

NOTE: A three-minute maximum time limit will be imposed on all comments from the public, regardless of the subject matter. A request form is available from the Deputy Town Clerk; fill it in and return it to her prior to the start of the meeting. When you speak, you must come to the podium in the front and clearly state your name and address for the record. Please turn off or mute your cell phone or pager at the start of the meeting.

TOWN OF BAY HARBOR ISLANDS
QUASI-JUDICIAL PUBLIC HEARING AGENDA
January 7, 2020

CALL TO ORDER: 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

1. **Presentation** of the proposed Development Agreement by N / R Wharton Kane Concourse Property Owner, LLC to construct a mixed used development zoned in the B-1 Business District which includes 90 residential units; 98,800 square feet of office space and 15,000 square feet of commercial space.
2. Town Manager's **Report** and **presentation**. Attached is a memorandum from Town Manager Jimenez with attachments.
3. **Public Comment** concerning the proposed Development Agreement and all related approvals.
4. **Approval** of an **ordinance** on **second** reading approving a development agreement as authorized under the Florida Statutes Section 163.3220-163.3243 between N/R Wharton Kane Concourse Property Owner, LLC and the Town. The agreement will authorize the development of approximately 1.96 Acres at 1177 Kane Concourse of a mixed use project consisting of 90 residential units, 98,800 square feet of office space and approximately 15,000 square feet of commercial use. Enclosed is a copy of the proposed ordinance.

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS, FLORIDA, APPROVING A DEVELOPMENT AGREEMENT AS AUTHORIZED UNDER THE FLORIDA LOCAL GOVERNMENT DEVELOPMENT AGREEMENT ACT, SECTIONS 163.3220 – 163.3243 OF THE FLORIDA STATUTES, IN SUBSTANTIALLY THE ATTACHED FORM, BETWEEN N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC (“OWNER”) AND THE TOWN OF BAY HARBOR ISLANDS (“TOWN”), RELATING TO THE DEVELOPMENT OF APPROXIMATELY 1.96 ACRES OF LAND GENERALLY LOCATED AT 1177 KANE CONCOURSE, AS MORE PARTICULARLY DESCRIBED IN EXHIBIT “A,” ATTACHED AND INCORPORATED, FOR THE PURPOSE OF REDEVELOPMENT OF SUCH LAND FOR MIXED USES PERMITTED BY THE BAY HARBOR ISLANDS COMPREHENSIVE PLAN – FUTURE LAND USE MAP DESIGNATION AND TOWN’S ZONING AND PLANNING CODE, AS AMENDED, WITH SAID DEVELOPMENT TO BE IN ACCORDANCE WITH THE SITE PLAN APPROVED BY THE TOWN AND TO CONSIST OF UP TO 90 RESIDENTIAL DWELLING UNITS, UP TO 98,800 SQUARE FEET OF OFFICE SPACE, UP TO 15,000 SQUARE FEET OF COMMERCIAL SPACE, AND 503 PARKING SPACES IN A BUILDING WITH A MAXIMUM HEIGHT OF 75 FEET; AND WITH SAID DEVELOPMENT AGREEMENT HAVING A TERM OF 10 YEARS AND ALSO MEMORIALIZING: (1) OWNER’S CONVEYANCE OF A WATERFRONT LOT AT 9600 WEST BAY HARBOR DRIVE TO THE TOWN FOR USE AS A PUBLIC PARK, (2) TOWN’S CONVEYANCE OF 24 TRANSFERRABLE DEVELOPMENT RIGHTS (TDRS) TO OWNER FOR USE AT 1177 KANE CONCOURSE, (3) CONDITIONS FOR THE TOWN’S PARTIAL ALLEY CLOSURE BETWEEN WEST BAY HARBOR DRIVE AND BAY HARBOR TERRACE AND OWNER’S PROVISION OF APPROPRIATE ACCESS EASEMENTS WITHIN SAID ALLEY, (4) TOWN’S APPROVAL OF A HEIGHT INCREASE FROM 65 FEET TO 75 FEET UNDER THE TOWN’S PUBLIC BENEFIT PROGRAM IN TOWN CODE SECTION 23-11(C)(8), BASED ON THE LISTED PUBLIC BENEFITS FROM OWNER; AUTHORIZING THE TOWN MANAGER TO EXECUTE THE DEVELOPMENT AGREEMENT, IN SUBSTANTIALLY THE ATTACHED FORM; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

STAFF RECOMMENDATION: Council Discretion

POLL VOTE

5. **Approval** of a **resolution** pursuant to the terms and conditions set forth in the Development Agreement approving the closure, vacation, abandonment, and discontinuance for public use of that portion of the platted alleyway bounded by

West Bay Harbor Drive on the West and Bay Harbor Terrace on the East, which consists of a 20-foot wide Right-of-Way containing 6,000 square feet in total land area, In favor of the abutting property owner, N/R Wharton Kane Concourse Property Owner, LLC. Enclosed is a copy of the resolution.

STAFF RECOMMENDATION: Council Discretion

6. **Approval** of a **resolution** pursuant to the terms and conditions set forth in the Development Agreement approving the transfer of (24) Transfer of Development Rights (TDR) to N/R Wharton Kane Concourse Property Owner, LLC for its project located at 1177 Kane Concourse from the Town's pool of commercial mixed use TDR's. Enclosed is a copy of the proposed resolution.

STAFF RECOMMENDATION: Council Discretion

7. **Approval** of a **resolution** pursuant to the terms and conditions set forth in the Development Agreement to approve ten feet (10') of bonus height up to the maximum height of seventy five feet (75') for the development project located at 1177 Kane Concourse, under the Town Public Benefit Program. Enclosed is a copy of the proposed resolution.

STAFF RECOMMENDATION: Council Discretion

8. **Approval** of a **resolution** pursuant to the terms and conditions set forth in the Development Agreement approving a shared parking arrangement for the mixed-use development located at 1177 Kane Concourse, based on the shared parking study that concludes 503 parking spaces are sufficient spaces for the proposed development. Enclosed is a copy of the proposed resolution.

STAFF RECOMMENDATION: Council Discretion

CONCLUSION OF PUBLIC HEARING - Approximately 8:00 p.m.

Pursuant to Florida Statutes 286.0105, the Town hereby advises the public that should any person decide to appeal any decision of the Town Council with respect to any matter to be considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

AGENDA ITEM REPORT

January 7, 2020

ITEM NUMBER: 1.

ITEM: Presentation of the proposed Development Agreement by N / R Wharton Kane Concourse Property Owner, LLC to construct a mixed used development zoned in the B-1 Business District which includes 90 residential units; 98,800 square feet of office space and 15,000 square feet of commercial space.

DESCRIPTION:

The applicant / owner (N / R Wharton Kane Concourse, LLC) has submitted a request for approval for a Development Agreement in order to construct a new project at 1177 Kane Concourse.

The applicant's request includes the following:

Conveyance of Waterfront Lot from N / R Wharton Kane Concourse, LLC (Owner / Applicant) to the Town for use as a Public Park; in exchange for approval of 24 Transfer Development Rights (TDR's) from the Town's Commercial Bank; and the Town's closure of partial alley bisecting the project; in consideration the project owners will dedicate an easement for alternative alley egress; and a utility easement on the portion of the alley being conveyed.

Public Benefit - The applicant requests the Town's approval of 10 feet bonus height (75 feet height for the project) under the Public Benefit Program per Section 23-11(C)(8) of the Town Code. The applicant will provide a contribution of \$500,000 to design and develop the waterfront public park. Also, the applicant will upgrade the sewer line from Manhole 77 in West Bay Harbor Drive to Manhole 67 in Bay Harbor Terrace (an approximate value of \$513,000).

The applicant requests approval of the proposed Parking Reduction pursuant to Section 23-11(C)(5) of the Code. The project includes 503 parking spaces; however, 645 are required (147 less spaces / 23% reduction).

The application requests or agrees to the following:

Owner voluntarily agrees to prohibit the use of "short-term" or "transient" rentals in the Project, which means any unit or group of units rented to guests for periods of less than six (6) months, or which is advertised or held out to the public as a place regularly rented to guests for periods of less than six (6) months.

Owner agrees to post a reasonable performance/demolition bond, letter of credit, or its equivalent in a form approved by the Town.

Owner requests the use of the Waterfront Park Parcel as a staging area during the construction phase of the project.

RECOMMENDED ACTION:

Recommendation attached.

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk
 Juan C. Jimenez, Town Manager

ATTACHMENTS

1. Letter of Intent - Town Council (for 1-7-20)
2. 1177 KC - Development Agreement Redline (12-11-19)
3. Letter - Waterfront lot Deed
4. 1177 K. C. Presentation
5. 1177 Kane Concourse - Plans
6. 1177_KC_-_Garage_Old_and_New_Plan_Sheet_Comparison
7. 1177_KC_-_Updated_Shared_Parking_Analysis
8. 1177_KC_-_Alley_Truck_Circulation_Diagrams
9. Plans changes - original and new sheet comparison
10. Traffic_Study
11. Alley_Closure_Appraisal
12. TDR Valuation Analysis - Applicant



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UPDATED December 18, 2019

Honorable Mayor and Council
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, FL 33154

RE: Town Council Submittal - 1177 Kane Concourse Project and Waterfront Park

Dear Honorable Mayor and Council Members,

We represent N/R Wharton Kane Concourse Property Owner, LLC ("Owner"), which owns two acres of property in the commercial core of Bay Harbor Islands, mainly located between Kane Concourse, West Bay Harbor Drive, 97th Street, and Bay Harbor Terrace ("Property"). Owner is proposing a five-story mixed-use development at the Property, including 90 residential units, 98,732 square feet of office space, and 14,900 square feet of commercial space ("Project"). We are pleased to present the Project to you for consideration at the January 7, 2020 meeting.

A. Site Background

The Property makes up the majority of one of only four blocks in the Town zoned Business (B-1), which permits mixed-use development. The Property is 2.2 acres in total size, including the portion of an alley that runs between the north and south lots. Most of the Property is currently vacant land, and also includes some concrete parking areas. The Property includes almost 300 feet of continuous frontage along Kane Concourse—the primary commercial thoroughfare in the Town—that is currently underutilized and primed for revitalization.

Owner also owns the parcel at 9600 West Bay Harbor Drive, which is prime vacant land on the Bay Harbor Waterway ("Waterfront Lot"). The Waterfront Lot is the only undeveloped "Gateway" parcel in the Town. For this reason, the Town has sought to create a new park at the Waterfront Parcel for some time, and Owner intends to help turn this vision into a reality.

B. Proposed Project

The Project is consistent with longstanding Town master planning goals to activate Kane Concourse and create a true "Main Street" destination. As recommended in the master plans,

the Project provides a shaded outdoor dining zone along Kane Concourse to promote extensive pedestrian activity contributing to a vital street life, with a mix of uses in the upper stories.¹ The Project will be the first truly mixed-use environment in the Town—encompassing office space, retail stores, restaurants, and residential units in a single development. No short-term/transient rentals of residential units will be allowed in the Project. This meets Town planning goals and exemplifies sustainable trends of the modern world, in which live, work, and play can coexist synergistically to help reduce travel and traffic congestion while increasing productivity and leisure time. On the west side is an elevated courtyard with a lush tropical garden that shields underground parking and serves as a focal point for the West Bay Harbor Drive façade. The courtyard provides another new publically-accessible open space for the community.

Over the last year, Owner has worked closely with the Town Council, the Planning and Zoning Board, and members of the Town staff to address all comments on the Project design, which resulted in many meaningful improvements. On November 20, 2018, the Planning and Zoning Board first approved partial site plans for the Project, subject to returning to the Board for approval of certain changes on the south façade, east façade, and underground parking entrances. Owner went back before the Planning and Zoning Board multiple times, most recently on August 20, 2019, to obtain final site plan approval of the Project from the Town.

C. Development Agreement

Owner has offered that the terms of its proposal to develop the Project be memorialized in a mutually-agreed upon development agreement with the Town. The proposed development agreement complies with state law and includes the following key terms:

- Sale of Waterfront Lot from Owner to Town for use as a public park;
- Owner's purchase of 24 TDRs from the Town's commercial bank;
- Town's closure of partial alley bisecting the Project;
- Owner's dedication of easement for alternative alley egress; and
- Town's approval of 75 feet height under public benefits program.

Based on the Town's own appraisals, the market value of the Waterfront Lot that the Town would receive is greater than the value of 24 commercial TDRs and the partial alley closure that Owner would receive under the deal. In addition to allowing the Town to retain \$150,000 in net surplus value in this transaction, Owner is offering a cash payment of \$500,000 directly to the Town in furtherance of developing a new public park on the Waterfront Lot that best suits resident needs. Finally, Owner is offering to voluntarily upgrade the Town's sanitary sewer line running under the alley, which serves much of the East Island and is badly outdated. We maintain that these public benefits are sufficient under Town Code Section 23-11(C)(8.2) to satisfy the requirements for the Town Council to approve 10 feet of bonus height at the Project.

¹ See page 24 of Bay Harbor Islands Community Vision and Urban Design Study, prepared by the Glatting firm and dated February 2003. The Town Center Urban Design Master Plan, prepared by the Bermello firm and dated August 2004, makes similar conclusions about this stretch of Kane Concourse and specifically highlights the Property.

D. Shared Parking and Traffic Study

Pursuant to Town Code Section 23-11(c)(15), Owner is requesting a 22% reduction in required parking for the Project based on shared parking efficiencies of this truly mixed-use development in today's modern world. Based on the provided parking study, Owner is proposing 503 on-site parking spaces in the Project garage, where 645 spaces would otherwise be required. This reduction of 142 spaces (22%) is consistent with criteria in the Town Code for shared parking because it utilizes the approved methodology of the Urban Land Institute "Shared Parking" manual. It is consistent with the trend of local governments reducing parking requirements due to lower demands caused by ride sharing and decreased reliance on cars as the sole form of transportation. Finally, the Town's independent parking consultant agreed that the provided parking would be sufficient for the Project in a peer review of our shared parking study.

We also submitted an areawide traffic study that confirms the Project will not have a detrimental impact on traffic based on the Town's adopted standards. The Town later hired its own traffic engineer to assess impacts of the Project, and that study came to the same conclusions.

E. Conclusion

The Project will be an important and exciting addition to Bay Harbor Islands and clearly implements goals to activate Kane Concourse and revitalize the B-1 zoning district. The design is complementary to the scale of recent mid-rise development in the Town's commercial core, but also prioritizes interactions with the street and the pedestrian-level experience with new retail/dining options and publically-accessible outdoor spaces. Establishment of a new public park on the Waterfront Lot will be a true public benefit for all in this community to enjoy.

Please accept this letter, the revised development agreement, and the other provided materials as our official request for final Town Council approval of all remaining components of the Project at the January 7th meeting. We look forward to receiving your approval and moving forward with development of this sensational project. Thank you for your consideration.

Sincerely,

AKERMAN, LLP



Neisen O. Kasdin

Enclosures

cc: J.C. Jimenez, Town Manager
Marlene Siegel, Town Clerk
Michael Miller, Town Planner
Frank Simone, Assistant Town Attorney

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (the "Agreement") is made and entered into as of this ____ day of _____ ~~2019~~, 2020, by and between TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation (hereinafter, the "Town"), and N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company (hereinafter, the "Owner") (the Town and Owner are together referred to as the "Parties").

Recitals:

WHEREAS, the Town is a municipal corporation of the State of Florida with powers and authority conferred unto it under the Florida Constitution, the Municipal Home Rule Powers Act, the Florida Statutes, the Town of Bay Harbor Islands Charter, and the Town of Bay Harbor Islands Code of Ordinances; and

WHEREAS, the Town is desirous of improving and revitalizing the stretch of Kane Concourse on the East Island of Bay Harbor Islands, which is the commercial core of the Town and where businesses serve residents of the entire surrounding community; and

WHEREAS, the Owner owns that certain real property located at 1177 Kane Concourse, in the Town of Bay Harbor Islands, Florida, 9600 West Bay Harbor Drive, in the Town of Bay Harbor Islands, Florida, and other abutting properties, as are more particularly described in **Exhibit A** attached hereto (collectively, the "Property") and intends to redevelop the Property with a mixed-use development consisting of 90 residential units, 98,800 square feet of office space, 14,900 square feet of commercial space, and significant building amenities and ground-level outdoor improvements (collectively, the "Project"); and

WHEREAS, the Town has determined that the Project will benefit the Town and the public and will serve as a catalyst in the Town's continuing efforts to revitalize that stretch of Kane Concourse on the Town's East Island, the Project is compatible with the mixed-use character of this commercial core, and the Project will beautify the western entrance to the East Island by providing a new waterfront park open to the public; and

WHEREAS, lack of certainty in development approvals can result in a waste of economic and land resources, discourage sound capital improvement planning and financing, escalate the cost of housing and development, and discourage commitment to comprehensive planning; and

WHEREAS, assurance to a developer that it may proceed in accordance with existing laws and policies, subject to the conditions of a development agreement, strengthens the public planning process, encourages sound capital improvement planning and financing, assists in assuring there are adequate capital facilities for the development, encourages private participation in comprehensive planning, and reduces the economic costs of development; and

WHEREAS, having fully considered this Agreement at two duly noticed public hearings in compliance with the Florida Local Government Development Agreement Act, having

determined that the Project and this Agreement are in compliance with the Town's Comprehensive Plan and Land Development Regulations as of the Effective Date, and having further determined that it is in the Town's best interest to address the issues covered by this Agreement in a comprehensive manner, in compliance with all applicable laws, ordinances, plans, rules and regulations of the Town, the Town has agreed to enter into this Agreement with the Owner.

NOW, THEREFORE, in consideration of the foregoing, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby-agree as follows:

1. Recitals. The foregoing recitals are true and correct and are incorporated herein by this reference.

2. Authority. This Agreement is entered into pursuant to the authority and procedures provided by the Act.

3. Definitions. All capitalized terms in this Agreement shall have the definitions set forth in this Section unless such terms are defined elsewhere in the body of this Agreement.

3.1 "Act" shall mean the Florida Local Government Development Agreement Act (Sections 163.3220 - 163.3243, Florida Statutes (2019)).

3.2 "Comprehensive Plan" shall mean the comprehensive plan that the Town has adopted and implemented for the redevelopment and continuing development of the Town pursuant to Chapter 163 Part II, of the Florida Statutes (2019).

3.3 "Development Order" shall mean any order granting, denying, or granting with conditions an application for a Development Permit.

3.4 "Development Permit" shall have the meaning set forth in Section 163.3221(5), Florida Statutes (2019).

3.5 "Effective Date" is the date when the Town records the executed Agreement in the Public Records of Miami-Dade County, as provided for in Section 163.3239, Florida Statutes (2019), and Section 5 of this Agreement.

3.6 "Existing Zoning" means all ordinances, resolutions, regulations, the Comprehensive Plan, Land Development Regulations, and rules adopted by a local government having jurisdiction affecting the development of the Property, in effect as of _____, 2019, which comprise the effective zoning regulations governing development of the Property as of the date of recordation of this Agreement.

3.7 "Land Development Regulations" shall have the meaning set forth in Section 163.3221(8), Florida Statutes (2019) and shall also include, without limitation, the definition of "land development regulations" in Section 11-1 of the Town Code.

3.8 “Park Parcel” shall mean that portion of the Property known as 9600 West Bay Harbor Drive, as is more particularly described on **Exhibit B** hereto, and which Owner shall convey to the Town for a public park, as set forth in Section 8 herein.

3.9 “Parties” shall mean the Town and Owner, as defined herein, where both the Town and Owner may each be individually referred to as a Party herein.

3.10 “Project” shall mean the construction and development of the Property with a mixed-use development consisting of 90 residential units, 98,800 square feet of office space, 14,900 square feet of commercial space, activated roof deck, and significant building amenities and ground-level outdoor improvements, as is more particularly described in plans for the Project entitled *1177 Kane Concourse* and dated _____, 2019, approved by the Town’s Planning and Zoning Board under the Site Plan Approval and incorporated herein by reference.

3.11 “Property” shall mean those parcels of real property legally described in **Exhibit A** hereto. From and after the partial alley closure pursuant to Section 10 herein, the Property shall also explicitly include all of the Owner’s right, title and interest in and to that portion of public right-of-way closed, vacated, abandoned, and discontinued for public use.

3.12 “Public Facilities” means major capital improvements, including, but not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, streets, parking, and health systems and facilities.

3.13 “Town Charter” shall mean that version of the Charter of the Town of Bay Harbor Islands, Florida, which is in effect as of the Effective Date.

3.14 “Town Code” shall mean that version of the Code of Ordinances, Bay Harbor Islands, Florida, which is in effect as of the Effective Date.

3.15 “TDRs” shall mean transferable development rights in the Town, the use of which is governed by procedures set forth in Section 23-22.2 of the Town Code. TDRs for the purposes of this Agreement shall explicitly include TDRs in the Town’s reserve bank.

3.16 “Site Plan Approval” shall mean Resolution No. 2185 of the Planning and Zoning Board of the Town of Bay Harbor Islands, Florida, approving the site development plan application for the Project, which is incorporated herein by reference.

4. Purpose and Intent. The purpose of this Agreement is for the Town to authorize Owner to develop the Project on the Property, in accordance with the Town’s Comprehensive Plan and Land Development Regulations. This Agreement will establish the applicable Land Development Regulations, referred to as the “Existing Zoning,” that will govern development of the Project, thereby providing the Parties with additional certainty during the development process. This Agreement, among other things, is intended to and shall constitute a development agreement between the Parties pursuant to the Act.

5. Term of Agreement; Effective Date and Binding Effect. Within fourteen (14) days following approval at two public hearings and execution by all Parties, the Town shall record the Agreement in the Public Records of Miami-Dade County, Florida (the “Effective

Date”). This Agreement shall have a term of ten (10) years from the Effective Date (the “Term”) and shall be filed with the Town Clerk. The Term of this Agreement may be extended by mutual consent of the Parties subject to a public hearing, pursuant to Section 163.3229, Florida Statutes (2019). This Agreement shall become effective on the Effective Date and shall constitute a covenant running with the land that shall be binding upon, and inure to, the benefit of the Parties, their successors, assigns, heirs, legal representatives, and personal representatives.

6. Permitted Development.

6.1 Permitted Uses. The Property, excluding the Park Parcel, has a future land use designation of Commercial under the Town’s Comprehensive Plan. The Property, excluding the Park Parcel, has a zoning designation of B-1 Business District under the Town’s Land Development Regulations. The land use and zoning designations of the Property permit, among other things, multiple-family dwellings or apartments, hotels and related accessory uses, business and professional offices, retail, personal services, and restaurants. The Property may be used for all purposes permitted and regulated in these land use and zoning designations, as further set forth in the Town’s Comprehensive Plan and Land Development Regulations. The Town finds that the Project, as proposed, is consistent with the uses permitted under this Agreement. Notwithstanding anything to the contrary in this Agreement, the permitted uses in the Project are subject to the following regulations:

(a) Owner voluntarily agrees to prohibit the use of “short-term” or “transient” rentals in the Project, which means any unit or group of units rented to guests for periods of less than six (6) months, or which is advertised or held out to the public as a place regularly rented to guests for periods of less than six (6) months. This short-term rental prohibition shall constitute a restrictive covenant that is binding on the Property and runs with the land to the Owner’s successors and assigns.

(b) The Project shall be at a minimum certified as Silver by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standards or equivalent sustainability standards.

(c) Owner shall allow a self-parking option for all residents and office tenants in the parking garage of the Project, in addition to valet services.

(d) The Project shall not include any valet parking in existing on-street parallel parking spaces along Kane Concourse without separate Town approval.

(e) The Project shall not allow vehicles to make left turns from the parking garage outbound onto 97th Street. The Project shall not allow vehicles to make left turns from the alley outbound onto West Bay Harbor Drive.

(f) Owner shall allow customers of the commercial uses in the Project to have up to one (1) hour of free parking in the Project’s parking garage, for at least the first ten (10) years after the Project obtains a certificate of occupancy.

(g) After completion, if the Project is at least 75% occupied and the Town Manager has a reasonable belief that the number of parking spaces provided in the garage is not sufficient for the Project, then Owner shall enter into an agreement with the Town to rent supplemental parking spaces in the Town's parking garage at 1165 95th Street equal to the demonstrated deficiency in the Project ("Overflow Parking"), unless in the opinion of the Town Manager Owner provides satisfactory evidence that there is no need for Overflow Parking through a parking occupancy study. If there is a demonstrated need for Overflow Parking, Owner shall also have the option to reduce the number of off-site rental spaces by constructing additional parking stackers in the Project garage. In no case shall the amount of Overflow Parking required exceed 142 spaces. If required, Owner shall establish the Overflow Parking spaces as the preferred valet parking location so as to free up to maximum number of on-site spaces in the Project garage for self-parking.

(h) ~~(e)~~ In the event of a hurricane, tropical storm, or other natural disaster, the Town may be permitted to use reasonable portions of the office space in the Project for a temporary emergency operation center if necessary and if adequate office space is available at the time of the event.

6.2 Density, Intensity, and Height. The maximum density, intensity, and height for any development on the Property shall be regulated by the Town's Comprehensive Plan and Land Development Regulations. At the Property, the maximum residential density is 80 dwelling units per acre and the maximum height is 75 feet, pursuant to relevant procedures for TDRs and bonus height. The intensity of development is limited by setbacks, height, building length, and other provisions of the Land Development Regulations. The Town finds that the Project, as proposed, is consistent with the density, intensity, and height permitted under this Agreement.

6.3 Development Approval. Owner shall be permitted to develop the Project for the duration of this Agreement. No further review by the Planning and Zoning Board shall be required for the Project to obtain building permits from the Town so long as "final working plans" for the Project, as defined in the Town Code, are submitted to the Town within eighteen (18) months of the Effective Date, and the final working plans are substantially in accordance with the plans for the Project approved by the Planning and Zoning Board. Modifications to the Project shall be permissible pursuant to procedures set forth in the Site Plan Approval and Town Code.

6.4 Performance/Demolition Bond. Owner agrees that, as a condition of master building permit issuance for the Project, Owner shall post a reasonable performance/demolition bond, letter of credit, or its equivalent in a form approved by the Town, to ensure that if construction of the Project commences but is later abandoned and not completed during the Term, then the Town may elect to use the posted amount for demolition of any partially-completed improvements on the Property and to restore the Property to its condition on the Effective Date (the "Bond"). Any obligations under the Bond shall be null and void and of no further effect once the Project receives its first temporary/permanent certificate of occupancy. It is further understood and agreed that the time at which the Project is deemed "abandoned" for purposes of the Bond may be extended beyond the expiration of the Term by the Town for good and sufficient cause.

6.5 Construction Staging. During construction of the Project, the Town shall allow Owner to temporarily use a nearby lot for construction staging and lay-down purposes, pursuant to an executed lease mutually agreed upon by the Parties, which requires no rent payments, has Owner indemnifying and holding harmless the Town for any acts or omissions during Owner's temporary use of the lot, and requires that Owner restore the lot to its previous condition (including resurfacing, if necessary) after the Owner's construction staging use ends. Notwithstanding the above, Owner's construction staging shall not occur on the Park Parcel.

7. Prohibition on Downzoning.

7.1 The Comprehensive Plan in effect on the Effective Date, the Existing Zoning, and this Agreement shall govern development of the Project for the duration of this Agreement. The Town's laws and policies adopted after the Effective Date may be applied to the Project only if the determinations required by Section 163.3233(2), Florida Statutes (2019) have been made after thirty (30) days written notice to the Owner and following a public hearing or as otherwise provided herein.

7.2 Pursuant to the Act, this prohibition on downzoning supplements, rather than supplants, any rights that may vest to the Owner under Florida or Federal law. As a result, the Owner reserves the right to challenge any subsequently adopted changes to the Land Development Regulations that are in conflict with this Agreement based on (a) common law principles including, but not limited to, equitable estoppel and vested rights, or (b) statutory rights which may accrue by virtue of Chapter 70, Florida Statutes (2019).

8. Park Conveyance. Owner shall convey the Park Parcel to the Town, granting all right, title, and interest in the Park Parcel to the Town, said conveyance to occur by deed in substantially the form attached hereto as **Exhibit C** (the "Park Conveyance").

9. Transfer of Development Rights. The Town shall provide Owner with twenty-four (24) TDRs from the Town's reserve bank of commercial TDRs for Owner to utilize to develop the Project (the "TDR Transfer"). Pursuant to Town Code Section 23-22.2(c), the Council may develop an alternative value method for reserve bank TDRs consistent with the goals, objectives, and vision of the Town; which in this case is based on the value added by establishing a new public waterfront park on the Park Parcel.

10. Alley Closure. The Town shall permanently vacate and close the public right-of-way within the Property, in accordance with the below terms (the "Alley Closure"):

10.1 The Town shall close, vacate, abandon, and discontinue for public use that certain portion of public right-of-way 20 feet in width between West Bay Harbor Drive and Bay Harbor Terrace, within Block 21, according to the Plat of Bay Harbor Island, as recorded at Plat Book 46, Page 5, which is more particularly described on **Exhibit D** hereto (the "Partial Alley"). When closed and vacated, the Town agrees that all reversionary rights to the Partial Alley shall accrue to the Owner as the owner of all platted subdivision lots abutting the Partial Alley.

10.2 Following the Alley Closure, Owner shall allow continued vehicular and pedestrian access to the Partial Alley consistent with its use on the Effective Date until such time that construction commences on the Project.

10.3 As a condition of approving the vacation and closure of the Partial Alley, the Town hereby reserves an easement interest in the sanitary sewer line running under the Partial Alley, and Owner agrees to execute an easement to memorialize the perpetual rights of the Town to access, maintain, and repair the sanitary sewer line running under the Partial Alley within the Project, with Owner retaining the obligation to restore areas of work to a condition at least equal to its prior condition after the Town fills in any portions of the Partial Alley excavated to complete work on the sewer (the “Sewer Easement”). Owner shall deliver the executed Sewer Easement prior to issuance of a building permit for the Project.

10.4 As a condition of approving the vacation and closure of the Partial Alley, prior to the date that Owner obtains a building permit for the Project, Owner shall also grant the Town a perpetual easement for alternative ingress/egress to the alley on Block 21, to be held open to the public for vehicular use, said easement to be in substantially the form attached hereto as **Exhibit E** (the “Access Easement”).

11. Terms of Park Conveyance, TDR Transfer, and Alley Closure. Prior to final Town Council approval of this Agreement, Owner shall deliver to the Town an executed deed for the Park Conveyance (“Park Deed”). The Town agrees to hold the Park Deed in escrow and not record the deed until this Agreement is final and all applicable periods to challenge or appeal the validity or legality of this Agreement have expired without any such challenge or appeal being filed or initiated. After receipt of the Park Deed and simultaneously to Town Council consideration of this Agreement, the Town shall consider separate resolution(s) approving the Alley Closure and the TDR Transfer as may be necessary, it being understood that the Park Deed shall not be taken out of escrow and recorded until the Alley Transfer and the TDR Transfer are also finalized and non-appealable. Owner and Town agree that the Park Conveyance shall constitute the consideration for the TDR Transfer and Alley Closure, based on the following valuations:

	Town to Receive	Value	Owner to Receive	Value
	Park Parcel	\$2,550,000	24 Commercial TDRs (\$65,000 per TDR)	\$1,560,000
			Partial Alley (net)	\$841,000
Totals		\$2,550,000		\$2,401,000

12. Public Benefits for Bonus Height. Pursuant to Town Code Section 23-11(c)(8), Owner seeks to utilize the Town’s Public Benefits Program to obtain an additional 10 feet of bonus height for the Project up to a maximum 75 feet of “building height,” as defined in the Town Code. The Town shall consider the following as public benefits that serve a public purpose in Owner’s request for 10 feet of bonus height:

12.1 Sewer Upgrade. Although it is not necessary to increase sanitary sewer capacity to service the Project, Owner agrees to be solely responsible for upgrading the existing 15-inch VCP sanitary line that runs in the Partial Alley to a new 18-inch sanitary line during construction of the Project (the “Sewer Upgrade”). The Sewer Upgrade shall extend from

Manhole 77 in West Bay Harbor Drive to Manhole 67 in Bay Harbor Terrace. The estimated cost of the Sewer Upgrade is Five Hundred Thirteen Thousand Dollars (\$513,000).

12.2 Park Contribution. Owner shall pay the Town a total of Five Hundred Thousand Dollars (\$500,000) to be used exclusively for design, planning and/or development of a new waterfront park on the Park Parcel (the “Park Contribution”). The Park Contribution shall be paid in full prior to issuance of a building permit for the Project.

12.3 Surplus Park Contribution. Under the terms of the Park Conveyance set forth in Section 11 herein, the Town is receiving One Hundred Forty Nine Thousand Dollars (\$149,000) in net surplus value. In addition to the cash payment of \$500,000 described in Section 12.2 above, Owner shall allow the Town to retain this net surplus value for design, planning and/or development of a new waterfront park on the Park Parcel.

13. Development Permits. Provisions of this Agreement may require that the Town and its boards, departments or agencies, take certain governmental actions, acting in their governmental capacity, to issue certain Development Permits for the Owner to develop the Project in accordance with the Existing Zoning and this Agreement. The Project may also require additional permits or approvals from County, State or Federal governments or any division thereof. Subject to required legal processes and approvals, the Town shall make a good faith effort to take all reasonable steps to cooperate with and facilitate all such approvals. Such permits and approvals for the Project may include, without limitation, the following:

13.1 Town Site Plan Approval;

13.2 Town approval of Partial Alley closure;

13.3 Town approval of TDR transfer;

13.4 Town approval of Owner’s contributions to the Town’s Public Benefit Program in exchange for 10 feet of additional bonus height;

13.5 A Covenant-in-Lieu of Unity of Title and/or Unity of Title and/or Declaration of Restrictions for the Property;

13.6 Water and sanitary sewage agreement(s);

13.7 Paving and drainage plans and permits;

13.8 Demolition permits;

13.9 County transit approvals;

13.10 State of Florida Department of Transportation (FDOT) right-of-way permits or other approvals;

13.11 Building permits;

13.12 Certificates of use and/or occupancy;

13.13 Stormwater permits; and

13.14 Any other official action of the Town or other government agency having the effect of permitting or authorizing the Project on the Property.

14. Applications for Development Approvals and Permits. Following the Effective Date of this Agreement, the Owner will initiate and diligently pursue all applications for Development Orders and Development Permits that may be necessary for the Project but that were not previously initiated or completed. The Town shall process any such Development Permit and Development Order applications in a timely fashion and join in application(s) as may be necessary. Notwithstanding the foregoing, Owner shall be solely responsible for obtaining all final, non-appealable Development Orders and Development Permits for the Project.

15. Compliance with Local Regulations Regarding Development Permits. The Owner and the Town agree that the failure of this Agreement to address a particular permit, approval, procedure, condition, fee, term or restriction in effect on the Effective Date of this Agreement shall not relieve Owner of the necessity of complying with the law or regulation governing said permitting requirements, conditions, fees, terms or restrictions, subject to the terms of Section 7 of this Agreement.

16. Reservation of Rights. This Agreement shall not affect any rights that may have accrued to any party to this Agreement under applicable laws and each party hereto reserves any and all of such rights.

17. Consistency with the Town's Comprehensive Plan. The Town has adopted and implemented the Comprehensive Plan. The Town hereby finds and declares that the provisions of this Agreement dealing with the Property and the Project are consistent with the Town's Comprehensive Plan and Land Development Regulations (subject to all applicable requirements, permits and approvals).

18. Concurrency. As of the Effective Date, Owner is conducting an extensive analysis of the Public Facilities available to serve the Project. In the event that the Existing Zoning or the Comprehensive Plan requires Owner to provide additional Public Facilities to accommodate the Project, Owner will provide such Public Facilities consistent with the timing requirements of Section 163.3180, Florida Statutes (2019). Owner shall be solely responsible for obtaining all land use permits, including, but not limited to, all permits and approvals required pursuant to Section 163.3180, Florida Statutes (2019), with respect to concurrency requirements for roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and schools (the "Concurrency Requirements"). Prior to obtaining its building permit for the Project, Owner shall apply to the appropriate governmental authorities and obtain letters or other evidence that Owner has obtained all applicable Concurrency Requirements, and shall diligently and in good faith obtain such letters or other evidence that the Project meets all applicable Concurrency Requirements and shall pay such impact fees as may then be due or applicable to meet Concurrency Requirements.

19. Annual Review. Pursuant to Section 163.3235, Florida Statutes (2019), the Town shall review the Property subject to this Agreement once every twelve (12) months, commencing 12 months after the Effective Date. The Town shall begin the review process by giving notice to Owner, a minimum of thirty (30) days prior to the anniversary date of the Agreement, of its intention to undertake the annual review of this Agreement. Any information

required of Owner during an annual review shall be limited to that necessary to determine the extent to which the Owner is proceeding in good faith to comply with the terms of this Agreement.

20. Default. A Party shall be in default under this Agreement if said Party fails to perform or breaches any term(s), covenant(s) or condition(s) of this Agreement, which breach is not cured within thirty (30) days after receipt of written notice from another Party specifying the nature of such breach; provided, however, that if such breach cannot reasonably be cured within thirty (30) days, then the Party shall not be in default if it commences to cure such breach within said thirty (30) day period and diligently prosecutes such cure to completion. It shall not be a default under this Agreement if any Party is declared bankrupt by a court of competent jurisdiction. All rights and obligations in this Agreement shall survive such bankruptcy of any Party. The Parties hereby forfeit any right to terminate this Agreement upon the bankruptcy of a Party. For purposes of clarity, the Project may be developed by multiple parties in multiple phases. Any actual or alleged default by a developer of a portion(s) or phase(s) of the Project, including without limitation the Owner, shall not cause, nor be treated, deemed, or construed as a default by another developer or Party with respect to any other portion(s), phase(s) or component(s) of the Project. Neither Party may terminate this Agreement upon the default by another Party, but shall have all remedies enumerated herein. Upon occurrence of a default by a Party to this Agreement not cured within the applicable grace period, the Town and Owner agree that any Party may seek specific performance of this Agreement, and that seeking specific performance shall not waive any right of such Party to also seek monetary damages, injunctive relief or any relief other than termination of this Agreement. The Town hereby acknowledges that any claim against the Town for damages under this Agreement is not limited by sovereign immunity or similar liability limitation.

21. Strict Performance; Waiver. No failure by the Town or Owner to insist upon strict performance of any covenant, agreement, term or condition of this Agreement or to exercise any right or remedy available to such party by reason of the other party's default or an event of default hereunder shall constitute a waiver of any such default, event of default or of such other covenant, agreement, term or condition hereunder.

22. Notices. Any notices required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given if delivered by hand, sent by recognized overnight courier (such as Federal Express) or mailed by certified or registered mail, return receipt requested, in a postage prepaid envelope, and addressed as follows:

If to the Town at: Attn: J.C. Jimenez

Town Manager

Town of Bay Harbor Islands

9665 Bay Harbor Terrace

Bay Harbor Islands, Florida 33154

With a copy to: Attn: Frank C. Simone, Esq.,
Assistant Town Attorney
Town of Bay Harbor Islands

701 Brickell Avenue, Suite 1550

Miami, Florida 33131

If to Owner at:	Attn: David E. Eisenberg Chief Executive Officer Wharton Equity Partners, LLC 3250 NE 1 st Avenue, Suite 211 Miami, FL 33137	Attn: Benjamin Yorker Vice President, Development Northwood Ravin 127 Scaleybark Road Charlotte, NC 28209
-----------------	---	---

With a copy to: Attn: Neisen O. Kasdin, Esq.

Akerman LLP

Three Brickell City Centre

98 SE 7th Street, Suite 1100

Miami, FL 33131

Notices personally delivered or sent by overnight courier shall be deemed given on the date of delivery and notices mailed in accordance with the foregoing shall be deemed given three (3) days after deposit in U.S. mails. Terms of this Section shall survive the termination of this Agreement.

23. Governing Laws, Construction and Litigation. This Agreement shall be governed and construed in accordance with the laws of the State of Florida, both substantive and remedial, without regard to principles of conflict of laws. The Owner and the Town agree that Miami-Dade County, Florida is the appropriate and exclusive state court venue, and that the U.S. District Court, Southern Division of Florida is the appropriate and exclusive federal court venue, in connection with any litigation between the Parties with respect to this Agreement. All of the Parties to this Agreement have participated fully in the negotiation and preparation hereof; and accordingly, this Agreement shall not be more strictly construed against any of the Parties hereto. In construing this Agreement, captions, and section and paragraph headings shall be disregarded and the use of any gender shall include every other and all genders. All of the exhibits referenced in this Agreement are incorporated in, and made a part of, this Agreement. In the event of any litigation between the Parties under this Agreement for a breach thereof, the prevailing party shall be entitled to reasonable attorney's fees and court costs at all trial and appellate levels. BY

ENTERING INTO THIS AGREEMENT THE TOWN AND OWNER EXPRESSLY WAIVE ANY RIGHTS EITHER MAY HAVE TO A TRIAL BY JURY WITH RESPECT TO ANY CIVIL LITIGATION RELATED TO, OR ARISING OUT OF, THIS AGREEMENT.

24. Severability. In the event any term or provision of this Agreement be determined by appropriate judicial authority to be illegal or otherwise invalid, such provision shall be given its nearest legal meaning or construed as deleted as such authority determines, and the remainder of this Agreement shall be construed to be in full force and effect.

25. Time of Essence. Time shall be of the essence for each and every provision hereof.

26. Entire Agreement. This Agreement, together with the documents referenced herein, constitutes the entire agreement and understanding among the Parties with respect to the subject matter hereof, and there are no other agreements, representations or warranties other than as set forth herein. Neither party shall be bound by any agreement, condition, warranty nor representation other than as expressly stated in this Agreement. This Agreement may not be changed, altered or modified except by an instrument in writing signed by both Parties hereto, subject to the requirements for the amendment of development agreements in the Act.

27. Assignment and Transfer. This Agreement shall be binding on the Owner and its heirs, successors and assigns, including the successor to or assignee of any interest in the Property. The Owner, in its sole discretion, may assign, in whole or in part, this Agreement or any of its rights and obligations hereunder, or may extend the benefits of this Agreement, to any holder of any interest in the Property without the prior written consent or any other approval of the Town. The Owner shall provide written notice of any such assignment to the Town in accordance with the requirements of this Agreement. Any such assignee shall in writing in a legal form acceptable to the Town assume all applicable rights and obligations under this Agreement, and upon such assumption, the assignor shall be released from all obligations assumed by such assignee.

28. Police Power.

28.1 The Parties hereto recognize and agree that certain provisions of this Agreement require the Town and its boards, departments or agencies, acting in their governmental capacity, to consider governmental actions, as set forth in this Agreement. All such considerations and actions shall be undertaken in accordance with established requirements of state statutes and municipal ordinances, in the exercise of the Town's jurisdiction under the police power. Nothing contained in this Agreement shall entitle the Owner to compel the Town to take any such actions, save and except the consents, if applicable, to the filing of such applications for Development Permits or Development Orders, as more fully set forth herein, and to timely process such applications.

28.2 The Parties further recognize and agree that these proceedings shall be conducted openly, fully, freely and fairly in full accordance with law and with both procedural and substantive due process to be accorded the applicant and any member of the public. Nothing in this Agreement shall be construed to prohibit the Town from duly acting under its police

power to approve, approve with conditions, or reject any public hearing application dealing with the Project or the Property.

[SIGNATURE PAGES TO FOLLOW]

EXECUTED as of the date first above written in several counterparts, each of which shall be deemed an original, but all constituting only one agreement.

Signed, sealed and delivered
in the presence of:

TOWN OF BAY HARBOR ISLANDS,
a Florida municipal corporation

Print Name: _____

By: _____

Print Name: _____

Name: _____

Attest: _____
Town Clerk

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

The foregoing instrument was acknowledged before me this _____ day of _____, ~~2019~~, 2020, by _____, as _____ of the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation, on behalf of the municipal corporation. He/She is personally known to me or has produced _____ as identification and who did (or did not) take an oath.

NOTARY PUBLIC

Typed or Printed Name of Notary
My Commission expires:
Serial No., if any: _____

EXECUTED as of the date first above written in several counterparts, each of which shall be deemed

Signed, sealed and delivered
in the presence of:

**N/R WHARTON KANE CONCOURSE
PROPERTY OWNER, LLC,**
a Delaware limited liability company

Print Name: _____

By: _____

Print Name: _____

Name: _____

Title: _____

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

The foregoing instrument was acknowledged before me this ____ day of _____, ~~2019~~2020, by _____, as _____ of N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company, on behalf of the company. He/She is personally known to me or has produced _____ as identification and who did (or did not) take an oath.

NOTARY PUBLIC

Typed or Printed Name of Notary
My Commission expires:
Serial No., if any: _____

EXHIBIT A

LEGAL DESCRIPTION:

PARCEL A:

LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 9, 10 AND 11 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

PARCEL B:

LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

PARCEL C:

LOT 32, BLOCK 3 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

EXHIBIT B

LEGAL DESCRIPTION:

LOT 32, BLOCK 3 OF "BAY HARBOR ISLAND", ACCORDING TO THE
PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF
THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS,
FLORIDA.

EXHIBIT C

Prepared by:
Nicholas J. Barshel, Esq.
Akerman LLP
98 Southeast Seventh Street
Miami, FL 33131

After recording, return to:
Town Clerk
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154

Folio Number: 13-2227-001-0790

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made this ____ day of _____, 20____, by N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company (the “**Grantor**”), whose mailing address is 1819 Wazee Street, 2nd Floor, Denver, CO 80202, to the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation (the “**Grantee**”), whose address is 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

W I T N E S S E T H:

THAT GRANTOR, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, does hereby grant, bargain, sell, transfer and deliver to Grantee, its successors and assigns forever, the real property located in Bay Harbor Islands, Miami-Dade County, Florida (the “**Property**”) described in **Exhibit A** attached hereto.

TOGETHER WITH all improvements, easements, licenses, privileges, tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the Property, unto Grantee, and Grantee’s successor and assigns, in fee simple forever.

SUBJECT TO the easements, restrictions, agreements, reservations and other matters of record, none of which are deemed to be extended or re-imposed by this reference, and all real estate taxes for 20____ and all subsequent years.

AND GRANTOR does hereby covenant with and warrant to Grantee that Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to

sell and convey the Property; and that Grantor does fully warrant the title to the Property subject to the matters referred to above and will defend the same against the lawful claims of all persons whomsoever claiming by, through or under Grantor, but none others.

EXHIBIT A
LEGAL DESCRIPTION OF LAND

LOT 32, BLOCK 3 OF "BAY HARBOR ISLAND", ACCORDING TO THE
PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF
THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS,
FLORIDA.

EXHIBIT D

PROJECT NUMBER : 8194-16

CLIENT :

DSS

LAND DESCRIPTION:

THAT 20.00 FOOT ALLEY LOCATED SOUTH OF AND ADJACENT WITH LOTS 5, 6, 7 AND 8, BLOCK 21, AND NORTH OF AND ADJACENT WITH LOTS 9, 10, 11, 12, 13 AND 14, BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MAHON/DADE COUNTY, FLORIDA.

SAND LANDS SITUATE, LYING AND BEING IN MIAMI/DADE COUNTY FLORIDA, CONTAINING 8,000 SQUARE FEET MORE OR LESS.

LEGEND:

OWN	CHECKED BY
FW/PG	DRAWN BY
P.B.	FIELD BOOK AND PAGE
B.C.R.	PLAT BOOK
POB	BROWARD COUNTY RECORDS
POC	POINT OF BEGINNING
	POINT OF COMMENCEMENT

NOTES:

1. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.
3. DATA SHOWN HEREON DOES NOT CONSTITUTE A FIELD SURVEY AS SUCH.
4. THE LAND DESCRIPTION SHOWN HEREON WAS PREPARED BY THE SURVEYOR.
5. BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF LOT 15, BLOCK 25 "RAY HARBOR ISLAND", P.B. 46, PG. 5, M/D.C.R. SAID LINE BEARS N73°38'30"W.

I HEREBY CERTIFY THAT THE ATTACHED "LAND DESCRIPTION AND SKETCH" IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS PREPARED UNDER MY COMMISSION IN JUNE, 2018. I FURTHER CERTIFY THAT THIS "LAND DESCRIPTION AND SKETCH" MEETS THE STANDARD OF PRACTICE FOR SURVEYING IN THE STATE OF FLORIDA ACCORDING TO CHAPTER 39-17 OF THE FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 473.027, FLORIDA STATUTES, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

FOR THE FIRM, BY:

RICHARD E. COUSINS
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. 4188

REVISIONS	DATE	FB/PG	DWN	CKD
LAND DESCRIPTION AND SHEET	06/21/18	-----	JB	REC

LAND DESCRIPTION
AND SKETCH FOR
A PORTION OF A
20 FOOT ALLEY
(TO BE VACATED)

PROPERTY ADDRESS :
1177 KANE CONCOURSE

SCALE: 1" = 40'

SHEET 1 OF 1

EXHIBIT E

**This instrument prepared by and
after recording return to:**

*Nicholas J. Barshel, Esq.
Akerman LLP
98 Southeast Seventh Street
Miami, FL 33131*

(Reserved for Clerk of Court)

PUBLIC ACCESS EASEMENT

THIS PUBLIC ACCESS EASEMENT (the “Easement”) is made this ____ day of _____, 20____ by N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company (“Grantor”), in favor of the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation (“Grantee”).

WITNESSETH:

WHEREAS, Grantor is the fee simple owner of certain real property located in the Town of Bay Harbor Islands, Miami-Dade County, Florida, which is more particularly described in the attached **Exhibit A** (“Property”); and

WHEREAS, Grantor is constructing a mixed-use development on the Property, consisting of multifamily dwelling units, office space, commercial space, and significant other building amenities and ground-level outdoor improvements, as is depicted in that plan set entitled *1177 Kane Concourse*, and dated August 15, 2019, which is on file with the Town of Bay Harbor Islands and incorporated herein by reference; and

WHEREAS, in furtherance of the Project, Grantee has agreed to vacate, abandon, and discontinue for public use a portion of the 20 foot-wide public alley extending between West Bay Harbor Drive and Bay Harbor Terrace (“Alley”), which lies within the Property; and

WHEREAS, Grantor has agreed to grant a non-exclusive perpetual easement to Grantee with respect to the Easement Area (defined below) for the purpose of maintaining a vehicular access route from the Alley to the public right-of-way known as 97th Street; and

NOW THEREFORE, Grantor, for and in consideration of the sum of One Dollar and other valuable considerations paid, the receipt and sufficiency of which are hereby acknowledged, hereby grants unto Grantee, its successors and assigns, a non-exclusive perpetual easement for the benefit of the Grantee and of the general public, in, upon, and through the land in Miami-Dade County, Florida, more particularly described in **Exhibit B** attached hereto and made part hereof ("Easement Area"), for the express purpose of public access and use as a vehicular egress route from the Alley to 97th Street along a paved driveway.

It is understood and agreed that, in conjunction with Grantor's development of the Project, Grantor shall construct on and improve the Easement Area with a paved driveway in accordance with the plans approved by the Grantee as part of the Project. Grantor's maintenance obligations in the Easement Area shall include, but are not to be limited to, all maintenance and repair of all improvements constructed under a duly issued permit from the Grantee, and ensuring that the same are maintained in a safe and well-kept manner, so as not to pose a safety hazard to the public and to be aesthetically pleasing in this highly visible location.

Grantor shall maintain the right to construct and install features and improvements of the Project over, under, around, and within the Easement Area; provided, however, that a continuous, unobstructed way of vehicular passage, extending horizontally twenty (20) feet in width and vertically fourteen (14) feet in height, shall remain at all times ("Alley Egress"). No improvements, features, obstructions or encroachments of any kind shall be permitted within the Alley Egress, except for (i) protrusions and other improvements required by law (e.g. life safety apparatus), (ii) temporary obstructions for such periods of time as may be reasonably required for repairs and maintenance to the Easement Area and/or the improvements located therein, or (iii) temporary closures under emergency circumstances.

Grantor, its successors and/or assigns, do hereby indemnify, defend and hold harmless, at Grantor's sole cost and expense, Grantee, its officials and employees, from and against any and all claims, actions, proceedings, damages, losses, liabilities, costs and expenses (including, without limitation, reasonable attorneys' fees and costs of suit incurred in connection with such claims), arising out of, or resulting from, the injury to or the death of any person, or damage or loss to the property of any person, caused by the negligent or wrongful act or omission of Grantor, its authorized agents or employees, in performing (or failing to perform) its maintenance obligations with respect to the Easement Area as required herein, and/or by the failure of Grantee to comply with all applicable laws, rules, codes and regulations relative to arising by virtue of the relocation of a public right-of-way from the Alley onto the Property in certain locations, including, without limitation, the Florida Building Code.

TO HAVE AND TO HOLD the same unto Grantee, its successors and assigns forever, and Grantor will defend the title to the lands within the Easement Area against all persons claiming by, through or under Grantor. Grantor hereby reserves the right to use the Easement Area for Grantor's own benefit and all other rights of ownership in and to the Easement Area, including without limitation the right to grant further easements therein so long as the same are consistent with the use and rights granted to Grantee hereunder; providing, however, that the benefits herein granted to the general public shall not be interfered with or diminished except in

some minor or incidental manner when necessary, and those rights exercised by Grantor are not inconsistent with the use and rights granted to Grantee hereunder.

The Easement is to be governed by and construed under the laws of the State of Florida. Any claims, actions or proceedings arising between the Grantor and Grantee under the Easement shall be instituted and maintained in Miami-Dade County, Florida. Each party shall bear their own attorney's fees.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed in its name, by its proper officers thereunto duly authorized, the day and year first above written.

Signed, sealed and delivered
in the presence of:

GRANTOR:

**N/R WHARTON KANE CONCOURSE
PROPERTY OWNER, LLC,**
a Delaware limited liability company

Print Name: _____

By: _____

Print Name: _____

Name: _____

Title: _____

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

The foregoing instrument was acknowledged before me this ____ day of _____, ~~2019~~2020, by _____, as _____ of N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company, on behalf of the company. He/She is personally known to me or has produced _____ as identification and who did (or did not) take an oath.

NOTARY PUBLIC

Typed or Printed Name of Notary

My Commission expires:

Serial No., if any: _____

IN WITNESS WHEREOF, Grantee has caused these presents to be executed in its name, by its proper officers thereunto duly authorized, the day and year first above written.

Signed, sealed and delivered
in the presence of:

GRANTEE:

TOWN OF BAY HARBOR ISLANDS,
a Florida municipal corporation

Print Name: _____

By: _____

Print Name: _____

Name: _____

Attest: _____
Town Clerk

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

The foregoing instrument was acknowledged before me this ____ day of _____, ~~2019~~2020, by _____, as _____ of the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation, on behalf of the municipal corporation. He/She is personally known to me or has produced _____ as identification and who did (or did not) take an oath.

NOTARY PUBLIC

Typed or Printed Name of Notary
My Commission expires:
Serial No., if any: _____

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

PARCEL A:

LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 9, 10 AND 11 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY, FLORIDA.

PARCEL B:

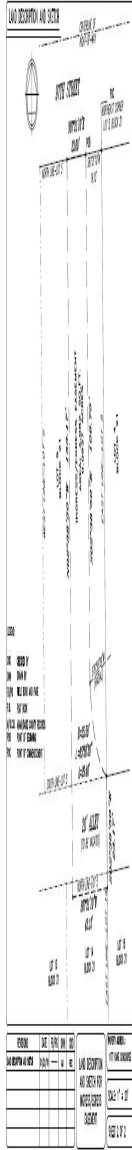
LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY, FLORIDA.

AND

THAT 20.00 FOOT ALLEY LOCATED SOUTH OF AND ADJACENT WITH LOTS 5, 6, 7 AND 8, BLOCK 21, AND NORTH OF AND ADJACENT WITH LOTS 9, 10, 11, 12, 13 AND 14, BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY, FLORIDA.

[illegible]46218010;~~12~~13

CONSULT SURVEYOR & ASSOCIATES, INC. 200 N. 4TH AVENUE, SUITE 201 DULUTH, GEORGIA 30091 PHONE: 404/251-1111 FAX: 404/251-1112	PROJECT NUMBER: 100-1 SHEET: 10
---	------------------------------------



Document comparison by Workshare 9 on Wednesday, December 11, 2019
4:46:22 PM

Input:	
Document 1 ID	interwovenSite://PDC-DMS/Active/46218010/12
Description	#46218010v12<Active> - 1177 Kane Concourse_Development Agreement (10-24-19)
Document 2 ID	interwovenSite://PDC-DMS/Active/46218010/13
Description	#46218010v13<Active> - 1177 Kane Concourse_Development Agreement (clean - second reading)
Rendering set	Standard

Legend:	
<u>Insertion</u>	
Deletion	
Moved from	
<u>Moved to</u>	
Style change	
Format change	
Moved deletion	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	14
Deletions	8
Moved from	0
Moved to	0
Style change	0
Format changed	0
Total changes	22



Nicholas J. Barshel

Akerman LLP
Three Brickell City Centre
98 SE 7th Street, Suite 1100
Miami, FL 33131
Tel: 305 982 5538
nicholas.barshel@akerman.com

December 9, 2019

J.C. Jimenez, Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, FL 33154

RE: 1177 Kane Concourse Development Agreement – Waterfront Lot Deed

Dear Mr. Jimenez,

As you know, N/R Wharton Kane Concourse Property Owner, LLC (“Owner”) owns the vacant waterfront lot at 9600 West Bay Harbor Drive (“Waterfront Lot”), and has proposed to convey the Waterfront Lot to the Town as part of a development agreement for 1177 Kane Concourse, which is scheduled to be considered by the Town Council for final approval on January 7, 2020.

Prior to final approval and recordation of this development agreement, Owner has agreed to execute a deed for conveyance of the Waterfront Lot to the Town, which is attached hereto (“Waterfront Lot Deed”). Owner is providing the Waterfront Lot Deed at this time in good faith and subject to the condition that the Town shall hold the Waterfront Lot Deed in escrow and not record the deed nor accept the conveyance until the development agreement is finalized, recorded, and all applicable periods to challenge/appeal the development agreement have expired without any such challenge/appeal being filed or initiated. Because the alley closure and TDR transfer set forth in the relevant development agreement are the negotiated consideration for the Waterfront Lot, this is also subject to the condition that the Waterfront Lot Deed shall not be taken out of escrow and recorded until the alley transfer and the TDR transfer are also finalized and non-appealable.

Please let me know if you have any questions. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "N. Barshel", written over a light blue circular stamp.

Nicholas J. Barshel

Enclosure

cc: Marlene M. Siegel, Town Clerk
Frank C. Simone, Esq., Assistant Town Attorney

Prepared by:
Nicholas J. Barshel, Esq.
Akerman LLP
98 Southeast Seventh Street
Miami, FL 33131

After recording, return to:
Town Clerk
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154

Folio Number: 13-2227-001-0790

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made this 2nd day of December, 2019, by N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company (the "**Grantor**"), whose mailing address is 127 Scaleybark Road, Charlotte, NC 28209, to the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation (the "**Grantee**"), whose address is 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, does hereby grant, bargain, sell, transfer and deliver to Grantee, its successors and assigns forever, the real property located in Bay Harbor Islands, Miami-Dade County, Florida (the "**Property**") described in **Exhibit A** attached hereto.

TOGETHER WITH all improvements, easements, licenses, privileges, tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the Property, unto Grantee, and Grantee's successor and assigns, in fee simple forever.

SUBJECT TO the easements, restrictions, agreements, reservations and other matters of record, none of which are deemed to be extended or re-imposed by this reference, and all real estate taxes for 2020 and all subsequent years.

AND GRANTOR does hereby covenant with and warrant to Grantee that Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property; and that Grantor does fully warrant the title to the Property subject to the matters referred to above and will defend the same against the lawful claims of all persons whomsoever claiming by, through or under Grantor, but none others.

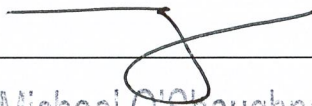
IN WITNESS WHEREOF, GRANTOR has caused this Special Warranty Deed to be executed as of the date first above written.

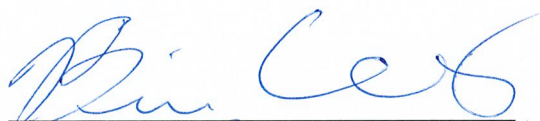
Signed, sealed and delivered in the presence of:

GRANTOR:

N/R WHARTON KANE CONCOURSE
PROPERTY OWNER, LLC, a Delaware Limited
Liability Company

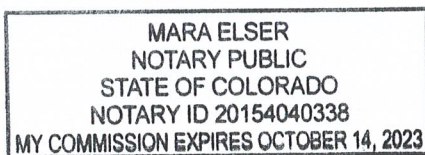

Printed Name: CHRIS CARROLL

By: 
Name: Michael O'Shaughnessy
Title: Managing Director


Printed Name: BRIAN CLEARY

STATE OF COLORADO)
) SS:
COUNTY OF DENVER)

The foregoing instrument was acknowledged before me this 2ND day of DECEMBER, 2019, by MICHAEL O'SHAUGHNESSY, as MANAGING DIRECTOR of N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, being the Grantor, who is [☒] personally known to me or [] who has produced a driver's license as identification.




Name: MARA ELSER
Notary Public, State of COLORADO
My commission expires: 10/14/2023

EXHIBIT A

LEGAL DESCRIPTION OF LAND

LOT 32, BLOCK 3 OF "BAY HARBOR ISLAND", ACCORDING TO THE
PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF
THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS,
FLORIDA.



 **THE
KANE**
BAY HARBOR

Project Summary

- ❖ 90 residential units
- ❖ 98,732 sq. ft. of office space
- ❖ 14,900 sq. ft. of commercial space
- ❖ 503 on-site parking spaces



Development Agreement Terms

To Town	Value	To Developer	Value
Waterfront Park Lot	\$2,550,000	24 Commercial TDRs (\$65,000 each)	\$1,560,000
		Partial Alley (net with easements)	\$841,000
	\$2,550,000		\$2,401,000

- ❖ All valuations based on Town's appraisals
- ❖ Net surplus of \$149,000 retained by Town



Public Benefits

- ❖ Developer will pay Town **\$500,000** for waterfront park
- ❖ Developer will upgrade outdated sewer line in the alley at an estimated cost of **\$513,000**



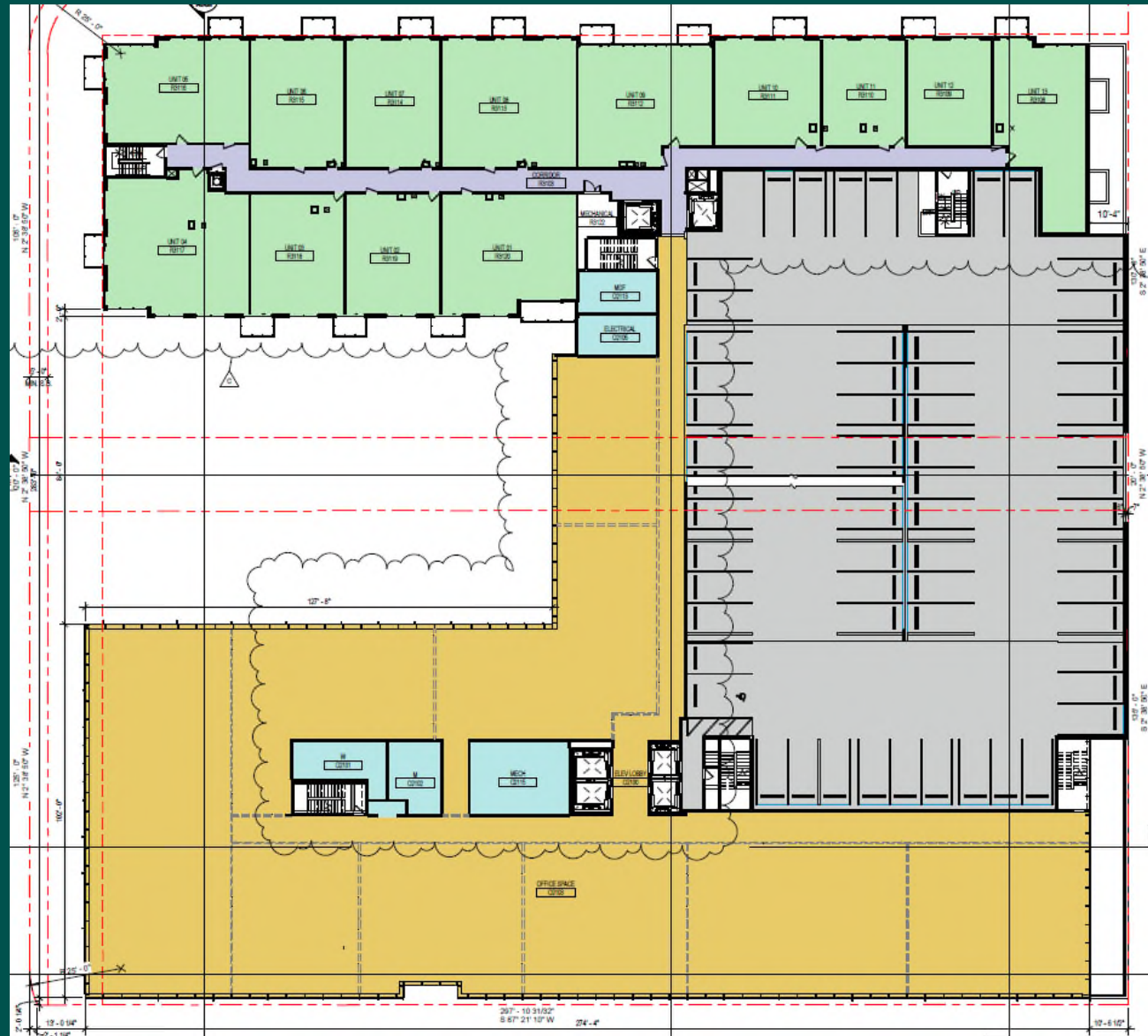
Additional Town Conditions

- ❖ At first reading on November 11th, Town Council **approved** the development agreement on first reading, subject to inclusion of three additional conditions.
- ❖ Developer has agreed to include the following:
 - ✓ Prohibition of left turns out of project
 - ✓ Free parking for up to 1 hour for visitors to businesses in project at least 10 years after completion
 - ✓ Safeguards for developer to rent overflow parking spaces if Town Manager deems parking insufficient

Parking Considerations

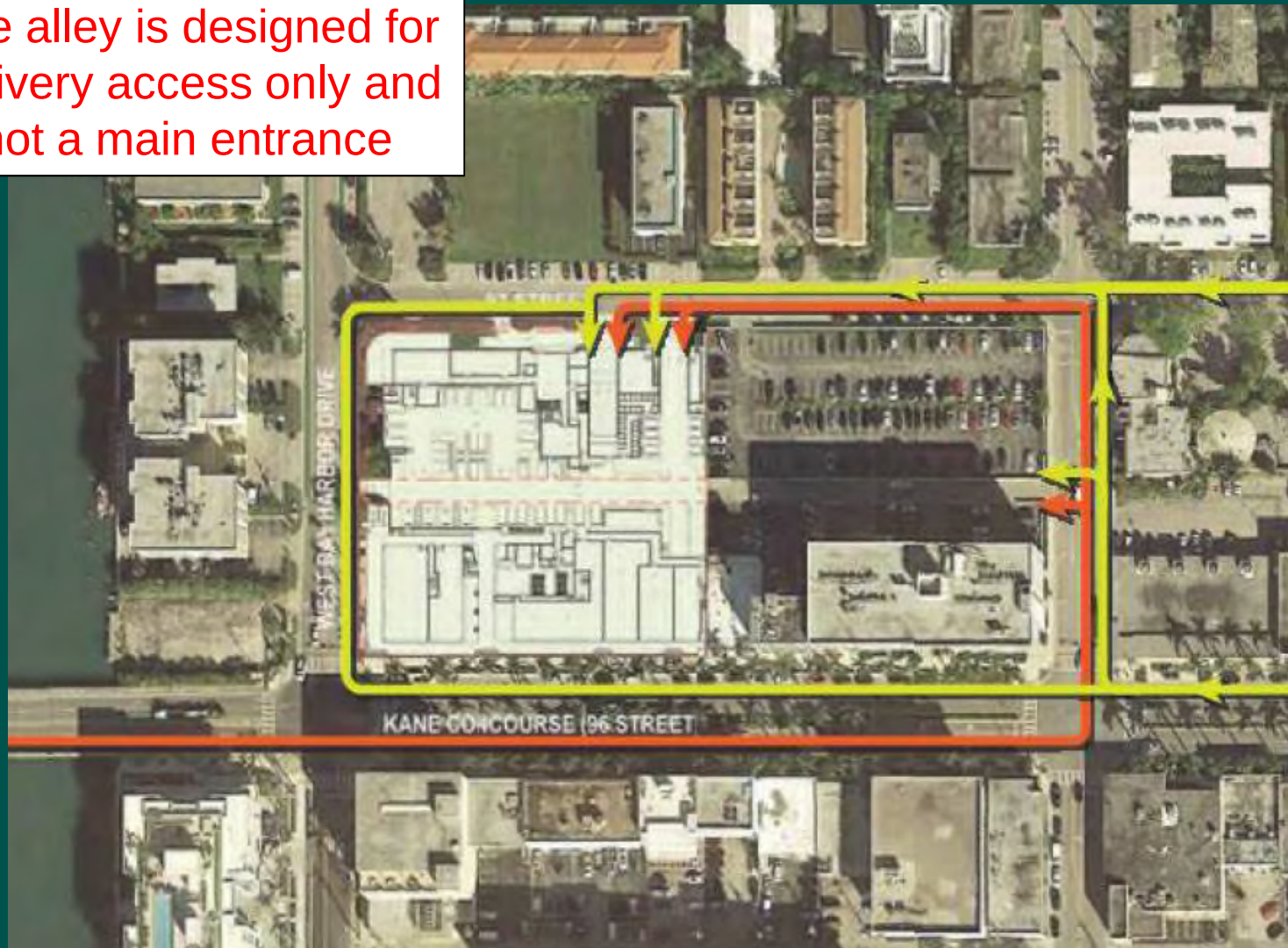
- ❖ Developer has updated plans to reflect the following:
 - ✓ Removal of 6 parking stackers from spaces adjacent to delivery truck alley route
 - ✓ Additional parking stackers provided on garage roof, for net increase of 5 parking spaces (503 total)
 - ✓ All counted parking spaces are on-site and in garage
- ❖ 503 spaces is sufficient under shared parking analysis
- ❖ Other layouts were studied, but current design is most efficient use of space for parking garage with self-parking

Typical Garage Floorplan



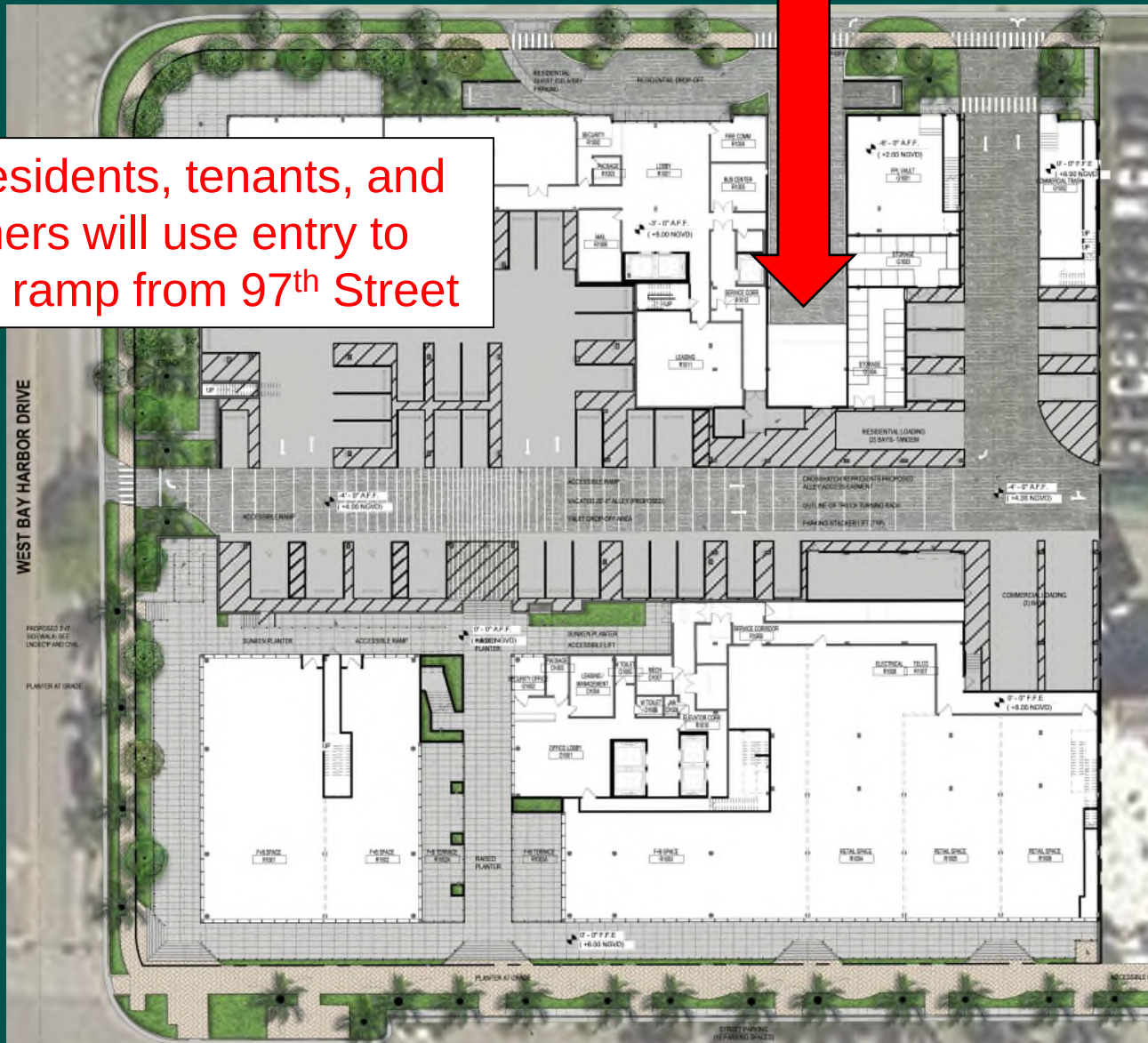
Traffic Considerations

- The alley is designed for delivery access only and is not a main entrance



Parking Garage Entry

- Most residents, tenants, and customers will use entry to garage ramp from 97th Street



Separate Valet Entry



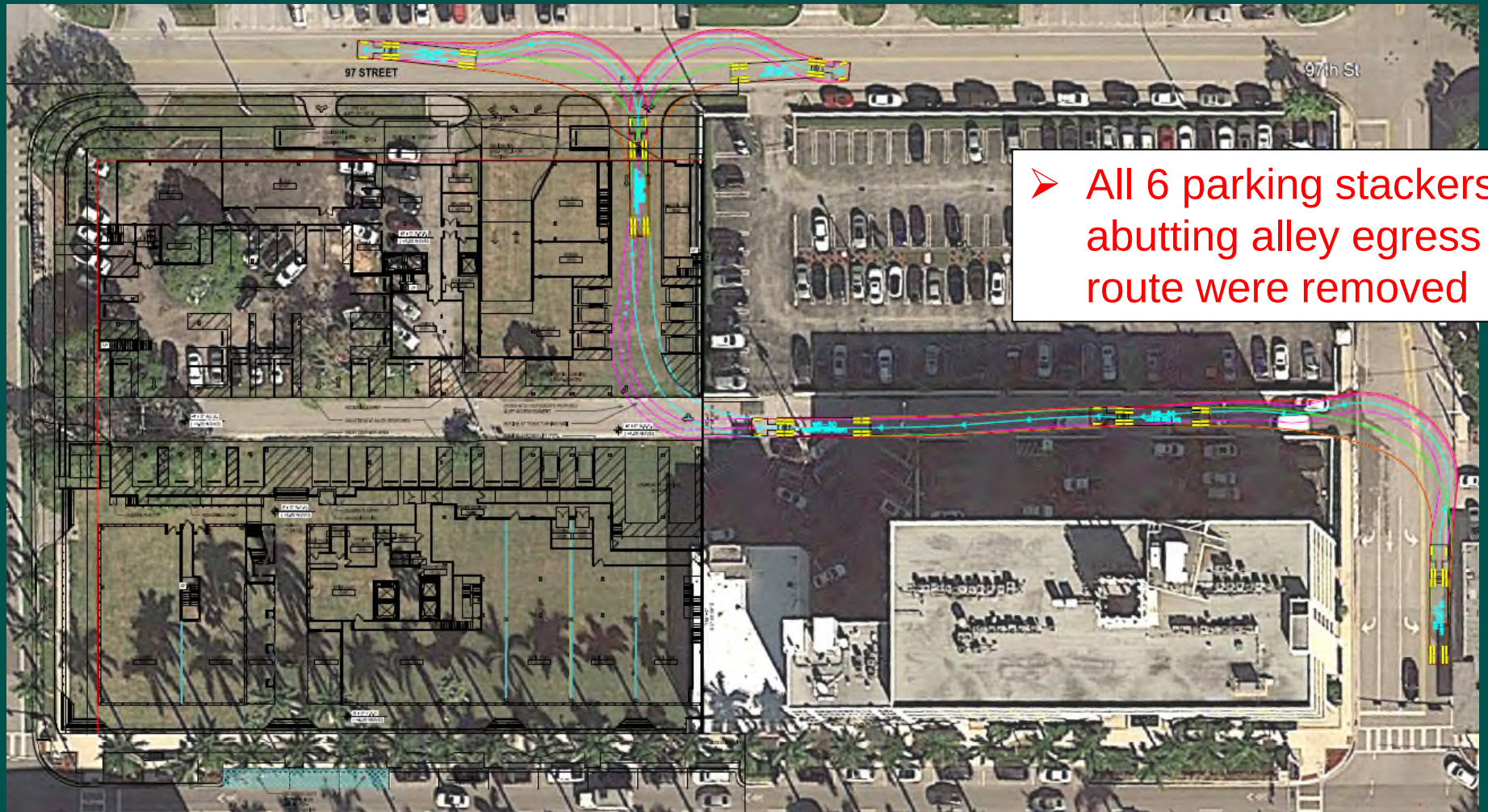
- For those choosing to valet, there is a separate highlighted entrance from 97th Street

Residential Drop-Off Area



- For residents and guests, there is separate drop-off driveway from 97th Street, with more delivery spaces

Alley Sufficient for Delivery Traffic



➤ All 6 parking stackers abutting alley egress route were removed

Alley Exit – W. Bay Harbor Drive

- Design of building physically prohibits truck traffic from exiting onto W. Bay Harbor Drive



- Limited car traffic must turn right and new sidewalk, curb, and landscape buffer will better protect pedestrians





1177 Kane Concourse

1177 Kane Concourse
Bay Harbor Islands, FL 33154
January 30, 2019

PZB + TOWN COUNCIL Submission

Consulting Architect:

FRANKEL BENAYOUN
ARCHITECTS INC.

1166 KANE CONCOURSE
BAY HARBOR ISLANDS, FLORIDA 33154

P: 305.868.3665
F: 305.868.3650

www.fbamiami.com

Civil:

Kimley-Horn

355 ALHAMBRA CIRCLE
SUITE 1400
CORAL GABLE, FL 33134

P: 305.673.2025

www.kimley-horn.com

Traffic/Parking:

DAVID PLUMMER & ASSOCIATES

1750 PONCE DE LEON BLVD
CORAL GABLES, FL 33134

P: 305.447.0900

www.dplummer.com

MEFP:

exp.

396 ALHAMBRA CIRCLE
SUITE 202
CORAL GABLES, FL 33134

P: 305.631.2208

www.exp.com

Landscape Architect:

ARQUITECTONICA GEO

2900 OAK AVENUE
MIAMI, FLORIDA 33133

P: 305.372.1812
F: 305.372.1175

www.arquitectonica.com

Owners:



NORTHWOOD RAVIN

127 SCALEYBARK ROAD
CHARLOTTE, NC 28209

P: 704.714.9640

www.nwrivn.com

WHARTON EQUITY PARTNERS



3250 NE 1 AVENUE, SUITE 211
MIAMI, FL 33137

P: 305.570.1000
F: 305.428.2884

www.whartonequity.com

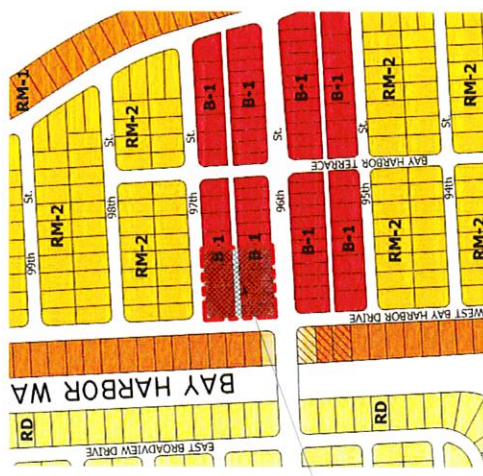
Architect:

ARQUITECTONICA

2900 OAK AVENUE
MIAMI, FLORIDA 33133

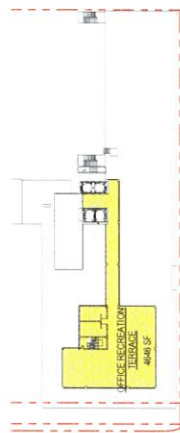
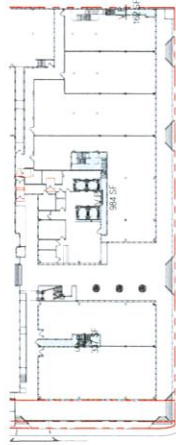
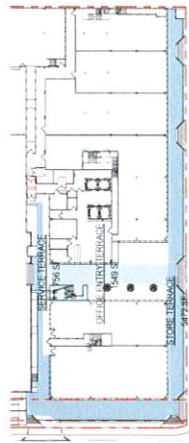
P: 305.372.1812
F: 305.372.1175

www.arquitectonica.com



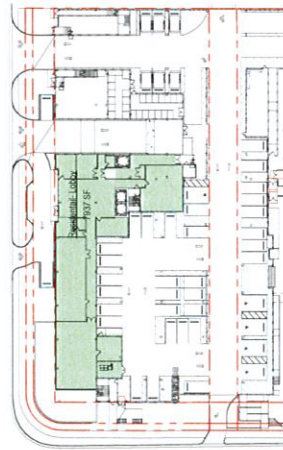
- RD SINGLE FAMILY RESIDENTIAL DISTRICT
- RM-1 MULTIPLE FAMILY RESIDENTIAL DISTRICT
- RM-2 MULTIPLE FAMILY RESIDENTIAL DISTRICT
- RM-3 MULTIPLE FAMILY RESIDENTIAL DISTRICT
- B-1 BUSINESS DISTRICT
- CAUSEWAY DISTRICT
- GATEWAY DISTRICT
- PUD OVERLAY DISTRICT

1 ZONING MAP INFORMATION



Area Schedule (Office- Vertical Penetration)				
Level	Name	Area	Number of Floors	V.P. SF
LEVEL 01	1/F	368.12	1	368.12
LEVEL 02	2/F	368.12	1	368.12
LEVEL 03	3/F	368.12	1	368.12
LEVEL 04	4/F	368.12	1	368.12
LEVEL 05	5/F	368.12	1	368.12
LEVEL 06	6/F	368.12	1	368.12
LEVEL 07	7/F	368.12	1	368.12
LEVEL 08	8/F	368.12	1	368.12
LEVEL 09	9/F	368.12	1	368.12
LEVEL 10	10/F	368.12	1	368.12
LEVEL 11	11/F	368.12	1	368.12
LEVEL 12	12/F	368.12	1	368.12
LEVEL 13	13/F	368.12	1	368.12
LEVEL 14	14/F	368.12	1	368.12
LEVEL 15	15/F	368.12	1	368.12
LEVEL 16	16/F	368.12	1	368.12
LEVEL 17	17/F	368.12	1	368.12
LEVEL 18	18/F	368.12	1	368.12
LEVEL 19	19/F	368.12	1	368.12
LEVEL 20	20/F	368.12	1	368.12
LEVEL 21	21/F	368.12	1	368.12
LEVEL 22	22/F	368.12	1	368.12
LEVEL 23	23/F	368.12	1	368.12
LEVEL 24	24/F	368.12	1	368.12
LEVEL 25	25/F	368.12	1	368.12
LEVEL 26	26/F	368.12	1	368.12
LEVEL 27	27/F	368.12	1	368.12
LEVEL 28	28/F	368.12	1	368.12
LEVEL 29	29/F	368.12	1	368.12
LEVEL 30	30/F	368.12	1	368.12
LEVEL 31	31/F	368.12	1	368.12
LEVEL 32	32/F	368.12	1	368.12
LEVEL 33	33/F	368.12	1	368.12
LEVEL 34	34/F	368.12	1	368.12
LEVEL 35	35/F	368.12	1	368.12
LEVEL 36	36/F	368.12	1	368.12
LEVEL 37	37/F	368.12	1	368.12
LEVEL 38	38/F	368.12	1	368.12
LEVEL 39	39/F	368.12	1	368.12
LEVEL 40	40/F	368.12	1	368.12
LEVEL 41	41/F	368.12	1	368.12
LEVEL 42	42/F	368.12	1	368.12
LEVEL 43	43/F	368.12	1	368.12
LEVEL 44	44/F	368.12	1	368.12
LEVEL 45	45/F	368.12	1	368.12
LEVEL 46	46/F	368.12	1	368.12
LEVEL 47	47/F	368.12	1	368.12
LEVEL 48	48/F	368.12	1	368.12
LEVEL 49	49/F	368.12	1	368.12
LEVEL 50	50/F	368.12	1	368.12
LEVEL 51	51/F	368.12	1	368.12
LEVEL 52	52/F	368.12	1	368.12
LEVEL 53	53/F	368.12	1	368.12
LEVEL 54	54/F	368.12	1	368.12
LEVEL 55	55/F	368.12	1	368.12
LEVEL 56	56/F	368.12	1	368.12
LEVEL 57	57/F	368.12	1	368.12
LEVEL 58	58/F	368.12	1	368.12
LEVEL 59	59/F	368.12	1	368.12
LEVEL 60	60/F	368.12	1	368.12
LEVEL 61	61/F	368.12	1	368.12
LEVEL 62	62/F	368.12	1	368.12
LEVEL 63	63/F	368.12	1	368.12
LEVEL 64	64/F	368.12	1	368.12
LEVEL 65	65/F	368.12	1	368.12
LEVEL 66	66/F	368.12	1	368.12
LEVEL 67	67/F	368.12	1	368.12
LEVEL 68	68/F	368.12	1	368.12
LEVEL 69	69/F	368.12	1	368.12
LEVEL 70	70/F	368.12	1	368.12
LEVEL 71	71/F	368.12	1	368.12
LEVEL 72	72/F	368.12	1	368.12
LEVEL 73	73/F	368.12	1	368.12
LEVEL 74	74/F	368.12	1	368.12
LEVEL 75	75/F	368.12	1	368.12
LEVEL 76	76/F	368.12	1	368.12
LEVEL 77	77/F	368.12	1	368.12
LEVEL 78	78/F	368.12	1	368.12
LEVEL 79	79/F	368.12	1	368.12
LEVEL 80	80/F	368.12	1	368.12
LEVEL 81	81/F	368.12	1	368.12
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LEVEL 83	83/F	368.12	1	368.12
LEVEL 84	84/F	368.12	1	368.12
LEVEL 85	85/F	368.12	1	368.12
LEVEL 86	86/F	368.12	1	368.12
LEVEL 87	87/F	368.12	1	368.12
LEVEL 88	88/F	368.12	1	368.12
LEVEL 89	89/F	368.12	1	368.12
LEVEL 90	90/F	368.12	1	368.12
LEVEL 91	91/F	368.12	1	368.12
LEVEL 92	92/F	368.12	1	368.12
LEVEL 93	93/F	368.12	1	368.12
LEVEL 94	94/F	368.12	1	368.12
LEVEL 95	95/F	368.12	1	368.12
LEVEL 96	96/F	368.12	1	368.12
LEVEL 97	97/F	368.12	1	368.12
LEVEL 98	98/F	368.12	1	368.12
LEVEL 99	99/F	368.12	1	368.12
LEVEL 100	100/F	368.12	1	368.12

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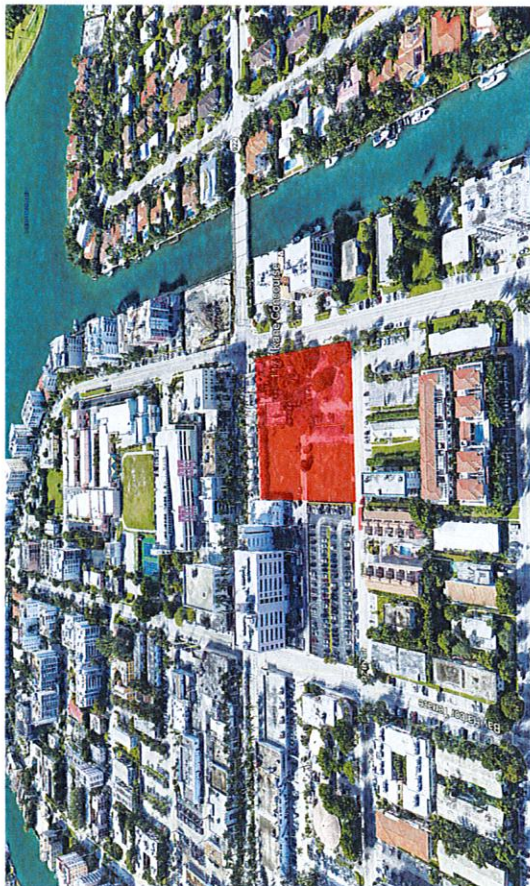




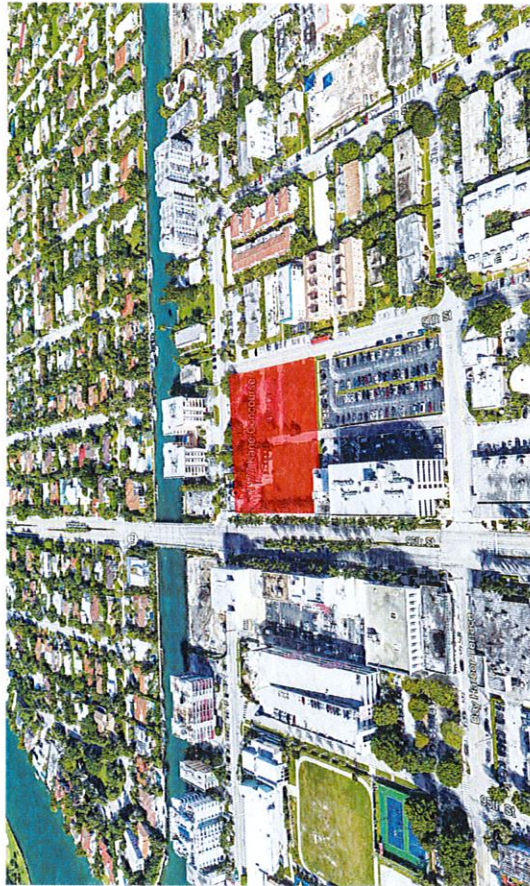
VIEW 01 - LOOKING NORTH



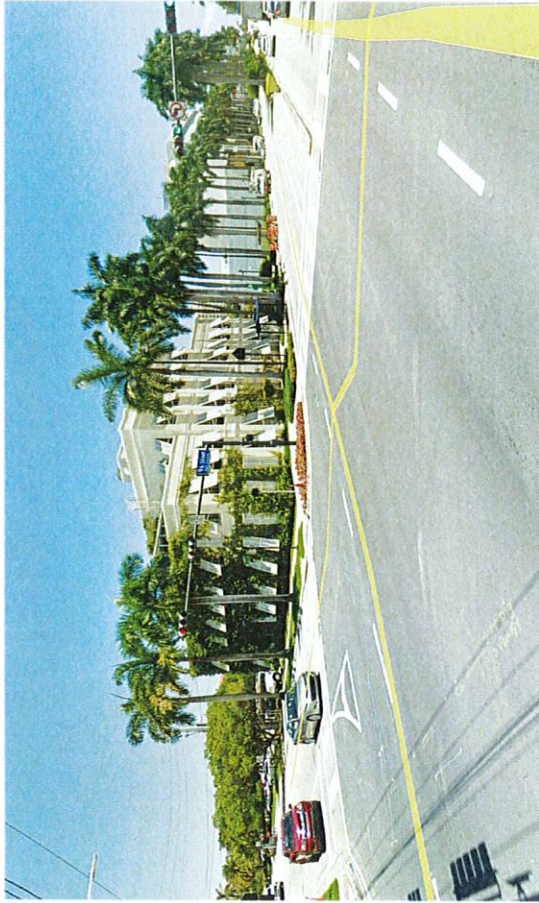
VIEW 02 - LOOKING EAST



VIEW 03 - LOOKING SOUTH



VIEW 04 - LOOKING WEST



STREET VIEW 01



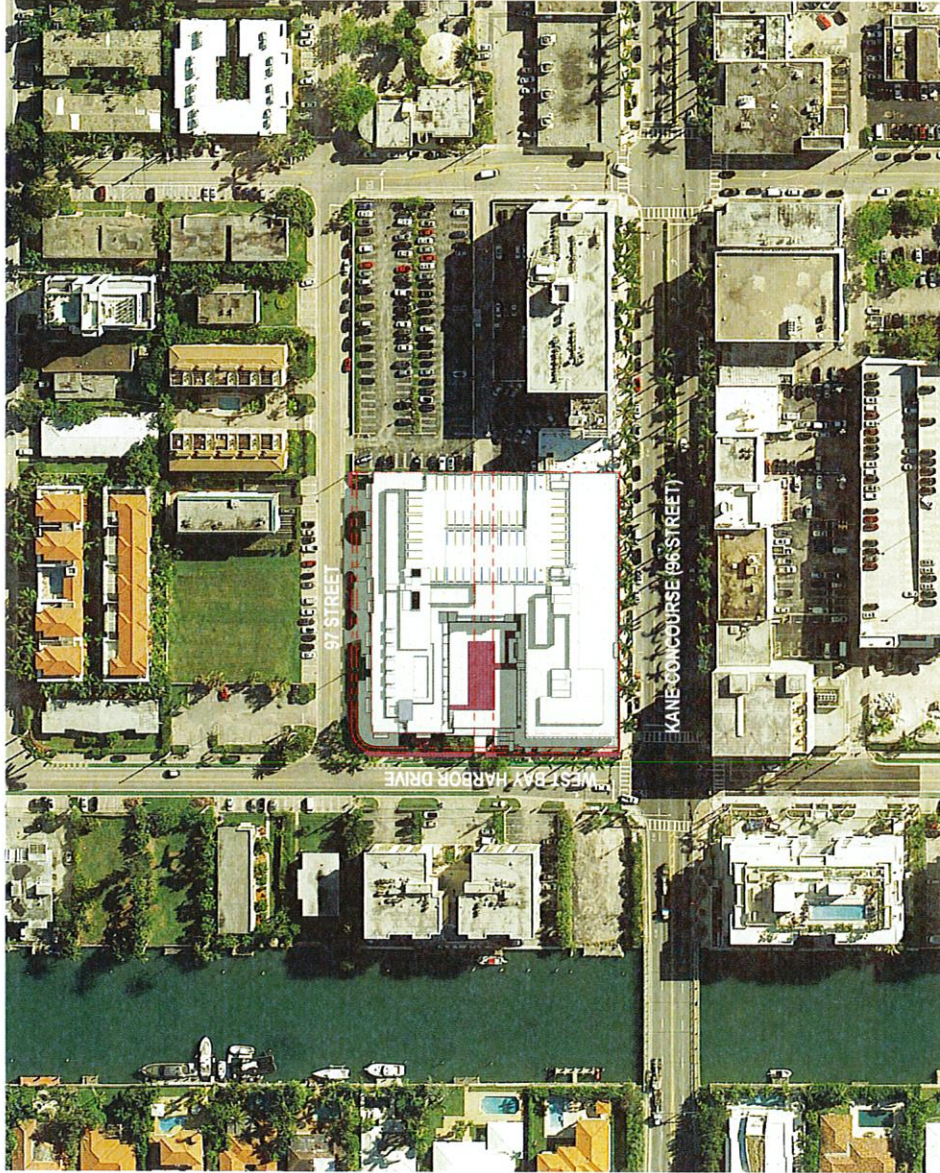
STREET VIEW 02



STREET VIEW 03

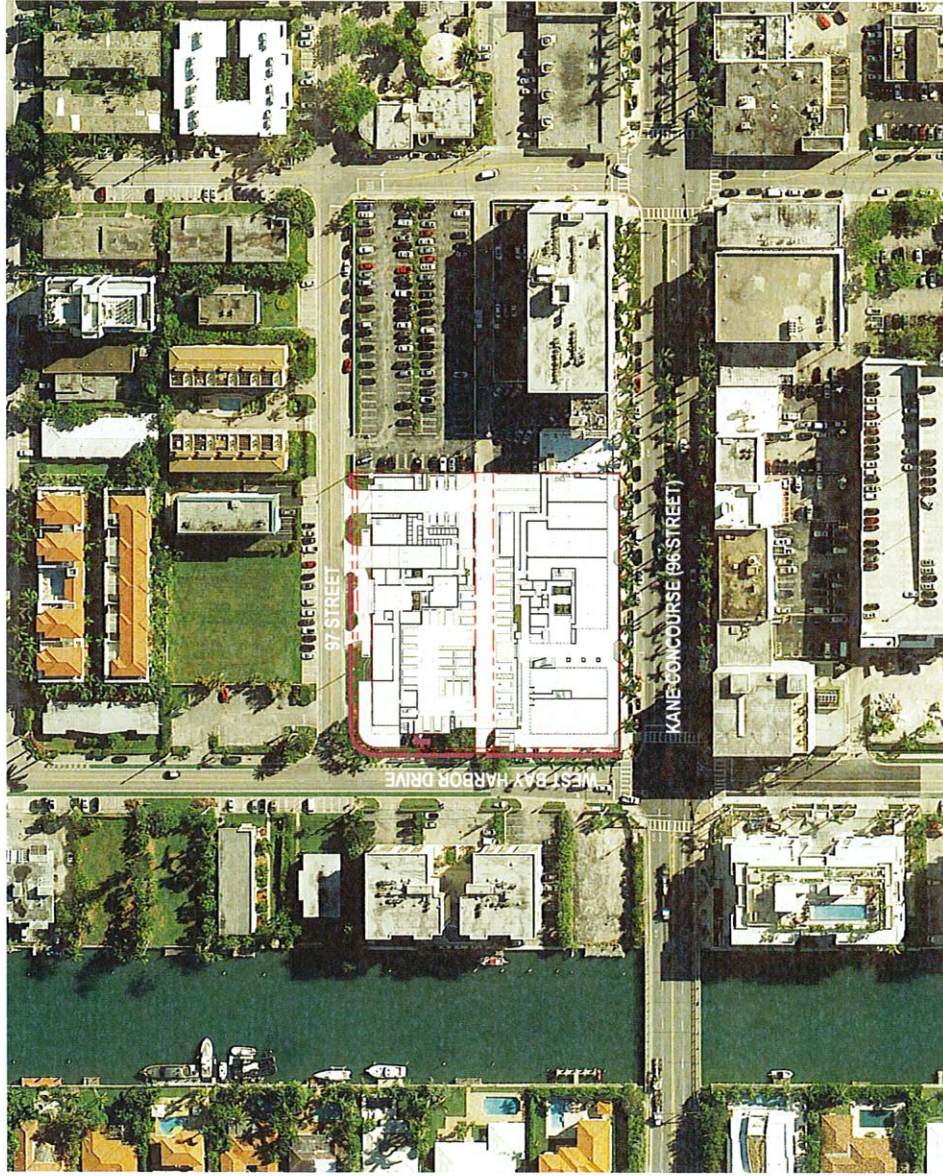


LOCATION KEY MAP



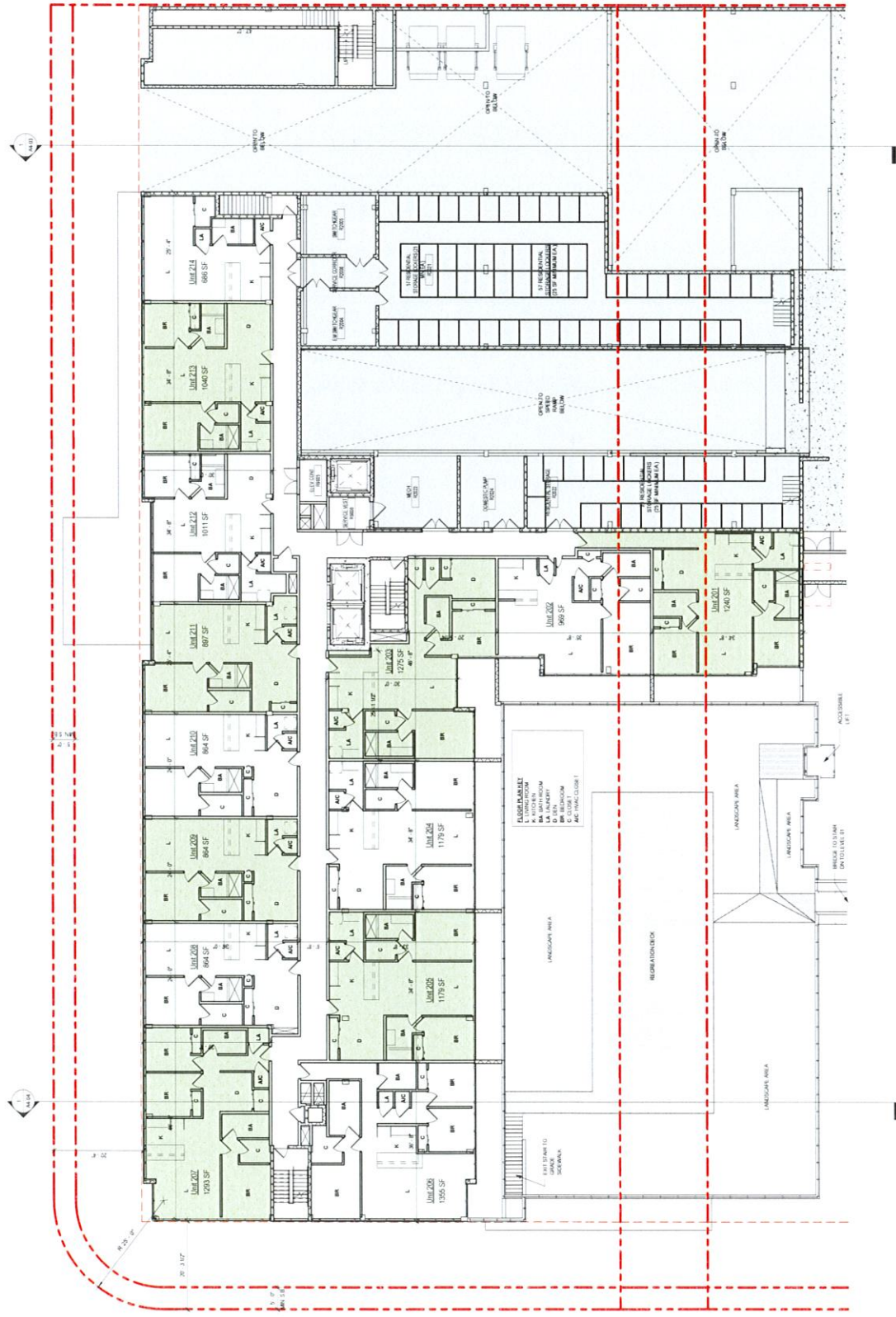
1 | Context Site Plan- Roof

10



1 Context Site Plan- Ground Floor
SCALE: 1" = 10' 0"





1 LEVEL R02
SCALE: 1/8" = 1'-0"

ARQUITECTONICA

1177 Kane Concourse

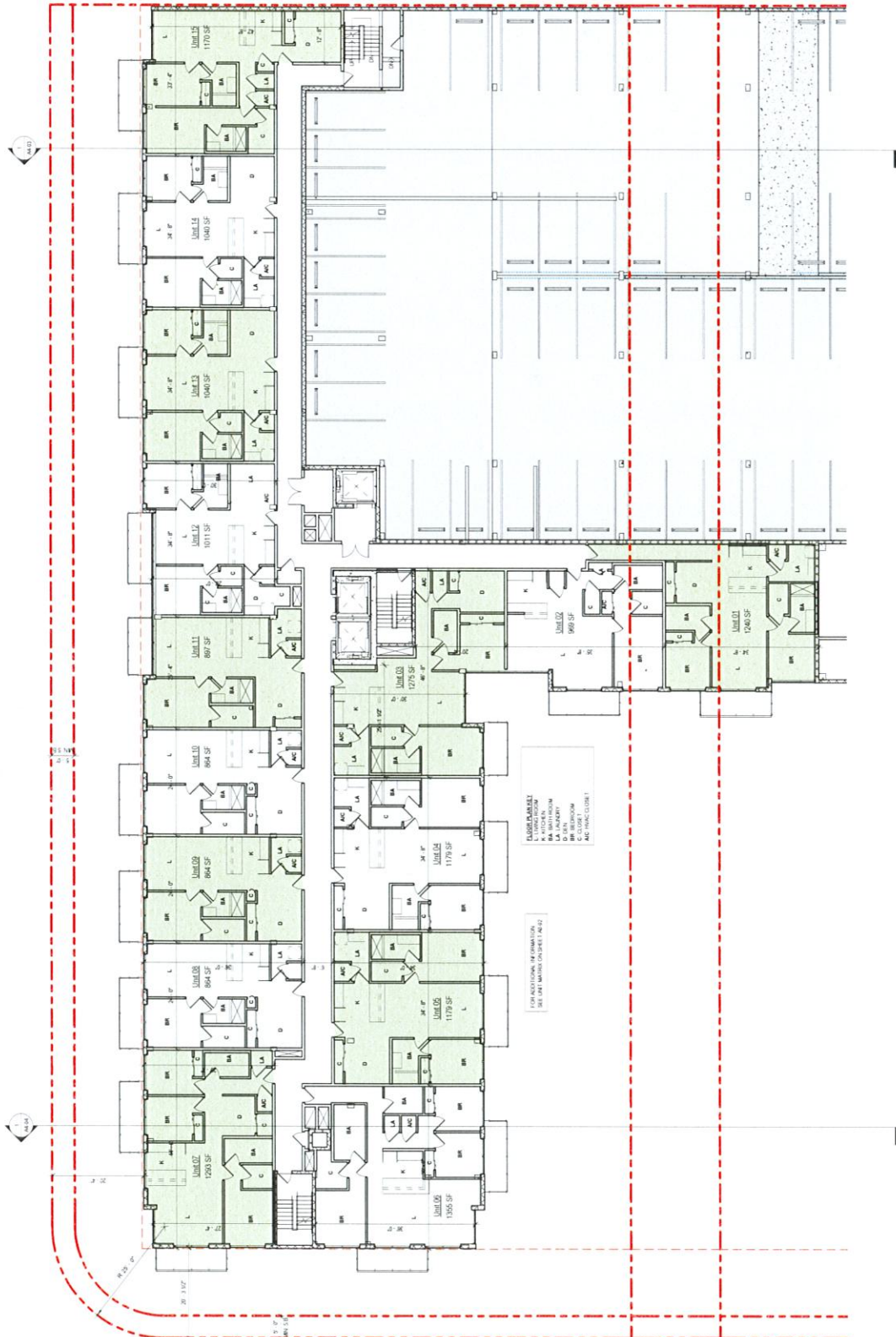
ZONING - UNIT SIZES

01/30/2019

A0-20



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1 LEVEL R03 thru R08
Scale: 3/32" = 1'-0"

ARQUITECTONICA

1177 Kane Concourse

01/30/2019

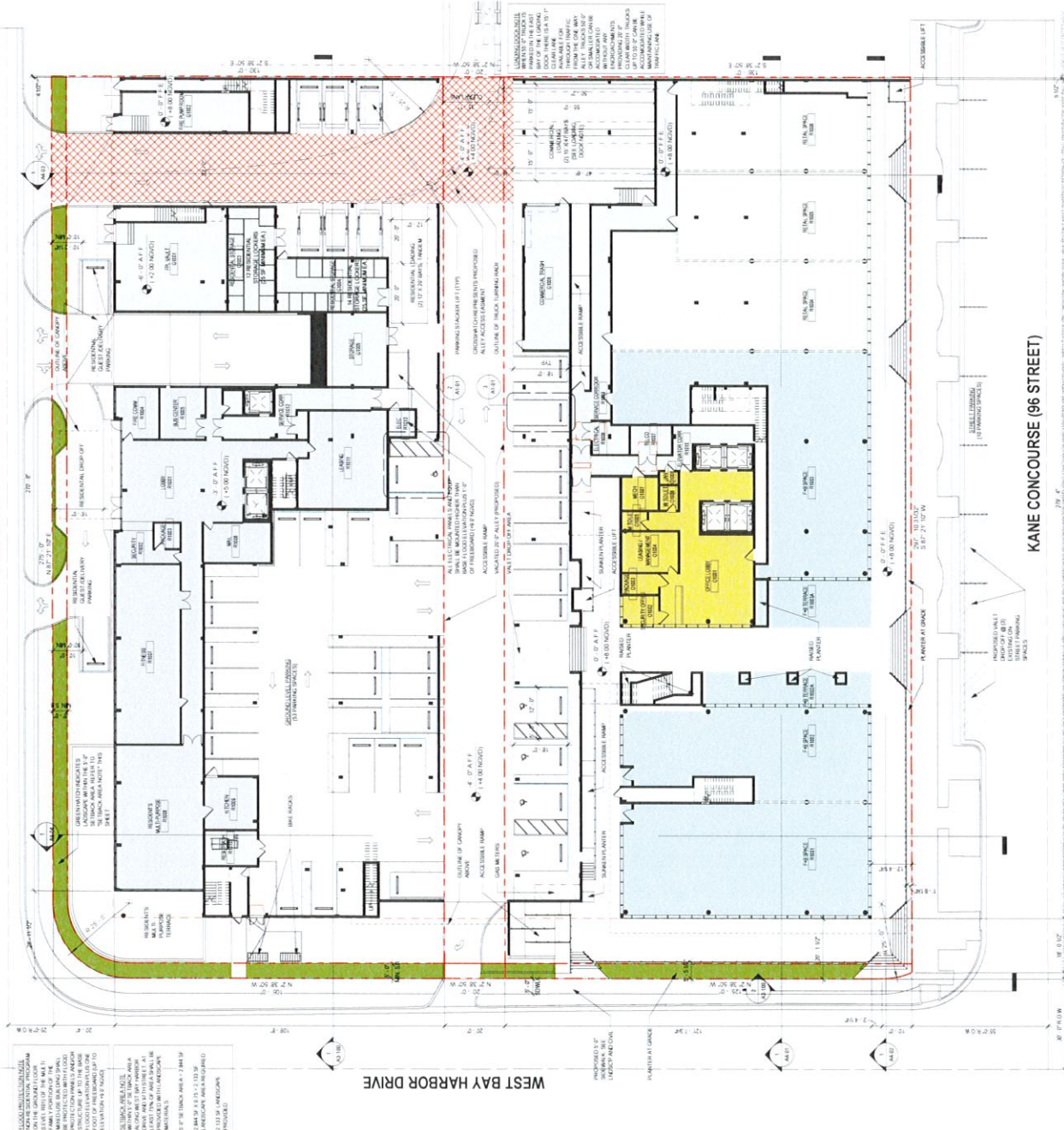
ZONING - UNIT SIZES

A0-21



1177 Kane Concourse is a proposed new building located at the intersection of Kane Avenue and Kane Avenue Extension. The building is proposed to be a multi-story building with a total height of 1177 feet. The building is proposed to be a multi-story building with a total height of 1177 feet. The building is proposed to be a multi-story building with a total height of 1177 feet.

97 STREET

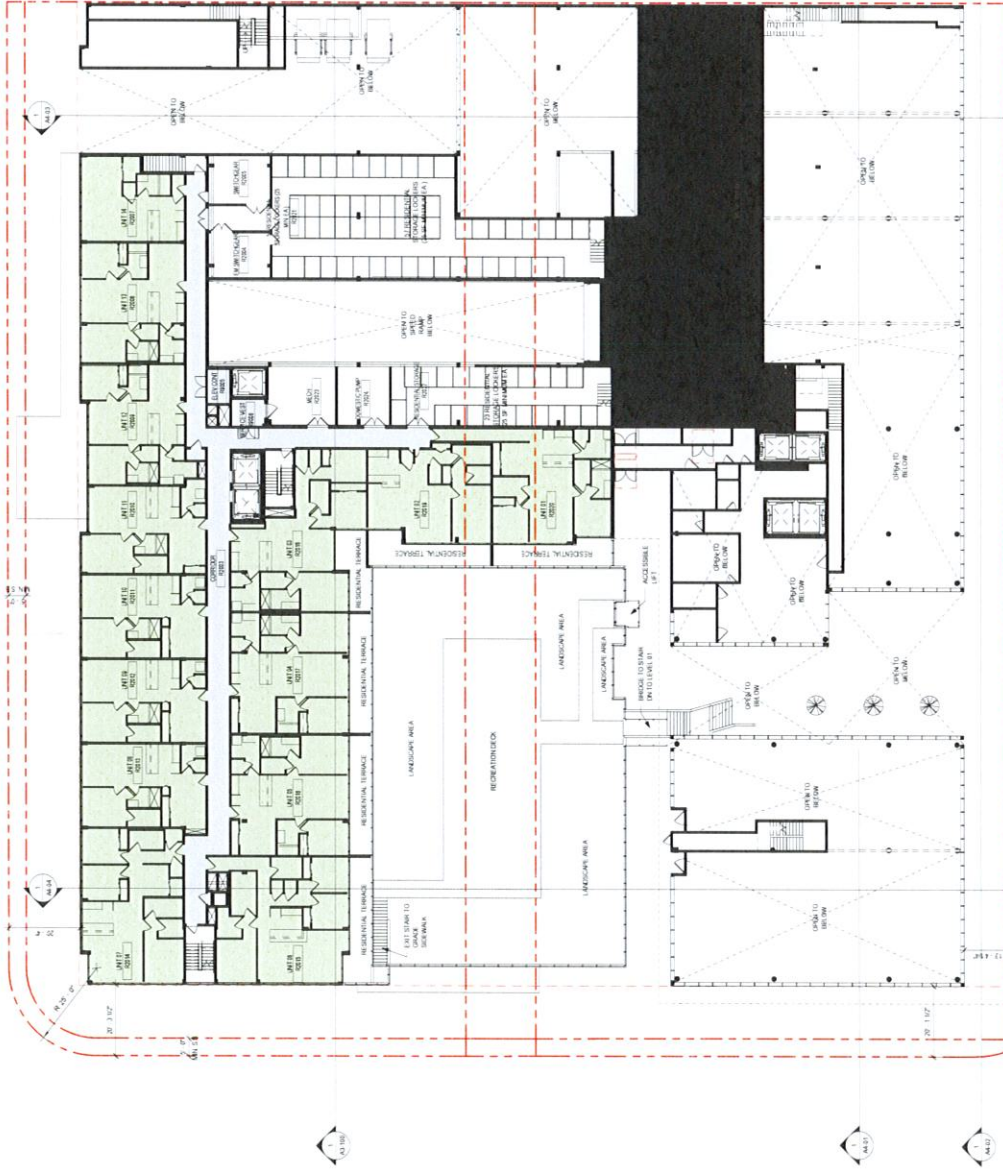


1. ACCESSIBLE PARKING STALL - TYP. SCALE: 1/4" = 1'-0"

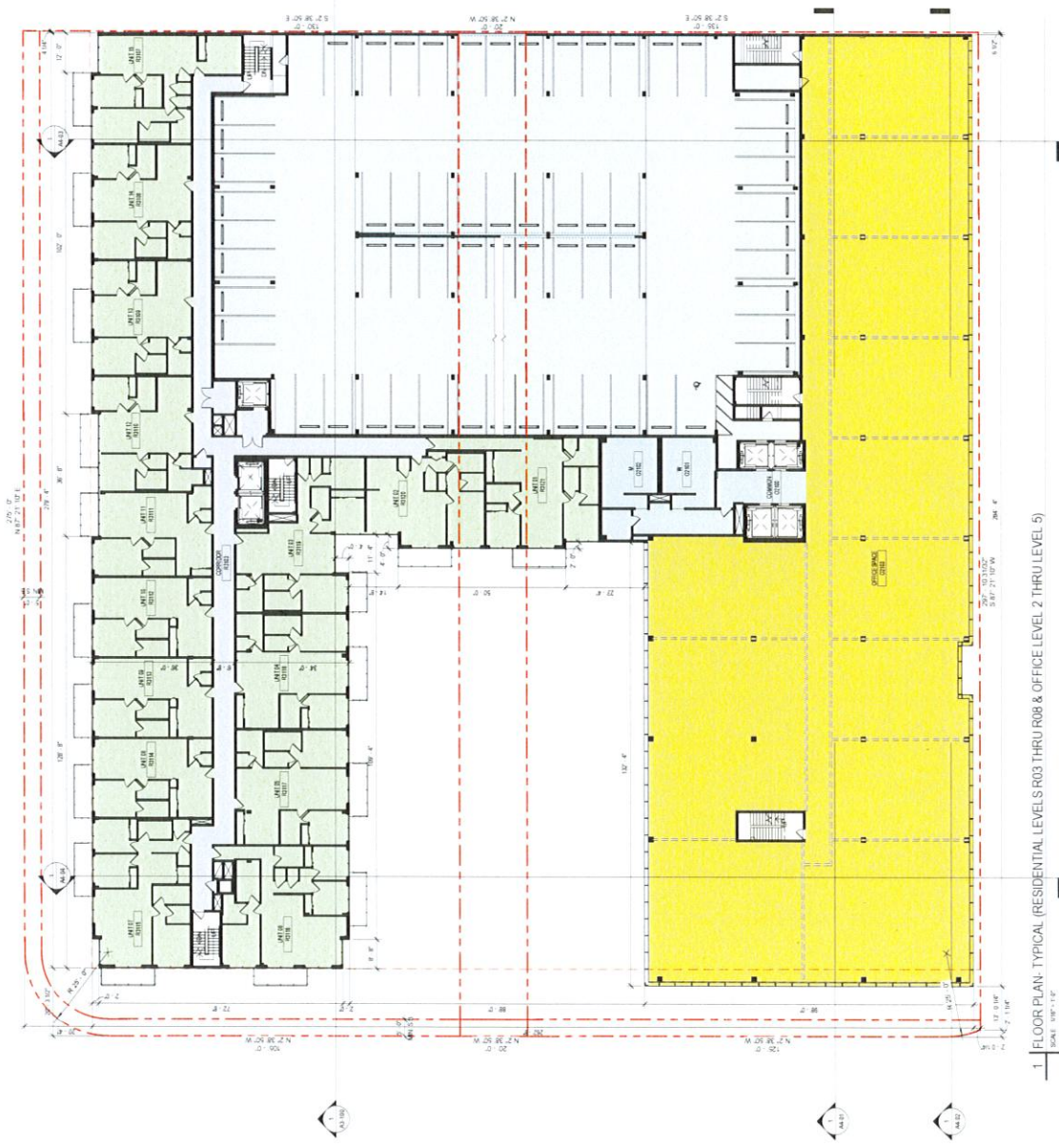
2. STANDARD PARKING STALL - TYP. SCALE: 1/4" = 1'-0"

KANE CONCOURSE (96 STREET)

1 SITE PLAN - GROUND FLOOR
SCALE: 1/8" = 1'-0"



1 | LEVEL R02
SCALE: 1/8" = 1'-0"



1 FLOOR PLAN- TYPICAL (RESIDENTIAL LEVELS R03 THRU R08 & OFFICE LEVEL 2 THRU LEVEL 5)

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



1/8" = 1'-0"

OVERALL FLOOR PLAN- TYP.

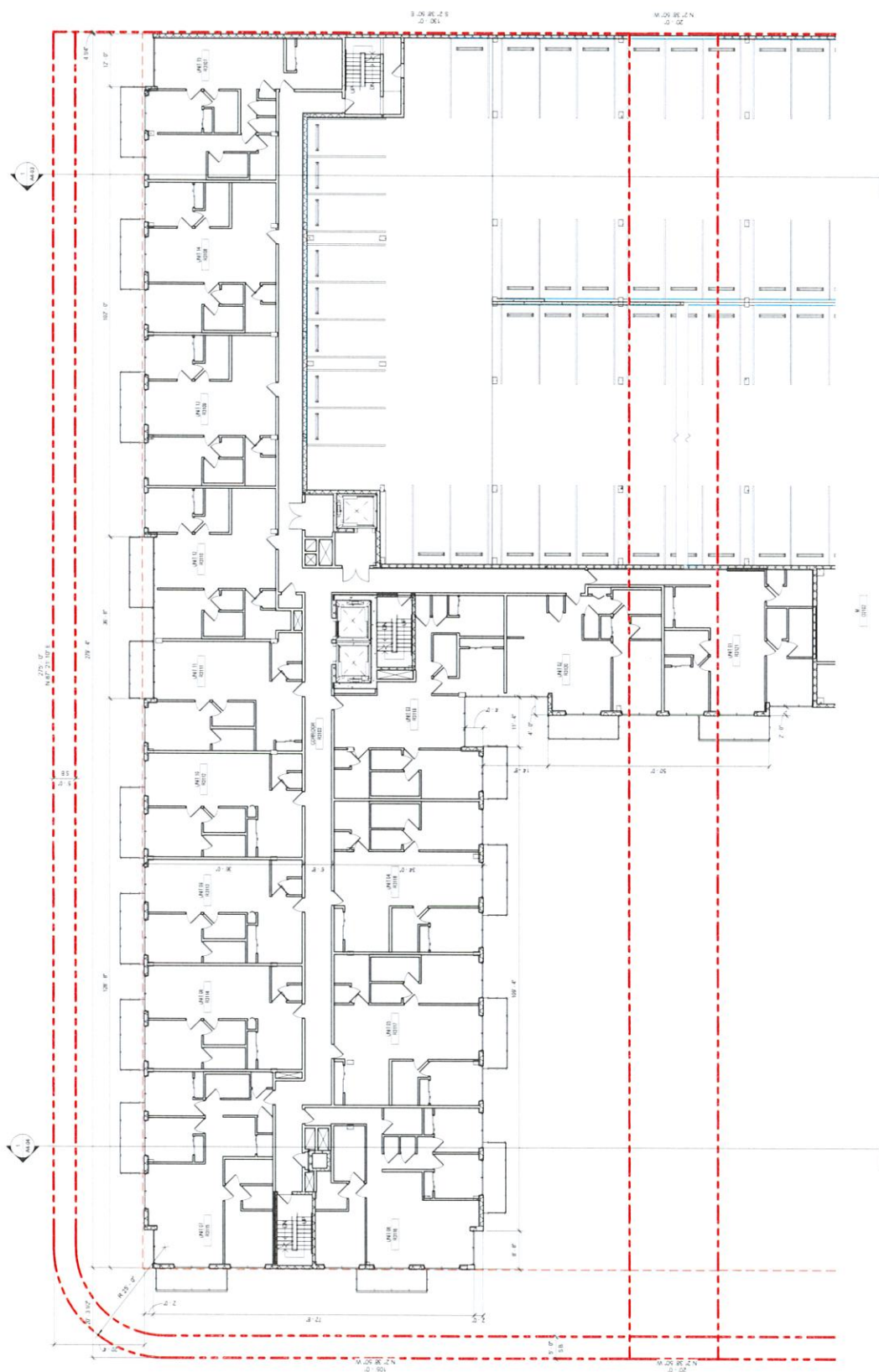
01/30/2019

1177 Kane Concourse

ARQUITECTONICA

1177 Kane Concourse

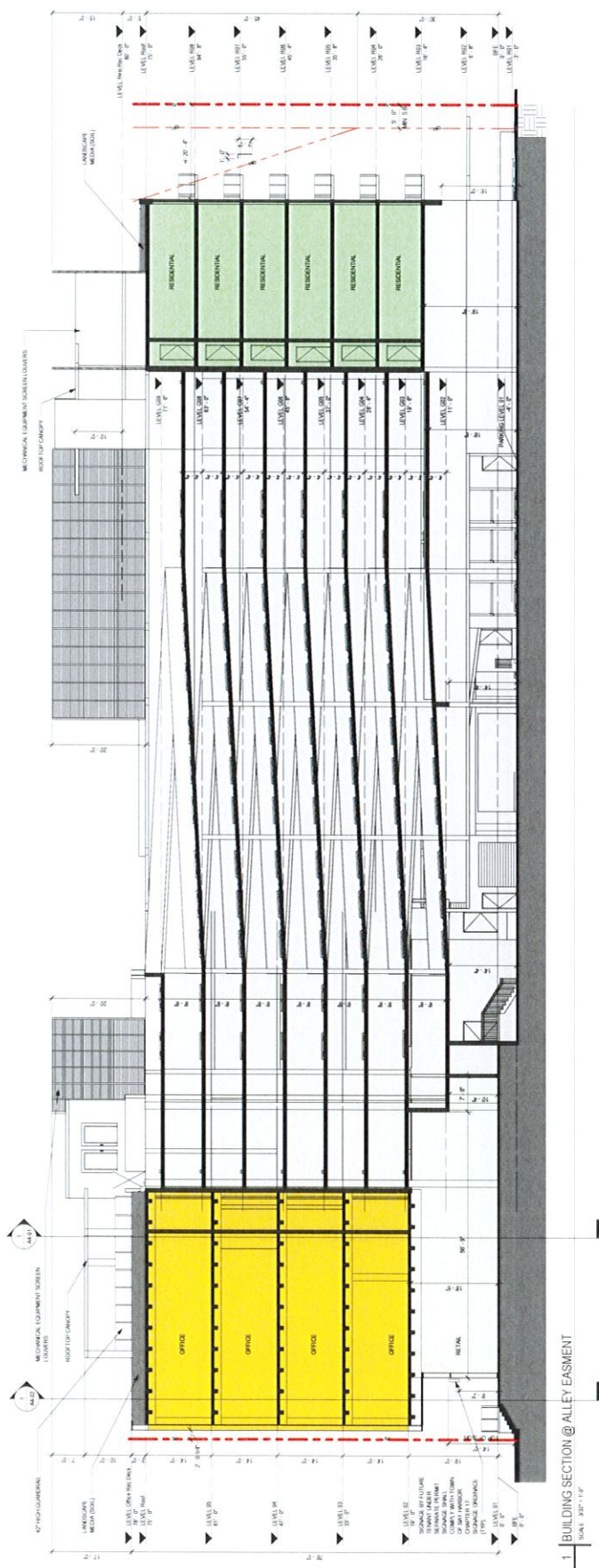


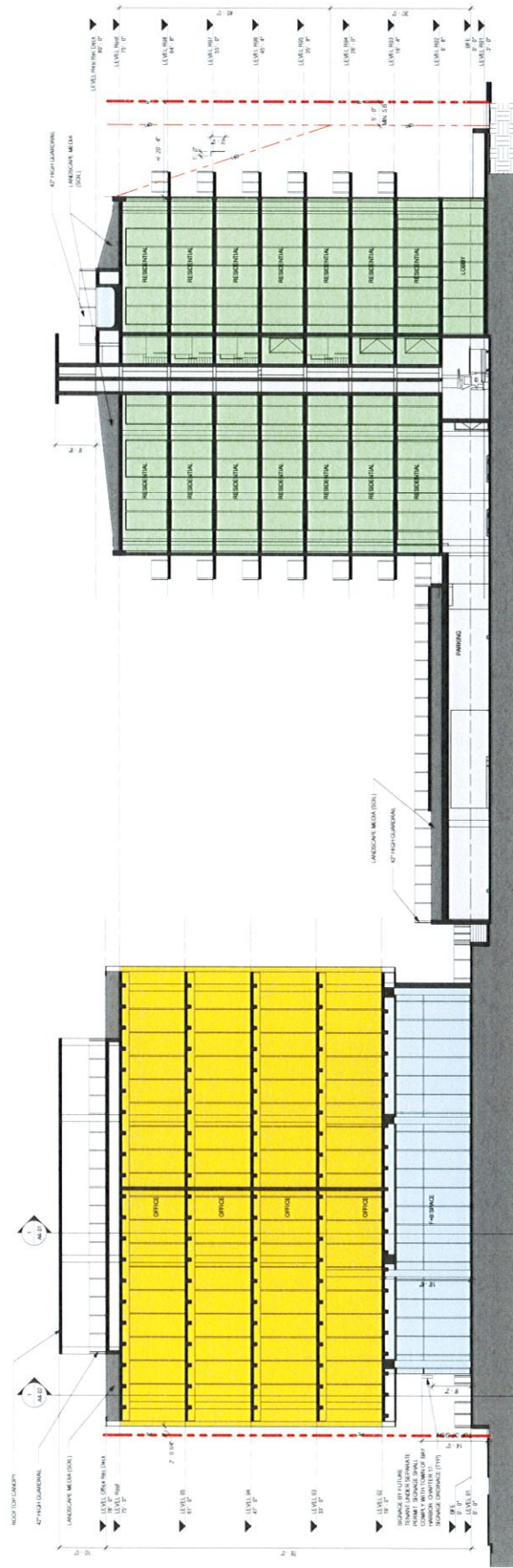


1 | RESIDENTIAL FLOOR PLAN- LEVELS R3 TO R8

SCALE 300" = 1'-0"







1. BUILDING SECTION @ COURTYARD

SHEET 302-112

1177 Kane Concourse is a multi-story building located in the heart of the city. The building is designed to provide a high-quality, modern living environment for its residents. The building features a mix of residential and commercial spaces, including offices, retail, and residential units. The building is designed to be a landmark structure in the city, reflecting the city's commitment to sustainable and high-quality development.







1 NORTH ELEVATION- COLORED
SCALE: 1/8" = 1'-0"

THE OWNER HAS REQUESTED THAT THE ARCHITECT PROVIDE A VISUAL REPRESENTATION OF THE PROPOSED PROJECT. THE ARCHITECT HAS PROVIDED A VISUAL REPRESENTATION OF THE PROPOSED PROJECT. THE ARCHITECT HAS PROVIDED A VISUAL REPRESENTATION OF THE PROPOSED PROJECT. THE ARCHITECT HAS PROVIDED A VISUAL REPRESENTATION OF THE PROPOSED PROJECT.

01/30/2019
A7-02

ARQUITECTONICA

1177 Kane Concourse

NORTH ELEVATION- COLORED





1 | EAST ELEVATION D - COLORED
DATE: 04/11/17



SOUTH PERSPECTIVE



NORTH PERSPECTIVE

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SOUTHWEST PERSPECTIVE



CONTEXT PERSPECTIVE BIRDS-EYE VIEW

For scale, consider the height of the building in relation to the surrounding city skyline. The building is a multi-story structure, and the surrounding city skyline is visible in the background. The building is a multi-story structure, and the surrounding city skyline is visible in the background. The building is a multi-story structure, and the surrounding city skyline is visible in the background.

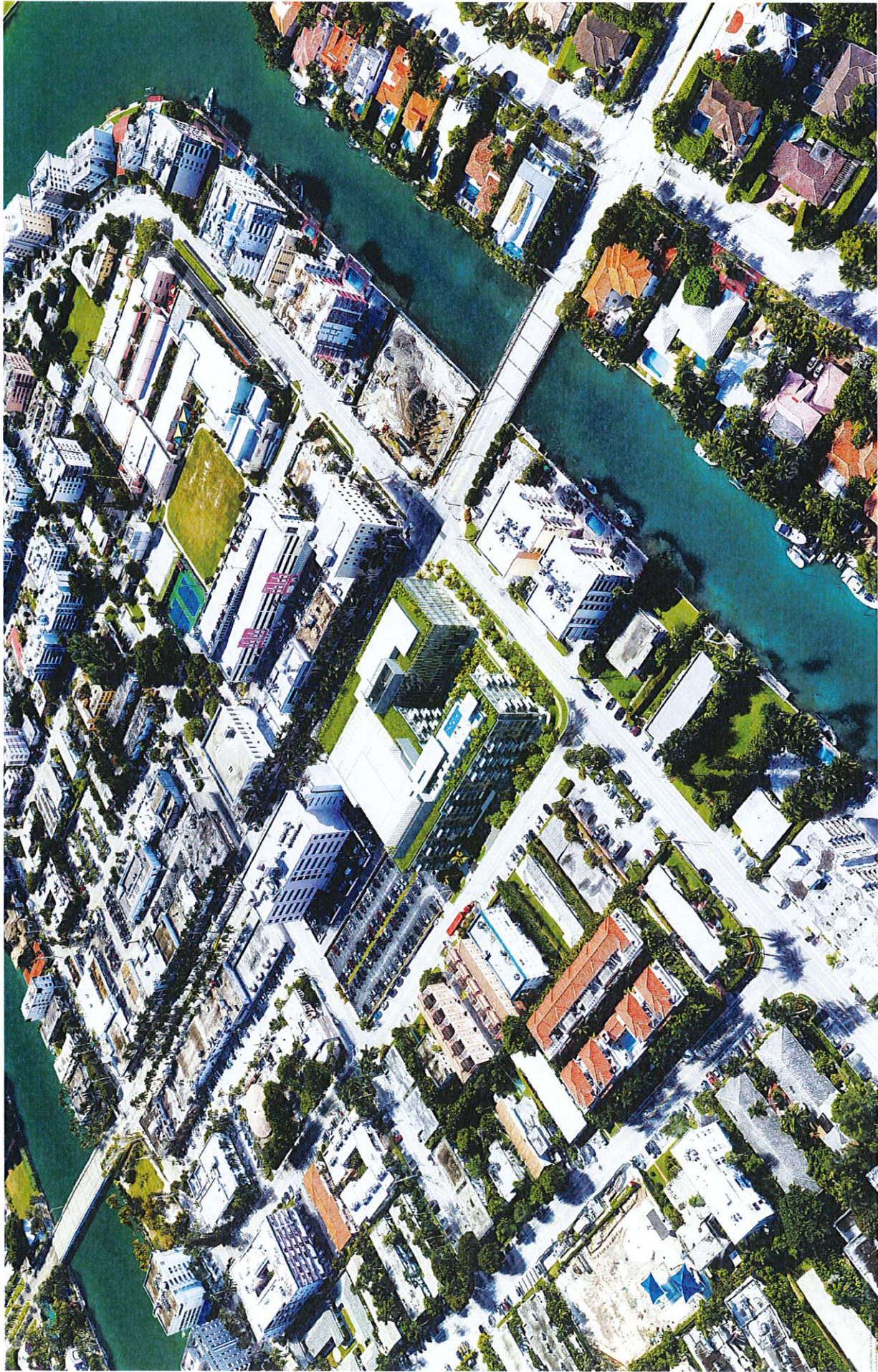


ENLARGED PERSPECTIVE ALONG WEST BAY HARBOR DRIVE

Architect: ARQUITECTONICA | 1177 Kane Concourse | 01/30/2019 | RENDERING | A8-06



CONTEXT PERSPECTIVE BIRDS-EYE VIEW



CONTEXT PERSPECTIVE BIRDS-EYE VIEW



APPROACH - GROUND FLOOR PARKING



ARRIVAL TO GROUND PARKING - ENTRANCE



ARRIVAL TO GROUND PARKING



PASEO VIEW

This image is a digital rendering of the proposed design for the 1177 Kane Concourse. The rendering is for informational purposes only and does not represent a final design. The rendering is subject to change without notice. The rendering is not to be used for any other purpose without the written consent of the architect.

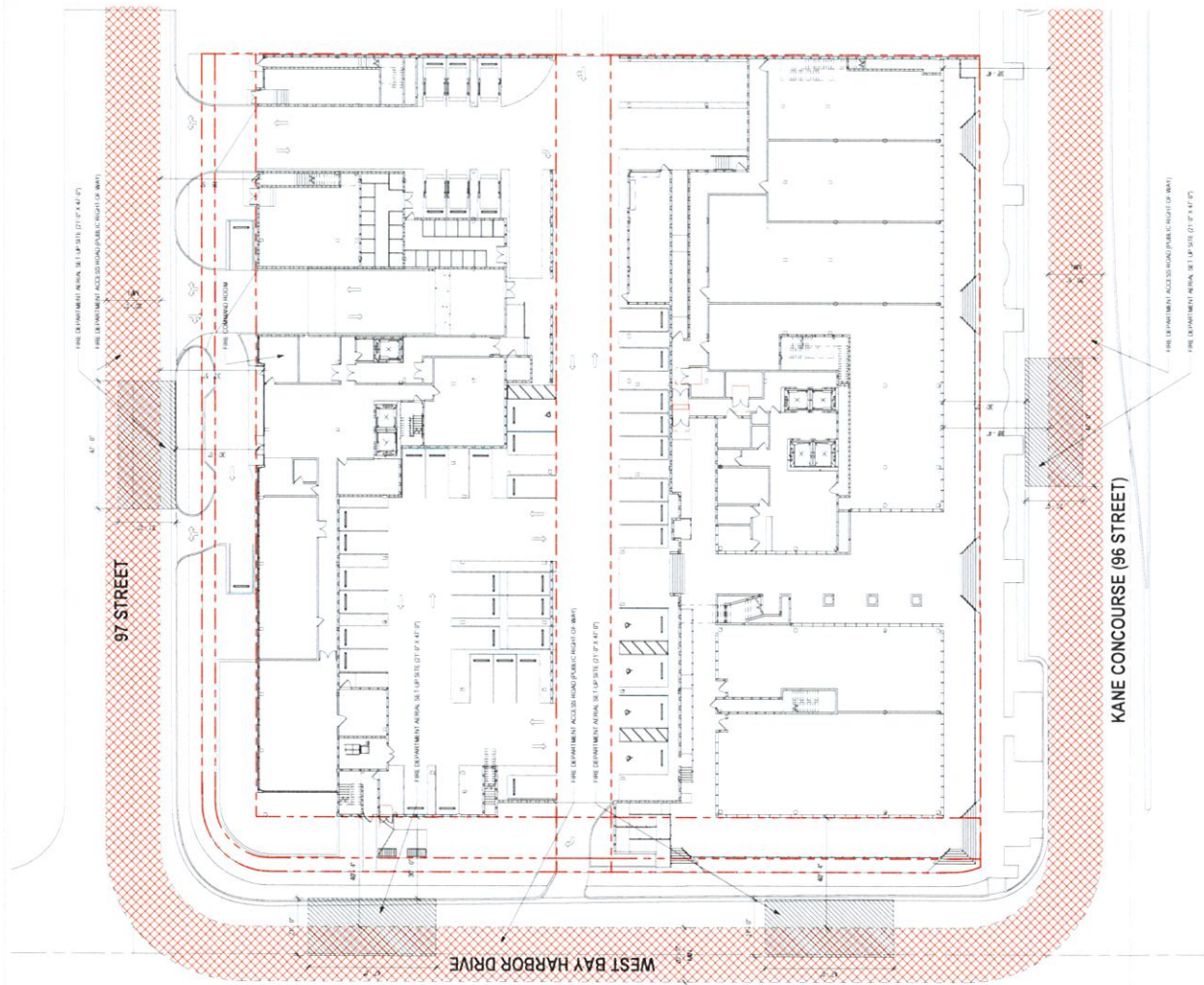


VIEW THROUGH OLD ALLEY



The image is a digital rendering of the proposed building. The image is not a photograph of the actual building. The image is a digital rendering of the proposed building. The image is not a photograph of the actual building.





1 LIFE SAFETY SITE PLAN
SCALE: 1" = 20' 0"



PROJECT TEAM:

LIST OF CONTACTS:

STORMWATER
COUNTY WATERWAY AND ECONOMIC
RESOURCES
3000 MARKET
MIAMI, FL 33130
(305) 372-6981
CONTACT: CARLO FRANCO

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FLORIDA DEPT. OF ENVIRONMENTAL
PROTECTION
NATURAL RESOURCES DIVISION
2605 BAY TOWNE BLVD.
TALLAHASSEE, FL 32399
(904) 487-3178
CONTACT:

WATER AND SEWER
TOWN OF BAY HARBOR BLAIDS PUBLIC WORKS
3000 BAY HARBOR BLAIDS
BAY HARBOR, FLA. ORCHIDA 33194
CONTACT: RANDY DANIEL

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MIAMI DADE COUNTY FIRE RESCUE DEPT.
FIRE PREVENTION
3000 MARKET STREET
MIAMI, FL 33178
(786) 331-6000

ENGINEERING
BAY HARBOR ISLANDS BUILDING
DEPARTMENT
3000 BAY HARBOR BLAIDS
BAY HARBOR, FLA. ORCHIDA 33194
(305) 963-1196

NATURAL GAS PROVIDER
TECO IN GASLES GAS SOUTH FLORIDA
3000 MARKET STREET
MIAMI, FL 33178
CONTACT: JUAN DOMINGUEZ

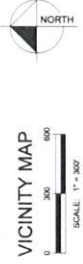
PLANNING AND ZONING
TOWN OF BAY HARBOR BLAIDS BUILDING DEPARTMENT
3000 BAY HARBOR BLAIDS
BAY HARBOR, FLA. 33194
(305) 963-1196
CONTACT: DALE E. LEE

BUILDING DIVISION
TOWN OF BAY HARBOR BLAIDS BUILDING
DEPARTMENT
3000 BAY HARBOR BLAIDS
BAY HARBOR, FLA. 33194
(305) 963-1196

TELEPHONE PROVIDER
AT&T DISTRIBUTION
10000 N. W. 12TH STREET, W 11 FLOOR
MIAMI, FL 33150
(305) 441-2200
CONTACT: DANIEL PARAGUZO

ELECTRIC PROVIDER
FLORIDA POWER AND LIGHT
3000 BAY HARBOR BLAIDS
BAY HARBOR, FLA. 33194
CONTACT: FRANKIE DALLIE

CABLE PROVIDER
3000 BAY HARBOR BLAIDS
MIAMI, FL 33192
(305) 961-1431
CONTACT: TERENCE MAXWELL NEWELL



Kimley»Horn
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355 ALHAMBRA CIRCLE, SUITE 1400, MIAMI, FL, 33134
PHONE: 305-673-2025
WWW.KIMLEY-HORN.COM CA 00000696

Sheet Number	Sheet Title
C-160	COVER SHEET
C-01	GENERAL NOTES
C-100	DEMOLITION NOTES
C-200	DEMOLITION PLAN
C-300	EROSION CONTROL NOTES
C-301	EROSION AND SEDIMENT CONTROL PLAN
C-302	EROSION CONTROL DETAILS
C-400	PAVING, GRADING, AND DRAINAGE PLAN
C-500	WATER AND SEWER NOTES
C-501	WATER AND SEWER PLAN
C-502	WATER AND SEWER DETAILS
C-503	SEWER PROFILES

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COVER SHEET

1177 KANE CONCOURSE
PREPARED FOR
WHARTON EQUITY PARTNERS

SHEET NUMBER
C-100

Kimley»Horn

2015
2016
2017
2018

KHA PROJECT	DATE	SCALE	DESIGNED BY
043976000	01/30/2019	AS SHOWN	04

1

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C-100

DEMOLITION NOTES AND SPECIFICATIONS:

SHOULD ANY SECTION OF THESE DEMOLITION NOTES BE IN DIRECT CONFLICT WITH THE PROVISIONS OR TECHNICAL SPECIFICATIONS CONTAINED IN THE CONTRACT DOCUMENT FOR THIS PROJECT, THE INTENT OF THE CONTRACT DOCUMENT SHALL

GENERAL

- [illegible]

III. APPLICABLE COOPERATION

- [illegible]

V ENVIRONMENTAL PROTECTION

- [illegible]

VI. TRAFFIC MAINTENANCE

- [illegible]

VII. CLEAN UP

1. REMOVE DEMOLISHED CONSTRUCTION MATERIALS AND RELATED DEBRIS FROM THE SITE ON A REGULAR BASIS. ACCUMULATION OF DEBRIS ON THE SITE WILL NOT BE PERMITTED. SELLING OF SALVAGEABLE MATERIALS IS NOT PERMITTED AT THE SITE.
2. REMOVE MATERIALS, INCLUDING DEBRIS AND DUST, AND DISPOSE OF LEGALLY OFF SITE. NO DEBRIS SHALL BE BURNED OR BURIED ON THE SITE AS A MEANS OF DISPOSAL. USE METHODS APPROVED BY THE REGULATORY AGENCIES PRIOR TO RECONSTRUCTION. CLEANUP OPERATIONS. USE OF BLOWERS TO DISPERSE DUST WILL NOT BE PERMITTED.
- MATERIAL DESIGNATED FOR REMOVAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

DEMOLITION NOTES

K-2 PROJECT	043976000
DATE	01/30/2019
SCALE	AS SHOWN
DESIGNED BY	OK
CHECKED BY	ADW
IN CHARGE	AM

ALBERTA HEALTH SERVICES
FLOOR LICENSE NUMBER
59357
047

Kimley»Horn

[illegible]

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Check DAFNE response codes before you dial!

C-200

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WHARTON EQUITY PARTNERS

HARBOR ISLANDS

4020

NE CONCOURSE
PREPARED FOR
EQUITY PARTNERS

EROSION AND
SEDIMENT CONTROL
PLAN

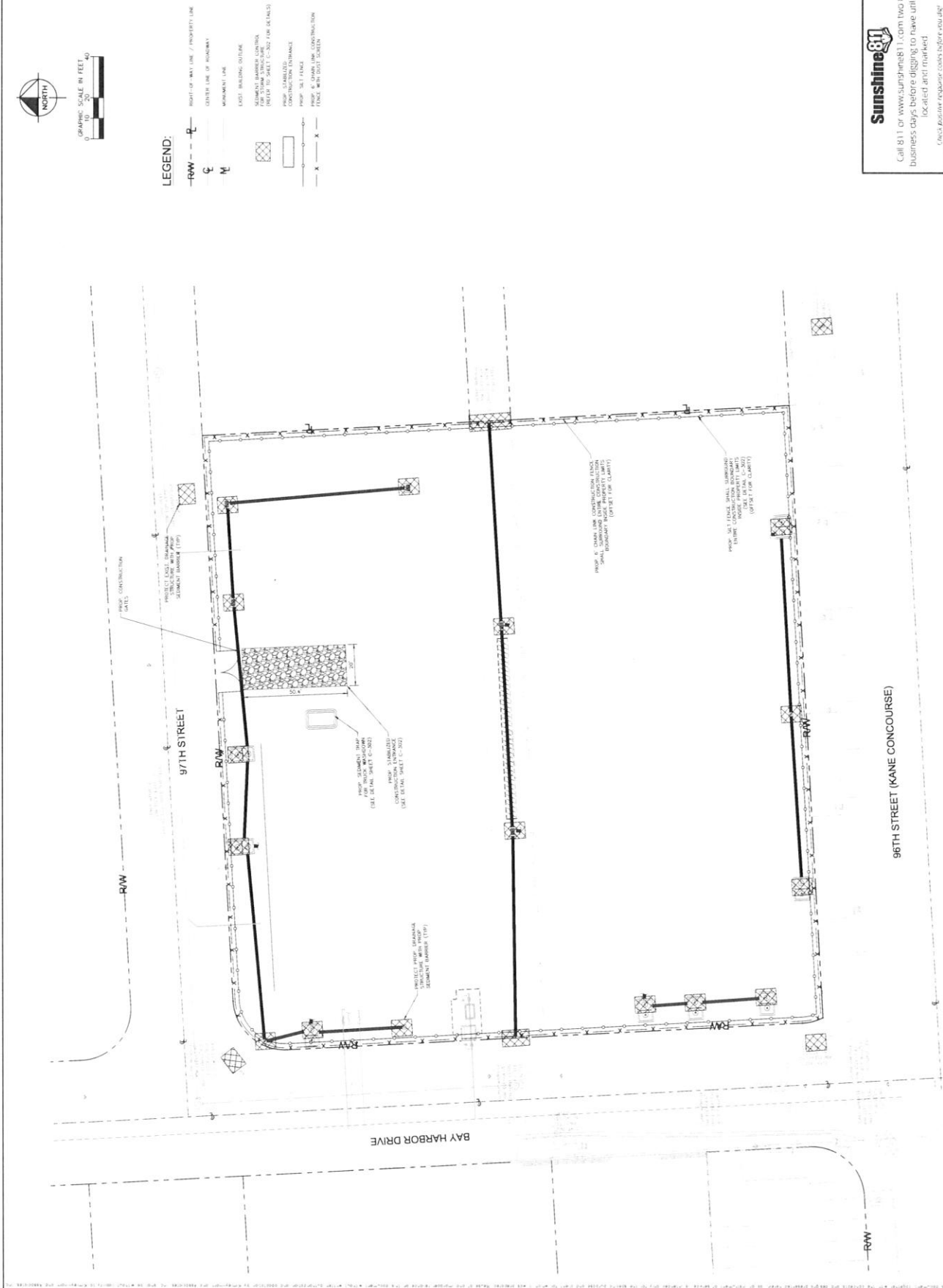
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043576000	DATE	01/30/2019	SCALE AS SHOWN	3050N010 8" BY	3000 8" WCA	3050X0 8" A-

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D. KIMBERLY CORLE, SUITE 1400, CORAL GABLES, FL 33134
PHONE: 305-675-2020
WWW.KIMLEY-HORN.COM CA 00000896

[illegible]

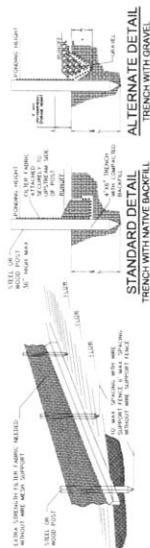
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Check Positive response codes before you die!



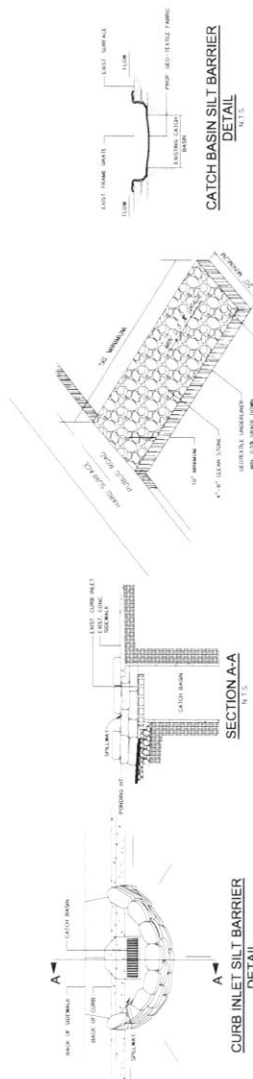
043976000
DATE
07/30/2019
SCALE AS SHOWN
SECTION B + D*
DRAWN BY
CHECKED BY
DATE

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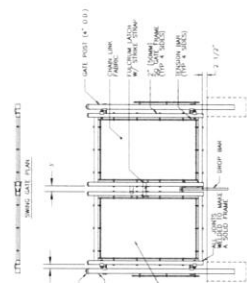
[illegible]

SILT FENCE DETAIL

1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED
3. SOFT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE SEDIMENT CAPACITY

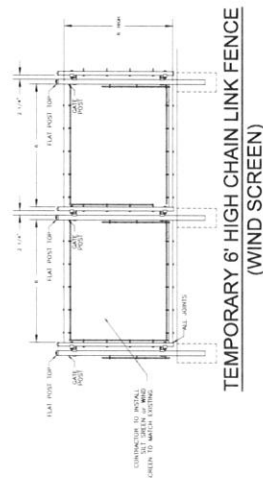
STABILIZED CONSTRUCTION
ENTRANCE (SCE)

1. CONTRACTOR SHALL PERFORM DAILY INSPECTIONS OF GEO-TEXTILE FABRIC BARRIER AND AS NECESSARY REPLACE OR REPAIR AS REQUIRED SPECIFICALLY AFTER STORM EVENTS AND LARGE RAINFALL EVENTS.
2. SEDIMENTATION AND DEBRIS THAT ARE REMOVED FROM BARRIERS SHALL BE LEGALLY DEPOSITED OF AT AN APPROVED



SWING GATE ELEVATION
TEMPORARY 24' WIDE SWING GATES
(FIRE DEPARTMENT ACCESSIBLE)

- GATE MATERIAL SHALL MATCH EXISTING GATES/PENCE
BRACING SHALL BE PROVIDED
GATES ARE MANUALLY OPERATED



TEMPORARY 6' HIGH CHAIN LINK FENCE
(WIND SCREEN)

[illegible][illegible]

EAST BUILDING SOLUTION

PURPOSE: SHEET WALL

PROPOSED ELEVATION

EXISTING ELEVATIONS

PURPOSE: STORM FLOOD PROOF - EXISTING FOUNDATION HEIGHT

PURPOSE: EXISTING FOUNDATION HEIGHT





Technical drawing of a mechanical part, likely a bracket or support, showing a side view with dimensions. The part has a vertical section on the left and a horizontal section on the right. The horizontal section has a width of 2 units. The vertical section has a height of 2 units. The part is shown in a perspective view.

GENERAL NOTES & SPECIFICATION FOR SEWER MAIN INSTALLATIONS
(NOT A PART OF M-DWASD NOTES NOR APPROVAL)

- [illegible]

REQUIREMENTS PER DEPARTMENT OF HEALTH
(NOT A PART OF M-DWASD NOTES NOR APPROVAL)

- SEPARATIONS SHALL BE MEASURED OUTSIDE EDGE TO OUTSIDE EDGE BETWEEN WATER AND SOLID SURFACES, STOPWATER TUBING BARRS, OR RECLAIMED WATER LINES. SHALL BE 3 FT. MINIMUM.
- WATER SHALL BE STORED IN TANKS OR TOWNSHIP WATER TREATMENT PLANTS. GRAVITY OR PRESSURE SANITARY SERVICE WATER IN TOWNSHIP WATER TREATMENT PLANTS OR PRESSURE SANITARY SERVICE WATER IN TOWNSHIP WATER TREATMENT PLANTS SHALL BE RECLAIMED TO 3 FT. MINIMUM BOTTOM OF WATER TREATMENT PLANTS OR TOWNSHIP WATER TREATMENT PLANTS.
- FOR WATER RECLAMATION, RECLAMATION

FOR ALL PROJECTS WHERE REMOVAL OF UTILITY LINE IS PROPOSED:

2. ALL WATER AND SEWER FACILITIES LOCATED IN PRIVATE PROPERTY SHALL BE INSTALLED AT ALL INSTALLED SERVICES FROM NEW OR EXISTING MAINS. ALL WATER AND SEWER FACILITIES LOCATED IN PUBLIC PROPERTY SHALL BE INSTALLED AT THE PROPERTY OWNER'S EXPENSE. ALL EXISTING UTILITIES BEING RELOCATED AND/OR RELOCATED WITHIN PROPERTY AND IN SERVICE, UNDER SUCH THE WORK FOR PREPARING UTILITIES HAVE BEEN INSTALLED, BY SERVICE, ACCEPTED BY THE DEPARTMENT AND ALL RELATED SERVICES FROM THE EXISTING MAINS HAVE BEEN TRANSFERRED TO THE NEW LINES, BY UTILITY FORCES AT OWNER'S EXPENSE AS APPLICABLE.

WATER-SEWER GENERAL NOTES

- [illegible]

1000 JOURNAL OF CLIMATE

1. *What is the purpose of the study?* The purpose of the study was to determine the effect of a 12-week, low-intensity, supervised exercise program on the physical and psychological health of older adults with chronic low back pain.
2. *What is the research design?* The study was a randomized controlled trial.
3. *What is the setting of the study?* The study was conducted in a community-based setting, specifically a senior center.
4. *What is the sample size and characteristics of the participants?* The sample size was 60 older adults (mean age 72.5 years) with chronic low back pain. The participants were recruited from a senior center and a local newspaper.
5. *What are the independent and dependent variables?* The independent variable was the 12-week, low-intensity, supervised exercise program. The dependent variables were physical and psychological health outcomes, including pain, disability, and quality of life.
6. *What are the results of the study?* The results showed that the exercise program significantly reduced pain and disability and improved quality of life in older adults with chronic low back pain.
7. *What are the conclusions of the study?* The study concluded that a 12-week, low-intensity, supervised exercise program is an effective intervention for older adults with chronic low back pain.
8. *What are the limitations of the study?* The study had several limitations, including a small sample size, a short follow-up period, and the lack of a control group.
9. *What are the implications of the study for practice and research?* The study has implications for practice and research, suggesting that low-intensity exercise may be a safe and effective intervention for older adults with chronic low back pain.
10. *What are the key words of the study?* The key words of the study are older adults, chronic low back pain, exercise, and quality of life.

OTE:

- [illegible]

WATER AND SEWER NOTES

WATER AND SEWER NOTES

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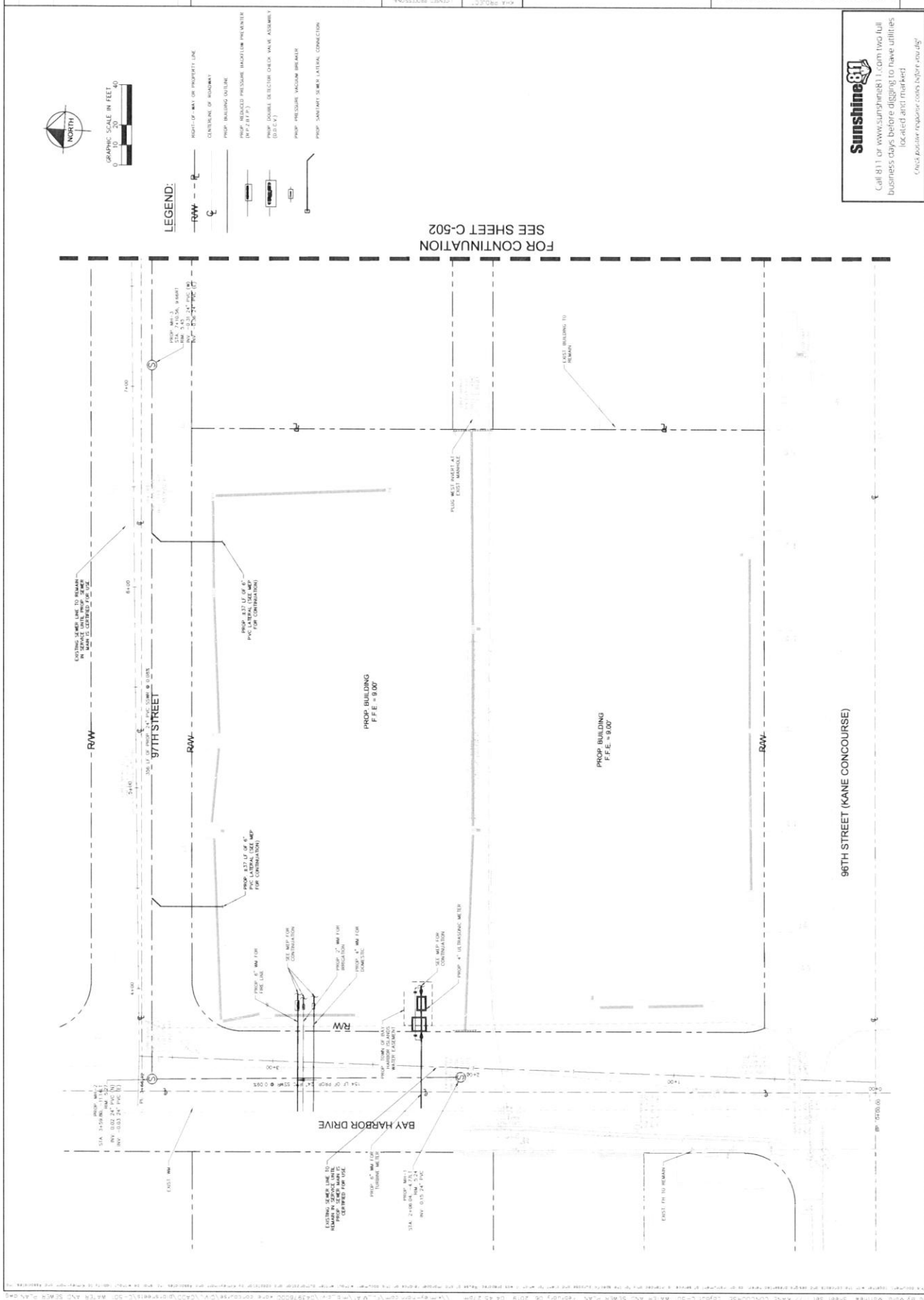
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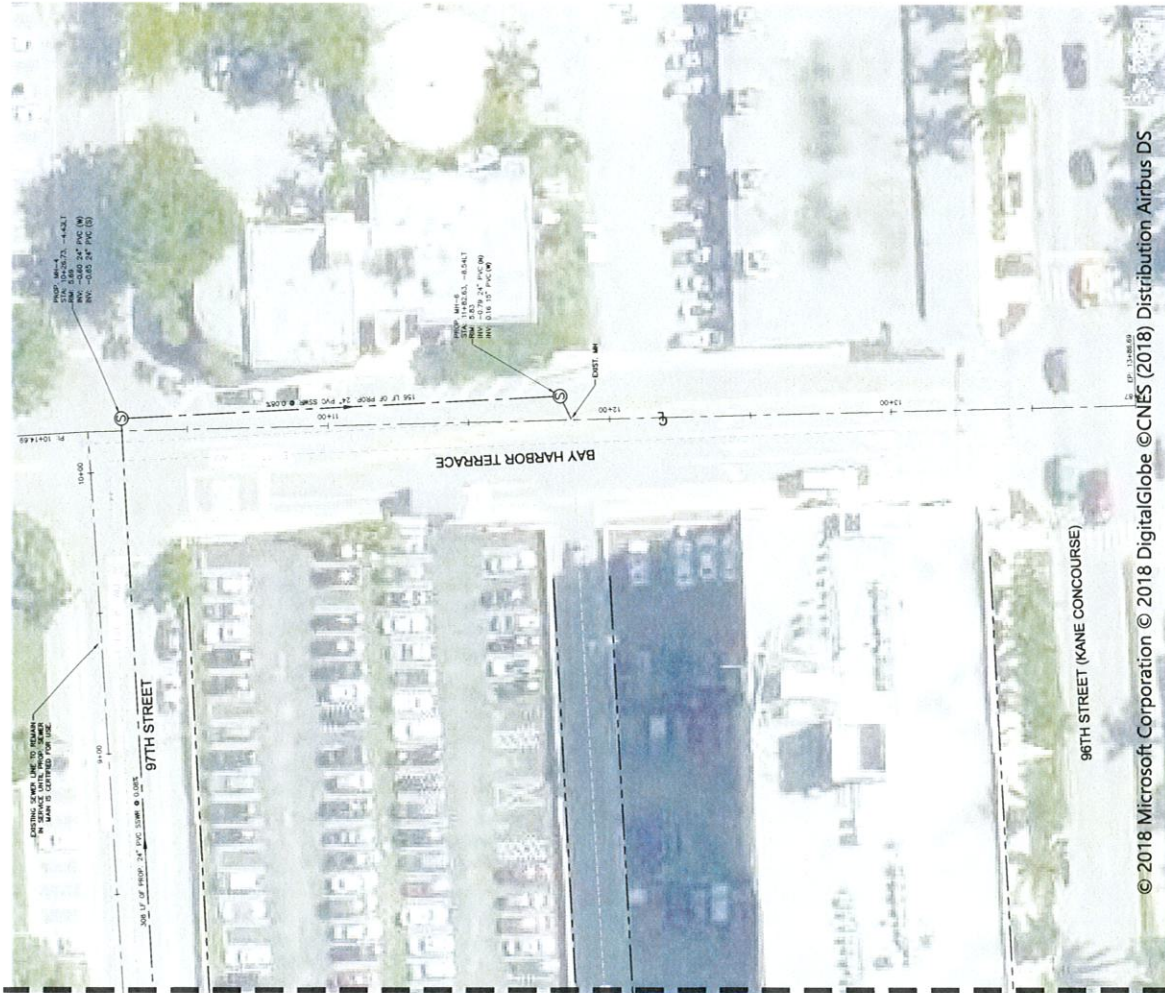
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1177 KANE CONCOURSE
PREPARED FOR
WHARTON EQUITY PARTNERS
TOWN OF BAY
HARBOR ISLANDS
FLOOR 1

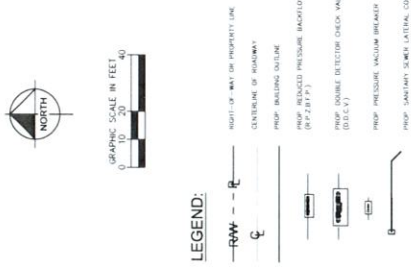
[illegible]

Kimley»Horn

[illegible]



LEGEND:



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TROFFER	
STANDARD	REFERENCE
	 2x2 SURFACE MOUNTED
	 2x2 PARABOLIC
	 2x2 HORIZONTAL
	 2x2 WALL MOUNTED
	 2x4 WALL MOUNTED
	 2x4 SURFACE MOUNTED
	 2x4 PARABOLIC
	 2x4 HORIZONTAL
	 2x4 WALL MOUNTED

[illegible]

SPECIALLY	
	SURFACE MOUNTED
	WALL MOUNTED
	TRACK / DIN / IEC MOUNTED
	FLUSH-IN SURFACE MOUNTED
	RECESSED FLUSH-IN MOUNTED
	SNAP-IN MOUNT
	SNAP-IN MOUNT
	FREE OPTIC CHANNEL MOUNTED
	FREE OPTIC CHANNEL

LUMINAIRE FUNCTION ABBREVIATION	
A	ACCENT/ACCENTÉ
B	BELIARD/PUY-DE-FEY
C	CHASSE/CHASSÉ
D	DOUBLES/DOUBLES
E	ÉCLAIRAGE/ÉCLAIRÉ
F	FUMÉE/FUMÉ
G	GRAND/GRAND
H	HABILLAGE/HABILLÉ
I	INTELLIGENT/INTELLIGENT
J	JARDIN/JARDIN
K	KEVIN/KEVIN
L	LEON/LEON
M	MARQUE/MARQUE
N	NOM/DE NOM
O	OBJET/OBJET
P	PARTIE/PARTIE
Q	QUATRE/QUATRE
R	RECHERCHER/RECHERCHÉ
S	SÉRIE/SÉRIE
T	TOUT/TOUT
U	UN/UN
V	VILLE/VILLE
W	WALL/WALL
X	X-100/X-100
Y	Y-100/Y-100
Z	Z-100/Z-100

ABBREVIATIONS	
APR	APRIL
ATC	ATC (TWO) FLIGHT
ATC	ATC (THREE) GROUND
ATC*	ATC (FOUR) CARRIER
BLOS	BOMBING LOSS
BOT	BOTTOM
BT	BUT
BT	BUT (THREE)
BT	BUT (FOUR)
BT	BUT (FIVE)
BT	BUT (SIX)
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BT	BUT (HUNDRED-FORTY-THREE)
BT	BUT (HUNDRED-FORTY-FOUR)

[illegible]

DOWNLIGHT	
STANDARD	URGENT
☐	☒ RECEIVED MONITOR
☐	☒ RECEIVABLE RECEIVED MONITOR
☐	☐ SERVICE MONITOR
☐	☐ PERMANENT MONITOR

ACCENT	
	STANDARD
	SURFACE MOUNTED
	WALL MOUNTED
	BACK / THRU PIPE MOUNTED
	IN-LINE SURFACE MOUNTED

IN-GRADE	
S/ANGLAGE	INCLINAISON
	IN-GRADE
	IN-GRADE DIRECTION

POLE / PATH

CHARACTER	ABBREVIATION
BILLBOARD OR SHORT PERISTAL BIAS MOUNTED	B
CLOSE CEILING	C
FAN	F
FLAT LAMP (FOR LUMINAIRE)	L
GUARD	G
MAXIMUM OF POSITION LIGHTS	M
PENDANT	P
RECEPTACLE FOR LUMINAIRE PLUG	R
SCAFFOLD	S
TABLE LAMP	T
WALL MOUNTED	W

FAN	
	SURFACE MOUNTED
	PENDANT MOUNTED
	WALL MOUNTED
	CEILING MOUNTED LIGHT

LAMPHOLDER	
STANDARD	EUROPEAN
	 SURFACE MOUNTED
	 PENDANT MOUNTED
	 WALL MOUNTED

		BALLAST
		STRAIGHT SURFACE MOUNTED
		STRAIGHT RECESSED MOUNTED
		POLE - SINGLE HEAD
		POLE - DOUBLE HEAD

CHARACTER	SYMBOLS	LANGUAGE
●	●	CHARACTER KNOWN
○	○	CHARACTER UNKNOWN
⊗	⊗	PERMANENT KNOWN
⊙	⊙	PERMANENT UNKNOWN
⊕	⊕	TEMPORARY KNOWN
⊖	⊖	TEMPORARY UNKNOWN
⊗	⊗	PERMANENT KNOWN AND DEAD
⊙	⊙	PERMANENT UNKNOWN AND DEAD
⊕	⊕	TEMPORARY KNOWN AND DEAD
⊖	⊖	TEMPORARY UNKNOWN AND DEAD

[illegible]

The diagram shows a rectangular box labeled "JUNCTION BOX" at the top. Below the label is a circle containing the number "1". To the right of the box is a "LUMINANCE SYMBOL KEY". The key consists of a hexagon with a black dot in the center, followed by a horizontal line pointing to the text "LUMINANCE (CANDEL)". Below this, there are three lines of text: "LUMINANCE TYPE", "LUMINANCE TYPE (PIE 41)", and "250 LUMENS". To the right of these lines is a large angle bracket containing the text "<105>".

[illegible]

GENERAL NOTES

1. LIGHT LEVELS WILL COMPLY WITH ILLUMINANCE REQUIREMENTS WITH THE EXCEPTION OF THE FOLLOWING:

2. ALL LIGHT FIXTURES WILL BE REQUIRED TO BE COMPLY WITH THE ILLUMINANCE REQUIREMENTS WITH THE EXCEPTION OF THE FOLLOWING:

KEY NOTES

- 1. LIGHT FIXTURES WILL COMPLY WITH ILLUMINANCE REQUIREMENTS WITH THE EXCEPTION OF THE FOLLOWING:
- 2. ALL LIGHT FIXTURES WILL BE REQUIRED TO BE COMPLY WITH THE ILLUMINANCE REQUIREMENTS WITH THE EXCEPTION OF THE FOLLOWING:



1 SITE PLAN - GROUND FLOOR



LD1-01

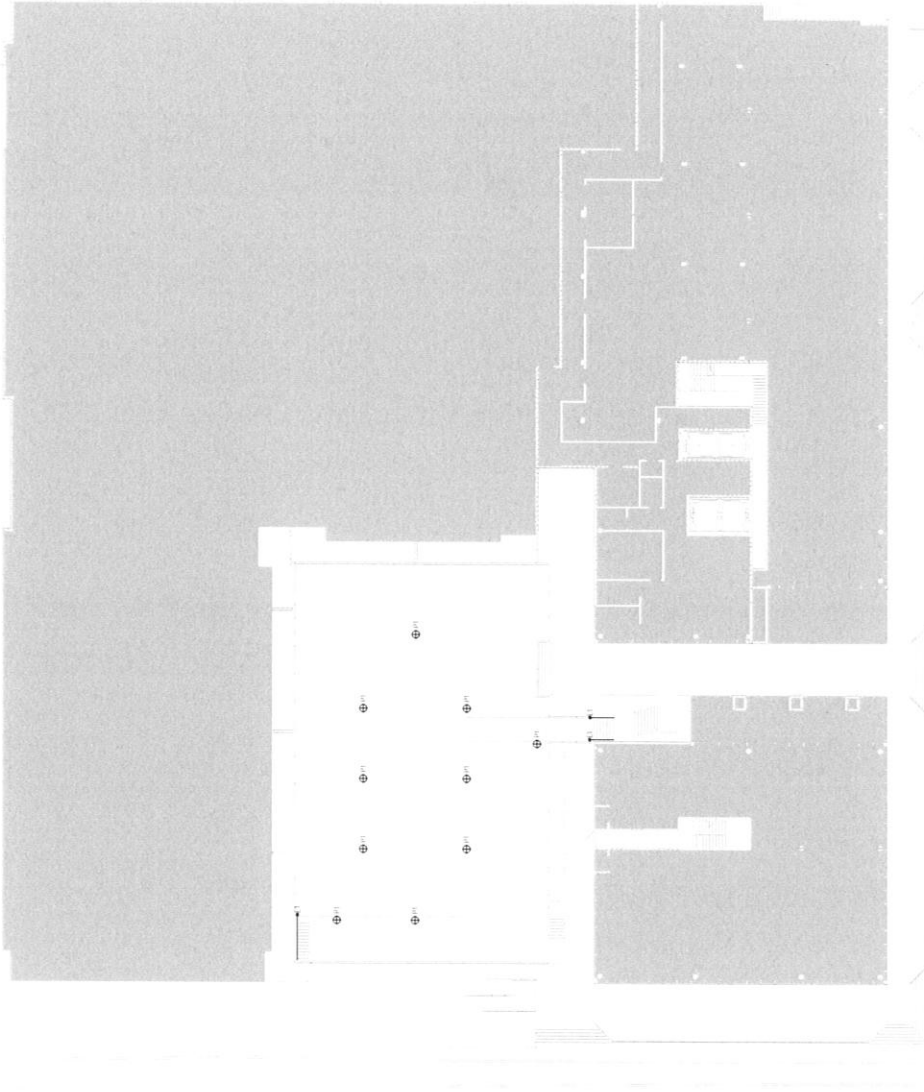
SITE PLAN - GROUND FLOOR

Date: 01/30/2019

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1 SITE PLAN - RECREATION DECK

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



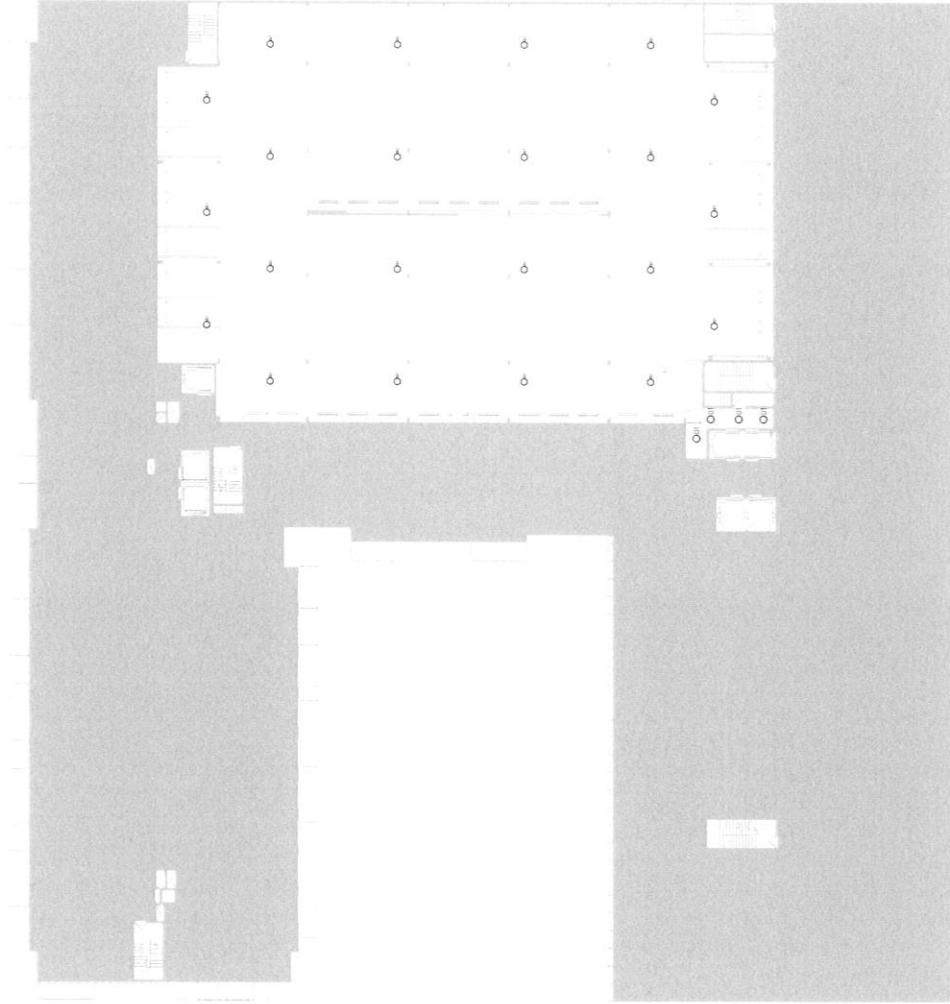
ARQUITECTONA 1177 Kane Concourse



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SITE PLAN - RECREATION DECK LD1-02



1 SITE PLAN - TYPICAL PARKING

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



Date: 01/30/2019

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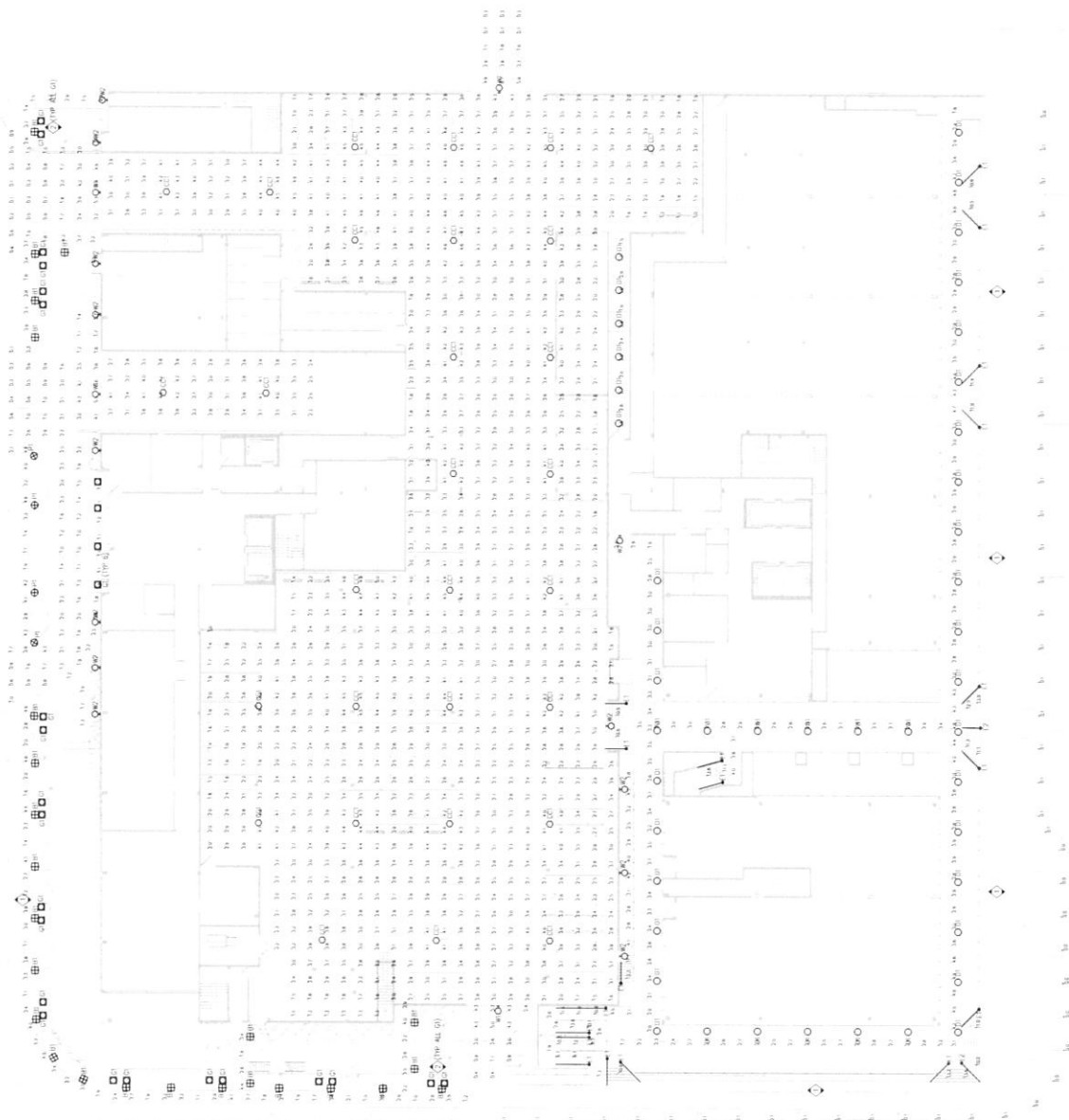
ARQUITECTONA 1177 Kane Concourse

SITE PLAN - TYPICAL PARKING LD1-03

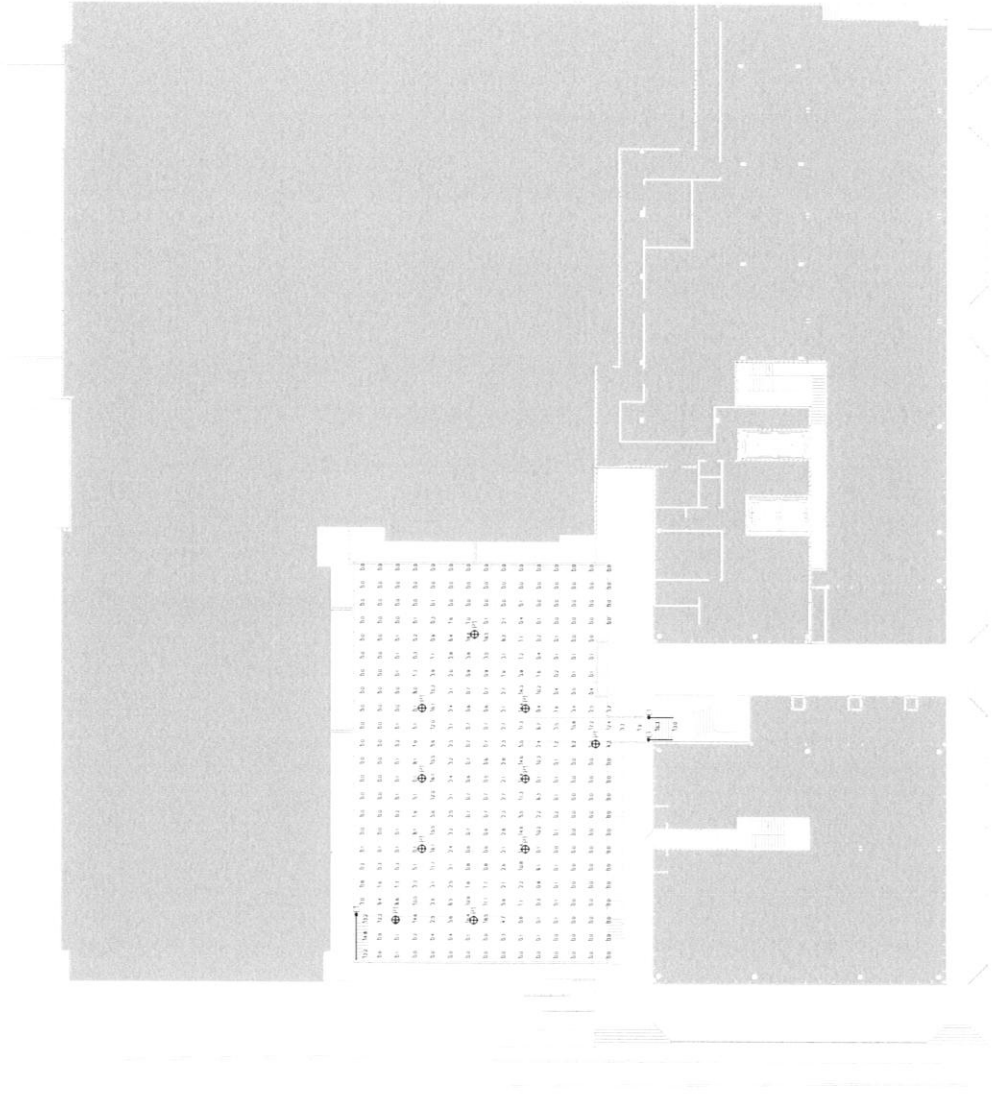
ALL LIGHT LEVELS WILL COMPLY WITH TOWN REQUIREMENTS WITH THE EXCEPTION OF AREAS WHICH REQUIRE HIGHER LIGHT LEVELS AS REQUIRED BY THE NFPA LIFE SAFETY CODE

- ① EXISTING ROADWAY AND PLEISTOGENE LIGHT FIXTURES TO REMAIN TO PROVIDE LIGHTING FOR THIS AREA.
- ② RECESSED IN-GRADE FUTURE TYPE G1 UP-LIGHT TO ILLUMINATE TREES.

	Avg	Max	Mfn	Avg/Mfn	Max/Mfn
AREA	3.27	5.80	0.10	17.80	58.00
PAPER	3.27	5.80	0.10	17.80	58.00
CORRELATION COEFFICIENT	9.68	13.9	1.3	7.45	10.69
COMPARISON RATIO	5.05	4.90	1.50	2.03	3.27
RESIDENTS PER UNIT	2.60	1.60	1.10	1.09	1.45
R.E.U.C. SUFFICIENCY	2.90	4.60	1.00	3.86	4.60



CALCULATION SUMMARY				
AREA	AVG	MAX	AVG MIN	MAX MIN
DECK	8.53	16.30	4.24	8.58
TOTALS	14.83	16.30	1.05	8.25



PHOTOMETRIC - DECK

SCALE 1/8" = 1'-0"



LD1-12

PHOTOMETRIC - DECK

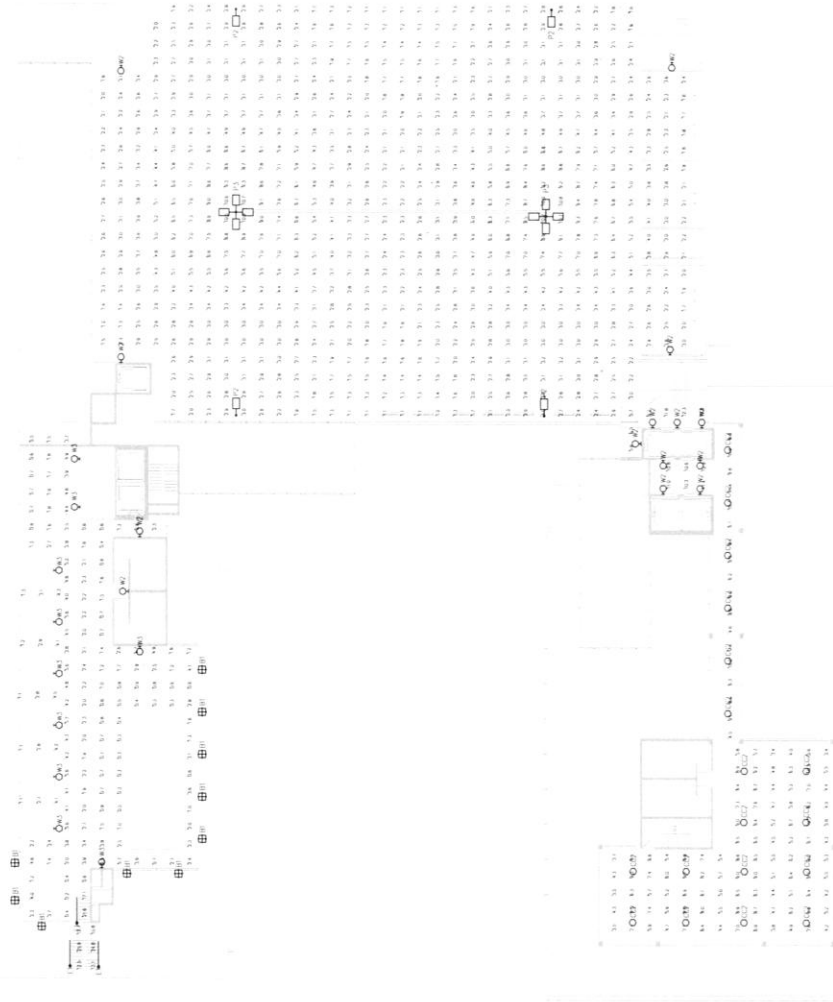
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CALCULATED SUMMARY					
TABLE	W.C.	W.C.	W.C.	W.C.	W.C.
1.00	1.00	1.00	1.00	1.00	1.00
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3.00	3.00	3.00	3.00	3.00	3.00
4.00	4.00	4.00	4.00	4.00	4.00
5.00	5.00	5.00	5.00	5.00	5.00
6.00	6.00	6.00	6.00	6.00	6.00
7.00	7.00	7.00	7.00	7.00	7.00
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99.00	99.00	99.00	99.00	99.00	99.00
100.00	100.00	100.00	100.00	100.00	100.00



LIGHT FIXTURE SCHEDULE

Fixture																	LAMP			CONTR. GEAR		ACCESSORIES		NOTES
TYPE	MANUFACTURER	PART NO	DESCRIPTION	DIMENSIONS	UL/IP	FINISH	COATING	MATERIAL	MOUNTING	MANUFACTURER	PART NO	QTY	CRI	LUMENS	WATT	VOLTAGE	FIXTURE LOAD	CONTR. GEAR	ACCESSORIES	NOTES				
B. ROLLAND PATH STEP																								
B1	EATON LIGHTING	30-61-LED3-200-00W-14-24M2-18H-12D-42	ROLLAND	7.75 x 5.70x4.71	P96	TED	POWDER COAT	ALUMINUM	SURFACE ANCHOR BOLT	INTEGRAL	WHITE LED	1	3000K	75	1300	15.5	120-277	15.5	INTEGRAL 0-10V DIMMING DRIVER (12IN DIMMING)					
B2	EATON LIGHTING	30D-182-LED16-3000-00W-15X-10M2-18H-12D-42	ROLLAND	12.75 x 5.70x4.71	P96	TED	POWDER COAT	ALUMINUM	SURFACE ANCHOR BOLT	INTEGRAL	WHITE LED	2	3000K	75	1300	31	120-277	62.0	INTEGRAL 0-10V DIMMING DRIVER (12IN DIMMING)					
C. CHARACTER																								
C1	EATON LIGHTING	TT-CT-LED-1-1W-0-18H-12D-42	CHARACTER MOUNTED GARAGE LIGHT	18.35x18.4 x 4.71	P96	TED	POWDER COAT	ALUMINUM	SURFACE ANCHOR BOLT	INTEGRAL	WHITE LED	1	3000K	70	3101	28	120-277	28.0	INTEGRAL LED DRIVER (12IN DIMMING)					
C2	WAC LIGHTING	FMX60212-1N-18D	SURFACE MOUNTED DOWN LIGHT AT ROOF DECK	12.0x5.1 x 3.371	P105	TED	POWDER COAT	ALUMINUM	SURFACE ANCHOR BOLT	INTEGRAL	WHITE LED	1	3000K	50	1740	30	120-277V	30.0	INTEGRAL LED DRIVER (12IN DIMMING)					
D. DOWNLIGHT																								
D1	ELITE LIGHTING	WH16D-160-00W-120-20W-45-10-18H-12D-42	RECESSED SQUARE DOWNLIGHT	4.5 SQUARE GREENHOUSE 5.27H x 0.5 x 7.72W	UL-DAMP	TED		ALUMINUM	RECESSED	INTEGRAL	WHITE LED	1	3000K	85	500	14	120	14.0	INTEGRAL 0-10V DIMMING DRIVER (12IN DIMMING)					
D2	ELITE LIGHTING	WH16D-160-00W-120-20W-45-10-18H-12D-42	RECESSED SQUARE DOWNLIGHT	4.5 SQUARE GREENHOUSE 5.27H x 0.5 x 7.72W	UL-DAMP	TED		ALUMINUM	RECESSED	INTEGRAL	WHITE LED	1	3000K	85	500	14	120	14.0	INTEGRAL 0-10V DIMMING DRIVER (12IN DIMMING)					
D3	ELITE LIGHTING	WH16D-160-00W-120-20W-45-10-18H-12D-42	RECESSED SQUARE DOWNLIGHT	4.5 SQUARE GREENHOUSE 5.27H x 0.5 x 7.72W	UL-DAMP	TED		ALUMINUM	RECESSED	INTEGRAL	WHITE LED	1	3000K	85	500	14	120	14.0	INTEGRAL 0-10V DIMMING DRIVER (12IN DIMMING)					
D4	ELITE LIGHTING	WH16D-160-00W-120-20W-45-10-18H-12D-42	RECESSED SQUARE DOWNLIGHT	4.5 SQUARE GREENHOUSE 5.27H x 0.5 x 7.72W	UL-DAMP	TED		ALUMINUM	RECESSED	INTEGRAL	WHITE LED	1	3000K	85	500	14	120	14.0	INTEGRAL 0-10V DIMMING DRIVER (12IN DIMMING)					
D5	INTEGRAL LIGHTING	SM15-SP-1-1P50-10-30-000	RECESSED SQUARE DOWNLIGHT	1.570H x LENGTH VARIES	E-1, IN-1	STAINLESS STEEL	SURFACE	STAINLESS STEEL	SURFACE	INTEGRAL	WHITE LED	1	3000K	85	202	4.6	120/24	4.6	INTEGRAL 120/24V LED DRIVER (DIMMING 1% STANDARD)	1, 2				
D6	INTEGRAL LIGHTING	SM15-SP-1-1P50-10-30-000	RECESSED SQUARE DOWNLIGHT	1.570H x LENGTH VARIES	E-1, IN-1	STAINLESS STEEL	SURFACE	STAINLESS STEEL	SURFACE	INTEGRAL	WHITE LED	1	3000K	85	202	4.6	120/24	4.6	INTEGRAL 120/24V LED DRIVER (DIMMING 1% STANDARD)	1, 2				
E. BARGE																								
E1	WAC LIGHTING	5012-30-3B2	RECESSED BARGE UP LIGHT	4.5870H x 6.147D	P97	BROWN		ALUMINUM	CEILING	INTEGRAL	WHITE LED	1	3000K	85	515	11.5	120	11.5	INTEGRAL DIMMING DRIVER (12IN DIMMING)					
F. POLE PARING																								
F1	SELVA LIGHTING	SL-PT-1-250-10-18D	LIGHT COLUMN	870H x 8.2H	P-55	TED	POWDER COAT	ALUMINUM	SURFACE ANCHOR BOLT	INTEGRAL	WHITE LED	1	3000K	80	4542	60.7	100-277V	60.7	INTEGRAL LED DRIVER (DIMMING 12IN)					
F2	EATON LIGHTING	HEAD-CAMER-LED-E-1-1P-100-10-30-000	SINGLE HEAD GARAGE POLE LIGHT	HEAD: 18.35 x 18.35 x 11.57H POLE: 18.35 x 18.35 x 11.57H	P96	TED	POWDER COAT	ALUMINUM	POLE MOUNTED	INTEGRAL	WHITE LED	1	3000K	80	9366	75	120-277	75.0	INTEGRAL LED DRIVER (12IN DIMMING)					
F3	EATON LIGHTING	2-HEAD-CAMER-LED-E-1-1P-100-10-30-000	2 HEAD GARAGE POLE LIGHT	HEAD: 18.35 x 18.35 x 11.57H POLE: 18.35 x 18.35 x 11.57H	P96	TED	POWDER COAT	ALUMINUM	POLE MOUNTED	INTEGRAL	WHITE LED	4	3000K	80	9347	75	120-277	200.0	INTEGRAL LED DRIVER (12IN DIMMING)					
W. WALL PACK																								
W1	LOMAN LIGHTING	LMW-20001-3000W-14-100H-18H-12D-42	SURFACE MOUNTED WALL PACK AT ROOF DECK	10.21 x 4.71 x 3.71H	P95	TED	POWDER COAT	ALUMINUM	SURFACE	INTEGRAL	WHITE LED	1	3000K	80	1079	20	100/277	20.0	INTEGRAL LED DRIVER (12IN DIMMING)					
W2	LOMAN LIGHTING	GM-3010-3000W-18H-12D-42	3000W FUR WALLPACK	18.35 x 4.71 x 3.71H	P96	TED	POWDER COAT	ALUMINUM	SURFACE	INTEGRAL	WHITE LED	1	3000K	80	564	8	100/278	8.0	INTEGRAL LED DRIVER (12IN DIMMING)					
W3	LOMAN LIGHTING	GMH-2001-3000W-18H-12D-42	HIGH OUTPUT RECESSED AT ROOF TOP	11.61 x 3.0 x 4.71H	P96	TED	POWDER COAT	ALUMINUM	SURFACE	INTEGRAL	WHITE LED	1	3000K	80	1248	18	100/278	18.0	INTEGRAL LED DRIVER (12IN DIMMING)					

NOTES:
 1. The authors thank the referees for their helpful comments.

2. PROVIDE ALL PARTS NECESSARY FOR A COMPLETE WORKING SYSTEM

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Date: 01/30/2019

LIGHTING FIXTURE SCHEDULE LD8-01

Lumière

350 B1 L6002
LED LIGHT

Technical specifications and details for the 350 B1 L6002 LED light fixture.

exp

1177 Kane Concourse
March 11

TYPE B1
March 11

cc1
March 11

Lumière

350 B1 L6002
LED LIGHT

Technical specifications and details for the 350 B1 L6002 LED light fixture.

exp

1177 Kane Concourse
March 11

TYPE B1
March 11

cc1
March 11

Lumière

350 B2 L6004
LED LIGHT

Technical specifications and details for the 350 B2 L6004 LED light fixture.

exp

1177 Kane Concourse
March 11

TYPE B2
March 11

cc1
March 11

Lumière

350 B2 L6004
LED LIGHT

Technical specifications and details for the 350 B2 L6004 LED light fixture.

exp

1177 Kane Concourse
March 11

TYPE B2
March 11

cc1
March 11

McGraw-Hill

350 B2 L6004
LED LIGHT

Technical specifications and details for the 350 B2 L6004 LED light fixture.

exp

1177 Kane Concourse
March 11

TYPE B2
March 11

cc1
March 11

WAC LIGHTING
Photometric Lighting

TUBE model IM W/012
LED Ceiling Wash Mount

Technical specifications and details for the TUBE model IM W/012 LED ceiling wash mount.

exp

1177 Kane Concourse
March 11

TYPE CC1
March 11

cc1
March 11

WAC LIGHTING
Photometric Lighting

TUBE model IM W/012
LED Ceiling Wash Mount

Technical specifications and details for the TUBE model IM W/012 LED ceiling wash mount.

exp

1177 Kane Concourse
March 11

TYPE CC1
March 11

cc1
March 11

WAC LIGHTING
Photometric Lighting

TUBE model IM W/012
LED Ceiling Wash Mount

Technical specifications and details for the TUBE model IM W/012 LED ceiling wash mount.

exp

1177 Kane Concourse
March 11

TYPE CC1
March 11

cc1
March 11

WAC LIGHTING
Photometric Lighting

TUBE model IM W/012
LED Ceiling Wash Mount

Technical specifications and details for the TUBE model IM W/012 LED ceiling wash mount.

exp

1177 Kane Concourse
March 11

TYPE CC1
March 11

cc1
March 11

WAC LIGHTING
Photometric Lighting

TUBE model IM W/012
LED Ceiling Wash Mount

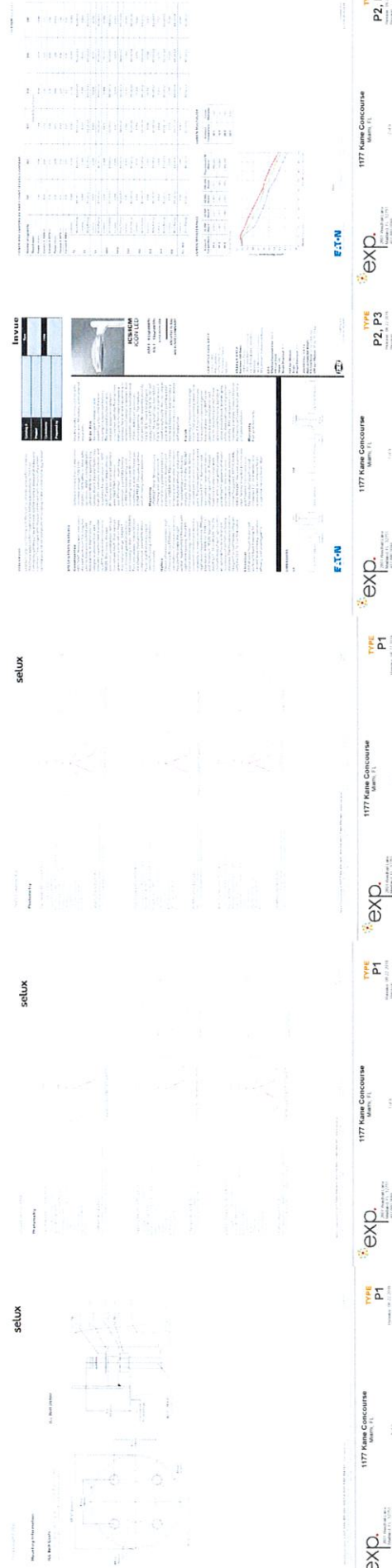
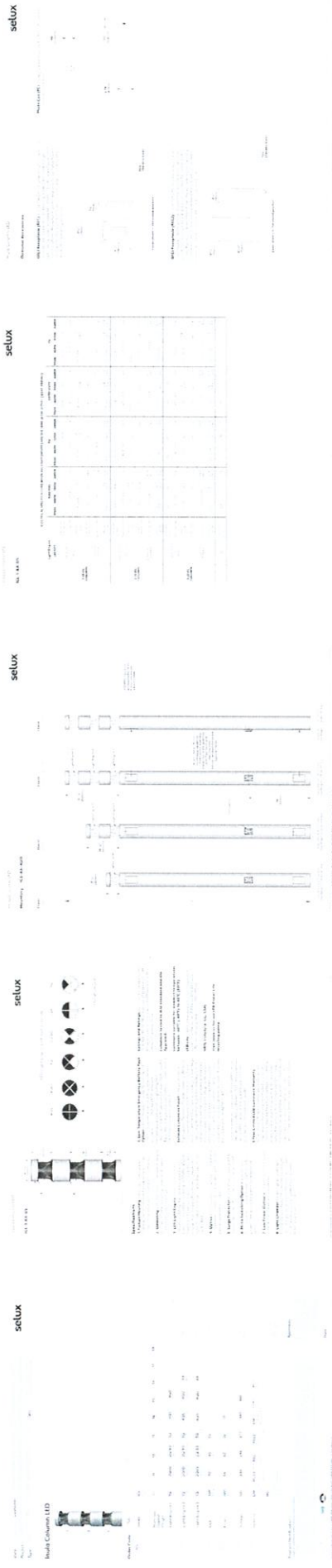
Technical specifications and details for the TUBE model IM W/012 LED ceiling wash mount.

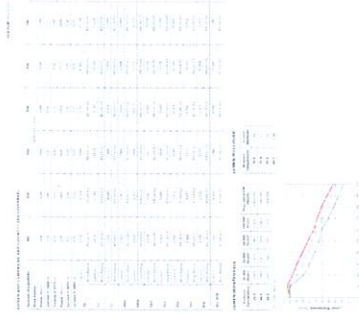
exp

1177 Kane Concourse
March 11

TYPE CC2
March 11

cc2
March 11





exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

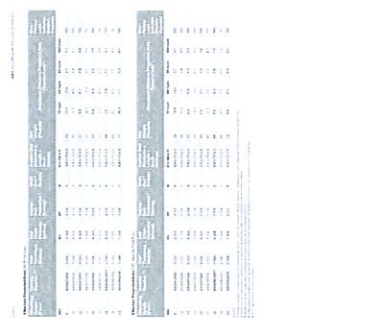
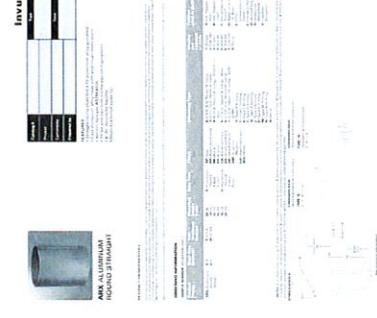
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1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20



exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

exp
1177 Kane Concourse
Main Hall
TYPE P2, P3
1/20

1177 KANE CONCOURSE

BAY HARBOUR ISLANDS, FL 33154

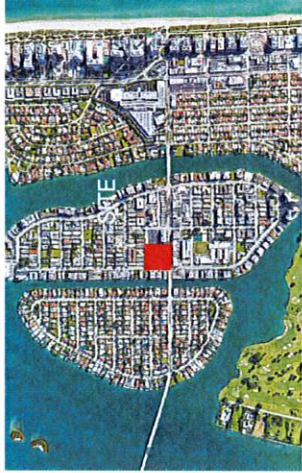
DEVELOPMENT REVIEW COMMITTEE AND PLANNING & ZONING BOARD SUBMITTAL

ARQUITECTONICA GEO LANDSCAPE ARCHITECTS

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MIAMI, FL 33133
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L5-110	HARDSCAPE DETAILS



TREES



Bursera simaruba
Gumbo Limbo



Guajacum sp.
Guajacum Tree



Conocarpus erectus
Green Buttonwood



Coccoloba diversifolia
Pigeon Plum



Nagebalderson fernum
Black Ironwood



Ligustrum japonicum
Japanese Privet



Myrsine fragrans
Serpent's Stinger



Pisonia hirsuta
Bayram



Swietenia mahagoni
Mahogany Tree



Quercus virginiana
Southern Live Oak

STREET TREES



Scaevola taccada
Parasol Tree

PALMS



Coccothrinax pinnatifida
Coconut Palm



Roystonea regia
Royal Palm



Syagrus coronata
Queen Palm



Lophosiphonum sp.
Lophosiphonum



Lophosiphonum sp.
Lophosiphonum



Lophosiphonum sp.
Lophosiphonum



Lophosiphonum sp.
Lophosiphonum



Lophosiphonum sp.
Lophosiphonum



Lophosiphonum sp.
Lophosiphonum



Lophosiphonum sp.
Lophosiphonum



Lophosiphonum sp.
Lophosiphonum



Lophosiphonum sp.
Lophosiphonum

SMALL SHRUBS



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee



Psychotria ligustrifolia
Bahama Coffee

GROUNDCOVERS



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



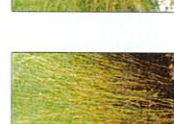
Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine



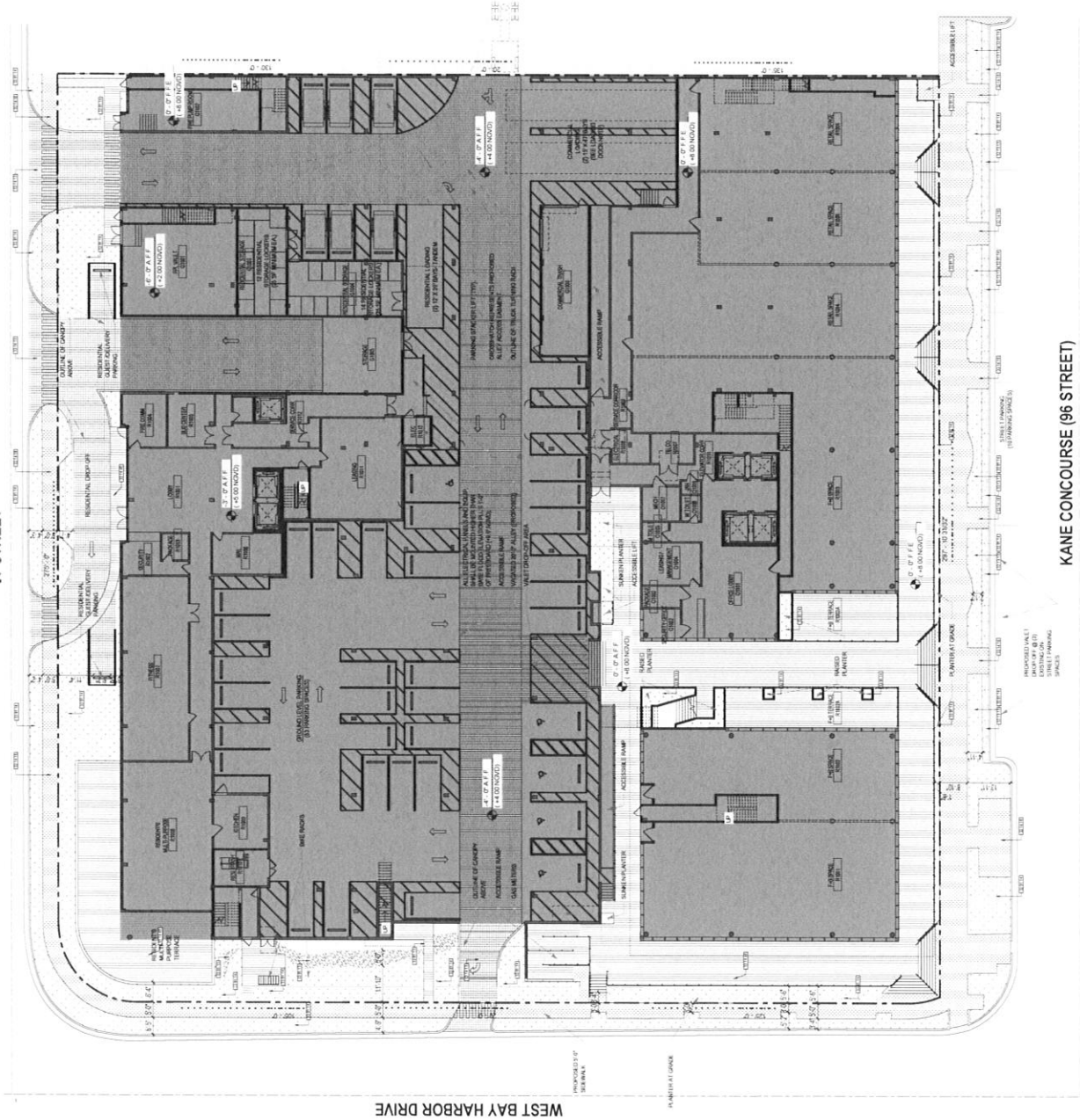
Borreria frutescens
Red Spider Vine



Borreria frutescens
Red Spider Vine

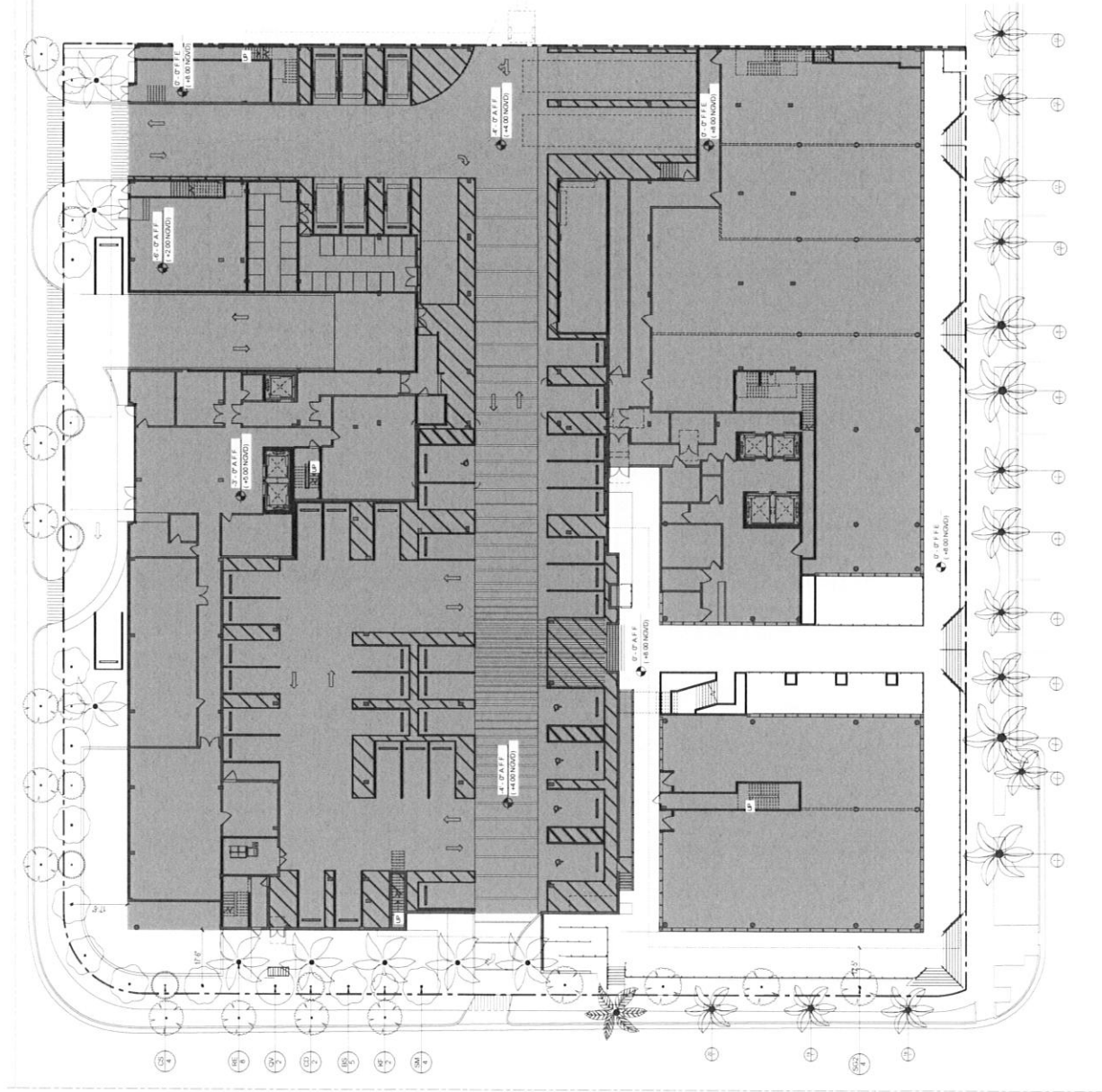
TREE MITIGATION SCHEDULE

TREE#	CODE	QTY	COMMON NAME	REPLACEMENT CANOPY TYPE	REPLACEMENT CANOPY SIZE AT PLANTING (SQ FT)	REPLACEMENT CANOPY CREDIT	REPLACEMENT CANOPY (SQ FT)
1	1	1	SHADE TREE 1	SHADE TREE 1	12' DIAH	500	500
2	2	2	SHADE TREE 2	SHADE TREE 2	12' DIAH	500	1000
3	3	3	SHADE TREE 3	SHADE TREE 3	12' DIAH	500	1500
4	4	4	SHADE TREE 4	SHADE TREE 4	12' DIAH	500	2000
5	5	5	SHADE TREE 5	SHADE TREE 5	12' DIAH	500	2500
6	6	6	SHADE TREE 6	SHADE TREE 6	12' DIAH	500	3000
7	7	7	SHADE TREE 7	SHADE TREE 7	12' DIAH	500	3500
8	8	8	SHADE TREE 8	SHADE TREE 8	12' DIAH	500	4000
9	9	9	SHADE TREE 9	SHADE TREE 9	12' DIAH	500	4500
10	10	10	SHADE TREE 10	SHADE TREE 10	12' DIAH	500	5000
11	11	11	SHADE TREE 11	SHADE TREE 11	12' DIAH	500	5500
12	12	12	SHADE TREE 12	SHADE TREE 12	12' DIAH	500	6000
13	13	13	SHADE TREE 13	SHADE TREE 13	12' DIAH	500	6500
14	14	14	SHADE TREE 14	SHADE TREE 14	12' DIAH	500	7000
15	15	15	SHADE TREE 15	SHADE TREE 15	12' DIAH	500	7500
16	16	16	SHADE TREE 16	SHADE TREE 16	12' DIAH	500	8000
17	17	17	SHADE TREE 17	SHADE TREE 17	12' DIAH	500	8500
18	18	18	SHADE TREE 18	SHADE TREE 18	12' DIAH	500	9000
19	19	19	SHADE TREE 19	SHADE TREE 19	12' DIAH	500	9500
20	20	20	SHADE TREE 20	SHADE TREE 20	12' DIAH	500	10000
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121	121	121	SHADE TREE 121	SHADE TREE 121	12' DIAH	500	60500
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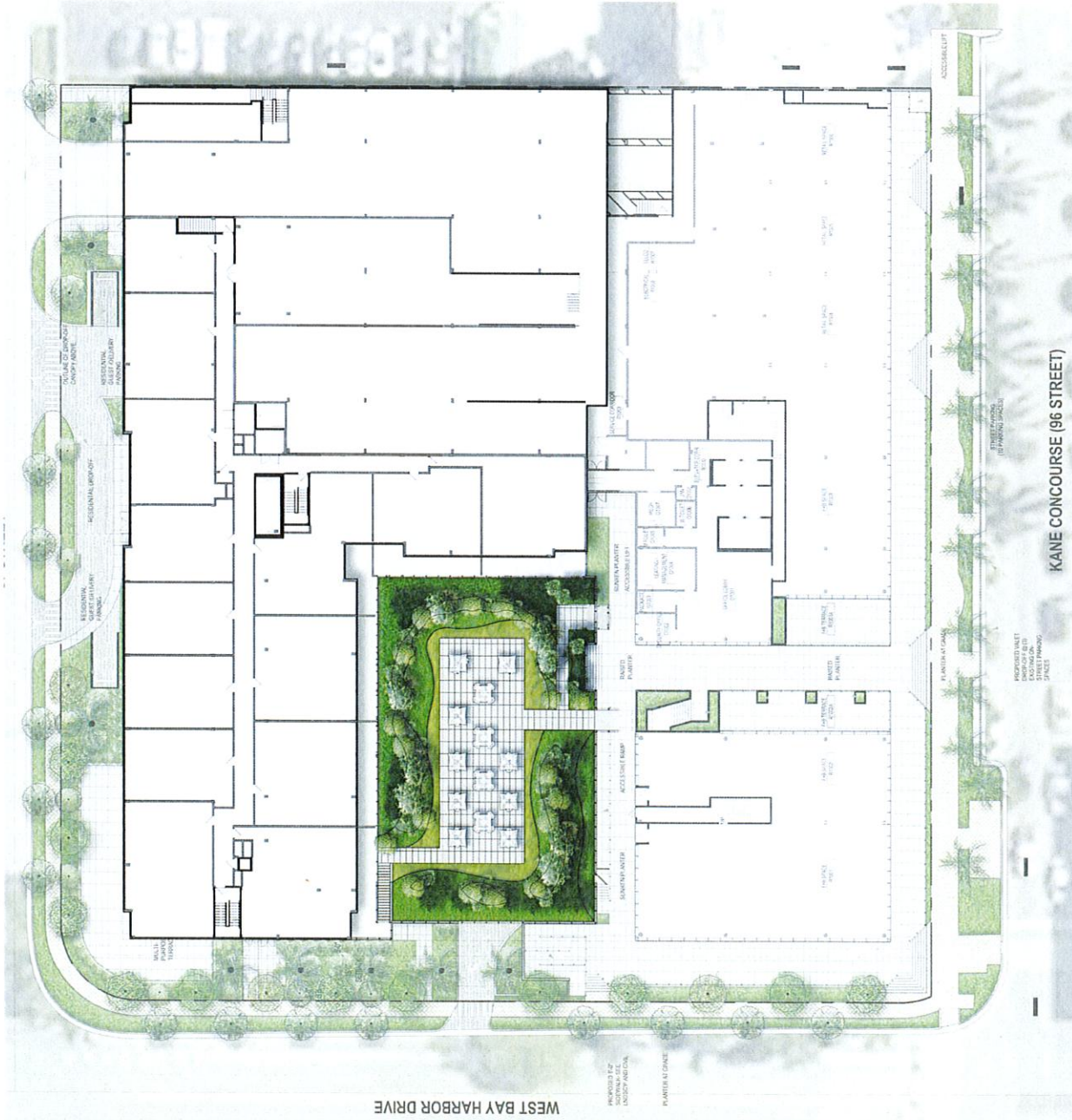
HARDSCAPE SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
32-13-13	32 EXTERIOR IMPROVEMENTS	456 sf	
32-14-13	ITEM CONCRETE TO MATCH EXISTING PAVEMENT	13,698 sf	
32-14-16	ITEM CONCRETE COBBLES	6,455 sf	
32-14-40	ITEM PAVERS TO MATCH EXISTING SIDEWALK	11,178 sf	
32-91-13	ITEM MULCHING	289 sf	
32-91-14	ITEM PINE BARK NUGGETS	9,484 sf	



TREE SCHEDULE

TREES	CODE	QTY	IDENTICAL NAME	COMMON NAME	HEIGHT	SPREAD	DBH	CLEAR TRUNK	NATIVE	DROUGHT TOL.
BS	5		Banksia serrata	Gumbo Limbo	12'	12'	3" min	5'	Yes	Yes
CD	3		Cassipouira angustifolia	Yagrum Palm	12'	9'	2" min	4'	Yes	Yes
CS	4		Conocarpus erectus	Seagrape	12'	9'	2" min	4'	Yes	Yes
HS	3		Hydrocotyle verticillata	Black Ironwood	12'	9'	2" min	4'	Yes	Yes
QV	2		Quercus virginiana	Scarlet Live Oak	17'	12'	3" min	5'	Yes	Yes
SS	4		Sesuvium portulacastrum	Parasitic Tree	17'	12'	3" min	6'	Yes	Yes
SM	4		Sesuvium portulacastrum	Neon Indian Mangrove	17'	12'	3" min	5'	Yes	Yes
RE	8		Reynoldsia stricta	Florida Royal Palm	28'	20'	18" min	22' CW	Yes	Yes
RE2	1		Reynoldsia stricta	Florida Royal Palm	28'	20'	18" min	22' CW	Yes	Yes
SD	10		Sesuvium portulacastrum	Parasitic Tree	15'	11'	3" min	6'	Yes	Yes



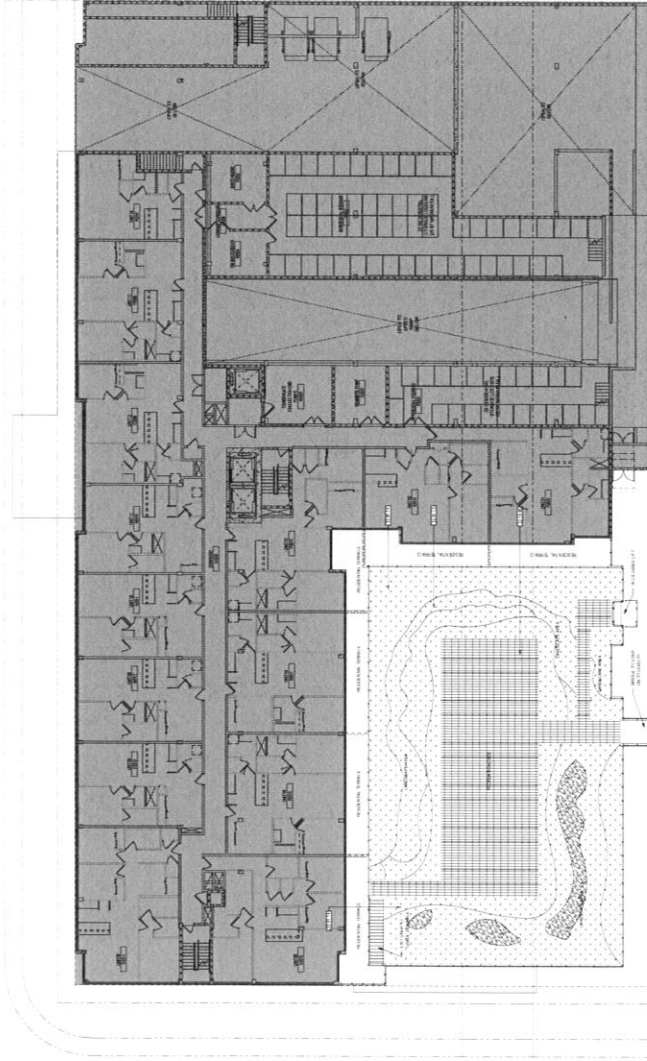
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Date 01/30/2019

LEVEL 02 RENDERED PLAN

L1-200



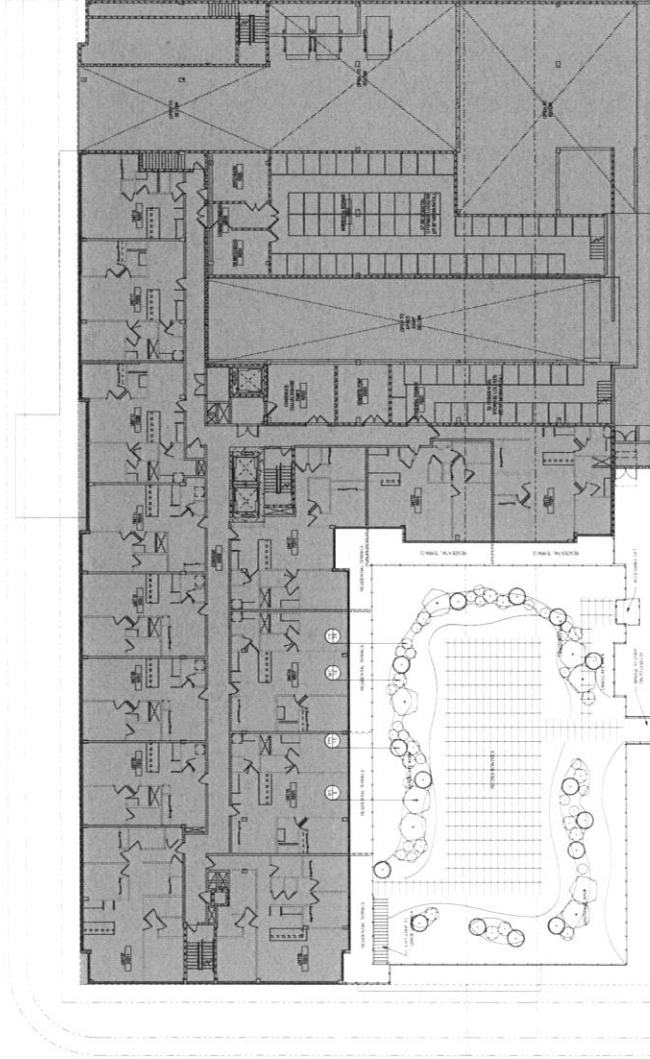


HARDSCAPE SCHEDULE			
32 EXTERIOR IMPROVEMENTS			
SYMBOL	DESCRIPTION	QTY	DETAIL
32-14-40	ITEM: STONE PAVING	2,498 sf	
32-91-13	ITEM: MULCHING	369 sf	
32-91-14	ITEM: PLANTING	4,984 sf	

NOTE: Rooftop meets 15% open "green" landscaped space requirement for those portions used for recreation. Refer to sheet L0-002 for Diagram & Calculations

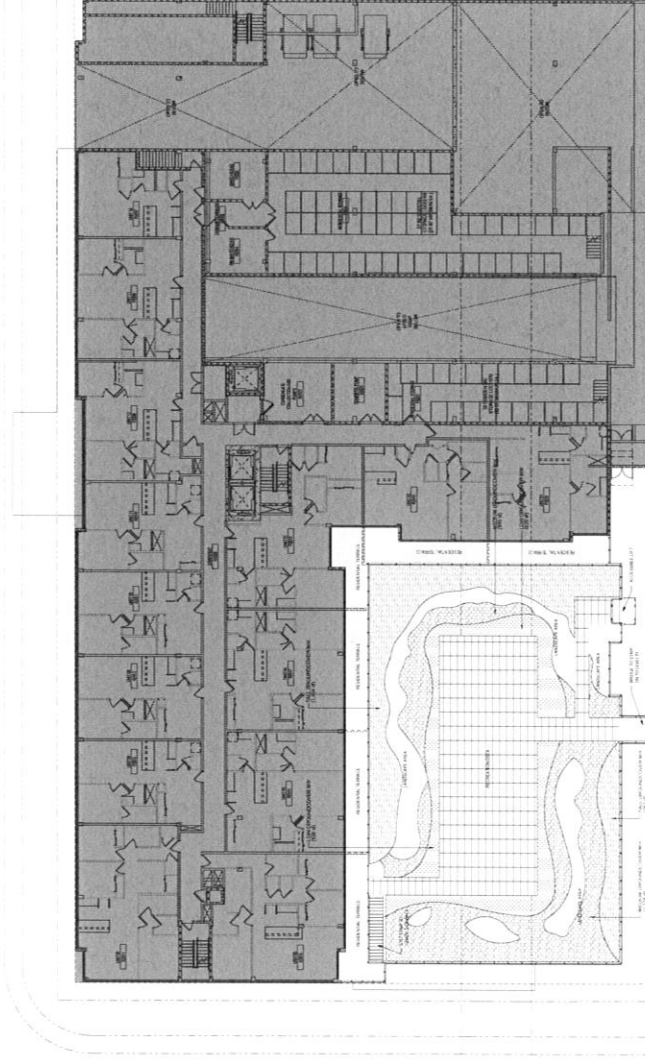


1/8" = 1' 0"

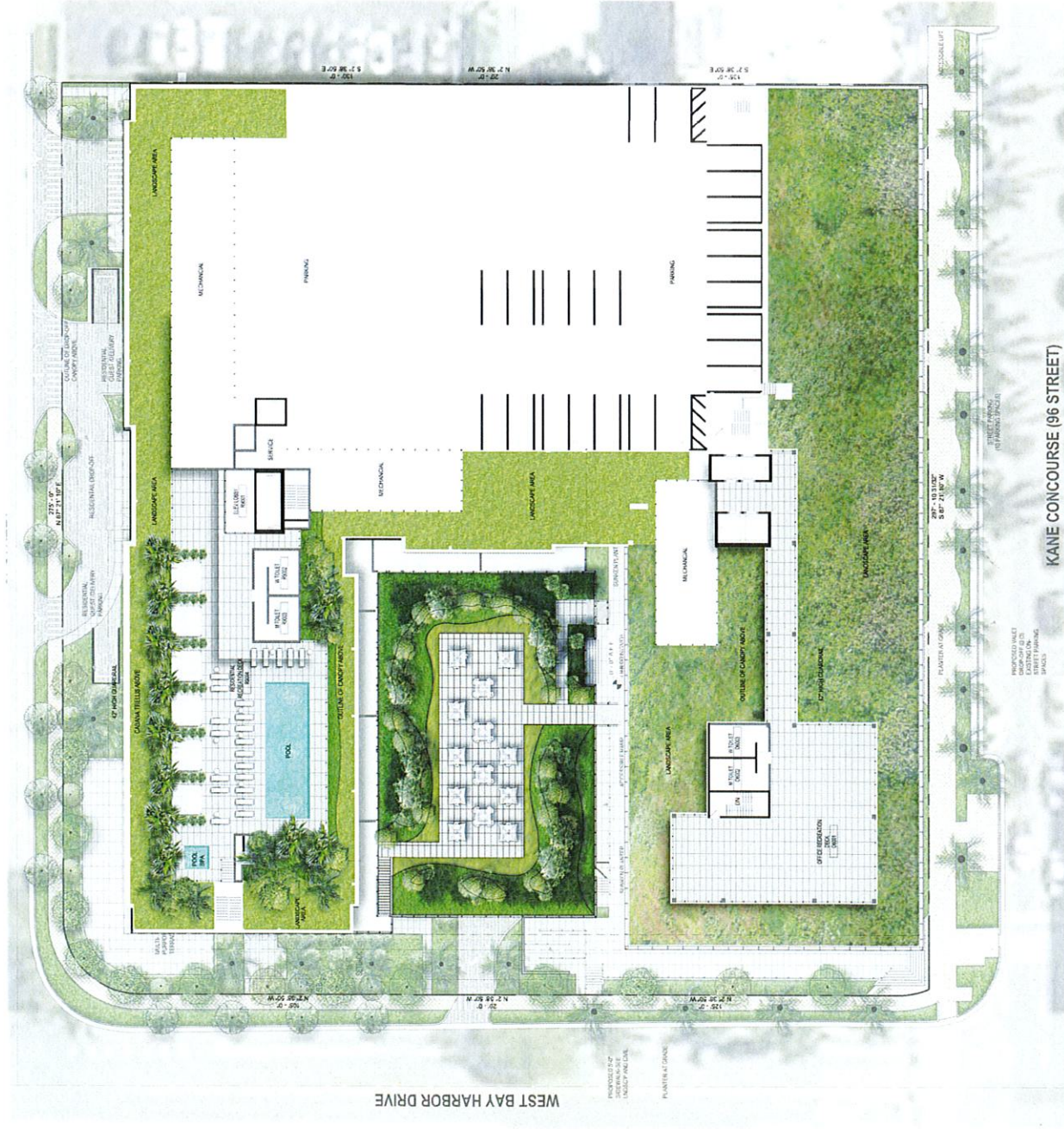


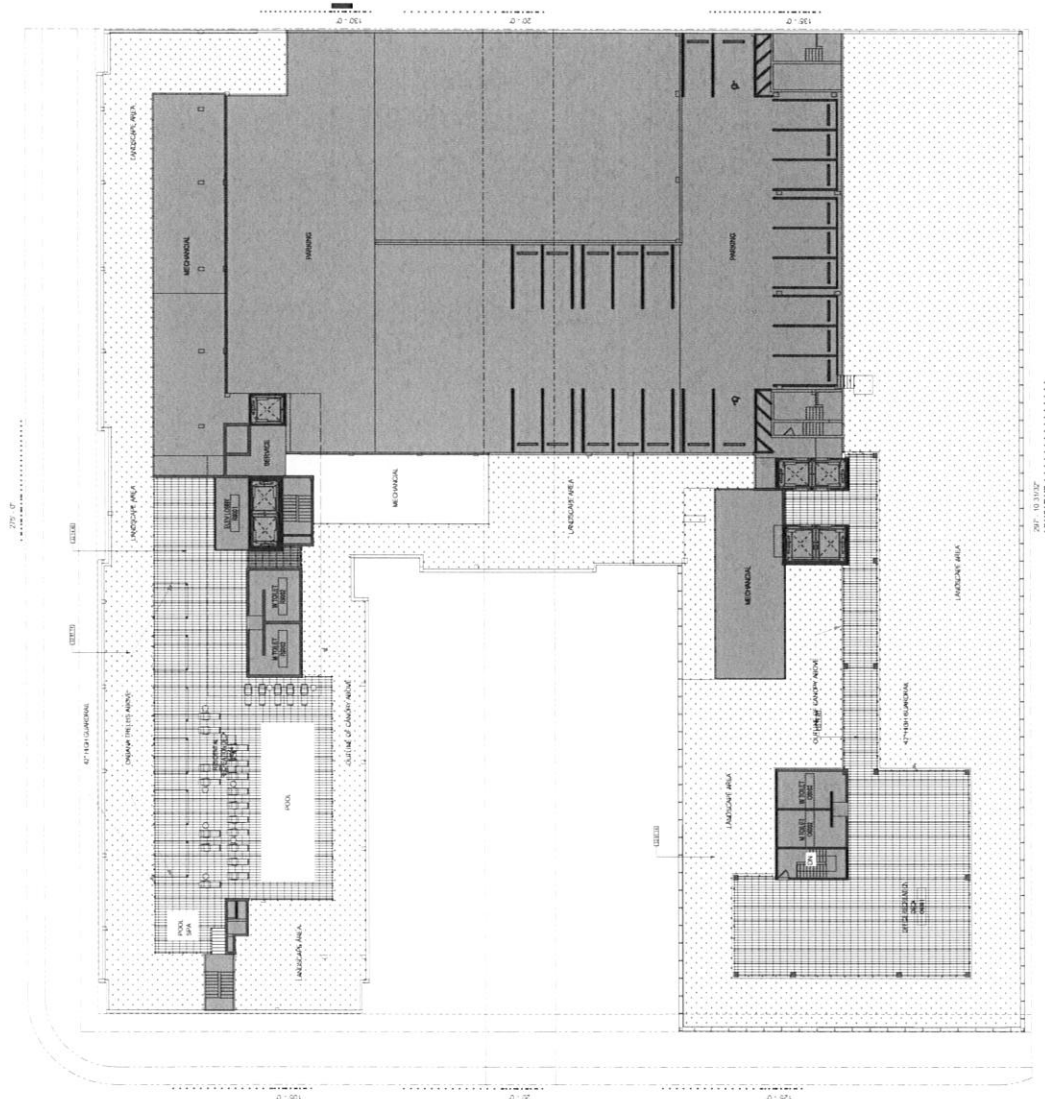
TREE SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	DBH
	BS	8	Bursera simaruba	Gumbo Limbo	10	8-10	2" min
	CE	26	Conocarpus erectus	Bullinwood	7	3	Multi
	MC	16	Myrciathus fragrans compacta	Compact Starfruit's Shoppes	5	3	Multi
	PR	15	Persea lucida	Bayum	5	4	Multi



SHRUB & GROUND COVER SCHEDULE		
TALL GROUND COVER MIX	1,504 sf	
Capparis cynophallophora / Jamaica Caper	511 sf	
Eugenia foetida / Spanish Stopper	501 sf	
Psychotria ligustrifolia / Wild Coffee	131	
LOW GROUND COVER MIX	872 sf	
Borreria frutescens / Bush Seaside Tansy	291 sf	
Ernodea littoralis / Golden Creeper	111	
Ipomoea stolonifera / Beach Morning Glory	291 sf	
MEDIUM GROUND COVER MIX	1,540 sf	
Hymenocallis latifolia / Spider Lily	613 sf	
Spartina patens / Salt Meadow Cord Grass	613 sf	
Zamia integrifolia / Coonite	235	

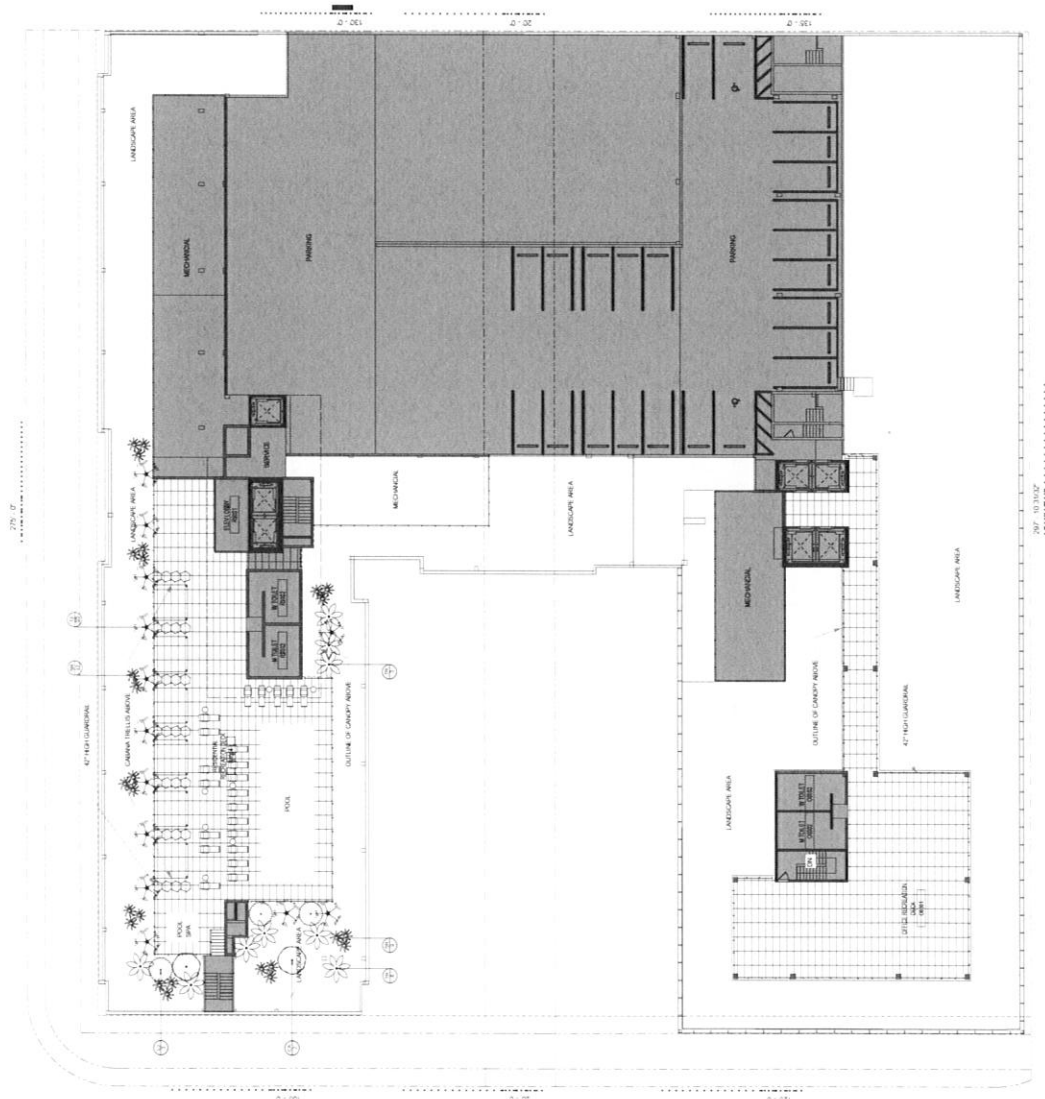




HARDSCAPE SCHEDULE

32 EXTERIOR IMPROVEMENTS			
SYMBOL	DESCRIPTION	QTY	DETAIL
32-14-40	ITEM: STONE PAVING	8,191 sf	
32-91-14	ITEM: PLANTING	24,197 sf	

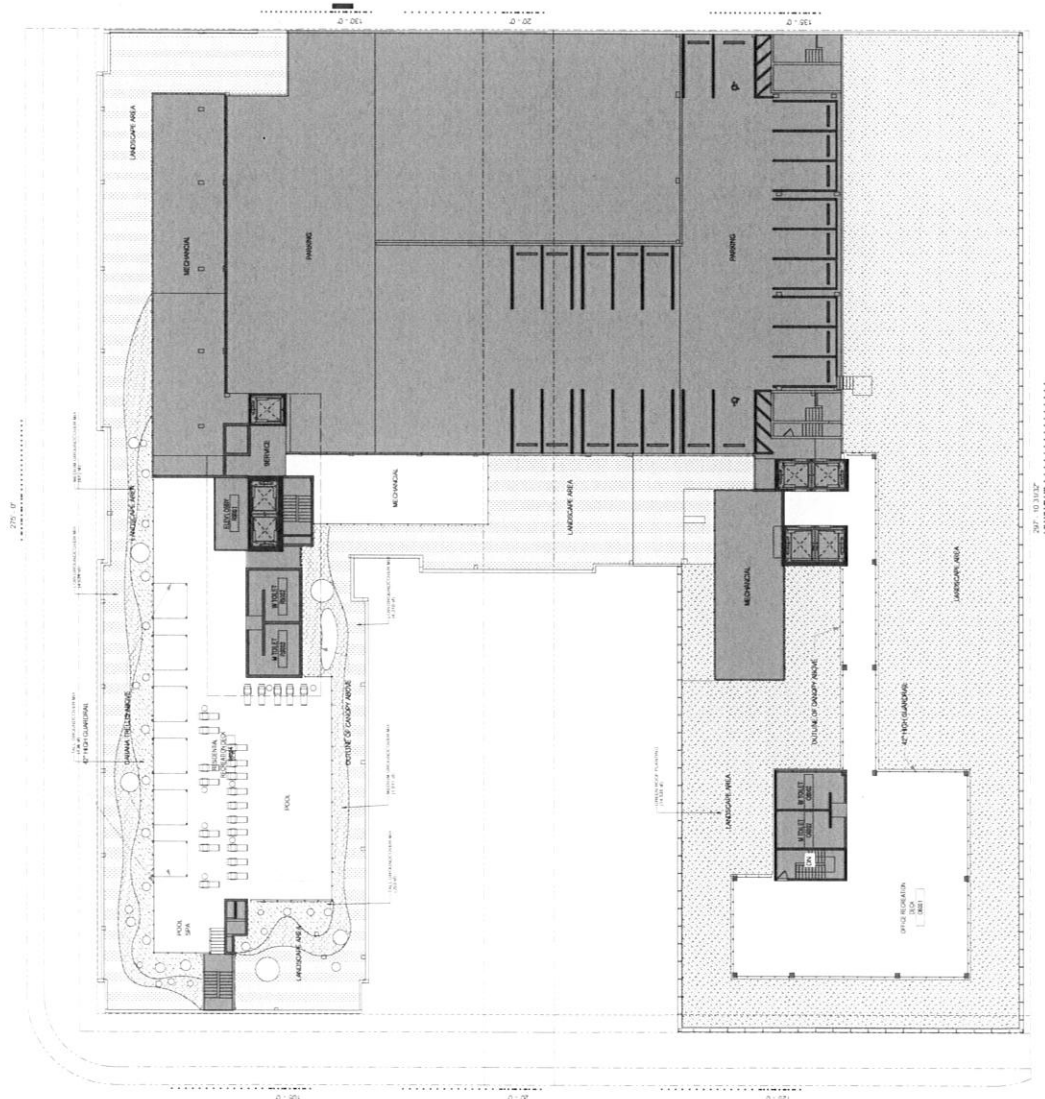
NOTE: Rooftop meets 15% open "green" landscaped space requirement for those portions used for recreation. Refer to sheet L0-002 for Diagram & Calculations



TREE SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME
	CA	2	Clusia rosea	Autograph Tree
	LJ	3	Ligustrum japonicum	Japanese Privet
PALMS	CODE	QTY	BOTANICAL NAME	COMMON NAME
	SS	13	Sabal palmetto	Cabbage Palmetto
	TR	9	Thrinax radiata	Florida Thatch Palm
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME
	CN2	28	Clusia rosea 'Nana'	Dwarf Pitch Apple
	SR	26	Serenia repens	Saw Palmetto

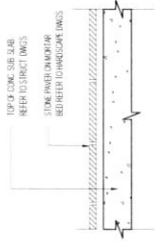




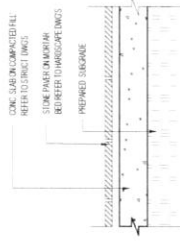
SHRUB & GROUND COVER SCHEDULE		
TALL GROUND COVER MIX		939 sf
Capparis cynophallophora / Jamaica Caper		319 sf
Eugenia foetida / Spanish Stopper		313 sf
Psychotria ligustrifolia / Wild Coffee		82
LOW GROUND COVER MIX		6,557 sf
Burchea frutescens / Bush Seaside Tansy		2,186 sf
Erinodesa littoralis / Golden Creeper		835
Ipomoea stolonifera / Beach Morning Glory		2,186 sf
MEDIUM GROUND COVER MIX		1,541 sf
Hymenocallis latifolia / Spider Lily		514 sf
Spartina patens / Salt Meadow Cord Grass		514 sf
Zamia integrifolia / Coontie		197
GREEN ROOF PLANTING		14,837 sf
Arachis glabrata / Perennial Peanut		2,374 sf
Eragrostis elliptica / Elliot's Love Grass		2,522 sf
Ipomoea pes-caprae / Pohuehue		2,374 sf
Muhlenbergia capillaris / Pink Muhly		2,522 sf
Spartina bakeri / Sand Cord Grass		2,522 sf
Tripsacum dactyloides / Fakahatchee Grass		2,522 sf

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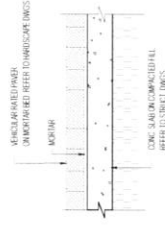




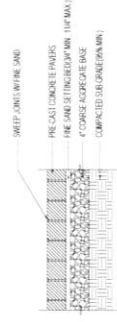
4 STONE TILE ON SLAB (UPPER LEVELS)
SCALE: NTS



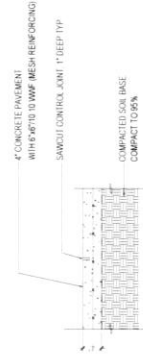
5 STONE TILE ON SLAB (GRADE)
SCALE: NTS



1 CONCRETE PAVES DETAIL (VEHICULAR)
SCALE: NTS



2 CONCRETE PAVES DETAIL (PEDESTRIAN)
SCALE: NTS



3 CONCRETE SIDEWALK
SCALE: NTS

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ZONING DATA

PROJECT ADDRESS:

1177 KANE CONCOURSE, BAY HARBOR ISLANDS, FL 33154

PROPERTY FOLIO NUMBERS:

LOT 5, BLOCK 21: 13-2227-001-3640 (PARCEL B)
LOT 6, BLOCK 21: 13-2227-001-3650 (PARCEL B)
LOTS 7 THRU 11, BLOCK 21: 13-2227-001-3660 (PARCEL A)
LOT 12, BLOCK 21: 13-2227-001-3670 (PARCEL B)
LOT 13, BLOCK 21: 13-2227-001-3680 (PARCEL B)
LOT 14, BLOCK 21: 13-2227-001-3690 (PARCEL B)

LEGAL DESCRIPTION (PER SURVEY):

PARCEL A:
LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 9, 10 AND 11 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

PARCEL B:
LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

SURVEY INFORMATION:

PREPARED BY:
COUSINS SURVEYORS & ASSOCIATES, INC.
3921 SW 47TH AVENUE, SUITE 1011
DAVIE, FL 33314
CERTIFICATE OF AUTHORIZATION: LB # 6448
PH: (954) 689-7766
FAX: (954) 689-7799

SURVEY PROJECT NUMBER: 8194-16

CERTIFIED TO: THE OWNER

ZONING DISTRICTS:

PARCEL A: B-1 BUSINESS DISTRICT
PARCEL B: B-1 BUSINESS DISTRICT

FLOOD ZONE INFORMATION (PER SURVEY):

COMMUNITY NUMBER: 120637
PANEL NUMBER: 0144 L
ZONE: AE
BASE FLOOD ELEVATION: 8
EFFECTIVE DATE: 09/11/2009



PROJECT LOCATION MAP
N.T.S.

BUILDING SETBACKS:

B-1 BUSINESS DISTRICT:

KANE CONCOURSE (96TH STREET): 0'-0"
NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL ENCR OACH INTO THE PUBLIC RIGHT-OF-WAY FOR THE KANE CONCOURSE (65 FEET FROM CENTERLINE OF THE ROADWAY).

EAST BAY HARBOR DRIVE, WEST BAY HARBOR DRIVE, BAY HARBOR TERRACE, 95TH STREET AND 97TH STREET: 5'-0"
NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL BE ER ECTED OR ALTERED TO BE LESS THAN AN AVERAGE OF FIVE FEET FROM THE AFOREMENTIONED PUBLIC RIGHTS-OF-WAY, WITHIN THE REQUIRED SETBACK AREAS. LANDSCAPING INCLUDING FOUNDATION PLANTINGS, PLAZAS, SCULPTURES AND THE LIKE SHALL BE INSTALLED. AT LEAST 75 PERCENT OF THE AREA SHALL BE PROVIDED WITH LANDSCAPE MATERIALS. THE REMAINING AREA MAY INCLUDE HARDSCAPE SUCH AS WALKWAYS, PAVERS AND THE LIKE. FOR EACH ADDITIONAL THREE FEET OF BUILDING HEIGHT ABOVE 30 FEET, THERE SHALL BE ONE ADDITIONAL FOOT OF BUILDING SETBACK FOR THAT PORTION OF THE STRUCTURE OVER 30 FEET IN HEIGHT. NOTWITHSTANDING THE ABOVE PROVISION, FOR DEVELOPMENTS LOCATED ON SINGLE LOTS, THE MAXIMUM SETBACK SHALL BE 15 FEET. THE TOWN COUNCIL RESERVES THE RIGHT TO MODIFY THE ADDITIONAL BUILDING SETBACK PROVISIONS LISTED ABOVE DUE TO INCREASED BUILDING HEIGHT FOR PARKING GARAGE STRUCTURES ON TOWN-OWNED LANDS.

ALLEYS: 0'-0"

ALLEYS DEPICTED ON THE RECORDED PLAT FOR BAY HARBOR ISLANDS BETWEEN BLOCKS 11, 12, 20 AND 21: NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12 SHALL ENCR OACH INTO THE PUBLIC RIGHT-OF-WAY. NOTWITHSTANDING AND ABOVE, SETBACKS SHALL BE PROVIDED TO PROVIDE FOR REQUIRED LOADING AREAS AND SERVICE DELIVERIES SO THAT THE ALLEY IS NOT BLOCKED FROM VEHICULAR TRAFFIC MOVEMENTS.

INTERIOR SIDE: 0'-0"

NO SETBACK IS REQUIRED ALONG INTERIOR SIDE PROPERTY LINES.

FLEX SETBACKS:

A PROJECT DESIGNER HAS THE OPTION TO OFFER CREATIVE DESIGN SOLUTIONS TO THE BUILDING CONFIGURATIONS AND THE TOWN COUNCIL MAY ALLOW PORTIONS OF THE BUILDING STRUCTURE TO ENCR OACH INTO THE SETBACK REQUIREMENTS ABOVE. THE TOTAL AMOUNT OF ENCR OACHMENT SHALL NOT EXCEED ONE-THIRD OF THE ALLOWABLE WIDTH OR LENGTH OF THE BUILDING. THIS PROVISION SHALL SERVE TO CREATE AN ARCHITECTURAL OPPORTUNITY FOR CREATIVE DESIGN APPROACHES WHILE PROMOTING THE BENEFICIAL PURPOSES OF BUILDING SETBACKS IN THE DISTRICT. IN NO CASE SHALL ANY PORTION OF A BUILDING ENCR OACH INTO THE BASE BUILDING SETBACKS SET FORTH ABOVE FOR PORTIONS OF THE BUILDING BELOW 25 FEET IN HEIGHT.

BUILDING SETBACK TABLE

STREET / FRONTAGE	REQUIRED SETBACK	PROVIDED SETBACK	PROPOSED BLDG. HGT.	REMARKS
PARCELS A AND B				
KANE CONCOURSE (96TH STREET)	0'-0"	2'-0 1/4"	75'-0"	
WEST BAY HARBOR DRIVE	VARIABLE BASED ON HEIGHT	20'-3 1/2" RESIDENTIAL 15'-1 1/2" OFFICE*	75'-0"	MAXIMUM SETBACK OF 20'-0" REQUIRED BASED ON BUILDING HEIGHT ABOVE 30'-0". SEE SECTION
97TH STREET	VARIABLE BASED ON HEIGHT	20'-4"	75'-0"	MAXIMUM SETBACK OF 20'-0" REQUIRED BASED ON BUILDING HEIGHT ABOVE 30'-0". SEE SECTION
SIDE- INTERIOR	0'-0"	0'-4"	75'-0"	

*PROPOSED ENCR OACHMENT OF 4'-10 1/2" ON UPPER FLOOR OF OFFICE ONLY. PROPOSING TO USE FLEX SETBACK PROVISION OF THE CODE, SECTION 23-11(C)(6)- SEE BUILDING SECTIONS AND ELEVATIONS.

PROJECT SITE AREAS:

PARCELS A AND B LESS 20'-0" ALLEY R.O.W. = 79,399 SF (1.82 ACRES)

20'-0" ALLEY R.O.W. = 6,000 SF (0.13 ACRES)

TOTAL LOT AREA (INCLUDING ALLEY) = 85,399 (1.95 ACRES)

PROJECT DENSITY:

MAXIMUM ALLOWABLE BASE DENSITY: 34 DU / ACRE

PROJECT BASE DENSITY: 1.95 ACRES X 34 DU/ACRE = 66 DU ALLOWABLE

MAXIMUM ALLOWABLE OVERALL DENSITY: 80 DU / ACRE

PROJECT OVERALL DENSITY: 1.95 ACRES X 80 DU/ACRE = 156 DU ALLOWABLE

PROPOSED PROJECT DENSITY:

104 OVERALL DWELLING UNITS (66 ALLOWABLE BASE DENSITY + 38 ALLOWABLE TDR UNITS)

OFF-STREET PARKING REQUIREMENTS:

MULTI-FAMILY DWELLINGS-

A MINIMUM OF TWO PARKING SPACES SHALL BE REQUIRED ON THE BUILDING PLOT FOR EACH DWELLING UNIT WITHIN A MULTIPLE-FAMILY DEVELOPMENT. EXCEPT AS PROVIDED FOR OTHERWISE IN ARTICLE II OF THE BAY HARBOR ISLANDS, FL CODE OF ORDINANCES. IN ADDITION, GUEST PARKING SHALL BE PROVIDED FOR MULTIPLE-FAMILY DELOPMENTS. AT LEAST ONE GUEST PARKING SPACE SHALL BE REQUIRED FOR EACH WHOLE PLATTED LOT.

RESTAURANTS, PUBLIC DINING ROOMS, BARS, PROVATE CLUBS, COCTAIL LOUNGES-

ONE PARKING SPACE FOR EACH 100 SQUARE FEET OF CUSTOMER SERVICE AREA. THE ABOVE SHALL NOT BE INTENDED TO INCLUDE FOOD AND DRINK PREPERATION AREAS, BATHROOMS, WAITING AREAS OR STORAGE AREAS.

RETAIL, COMMERCIAL, PERSONAL SERVICE, MISCELLANEDUS USES AND BUSINESS USES-

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

OFFICE AND PROFESSIONAL USES-

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

PARKING TABLE					SHARED PARKING REQUIRED*		PROVIDED PARKING*		REMARKS
USE CLASSIFICATION	NUMBER OF DU / PLATTED LOT	SQUARE FOOTAGE	REQ'D PARKING FACTOR	REQUIRED PARKING	SHARED PARKING REQ'D*	W/ 7% PARKING ADJUSTMENT****			
RESIDENTIAL									
MULTIPLE-FAMILY RESIDENTIAL	90 DU	N/A	2 PER DU	180 SPACES	127 SPACES	119 SPACES	119 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
MULTIPLE-FAMILY VISITOR	10 PLATTED LOTS	N/A	1 PER PLATTED LOT	10 SPACES****	2 SPACES	2 SPACES	2 SPACES		(2) OF DELIVERY / GUEST SPACES PROVIDED AT FRONT YARD****
OFFICE	N/A	98,732 SF	1 PER 300 SF	330 SPACES	323 SPACES	301 SPACES	301 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
RESTAURANT	N/A	7,100 SF**	1 PER 100 SF	72 SPACES	51 SPACES	48 SPACES	48 SPACES****		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
FUTURE SIDEWALK CAFE PARKING	N/A	2,523 SF	1 PER 100 SF	26 SPACES	13 SPACES	13 SPACES	3 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
RETAIL	N/A	7,804 SF	1 PER 300 SF	27 SPACES	26 SPACES	25 SPACES	25 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
SUB-TOTAL				645 SPACES	542 SPACES*	508 SPACES*	498 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
EXISTING STREET PARKING							10 SPACES		STREET PARKING SPACES USED TOWARD PROVIDED SPACES.
TOTALS						508 SPACES*	508 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.

*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
** CONSIDERS 30% REDUCTION IN SPACE SQUARE FOOTAGE FOR COMMERCIAL KITCHEN LEAVING 70% OF SPACE AS DINING SPACE. SUBJECT TO CHANGE DEPENDING ON TENANT'S ACTUAL NEEDS.
*** TOTAL OF (8) PARKING SPACES ARE ON PARKING LIFTS ON GROUND FLOOR AND (28) PARKING SPACES ON LIFTS ON THE PARKING DECK ROOF = 68 TOTAL PROVIDED SPACES. PARKING LIFT SPACES SHALL BE OPERATED BY VALET OPERATOR ONLY.
****(2) DELIVERY/GUEST SPACES PROVIDED IN FRONT YARD- THE REMAINING (8) GUEST SPACES ARE PROVIDED IN THE PARKING GARAGE STRUCTURE AND ARE PART OF TOTAL PARKING COUNT PROVIDED.
*****ADDITIONAL 7% REDUCTION DUE OT RIDE SHARING AND PARKING MANAGEMENT PLAN RECOMMENDED BY DAVID PLUMMER & ASSOCIATES. SEE SHARED PARKING ANALYSIS REPORT.

ACCESSIBLE PARKING REQUIREMENTS

TOTAL ACCESSIBLE SPACES REQUIRED

617 SPACES REQUIRED MINUS UP TO 26 SIDEWALK CAFE PARKING SPACES = 591 SPACES X 0.02 = 11.82 = 12 ACCESSIBLE SPACES REQUIRED

13 ACCESSIBLE SPACES HAVE BEEN PROVIDED IN THE PARKING GARAGE TO ACCOMODATE THE ACCESSIBLE PARKING REQUIREMENTS PURSUANT FBC 2017- ACCESSIBILITY, SECTION 208 "PARKING SPACES". THESE 13 SPACES ARE INCLUDED AS PART OF THE TOTAL PARKING PROVIDED.

TOTAL VAN PARKING SPACES REQUIRED

13 ACCESSIBLE SPACES / 6 = 2.167 = 3 ACCESSIBLE VAN SPACES REQUIRED

5 ACCESSIBLE VAN SPACES HAVE BEEN PROVIDED ON THE GROUND FLOOR PARKING LEVEL AS PART OF THE TOTAL REQUIRED ACCESSIBLE PARKING, PURSUANT FBC 2017- ACCESSIBILITY, SECTION 208.2.4 "VAN PARKING SPACES".

DWELLING UNIT SIZES:

ZONING CODE MINIMUM UNIT SIZES
(NET AREA)

STUDIO (S) = 650 SF
1 BEDROOM (1BR) = 800 SF
2 BEDROOM (2BR) = 950 SF
3 BEDROOM (3BR) = 1100 SF

Unit Matrix- Gross Area							
Level	thru Level	Unit Type	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02							
LEVEL R02	N/A	A	Unit 201	2BR / 2BA	1	1208 SF	1208 SF
LEVEL R02	N/A	B	Unit 202	1BR / 1.5BA	1	884 SF	884 SF
LEVEL R02	N/A	B	Unit 203	1BR / 1.5BA	1	884 SF	884 SF
LEVEL R02	N/A	C	Unit 204	2BR / 2BA	1	1477 SF	1477 SF
LEVEL R02	N/A	D	Unit 205	2BR / 2BA	1	1145 SF	1145 SF
LEVEL R02	N/A	E	Unit 206	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	E	Unit 207	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	E	Unit 208	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	L	Unit 209	1BR / 1BA	1	908 SF	908 SF
LEVEL R02	N/A	M	Unit 210	2BR / 2BA	1	1088 SF	1088 SF
LEVEL R02	N/A	N	Unit 211	1BR / 1BA	1	840 SF	840 SF
LEVEL R02	N/A	P	Unit 212	1BR / 1BA	1	860 SF	860 SF
						12	12103 SF
LEVEL R03							
LEVEL R03	thru R08	A	Unit 01	2BR / 2BA	6	1214 SF	7285 SF
LEVEL R03	thru R08	B	Unit 02	1BR / 1.5BA	6	884 SF	5304 SF
LEVEL R03	thru R08	B	Unit 03	1BR / 1.5BA	6	884 SF	5304 SF
LEVEL R03	thru R08	C	Unit 04	2BR / 2BA	6	1472 SF	8831 SF
LEVEL R03	thru R08	D	Unit 05	2BR / 2BA	6	1145 SF	6872 SF
LEVEL R03	thru R08	E	Unit 06	1BR / 1.5BA	6	936 SF	5616 SF
LEVEL R03	thru R08	E	Unit 07	1BR / 1.5BA	6	936 SF	5616 SF
LEVEL R03	thru R08	F	Unit 08	2BR / 2BA	6	1345 SF	8072 SF
LEVEL R03	thru R08	G	Unit 09	2BR / 2BA	6	1185 SF	7112 SF
LEVEL R03	thru R08	H	Unit 10	1BR / 1BA	6	881 SF	5288 SF
LEVEL R03	thru R08	J	Unit 11	S	6	700 SF	4200 SF
LEVEL R03	thru R08	J	Unit 12	S	6	700 SF	4200 SF
LEVEL R03	thru R08	K	Unit 13	2BR / 2BA	6	1174 SF	7043 SF
						78	80743 SF
						90	92845 SF

AVERAGE UNIT SIZE = 1,032 GROSS SF/UNIT
(92,865 SF / 90 UNITS)

Unit Matrix- Net Area							
Level	thru Level	Unit Type	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02							
LEVEL R02	N/A	A	Unit 201	2BR / 2BA	1	1140 SF	1140 SF
LEVEL R02	N/A	B	Unit 202	1BR / 1.5BA	1	832 SF	832 SF
LEVEL R02	N/A	B	Unit 203	1BR / 1.5BA	1	832 SF	832 SF
LEVEL R02	N/A	C	Unit 204	2BR / 2BA	1	1403 SF	1403 SF
LEVEL R02	N/A	D	Unit 205	2BR / 2BA	1	1062 SF	1062 SF
LEVEL R02	N/A	E	Unit 206	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	E	Unit 207	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	E	Unit 208	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	L	Unit 209	1BR / 1BA	1	854 SF	854 SF
LEVEL R02	N/A	M	Unit 210	2BR / 2BA	1	1021 SF	1021 SF
LEVEL R02	N/A	N	Unit 211	1BR / 1BA	1	788 SF	788 SF
LEVEL R02	N/A	P	Unit 212	1BR / 1BA	1	789 SF	789 SF
						12	11371 SF
LEVEL R03							
LEVEL R03	thru R08	A	Unit 01	2BR / 2BA	6	1140 SF	6839 SF
LEVEL R03	thru R08	B	Unit 02	1BR / 1.5BA	6	832 SF	4993 SF
LEVEL R03	thru R08	B	Unit 03	1BR / 1.5BA	6	832 SF	4993 SF
LEVEL R03	thru R08	C	Unit 04	2BR / 2BA	6	1403 SF	8420 SF
LEVEL R03	thru R08	D	Unit 05	2BR / 2BA	6	1062 SF	6370 SF
LEVEL R03	thru R08	E	Unit 06	1BR / 1.5BA	6	883 SF	5298 SF
LEVEL R03	thru R08	E	Unit 07	1BR / 1.5BA	6	883 SF	5298 SF
LEVEL R03	thru R08	F	Unit 08	2BR / 2BA	6	1277 SF	7663 SF
LEVEL R03	thru R08	G	Unit 09	2BR / 2BA	6	1120 SF	6718 SF
LEVEL R03	thru R08	H	Unit 10	1BR / 1BA	6	827 SF	4960 SF
LEVEL R03	thru R08	J	Unit 11	S	6	654 SF	3924 SF
LEVEL R03	thru R08	J	Unit 12	S	6	654 SF	3924 SF
LEVEL R03	thru R08	K	Unit 13	2BR / 2BA	6	1051 SF	6304 SF
						78	75704 SF
						90	87075 SF

AVERAGE UNIT SIZE = 968 NET SF/UNIT
(87,075 SF / 90 UNITS)

UNIT MIX BY # OF BEDROOMS

S = 12 UNITS (13.3%)
1BR= 38 UNITS (42.3%)
2BR= 40 UNITS (44.4%)

DEN NOTE:
PER FLORIDA STATUTE SECTION 381.0065 A BEDROOM IS DEFINED AS A ROOM THAT CAN BE USED FOR SLEEPING AND THAT:
a.) HAS A MINIMUM OF 70 SF OF CONDITIONED SPACE

c.) IS LOCATED ON AN EXTERIOR WALL
d.) HAS A CLOSET AND A DOOR OR ENTRANCE WHERE A DOOR COULD BE REASONABLY INSTALLED
e.) HAS AN EMERGENCY MEANS OF ESCAPE AND RESCUE OPENING TO THE OUTSIDE IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.

ADDITIONALLY, "BEDROOM" DOES NOT INCLUDE HALLWAY, BATHROOM, KITCHEN, LIVING ROOM, FAMILY ROOM, DINING ROOM, DEN, BREAKFAST NOOK, PANTRY, LAUNDRY ROOM, SUNROOM, RECREATION ROOM, MEDIA/VIDEO ROOM, OR EXERCISE ROOM.

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

ZONING DATA

PROJECT ADDRESS:

1177 KANE CONCOURSE, BAY HARBOR ISLANDS, FL 33154

PROPERTY FOLIO NUMBERS:

LOT 5, BLOCK 21: 13-2227-001-3640 (PARCEL B)
LOT 6, BLOCK 21: 13-2227-001-3650 (PARCEL B)
LOTS 7 THRU 11, BLOCK 21: 13-2227-001-3660 (PARCEL A)
LOT 12, BLOCK 21: 13-2227-001-3670 (PARCEL B)
LOT 13, BLOCK 21: 13-2227-001-3680 (PARCEL B)
LOT 14, BLOCK 21: 13-2227-001-3690 (PARCEL B)

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PARCEL B:
LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

SURVEY INFORMATION:

PREPARED BY:
COUSINS SURVEYORS & ASSOCIATES, INC.
3921 SW 47TH AVENUE, SUITE 1011
DAVIE, FL 33314
CERTIFICATE OF AUTHORIZATION: LB # 6448
PH: (954) 689-7766
FAX: (954) 689-7799

SURVEY PROJECT NUMBER: 8194-16

CERTIFIED TO: THE OWNER

ZONING DISTRICTS:

PARCEL A: B-1 BUSINESS DISTRICT
PARCEL B: B-1 BUSINESS DISTRICT

FLOOD ZONE INFORMATION (PER SURVEY):

COMMUNITY NUMBER: 120637
PANEL NUMBER: 0144 L
ZONE: AE
BASE FLOOD ELEVATION: 8
EFFECTIVE DATE: 09/11/2009



PROJECT LOCATION MAP
N.T.S.

BUILDING SETBACKS:

B-1 BUSINESS DISTRICT:

KANE CONCOURSE (96TH STREET): 0'-0"
NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL ENCR OACH INTO THE PUBLIC RIGHT-OF-WAY FOR THE KANE CONCOURSE (65 FEET FROM CENTERLINE OF THE ROADWAY).

EAST BAY HARBOR DRIVE, WEST BAY HARBOR DRIVE, BAY HARBOR TERRACE, 95TH STREET AND 97TH STREET: 5'-0"
NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL BE ER ECTED OR ALTERED TO BE LESS THAN AN AVERAGE OF FIVE FEET FROM THE AFOREMENTIONED PUBLIC RIGHTS-OF-WAY, WITHIN THE REQUIRED SETBACK AREAS. LANDSCAPING INCLUDING FOUNDATION PLANTINGS, PLAZAS, SCULPTURES AND THE LIKE SHALL BE INSTALLED. AT LEAST 75 PERCENT OF THE AREA SHALL BE PROVIDED WITH LANDSCAPE MATERIALS. THE REMAINING AREA MAY INCLUDE HARDSCAPE SUCH AS WALKWAYS, PAVERS AND THE LIKE. FOR EACH ADDITIONAL THREE FEET OF BUILDING HEIGHT ABOVE 30 FEET, THERE SHALL BE ONE ADDITIONAL FOOT OF BUILDING SETBACK FOR THAT PORTION OF THE STRUCTURE OVER 30 FEET IN HEIGHT. NOTWITHSTANDING THE ABOVE PROVISION, FOR DEVELOPMENTS LOCATED ON SINGLE LOTS, THE MAXIMUM SETBACK SHALL BE 15 FEET. THE TOWN COUNCIL RESERVES THE RIGHT TO MODIFY THE ADDITIONAL BUILDING SETBACK PROVISIONS LISTED ABOVE DUE TO INCREASED BUILDING HEIGHT FOR PARKING GARAGE STRUCTURES ON TOWN-OWNED LANDS.

ALLEYS: 0'-0"

ALLEYS DEPICTED ON THE RECORDED PLAT FOR BAY HARBOR ISLANDS BETWEEN BLOCKS 11, 12, 20 AND 21: NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12 SHALL ENCR OACH INTO THE PUBLIC RIGHT-OF-WAY. NOTWITHSTANDING AND ABOVE, SETBACKS SHALL BE PROVIDED TO PROVIDE FOR REQUIRED LOADING AREAS AND SERVICE DELIVERIES SO THAT THE ALLEY IS NOT BLOCKED FROM VEHICULAR TRAFFIC MOVEMENTS.

INTERIOR SIDE: 0'-0"

NO SETBACK IS REQUIRED ALONG INTERIOR SIDE PROPERTY LINES.

FLEX SETBACKS:

A PROJECT DESIGNER HAS THE OPTION TO OFFER CREATIVE DESIGN SOLUTIONS TO THE BUILDING CONFIGURATIONS AND THE TOWN COUNCIL MAY ALLOW PORTIONS OF THE BUILDING STRUCTURE TO ENCR OACH INTO THE SETBACK REQUIREMENTS ABOVE. THE TOTAL AMOUNT OF ENCR OACHMENT SHALL NOT EXCEED ONE-THIRD OF THE ALLOWABLE WIDTH OR LENGTH OF THE BUILDING. THIS PROVISION SHALL SERVE TO CREATE AN ARCHITECTURAL OPPORTUNITY FOR CREATIVE DESIGN APPROACHES WHILE PROMOTING THE BENEFICIAL PURPOSES OF BUILDING SETBACKS IN THE DISTRICT. IN NO CASE SHALL ANY PORTION OF A BUILDING ENCR OACH INTO THE BASE BUILDING SETBACKS SET FORTH ABOVE FOR PORTIONS OF THE BUILDING BELOW 25 FEET IN HEIGHT.

BUILDING SETBACK TABLE

STREET / FRONTAGE	REQUIRED SETBACK	PROVIDED SETBACK	PROPOSED BLDG. HGT.	REMARKS
PARCELS A AND B				
KANE CONCOURSE (96TH STREET)	0'-0"	2'-0 1/4"	75'-0"	
WEST BAY HARBOR DRIVE	VARIABLE BASED ON HEIGHT	20'-3 1/2" RESIDENTIAL 15'-1 1/2" OFFICE*	75'-0"	MAXIMUM SETBACK OF 20'-0" REQUIRED BASED ON BUILDING HEIGHT ABOVE 30'-0". SEE SECTION
97TH STREET	VARIABLE BASED ON HEIGHT	20'-4"	75'-0"	MAXIMUM SETBACK OF 20'-0" REQUIRED BASED ON BUILDING HEIGHT ABOVE 30'-0". SEE SECTION
SIDE- INTERIOR	0'-0"	0'-4"	75'-0"	

*PROPOSED ENCR OACHMENT OF 4'-10 1/2" ON UPPER FLOOR OF OFFICE ONLY, PROPOSING TO USE FLEX SETBACK PROVISION OF THE CODE, SECTION 23-11(C)(6)- SEE BUILDING SECTIONS AND ELEVATIONS.

PROJECT SITE AREAS:

PARCELS A AND B LESS 20'-0" ALLEY R.O.W. = 79,399 SF (1.82 ACRES)

20'-0" ALLEY R.O.W. = 6,000 SF (0.13 ACRES)

TOTAL LOT AREA (INCLUDING ALLEY) = 85,399 (1.95 ACRES)

PROJECT DENSITY:

MAXIMUM ALLOWABLE BASE DENSITY: 34 DU / ACRE

PROJECT BASE DENSITY: 1.95 ACRES X 34 DU/ACRE = 66 DU ALLOWABLE

MAXIMUM ALLOWABLE OVERALL DENSITY: 80 DU / ACRE

PROJECT OVERALL DENSITY: 1.95 ACRES X 80 DU/ACRE = 156 DU ALLOWABLE

PROPOSED PROJECT DENSITY:

104 OVERALL DWELLING UNITS (66 ALLOWABLE BASE DENSITY + 38 ALLOWABLE TDR UNITS)

OFF-STREET PARKING REQUIREMENTS:

MULTI-FAMILY DWELLINGS-

A MINIMUM OF TWO PARKING SPACES SHALL BE REQUIRED ON THE BUILDING PLOT FOR EACH DWELLING UNIT WITHIN A MULTIPLE-FAMILY DEVELOPMENT. EXCEPT AS PROVIDED FOR OTHERWISE IN ARTICLE II OF THE BAY HARBOR ISLANDS, FL CODE OF ORDINANCES. IN ADDITION, GUEST PARKING SHALL BE PROVIDED FOR MULTIPLE-FAMILY DELOPMENTS. AT LEAST ONE GUEST PARKING SPACE SHALL BE REQUIRED FOR EACH WHOLE PLATTED LOT.

RESTAURANTS, PUBLIC DINING ROOMS, BARS, PROVATE CLUBS, COCTAIL LOUNGES-

ONE PARKING SPACE FOR EACH 100 SQUARE FEET OF CUSTOMER SERVICE AREA. THE ABOVE SHALL NOT BE INTENDED TO INCLUDE FOOD AND DRINK PREPERATION AREAS, BATHROOMS, WAITING AREAS OR STORAGE AREAS.

RETAIL, COMMERCIAL, PERSONAL SERVICE, MISCELLANEDUS USES AND BUSINESS USES-

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

OFFICE AND PROFESSIONAL USES-

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

PARKING TABLE					SHARED PARKING REQUIRED*		PROVIDED PARKING*		REMARKS
USE CLASSIFICATION	NUMBER OF DU / PLATTED LOT	SQUARE FOOTAGE	REQ'D PARKING FACTOR	REQUIRED PARKING	SHARED PARKING REQ'D*	W/ 7% PARKING ADJUSTMENT****			
RESIDENTIAL									
MULTIPLE-FAMILY RESIDENTIAL	90 DU	N/A	2 PER DU	180 SPACES	127 SPACES	118 SPACES	119 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
MULTIPLE-FAMILY VISITOR	10 PLATTED LOTS	N/A	1 PER PLATTED LOT	10 SPACES****	2 SPACES	2 SPACES	2 SPACES		(2) OF DELIVERY / GUEST SPACES PROVIDED AT FRONT YARD****
OFFICE	N/A	98,732 SF	1 PER 300 SF	330 SPACES	323 SPACES	300 SPACES	301 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
RESTAURANT	N/A	7,100 SF**	1 PER 100 SF	72 SPACES	51 SPACES	47 SPACES	58 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
FUTURE SIDEWALK CAFE PARKING	N/A	2,523 SF	1 PER 100 SF	26 SPACES	13 SPACES	12 SPACES	3 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
RETAIL	N/A	7,804 SF	1 PER 300 SF	27 SPACES	26 SPACES	24 SPACES	25 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
SUB-TOTAL				645 SPACES	542 SPACES*	503 SPACES*	503 SPACES***		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
EXISTING STREET PARKING							NOT USED		*NO STREET PARKING SPACES USED TOWARD PROVIDED SPACE COUNT.
TOTALS						503 SPACES*	503 SPACES		*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.

*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
** CONSIDERS 30% REDUCTION IN SPACE SQUARE FOOTAGE FOR COMMERCIAL KITCHEN LEAVING 70% OF SPACE AS DINING SPACE. SUBJECT TO CHANGE DEPENDING ON TENANTS' ACTUAL NEEDS.
*** TOTAL OF (36) PARKING SPACES ON LIFTS ON THE PARKING DECK ROOF = 72 TOTAL PROVIDED SPACES. PARKING LIFT SPACES SHALL BE OPERATED BY VALET OPERATOR ONLY.
**** (2) DELIVERY/GUEST SPACES PROVIDED IN FRONT YARD- THE REMAINING (8) GUEST SPACES ARE PROVIDED IN THE PARKING GARAGE STRUCTURE AND ARE PART OF TOTAL PARKING COUNT PROVIDED.
***** ADDITIONAL 7% REDUCTION DUE OT RIDE SHARING AND PARKING MANAGEMENT PLAN RECOMMENDED BY DAVID PLUMMER & ASSOCIATES- SEE SHARED PARKING ANALYSIS REPORT.

ACCESSIBLE PARKING REQUIREMENTS

TOTAL ACCESSIBLE SPACES REQUIRED

617 SPACES REQUIRED MINUS UP TO 26 SIDEWALK CAFE PARKING SPACES = 591 SPACES X 0.02 = 11.82 = 12 ACCESSIBLE SPACES REQUIRED

13 ACCESSIBLE SPACES HAVE BEEN PROVIDED IN THE PARKING GARAGE TO ACCOMODATE THE ACCESSIBLE PARKING REQUIREMENTS PURSUANT FBC 2017- ACCESSIBILITY, SECTION 208 "PARKING SPACES". THESE 13 SPACES ARE INCLUDED AS PART OF THE TOTAL PARKING PROVIDED.

TOTAL VAN PARKING SPACES REQUIRED

13 ACCESSIBLE SPACES / 6 = 2.167 = 3 ACCESSIBLE VAN SPACES REQUIRED

5 ACCESSIBLE VAN SPACES HAVE BEEN PROVIDED ON THE GROUND FLOOR PARKING LEVEL AS PART OF THE TOTAL REQUIRED ACCESSIBLE PARKING, PURSUANT FBC 2017- ACCESSIBILITY, SECTION 208.2.4 "VAN PARKING SPACES".

DWELLING UNIT SIZES:

ZONING CODE MINIMUM UNIT SIZES
(NET AREA)

STUDIO (S) = 650 SF
1 BEDROOM (1BR) = 800 SF
2 BEDROOM (2BR) = 950 SF
3 BEDROOM (3BR) = 1100 SF

Unit Matrix- Gross Area							
Level	thru Level	Unit Type	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02							
LEVEL R02	N/A	A	Unit 201	2BR / 2BA	1	1208 SF	1208 SF
LEVEL R02	N/A	B	Unit 202	1BR / 1.5BA	1	884 SF	884 SF
LEVEL R02	N/A	B	Unit 203	1BR / 1.5BA	1	884 SF	884 SF
LEVEL R02	N/A	C	Unit 204	2BR / 2BA	1	1477 SF	1477 SF
LEVEL R02	N/A	D	Unit 205	2BR / 2BA	1	1145 SF	1145 SF
LEVEL R02	N/A	E	Unit 206	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	E	Unit 207	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	E	Unit 208	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	L	Unit 209	1BR / 1BA	1	908 SF	908 SF
LEVEL R02	N/A	M	Unit 210	2BR / 2BA	1	1088 SF	1088 SF
LEVEL R02	N/A	N	Unit 211	1BR / 1BA	1	840 SF	840 SF
LEVEL R02	N/A	P	Unit 212	1BR / 1BA	1	860 SF	860 SF
					12		12103 SF
LEVEL R03							
LEVEL R03	thru R08	A	Unit 01	2BR / 2BA	6	1214 SF	7285 SF
LEVEL R03	thru R08	B	Unit 02	1BR / 1.5BA	6	884 SF	5304 SF
LEVEL R03	thru R08	B	Unit 03	1BR / 1.5BA	6	884 SF	5304 SF
LEVEL R03	thru R08	C	Unit 04	2BR / 2BA	6	1472 SF	8831 SF
LEVEL R03	thru R08	D	Unit 05	2BR / 2BA	6	1145 SF	6872 SF
LEVEL R03	thru R08	E	Unit 06	1BR / 1.5BA	6	936 SF	5616 SF
LEVEL R03	thru R08	E	Unit 07	1BR / 1.5BA	6	936 SF	5616 SF
LEVEL R03	thru R08	F	Unit 08	2BR / 2BA	6	1345 SF	8072 SF
LEVEL R03	thru R08	G	Unit 09	2BR / 2BA	6	1185 SF	7112 SF
LEVEL R03	thru R08	H	Unit 10	1BR / 1BA	6	881 SF	5288 SF
LEVEL R03	thru R08	J	Unit 11	S	6	700 SF	4200 SF
LEVEL R03	thru R08	J	Unit 12	S	6	700 SF	4200 SF
LEVEL R03	thru R08	K	Unit 13	2BR / 2BA	6	1174 SF	7043 SF
					78		80743 SF
					90		92845 SF

AVERAGE UNIT SIZE = 1,032 GROSS SF/UNIT
(92,865 SF / 90 UNITS)

Unit Matrix- Net Area							
Level	thru Level	Unit Type	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02							
LEVEL R02	N/A	A	Unit 201	2BR / 2BA	1	1140 SF	1140 SF
LEVEL R02	N/A	B	Unit 202	1BR / 1.5BA	1	832 SF	832 SF
LEVEL R02	N/A	B	Unit 203	1BR / 1.5BA	1	832 SF	832 SF
LEVEL R02	N/A	C	Unit 204	2BR / 2BA	1	1403 SF	1403 SF
LEVEL R02	N/A	D	Unit 205	2BR / 2BA	1	1062 SF	1062 SF
LEVEL R02	N/A	E	Unit 206	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	E	Unit 207	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	E	Unit 208	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	L	Unit 209	1BR / 1BA	1	854 SF	854 SF
LEVEL R02	N/A	M	Unit 210	2BR / 2BA	1	1021 SF	1021 SF
LEVEL R02	N/A	N	Unit 211	1BR / 1BA	1	788 SF	788 SF
LEVEL R02	N/A	P	Unit 212	1BR / 1BA	1	789 SF	789 SF
					12		11371 SF
LEVEL R03							
LEVEL R03	thru R08	A	Unit 01	2BR / 2BA	6	1140 SF	6839 SF
LEVEL R03	thru R08	B	Unit 02	1BR / 1.5BA	6	832 SF	4993 SF
LEVEL R03	thru R08	B	Unit 03	1BR / 1.5BA	6	832 SF	4993 SF
LEVEL R03	thru R08	C	Unit 04	2BR / 2BA	6	1403 SF	8420 SF
LEVEL R03	thru R08	D	Unit 05	2BR / 2BA	6	1062 SF	6370 SF
LEVEL R03	thru R08	E	Unit 06	1BR / 1.5BA	6	883 SF	5298 SF
LEVEL R03	thru R08	E	Unit 07	1BR / 1.5BA	6	883 SF	5298 SF
LEVEL R03	thru R08	F	Unit 08	2BR / 2BA	6	1277 SF	7663 SF
LEVEL R03	thru R08	G	Unit 09	2BR / 2BA	6	1120 SF	6718 SF
LEVEL R03	thru R08	H	Unit 10	1BR / 1BA	6	827 SF	4960 SF
LEVEL R03	thru R08	J	Unit 11	S	6	654 SF	3924 SF
LEVEL R03	thru R08	J	Unit 12	S	6	654 SF	3924 SF
LEVEL R03	thru R08	K	Unit 13	2BR / 2BA	6	1051 SF	6304 SF
					78		75704 SF
					90		87075 SF

AVERAGE UNIT SIZE = 968 NET SF/UNIT
(87,075 SF / 90 UNITS)

UNIT MIX BY # OF BEDROOMS

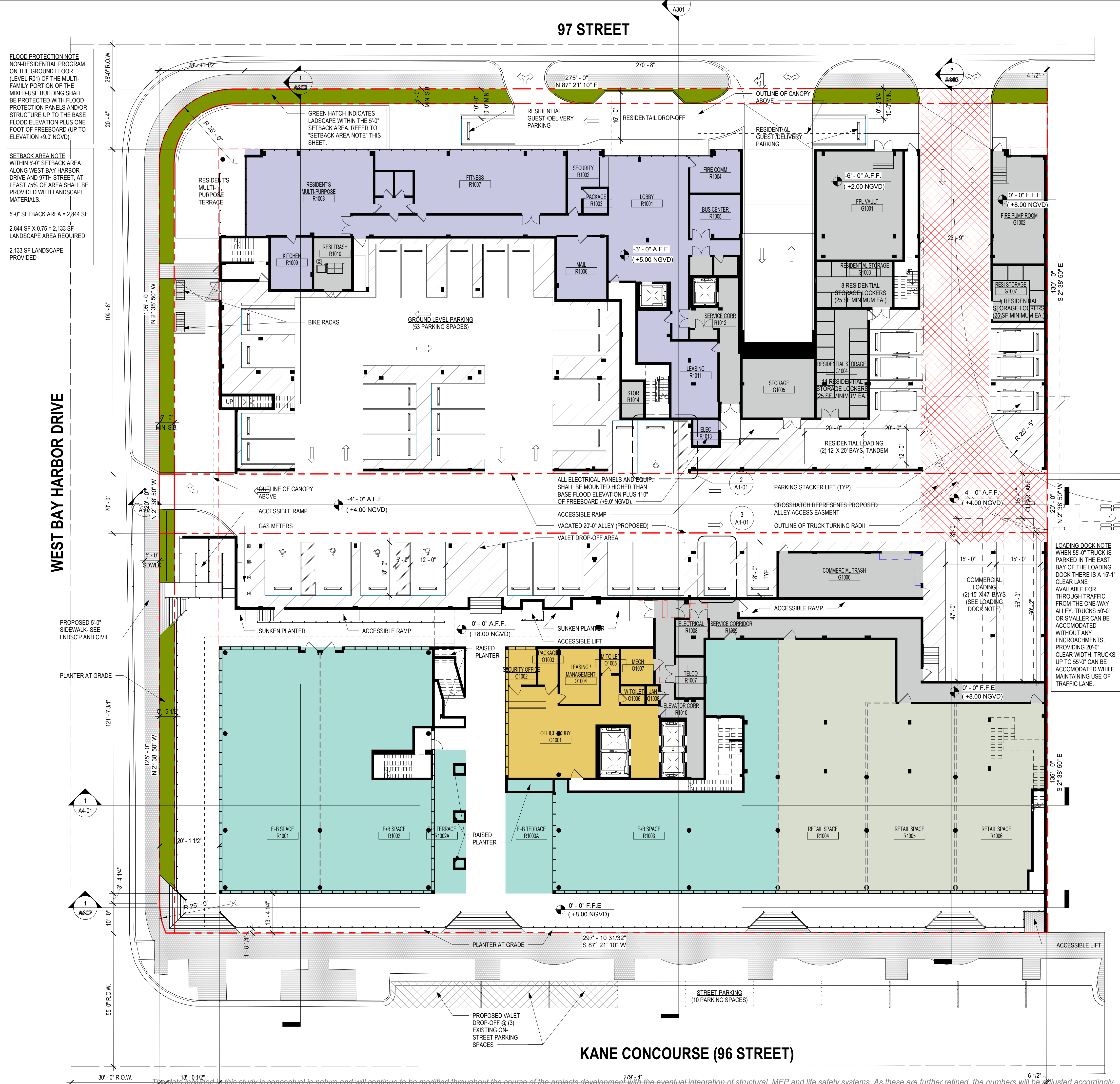
S = 12 UNITS (13.3%)
1BR= 38 UNITS (42.3%)
2BR= 40 UNITS (44.4%)

DEN NOTE:
PER FLORIDA STATUTE SECTION 381.0065 A BEDROOM IS DEFINED AS A ROOM THAT CAN BE USED FOR SLEEPING AND THAT:
a.) HAS A MINIMUM OF 70 SF OF CONDITIONED SPACE

c.) IS LOCATED ON AN EXTERIOR WALL
d.) HAS A CLOSET AND A DOOR OR ENTRANCE WHERE A DOOR COULD BE REASONABLY INSTALLED
e.) HAS AN EMERGENCY MEANS OF ESCAPE AND RESCUE OPENING TO THE OUTSIDE IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.

ADDITIONALLY, "BEDROOM" DOES NOT INCLUDE HALLWAY, BATHROOM, KITCHEN, LIVING ROOM, FAMILY ROOM, DINING ROOM, DEN, BREAKFAST NOOK, PANTRY, LAUNDRY ROOM, SUNROOM, RECREATION ROOM, MEDIA/VIDEO ROOM, OR EXERCISE ROOM.

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.



2 ACCESSIBLE PARKING STALL- TYP.

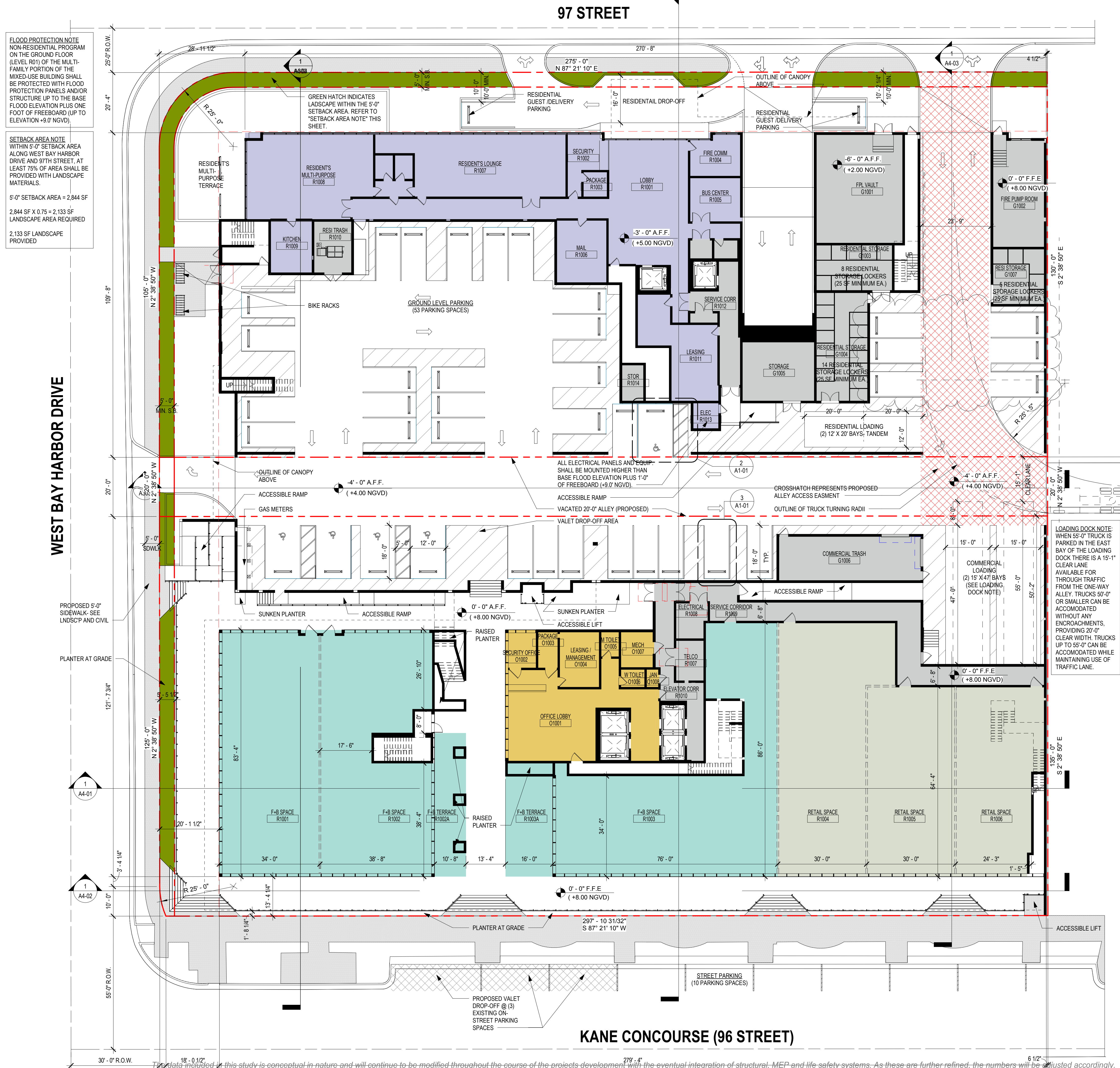
SCALE: 1/4" = 1'-0"

3 STANDARD PARKING STALL- TYP.

SCALE: 1/4" = 1'-0"

1 SITE PLAN- GROUND FLOOR

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



2 ACCESSIBLE PARKING STALL- TYP.

SCALE: 1/4" = 1'-0"

3 STANDARD PARKING STALL- TYP.

SCALE: 1/4" = 1'-0"

1 SITE PLAN- GROUND FLOOR

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

ROOF LANDSCAPE AREA
ROOFTOPS SHALL HAVE NO
LESS THAN 15% OPEN
"GREEN" SPACE FOR THOSE
PORTIONS USED FOR
RECREATION.
ROOFTOPS OVER OFFICE AND
RESIDENTIAL = 41,743 SF
GREEN SPACE = 24,114 SF
GREEN SPACE EXCEEDS 15%
REQUIRED.



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

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

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REQUIRED.



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

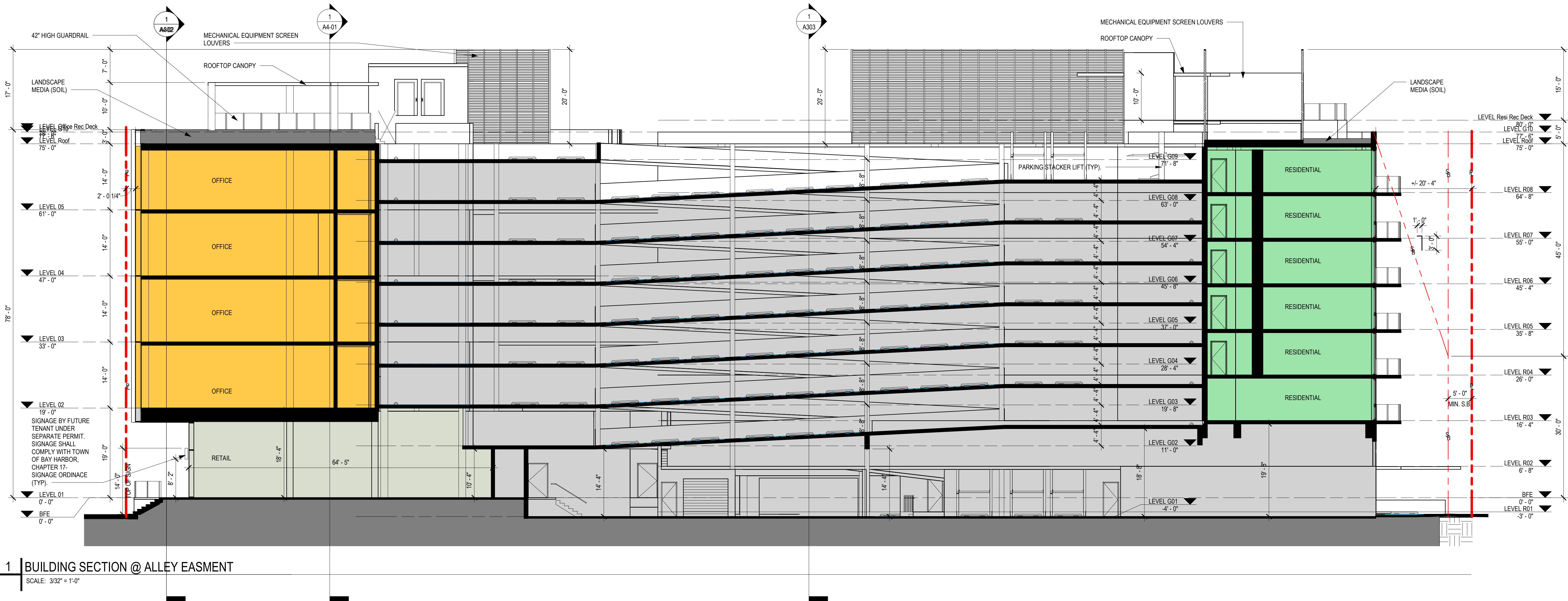
The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

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Date: 12/10/2019

OVERALL ROOF PLAN

A1-04



The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

November 25, 2019

Mr. Benjamin Yorker
Vice President, Development
558 E Stonewall Street
Suite 120
Charlotte, NC 28202
704-714-9674
byorker@nwravin.com

RE: 1177 Kane Concourse Shared Parking Analysis - #18133

Dear Ben,

We have completed a parking analysis for the proposed 1177 Kane Concourse project. The project will be located at 1177 Kane Concourse in Bay Harbor Islands, Florida. The purpose of this study is to conduct a shared parking analysis based on the procedures established by the Urban Land Institute (ULI) and the Town of Bay Harbor Islands Code of Ordinance. The analysis was based on the development program shown in Exhibit 1

**Exhibit 1
Proposed Development Program**

Land Use	Size		Units	
Retail	7,804	SF	7,804	SF
Fine / Casual Restaurant	10,143	SF	7,100	SF
Restaurant Outdoor seating	2,523	SF	2,523	SF
General Office	98,732	SF	98,732	SF
Multi-Family Residential	90	DUs	90	DUs

Parking Generation

A parking analysis was conducted for the project to determine the number of required parking spaces. The analysis was done using the parking rates published in the Town of Bay Harbor Islands Code of Ordinances (Section 23-24(b)). The parking requirements based on the Town parking rates is shown in Exhibits 2.

Exhibit 2
Parking Requirements Based on Town's Code

Land Use	Units	Parking Requirement	Total Parking
Retail	7,804 SF	1 space / 300 SF of GFA	27
Fine / Casual Restaurant	7,100 SF	1 space / 100 SF of patron area <i>Assumes 70% of total area as patron area</i>	72
Outdoor Seating Area	2,523 SF	1 space / 100 SF of patron area	26
General Office	98,732 SF	1 space / 300 SF of GFA	330
Multi-Family Residential	90 Dus	2 per DU + 1 per lot for visitors <i>Assumes 10 platted lots</i>	190
Total Parking Spaces			645

Shared Parking Analysis

Shared parking is the use of parking spaces to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of variations in the accumulation of vehicles by hour, by day or by season at the individual land uses. The shared parking principle also accounts for the relationships among the land uses that result in visiting multiple uses on the same auto trip and the mode of transportation used to reach the site.

The main goal of shared parking is to determine a balance between providing enough parking to support a development and reducing the excessive area dedicated to parking. Shared parking analysis was conducted for the project based on the procedures outlines in the Urban Land Institute

(ULI) **Shared Parking**, 2nd Edition. The required number of parking spaces based on the Town's code was used as the starting point.

ULI Shared Parking Procedure

An hourly distribution analysis was conducted for both a typical weekday and a weekend day based on the time-of-day percentages provided by ULI Shared Parking. The results of the analysis show that the highest accumulation of parking for the project occurs during a typical weekday at 2:00 PM. Attachment 1 shows the results of the analysis.

Parking requirements based on the individual land uses were adjusted to account for seasonal variations, hourly distribution, non-captive ratios and mode adjustments to estimate the actual number of parking spaces required for the site. The result of the shared parking analysis shows that the proposed project requires 541 parking spaces to satisfy the maximum parking requirement. Exhibit 3 shows the results of the ULI analysis.

Exhibit 3
Shared Parking Based on ULI Procedures

Land Use		Unadjusted Parking Requirement	Month Adjustment December	Peak Hour Adjustment Weekday at 2pm	Non-captive Adjustment	Mode Adjustment	Adjusted Parking Requirement December at 2pm
Retail	Customer	22	100%	100%	97%	98%	21
	Employees	5	100%	100%	100%	95%	5
Fine / Casual Restaurant with Outdoor Seating	Customer	83	100%	65%	97%	98%	51
	Employees	15	100%	90%	100%	95%	13
General Office	Visitors	26	100%	100%	97%	98%	25
	Employees	304	100%	100%	100%	98%	298
Multi-Family Residential	Resident (Shared)	181	100%	70%	100%	100%	127
	Guest (Shared)	9	100%	20%	100%	100%	2
TOTAL REQUIRED		645					541

Ride-sharing Impact on Parking

Digital ridesharing services, such as Uber and Lyft, are part of a broader suite of innovations that constitute what is sometimes referred to as the sharing economy. Research shows that in major cities, 21% of adults personally use ride-sharing services; an additional 9% use ride-sharing with

friends, but have not installed the app themselves. Nearly a quarter (24%) of ride-sharing users in metropolitan areas use ride-sharing on a weekly or daily basis. Parking represents the top reason (37%) that ride-sharing users substitute a ride-sharing service in place of driving themselves.

Ace Parking — one of the largest parking companies in North America has reported that overnight parking at hotels has declined 5% to 10% due to ride-sharing services. At restaurant valet stands, business is down 25% and nightclub valets are seeing a 50% reduction in demand. Although there is not enough data to quantify the effect of ride-sharing services on parking, there is evidence that ride-sharing services have created an alternative for consumers who would otherwise drive and park.

Parking Management Strategies

In addition to shared parking, there are other parking management strategies that could offset the off-street parking needs. The project should develop a Parking Management Plan to ensure an efficient parking system that is convenient to both commercial uses and residents as well as to protect residential neighborhoods from spillover parking.

Pedestrian / Bicyclist - The project is located in an area conducive to pedestrian and bicycle activities. The area surrounding the proposed 1177 Kane Concourse project has a comprehensive sidewalk network, signalized intersections with clearly marked crosswalks, and pedestrian signals. This environment promotes walking and bicycling as a means of transportation and further reduces the need for off-street parking.

Transit - The area surrounding the project is served by transit (Miami Dade Transit Route 107-G) which has a bus stop in front of the project. The use of transit is another effective way to reduce the need for off-street parking.

In addition, there are other parking management strategies that could have a significant impact on the reduction of off-street parking. The proposed project will consider using the following strategies to improve the efficiency of the parking areas:

- Provide valet parking during peak demand times.

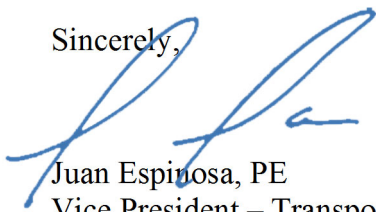
- Encourage businesses to implement commuter trip reduction programs for their employees.
- Provide information to residents, employees and visitors about transit, ridesharing and bicycle facilities options.

The parking management strategies discussed above could have a significant impact on the reduction of off-street parking. The percent of reduction varies between 5% and 15% depending on the effort that the development puts into promoting these strategies.

Conclusion

Based on the shared parking principles 541 spaces are required. However, due ride sharing and the proposed parking management plan it is our recommendation that the parking spaces be reduced by an additional 7%, 38 parking spaces. It is our professional opinion that the proposed 1177 Kane Concourse project should provide 503 parking spaces to satisfy their parking demand. We stand ready to provide any support needed for this proposed project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE
Vice President – Transportation

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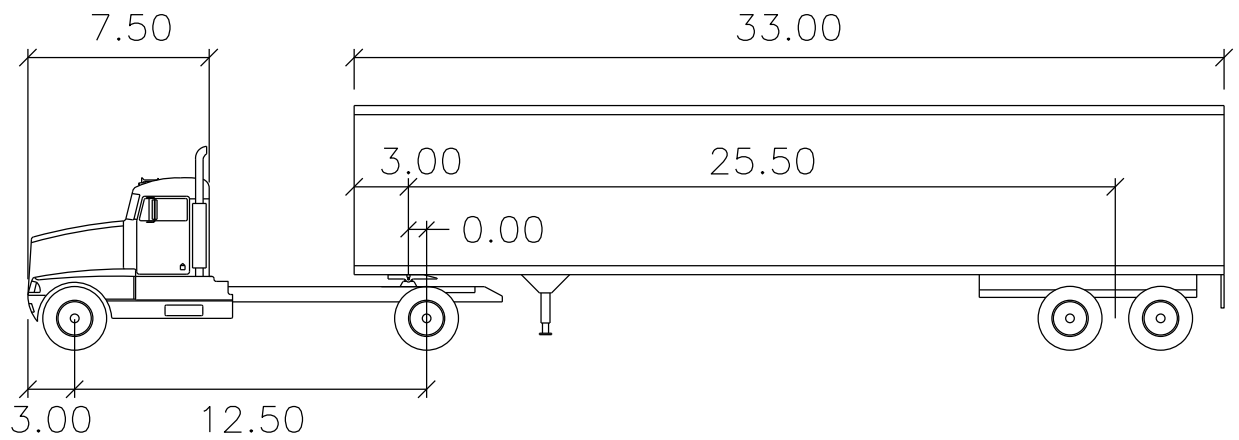
Attachment A

1177 Kane Concourse
Shared Parking Analysis Based on ULI

Land Use		Weekday Conditions																																											
		Required Parking	Time-of-Day																																										
			6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		Noon		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		Midnight						
			Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking					
Retail (Peak December)	Customer Employees	22	1%	0	5%	1	15%	3	30%	6	55%	12	75%	16	90%	19	100%	22	100%	22	100%	22	95%	21	85%	18	80%	17	75%	16	65%	14	50%	11	30%	6	10%	2	0%	0					
		5	10%	1	15%	1	40%	2	75%	4	85%	5	95%	5	100%	5	100%	5	100%	5	100%	5	100%	5	95%	5	95%	5	95%	5	90%	5	75%	4	40%	2	15%	1	0%	0					
Fine / Casual Restaurant with Outdoor Seating	Customer Employees	83	0%	0	0%	0	0%	0	0%	0	15%	12	40%	33	75%	62	75%	62	65%	54	40%	33	50%	42	75%	62	95%	79	100%	83	100%	83	100%	83	95%	79	75%	62	25%	21					
		15	0%	0	20%	3	50%	7	75%	11	90%	13	90%	13	90%	13	90%	13	90%	13	75%	11	75%	11	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	85%	12	35%	5					
General Office	Visitors Employees	26	0%	0	1%	0	20%	5	60%	16	100%	26	45%	12	15%	4	45%	12	100%	26	45%	12	15%	4	10%	3	5%	1	2%	1	1%	0	0%	0	0%	0	0%	0	0%	0					
		304	3%	9	30%	91	75%	228	95%	288	100%	304	100%	304	90%	273	90%	273	100%	304	100%	304	90%	273	50%	152	25%	76	10%	30	7%	21	3%	9	1%	3	0%	0	0%	0					
Multi-Family Residential	Resident (Rsvd)	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0			
	Resident (Shared)	181	100%	181	90%	163	85%	154	80%	145	75%	136	70%	127	65%	118	70%	127	70%	127	70%	127	75%	136	85%	154	90%	163	97%	176	98%	178	99%	180	100%	181	100%	181	100%	181					
	Guest (Shared)	9	0%	0	10%	1	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	40%	3	60%	5	100%	9	100%	9	100%	9	100%	9	80%	7	50%	4					
Reserved		464	10		97		247		327		374		385		378		389		426		389		358		258		198		159		147		131		114		84		30						
Shared		645	191		260		401		472		510		512		496		516		553		516		494		412		361		335		325		311		295		265		211						

1177 Kane Concourse
Shared Parking Analysis Based on ULI

Land Use			Weekend Conditions																																					
			Required Parking	Time-of-Day																																				
				6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		Noon		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		Midnight
Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking			
Retail (Peak December)	Customer Employees	22	1%	0	5%	1	10%	2	35%	8	60%	13	70%	15	85%	18	95%	21	100%	22	100%	22	95%	21	90%	19	80%	17	75%	16	65%	14	50%	11	35%	8	15%	3	0%	0
		5	10%	1	15%	1	40%	2	75%	4	85%	5	95%	5	100%	5	100%	5	100%	5	100%	5	100%	5	95%	5	85%	5	80%	4	75%	4	65%	4	45%	2	15%	1	0%	0
Fine / Casual Restaurant with Outdoor Seating	Customer Employees	83	0%	0	0%	0	0%	0	0%	0	0%	0	15%	12	50%	42	55%	46	45%	37	45%	37	45%	37	60%	50	90%	75	95%	79	100%	83	90%	75	90%	75	90%	75	50%	42
		15	0%	0	20%	3	30%	4	60%	9	75%	11	75%	11	75%	11	75%	11	75%	11	75%	11	75%	11	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	85%	12	50%	7
General Office	Visitors Employees	26	0%	0	20%	5	60%	16	80%	21	90%	24	100%	26	90%	24	80%	21	60%	16	40%	11	20%	5	10%	3	5%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
		304	0%	0	20%	61	60%	182	80%	243	90%	273	100%	304	90%	273	80%	243	60%	182	40%	121	20%	61	10%	30	5%	15	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Multi-Family Residential	Resident (Rsvd)	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0
	Resident (Shared)	181	100%	181	90%	163	85%	154	80%	145	75%	136	70%	127	65%	118	70%	127	70%	127	70%	127	75%	136	85%	154	90%	163	97%	176	98%	178	99%	180	100%	181	100%	181	100%	181
	Guest (Shared)	9	0%	0	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	20%	2	40%	3	60%	5	100%	9	100%	9	100%	9	100%	9	80%	7	50%	4
Reserved		464	1		73		208		287		328		375		375		349		275		209		142		125		133		123		125		114		109		98		53	
Shared		645	182		236		362		432		464		502		493		476		402		336		278		279		296		299		303		294		290		279		234	

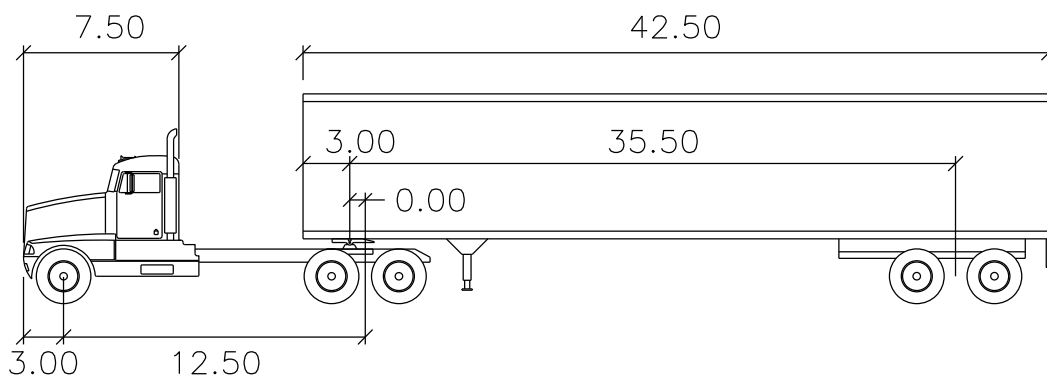


WB-40

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

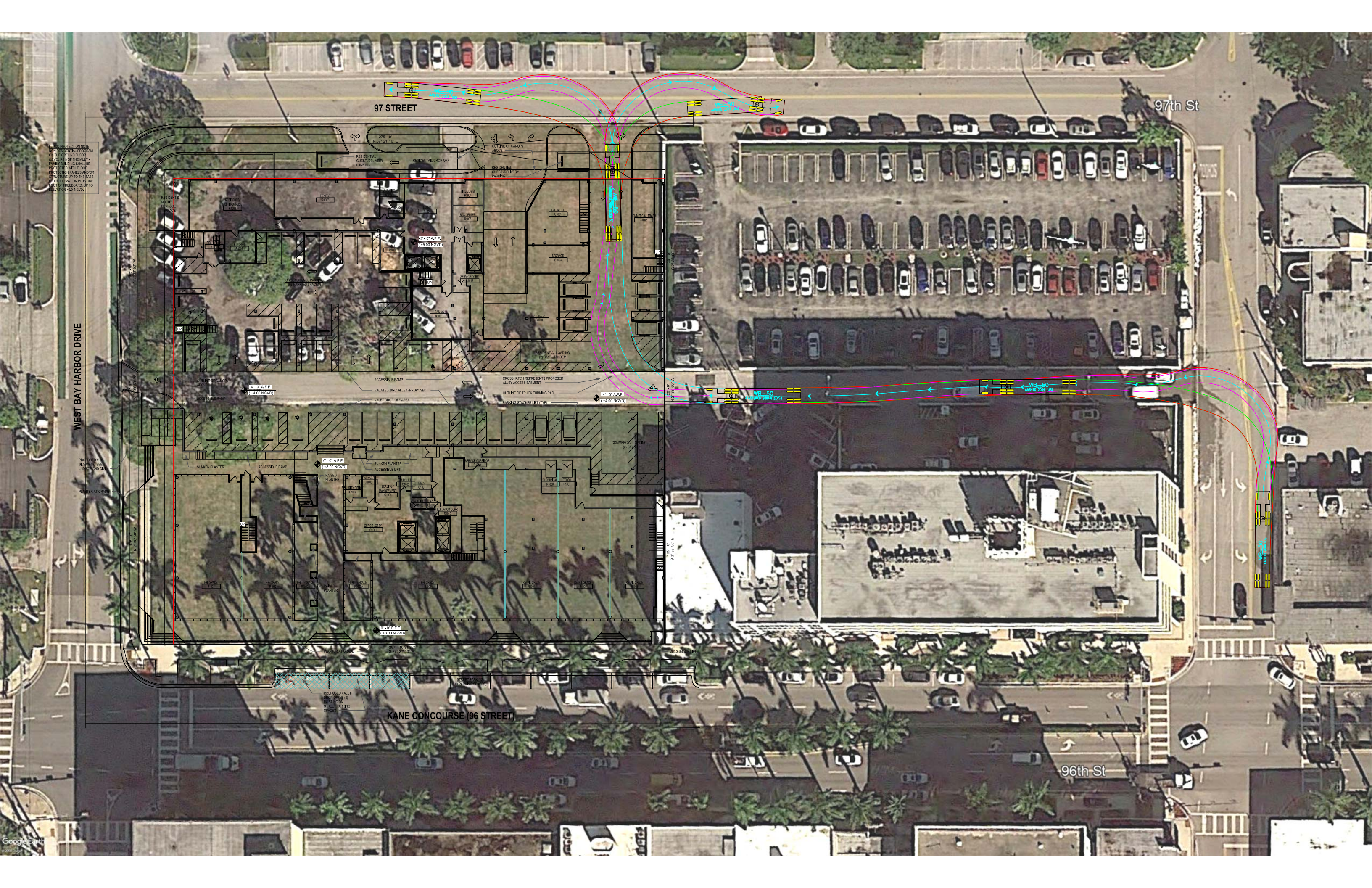




WB-50

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



FLOOD PROTECTION NOTE
ON THE GROUND FLOOR
LEVEL RY OF THE MULTI-
FAMILY BUILDING SHALL BE
PROTECTED WITH FLOOD
PROTECTION PANELS AND/OR
STRUCTURE UP TO THE BASE
FLOOD ELEVATION PLUS ONE
FOOT OF FREEBOARD, UP TO
ELEVATION +10.0 NGVD.

WEST BAY HARBOR DRIVE

PROPOSED 6'-0"
SIDEWALK, ONE
UNDESKINDED GROUND
PLANTER AT GRADE

97 STREET

97th St

KANE CONCOURSE (96 STREET)

96th St

SCHEDULE - SHEET INDEX SDs				
Sheet Number	Sheet Name	Sheet Issue Date	Current Revision	Current Revision Date
A0-00	COVER	08/15/2019		
A0-01	INDEX	08/15/2019		
A0-02	ZONING DATA	08/15/2019		
A0-02.1	ZONING MAP INFORMATION	08/15/2019		
A0-03	STATISTICS- OFFICE AREAS	08/15/2019		
A0-04	STATISTICS- OFFICE AREAS	08/15/2019		
A0-05	STATISTICS- RESI AREAS	08/15/2019		
A0-06	AERIAL VIEWS	08/15/2019		
A0-07	CONTEXT - STREET VIEWS	08/15/2019		
A0-10	SITE CONTEXT- ROOF	08/15/2019		
A0-11	SITE CONTEXT- GRND FLOOR	08/15/2019		
A0-12	MANEUVERABILITY STUDIES	08/15/2019		
A0-20	ZONING - UNIT SIZES	08/15/2019		
A0-21	ZONING - UNIT SIZES	08/15/2019		
A1-01	SITE PLAN- GROUND FLOOR	08/15/2019		
A1-02	OVERALL FLOOR PLAN	08/15/2019		
A1-03	OVERALL FLOOR PLAN- TYP.	08/15/2019		
A1-04	OVERALL ROOF PLAN	08/15/2019		
A1-12	ENLARGED FLOOR PLAN	08/15/2019		
A1-13	ENLARGED FLOOR PLAN	08/15/2019		
A1-22	ENLARGED FLOOR PLAN	08/15/2019		
A4-01	BUILDING SECTION	08/15/2019		
A4-02	BUILDING SECTION	08/15/2019		
A4-03	BUILDING SECTION	08/15/2019		
A4-04	BUILDING SECTION	08/15/2019		
A5-01	SIGNAGE DETAILS	08/15/2019		
A7-01	SOUTH ELEVATION- COLORED	08/15/2019		
A7-02	NORTH ELEVATION- COLORED	08/15/2019		
A7-03	WEST ELEVATION- COLORED	08/15/2019		
A7-04	EAST ELEVATION- COLORED	08/15/2019		
A8-01	RENDERING	08/15/2019		
A8-02	RENDERING	08/15/2019		
A8-03	RENDERING	08/15/2019		
A8-04	RENDERING	08/15/2019		
A8-05	RENDERING	08/15/2019		
A8-06	RENDERING	08/15/2019		
A8-07	RENDERING	08/15/2019		
A8-08	RENDERING	08/15/2019		
A8-09	RENDERING	08/15/2019		
A8-10	RENDERING	08/15/2019		
A8-11	RENDERING	08/15/2019		
A8-12	RENDERING	08/15/2019		
A8-13	RENDERING	08/15/2019		
A8-14	RENDERING	08/15/2019		
A8-15	RENDERING	08/15/2019		
A8-16	RENDERING	08/15/2019		
A8-17	RENDERING	08/15/2019		
A8-18	RENDERING	08/15/2019		
A8-19	RENDERING	08/15/2019		
A8-20	RENDERING	08/15/2019		
A9-01	LIFE SAFETY SITE PLAN	08/15/2019		

SCHEDULE - SHEET INDEX SDs				
Sheet Number	Sheet Name	Sheet Issue Date	Current Revision	Current Revision Date
A0-00	COVER	01/30/2019		
A0-01	INDEX	10/31/2019	C	10/31/2019
A0-02	ZONING DATA	10/31/2019	C	10/31/2019
A0-02.1	ZONING MAP INFORMATION	01/30/2019		
A0-03	STATISTICS- OFFICE AREAS	10/31/2019	C	10/31/2019
A0-04	STATISTICS- OFFICE AREAS	10/31/2019	C	10/31/2019
A0-05	STATISTICS- RESI AREAS	10/31/2019	C	10/31/2019
A0-06	AERIAL VIEWS	01/30/2019		
A0-07	CONTEXT - STREET VIEWS	01/30/2019		
A0-10	SITE CONTEXT- ROOF	01/30/2019		
A0-11	SITE CONTEXT- GRND FLOOR	01/30/2019		
A0-12	MANEUVERABILITY STUDIES	01/30/2019		
A0-20	ZONING - UNIT SIZES	01/30/2019		
A0-21	ZONING - UNIT SIZES	01/30/2019		
A1-01	SITE PLAN- GROUND FLOOR	01/30/2019		
A1-02	OVERALL FLOOR PLAN	10/31/2019	C	10/31/2019
A1-03	OVERALL FLOOR PLAN- TYP.	10/31/2019	C	10/31/2019
A1-04	OVERALL ROOF PLAN	01/30/2019		
A1-12	ENLARGED FLOOR PLAN	01/30/2019		
A1-13	ENLARGED FLOOR PLAN	01/30/2019		
A1-22	ENLARGED FLOOR PLAN	01/30/2019		
A4-01	BUILDING SECTION	01/30/2019		
A4-02	BUILDING SECTION	01/30/2019		
A4-03	BUILDING SECTION	01/30/2019		
A4-04	BUILDING SECTION	01/30/2019		
A5-01	SIGNAGE DETAILS	01/30/2019		
A7-01	SOUTH ELEVATION- COLORED	01/30/2019		
A7-02	NORTH ELEVATION- COLORED	01/30/2019		
A7-03	WEST ELEVATION- COLORED	10/31/2019	C	10/31/2019
A7-04	EAST ELEVATION- COLORED	01/30/2019		
A8-01	RENDERING	01/30/2019		
A8-02	RENDERING	01/30/2019		
A8-03	RENDERING	01/30/2019		
A8-04	RENDERING	01/30/2019		
A8-05	RENDERING	01/30/2019		
A8-06	RENDERING	01/30/2019		
A8-07	RENDERING	01/30/2019		
A8-08	RENDERING	01/30/2019		
A8-09	RENDERING	01/30/2019		
A8-10	RENDERING	01/30/2019		
A8-11	RENDERING	01/30/2019		
A8-12	RENDERING	01/30/2019		
A8-13	RENDERING	01/30/2019		
A8-14	RENDERING	01/30/2019		
A8-15	RENDERING	01/30/2019		
A8-16	RENDERING	01/30/2019		
A8-17	RENDERING	01/30/2019		
A8-18	RENDERING	07/24/19		
A8-19	RENDERING	07/24/19		
A8-20	RENDERING	07/24/19		
A9-01	LIFE SAFETY SITE PLAN	01/30/2019		

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C

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

ZONING DATA

PROJECT ADDRESS:

1177 KANE CONCOURSE, BAY HARBOR ISLANDS, FL 33154

PROPERTY FOLIO NUMBERS:

LOT 5, BLOCK 21: 13-2227-001-3640 (PARCEL B)
LOT 6, BLOCK 21: 13-2227-001-3650 (PARCEL B)
LOTS 7 THRU 11, BLOCK 21: 13-2227-001-3660 (PARCEL A)
LOT 12, BLOCK 21: 13-2227-001-3670 (PARCEL B)
LOT 13, BLOCK 21: 13-2227-001-3680 (PARCEL B)
LOT 14, BLOCK 21: 13-2227-001-3690 (PARCEL B)

LEGAL DESCRIPTION (PER SURVEY):

PARCEL A:
LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 9, 10 AND 11 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

PARCEL B:
LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

SURVEY INFORMATION:

PREPARED BY:
COUSINS SURVEYORS & ASSOCIATES, INC.
3921 SW 47TH AVENUE, SUITE 1011
DAVIE, FL 33314
CERTIFICATE OF AUTHORIZATION: LB # 6448
PH: (954) 689-7766
FAX: (954) 689-7799

SURVEY PROJECT NUMBER: 8194-16

CERTIFIED TO: THE OWNER

ZONING DISTRICTS:

PARCEL A: B-1 BUSINESS DISTRICT
PARCEL B: B-1 BUSINESS DISTRICT

FLOOD ZONE INFORMATION (PER SURVEY):

COMMUNITY NUMBER: 120637
PANEL NUMBER: 0144 L
ZONE: AE
BASE FLOOD ELEVATION: 8
EFFECTIVE DATE: 09/11/2009



PROJECT LOCATION MAP
N.T.S.

BUILDING SETBACKS:

B-1 BUSINESS DISTRICT:

KANE CONCOURSE (96TH STREET): 0'-0"
NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL ENCR OACH INTO THE PUBLIC RIGHT-OF-WAY FOR THE KANE CONCOURSE (65 FEET FROM CENTERLINE OF THE ROADWAY).

EAST BAY HARBOR DRIVE, WEST BAY HARBOR DRIVE, BAY HARBOR TERRACE, 95TH STREET AND 97TH STREET: 5'-0"
NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL BE ER ECTED OR ALTERED TO BE LESS THAN AN AVERAGE OF FIVE FEET FROM THE AFOREMENTIONED PUBLIC RIGHTS-OF-WAY, WITHIN THE REQUIRED SETBACK AREAS. LANDSCAPING INCLUDING FOUNDATION PLANTINGS, PLAZAS, SCULPTURES AND THE LIKE SHALL BE INSTALLED. AT LEAST 75 PERCENT OF THE AREA SHALL BE PROVIDED WITH LANDSCAPE MATERIALS. THE REMAINING AREA MAY INCLUDE HARDSCAPE SUCH AS WALKWAYS, PAVERS AND THE LIKE. FOR EACH ADDITIONAL THREE FEET OF BUILDING HEIGHT ABOVE 30 FEET, THERE SHALL BE ONE ADDITIONAL FOOT OF BUILDING SETBACK FOR THAT PORTION OF THE STRUCTURE OVER 30 FEET IN HEIGHT. NOTWITHSTANDING THE ABOVE PROVISION, FOR DEVELOPMENTS LOCATED ON SINGLE LOTS, THE MAXIMUM SETBACK SHALL BE 15 FEET. THE TOWN COUNCIL RESERVES THE RIGHT TO MODIFY THE ADDITIONAL BUILDING SETBACK PROVISIONS LISTED ABOVE DUE TO INCREASED BUILDING HEIGHT FOR PARKING GARAGE STRUCTURES ON TOWN-OWNED LANDS.

ALLEYS: 0'-0"

ALLEYS DEPICTED ON THE RECORDED PLAT FOR BAY HARBOR ISLANDS BETWEEN BLOCKS 11, 12, 20 AND 21: NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12 SHALL ENCR OACH INTO THE PUBLIC RIGHT-OF-WAY. NOTWITHSTANDING AND ABOVE, SETBACKS SHALL BE PROVIDED TO PROVIDE FOR REQUIRED LOADING AREAS AND SERVICE DELIVERIES SO THAT THE ALLEY IS NOT BLOCKED FROM VEHICULAR TRAFFIC MOVEMENTS.

INTERIOR SIDE: 0'-0"

NO SETBACK IS REQUIRED ALONG INTERIOR SIDE PROPERTY LINES.

FLEX SETBACKS:

A PROJECT DESIGNER HAS THE OPTION TO OFFER CREATIVE DESIGN SOLUTIONS TO THE BUILDING CONFIGURATIONS AND THE TOWN COUNCIL MAY ALLOW PORTIONS OF THE BUILDING STRUCTURE TO ENCR OACH INTO THE SETBACK REQUIREMENTS ABOVE. THE TOTAL AMOUNT OF ENCR OACHMENT SHALL NOT EXCEED ONE-THIRD OF THE ALLOWABLE WIDTH OR LENGTH OF THE BUILDING. THIS PROVISION SHALL SERVE TO CREATE AN ARCHITECTURAL OPPORTUNITY FOR CREATIVE DESIGN APPROACHES WHILE PROMOTING THE BENEFICIAL PURPOSES OF BUILDING SETBACKS IN THE DISTRICT. IN NO CASE SHALL ANY PORTION OF A BUILDING ENCR OACH INTO THE BASE BUILDING SETBACKS SET FORTH ABOVE FOR PORTIONS OF THE BUILDING BELOW 25 FEET IN HEIGHT.

BUILDING SETBACK TABLE				
STREET / FRONTAGE	REQUIRED SETBACK	PROVIDED SETBACK	PROPOSED BLDG. HGT.	REMARKS
PARCELS A AND B				
KANE CONCOURSE (96TH STREET)	0'-0"	2'-0 1/4"	75'-0"	
WEST BAY HARBOR DRIVE	VARIABLE BASED ON HEIGHT	20'-3 1/2" RESIDENTIAL 15'-1 1/2" OFFICE*	75'-0"	MAXIMUM SETBACK OF 20'-0" REQUIRED BASED ON BUILDING HEIGHT ABOVE 30'-0". SEE SECTION
97TH STREET	VARIABLE BASED ON HEIGHT	20'-4"	75'-0"	MAXIMUM SETBACK OF 20'-0" REQUIRED BASED ON BUILDING HEIGHT ABOVE 30'-0". SEE SECTION
SIDE- INTERIOR	0'-0"	0'-4"	75'-0"	
*PROPOSED ENCR OACHMENT OF 4'-10 1/2" ON UPPER FLOOR OF OFFICE ONLY. PROPOSING TO USE FLEX SETBACK PROVISION OF THE CODE, SECTION 23-11(C)(6)- SEE BUILDING SECTIONS AND ELEVATIONS.				

PROJECT SITE AREAS:

PARCELS A AND B LESS 20'-0" ALLEY R.O.W. = 79,399 SF (1.82 ACRES)

20'-0" ALLEY R.O.W. = 6,000 SF (0.13 ACRES)

TOTAL LOT AREA (INCLUDING ALLEY) = 85,399 (1.95 ACRES)

PROJECT DENSITY:

MAXIMUM ALLOWABLE BASE DENSITY: 34 DU / ACRE

PROJECT BASE DENSITY: 1.95 ACRES X 34 DU/ACRE = 66 DU ALLOWABLE

MAXIMUM ALLOWABLE OVERALL DENSITY: 80 DU / ACRE

PROJECT OVERALL DENSITY: 1.95 ACRES X 80 DU/ACRE = 156 DU ALLOWABLE

PROPOSED PROJECT DENSITY:

104 OVERALL DWELLING UNITS (66 ALLOWABLE BASE DENSITY + 38 ALLOWABLE TDR UNITS)

OFF-STREET PARKING REQUIREMENTS:

MULTI-FAMILY DWELLINGS-

A MINIMUM OF TWO PARKING SPACES SHALL BE REQUIRED ON THE BUILDING PLOT FOR EACH DWELLING UNIT WITHIN A MULTIPLE-FAMILY DEVELOPMENT. EXCEPT AS PROVIDED FOR OTHERWISE IN ARTICLE II OF THE BAY HARBOR ISLANDS, FL CODE OF ORDINANCES. IN ADDITION, GUEST PARKING SHALL BE PROVIDED FOR MULTIPLE-FAMILY DELOPMENTS. AT LEAST ONE GUEST PARKING SPACE SHALL BE REQUIRED FOR EACH WHOLE PLATTED LOT.

RESTAURANTS, PUBLIC DINING ROOMS, BARS, PROVATE CLUBS, COCTAIL LOUNGES-

ONE PARKING SPACE FOR EACH 100 SQUARE FEET OF CUSTOMER SERVICE AREA. THE ABOVE SHALL NOT BE INTENDED TO INCLUDE FOOD AND DRINK PREPERATION AREAS, BATHROOMS, WAITING AREAS OR STORAGE AREAS.

RETAIL, COMMERCIAL, PERSONAL SERVICE, MISCELLANEDUS USES AND BUSINESS USES-

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

OFFICE AND PROFESSIONAL USES-

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

PARKING TABLE					SHARED PARKING REQUIRED*			
USE CLASSIFICATION	NUMBER OF DU / PLATTED LOT	SQUARE FOOTAGE	REQ'D PARKING FACTOR	REQUIRED PARKING	SHARED PARKING REQ'D*	W/ 7% PARKING ADJUSTMENT****	PROVIDED PARKING*	REMARKS
RESIDENTIAL								
MULTIPLE-FAMILY RESIDENTIAL	104 DU	N/A	2 PER DU	208 SPACES	146 SPACES	136 SPACES	136 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
MULTIPLE-FAMILY VISITOR	10 PLATTED LOTS	N/A	1 PER PLATTED LOT	10 SPACES****	2 SPACES	2 SPACES	2 SPACES	(2) OF DELIVERY / GUEST SPACES PROVIDED AT FRONT YARD****
OFFICE	N/A	86,408 SF	1 PER 300 SF	289 SPACES	283 SPACES	263 SPACES	263 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
RESTAURANT	N/A	7,100 SF**	1 PER 100 SF	72 SPACES	47 SPACES	44 SPACES	44 SPACES****	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
FUTURE SIDEWALK CAFE PARKING	N/A	2,523 SF	1 PER 100 SF	26 SPACES	16 SPACES	15 SPACES	15 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
RETAIL	N/A	7,804 SF	1 PER 300 SF	26 SPACES	25 SPACES	23 SPACES	23 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
SUB-TOTAL				631 SPACES	519 SPACES*	483 SPACES*	483 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
EXISTING STREET PARKING							10 SPACES	STREET PARKING SPACES USED TOWARD PROVIDED SPACES.
TOTALS						483 SPACES*	483 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION. ** CONSIDERS 30% REDUCTION IN SPACE SQUARE FOOTAGE FOR COMMERCIAL KITCHEN LEAVING 70% OF SPACE AS DINING SPACE. SUBJECT TO CHANGE DEPENDING ON TENANT'S ACTUAL NEEDS. *** TOTAL OF (16) PARKING SPACES ARE ON PARKING LIFTS + 32 TOTAL PROVIDED SPACES. PARKING LIFT SPACES SHALL BE OPERATED BY VALET OPERATOR ONLY. (6) PARKING LIFTS PROVIDED ON GROUND FLOOR / (10) PARKING LIFTS ON GARAGE ROOF LEVEL. **** (2) DELIVERY/GUEST SPACES PROVIDED IN FRONT YARD- THE REMAINING (8) GUEST SPACES ARE PROVIDED IN THE PARKING GARAGE STRUCTURE AND ARE PART OF TOTAL PARKING COUNT PROVIDED. *****ADDITIONAL 7% REDUCTION DUE OT RIDE SHARING AND PARKING MANAGEMENT PLAN RECOMMENDED BY DAVID PLUMMER & ASSOCIATES. SEE SHARED PARKING ANALYSIS REPORT.								

ACCESSIBLE PARKING REQUIREMENTS

TOTAL ACCESSIBLE SPACES REQUIRED

631 SPACES REQUIRED MINUS UP TO 26 SIDEWALK CAFE PARKING SPACES = 605 SPACES X 0.2 = 12.10 = 13 ACCESSIBLE SPACES REQUIRED
13 ACCESSIBLE SPACES HAVE BEEN PROVIDED IN THE PARKING GARAGE TO ACCOMODATE THE ACCESSIBLE PARKING REQUIREMENTS PURSUANT FBC 2017- ACCESSIBILITY, SECTION 208 "PARKING SPACES". THESE 13 SPACES ARE INCLUDED AS PART OF THE TOTAL PARKING PROVIDED.

TOTAL VAN PARKING SPACES REQUIRED

13 ACCESSIBLE SPACES / 6 = 2.167 = 3 ACCESSIBLE VAN SPACES REQUIRED
5 ACCESSIBLE VAN SPACES HAVE BEEN PROVIDED ON THE GROUND FLOOR PARKING LEVEL AS PART OF THE TOTAL REQUIRED ACCESSIBLE PARKING, PURSUANT FBC 2017- ACCESSIBILITY, SECTION 208.2.4 "VAN PARKING SPACES".

DWELLING UNIT SIZES:

ZONING CODE MINIMUM UNIT SIZES
(NET AREA)

STUDIO (S) = 650 SF
1 BEDROOM (1BR) = 800 SF
2 BEDROOM (2BR) = 950 SF
3 BEDROOM (3BR) = 1100 SF

Unit Matrix- Gross Area							
Level	thru Level	Unit Type	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02							
LEVEL R02	N/A		Unit 201	2BR / 2BA	1	1236 SF	1236 SF
LEVEL R02	N/A		Unit 202	1BR / 1BA	1	901 SF	901 SF
LEVEL R02	N/A		Unit 203	2BR / 2BA + D	1	1329 SF	1329 SF
LEVEL R02	N/A		Unit 204	2BR / 2BA + D	1	1179 SF	1179 SF
LEVEL R02	N/A		Unit 205	2BR / 2BA + D	1	1179 SF	1179 SF
LEVEL R02	N/A		Unit 206	3BR / 2BA	1	1385 SF	1385 SF
LEVEL R02	N/A		Unit 207	3BR / 2BA + D	1	1282 SF	1282 SF
LEVEL R02	N/A		Unit 208	1BR / 1BA + D	1	864 SF	864 SF
LEVEL R02	N/A		Unit 209	1BR / 1BA + D	1	864 SF	864 SF
LEVEL R02	N/A		Unit 210	1BR / 1BA + D	1	864 SF	864 SF
LEVEL R02	N/A		Unit 211	1BR / 1BA + D	1	900 SF	900 SF
LEVEL R02	N/A		Unit 212	2BR / 2BA + D	1	1010 SF	1010 SF
LEVEL R02	N/A		Unit 213	1BR / 1BA + D	1	1040 SF	1040 SF
LEVEL R02	N/A		Unit 214	S	1	760 SF	760 SF
					14		14791 SF
LEVEL R03							
LEVEL R03	thru R08		Unit 01	2BR / 2BA	6	1236 SF	7414 SF
LEVEL R03	thru R08		Unit 02	1BR / 1BA	6	901 SF	5403 SF
LEVEL R03	thru R08		Unit 03	2BR / 2BA + D	6	1329 SF	7972 SF
LEVEL R03	thru R08		Unit 04	2BR / 2BA + D	6	1179 SF	7072 SF
LEVEL R03	thru R08		Unit 05	2BR / 2BA + D	6	1179 SF	7072 SF
LEVEL R03	thru R08		Unit 06	3BR / 2BA	6	1385 SF	8309 SF
LEVEL R03	thru R08		Unit 07	3BR / 2BA + D	6	1282 SF	7693 SF
LEVEL R03	thru R08		Unit 08	1BR / 1BA + D	6	864 SF	5184 SF
LEVEL R03	thru R08		Unit 09	1BR / 1BA + D	6	864 SF	5184 SF
LEVEL R03	thru R08		Unit 10	1BR / 1BA + D	6	864 SF	5184 SF
LEVEL R03	thru R08		Unit 11	1BR / 1BA + D	6	900 SF	5400 SF
LEVEL R03	thru R08		Unit 12	2BR / 2BA + D	6	1010 SF	6057 SF
LEVEL R03	thru R08		Unit 13	2BR / 2BA + D	6	1040 SF	6240 SF
LEVEL R03	thru R08		Unit 14	2BR / 2BA + D	6	1040 SF	6240 SF
LEVEL R03	thru R08		Unit 15	2BR / 2BA + D	6	1065 SF	6392 SF
					90	96817 SF	
					104	111608 SF	
						AVERAGE UNIT SIZE = 1,073 GROSS SF/UNIT (111,608 SF / 104 UNITS)	

Unit Matrix- Net Area							
Level	thru Level	Unit Type	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02							
LEVEL R02	N/A		Unit 201	2BR / 2BA	1	1132 SF	1132 SF
LEVEL R02	N/A		Unit 202	1BR / 1BA	1	926 SF	926 SF
LEVEL R02	N/A		Unit 203	2BR / 2BA + D	1	1284 SF	1284 SF
LEVEL R02	N/A		Unit 204	2BR / 2BA + D	1	1131 SF	1131 SF
LEVEL R02	N/A		Unit 205	2BR / 2BA + D	1	1136 SF	1136 SF
LEVEL R02	N/A		Unit 206	3BR / 2BA	1	1338 SF	1338 SF
LEVEL R02	N/A		Unit 207	3BR / 2BA + D	1	1236 SF	1236 SF
LEVEL R02	N/A		Unit 208	1BR / 1BA + D	1	827 SF	827 SF
LEVEL R02	N/A		Unit 209	1BR / 1BA + D	1	827 SF	827 SF
LEVEL R02	N/A		Unit 210	1BR / 1BA + D	1	827 SF	827 SF
LEVEL R02	N/A		Unit 211	1BR / 1BA + D	1	861 SF	861 SF
LEVEL R02	N/A		Unit 212	2BR / 2BA + D	1	968 SF	968 SF
LEVEL R02	N/A		Unit 213	1BR / 1BA + D	1	1000 SF	1000 SF
LEVEL R02	N/A		Unit 214	S	1	715 SF	715 SF
					14		14209 SF
LEVEL R03							
LEVEL R03	thru R08		Unit 01	2BR / 2BA	6	1132 SF	6790 SF
LEVEL R03	thru R08		Unit 02	1BR / 1BA	6	926 SF	5554 SF
LEVEL R03	thru R08		Unit 03	2BR / 2BA + D	6	1284 SF	7707 SF
LEVEL R03	thru R08		Unit 04	2BR / 2BA + D	6	1131 SF	6784 SF
LEVEL R03	thru R08		Unit 05	2BR / 2BA + D	6	1136 SF	6819 SF
LEVEL R03	thru R08		Unit 06	3BR / 2BA	6	1338 SF	8026 SF
LEVEL R03	thru R08		Unit 07	3BR / 2BA + D	6	1236 SF	7414 SF
LEVEL R03	thru R08		Unit 08	1BR / 1BA + D	6	827 SF	4964 SF
LEVEL R03	thru R08		Unit 09	1BR / 1BA + D	6	827 SF	4964 SF
LEVEL R03	thru R08		Unit 10	1BR / 1BA + D	6	827 SF	4964 SF
LEVEL R03	thru R08		Unit 11	1BR / 1BA + D	6	861 SF	5168 SF
LEVEL R03	thru R08		Unit 12	2BR / 2BA + D	6	968 SF	5805 SF
LEVEL R03	thru R08		Unit 13	2BR / 2BA + D	6	1000 SF	6001 SF
LEVEL R03	thru R08		Unit 14	2BR / 2BA + D	6	1000 SF	6001 SF
LEVEL R03	thru R08		Unit 15	2BR / 2BA + D	6	993 SF	5957 SF
					90	92918 SF	
					104	107127 SF	
						AVERAGE UNIT SIZE = 1,030 NET SF/UNIT (107,127 SF / 104 UNITS)	

UNIT MIX BY UNIT TYPE

S = 1 UNIT (0.9%)
1BR / 1BA= 7 UNITS (6.7%)
1BR / 1BA + D= 29 UNITS (27.9%)
2BR / 2 BA= 7 UNITS (6.7%)
2BR / 2BA + D= 46 UNITS (44.2%)
3BR / 2BA= 7 UNITS (6.7%)
3BR / 2BA + D= 7 UNITS (6.7%)

UNIT MIX BY # OF BEDROOMS

S = 1 UNIT (0.9%)
1BR= 36 UNITS (34.6%)
2BR= 53 UNITS (51.0%)
3BR= 14 UNITS (13.5%)

DEN NOTE:
PER FLORIDA STATUTE SECTION 381.0065 A BEDROOM IS DEFINED AS A ROOM THAT CAN BE USED FOR SLEEPING AND THAT:
a.) HAS A MINIMUM OF 70 SF OF CONDITIONED SPACE

c.) IS LOCATED ON AN EXTERIOR WALL

d.) HAS A CLOSET AND A DOOR OR ENTRANCE WHERE A DOOR COULD BE REASONABLY INSTALLED

e.) HAS AN EMERGENCY MEANS OF ESCAPE AND RESCUE OPENING TO THE OUTSIDE IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.

ADDITIONALLY, "BEDROOM" DOES NOT INCLUDE HALLWAY, BATHROOM, KITCHEN, LIVING ROOM, FAMILY ROOM, DINING ROOM, DEN, BREAKFAST NOOK, PANTRY, LAUNDRY ROOM, SUNROOM, RECREATION ROOM, MEDIA/VIDEO ROOM, OR EXERCISE ROOM.

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

ZONING DATA

PROJECT ADDRESS:

1177 KANE CONCOURSE, BAY HARBOR ISLANDS, FL 33154

PROPERTY FOLIO NUMBERS:

LOT 5, BLOCK 21: 13-2227-001-3640 (PARCEL B)
LOT 6, BLOCK 21: 13-2227-001-3650 (PARCEL B)
LOTS 7 THRU 11, BLOCK 21: 13-2227-001-3660 (PARCEL A)
LOT 12, BLOCK 21: 13-2227-001-3670 (PARCEL B)
LOT 13, BLOCK 21: 13-2227-001-3680 (PARCEL B)
LOT 14, BLOCK 21: 13-2227-001-3690 (PARCEL B)

LEGAL DESCRIPTION (PER SURVEY):

PARCEL A:
LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 9, 10 AND 11 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

PARCEL B:
LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

SURVEY INFORMATION:

PREPARED BY:
COUSINS SURVEYORS & ASSOCIATES, INC.
3921 SW 47TH AVENUE, SUITE 1011
DAVIE, FL 33314
CERTIFICATE OF AUTHORIZATION: LB # 6448
PH: (954) 689-7766
FAX: (954) 689-7799

SURVEY PROJECT NUMBER: 8194-16

CERTIFIED TO: THE OWNER

ZONING DISTRICTS:

PARCEL A: B-1 BUSINESS DISTRICT
PARCEL B: B-1 BUSINESS DISTRICT

FLOOD ZONE INFORMATION (PER SURVEY):

COMMUNITY NUMBER: 120637
PANEL NUMBER: 0144 L
ZONE: AE
BASE FLOOD ELEVATION: 8
EFFECTIVE DATE: 09/11/2009



PROJECT LOCATION MAP
N.T.S.

BUILDING SETBACKS:

B-1 BUSINESS DISTRICT:

KANE CONCOURSE (96TH STREET): 0'-0"
NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL ENCR OACH INTO THE PUBLIC RIGHT-OF-WAY FOR THE KANE CONCOURSE (65 FEET FROM CENTERLINE OF THE ROADWAY).

EAST BAY HARBOR DRIVE, WEST BAY HARBOR DRIVE, BAY HARBOR TERRACE, 95TH STREET AND 97TH STREET: 5'-0"
NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL BE ER ECTED OR ALTERED TO BE LESS THAN AN AVERAGE OF FIVE FEET FROM THE AFOREMENTIONED PUBLIC RIGHTS-OF-WAY, WITHIN THE REQUIRED SETBACK AREAS. LANDSCAPING INCLUDING FOUNDATION PLANTINGS, PLAZAS, SCULPTURES AND THE LIKE SHALL BE INSTALLED. AT LEAST 75 PERCENT OF THE AREA SHALL BE PROVIDED WITH LANDSCAPE MATERIALS. THE REMAINING AREA MAY INCLUDE HARDSCAPE SUCH AS WALKWAYS, PAVERS AND THE LIKE. FOR EACH ADDITIONAL THREE FEET OF BUILDING HEIGHT ABOVE 30 FEET, THERE SHALL BE ONE ADDITIONAL FOOT OF BUILDING SETBACK FOR THAT PORTION OF THE STRUCTURE OVER 30 FEET IN HEIGHT. NOTWITHSTANDING THE ABOVE PROVISION, FOR DEVELOPMENTS LOCATED ON SINGLE LOTS, THE MAXIMUM SETBACK SHALL BE 15 FEET. THE TOWN COUNCIL RESERVES THE RIGHT TO MODIFY THE ADDITIONAL BUILDING SETBACK PROVISIONS LISTED ABOVE DUE TO INCREASED BUILDING HEIGHT FOR PARKING GARAGE STRUCTURES ON TOWN-OWNED LANDS.

ALLEYS: 0'-0"

ALLEYS DEPICTED ON THE RECORDED PLAT FOR BAY HARBOR ISLANDS BETWEEN BLOCKS 11, 12, 20 AND 21: NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12 SHALL ENCR OACH INTO THE PUBLIC RIGHT-OF-WAY. NOTWITHSTANDING AND ABOVE, SETBACKS SHALL BE PROVIDED TO PROVIDE FOR REQUIRED LOADING AREAS AND SERVICE DELIVERIES SO THAT THE ALLEY IS NOT BLOCKED FROM VEHICULAR TRAFFIC MOVEMENTS.

INTERIOR SIDE: 0'-0"

NO SETBACK IS REQUIRED ALONG INTERIOR SIDE PROPERTY LINES.

FLEX SETBACKS:

A PROJECT DESIGNER HAS THE OPTION TO OFFER CREATIVE DESIGN SOLUTIONS TO THE BUILDING CONFIGURATIONS AND THE TOWN COUNCIL MAY ALLOW PORTIONS OF THE BUILDING STRUCTURE TO ENCR OACH INTO THE SETBACK REQUIREMENTS ABOVE. THE TOTAL AMOUNT OF ENCR OACHMENT SHALL NOT EXCEED ONE-THIRD OF THE ALLOWABLE WIDTH OR LENGTH OF THE BUILDING. THIS PROVISION SHALL SERVE TO CREATE AN ARCHITECTURAL OPPORTUNITY FOR CREATIVE DESIGN APPROACHES WHILE PROMOTING THE BENEFICIAL PURPOSES OF BUILDING SETBACKS IN THE DISTRICT. IN NO CASE SHALL ANY PORTION OF A BUILDING ENCR OACH INTO THE BASE BUILDING SETBACKS SET FORTH ABOVE FOR PORTIONS OF THE BUILDING BELOW 25 FEET IN HEIGHT.

BUILDING SETBACK TABLE

STREET / FRONTAGE	REQUIRED SETBACK	PROVIDED SETBACK	PROPOSED BLDG. HGT.	REMARKS
PARCELS A AND B				
KANE CONCOURSE (96TH STREET)	0'-0"	2'-0 1/4"	75'-0"	
WEST BAY HARBOR DRIVE	VARIABLE BASED ON HEIGHT	20'-3 1/2" RESIDENTIAL 15'-1 1/2" OFFICE*	75'-0"	MAXIMUM SETBACK OF 20'-0" REQUIRED BASED ON BUILDING HEIGHT ABOVE 30'-0". SEE SECTION
97TH STREET	VARIABLE BASED ON HEIGHT	20'-4"	75'-0"	MAXIMUM SETBACK OF 20'-0" REQUIRED BASED ON BUILDING HEIGHT ABOVE 30'-0". SEE SECTION
SIDE- INTERIOR	0'-0"	0'-4"	75'-0"	

*PROPOSED ENCR OACHMENT OF 4'-10 1/2" ON UPPER FLOOR OF OFFICE ONLY. PROPOSING TO USE FLEX SETBACK PROVISION OF THE CODE, SECTION 23-11(C)(6)- SEE BUILDING SECTIONS AND ELEVATIONS.

PROJECT SITE AREAS:

PARCELS A AND B LESS 20'-0" ALLEY R.O.W. = 79,399 SF (1.82 ACRES)

20'-0" ALLEY R.O.W. = 6,000 SF (0.13 ACRES)

TOTAL LOT AREA (INCLUDING ALLEY) = 85,399 (1.95 ACRES)

PROJECT DENSITY:

MAXIMUM ALLOWABLE BASE DENSITY: 34 DU / ACRE

PROJECT BASE DENSITY: 1.95 ACRES X 34 DU/ACRE = 66 DU ALLOWABLE

MAXIMUM ALLOWABLE OVERALL DENSITY: 80 DU / ACRE

PROJECT OVERALL DENSITY: 1.95 ACRES X 80 DU/ACRE = 156 DU ALLOWABLE

PROPOSED PROJECT DENSITY:

104 OVERALL DWELLING UNITS (66 ALLOWABLE BASE DENSITY + 38 ALLOWABLE TDR UNITS)

OFF-STREET PARKING REQUIREMENTS:

MULTI-FAMILY DWELLINGS-

A MINIMUM OF TWO PARKING SPACES SHALL BE REQUIRED ON THE BUILDING PLOT FOR EACH DWELLING UNIT WITHIN A MULTIPLE-FAMILY DEVELOPMENT. EXCEPT AS PROVIDED FOR OTHERWISE IN ARTICLE II OF THE BAY HARBOR ISLANDS, FL CODE OF ORDINANCES. IN ADDITION, GUEST PARKING SHALL BE PROVIDED FOR MULTIPLE-FAMILY DELOPMENTS. AT LEAST ONE GUEST PARKING SPACE SHALL BE REQUIRED FOR EACH WHOLE PLATTED LOT.

RESTAURANTS, PUBLIC DINING ROOMS, BARS, PROVATE CLUBS, COCTAIL LOUNGES-

ONE PARKING SPACE FOR EACH 100 SQUARE FEET OF CUSTOMER SERVICE AREA. THE ABOVE SHALL NOT BE INTENDED TO INCLUDE FOOD AND DRINK PREPERATION AREAS, BATHROOMS, WAITING AREAS OR STORAGE AREAS.

RETAIL, COMMERCIAL, PERSONAL SERVICE, MISCELLANEDUS USES AND BUSINESS USES-

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

OFFICE AND PROFESSIONAL USES-

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

PARKING TABLE					SHARED PARKING REQUIRED*		PROVIDED PARKING*	REMARKS
USE CLASSIFICATION	NUMBER OF DU / PLATTED LOT	SQUARE FOOTAGE	REQ'D PARKING FACTOR	REQUIRED PARKING	SHARED PARKING REQ'D*	W/ % PARKING ADJUSTMENT****		
RESIDENTIAL								
MULTIPLE-FAMILY RESIDENTIAL	90 DU	N/A	2 PER DU	180 SPACES	127 SPACES	119 SPACES	119 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
MULTIPLE-FAMILY VISITOR	10 PLATTED LOTS	N/A	1 PER PLATTED LOT	10 SPACES****	2 SPACES	2 SPACES	2 SPACES	(2) OF DELIVERY / GUEST SPACES PROVIDED AT FRONT YARD****
OFFICE	N/A	98,732 SF	1 PER 300 SF	330 SPACES	323 SPACES	301 SPACES	301 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
RESTAURANT	N/A	7,100 SF**	1 PER 100 SF	72 SPACES	51 SPACES	48 SPACES	48 SPACES****	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
FUTURE SIDEWALK CAFE PARKING	N/A	2,523 SF	1 PER 100 SF	26 SPACES	13 SPACES	13 SPACES	3 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
RETAIL	N/A	7,804 SF	1 PER 300 SF	27 SPACES	26 SPACES	25 SPACES	25 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
SUB-TOTAL				645 SPACES	542 SPACES*	508 SPACES*	498 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
EXISTING STREET PARKING							10 SPACES	STREET PARKING SPACES USED TOWARD PROVIDED SPACES.
TOTALS						508 SPACES*	508 SPACES	*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.
*REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION. ** CONSIDERS 30% REDUCTION IN SPACE SQUARE FOOTAGE FOR COMMERCIAL KITCHEN LEAVING 70% OF SPACE AS DINING SPACE. SUBJECT TO CHANGE DEPENDING ON TENANT'S ACTUAL NEEDS. *** TOTAL OF (8) PARKING SPACES ARE ON PARKING LIFTS ON GROUND FLOOR AND (28) PARKING SPACES ON LIFTS ON THE PARKING DECK ROOF = 68 TOTAL PROVIDED SPACES. PARKING LIFT SPACES SHALL BE OPERATED BY VALET OPERATOR ONLY. ****(2) DELIVERY/GUEST SPACES PROVIDED IN FRONT YARD- THE REMAINING (8) GUEST SPACES ARE PROVIDED IN THE PARKING GARAGE STRUCTURE AND ARE PART OF TOTAL PARKING COUNT PROVIDED. *****ADDITIONAL 7% REDUCTION DUE OT RIDE SHARING AND PARKING MANAGEMENT PLAN RECOMMENDED BY DAVID PLUMMER & ASSOCIATES. SEE SHARED PARKING ANALYSIS REPORT.								

ACCESSIBLE PARKING REQUIREMENTS

TOTAL ACCESSIBLE SPACES REQUIRED

617 SPACES REQUIRED MINUS UP TO 26 SIDEWALK CAFE PARKING SPACES = 591 SPACES X 0.02 = 11.82 = 12 ACCESSIBLE SPACES REQUIRED

13 ACCESSIBLE SPACES HAVE BEEN PROVIDED IN THE PARKING GARAGE TO ACCOMODATE THE ACCESSIBLE PARKING REQUIREMENTS PURSUANT FBC 2017- ACCESSIBILITY, SECTION 208 "PARKING SPACES". THESE 13 SPACES ARE INCLUDED AS PART OF THE TOTAL PARKING PROVIDED.

TOTAL VAN PARKING SPACES REQUIRED

13 ACCESSIBLE SPACES / 6 = 2.167 = 3 ACCESSIBLE VAN SPACES REQUIRED

5 ACCESSIBLE VAN SPACES HAVE BEEN PROVIDED ON THE GROUND FLOOR PARKING LEVEL AS PART OF THE TOTAL REQUIRED ACCESSIBLE PARKING, PURSUANT FBC 2017- ACCESSIBILITY, SECTION 208.2.4 "VAN PARKING SPACES".

DWELLING UNIT SIZES:

ZONING CODE MINIMUM UNIT SIZES
(NET AREA)

STUDIO (S) = 650 SF
1 BEDROOM (1BR) = 800 SF
2 BEDROOM (2BR) = 950 SF
3 BEDROOM (3BR) = 1100 SF

Unit Matrix- Gross Area

Level	thru Level	Unit Type	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02							
LEVEL R02	N/A	A	Unit 201	2BR / 2BA	1	1208 SF	1208 SF
LEVEL R02	N/A	B	Unit 202	1BR / 1.5BA	1	884 SF	884 SF
LEVEL R02	N/A	B	Unit 203	1BR / 1.5BA	1	884 SF	884 SF
LEVEL R02	N/A	C	Unit 204	2BR / 2BA	1	1477 SF	1477 SF
LEVEL R02	N/A	D	Unit 205	2BR / 2BA	1	1145 SF	1145 SF
LEVEL R02	N/A	E	Unit 206	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	E	Unit 207	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	E	Unit 208	1BR / 1.5BA	1	936 SF	936 SF
LEVEL R02	N/A	L	Unit 209	1BR / 1BA	1	908 SF	908 SF
LEVEL R02	N/A	M	Unit 210	2BR / 2BA	1	1088 SF	1088 SF
LEVEL R02	N/A	N	Unit 211	1BR / 1BA	1	840 SF	840 SF
LEVEL R02	N/A	P	Unit 212	1BR / 1BA	1	860 SF	860 SF
LEVEL R03					12		12103 SF
LEVEL R03	thru R08	A	Unit 01	2BR / 2BA	6	1214 SF	7285 SF
LEVEL R03	thru R08	B	Unit 02	1BR / 1.5BA	6	884 SF	5304 SF
LEVEL R03	thru R08	B	Unit 03	1BR / 1.5BA	6	884 SF	5304 SF
LEVEL R03	thru R08	C	Unit 04	2BR / 2BA	6	1472 SF	8831 SF
LEVEL R03	thru R08	D	Unit 05	2BR / 2BA	6	1145 SF	6872 SF
LEVEL R03	thru R08	E	Unit 06	1BR / 1.5BA	6	936 SF	5616 SF
LEVEL R03	thru R08	E	Unit 07	1BR / 1.5BA	6	936 SF	5616 SF
LEVEL R03	thru R08	F	Unit 08	2BR / 2BA	6	1345 SF	8072 SF
LEVEL R03	thru R08	G	Unit 09	2BR / 2BA	6	1185 SF	7112 SF
LEVEL R03	thru R08	H	Unit 10	1BR / 1BA	6	881 SF	5288 SF
LEVEL R03	thru R08	J	Unit 11	S	6	700 SF	4200 SF
LEVEL R03	thru R08	J	Unit 12	S	6	700 SF	4200 SF
LEVEL R03	thru R08	K	Unit 13	2BR / 2BA	6	1174 SF	7043 SF
					78		80743 SF
					90		92845 SF

AVERAGE UNIT SIZE = 1,032 GROSS SF/UNIT
(92,865 SF / 90 UNITS)

Unit Matrix- Net Area

Level	thru Level	Unit Type	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02							
LEVEL R02	N/A	A	Unit 201	2BR / 2BA	1	1140 SF	1140 SF
LEVEL R02	N/A	B	Unit 202	1BR / 1.5BA	1	832 SF	832 SF
LEVEL R02	N/A	B	Unit 203	1BR / 1.5BA	1	832 SF	832 SF
LEVEL R02	N/A	C	Unit 204	2BR / 2BA	1	1403 SF	1403 SF
LEVEL R02	N/A	D	Unit 205	2BR / 2BA	1	1062 SF	1062 SF
LEVEL R02	N/A	E	Unit 206	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	E	Unit 207	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	E	Unit 208	1BR / 1.5BA	1	883 SF	883 SF
LEVEL R02	N/A	L	Unit 209	1BR / 1BA	1	854 SF	854 SF
LEVEL R02	N/A	M	Unit 210	2BR / 2BA	1	1021 SF	1021 SF
LEVEL R02	N/A	N	Unit 211	1BR / 1BA	1	788 SF	788 SF
LEVEL R02	N/A	P	Unit 212	1BR / 1BA	1	789 SF	789 SF
LEVEL R03					12		11371 SF
LEVEL R03	thru R08	A	Unit 01	2BR / 2BA	6	1140 SF	6839 SF
LEVEL R03	thru R08	B	Unit 02	1BR / 1.5BA	6	832 SF	4993 SF
LEVEL R03	thru R08	B	Unit 03	1BR / 1.5BA	6	832 SF	4993 SF
LEVEL R03	thru R08	C	Unit 04	2BR / 2BA	6	1403 SF	8420 SF
LEVEL R03	thru R08	D	Unit 05	2BR / 2BA	6	1062 SF	6370 SF
LEVEL R03	thru R08	E	Unit 06	1BR / 1.5BA	6	883 SF	5298 SF
LEVEL R03	thru R08	E	Unit 07	1BR / 1.5BA	6	883 SF	5298 SF
LEVEL R03	thru R08	F	Unit 08	2BR / 2BA	6	1277 SF	7663 SF
LEVEL R03	thru R08	G	Unit 09	2BR / 2BA	6	1120 SF	6718 SF
LEVEL R03	thru R08	H	Unit 10	1BR / 1BA	6	827 SF	4960 SF
LEVEL R03	thru R08	J	Unit 11	S	6	654 SF	3924 SF
LEVEL R03	thru R08	J	Unit 12	S	6	654 SF	3924 SF
LEVEL R03	thru R08	K	Unit 13	2BR / 2BA	6	1051 SF	6304 SF
					78		75704 SF
					90		87075 SF

AVERAGE UNIT SIZE = 968 NET SF/UNIT
(87,075 SF / 90 UNITS)

UNIT MIX BY # OF BEDROOMS

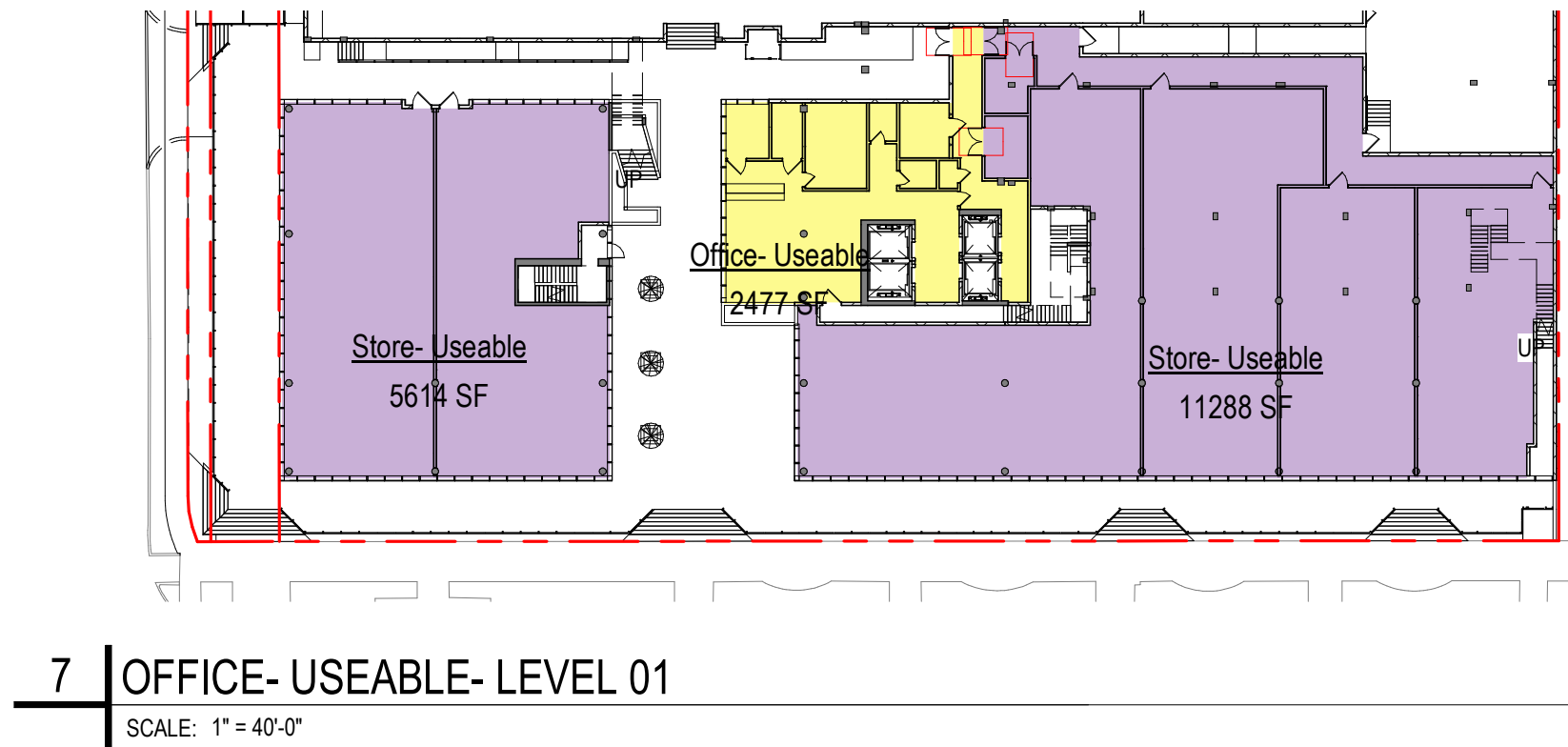
S = 12 UNITS (13.3%)
1BR= 38 UNITS (42.3%)
2BR= 40 UNITS (44.4%)

DEN NOTE:
PER FLORIDA STATUTE SECTION 381.0065 A BEDROOM IS DEFINED AS A ROOM THAT CAN BE USED FOR SLEEPING AND THAT:
a.) HAS A MINIMUM OF 70 SF OF CONDITIONED SPACE

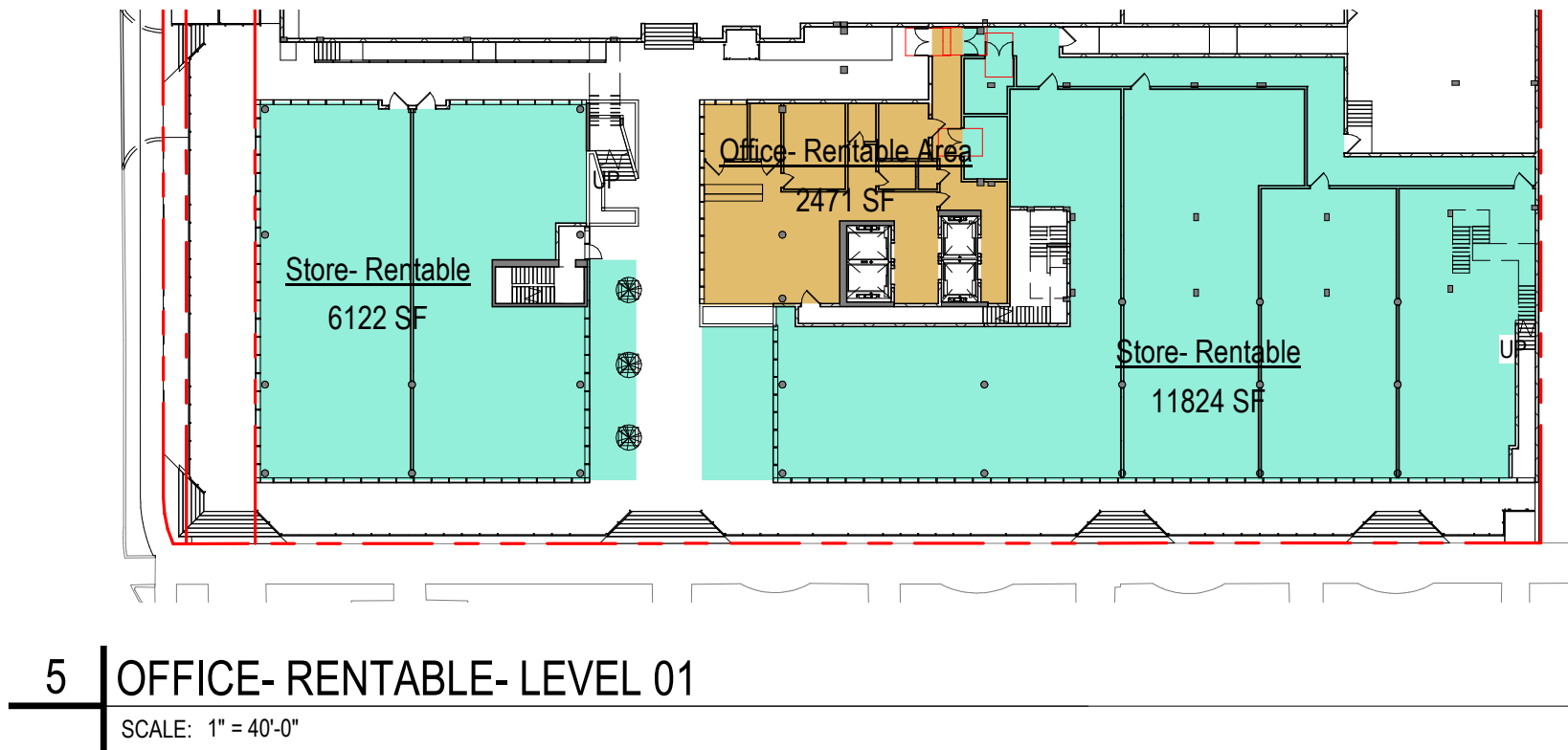
c.) IS LOCATED ON AN EXTERIOR WALL
d.) HAS A CLOSET AND A DOOR OR ENTRANCE WHERE A DOOR COULD BE REASONABLY INSTALLED
e.) HAS AN EMERGENCY MEANS OF ESCAPE AND RESCUE OPENING TO THE OUTSIDE IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.

ADDITIONALLY, "BEDROOM" DOES NOT INCLUDE HALLWAY, BATHROOM, KITCHEN, LIVING ROOM, FAMILY ROOM, DINING ROOM, DEN, BREAKFAST NOOK, PANTRY, LAUNDRY ROOM, SUNROOM, RECREATION ROOM, MEDIA/VIDEO ROOM, OR EXERCISE ROOM.

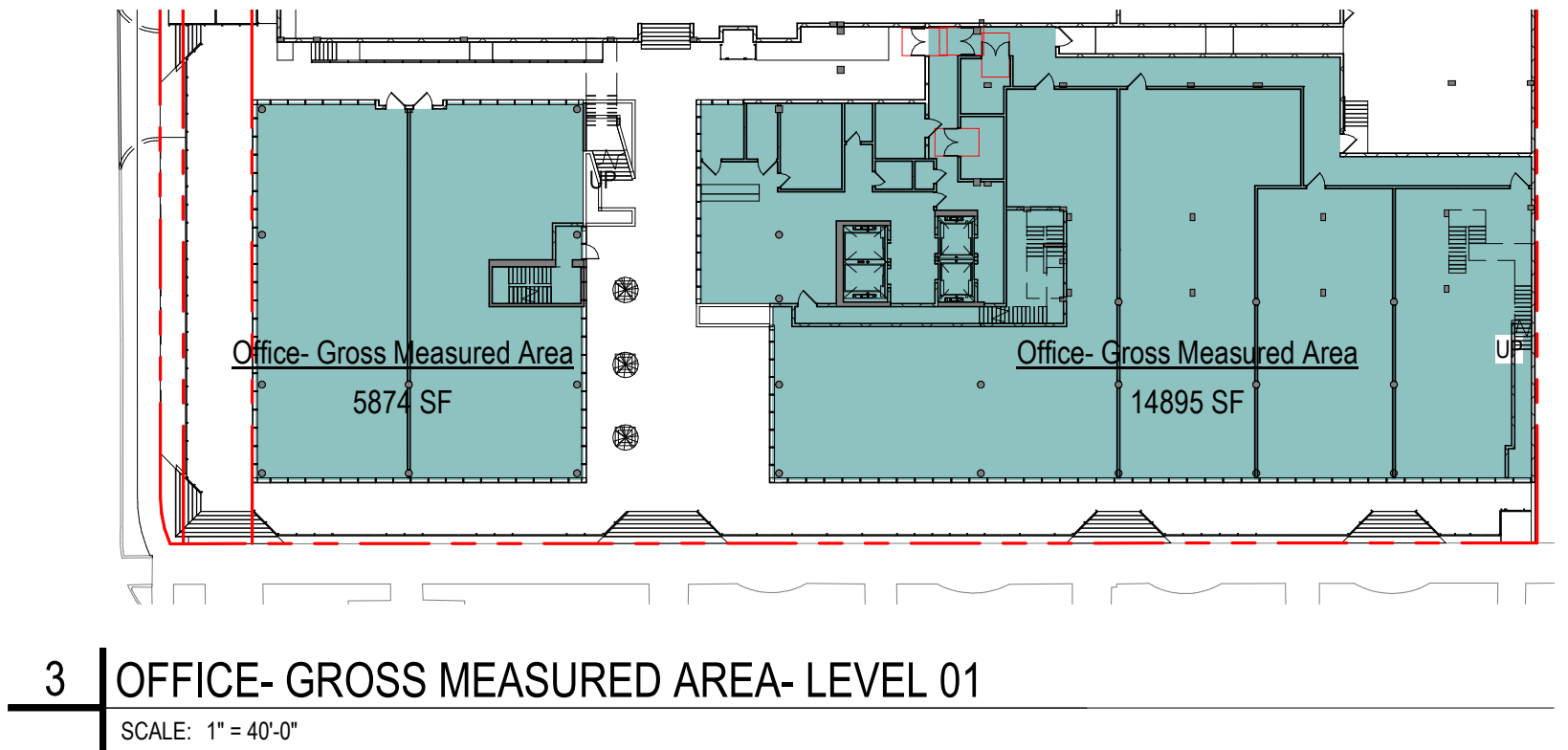
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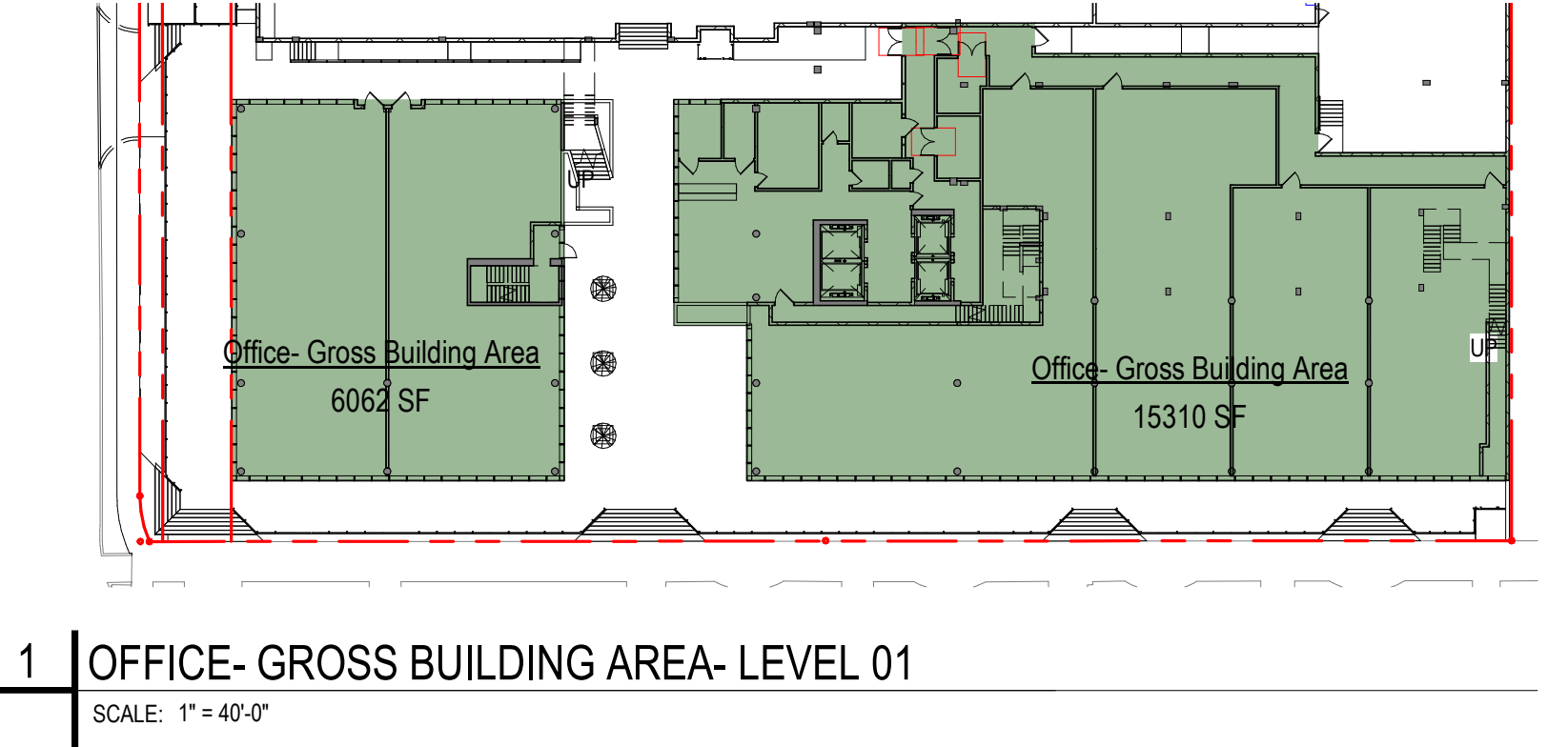
7 OFFICE- USEABLE- LEVEL 01



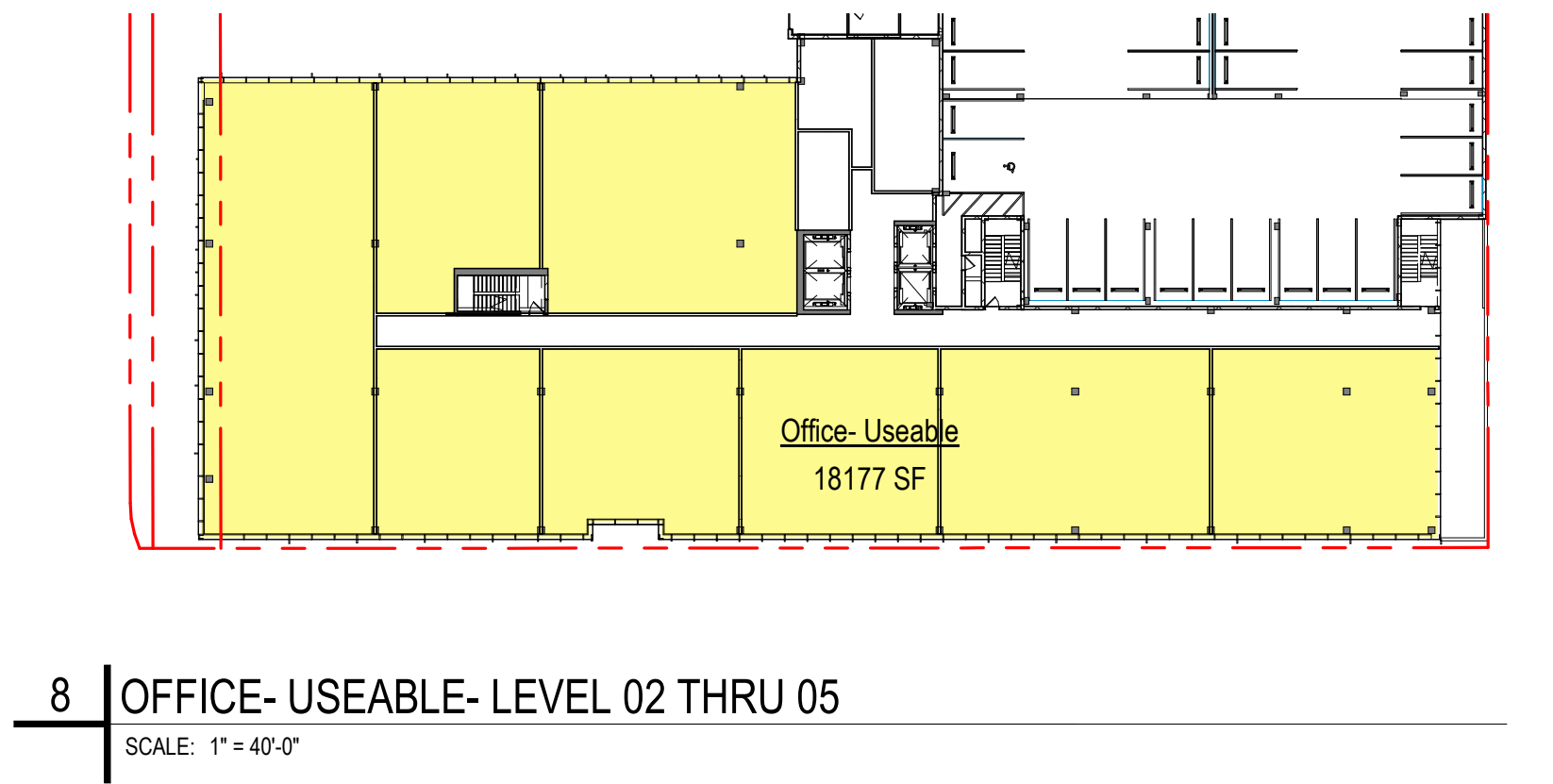
5 OFFICE- RENTABLE- LEVEL 01



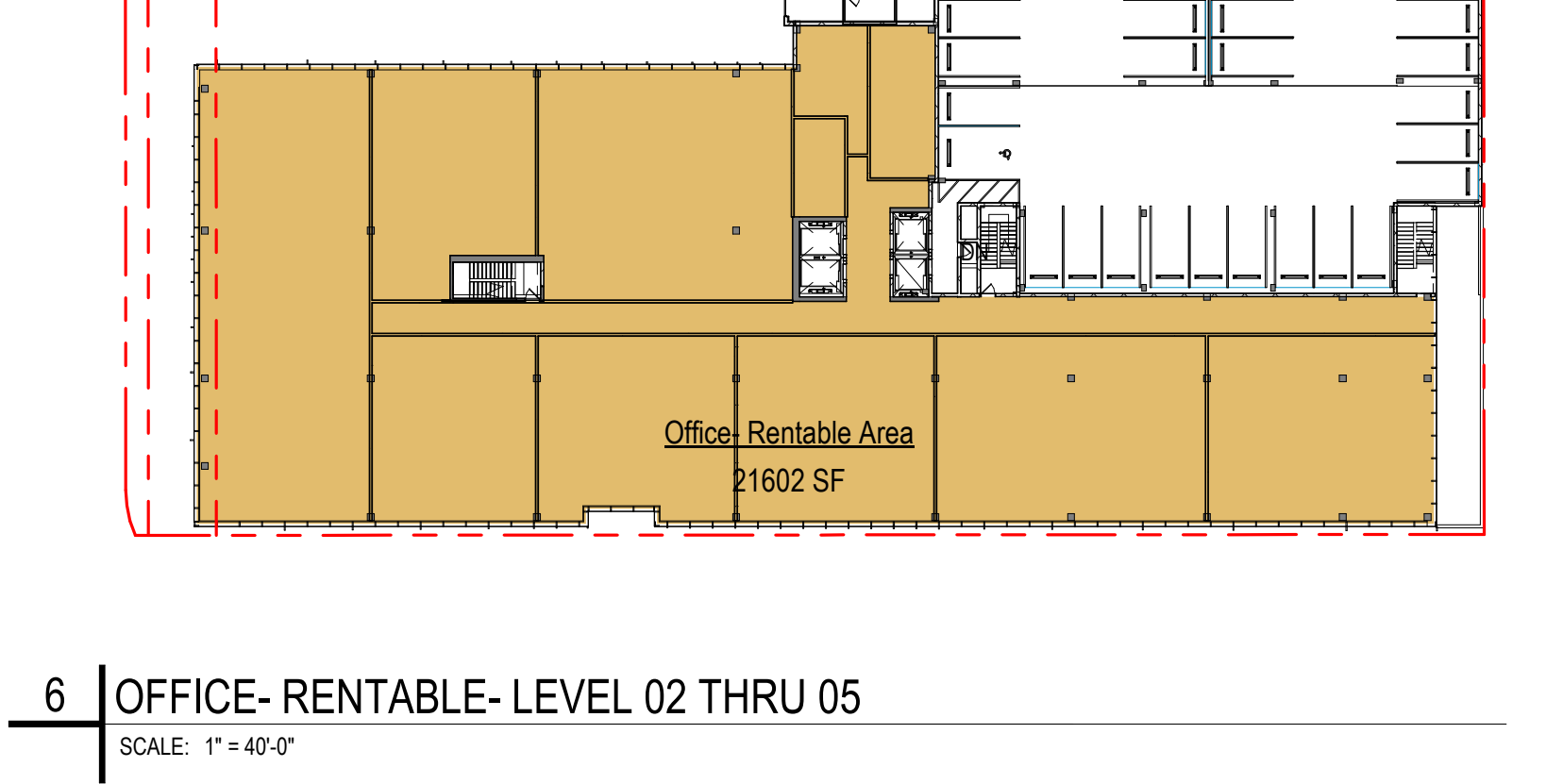
3 OFFICE- GROSS MEASURED AREA- LEVEL 01



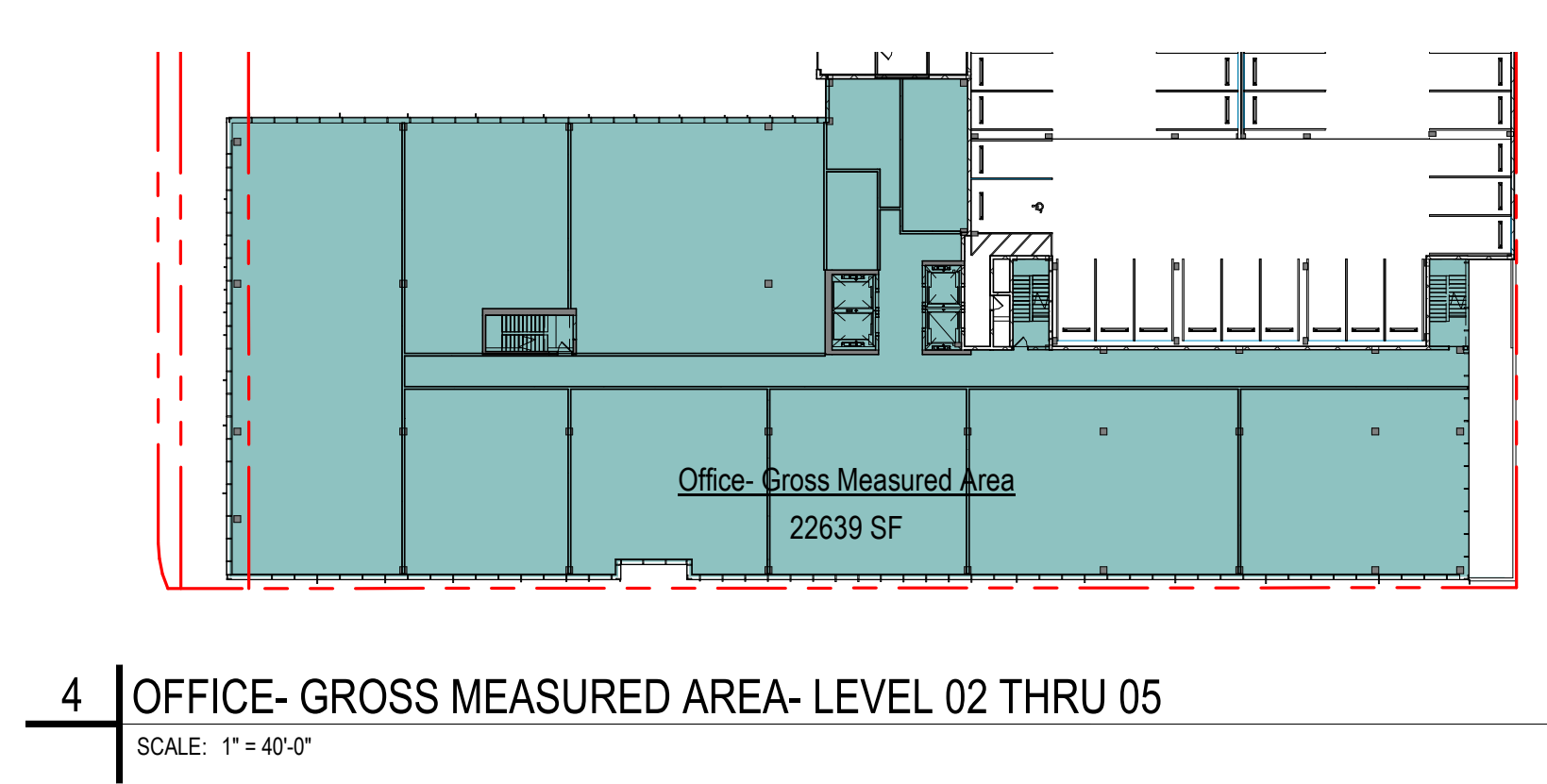
1 OFFICE- GROSS BUILDING AREA- LEVEL 01



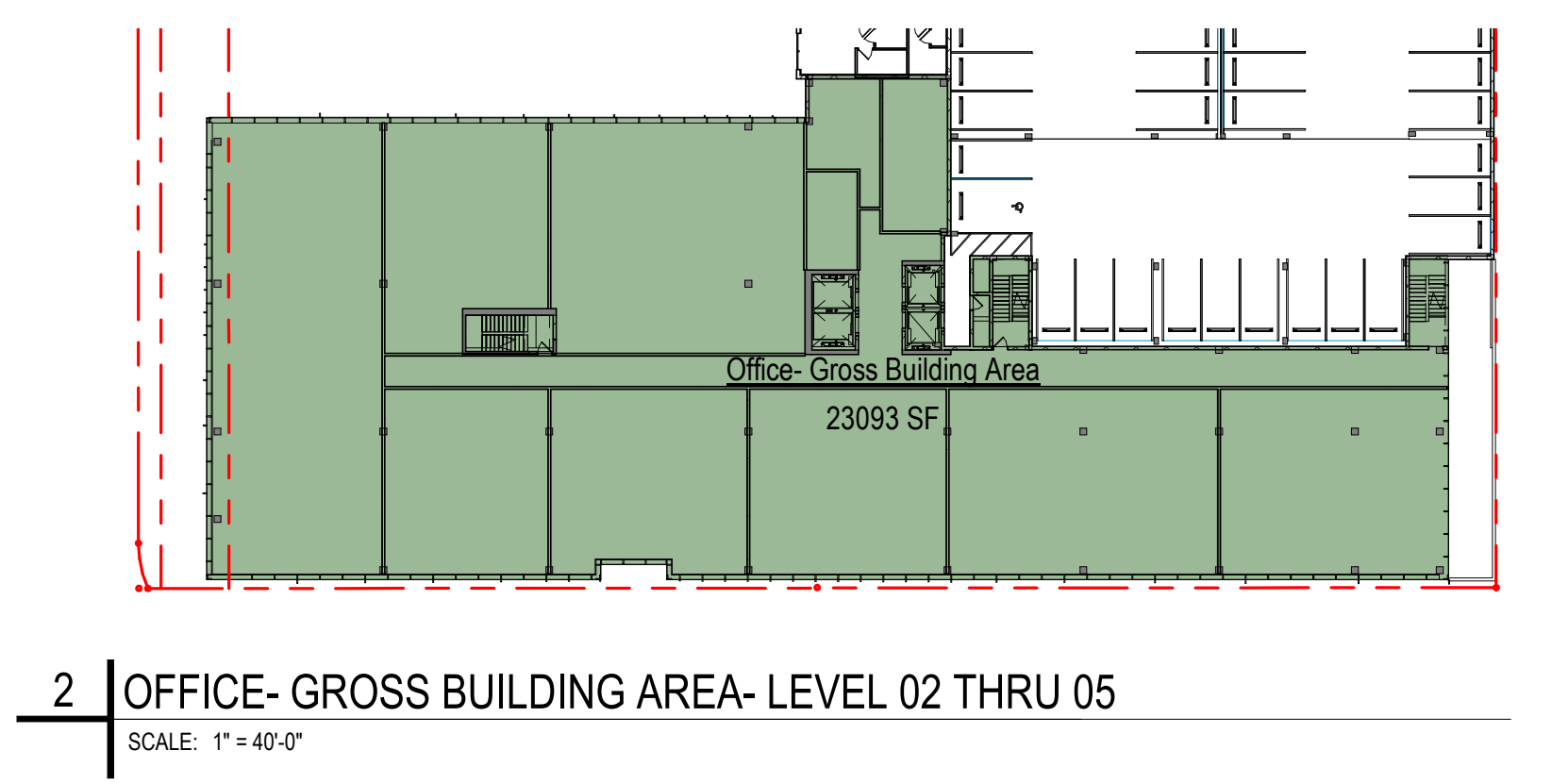
8 OFFICE- USEABLE- LEVEL 02 THRU 05



6 OFFICE- RENTABLE- LEVEL 02 THRU 05



4 OFFICE- GROSS MEASURED AREA- LEVEL 02 THRU 05



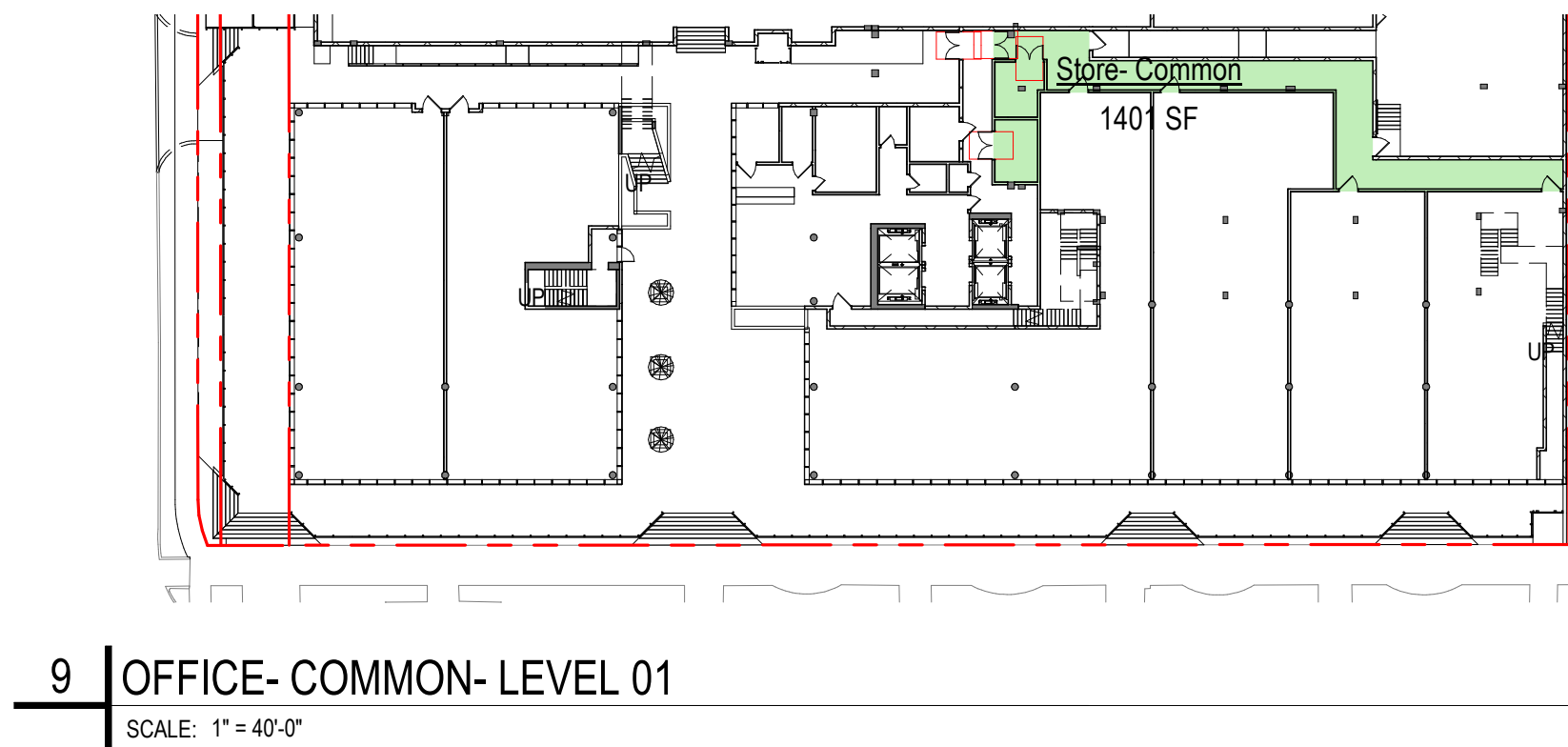
2 OFFICE- GROSS BUILDING AREA- LEVEL 02 THRU 05

Area Schedule (Office- Useable)				
Level	Name	Area	Number of Stories	Useable SF
LEVEL 01				
LEVEL 01	Office- Useable	2477 SF	1	2477 SF
Office- Useable				
LEVEL 01	Store- Useable	5614 SF	1	5614 SF
LEVEL 01	Store- Useable	11288 SF	1	11288 SF
Store- Useable				16902 SF
LEVEL 01				19378 SF
LEVEL 02				
LEVEL 02	Office- Useable	18177 SF	4	72709 SF
Office- Useable				72709 SF
LEVEL 02				72709 SF
Grand total				92087 SF

Area Schedule (Office- Rentable)				
Level	Name	Area	Number of Stories	Rentable SF
LEVEL 01				
LEVEL 01	Office- Rentable Area	2471 SF	1	2471 SF
Office- Rentable Area				
LEVEL 01	Store- Rentable	6122 SF	1	6122 SF
LEVEL 01	Store- Rentable	11824 SF	1	11824 SF
Store- Rentable				17946 SF
LEVEL 01				20417 SF
LEVEL 02				
LEVEL 02	Office- Rentable Area	21602 SF	4	86408 SF
Office- Rentable Area				86408 SF
LEVEL 02				86408 SF
Grand total				106825 SF

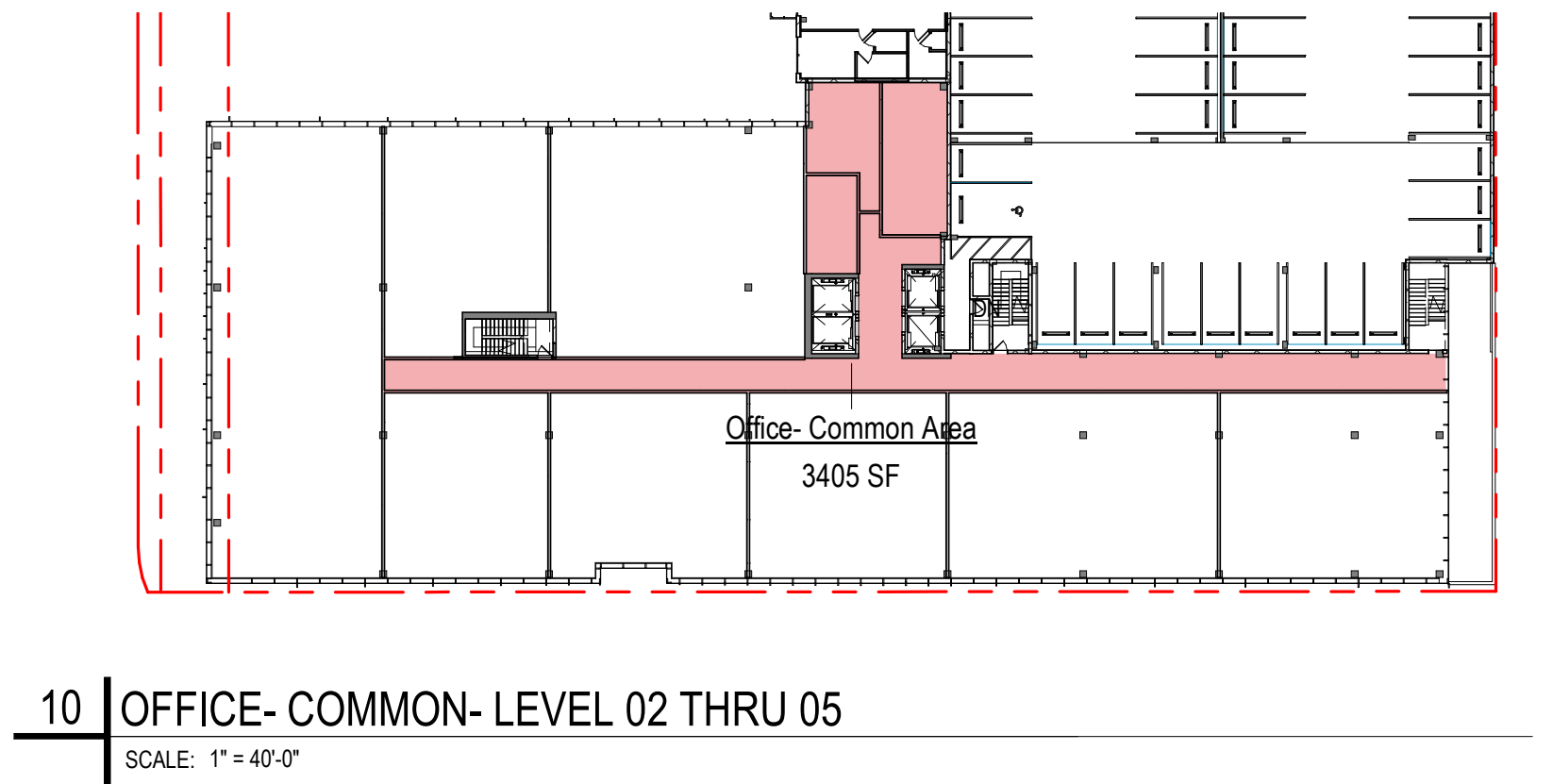
Area Schedule (Office- Gross Measured)				
Level	Name	Area	Number of Stories	Gross Measured SF
LEVEL 01				
LEVEL 01	Office- Gross Measured Area	5874 SF	1	5874 SF
LEVEL 01	Office- Gross Measured Area	14895 SF	1	14895 SF
LEVEL 01				20769 SF
LEVEL 02				
LEVEL 02	Office- Gross Measured Area	22639 SF	4	90568 SF
LEVEL 02				90568 SF
Grand total				111327 SF

Area Schedule (Office- Gross Building)				
Level	Name	Area	Number of Stories	Gross SF
LEVEL 01				
LEVEL 01	Office- Gross Building Area	6062 SF	1	6062 SF
LEVEL 01	Office- Gross Building Area	15310 SF	1	15310 SF
LEVEL 01				21371 SF
LEVEL 02				
LEVEL 02	Office- Gross Building Area	23093 SF	4	92372 SF
LEVEL 02				92372 SF
Grand total				113743 SF



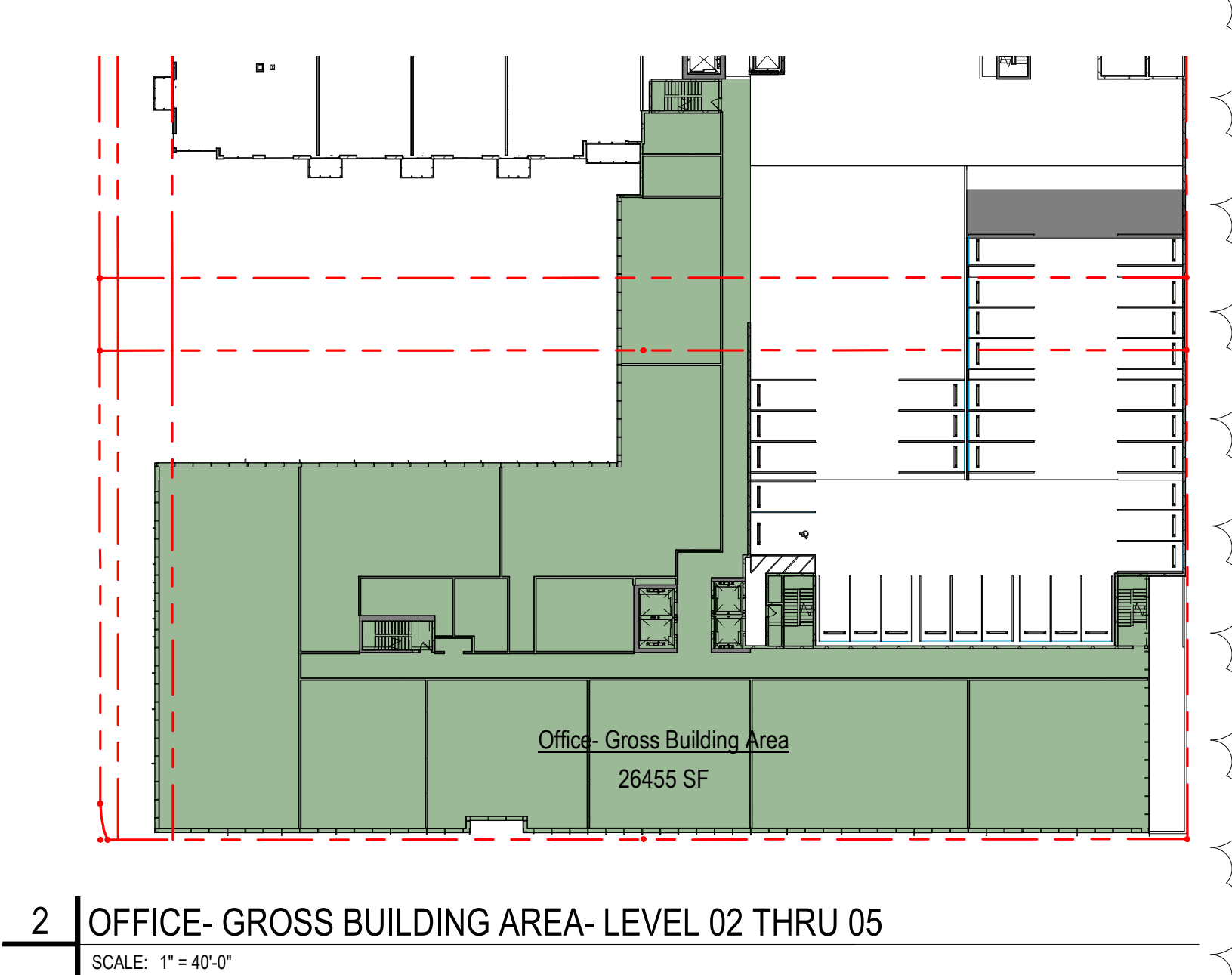
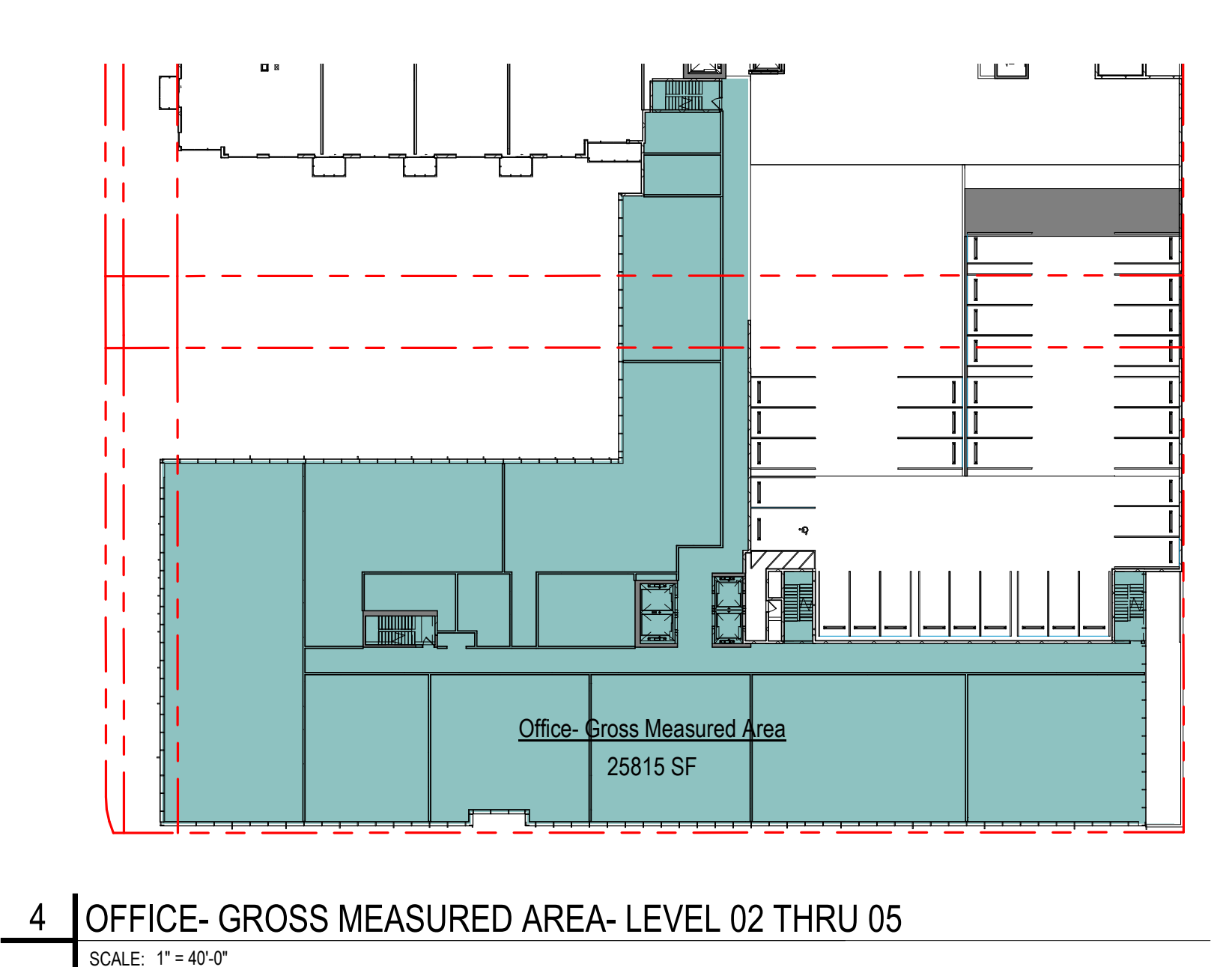
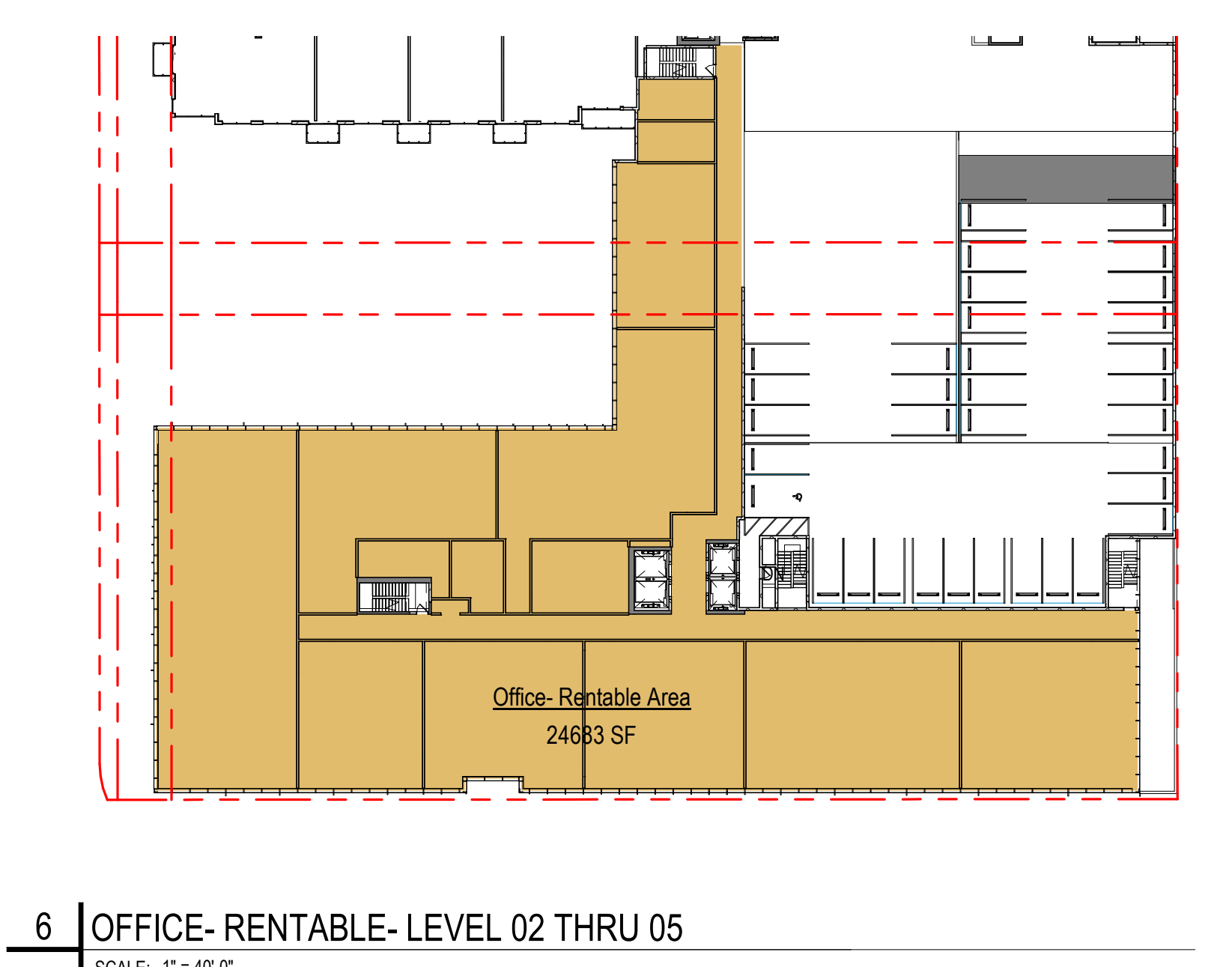
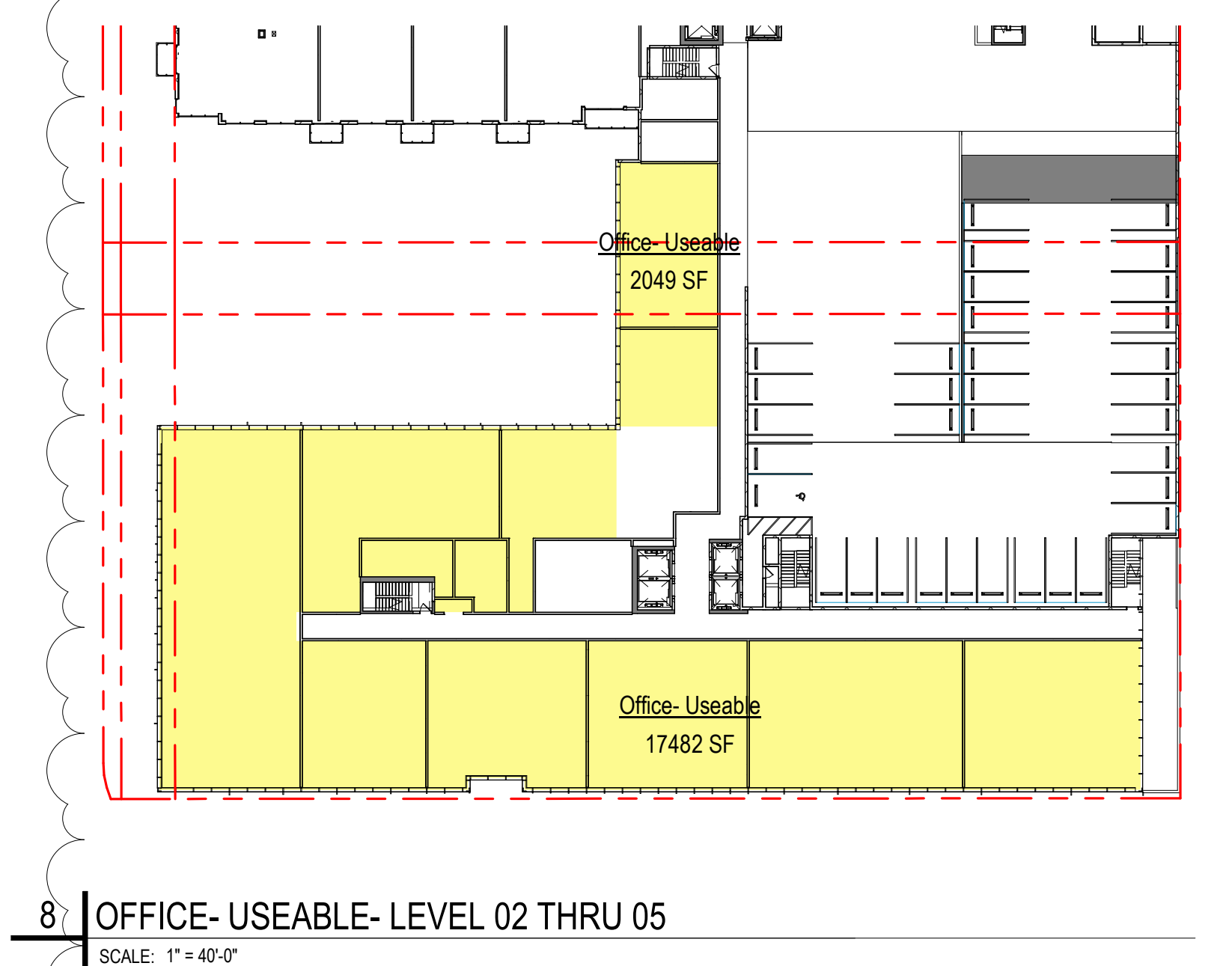
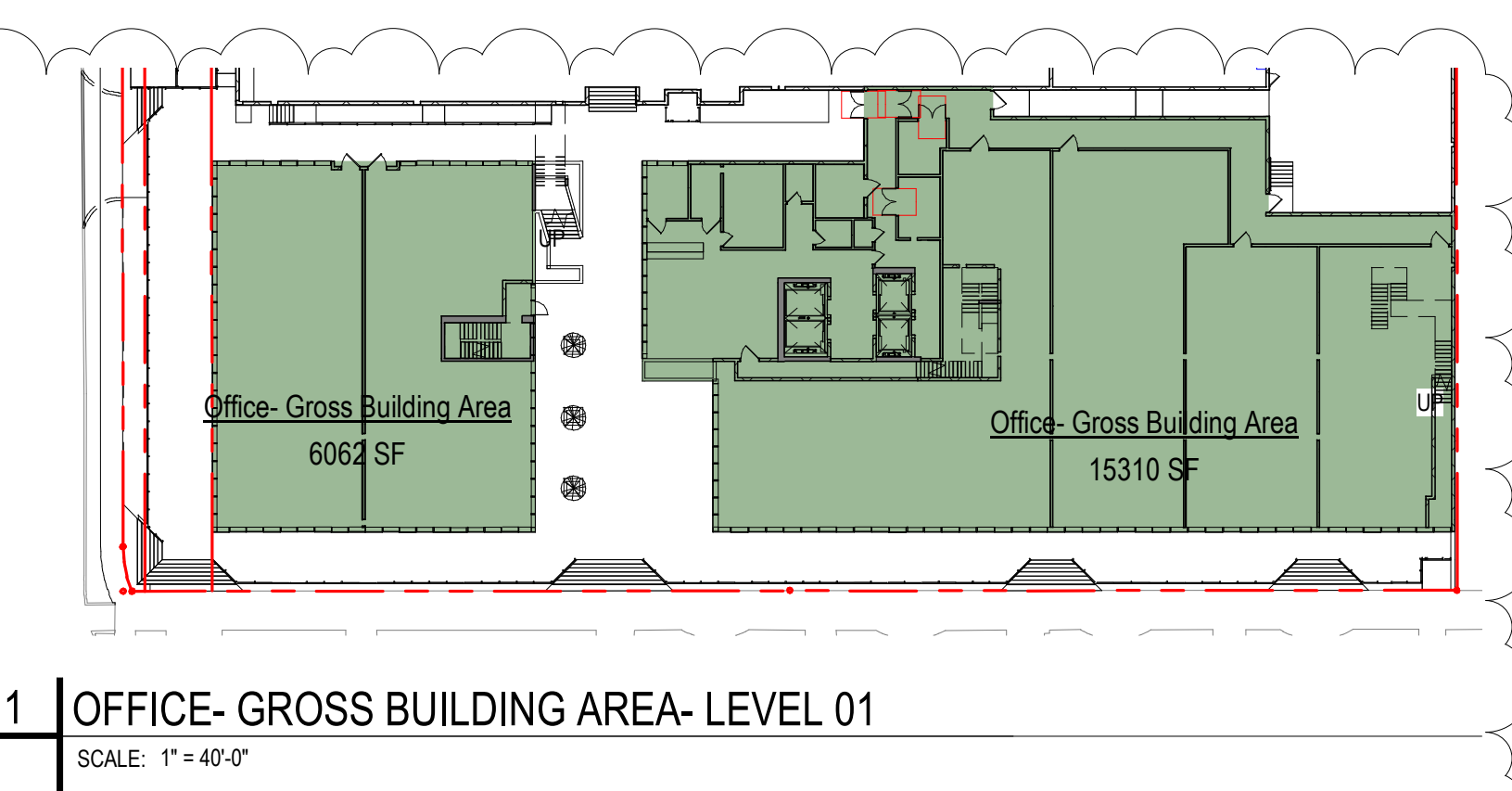
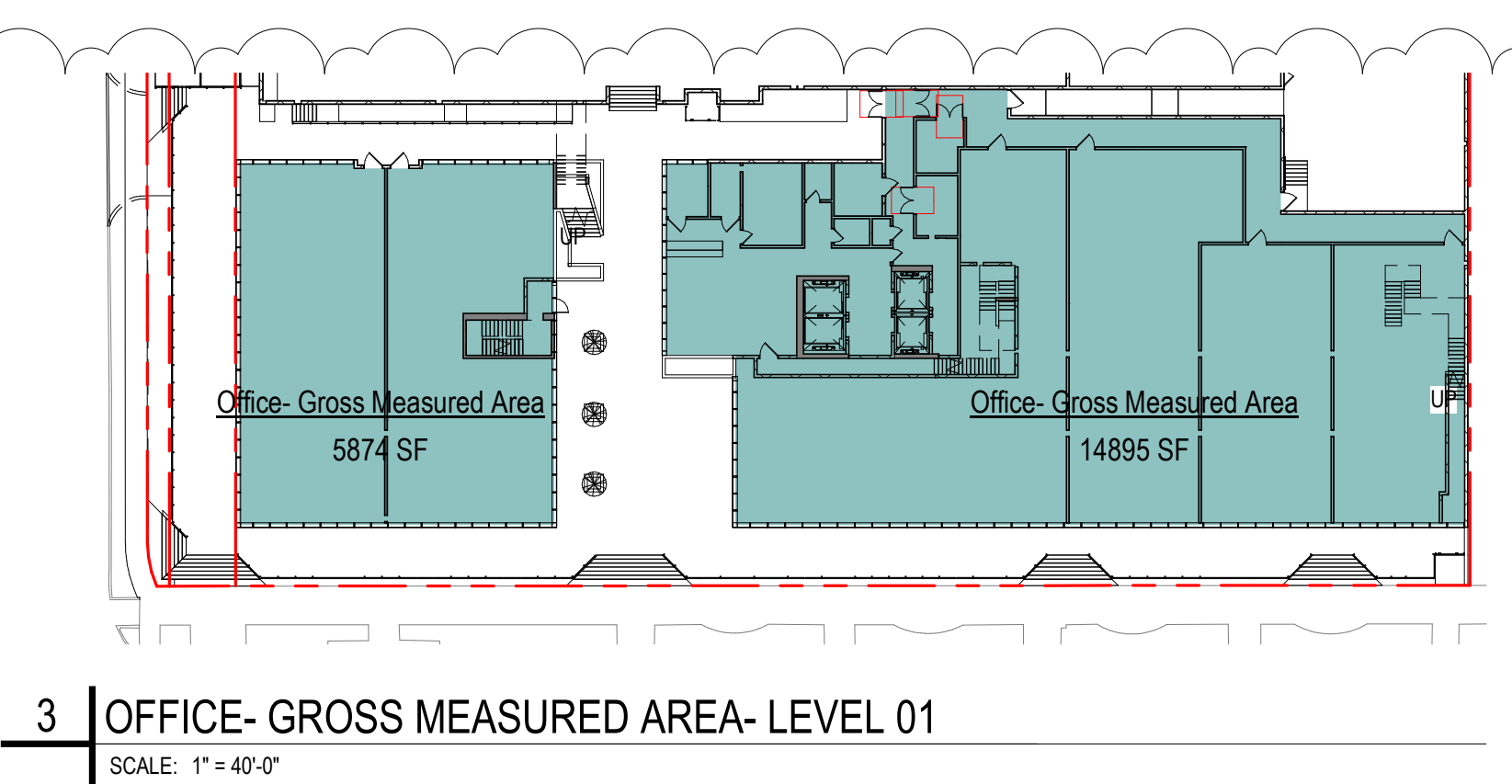
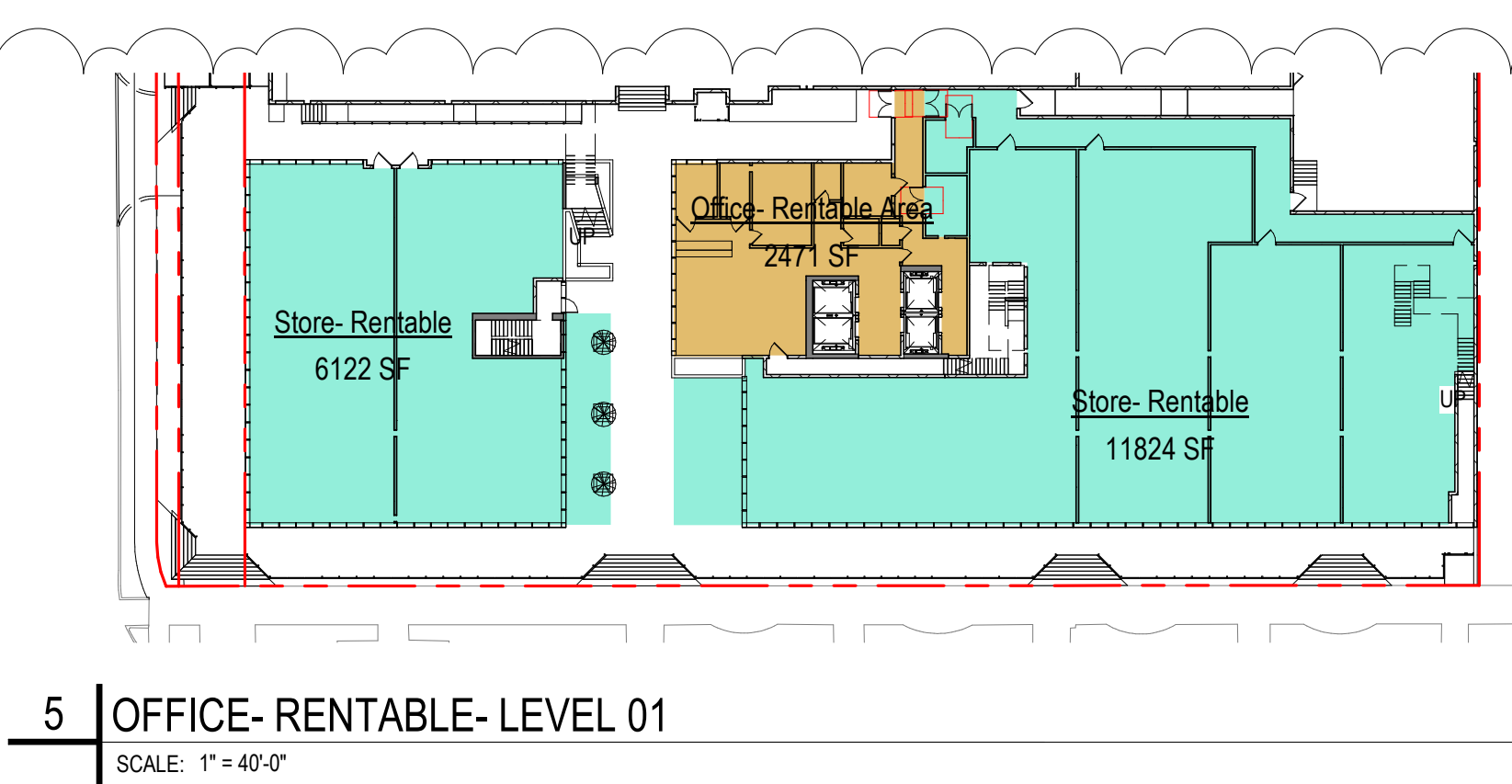
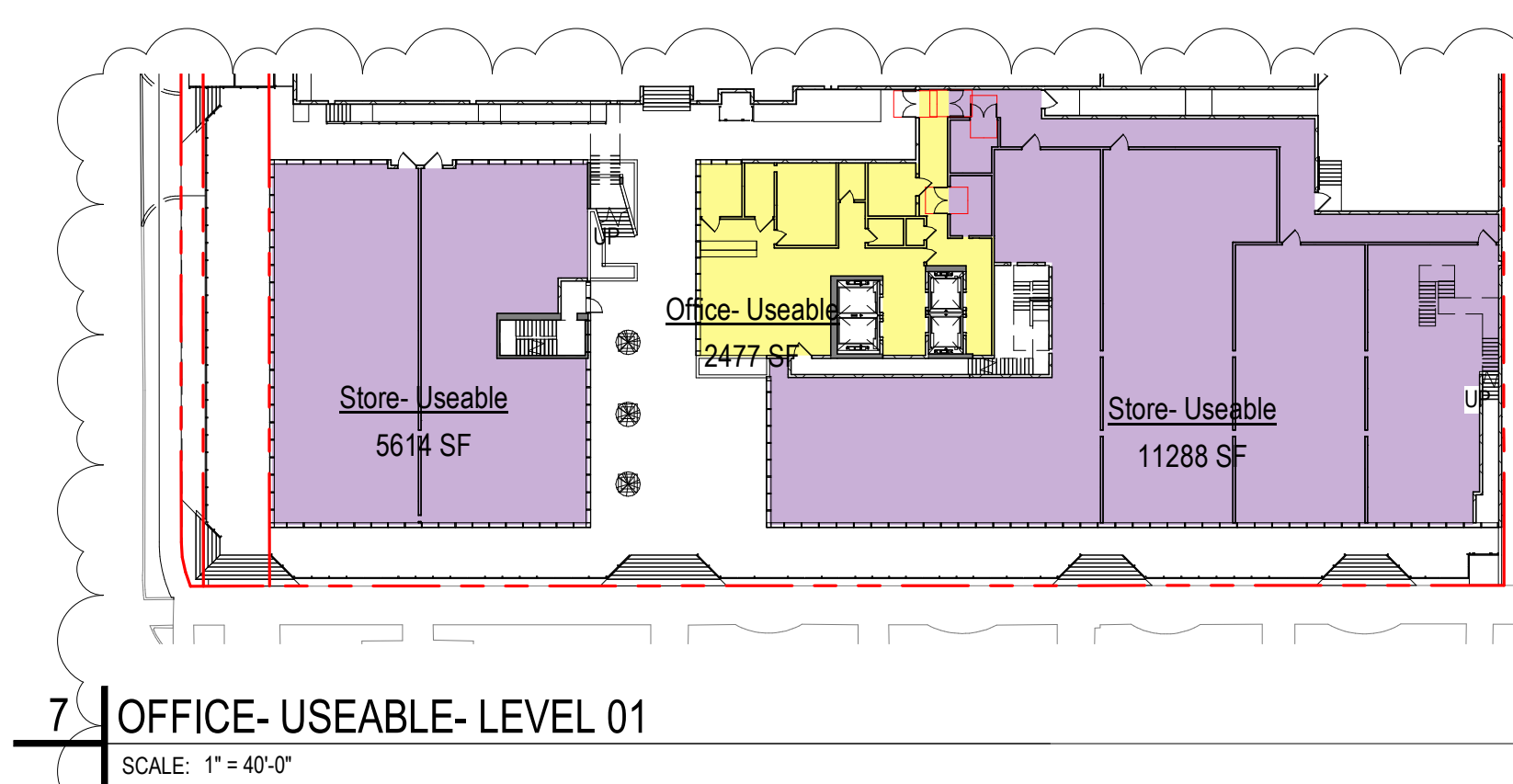
9 OFFICE- COMMON- LEVEL 01

Area Schedule (Office- Common)				
Level	Name	Area	Number of Stories	Common SF
LEVEL 01				
LEVEL 01	Store- Common	1401 SF	1	1401 SF
Store- Common				1401 SF
LEVEL 01				1401 SF
LEVEL 02				
LEVEL 02	Office- Common Area	3405 SF	4	13621 SF
Office- Common Area				13621 SF
LEVEL 02				13621 SF
Grand total				15022 SF



10 OFFICE- COMMON- LEVEL 02 THRU 05

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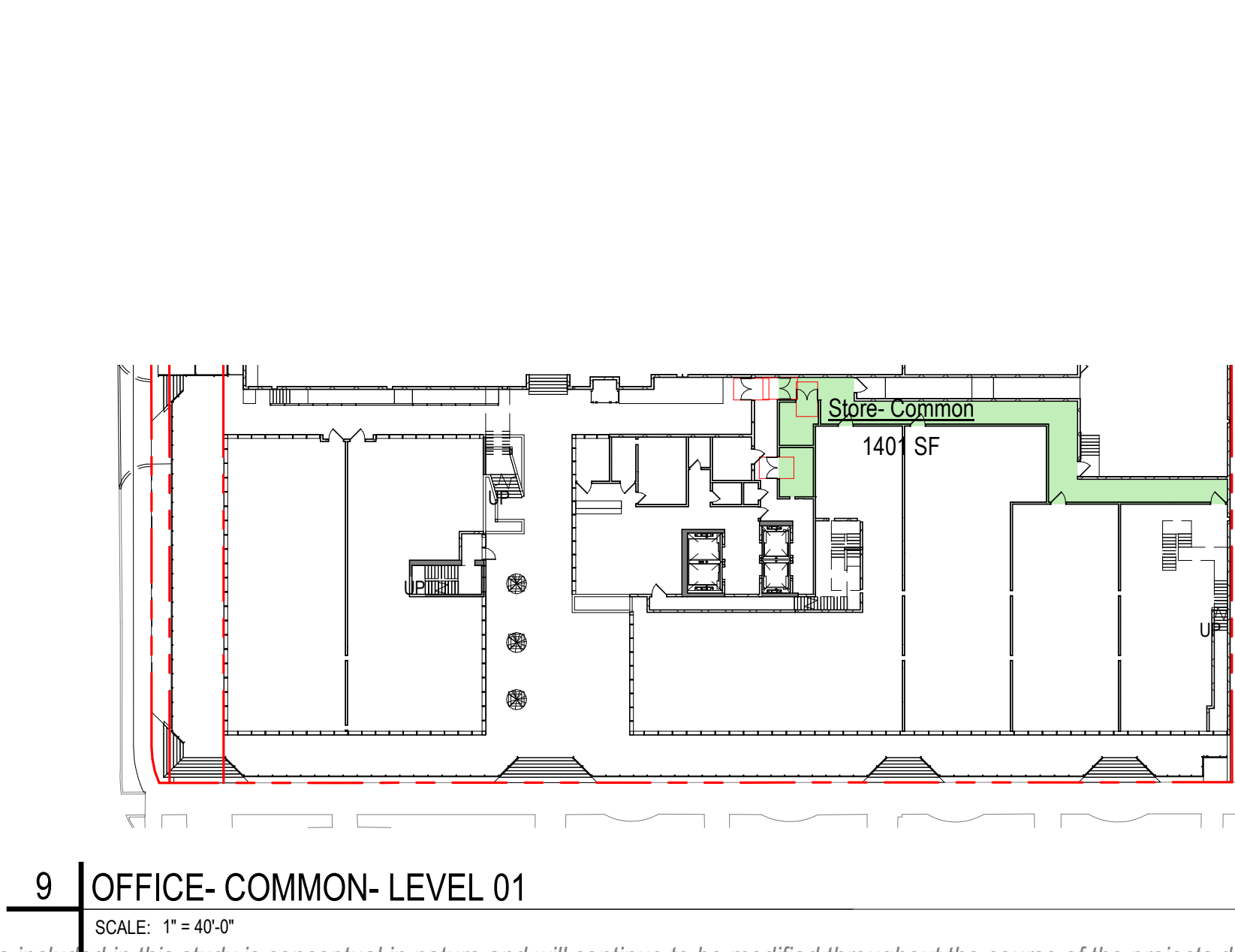
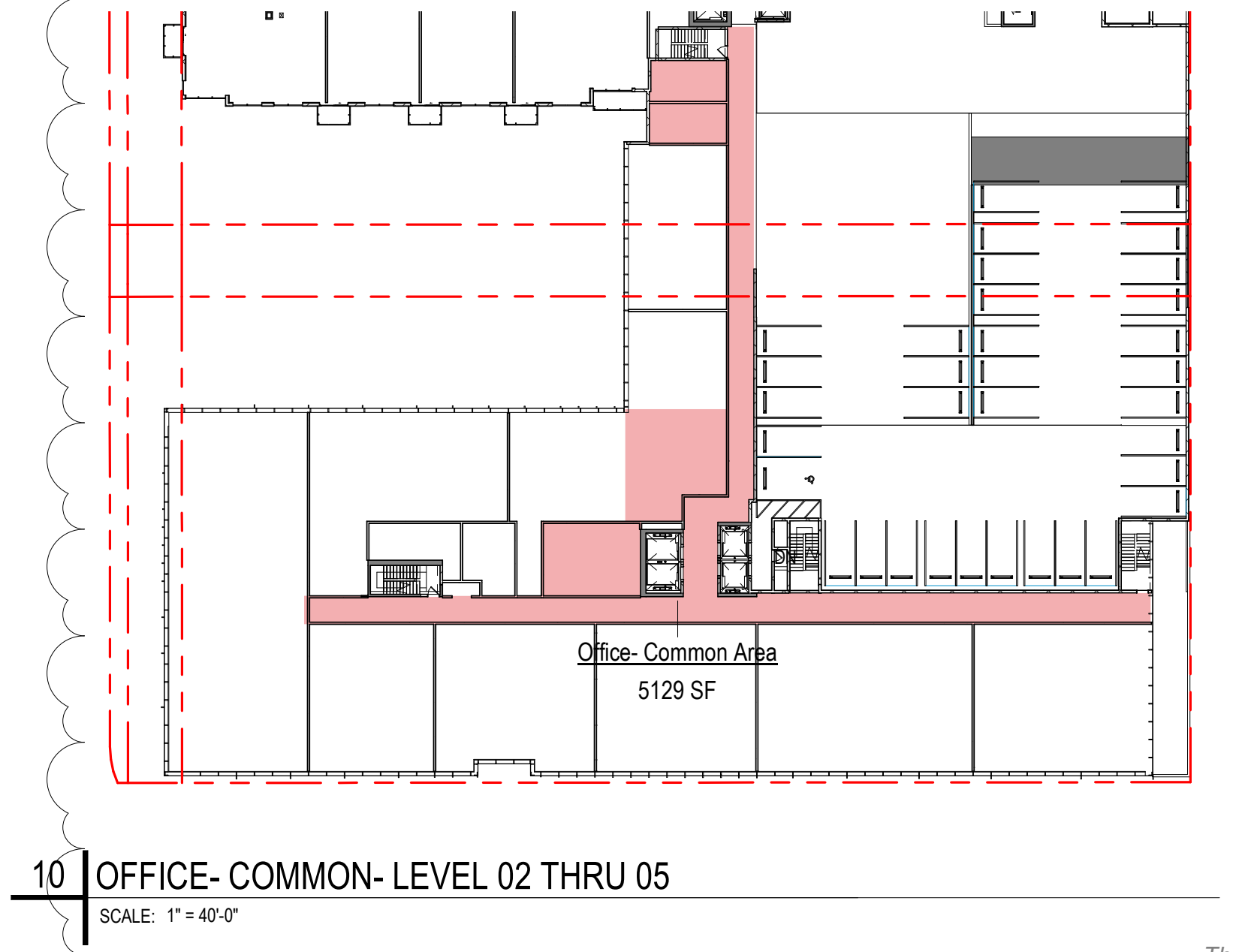


Area Schedule (Office- Useable)				
Level	Name	Area	Number of Stories	Useable SF
LEVEL 01				
LEVEL 01	Office- Useable	2477 SF	1	2477 SF
Office- Useable				2477 SF
LEVEL 01	Store- Useable	5614 SF	1	5614 SF
LEVEL 01	Store- Useable	11288 SF	1	11288 SF
Store- Useable				16902 SF
LEVEL 01				19378 SF
LEVEL 02				
LEVEL 02	Office- Useable	17482 SF	4	69928 SF
LEVEL 02	Office- Useable	2049 SF	4	8196 SF
Office- Useable				78124 SF
LEVEL 02				78124 SF
Grand total				97502 SF

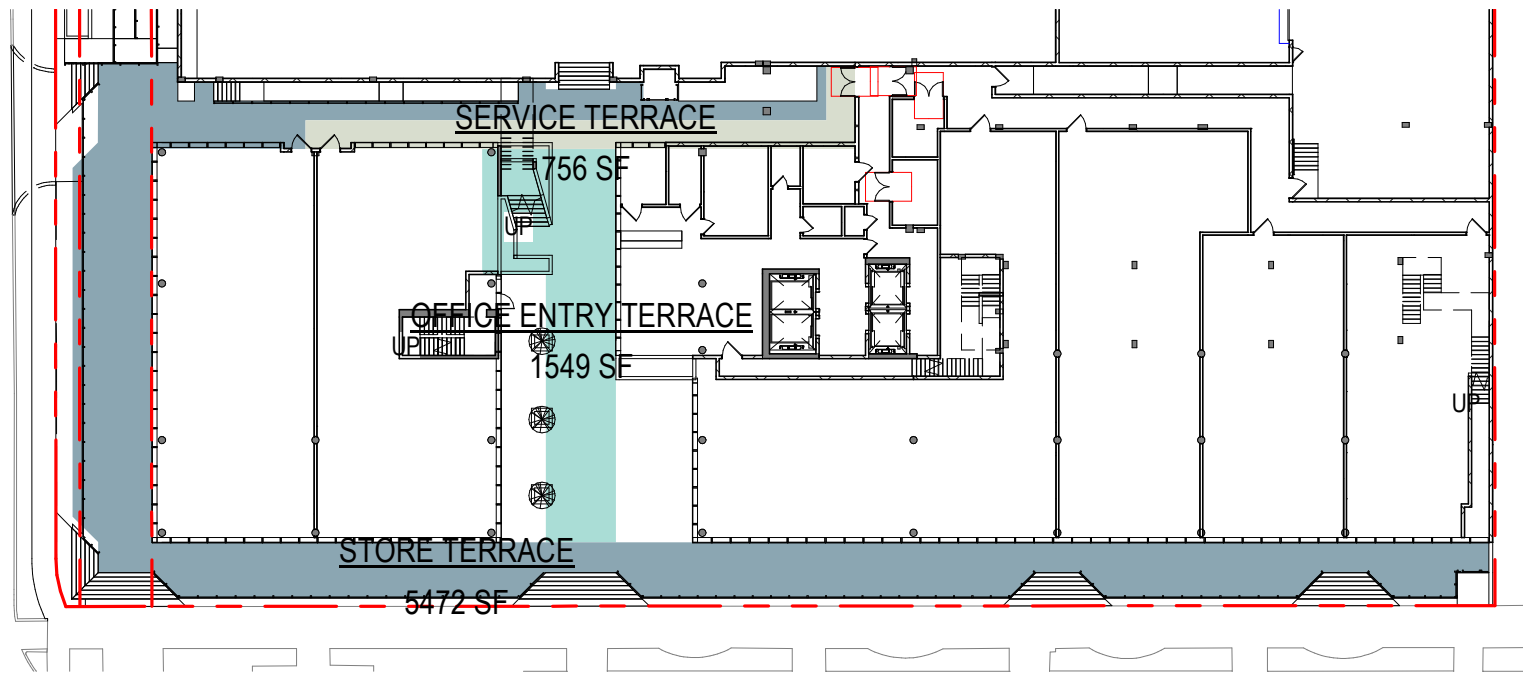
Area Schedule (Office- Rentable)				
Level	Name	Area	Number of Stories	Rentable SF
LEVEL 01				
LEVEL 01	Office- Rentable Area	2471 SF	1	2471 SF
Office- Rentable Area				2471 SF
LEVEL 01	Store- Rentable	6122 SF	1	6122 SF
LEVEL 01	Store- Rentable	11824 SF	1	11824 SF
Store- Rentable				17946 SF
LEVEL 01				20417 SF
LEVEL 02				
LEVEL 02	Office- Rentable Area	24683 SF	4	98732 SF
Office- Rentable Area				98732 SF
LEVEL 02				98732 SF
Grand total				119148 SF

Area Schedule (Office- Gross Measured)				
Level	Name	Area	Number of Stories	Gross Measured SF
LEVEL 01				
LEVEL 01	Office- Gross Measured Area	5874 SF	1	5874 SF
LEVEL 01	Office- Gross Measured Area	14895 SF	1	14895 SF
LEVEL 01				20769 SF
LEVEL 02				
LEVEL 02	Office- Gross Measured Area	25815 SF	4	103260 SF
LEVEL 02				103260 SF
Grand total				124029 SF

Area Schedule (Office- Gross Building)				
Level	Name	Area	Number of Stories	Gross SF
LEVEL 01				
LEVEL 01	Office- Gross Building Area	6062 SF	1	6062 SF
LEVEL 01	Office- Gross Building Area	15310 SF	1	15310 SF
LEVEL 01				21371 SF
LEVEL 02				
LEVEL 02	Office- Gross Building Area	26455 SF	4	105819 SF
LEVEL 02				105819 SF
Grand total				127190 SF

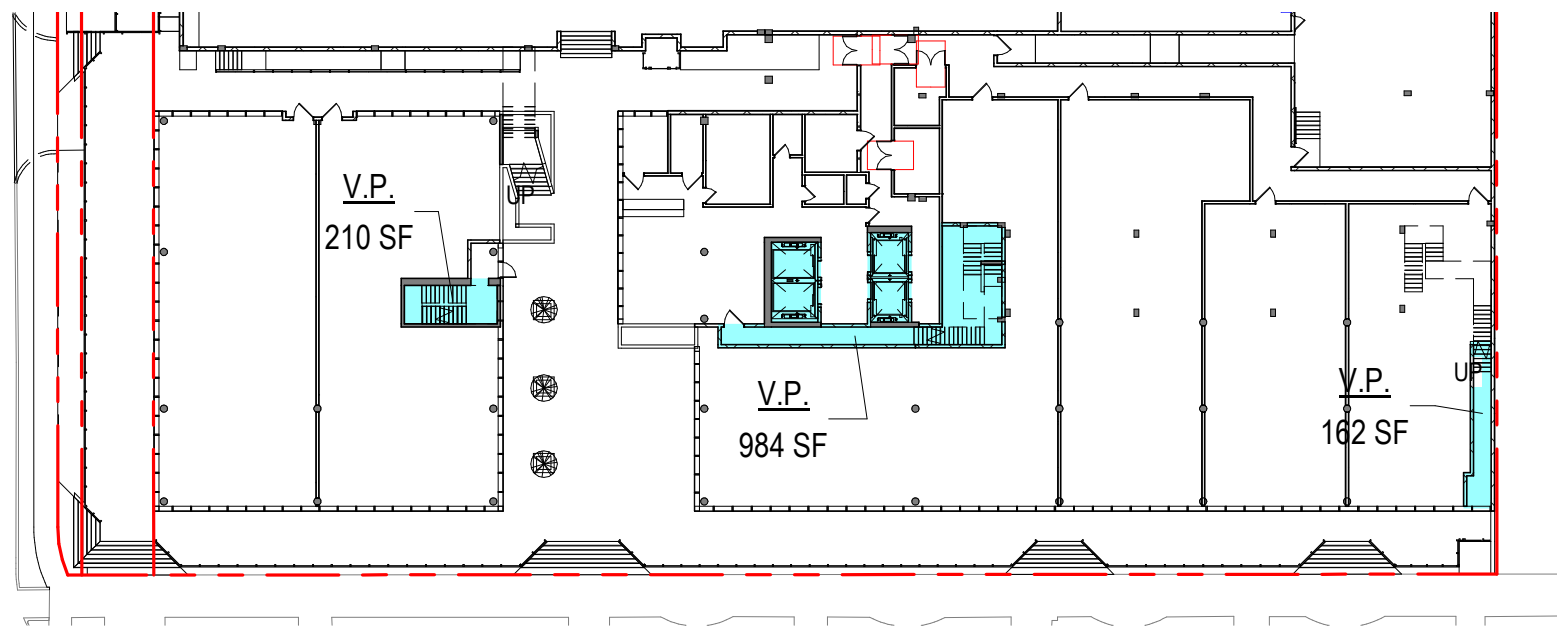


Area Schedule (Office- Common)				
Level	Name	Area	Number of Stories	Common SF
LEVEL 01				
LEVEL 01	Store- Common	1401 SF	1	1401 SF
Store- Common				1401 SF
LEVEL 01				1401 SF
LEVEL 02				
LEVEL 02	Office- Common Area	5129 SF	4	20514 SF
Office- Common Area				20514 SF
LEVEL 02				20514 SF
Grand total				21916 SF



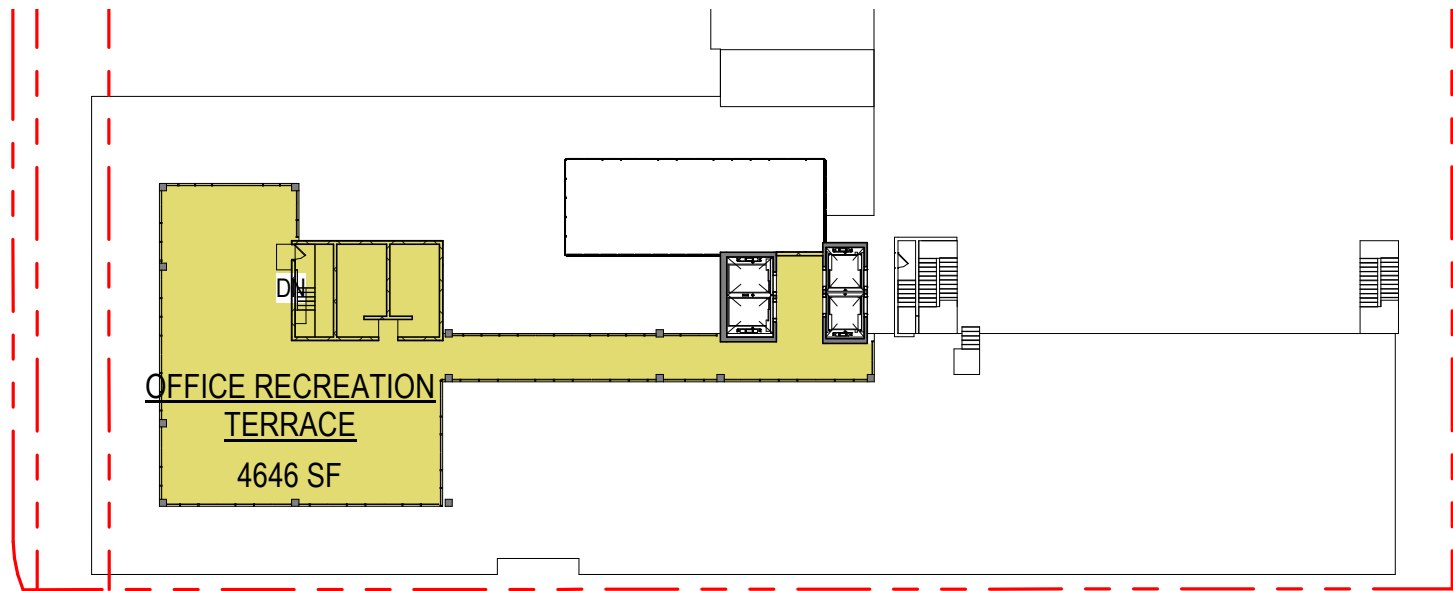
3 | OFFICE- TERRACE/BALCONY- LEVEL 01

SCALE: 1" = 40'-0"



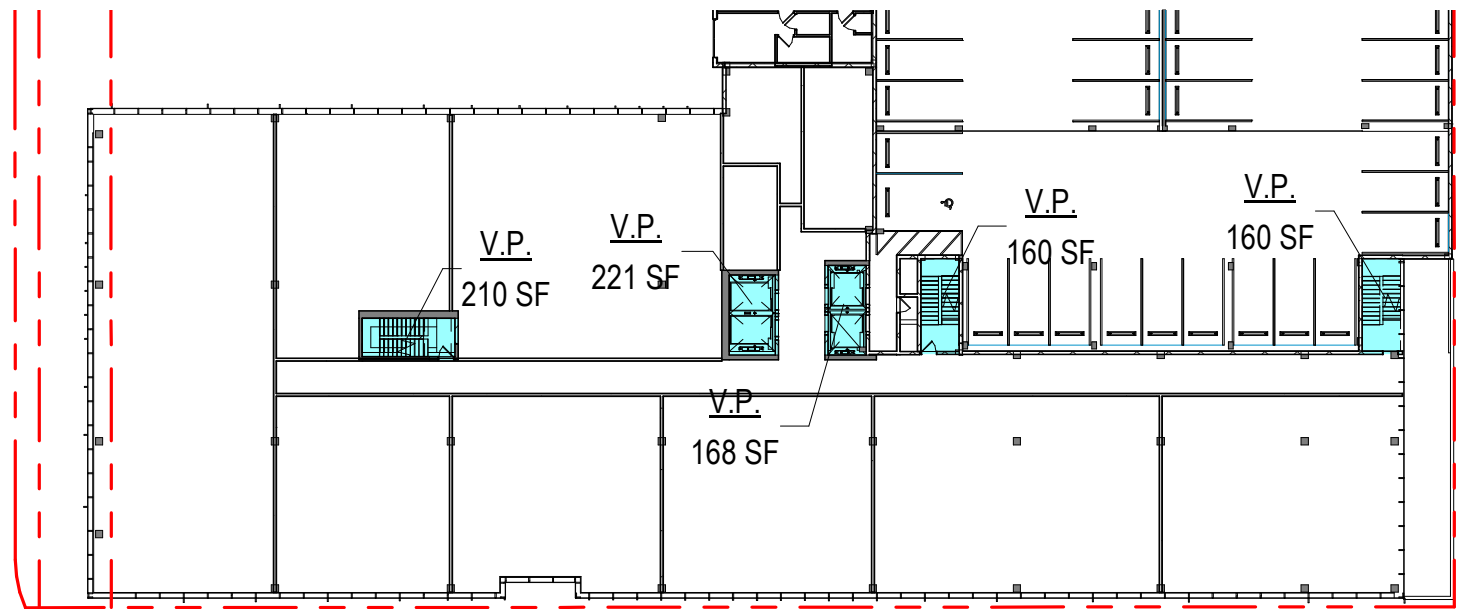
1 | OFFICE- VERTICAL PENETRATIONS- LEVEL 01

SCALE: 1" = 40'-0"



4 | OFFICE- TERRACE/BALCONY- LEVEL 06 OFFICE REC DECK

SCALE: 1" = 40'-0"



2 | OFFICE- VERTICAL PENETRATIONS- LEVEL 02 THRU 05

SCALE: 1" = 40'-0"

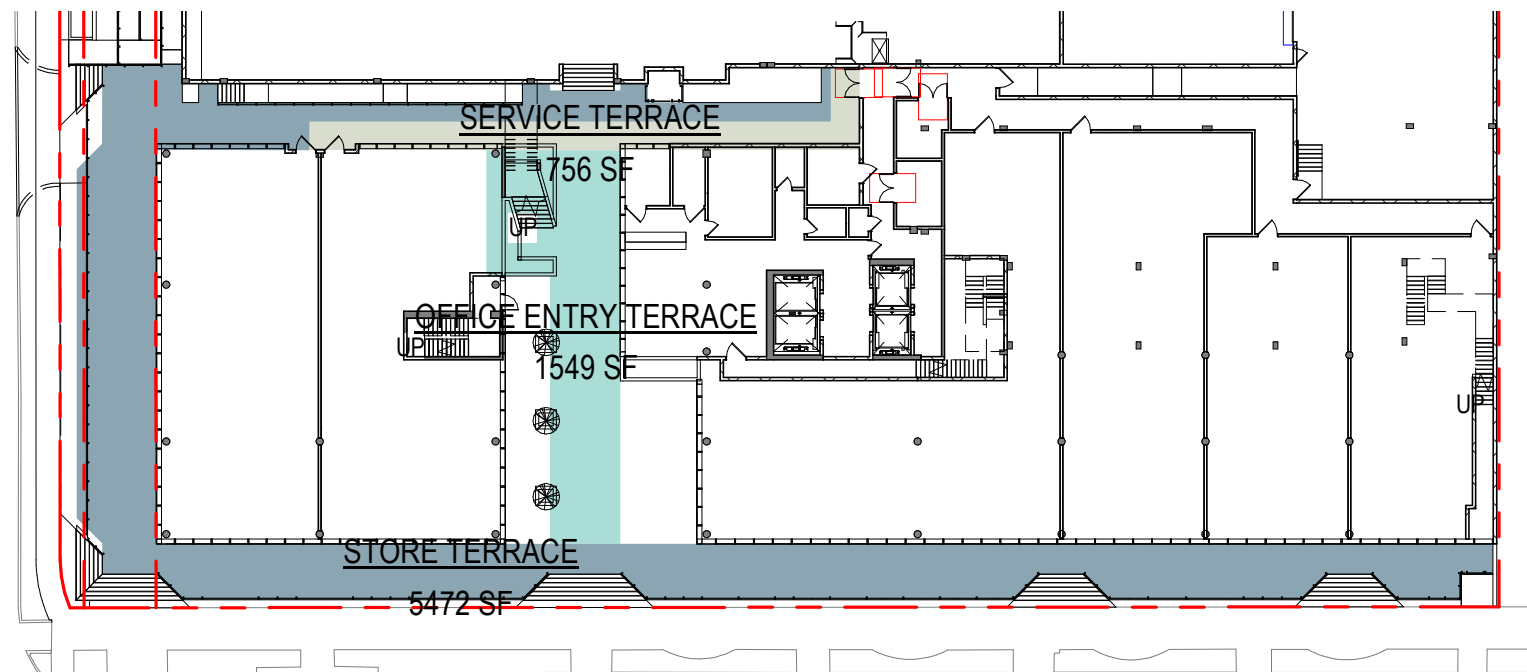
Area Schedule (Office- Vertical Penetration)

Level	Name	Area	Number of Stories	V.P. SF
LEVEL 01				
LEVEL 01	V.P.	984 SF	1	984 SF
LEVEL 01	V.P.	210 SF	1	210 SF
LEVEL 01	V.P.	162 SF	1	162 SF
LEVEL 01				1356 SF
LEVEL 02				
LEVEL 02	V.P.	210 SF	4	840 SF
LEVEL 02	V.P.	221 SF	4	884 SF
LEVEL 02	V.P.	168 SF	4	674 SF
LEVEL 02	V.P.	160 SF	4	640 SF
LEVEL 02	V.P.	160 SF	4	642 SF
LEVEL 02				3678 SF
Grand total				5035 SF

Area Schedule (Office- Terrace/Balcony)

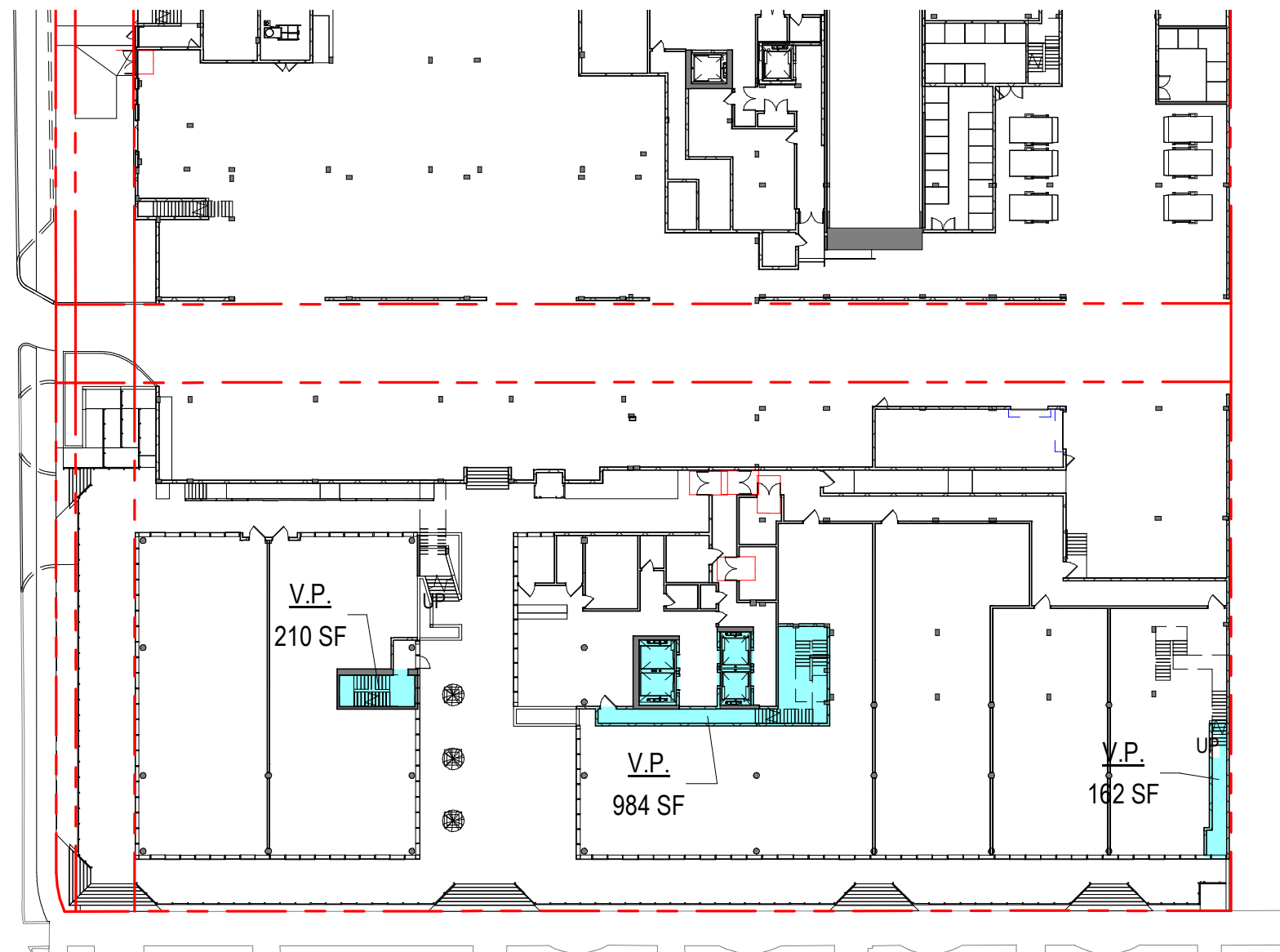
Level	Name	Area	Number of Stories	Terrace/Balcony SF
LEVEL 01				
OFFICE ENTRY TERRACE				
LEVEL 01	OFFICE ENTRY TERRACE	1549 SF	1	1549 SF
OFFICE ENTRY TERRACE				1549 SF
SERVICE TERRACE				
LEVEL 01	SERVICE TERRACE	756 SF	1	756 SF
SERVICE TERRACE				756 SF
STORE TERRACE				
LEVEL 01	STORE TERRACE	5472 SF	1	5472 SF
STORE TERRACE				5472 SF
LEVEL 01				7777 SF
LEVEL Office Rec Deck				
OFFICE RECREATION TERRACE				
LEVEL Office Rec Deck	OFFICE RECREATION TERRACE	4646 SF	1	4646 SF
OFFICE RECREATION TERRACE				4646 SF
LEVEL Office Rec Deck				4646 SF
Grand total				12423 SF

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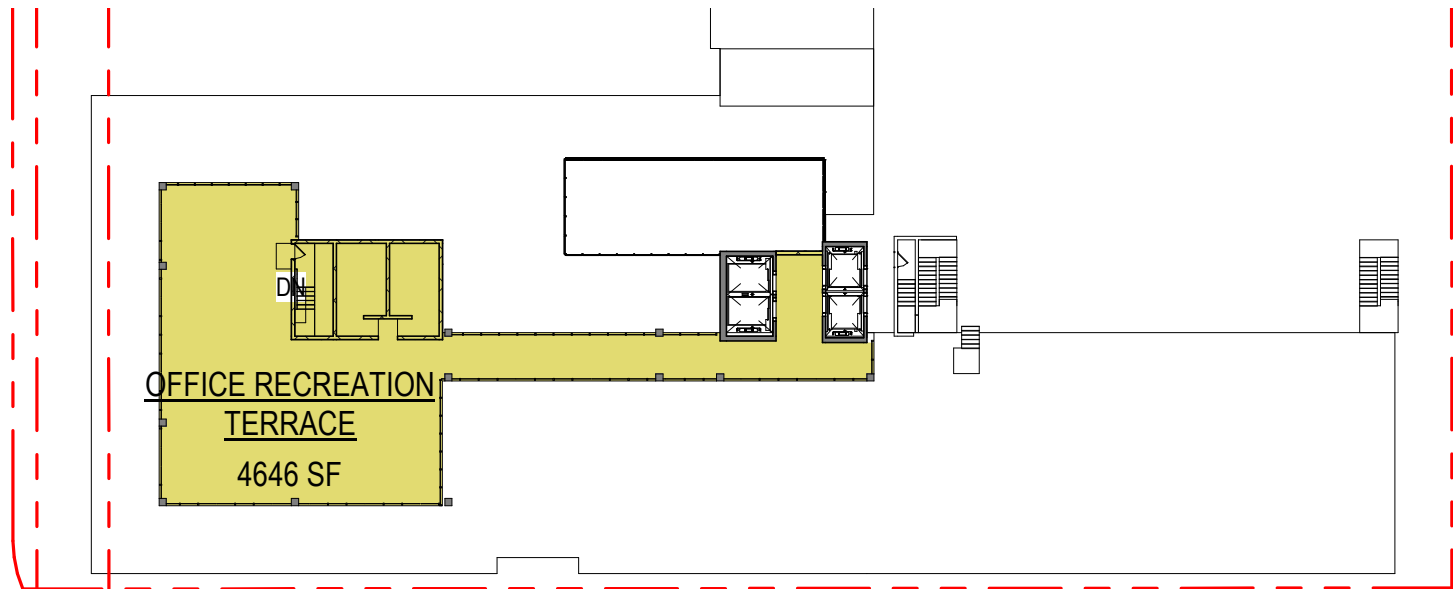
3 OFFICE- TERRACE/BALCONY- LEVEL 01

SCALE: 1" = 40'-0"



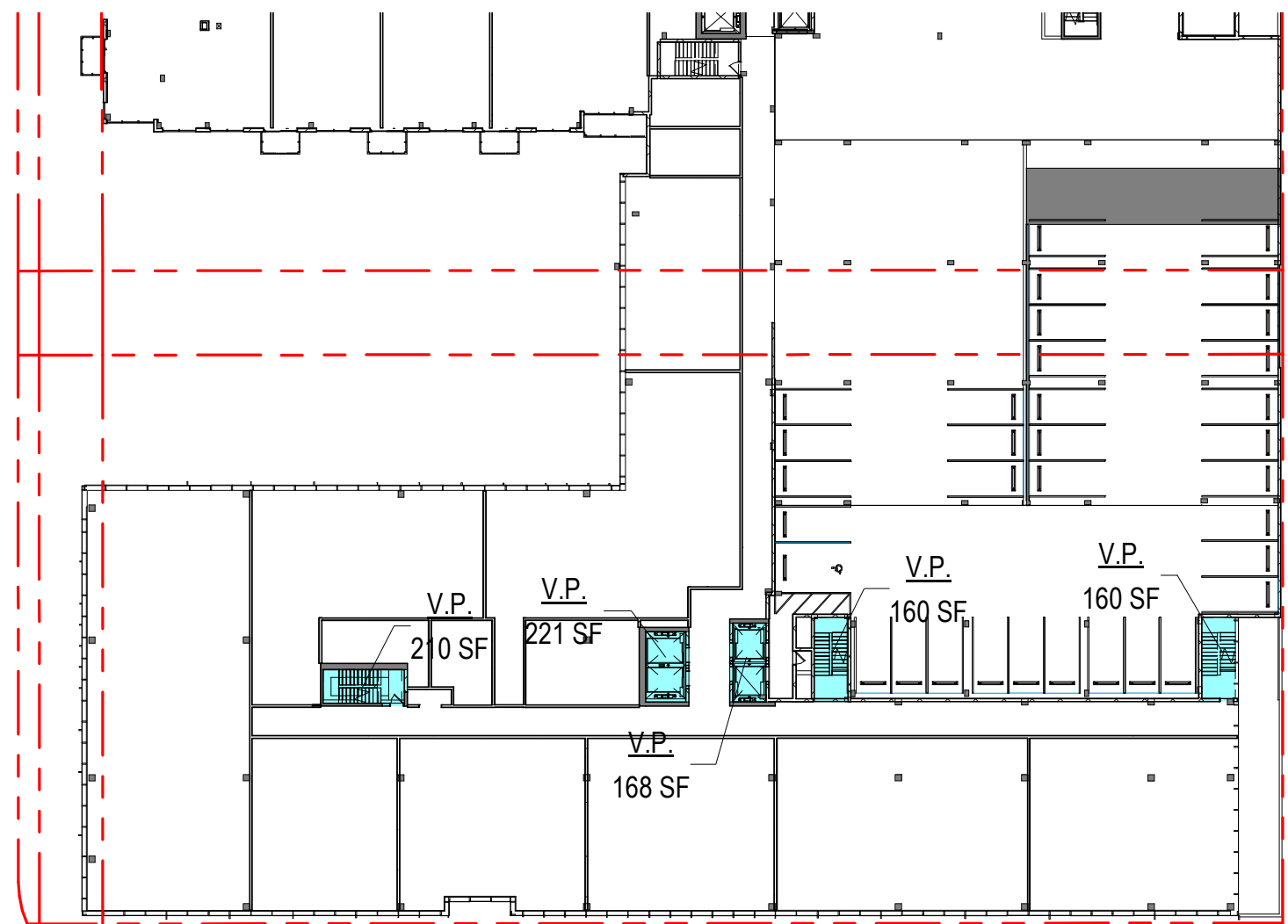
1 OFFICE- VERTICAL PENETRATIONS- LEVEL 01

SCALE: 1" = 40'-0"



4 OFFICE- TERRACE/BALCONY- LEVEL 06 OFFICE REC DECK

SCALE: 1" = 40'-0"



2 OFFICE- VERTICAL PENETRATIONS- LEVEL 02 THRU 05

SCALE: 1" = 40'-0"

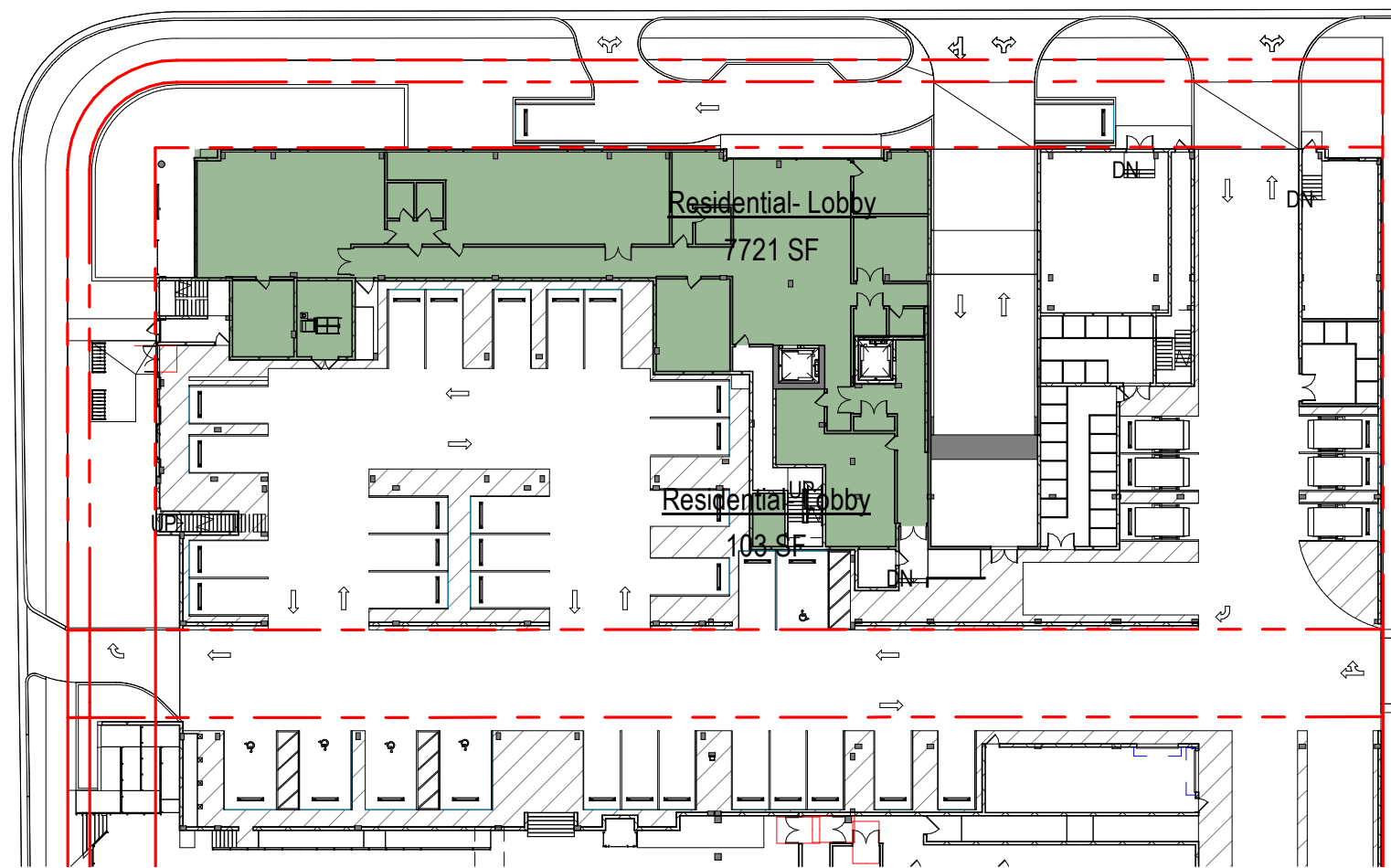
Area Schedule (Office- Terrace/Balcony)

Level	Name	Area	Number of Stories	Terrace/Balcony SF
LEVEL 01				
OFFICE ENTRY TERRACE				
LEVEL 01	OFFICE ENTRY TERRACE	1549 SF	1	1549 SF
OFFICE ENTRY TERRACE				1549 SF
SERVICE TERRACE				
LEVEL 01	SERVICE TERRACE	756 SF	1	756 SF
SERVICE TERRACE				756 SF
STORE TERRACE				
LEVEL 01	STORE TERRACE	5472 SF	1	5472 SF
STORE TERRACE				5472 SF
LEVEL 01				7777 SF
LEVEL 06 Office Rec Deck				
OFFICE RECREATION TERRACE				
LEVEL 06 Office Rec Deck	OFFICE RECREATION TERRACE	4646 SF	1	4646 SF
OFFICE RECREATION TERRACE				4646 SF
LEVEL 06 Office Rec Deck				4646 SF
Grand total				12423 SF

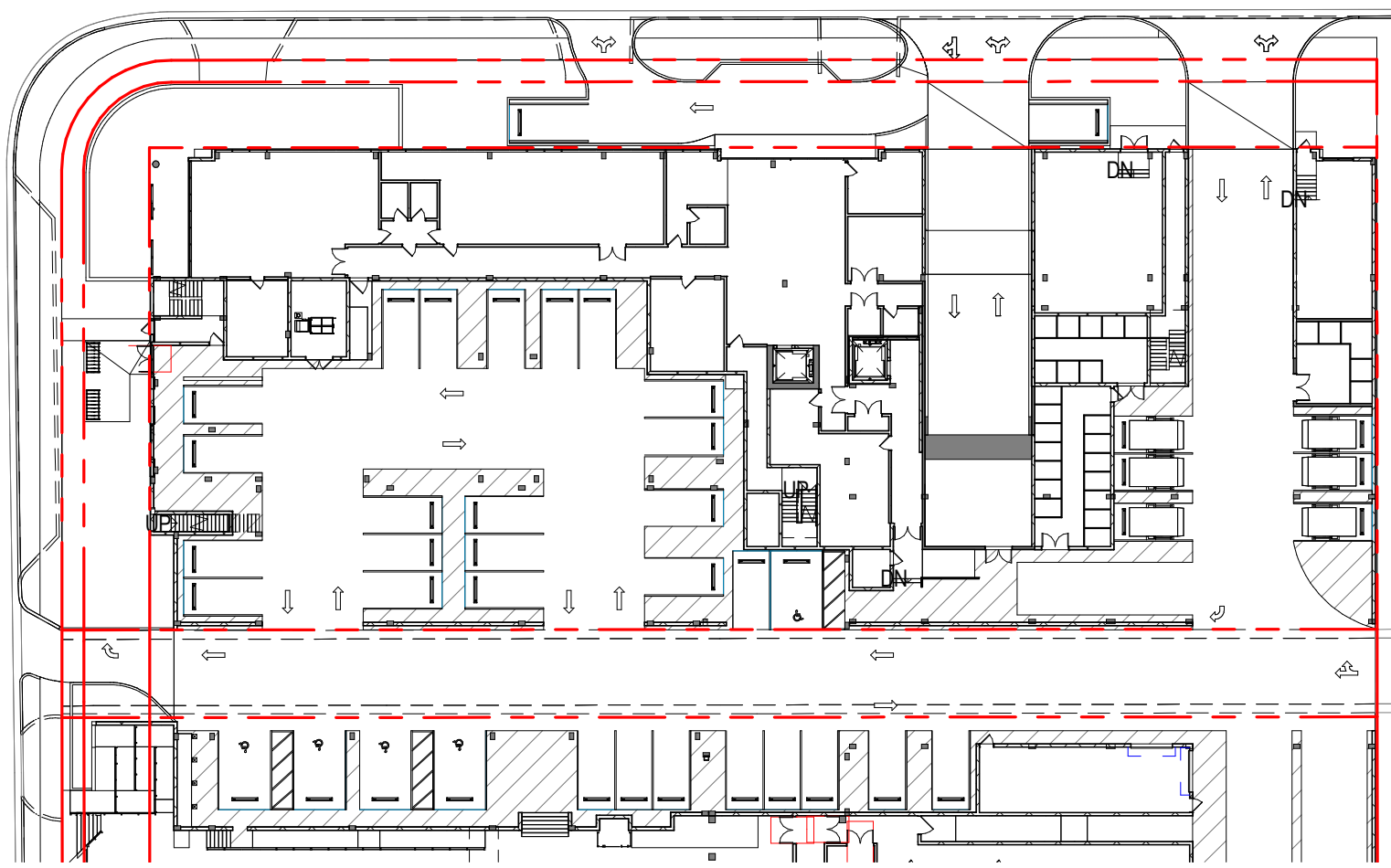
Area Schedule (Office- Vertical Penetration)

Level	Name	Area	Number of Stories	V.P. SF
LEVEL 01				
LEVEL 01	V.P.	984 SF	1	984 SF
LEVEL 01	V.P.	210 SF	1	210 SF
LEVEL 01	V.P.	162 SF	1	162 SF
LEVEL 01				1356 SF
LEVEL 02				
LEVEL 02	V.P.	210 SF	4	840 SF
LEVEL 02	V.P.	221 SF	4	884 SF
LEVEL 02	V.P.	168 SF	4	674 SF
LEVEL 02	V.P.	160 SF	4	640 SF
LEVEL 02	V.P.	160 SF	4	642 SF
LEVEL 02				3679 SF
Grand total				5035 SF

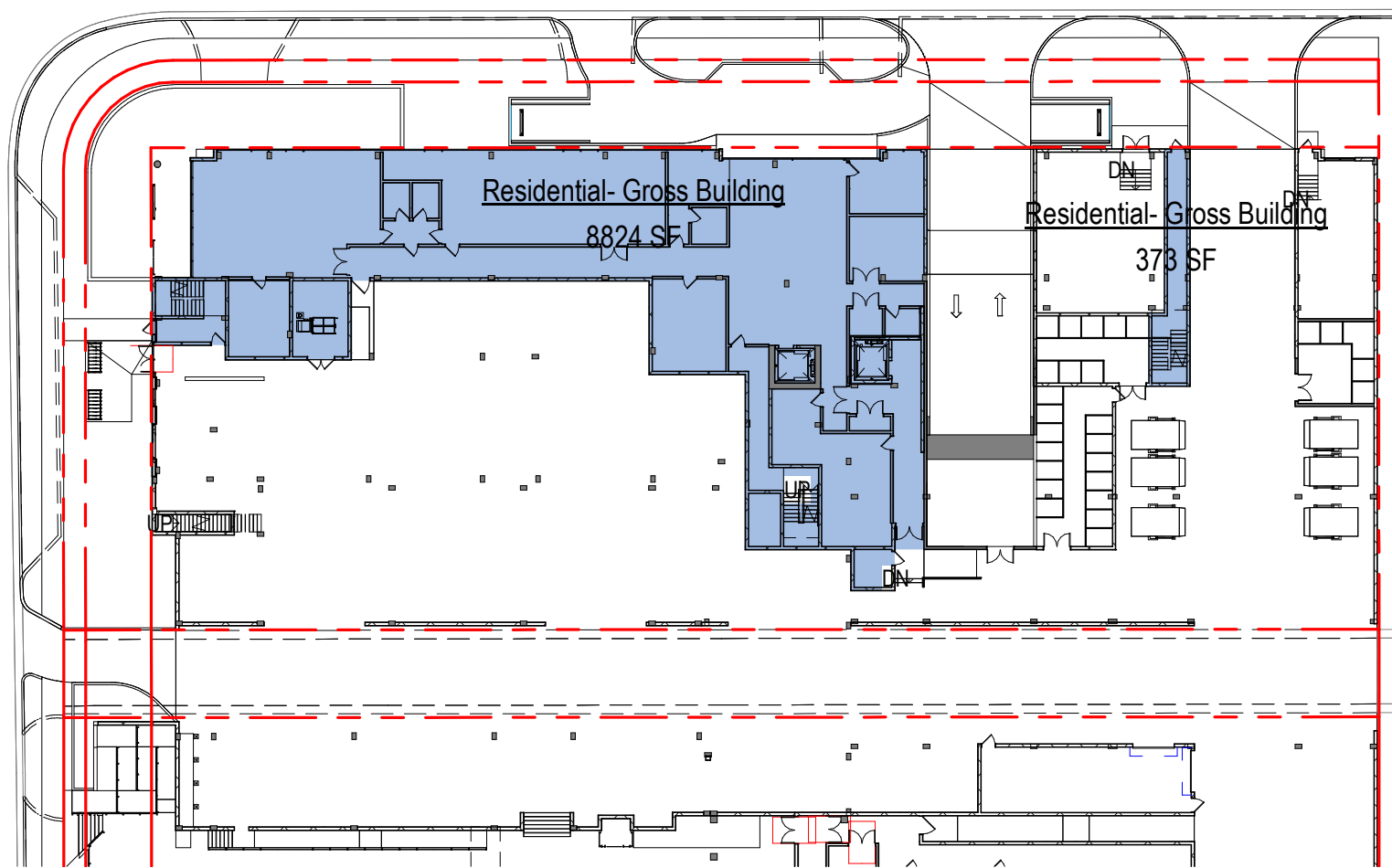
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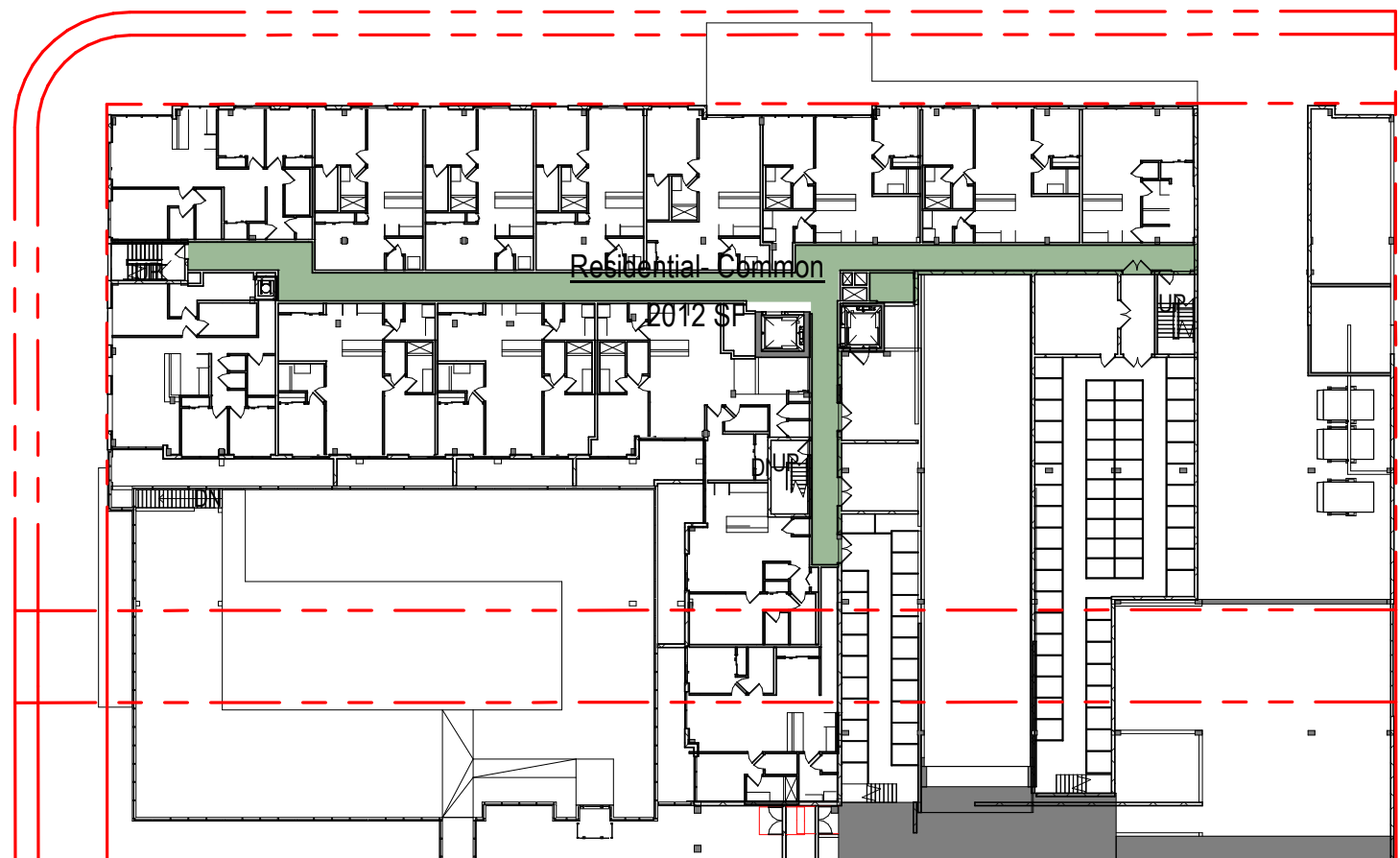
7 | LEVEL R01
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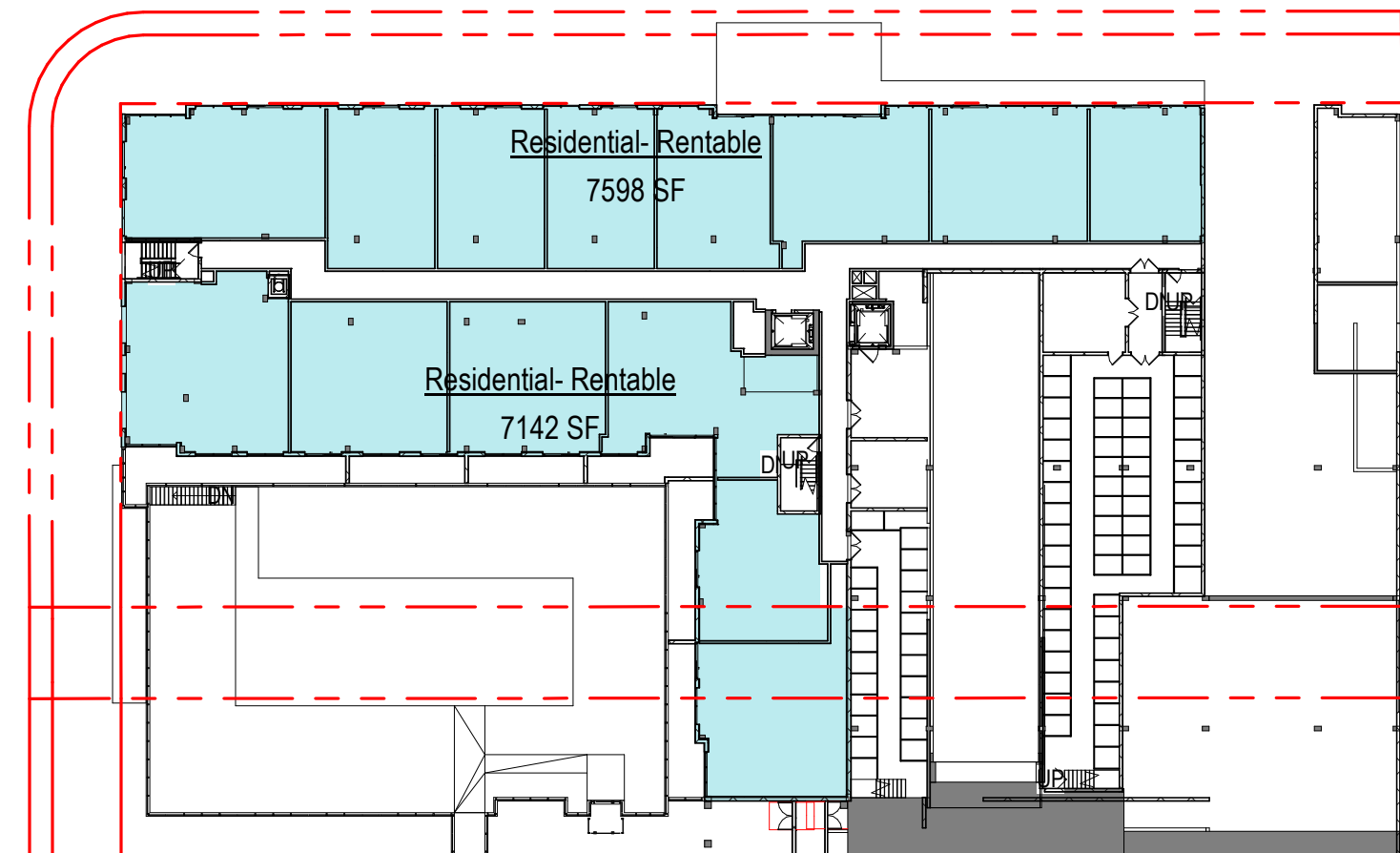
4 | LEVEL R01
SCALE: 1" = 40'-0"



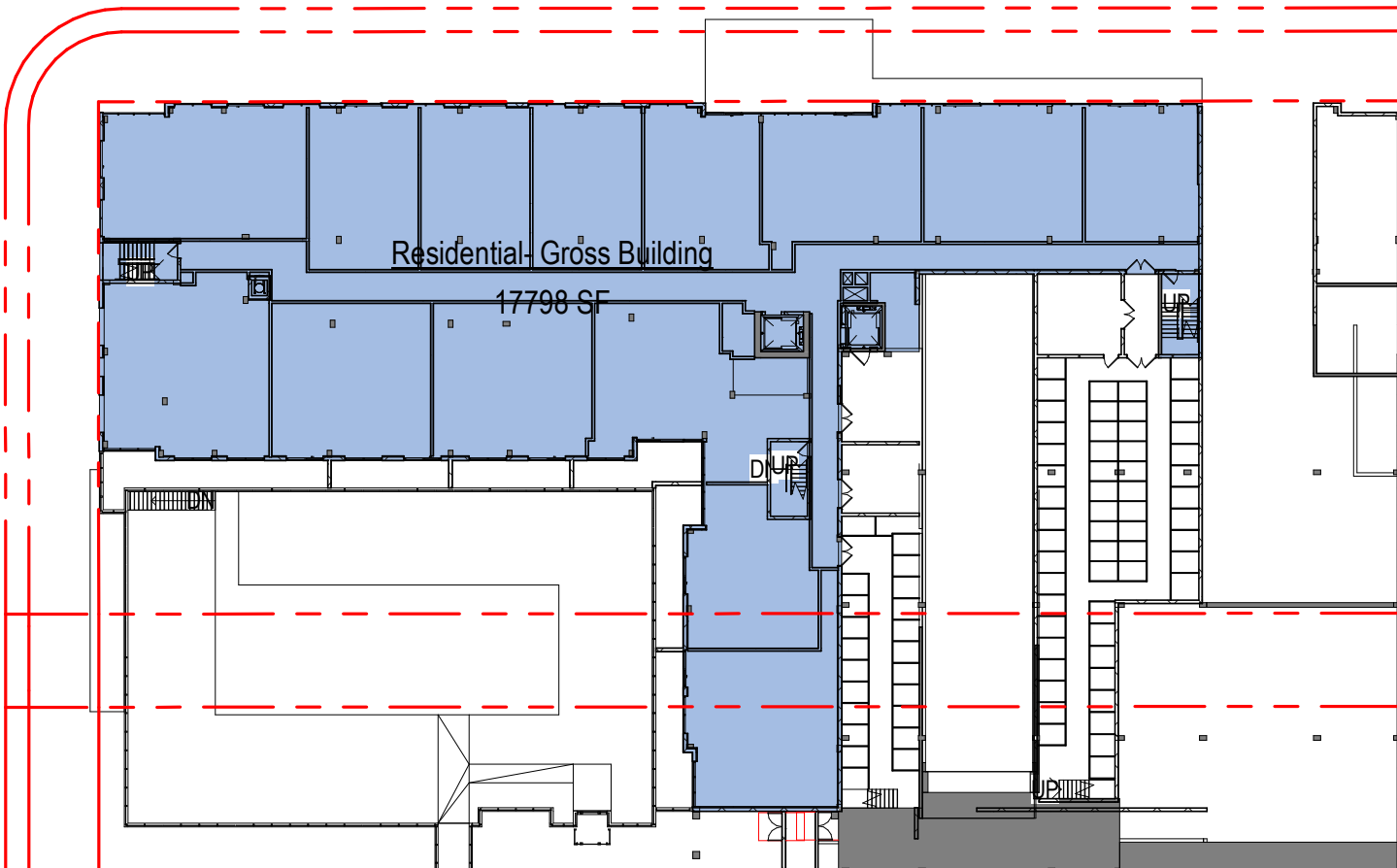
1 | LEVEL R01
SCALE: 1" = 40'-0"



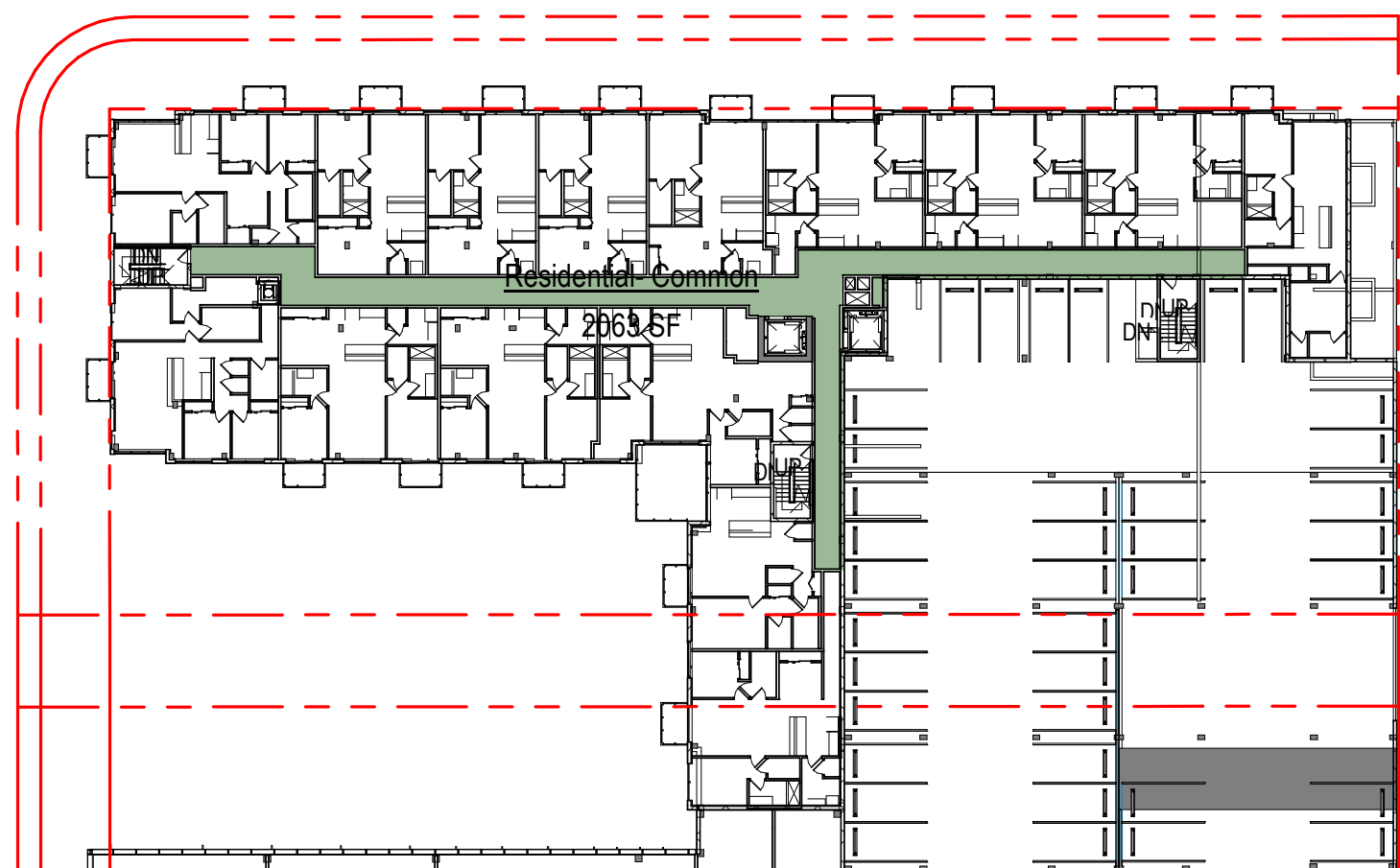
8 | LEVEL R02
SCALE: 1" = 40'-0"



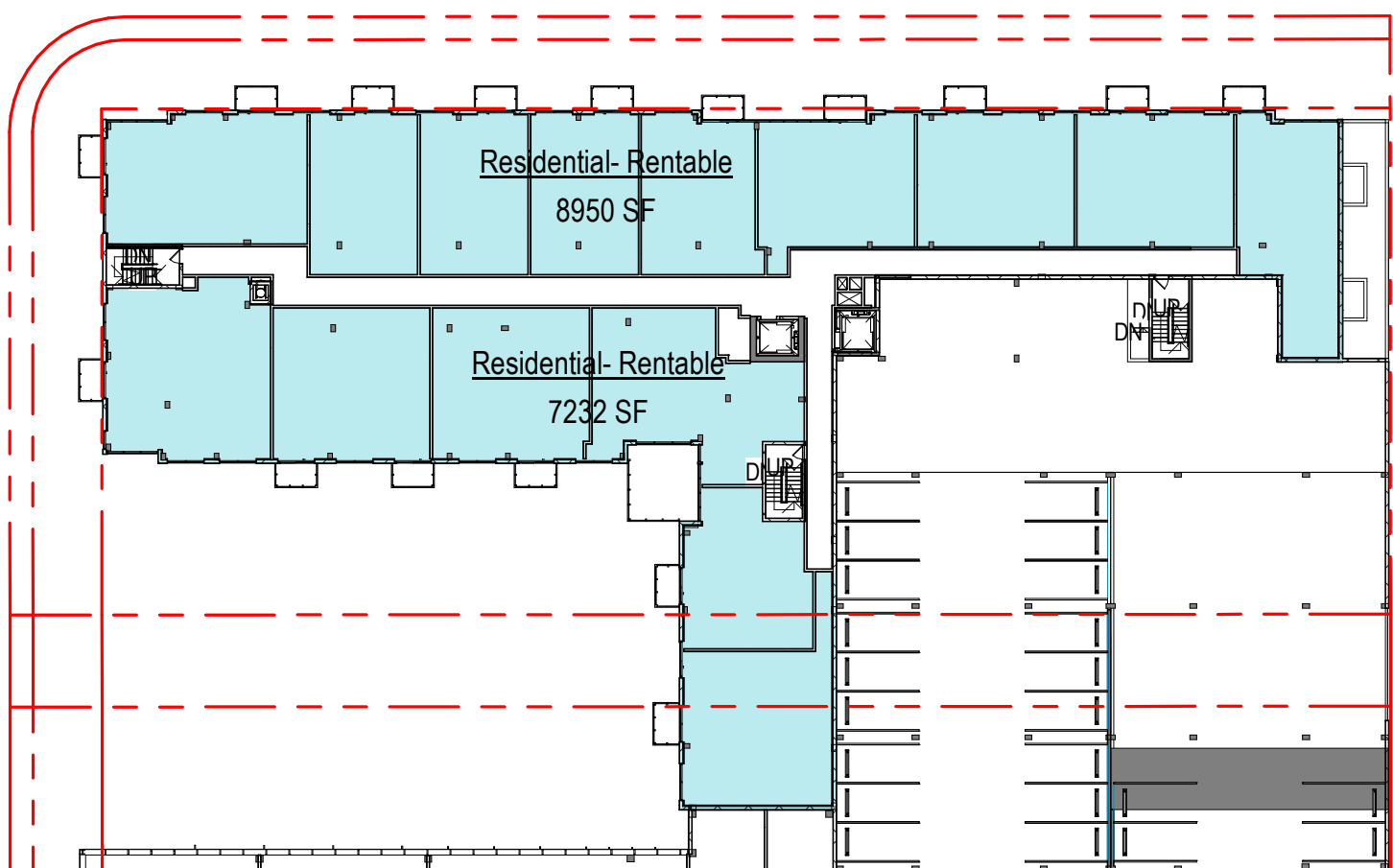
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SCALE: 1" = 40'-0"



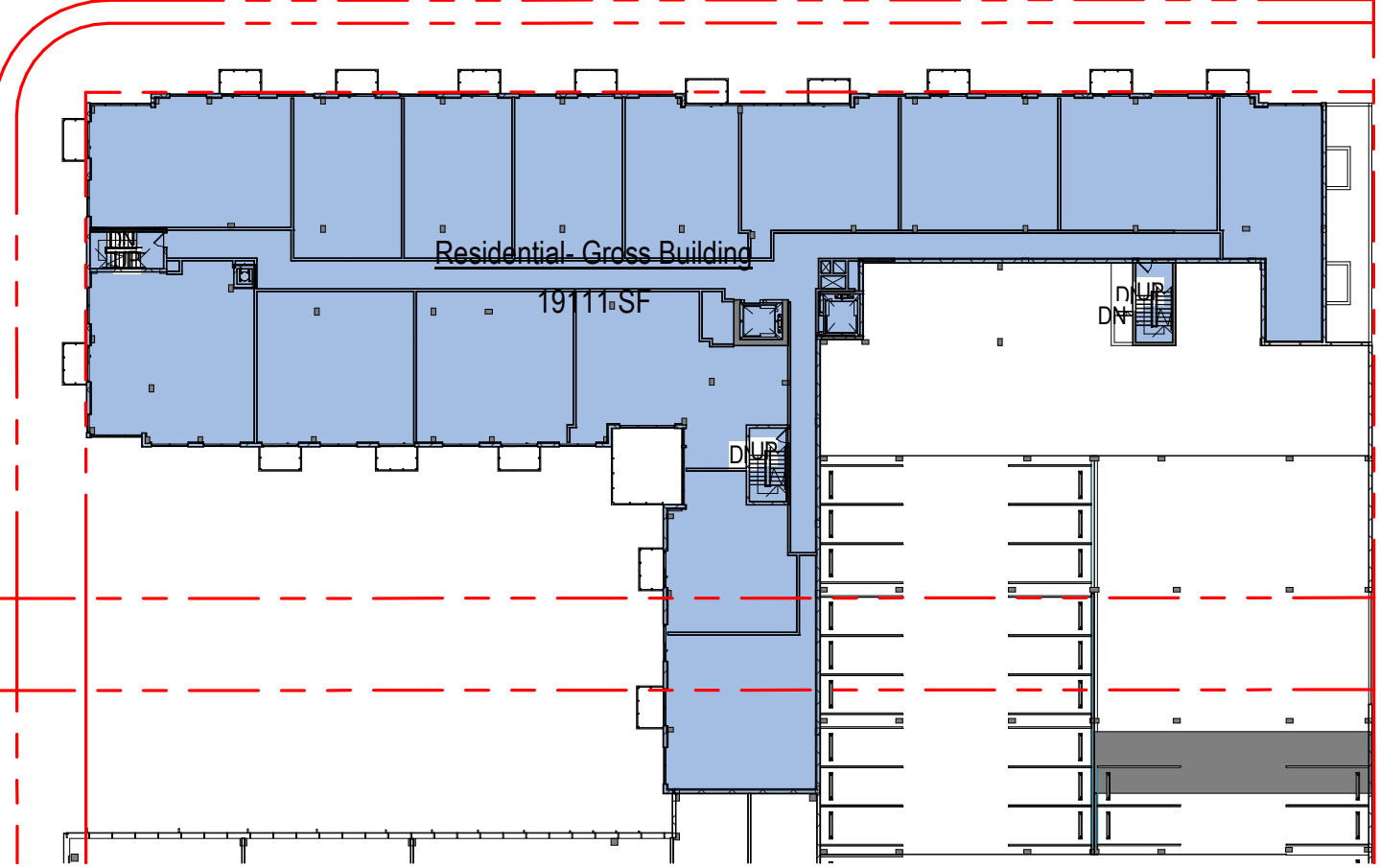
2 | LEVEL R02
SCALE: 1" = 40'-0"



9 | LEVEL R03
SCALE: 1" = 40'-0"



6 | LEVEL R03
SCALE: 1" = 40'-0"



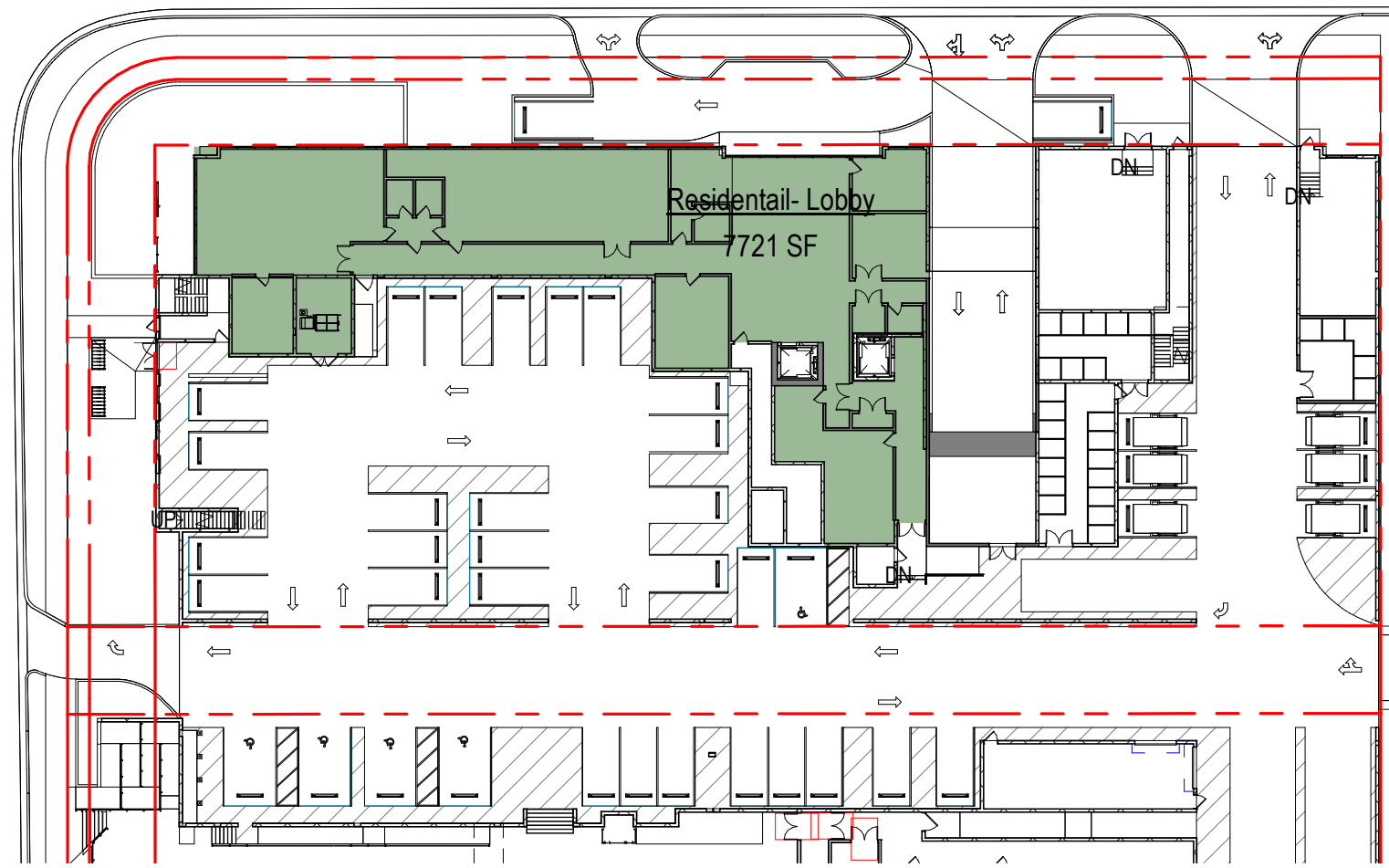
3 | LEVEL R03
SCALE: 1" = 40'-0"

Area Schedule (Residential- Common)				
Level	Name	Area	Number of Stories	Common SF
LEVEL R01				
LEVEL R01	Residential- Lobby	7721 SF	1	7721 SF
LEVEL R01	Residential- Lobby	103 SF		
Residential- Lobby				7721 SF
LEVEL R02				
LEVEL R02	Residential- Common	2012 SF	1	2012 SF
Residential- Common				2012 SF
LEVEL R03				
LEVEL R03	Residential- Common	2063 SF	6	12379 SF
Residential- Common				12379 SF
LEVEL R03				22112 SF
Grand total				

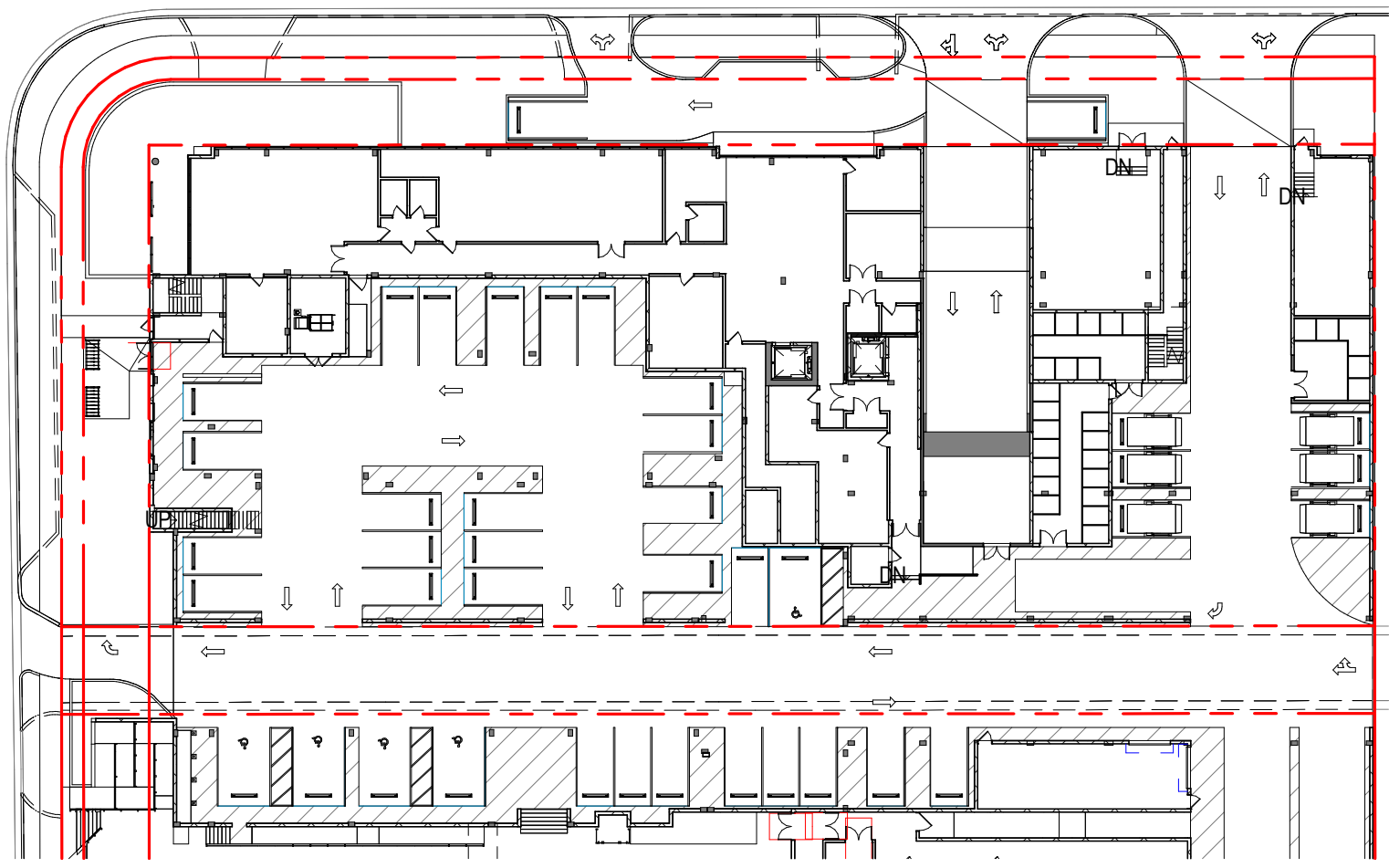
Area Schedule (Residential- Rentable)				
Level	Name	Area	Number of Stories	Rentable SF
LEVEL R02				
LEVEL R02	Residential- Rentable	7598 SF	1	7598 SF
LEVEL R02	Residential- Rentable	7142 SF	1	7142 SF
Residential- Rentable				14740 SF
LEVEL R03				
LEVEL R03	Residential- Rentable	8950 SF	6	53701 SF
LEVEL R03	Residential- Rentable	7232 SF	6	43395 SF
Residential- Rentable				97095 SF
LEVEL R03				97095 SF
Grand total				111835 SF

Area Schedule (Residential- Gross Building)				
Level	Name	Area	Number of Stories	Gross SF
LEVEL R01				
LEVEL R01	Residential- Gross Building	8824 SF	1	8824 SF
LEVEL R01	Residential- Gross Building	373 SF	1	373 SF
Residential- Gross Building				9197 SF
LEVEL R02				
LEVEL R02	Residential- Gross Building	17798 SF	1	17798 SF
Residential- Gross Building				17798 SF
LEVEL R03				
LEVEL R03	Residential- Gross Building	19111 SF	6	114668 SF
Residential- Gross Building				114668 SF
LEVEL R03				114668 SF
Grand total				141663 SF

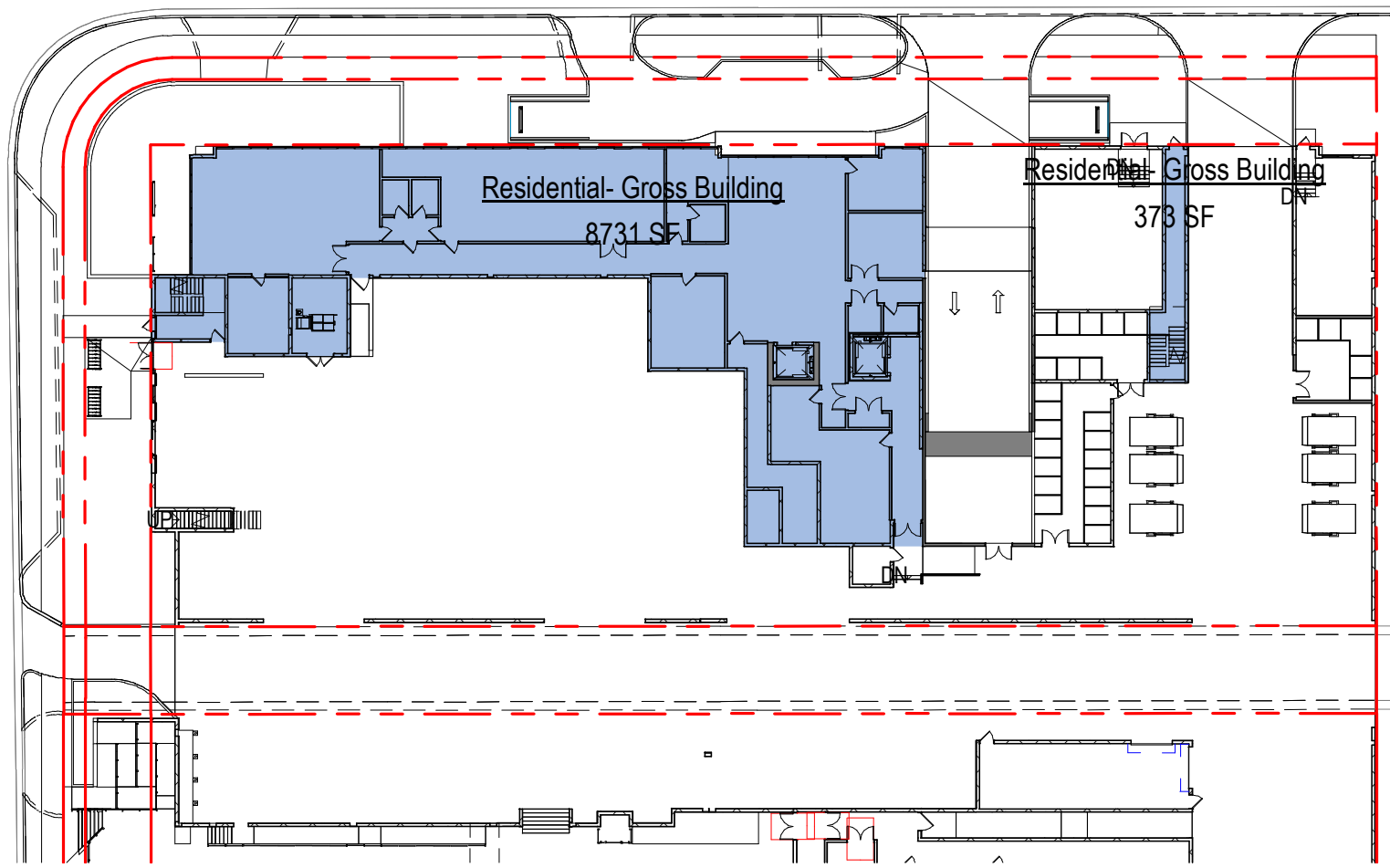
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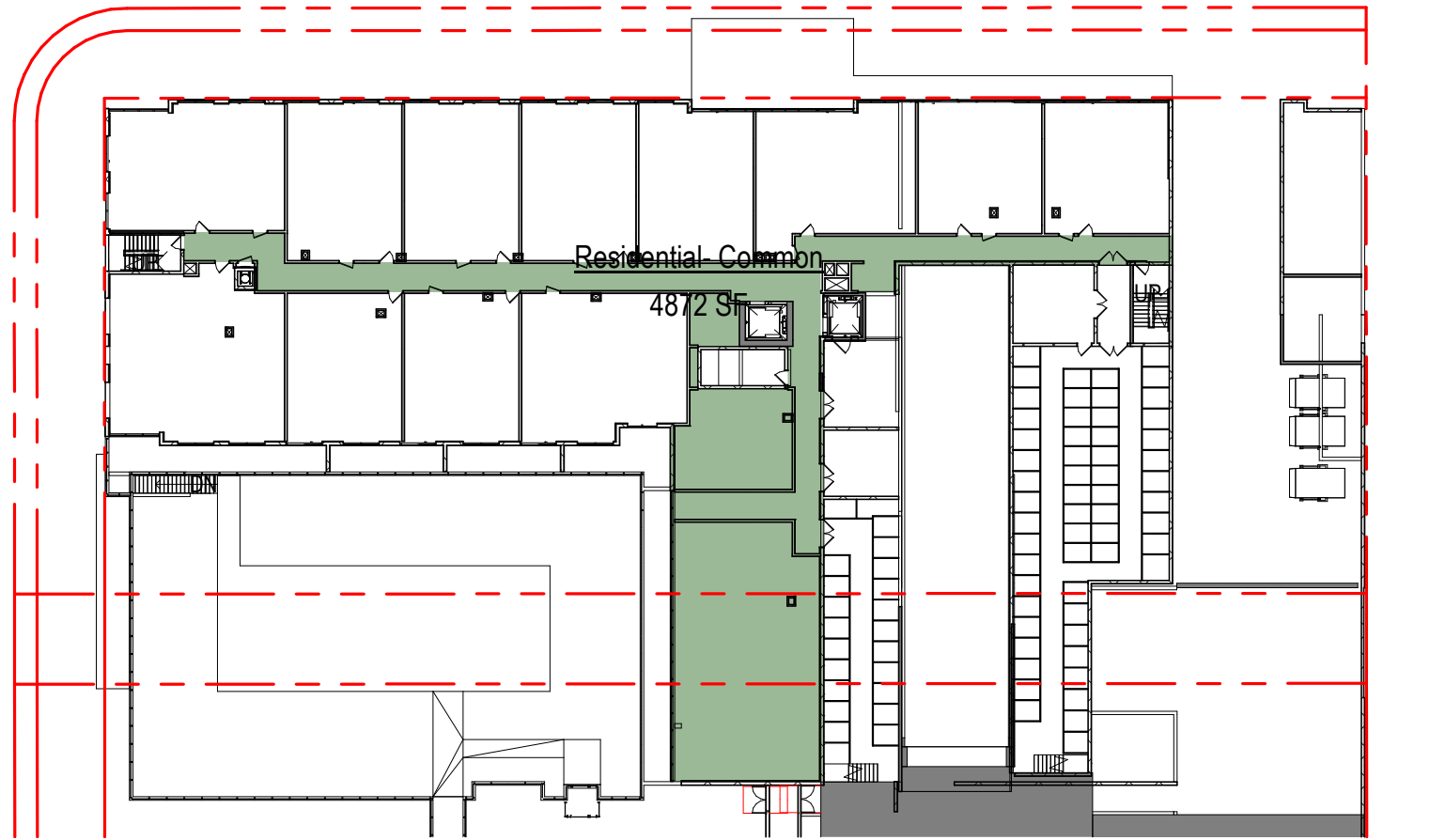
7 | LEVEL R01
SCALE: 1" = 40'-0"



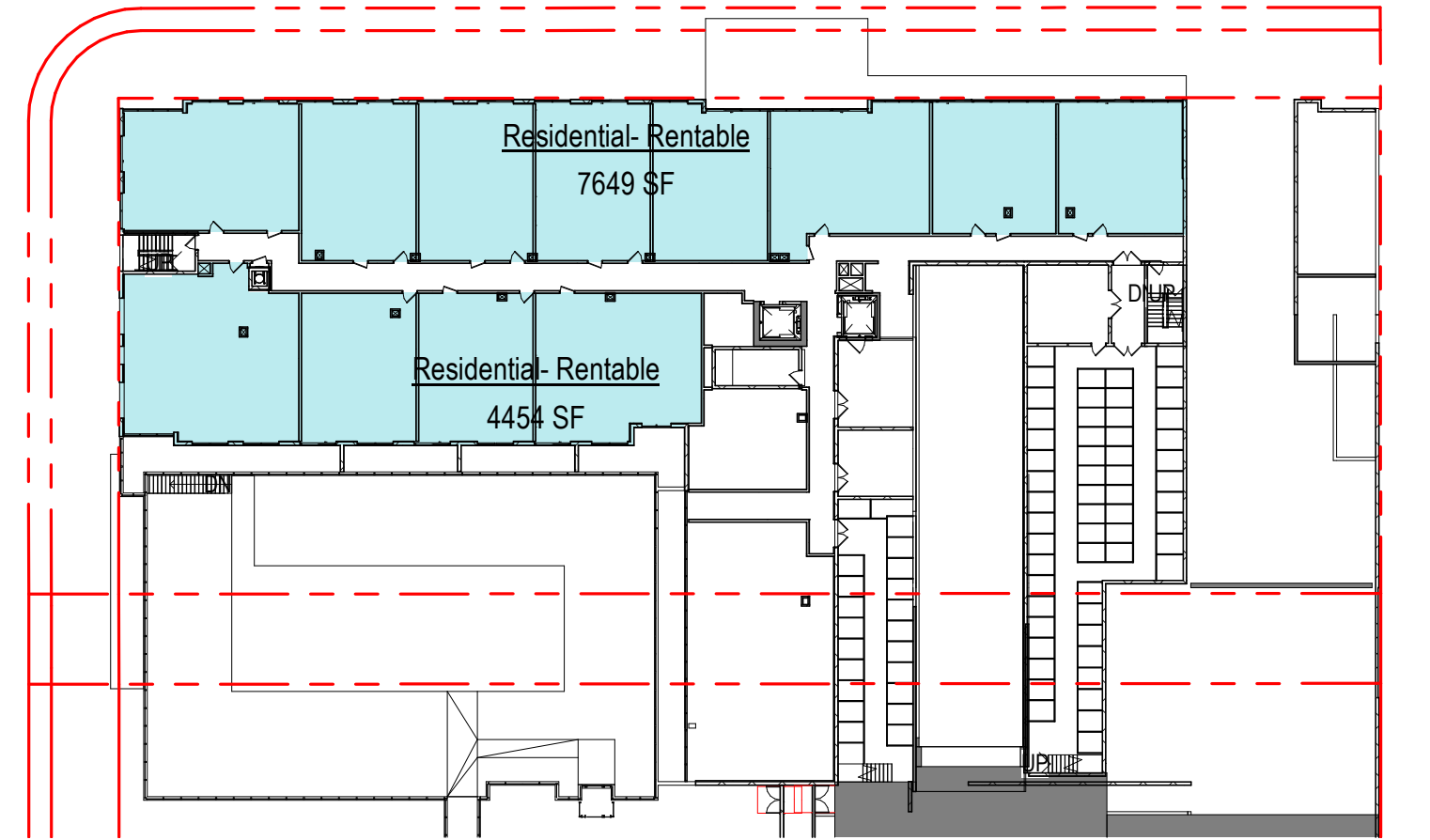
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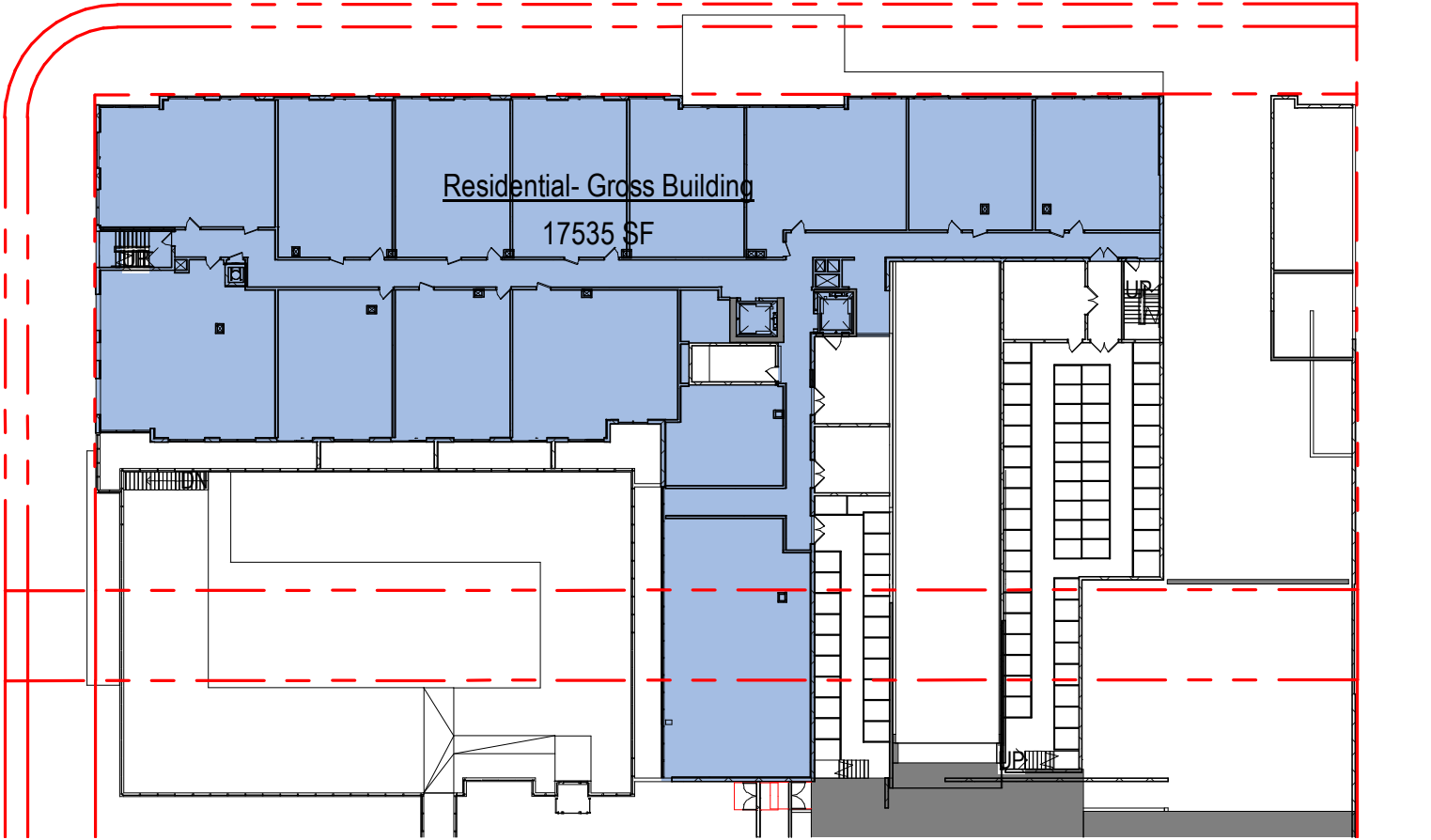
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SCALE: 1" = 40'-0"



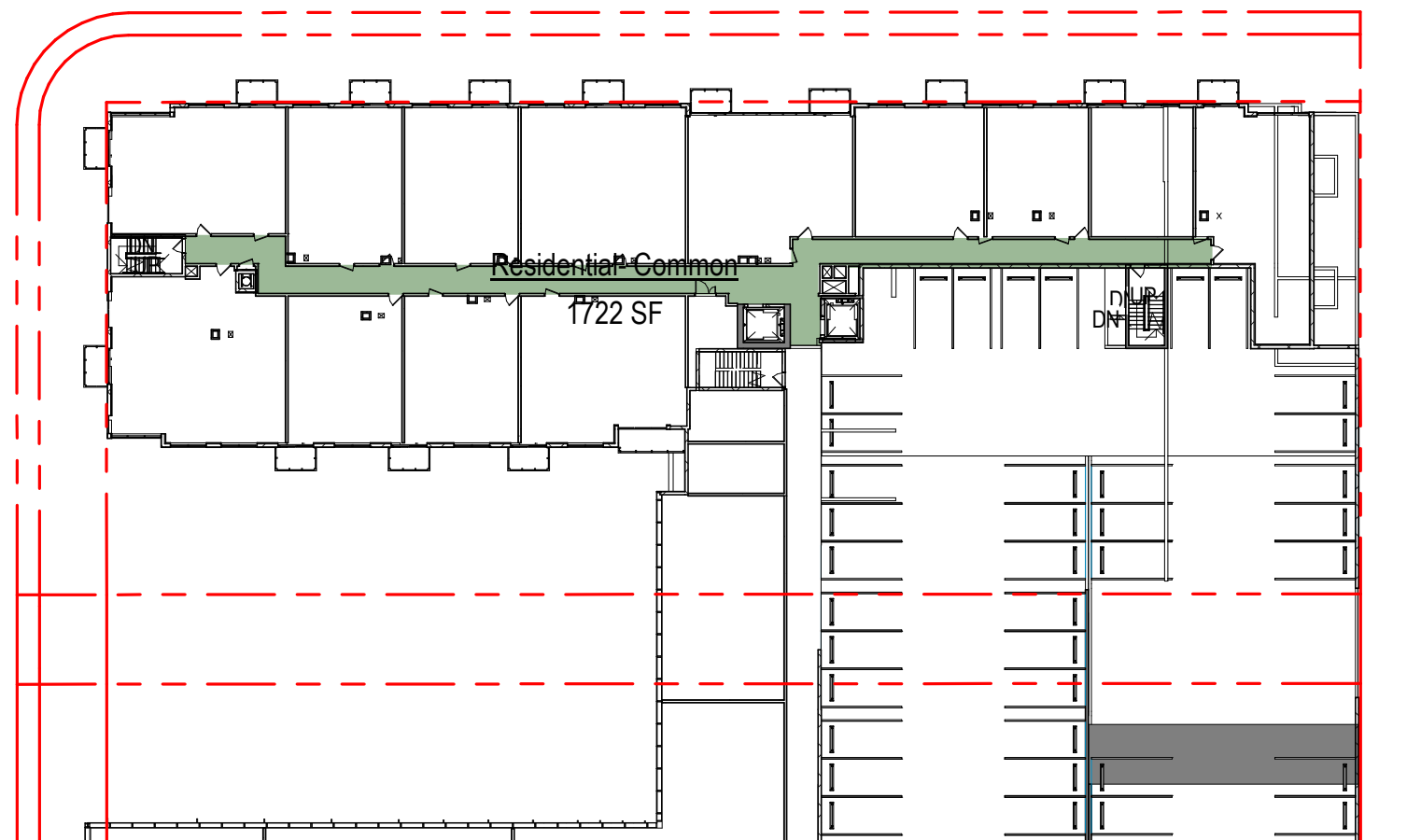
8 | LEVEL R02
SCALE: 1" = 40'-0"



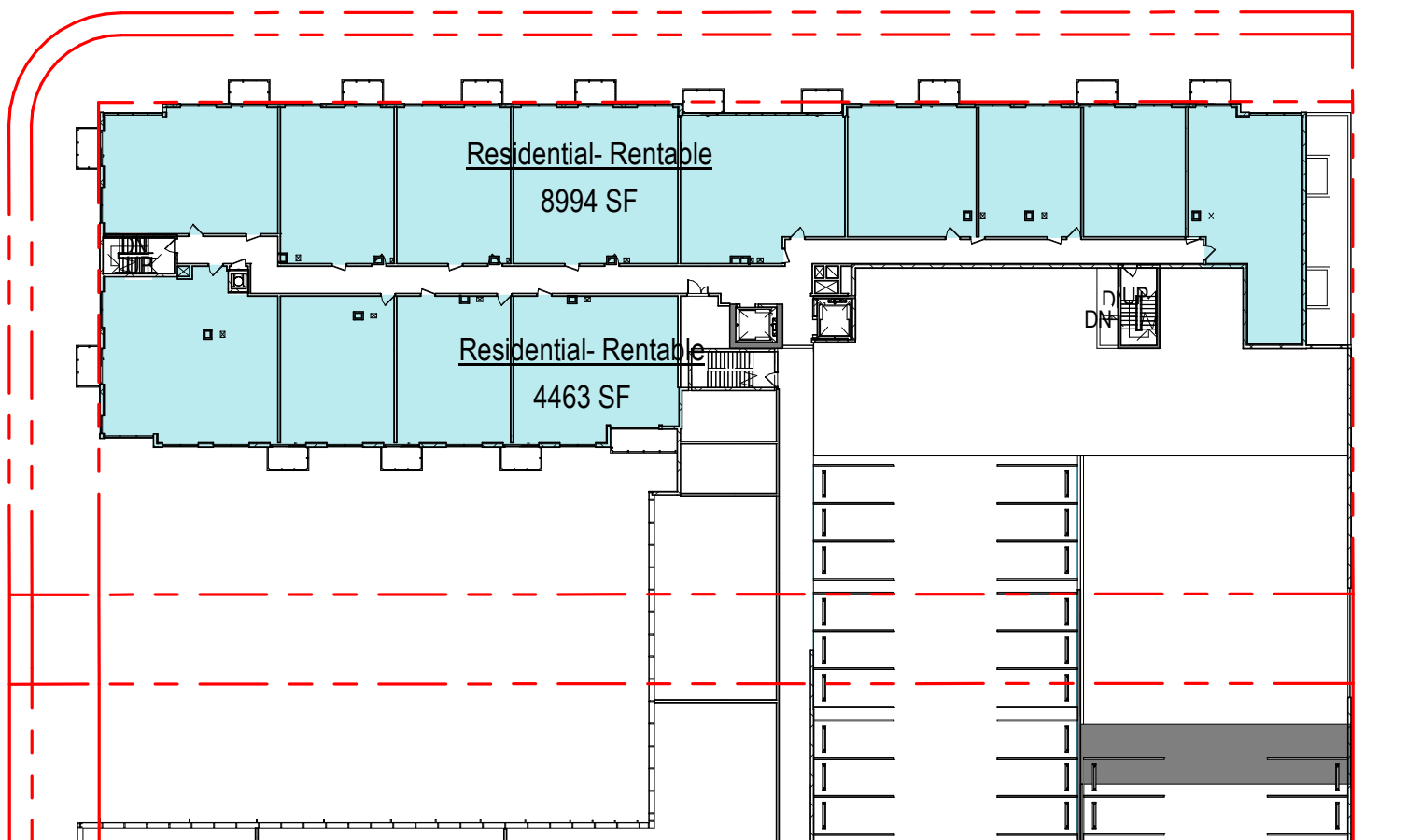
5 | LEVEL R02
SCALE: 1" = 40'-0"



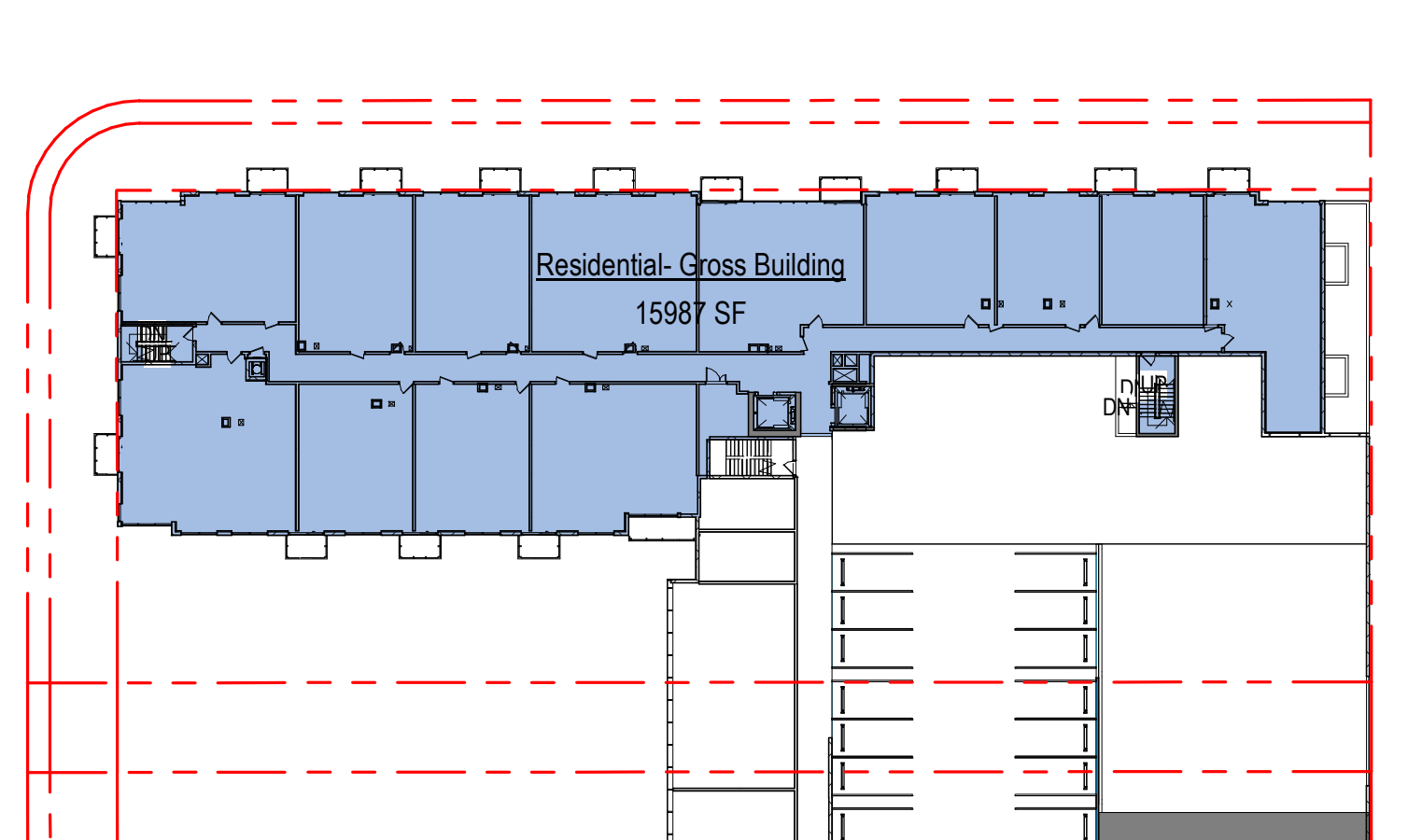
2 | LEVEL R02
SCALE: 1" = 40'-0"



9 | LEVEL R03
SCALE: 1" = 40'-0"



6 | LEVEL R03
SCALE: 1" = 40'-0"



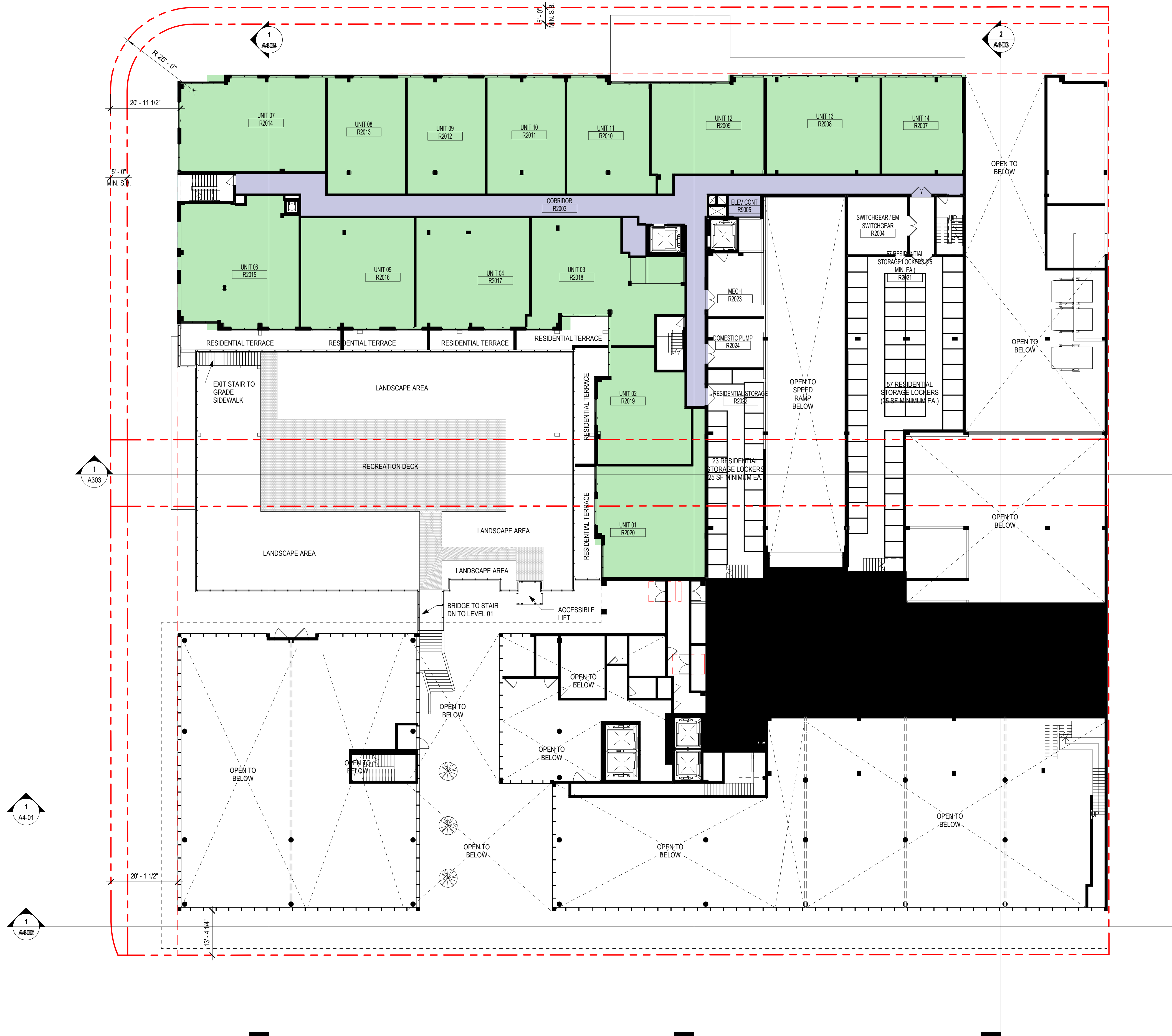
3 | LEVEL R03
SCALE: 1" = 40'-0"

Area Schedule (Residential- Common)				
Level	Name	Area	Number of Stories	Common SF
LEVEL R01				
LEVEL R01	Residential- Lobby	7721 SF	1	7721 SF
Residential- Lobby				7721 SF
LEVEL R02				
LEVEL R02	Residential- Common	4872 SF	1	4872 SF
Residential- Common				4872 SF
LEVEL R03				
LEVEL R03	Residential- Common	1722 SF	6	10334 SF
Residential- Common				10334 SF
LEVEL R03				
LEVEL R03				10334 SF
Grand total				22927 SF

Area Schedule (Residential- Rentable)				
Level	Name	Area	Number of Stories	Rentable SF
LEVEL R02				
LEVEL R02	Residential- Rentable	7649 SF	1	7649 SF
LEVEL R02	Residential- Rentable	4454 SF	1	4454 SF
Residential- Rentable				12104 SF
LEVEL R02				12104 SF
LEVEL R03				
LEVEL R03	Residential- Rentable	8994 SF	6	53963 SF
LEVEL R03	Residential- Rentable	4463 SF	6	26776 SF
Residential- Rentable				80739 SF
LEVEL R03				80739 SF
Grand total				92843 SF

Area Schedule (Residential- Gross Building)				
Level	Name	Area	Number of Stories	Gross SF
LEVEL R01				
LEVEL R01	Residential- Gross Building	8731 SF	1	8731 SF
LEVEL R01	Residential- Gross Building	373 SF	1	373 SF
Residential- Gross Building				9104 SF
LEVEL R01				9104 SF
LEVEL R02				
LEVEL R02	Residential- Gross Building	17535 SF	1	17535 SF
Residential- Gross Building				17535 SF
LEVEL R02				17535 SF
LEVEL R03				
LEVEL R03	Residential- Gross Building	15987 SF	6	95921 SF
Residential- Gross Building				95921 SF
LEVEL R03				95921 SF
Grand total				122560 SF

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.



1 | LEVEL R02
SCALE: 1/16" = 1'-0"

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

1/16" = 1'-0"



1 | LEVEL R02
SCALE: 1/16" = 1'-0"

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.



The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.



1 FLOOR PLAN- TYPICAL (RESIDENTIAL LEVELS R03 THRU R08 & OFFICE LEVEL 2 THRU LEVEL 5)
SCALE: 1/16" = 1'-0"

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.



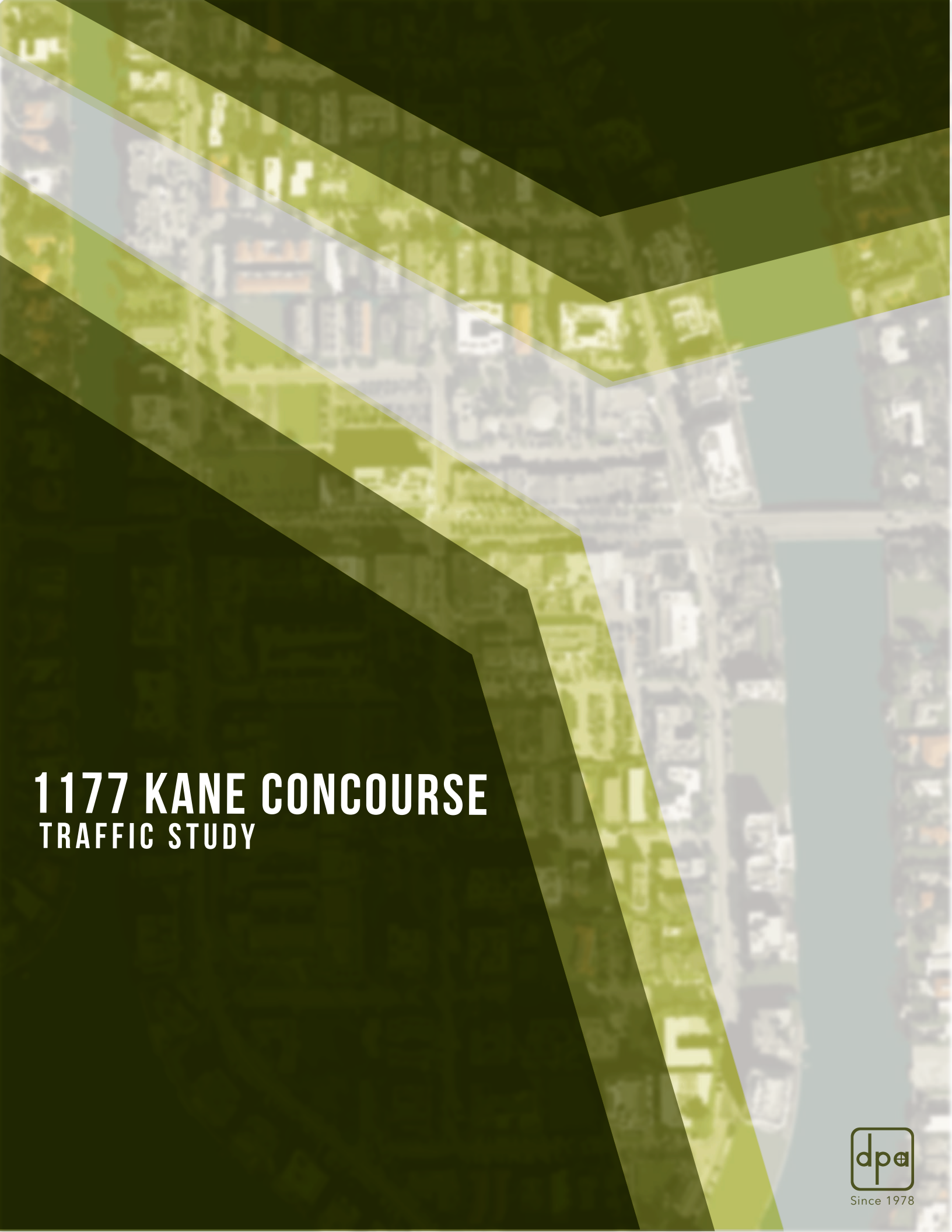
1 WEST ELEVATION-COLORED
SCALE: 3/32" = 1'-0"

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.



1 WEST ELEVATION- COLORED
SCALE: 3/32" = 1'-0"

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.



1177 KANE CONCOURSE

TRAFFIC STUDY



Since 1978

Site Development Plan Application -1st Submittal Development Review Committee Report (August 2018)

Re: Review of 1177 Kane Concourse Mixed Use Development Traffic Impact Analysis

Dated June 2018

24. The Traffic Study does not include an estimated daily (AADT) trip count as required.

Response: Exhibit 9 in the traffic Study has been revised to show Daily Trips.

25. The Traffic Study does not include an analysis of the traffic impacts on 97th Street and connecting roads (BHT / EBHD) to Kane concourse - this is the main access to the site garages.

Response: Traffic Study has been revised to include the analysis of 97th Street and Bay Harbor Terrace as requested. All necessary Exhibits have been updated.

26. Also, an analysis of the alley service vehicles needs to be included (solid waste to existing commercial uses / deliveries). The alley is only a westbound corridor so all vehicles must be able to get to WBHD / 97 Street.

Response: Please refer to Appendix A for the service vehicle analysis. The vehicles are expected to exit the garage via the 97th Street driveway.

PROFESSIONAL ENGINEER CERTIFICATE

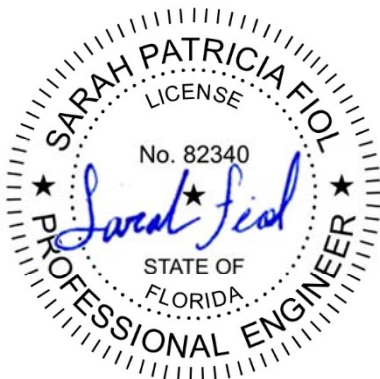
I hereby certify that I am a registered professional engineer in the State of Florida practicing with David Plummer and Associates, Inc., a corporation authorized to operate as an engineering business by the State of Florida Department of Professional Regulations, Board of Professional Engineers and that I have prepared or approved the evaluation, findings, conclusions, or technical advice hereby for:

Project: 1177 Kane Concourse – Traffic Study
Location: Town of Bay Harbor Islands
Client: Wharton Equity Partners, LLC

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

Name: Sarah Fiol, P.E.
P.E. Number: 82340
Date: August 27, 2018

Signature:



Prepared By:
David Plummer & Associates

Prepared For:
Wharton Equity Partners, LLC

Prepared In:
August 2018

DPA Job #:
18133

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EXECUTIVE SUMMARY

The proposed mixed use development will be located at 1177 Kane Concourse in Bay Harbor Islands, Florida (see Exhibit 1). The proposed development will consist of 104 residential units, 86,700 SF of office space, 10,239 SF of restaurant space, and 7,565 SF of retail space. Main access to the site will be provided via two two-way driveways located on 97th Street. For the purpose of this traffic analysis, project build-out is anticipated by 2020.

An assessment of the traffic impacts associated with the 1177 Kane Concourse project was performed in accordance with the requirements of the Town of Bay Harbor Islands. The results of the analysis show that all roadway segments and intersections analyzed currently operate and will continue operating within the FDOT established capacity and the Town of Bay Harbor Islands adopted level of service (LOS) standards.

Results of the future with the project conditions intersection analysis show that the overall LOS for the Bay Harbor Terrace / Kane Concourse and West Bay Harbor Drive / 97th Street intersections are projected to operate within the LOS standards adopted by the Town. All un-signalized intersection capacity analysis show adequate operations at all of the project driveways.

As with the existing and future without project conditions, the northbound approach of the West Bay Harbor Drive / Kane Concourse Drive intersection continues to experience delay during the AM peak hour. To improve the operation of this approach, a minor signal timing adjustment is recommended for this intersection during the AM peak hour. Adding five seconds of green time to the northbound / southbound through movement of the West Bay Harbor Drive / Kane Concourse Drive intersection will decrease the overall delay of the intersection by 11 seconds. It should be noted that the project adds no trips to the West Bay Harbor Drive / Kane Concourse northbound through / left-turning movement and only two trips to the northbound right-turning movement.

An assessment of circulation as it relates to the valet services during the PM peak hour of generator was performed based on the ITE's Transportation and Land Development publication. The analysis shows that the proposed site plan provides enough storage to accommodate the anticipated queue at both valet stations.

1.0 INTRODUCTION

1.1 Project Background

The proposed mixed use development will be located at 1177 Kane Concourse in Bay Harbor Islands, Florida (see Exhibit 1). The proposed development will consist of 104 residential units, 86,700 SF of office space, 10,239 SF of restaurant space, and 7,565 SF of retail space. Main access to the site will be provided via two two-way driveways located on 97th Street. For the purpose of this traffic analysis, project build-out is anticipated by 2020. The proposed site plan is included in Appendix A.

1.2 Study Objective

A traffic study was conducted consistent with discussions with the Town of Bay Harbor Islands' staff in order to assess the impacts of this project on the external roadway network. The study addresses trip generation, access to the site, the traffic impacts on the nearby transportation network, queuing, and valet operation.



Project Location

Exhibit 1

Location Map



1.3 Study Area and Methodology

The analysis undertaken follows discussion with Town of Bay Harbor Islands staff. The following is a brief description of the study methodology:

Study Area

The study area for the project will include the following intersections:

- Kane Concourse (96th Street / SR 922) / West Bay Harbor Drive
- Kane Concourse (96th Street / SR 922) / Bay Harbor Terrace
- West Bay Harbor Drive / 97th Street

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing year
- Project build-out year (2020) without project trips (background traffic)
- Project build-out year (2020) with project trips (total traffic)

Data Collection

- Vehicle turning movement counts were collected during the AM (7 - 9) and PM (4 – 6) peak hour conditions on May 22, 2018.
- Collected counts were adjusted to reflect AM and PM peak hour peak season conditions for the intersection analysis. The traffic volumes were adjusted by applying the corresponding peak season conversion factors obtained from the latest *Florida Department of Transportation (FDOT) Peak Season Factor Category Report*.
- Field reviews were performed to obtain existing physical and operating characteristics of the roadway network within the study area. Data acquired includes the number and type of traffic lanes, intersection geometrics, signal timings, speed limit information, and other appropriate physical and operating characteristics.

- Future Transportation Projects – The 2017 TIP and the 2040 LRTP will be reviewed and considered in the analysis at project build-out.

Existing Conditions Intersection Capacity Analysis

- Intersection capacity analyses were evaluated for the study area intersections using the Synchro software. All input files will be provided for review purposes.

Background Traffic

- Future background traffic volumes were determined by applying a compound growth rate to existing volumes and adding committed development traffic. The growth rate was calculated based on a review of historical volumes obtained from FDOT and Miami-Dade County.

Project Trip Generation and trip distribution

Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 10th Edition, trips associated with the proposed development were estimated. Pass-by capture and internal capture were established based on the ITE, *Trip Generation Manual, Users Guide and Handbook*, 10th Edition. Net new external project traffic was assigned to the adjacent street network using the cardinal distribution from the *Miami-Dade Long Range Transportation Plan Update*, published by the *Metropolitan Planning Organization*. Normal traffic patterns were also considered when assigning project trips.

Future Conditions Intersection Analysis – Total Traffic Conditions

- Future total traffic volumes were determined by summing project trips and background traffic volumes.
- Intersection capacity analyses were evaluated using the Synchro software. Access driveways were included as part of the LOS analysis. Signal timings were optimized for future conditions analyses.

Roadway Capacity Analysis

Using data collected, AM and PM peak hour LOS analyses were conducted for existing, future without project, and future with project (2020) traffic conditions. Roadway segment volumes were compared to Florida Department of Transportation published service volumes.

Queuing Analysis

The potential queue at the project drop-off area was calculated based on the peak hour of generator traffic published by ITE's Trip Generation, 10th Edition. The project trip generation for the PM peak hour of generator (the greatest demand hour for the uses) was used for the analysis. A processing rate was used for valet operations. Arrival flow rate from the traffic distribution were converted to a random distribution using the Poisson formula. The queuing analysis was based on the ITE's Transportation and Land Development publication – using Poisson arrivals and negative exponential service time.

1.4 Project Site Information

The project will be located at 1177 Kane Concourse in Bay Harbor Islands, FL. The proposed development will be a mixed use building consisting of 104 residential units, 86,700 SF of office space, 7,565 SF of retail, and 10,239 SF of restaurant space. The main access to the site will be provided via two two-way driveways on 97th Street. The northwest driveway will provide access to site's upper level garage and the residential drop-off area. The northeastern driveway provides access to the ground level garage. An outbound one-way driveway will be provided accessing West Bay Harbor Drive. For customer convenience, the project will provide two valet stations. One valet drop-off / pick-up station will be located at the base of the stairs within the ground level of the garage. The second valet drop-off / pick-up station will be located on the north side of Kane Concourse. The project site plan is included in Appendix A.

2.0 DATA COLLECTION

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

2.1 Roadway Characteristics

97th Street

97th Street is a local road that provides east / west access within the project area. 97th Street is a two-way, two-lane undivided roadway. On street parking is available on portions of the roadway. The speed limit is 25 mph within the study limits.

Kane Concourse (96th Street)

96th Street (Kane Concourse) is a minor east/west arterial shared roadway linking Bay Harbor Islands, Bal Harbor, Surfside, and Indian Creek with north-central Miami-Dade County and Interstate 95. Kane Concourse is a two-way, four-lane divided arterial roadway. On street parallel parking is permitted in portions of the road. The speed limit is 30 mph within the study limits. FDOT has jurisdiction over Kane Concourse.

W. Bay Harbor Drive

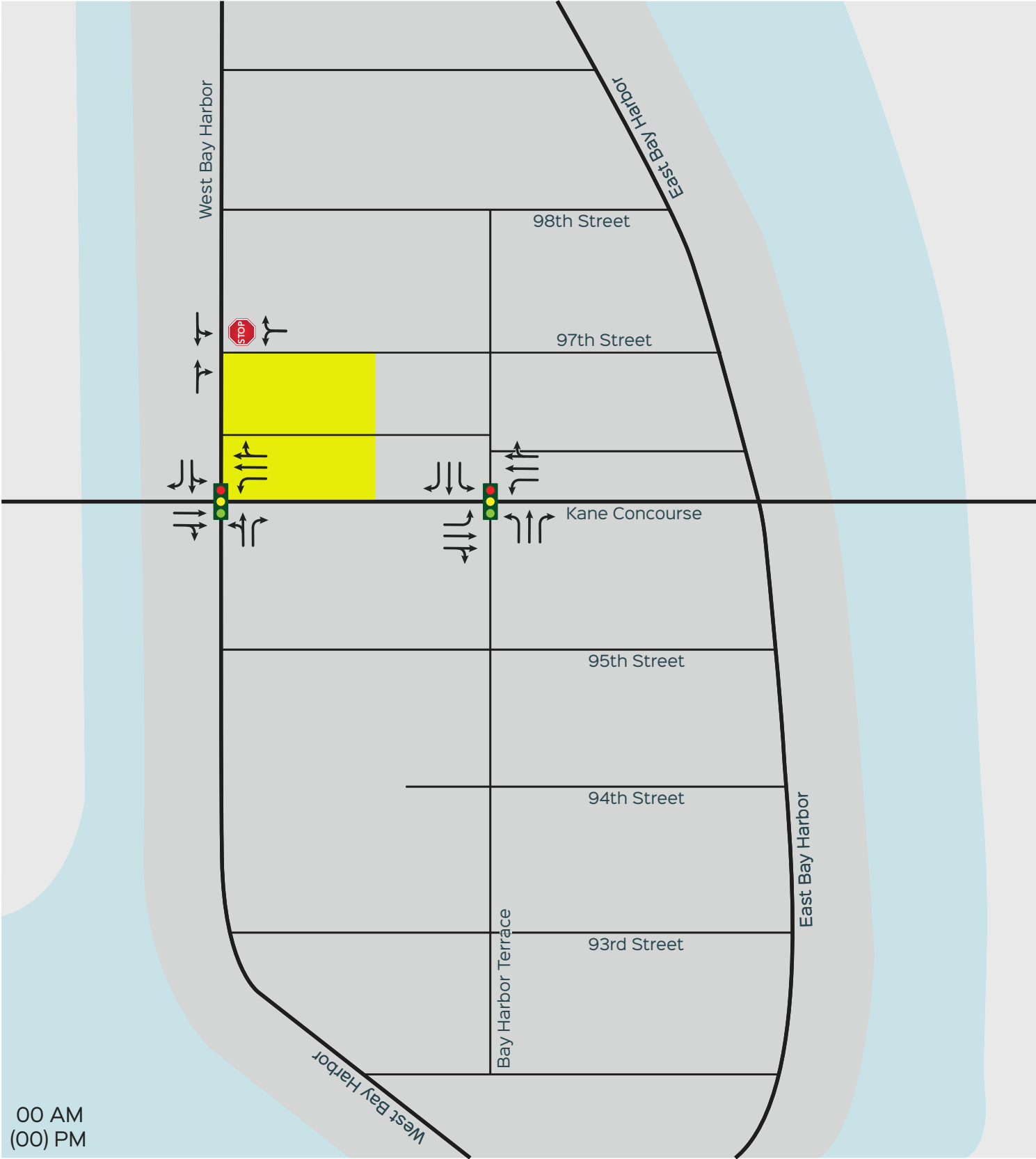
W. Bay Harbor Drive is a two-way, two-lane, local road that provided north / south access within the project area. W. Bay Harbor Drive has exclusive bike lanes on both sides of the roadway and on-street parallel parking is permitted in portions of the road. The speed limit is 25 mph within the study limits.

2.2 Traffic Counts

Vehicle turning movement counts were collected on May 22, 2018 for the AM and PM peak hours. The latest weekly volume adjustment factors were obtained from FDOT. A weekly volume peak season conversion factor of 1.02 (for Miami-Dade County North) was used corresponding to the dates of the counts, to adjust the raw traffic counts to peak season conditions. The counts are provided in Appendix B.

2.3 Intersection Data

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

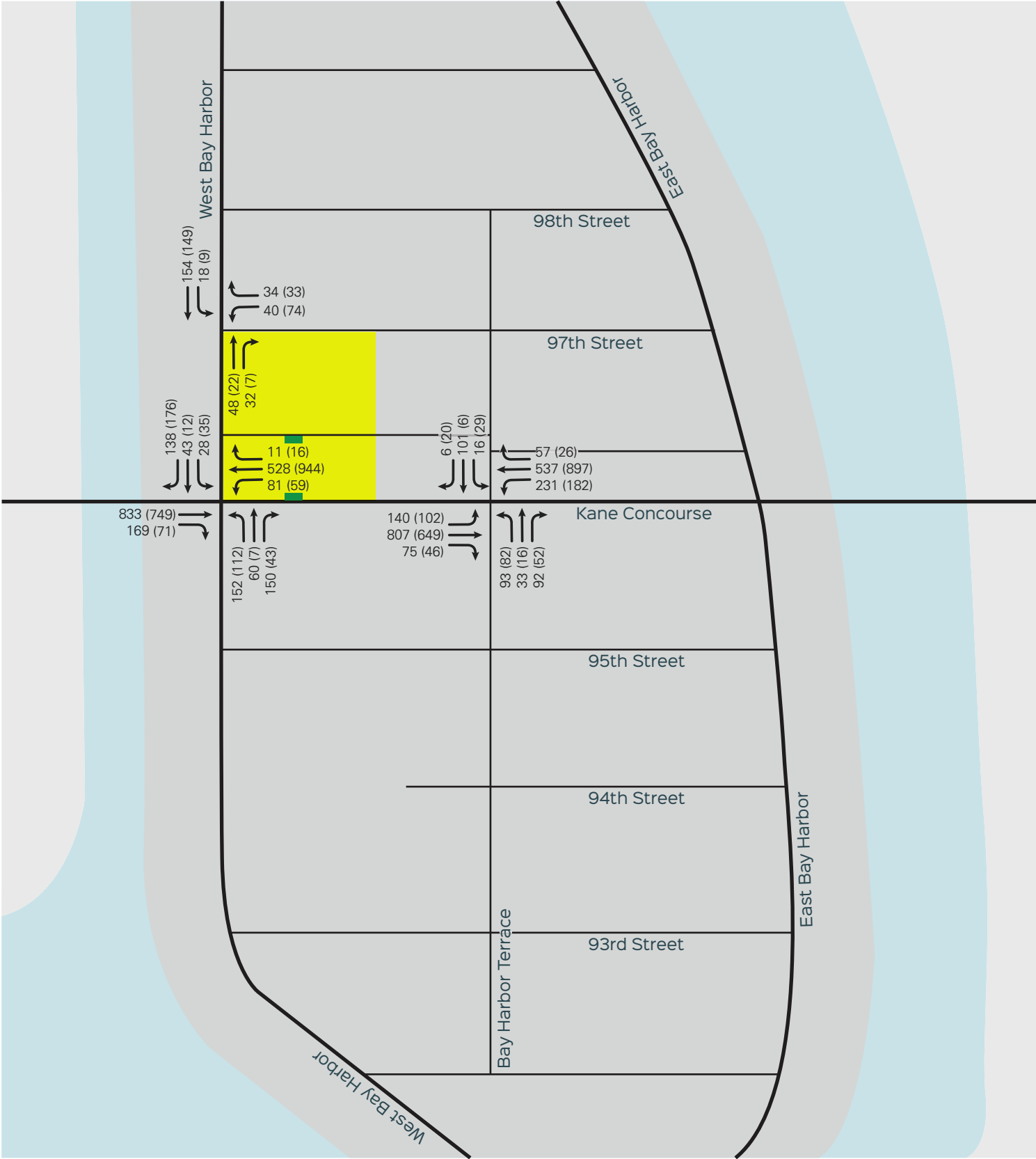


00 AM
(00) PM

- Project Location
- In - AM (PM)
- Out - AM (PM)
- Valet Circulation
- Valet Station

Exhibit 2

Existing Lane Configurations



00 AM
(00) PM

Exhibit 3

Existing AM & PM Peak Hour Traffic Volumes



2.4 Roadway Capacity Analysis

The FDOTs generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition. Exhibit 4 shows roadway link analysis for the study area segments based on the FDOT generalized peak hour directional service volume tables. All roadway segments operate within the Town's adopted LOS standards.

**Exhibit 4: Existing Roadway Capacity Analysis
Weekday AM and PM Peak Hour Condition**

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
96 th Street (Kane Concourse) east of W. Bay Harbor Drive	EB	2LD	1,011	826	E	1615	Yes
	WB	2LD	620	820	E	1615	Yes
96 th Street (Kane Concourse) west of W. Bay Harbor Drive	EB	2LU	1,003	1,019	E	1275	Yes
	WB	2LU	818	1,232	E	1275	Yes
West Bay Harbor Drive north of 96 th Street (Kane Concourse)	NB	1LU	71	23	C	266	Yes
	SB	1LU	208	223	C	350	Yes
97 th Street west of Bay Harbor Terrace	EB	1LU	50	16	C	266	Yes
	WB	1LU	73	107	C	266	Yes
Bay Harbor Terrace north of 96 th Street (Kane Concourse)	NB	1LU	230	144	C	333	Yes
	SB	1LU	123	55	C	350	Yes

¹ **W. Bay Harbor Drive (NB)** : Class II Arterial 2 Lanes - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns (370 vph * 0.9 * 0.8 = 266 vph)

W. Bay Harbor Drive (SB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and +5% for Exclusive Right Turns (370 vph * 0.9 * 1.05 = 350 vph)

Kane Concourse (East) : Class II Arterial 2 Lanes, -5% divided Exclusive Left Turns (1700 vph * 0.95 = 1615 vph)

Kane Concourse (West) : Class II Arterial 2 Lanes, -25%undivided No Exclusive Right/Left Turns (1700 vph * 0.75 = 1275 vph)

97th Street (EB / WB) : Class II Arterial 2 Lanes - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns (370 vph * 0.9 * 0.8 = 266 vph)

Bay Harbor Terrace (NB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway (370 vph * 0.9 = 333 vph)

Bay Harbor Terrace (SB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and +5% for Exclusive Right Turns (370 vph * 0.9 * 1.05 = 350 vph)

The Town of Bay Harbor Islands has adopted a LOS B standard for minor roads. The AM and PM peak hour roadway service volumes at LOS B for W. Bay Harbor Drive is not published by FDOT. Therefore, the analysis will use the highest achievable level of service. The closest Service Volume published is for LOS C, and the resulting threshold is 266 vehicles per hour (vph) for 97th Street and the northbound direction of W Bay Harbor Drive, 350 vph for the southbound directions of W Bay Harbor Drive and Bay Harbor Terrace, and 333 vph for the northbound direction of Bay Harbor Terrace.

Similarly, the Town of Bay Harbor Islands' preferred level of service for Kane Concourse is "C" at peak hour but defers to the state / county jurisdiction for applicable LOS. FDOT has adopted a level of service "E" at the peak hours for Kane Concourse. The FDOT published roadway capacity (peak hour directional service volume at level of service "E") applicable to Kane Concourse is 1,615 vph for the segment east of W. Bay Harbor Drive and 1,275 vph for the segment west of W. Bay Harbor Drive. The Kane Concourse existing volumes are below this threshold.

2.5 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersection. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 5 shows the resulting LOS for existing weekday AM and PM peak hour conditions.

The analysis indicates that the Bay Harbor Terrace / Kane Concourse and the West Bay Harbor Drive / 97th Street intersections currently operate within the Town's LOS standards. The West Bay Harbor Drive / Kane Concourse intersection currently experiences delay during the AM peak hour. The delay is experienced in the northbound / southbound directions; this condition may be due to the fact that the state gives priority to vehicles travelling east / west through this area therefore, accepting delays on minor cross-streets. Intersection capacity analysis worksheets are included in Appendix C.

**Exhibit 5: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Bay Harbor Terrace / Kane Concourse	S	NB	C	34.7	D	36.4	C
		SB	C	32.3	D	35.2	C
		EB	B	17.9	B	11.9	E
		WB	B	14.3	B	12.4	E
		<i>Overall</i>	B	19.0	B	14.5	E
West Bay Harbor Drive / Kane Concourse	S	NB	F	751.9	F	325.7	C
		SB	D	35.3	D	35.7	C
		EB	C	22.9	B	19.3	E
		WB	A	2.3	A	2.0	E
		<i>Overall</i>	F	138.5	D	35.3	E
West Bay Harbor Drive / 97 th Street	U	WB	B	10.3	B	10.2	C

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2017 Miami-Dade County Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Program (LRTP) were reviewed to identify any programmed project within the limits of the study area established. These documents show the following project within the study area:

DT4366241 – SR 922 (96th Street) from NW 7th Avenue to Collins Avenue
Pedestrian sidewalk improvement

There are no capacity improvements identified in this area. Therefore, it was not reflected in the future conditions. Roadway project documentation is included in Appendix D.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. This analysis indicated that the annual growth rate is 1.4%. Historic growth rate documentation is included in Appendix B.

4.2 Future without Project Roadway Capacity Analysis

Future without project conditions were obtained by adding background traffic with the committed development (Grand Beach Hotel) trips. Exhibit 6 shows the future without project AM and PM peak hour traffic at each roadway segment. All roadway segments continue to meet the Town's LOS standards.

Exhibit 6: Future without Project Roadway Capacity Analysis
Weekday AM and PM Peak Hour Condition

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
96 th Street (Kane Concourse) east of W. Bay Harbor Drive	EB	2LD	1,061	874	E	1,615	Yes
	WB	2LD	660	868	E	1,615	Yes
96 th Street (Kane Concourse) west of W. Bay Harbor Drive	EB	2LU	1,053	1,073	E	1,275	Yes
	WB	2LU	863	1,292	E	1,275	Yes
West Bay Harbor Drive north of 96 th Street (Kane Concourse)	NB	1LU	73	24	C	266	Yes
	SB	1LU	214	230	C	350	Yes
97 th Street west of Bay Harbor Terrace	EB	1LU	51	17	C	266	Yes
	WB	1LU	76	110	C	266	Yes
Bay Harbor Terrace north of 96 th Street (Kane Concourse)	NB	1LU	236	148	C	333	Yes
	SB	1LU	127	57	C	350	Yes

¹ **W. Bay Harbor Drive (NB)** : Class II Arterial 2 Lanes - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns (370 vph * 0.9 * 0.8 = 266 vph)

W. Bay Harbor Drive (SB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and +5% for Exclusive Right Turns (370 vph * 0.9 * 1.05 = 350 vph)

Kane Concourse (East) : Class II Arterial 2 Lanes, -5% divided Exclusive Left Turns (1700 vph * 0.95 = 1615 vph)

Kane Concourse (West) : Class II Arterial 2 Lanes, -25%undivided No Exclusive Right/Left Turns (1700 vph * 0.75 = 1275 vph)

97th Street (EB / WB) : Class II Arterial 2 Lanes - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns

Bay Harbor Terrace (NB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway (370 vph * 0.9 = 333 vph)

Bay Harbor Terrace (SB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and +5% for Exclusive Right Turns (370 vph)

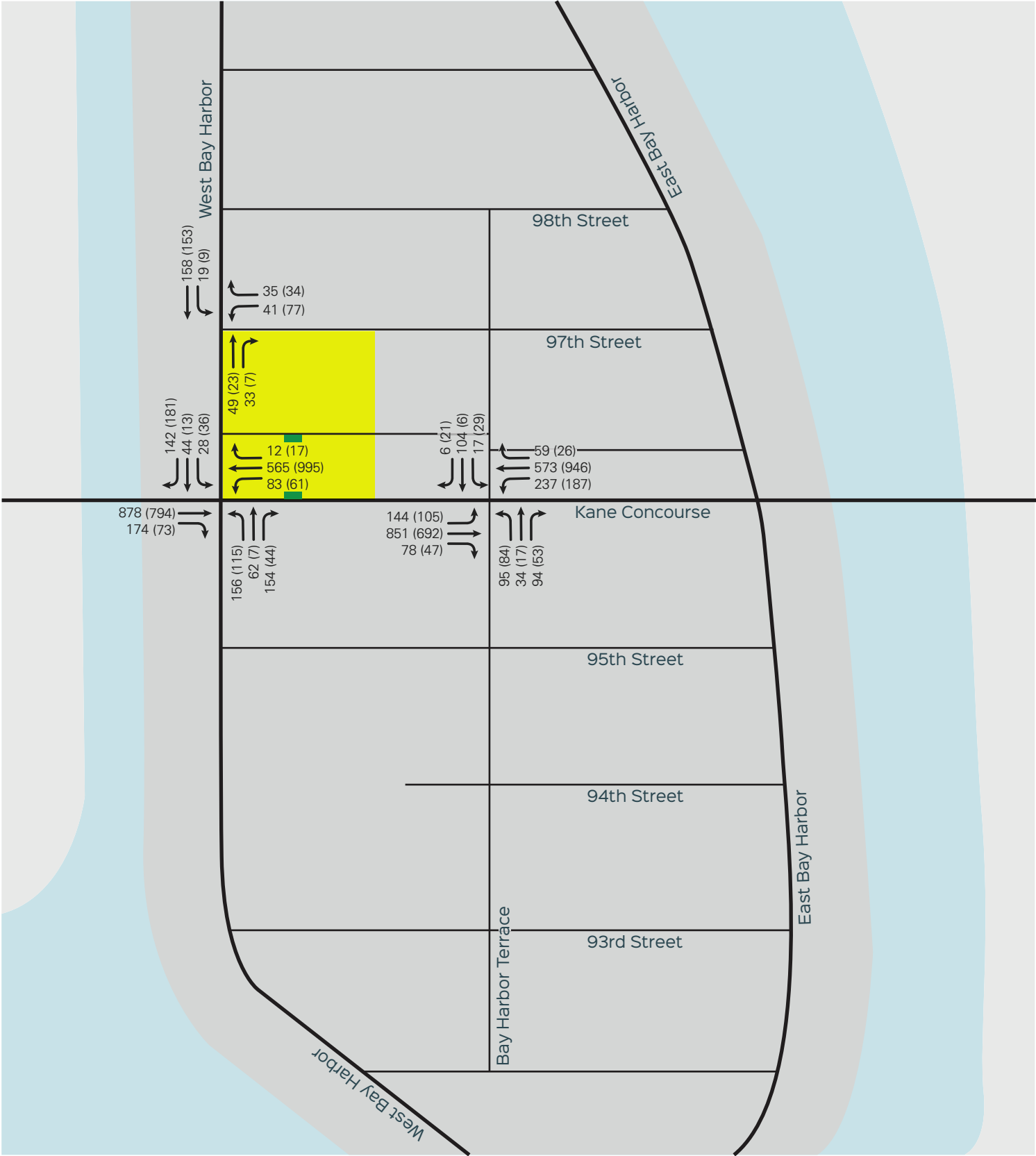
4.3 Future without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 7 shows the resulting LOS for morning and afternoon peak conditions for future without project conditions. The analysis indicates that the Bay Harbor Terrace / Kane Concourse and the West Bay Harbor Drive / 97th Street intersections continue to operate within the Town's overall LOS standards. As with existing conditions, the West Bay Harbor Drive / Kane Concourse intersection experiences delay during the AM peak hour. The northbound / southbound approaches of the West Bay Harbor Drive / Kane Concourse intersection experience delay in the AM peak hour, this condition may be due to the fact that the state gives priority to vehicles travelling east / west through this area therefore, accepting delays on minor cross-streets. Exhibit 8 shows the projected turning movements for future without project traffic. Intersection capacity analysis worksheets are included in Appendix C.

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

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Bay Harbor Terrace / Kane Concourse	S	NB	C	34.7	D	36.4	C
		SB	C	32.3	D	35.2	C
		EB	B	18.7	B	12.2	E
		WB	B	15.1	B	12.9	E
		<i>Overall</i>	B	19.6	B	14.8	E
West Bay Harbor Drive / Kane Concourse	S	NB	F	811.9	F	338.9	C
		SB	D	35.3	D	36.5	C
		EB	C	23.9	B	19.9	E
		WB	A	2.4	A	2.1	E
		<i>Overall</i>	F	146.3	D	36.0	E
West Bay Harbor Drive / 97 th Street	U	WB	B	10.4	B	11.1	C

Source: David Plummer & Associates



00 AM
(00) PM

Exhibit 8

Future Without Project AM & PM Peak Hour Traffic Volumes



4.4 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. ITE research also shows that a certain percent of retail and restaurant trips are "pass-by" trips. These are described as trips "attracted from the traffic passing the site on an adjacent street". These are not new trips, but trips already using the existing roadway network that stop at the proposed use and go back to their original path. Pass-by trips for this use were established based on guidelines provided in Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition. Mass transit (Appendix E), prevalent sidewalks, shared and exclusive bike lanes, and a Citi bike station on the west side of the project property make the study area pedestrian friendly. Thus, an 8% deduction was taken for pedestrian/transit. The project trip generation summary is provided in Exhibit 9. The ITE trip generation worksheet is provided in Appendix F.

Exhibit 9: Project Trip Generation Summary

ITE Land Use Designation ¹	Size / Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily (Mid-Rise) (Land Use 221)	104 DU	565	9	27	36	28	18	46
General Office (Land Use 710)	86,700 SF	924	93	15	108	16	83	99
Shopping Center (Land Use 820)	7,565 SF	286	4	3	7	14	15	29
Restaurant (Quality) (Land Use 931)	10,239 SF	858	4	4	8	54	26	80
Subtotal Gross Trips		2633	110	49	159	112	142	254
Internalization ²	AM	7.5%	-6	-6	-12	-29	-29	-58
	PM	22.8%						
Pass-by Shopping	PM	34%	0	0	0	-2	-2	-4
Pass-by Restaurant	PM	44%	0	0	0	-13	-13	-26
Transit/Pedestrian Trips		8%	-8	-3	-11	-6	-7	-13
Net External Trips			96	40	136	62	91	153

1) Based on ITE *Trip Generation Manual*, Tenth Edition

2) Based on ITE *Trip Generation Manual User's Guide and Handbook*, Tenth Edition

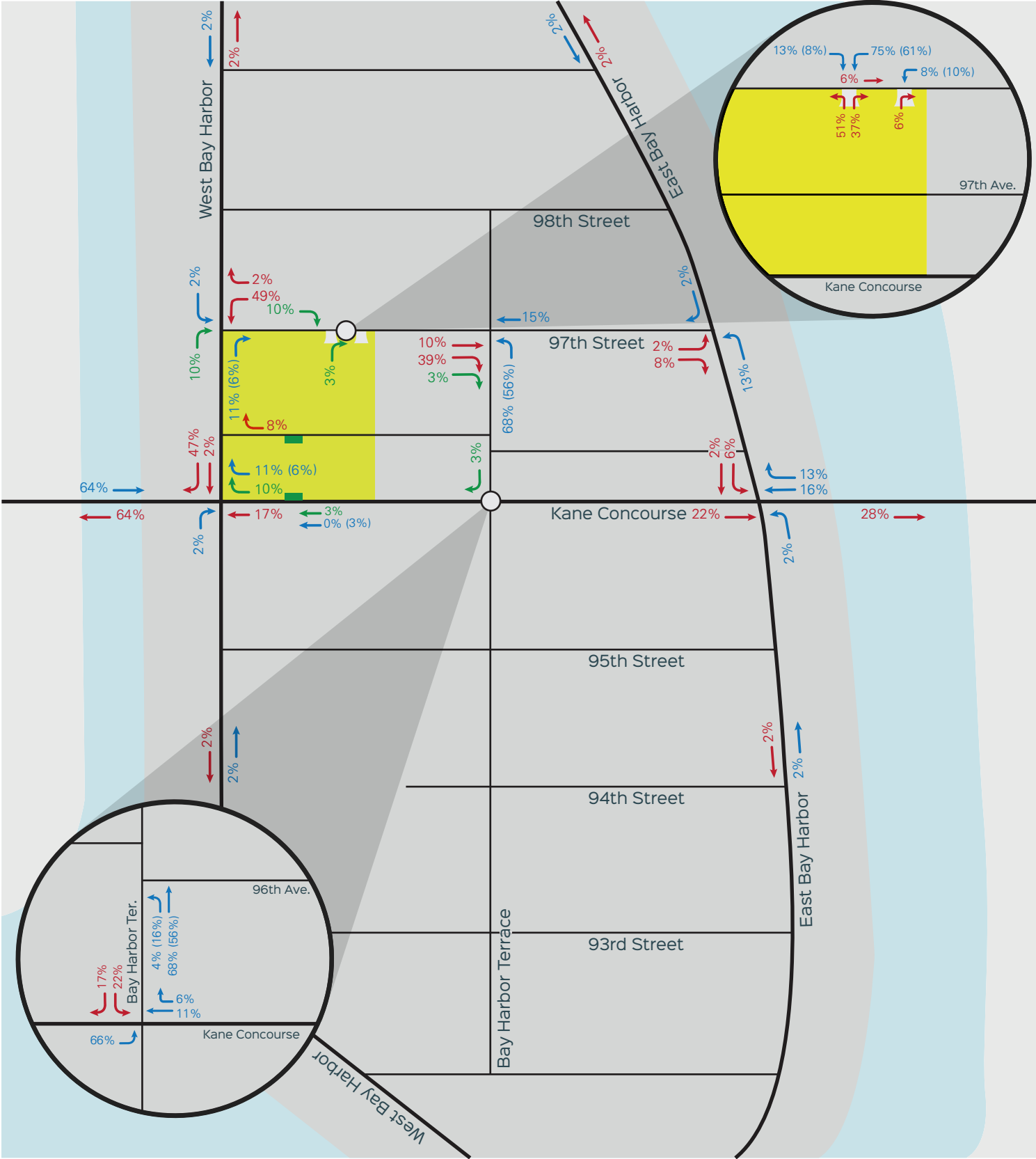
4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 616 shown in Exhibit 10. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The distribution can be summarized as follows: 27.73% to the north, 36.93% to the south, 5.70% to the east, and 29.63% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. The project trip distribution and trip assignments are graphically portrayed in Exhibit 11.

Exhibit 10: Cardinal Distribution (TAZ 616)

Direction	Distribution
NNE	7.93%
ENE	5.70%
ESE	0.00%
SSE	17.73%
SSW	19.20%
WSW	16.93%
WNW	12.70%
NNW	19.80%

Source: *Miami- Dade Long Range Transportation Plan*



Project Location % Inbound Valet Circulation 00% AM
% Outbound Valet Station (00)% PM

Exhibit 11
Project Trip Distribution



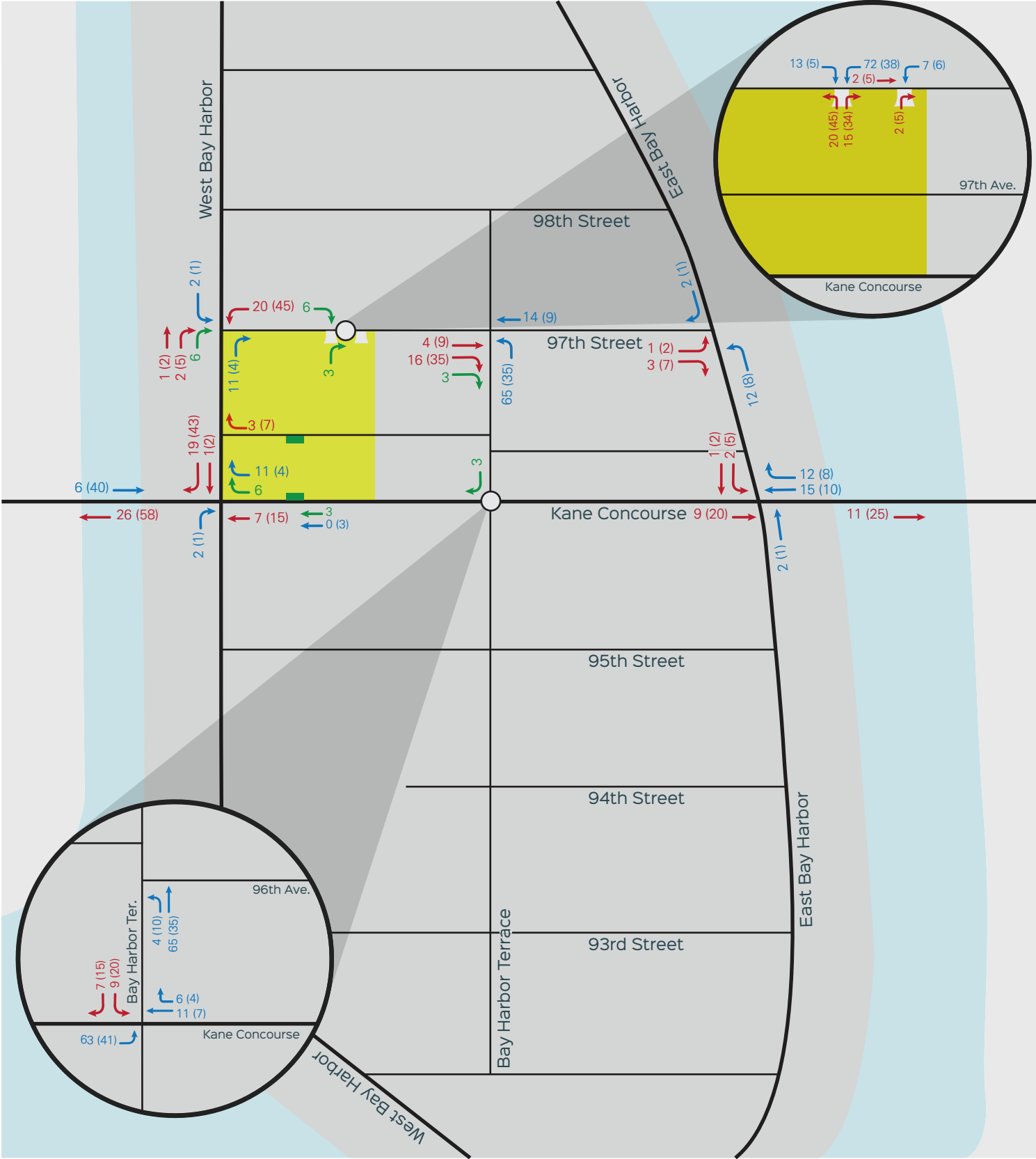


Exhibit 12
Project Trip Assignment

4.6 Future with Project Roadway Capacity Analysis

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 13 shows roadway capacity for the future with project during the AM and PM peak hour for each roadway segment. All roadway segments continue to meet the Town's LOS standards. Exhibit 14 shows the projected AM and PM turning movement volumes.

**Exhibit 13: Future with Project Roadway Capacity Analysis
Weekday AM and PM Peak Hour Condition**

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
96 th Street (Kane Concourse) east of W. Bay Harbor Drive	EB	2LD	1,088	935	E	1,615	Yes
	WB	2LD	680		E	1,615	Yes
96 th Street (Kane Concourse) west of W. Bay Harbor Drive	EB	2LU	1,079	1,095	E	1,275	Yes
	WB	2LU	925	1,332	E	1,275	Yes
West Bay Harbor Drive north of 96 th Street (Kane Concourse)	NB	1LU	78	36	C	266	Yes
	SB	1LU	261	260	C	350	Yes
97 th Street west of Bay Harbor Terrace	EB	1LU	62	32	C	266	Yes
	WB	1LU	123	140	C	266	Yes
Bay Harbor Terrace north of 96 th Street (Kane Concourse)	NB	1LU	265	213	C	333	Yes
	SB	1LU	164	81	C	350	Yes

¹ **W. Bay Harbor Drive (NB)** : Class II Arterial 2 Lanes - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns (370 vph * 0.9 * 0.8 = 266 vph)

W. Bay Harbor Drive (SB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and +5% for Exclusive Right Turns (370 vph * 0.9 * 1.05 = 350 vph)

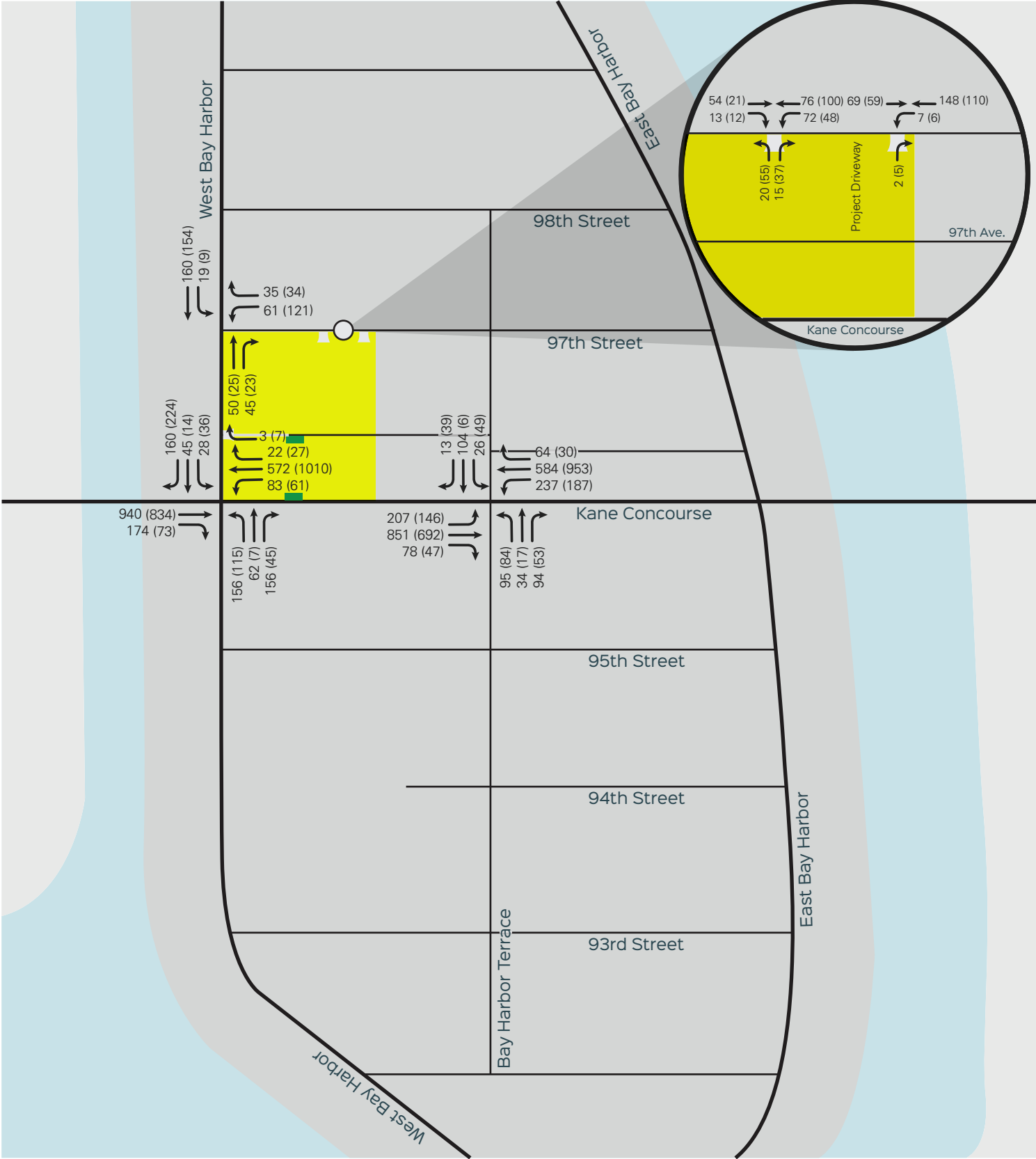
Kane Concourse (East) : Class II Arterial 2 Lanes, -5% divided Exclusive Left Turns (1700 vph * 0.95 = 1615 vph)

Kane Concourse (West) : Class II Arterial 2 Lanes, -25%undivided No Exclusive Right/Left Turns (1700 vph * 0.75 = 1275 vph)

97th Street (EB / WB) : Class II Arterial 2 Lanes - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns

Bay Harbor Terrace (NB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway (370 vph * 0.9 = 333 vph)

Bay Harbor Terrace (SB) : Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and +5% for Exclusive Right Turns (370 vph)



00 AM
(00) PM

Exhibit 14

Future With Project AM & PM Peak Hour Traffic Volumes



4.7 Future with Project Intersection Capacity Analysis

Future background traffic and traffic projections for the project were combined to obtain future traffic with project at the analyzed intersection. Exhibit 15 shows the resulting LOS for the weekday AM and PM peak hour conditions for future with the project. The analysis indicates that the Bay Harbor Terrace / Kane Concourse and the West Bay Harbor Drive / 97th Street intersections are projected to operate within the Town's overall LOS standards. As with existing and future without conditions, the West Bay Harbor Drive / Kane Concourse intersection continues to experience delay during AM peak hour in the northbound direction, this condition may be due to the fact that the state gives priority to vehicles travelling east / west through this area therefore, accepting delays on minor cross-streets. It should be noted that the project adds no trips in the northbound left direction (the direction causing the majority of the delay for this intersection, see Appendix C). Signal time adjustments are recommended to improve intersection delays. The unsignalized intersection capacity analysis results show adequate operations at all of the project driveways. Intersection capacity analysis worksheets are included in Appendix C.

**Exhibit 15: Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Bay Harbor Terrace / Kane Concourse	S	NB	C	34.7	D	36.4	C
		SB	C	32.2	D	35.7	C
		EB	A	18.2	B	12.2	E
		WB	B	16.1	B	13.5	E
		<i>Overall</i>	B	19.8	B	15.4	E
West Bay Harbor Drive / Kane Concourse ⁽¹⁾	S	NB	F	712.4	F	337.1	C
		SB	D	31.7	D	37.0	C
		EB	C	23.6	C	20.4	E
		WB	A	3.1	A	2.2	E
		<i>Overall</i>	F	130.3	D	35.6	E
West Bay Harbor Drive / 97 th Street	U	WB	B	10.9	B	11.1	C
West Bay Harbor Drive / W. Garage Driveway	U	WB	A	8.7	A	8.5	N/A
97 th Street / Garage Ramp Driveway	U	NB	B	10.8	B	10.7	N/A
97 th Street / NE Garage Driveway	U	NB	A	8.7	A	8.6	N/A

(1) AM Peak LOS with minor signal timing improvements

Source: David Plummer & Associates

5.0 QUEUING ANALYSIS

The queuing analysis was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. The analysis was performed to determine the number of valet parking attendants required during the peak period of a regular weekday so that the queue does not extend past the entrance (95% confidence level analysis). The potential queue at the drop-off area of the valet operations was calculated based on the PM peak hour of generator traffic published by the Institute of Transportation Engineers (ITE) trip generation rates and/or equations for the proposed development plan.

The site will provide retail and restaurant guests the option between self-parking or using valet services; all office and residents will self-park. Two valet drop-off / pick-up areas will be provided for guests, one located on Kane Concourse and one within the ground floor parking garage. Exhibit 16 provides the project trip generation for the site during the weekday PM peak hour of generator conditions (worst case scenario), it is assumed that only 20% of the retail and restaurant guests will use valet services.

**Exhibit 16: Valet Trip Generation
PM Peak Hour of Generator**

ITE Land Use Designation	Number of Units	PM Peak Hour of Generator Vehicle Trips			Demand at Valet Stations		
		In	Out	Total	In	Out	Total
Shopping Center (Land Use 820)	7,565 SF	16	16	32	3	3	6
Restaurant (Quality) (Land Use 931)	10,239 SF	52	33	85	10	7	17
Gross External Trips (Proposed)		68	49	117	13	10	23
Transit / pedestrian Trips - 8%		-5	-4	-9	-1	-1	-2
Net External Trips (Proposed)		63	45	108	12	9	21

Source: ITE Trip Generation Manual, 10th Edition

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization (ρ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{\text{Average Demand Rate}}{\text{Average Service Rate}}$$

The average service rate corresponds to the time it will take a valet parking attendant to park or retrieve a vehicle. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage (M) is determined using the following equation:

$$M = \left\lceil \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right\rceil - 1$$

In this equation, $P(x > M)$ is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

The processing rate was calculated by adding the time it will take a valet attendant to process the vehicles (**processing time**), the time it will take him to park or retrieve a vehicle (**driving time**) the time it will take him to park or retrieve a vehicle (**driving time requirement**), and the time it will take him to walk to/from the parking area (**walking time**). A processing time of 51 seconds per vehicle was used in the analysis. This information is based on data collected on a hotel in Miami Beach (see Appendix G). The driving time for the valet attendant was calculated on a conservative speed of 10 mph, and the walking time for the valet attendant was calculated on a jogging speed of 6ft/sec. Parking for the development will be self-parking for residents and office personnel. Restaurant and retail customers will be offered self-parking or the use of valet services. Valet services will be offered on the ground floor of the parking garage and on Kane Concourse. The calculations for the valet processing rates for the garage floor and Kane Concourse are presented in sections 5.1 and 5.2.

5.1 Garage Ground Floor Valet Station

The ground floor parking garage offers 16 mechanical parking spaces and the second floor of the garage will have valet parking spaces. For the purpose of this analysis it is assumed that the valet station on the ground floor will park on the ground floor and the valet station on Kane Concourse will park in the second floor of the garage. The first floor of the garage provides 37 standard parking spaces and eight stacker parking spaces (16 mechanical parking spaces). Since, the process time differs for mechanical parking spaces and standard parking, a weighted average of the mechanical / standard parking space valet processing time was used when calculating the time. The weighted average was based on the parking space distribution, which is 30% mechanical parking and 70% standard spaces. Furthermore, the process time differs for inbound and outbound parking, a weighted average of the inbound / outbound valet processing time was used when calculating the time. The weighted average was based on the PM peak of generator inbound / outbound demand, 57% inbound and 43% outbound. The calculations for the valet processing rates for the garage ground floor are presented in Exhibits 17 and 18.

Exhibit 17: Garage Valet Processing Rate (Mechanical Parking Space)

Valet Time (Inbound to Mechanical Parking Space)

Processing time:	$51 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 0.85 \text{ min}$
Driving time (most distant space):	$445\text{ft} * 1 \text{ mile} / 5280 \text{ ft} * 1\text{hr} / 10 \text{ miles} * 60 \text{ min} / \text{hr} = 0.51 \text{ min}$
Mechanical Lift Processing Time:	$30 \text{ sec} / \text{lift} * 0.0167 \text{ min} / \text{sec} * 2 \text{ lifts} = 1.0 \text{ min}$
Park Processing Time:	0.15 min
Walking time:	$223\text{ft} / 6 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = 0.62 \text{ min}$
Total	<u>$= 3.13 \text{ min}$</u>

Valet Time (Outbound to Mechanical Parking Space)

Processing time:	$51 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 0.85 \text{ min}$
Driving time (most distant space):	$223\text{ft} * 1 \text{ mile} / 5280 \text{ ft} * 1\text{hr} / 10 \text{ miles} * 60 \text{ min} / \text{hr} = 0.25 \text{ min}$
Mechanical Lift Processing Time:	$30 \text{ sec} / \text{lift} * 0.0167 \text{ min} / \text{sec} * 2 \text{ lifts} = 1.0 \text{ min}$

Park Processing Time:	0.15 min
Walking time:	$223\text{ft}/6\text{ ft/sec} / 60\text{ sec/min} = \mathbf{0.62\text{ min}}$
Total	= <u>2.87 min</u>

Weighted Valet Time

57% Inbound:	$0.57 * 3.13\text{ min} = \mathbf{1.78\text{ min}}$
43% Outbound:	$0.43 * 2.87\text{ min} = \mathbf{1.24\text{ min}}$
Total	= <u>3.02min</u>

Exhibit 18: Garage Valet Processing Rate (Standard Parking Space)

Valet Time (Inbound to Standard Parking Space)

Processing time:	$51\text{ sec} / 60\text{ sec} / 1\text{ min} = \mathbf{0.85\text{ min}}$
Driving time (most distant space):	$392\text{ft} * 1\text{ mile}/5280\text{ ft} * 1\text{hr}/10\text{ miles} * 60\text{ min/hr} = \mathbf{0.45\text{ min}}$
Park Processing Time:	0.15 min
Walking time:	$170\text{ ft}/6\text{ ft/sec} / 60\text{ sec/min} = \mathbf{0.47\text{ min}}$
Total	= <u>1.92 min</u>

Valet Time (Outbound to Standard Parking Space)

Processing time:	$51\text{ sec} / 60\text{ sec} / 1\text{ min} = \mathbf{0.85\text{ min}}$
Driving time (most distant space):	$170\text{ft} * 1\text{ mile}/5280\text{ ft} * 1\text{hr}/10\text{ miles} * 60\text{ min/hr} = \mathbf{0.19\text{ min}}$
Park Processing Time:	0.15 min
Walking time:	$170\text{ ft}/6\text{ ft/sec} / 60\text{ sec/min} = \mathbf{0.47\text{ min}}$
Total	= <u>1.67 min</u>

Weighted Valet Time

57% Inbound:	$0.57 * 1.92\text{ min} = \mathbf{1.09\text{ min}}$
43% Outbound:	$0.43 * 1.67\text{ min} = \mathbf{0.72\text{ min}}$
Total	= <u>1.81 min</u>

Weighted Garage Valet Time

30% Mechanical parking:

$$0.30 \times 3.02 \text{ min} = \mathbf{0.90 \text{ min}}$$

70% Standard parking:

$$0.70 \times 1.81 \text{ min} = \mathbf{1.27 \text{ min}}$$

Total

$$= \mathbf{\underline{2.17 \text{ min}}}$$

An iterative approach was used to determine the minimum number of valet attendants required during the PM peak hour to serve the entering and exiting vehicles that will ensure that the average valet queue will not extend past the property entrance. Exhibit 19 shows the calculations for the valet drop-off/pick-up area.

Exhibit 19: Garage Valet Queue Calculations

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{2.17 \text{ min/process}} = 28 \text{ process/hr}$$

$$q = \text{Demand Rate} = 10 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 2 \text{ attendants}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{10 \text{ veh/hr}}{2 \times 28 \text{ process/hr}} = 0.1808$$

$$Q_m = \text{Table Value} = 0.0568$$

$$M = \text{queue length which is exceeded 5\% of the time } [P(x > M)]$$

$$M = \frac{\ln P(x > M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.0568)}{\ln(0.1808)} - 1 = -0.925, \text{ say } 0 \text{ Vehicles}$$

The results of the analysis show that if 10% of the restaurant and retail customers use the garage valet services, 2 valet attendants would be able to handle the demand during PM peak hour of generator at the valet drop-off/pick-up area with an average queue of approximately no vehicles. The site plan showing the valet queue operations is included in Appendix G.

5.2 Kane Concourse Valet Station

The Kane Concourse Valet station will be located on Kane Concourse. The valet station will have 3 reserved pick-up / drop-off parking spaces and it is assumed that the valet attendants will use the second floor of the parking garage to park the cars. The second floor of the parking garage offers 44 standard parking spaces. The calculations for the valet processing rates for the Kane Concourse are presented in Exhibit 20.

Exhibit 20: Kane Concourse Valet Processing Rate

Valet Time (Inbound to Standard Parking Space)

<i>Processing time:</i>	$51 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 0.85 \text{ min}$
<i>Driving time (most distant space):</i>	$1,054\text{ft} * 1 \text{ mile}/5280 \text{ ft} * 1\text{hr}/10 \text{ miles} * 60 \text{ min}/\text{hr} = 1.20 \text{ min}$
<i>Park Processing Time:</i>	0.15 min
<i>Walking time:</i>	$279 \text{ ft}/6 \text{ ft}/\text{sec} / 60 \text{ sec}/\text{min} = 0.78 \text{ min}$
Total	= <u>2.97 min</u>

Valet Time (Outbound to Standard Parking Space)

<i>Processing time:</i>	$51 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 0.85 \text{ min}$
<i>Driving time (most distant space):</i>	$900\text{ft} * 1 \text{ mile}/5280 \text{ ft} * 1\text{hr}/10 \text{ miles} * 60 \text{ min}/\text{hr} = 1.02 \text{ min}$
<i>Park Processing Time:</i>	0.15 min
<i>Walking time:</i>	$279 \text{ ft}/6 \text{ ft}/\text{sec} / 60 \text{ sec}/\text{min} = 0.78 \text{ min}$
Total	= <u>2.80 min</u>

Weighted Valet Time

<i>57% Inbound:</i>	$0.57 * 2.97 \text{ min} = 1.69 \text{ min}$
<i>43% Outbound:</i>	$0.43 * 2.80 \text{ min} = 1.20 \text{ min}$
Total	= <u>2.90 min</u>

An iterative approach was used to determine the minimum number of valet attendants required during the PM peak hour to serve the entering and exiting vehicles that will ensure that the average valet queue will not extend past the property entrance. Exhibit 21 shows the calculations for the valet drop-off / pick-up area.

Exhibit 21: Kane Concourse Queue Calculations

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{2.90 \text{ min/process}} = 21 \text{ process/hr}$$

$$q = \text{Demand Rate} = 11 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 2 \text{ attendants}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{11 \text{ veh/hr}}{2 \times 21 \text{ process/hr}} = 0.2658$$

$$Q_m = \text{Table Value} = 0.1137$$

$$M = \text{queue length which is exceeded 5\% of the time } [P(x > M)]$$

$$M = \frac{\ln P(x > M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.1137)}{\ln(0.2658)} - 1 = -0.3797, \text{ say } 0 \text{ Vehicles}$$

The results of the analysis show that if 10% of the restaurant and retail customers use the Kane Concourse valet services, 2 valet attendants would be able to handle the demand during PM peak hour of generator at the valet drop-off / pick-up area with an average queue of approximately no vehicles. The site plan showing the valet queue operations is included in Appendix G.

6.0 CONCLUSIONS

An assessment of the traffic impacts associated with the 1177 Kane Concourse project was performed in accordance with the requirements of the Town of Bay Harbor Islands. The results of the analysis show that all roadway segments and intersections analyzed currently operate and will continue operating within the FDOT established capacity and the Town of Bay Harbor Islands adopted level of service (LOS) standards.

Results of the future with the project conditions intersection analysis show that the overall LOS for the Bay Harbor Terrace / Kane Concourse and West Bay Harbor Drive / 97th Street intersections are projected to operate within the LOS standards adopted by the Town. All un-signalized intersection capacity analysis show adequate operations at all of the project driveways.

As with the existing and future without project conditions, the northbound approach of the West Bay Harbor Drive / Kane Concourse Drive intersection continues to experience delay during the AM peak hour. To improve the operation of this approach, a minor signal timing adjustment is recommended for this intersection during the AM peak hour. Adding five seconds of green time to the northbound / southbound through movement of the West Bay Harbor Drive / Kane Concourse Drive intersection will decrease the overall delay of the intersection by 11 seconds. It should be noted that the project adds no trips to the West Bay Harbor Drive / Kane Concourse northbound through / left-turning movement and only two trips to the northbound right-turning movement.

An assessment of circulation as it relates to the valet services during the PM peak hour of generator was performed based on the ITE's Transportation and Land Development publication. The analysis shows that the proposed site plan provides enough storage to accommodate the anticipated queue at both valet stations.

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Appendix A

Site Plan

ZONING DATA

PROJECT ADDRESS:

1177 KANE CONCOURSE, BAY HARBOR ISLANDS, FL 33154

PROPERTY FOLIO NUMBERS:

LOT 5, BLOCK 21: 13-2227-001-3840 (PARCEL B)
LOT 6, BLOCK 21: 13-2227-001-3850 (PARCEL B)
LOT 7 THRU 11, BLOCK 21: 13-2227-001-3860 (PARCEL A)
LOT 12, BLOCK 21: 13-2227-001-3870 (PARCEL B)
LOT 13, BLOCK 21: 13-2227-001-3880 (PARCEL B)
LOT 14, BLOCK 21: 13-2227-001-3890 (PARCEL B)

LEGAL DESCRIPTION (PER SURVEY):

PARCEL A:
LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLANDS" ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

PARCEL B:
LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15) FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLANDS" ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY RECORDS, FLORIDA.

SURVEY INFORMATION:

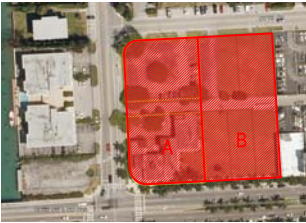
PREPARED BY:
COUSINS SURVEYORS & ASSOCIATES, INC.
3021 SW 47TH AVENUE, SUITE 101
DAVE, FL 33154
CERTIFICATE OF AUTHORIZATION: LB # 6444
PH: (954) 688-7795
FAX: (954) 688-7799

SURVEY PROJECT NUMBER: B194-16

CERTIFIED TO: THE OWNER

FLOOD ZONE INFORMATION (PER SURVEY):

COMMUNITY NUMBER: 100637
PANEL NUMBER: 0144
ZONE: AE
BASE FLOOD ELEVATION: 8
EFFECTIVE DATE: 09/11/2009



PROJECT LOCATION MAP
N.T.S.

BUILDING SETBACKS:

A-1 BUSINESS DISTRICT:

KANE CONCOURSE (90TH STREET): 0'-0"

NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL ENDOACH INTO THE PUBLIC RIGHT-OF-WAY FOR THE KANE CONCOURSE 55 FEET FROM CENTERLINE OF THE ROADWAY).

EAST BAY HARBOR DRIVE, WEST BAY HARBOR DRIVE, BAY HARBOR TERRACE, 90TH STREET AND 91ST STREET: 5'-0"

NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12, AND PERMISSIBLE SIDEWALK CAFES AND OTHER USES SPECIFIED HEREIN, SHALL BE DIRECTED OR ALTERED TO BE LESS THAN AN AVERAGE OF FIVE FEET FROM THE AFORESAIDED PUBLIC RIGHTS-OF-WAY WITHIN THE REQUIRED SETBACK AREAS, LANDSCAPING INCLUDING FOUNDATION, FENCES, PLAZAS, SCULPTURES AND THE LIKE SHALL BE INSTALLED. AT LEAST 75 PERCENT OF THE AREA SHALL BE PROVIDED WITH LANDSCAPE MATERIALS. THE REMAINING AREA MAY INCLUDE HARDSCAPE SUCH AS WALKWAYS, PAVERS AND THE LIKE. FOR EACH ADDITIONAL THREE FEET OF BUILDING HEIGHT ABOVE 30 FEET, THERE SHALL BE ONE ADDITIONAL FOOT OF BUILDING SETBACK FOR THAT PORTION OF THE STRUCTURE OVER 30 FEET IN HEIGHT. NOTWITHSTANDING THE ABOVE PROVISION, FOR DEVELOPMENTS LOCATED ON SINGLE LOTS, THE MAXIMUM SETBACK SHALL BE 65 FEET. THE TOWN COUNCIL RESERVES THE RIGHT TO MODIFY THE ADDITIONAL BUILDING SETBACK PROVISIONS LISTED ABOVE DUE TO INCREASED BUILDING HEIGHT FOR PARKING GARAGE STRUCTURES ON TOWNOWNED LANDS.

ALLEYS: 0'-0"

ALLEYS DEPICTED ON THE RECORDED PLAT FOR BAY HARBOR ISLANDS BETWEEN BLOCKS 11, 12, 20 AND 21: NO BUILDING OR STRUCTURE OR PART THEREOF, OTHER THAN PERMISSIBLE ACCESSORY AND/OR DECORATIVE STRUCTURES SPECIFIED IN SECTION 23-12 SHALL ENDOACH INTO THE PUBLIC RIGHT-OF-WAY. NOTWITHSTANDING AND ABOVE, SETBACKS SHALL BE PROVIDED TO PROVIDE FOR REQUIRED LOADING AREAS AND SERVICE DELIVERIES SO THAT THE ALLEY IS NOT BLOCKED FROM VEHICULAR TRAFFIC MOVEMENTS.

INTERIOR SIDE: 0'-0"

NO SETBACKS REQUIRED ALONG INTERIOR SIDE PROPERTY LINES.

E-15 SETBACKS:

A PROJECT DESIGNER HAS THE OPTION TO OFFER CREATIVE DESIGN SOLUTIONS TO THE BUILDING CONFIGURATIONS AND THE TOWN COUNCIL MAY ALLOW PORTIONS OF THE BUILDING STRUCTURE TO ENDOACH INTO THE SETBACK REQUIREMENTS ABOVE. THE TOTAL AMOUNT OF ENDOACHMENT SHALL NOT EXCEED ONE THIRD OF THE ALLOWABLE WIDTH OR LENGTH OF THE BUILDING. THIS PROVISION SHALL SERVE TO CREATE AN ARCHITECTURAL OPPORTUNITY FOR CREATIVE DESIGN APPROACHES WHILE PROMOTING THE BENEFICIAL PURPOSES OF BUILDING SETBACKS IN THE DISTRICT. IN NO CASE SHALL ANY PORTION OF A BUILDING ENDOACH INTO THE BASE BUILDING SETBACKS SET FORTH ABOVE FOR PORTIONS OF THE BUILDING BELOW 25 FEET IN HEIGHT.

BUILDING SETBACK TABLE

STREET / FRONTAGE	REQUIRED SETBACK	PROVIDED SETBACK	PROPOSED BLDG. HGT.	REMARKS
PARCELS A AND B				
KANE CONCOURSE (90TH STREET)	0'-0"	5'-0"	75'-0"	
WEST BAY HARBOR DRIVE	15'-0"	15'-0"	75'-0"	MAXIMUM SETBACK OF 15'-0" PROVIDED BASED ON BUILDING HEIGHT ABOVE 30'-0"
91ST STREET	15'-0"	15'-0"	75'-0"	MAXIMUM SETBACK OF 15'-0" PROVIDED BASED ON BUILDING HEIGHT ABOVE 30'-0"
SIDE: INTERIOR	0'-0"	0'-0"	75'-0"	

PROJECT SITE AREAS:

PARCELS A AND B LESS 20'-0" ALLEY R.O.W. = 79,359 SF (1.82 ACRES)

20'-0" ALLEY R.O.W. = 6,000 SF (0.13 ACRES)

TOTAL LOT AREA (INCLUDING ALLEY) = 85,359 (1.95 ACRES)

PROJECT DENSITY:

MAXIMUM ALLOWABLE BASE DENSITY: 34 DU / ACRE

PROJECT BASE DENSITY: 1.95 ACRES X 34 DU/ACRE = 66 DU ALLOWANCE

PROJECT OVERALL DENSITY: 1.95 ACRES X 80 DU/ACRE = 156 DU ALLOWANCE

PROPOSED PROJECT DENSITY:

104 OVERALL DWELLING UNITS (86 ALLOWABLE BASE DENSITY + 38 ALLOWABLE TDR UNITS)

OFF-STREET PARKING REQUIREMENTS:

MULTIFAMILY DWELLINGS:

A MINIMUM OF TWO PARKING SPACES SHALL BE REQUIRED ON THE BUILDING PLOT FOR EACH DWELLING UNIT WITHIN A MULTIPLE-FAMILY DEVELOPMENT. EXCEPT AS PROVIDED FOR OTHERWISE IN ARTICLE II OF THE BAY HARBOR ISLANDS, FL CODE OF ORDINANCES. IN ADDITION, GUEST PARKING SHALL BE PROVIDED FOR MULTIPLE-FAMILY DEVELOPMENTS. AT LEAST ONE GUEST PARKING SPACE SHALL BE REQUIRED FOR EACH WHOLE

RESTAURANTS, PUBLIC DINING ROOMS, BARS, PRIVATE CLUBS, COCTAIL LOUNGES:

ONE PARKING SPACE FOR EACH 100 SQUARE FEET OF CUSTOMER SERVICE AREA. THE ABOVE SHALL NOT BE INTENDED TO INCLUDE FOOD AND DRINK PREPARATION AREAS, BATHROOMS, WAITING AREAS OR STORAGE AREAS.

RETAIL, COMMERCIAL, PERSONAL SERVICE, MISCELLANEOUS USES AND BUSINESS USES:

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

OFFICE AND PROFESSIONAL USES:

ONE PARKING SPACE FOR EACH 300 SQUARE FEET OF NET FLOOR AREA.

USE CLASSIFICATION	NUMBER OF DU / PLATTED LOT	SQUARE FOOTAGE	REQ'D PARKING FACTOR	REQUIRED PARKING	SHARED PARKING REQ'D	PROVIDED PARKING	REMARKS
RESIDENTIAL							
MULTIPLE-FAMILY RESIDENTIAL	104 DU	N/A	2 PER DU	208 SPACES	SEE DPA STUDY	104 SPACES	"REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION."
MULTIPLE-FAMILY VISITOR	10 PLATTED LOTS	N/A	1 PER PLATTED LOT	10 SPACES	SEE DPA STUDY	10 SPACES	"(2) OF DELIVERY / GUEST SPACES PROVIDED AT FRONT YARD."
OFFICE	N/A	86,700 SF	1 PER 300 SF	289 SPACES	SEE DPA STUDY	289 SPACES	"REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION."
RESTAURANT	N/A	7,187 SF**	1 PER 100 SF	72 SPACES	SEE DPA STUDY	58 SPACES**	"REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION."
RETAIL	N/A	7,965 SF	1 PER 300 SF	26 SPACES	SEE DPA STUDY	21 SPACES	"REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION."
SUB-TOTAL						487 SPACES	
EXISTING STREET PARKING						10 SPACES	STREET PARKING SPACES USED TOWARD PROVIDED SPACES.
TOTALS				885 SPACES	492 SPACES*	492 SPACES	"REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION."

**REFER TO PARKING ANALYSIS FOR SHARED PARKING REDUCTION.

*CONSIDERS 30% REDUCTION IN SPACE SQUARE FOOTAGE FOR COMMERCIAL KITCHEN LEAVING 70% OF SPACE AS DINING SPACE. SUBJECT TO CHANGE DEPENDING ON TENANT'S ACTUAL NEEDS.

*** TOTAL OF (6) PARKING SPACES ARE ON PARKING LIFTS + 12 TOTAL PROVIDED SPACES. PARKING LIFT SPACES SHALL BE OPERATED BY VALET OPERATOR OR ONLY.

**** (2) DELIVERY/GUEST SPACES PROVIDED IN FRONT YARD. THE REMAINING (8) GUEST SPACES ARE PROVIDED IN THE PARKING GARAGE STRUCTURE AND ARE PART OF TOTAL PARKING COUNT PROVIDED.

ACCESSIBLE PARKING REQUIREMENTS

TOTAL ACCESSIBLE SPACES REQUIRED:

608 SPACES (3.03) + 12 (0.1) = 620 ACCESSIBLE SPACES REQUIRED

13 ACCESSIBLE SPACES HAVE BEEN PROVIDED IN THE PARKING GARAGE TO ACCOMMODATE THE ACCESSIBLE PARKING REQUIREMENTS PURSUANT FC 2017- ACCESSIBILITY. SECTION 208 "PARKING SPACES". THESE 13 SPACES ARE INCLUDED AS PART OF THE TOTAL PARKING PROVIDED.

TOTAL VAN PARKING SPACES REQUIRED:

13 ACCESSIBLE SPACES (4) + 2 (0.7) + 3 ACCESSIBLE VAN SPACES REQUIRED

5 ACCESSIBLE VAN SPACES HAVE BEEN PROVIDED ON THE GROUND FLOOR PARKING LEVEL AS PART OF THE TOTAL REQUIRED ACCESSIBLE PARKING, PURSUANT FC 2017- ACCESSIBILITY. SECTION 208.2.4 "VAN PARKING SPACES"

ZONING CODE MINIMUM UNIT SIZES

NET AREA

STUDIO (S): + 650 SF

1 BEDROOM (1BR) = 800 SF

2 BEDROOM (2BR) = 950 SF

3 BEDROOM (3BR) = 1100 SF

Unit Matrix- Gross Area						
Level	thru Level	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02						
LEVEL R02	N/A	Unit 201	2BR / 2BA	1	1240 SF	1240 SF
LEVEL R02	N/A	Unit 202	1BR / 1BA	1	869 SF	869 SF
LEVEL R02	N/A	Unit 203	2BR / 2BA + D	1	1275 SF	1275 SF
LEVEL R02	N/A	Unit 204	2BR / 2BA + D	1	1179 SF	1179 SF
LEVEL R02	N/A	Unit 205	2BR / 2BA + D	1	1179 SF	1179 SF
LEVEL R02	N/A	Unit 206	3BR / 2BA	1	1355 SF	1355 SF
LEVEL R02	N/A	Unit 207	3BR / 2BA + D	1	1293 SF	1293 SF
LEVEL R02	N/A	Unit 208	1BR / 1BA + D	1	864 SF	864 SF
LEVEL R02	N/A	Unit 209	1BR / 1BA + D	1	864 SF	864 SF
LEVEL R02	N/A	Unit 210	1BR / 1BA + D	1	864 SF	864 SF
LEVEL R02	N/A	Unit 211	1BR / 1BA + D	1	867 SF	867 SF
LEVEL R02	N/A	Unit 212	2BR / 2BA + D	1	1211 SF	1211 SF
LEVEL R02	N/A	Unit 213	1BR / 1BA + D	1	1040 SF	1040 SF
LEVEL R02	N/A	Unit 214	S	1	686 SF	686 SF
LEVEL R03				14	14715 SF	
LEVEL R03	thru R08	Unit 01	2BR / 2BA	6	7340 SF	7428 SF
LEVEL R03	thru R08	Unit 02	1BR / 1BA	6	969 SF	5817 SF
LEVEL R03	thru R08	Unit 03	2BR / 2BA + D	6	1275 SF	7948 SF
LEVEL R03	thru R08	Unit 04	2BR / 2BA + D	6	1179 SF	7072 SF
LEVEL R03	thru R08	Unit 05	2BR / 2BA + D	6	1179 SF	7072 SF
LEVEL R03	thru R08	Unit 06	3BR / 2BA	6	1355 SF	8131 SF
LEVEL R03	thru R08	Unit 07	3BR / 2BA + D	6	1293 SF	7757 SF
LEVEL R03	thru R08	Unit 08	1BR / 1BA + D	6	864 SF	5184 SF
LEVEL R03	thru R08	Unit 09	1BR / 1BA + D	6	864 SF	5184 SF
LEVEL R03	thru R08	Unit 10	1BR / 1BA + D	6	864 SF	5184 SF
LEVEL R03	thru R08	Unit 11	2BR / 2BA + D	6	1211 SF	7266 SF
LEVEL R03	thru R08	Unit 12	2BR / 2BA + D	6	1011 SF	6066 SF
LEVEL R03	thru R08	Unit 13	2BR / 2BA + D	6	1040 SF	6240 SF
LEVEL R03	thru R08	Unit 14	2BR / 2BA + D	6	1040 SF	6240 SF
LEVEL R03	thru R08	Unit 15	2BR / 2BA + D	6	1170 SF	7020 SF
LEVEL R03	thru R08			90	9743 SF	
LEVEL R03	thru R08			104	11253 SF	

AVERAGE UNIT SIZE = 1.079 SF/UNIT

(112,232 SF / 104 UNITS)

Unit Matrix- Net Area						
Level	thru Level	Name	Beds / Baths	Number of Units	Area	Total Area
LEVEL R02						
LEVEL R02	N/A	Unit 201	2BR / 2BA	1	1134 SF	1134 SF
LEVEL R02	N/A	Unit 202	1BR / 1BA	1	808 SF	808 SF
LEVEL R02	N/A	Unit 203	2BR / 2BA + D	1	1206 SF	1206 SF
LEVEL R02	N/A	Unit 204	2BR / 2BA + D	1	1136 SF	1136 SF
LEVEL R02	N/A	Unit 205	2BR / 2BA + D	1	1136 SF	1136 SF
LEVEL R02	N/A	Unit 206	3BR / 2BA	1	1300 SF	1300 SF
LEVEL R02	N/A	Unit 207	3BR / 2BA + D	1	1245 SF	1245 SF
LEVEL R02	N/A	Unit 208	1BR / 1BA + D	1	827 SF	827 SF
LEVEL R02	N/A	Unit 209	1BR / 1BA + D	1	827 SF	827 SF
LEVEL R02	N/A	Unit 210	1BR / 1BA + D	1	827 SF	827 SF
LEVEL R02	N/A	Unit 211	1BR / 1BA + D	1	857 SF	857 SF
LEVEL R02	N/A	Unit 212	2BR / 2BA + D	1	968 SF	968 SF
LEVEL R02	N/A	Unit 213	1BR / 1BA + D	1	1000 SF	1000 SF
LEVEL R02	N/A	Unit 214	S	1	651 SF	651 SF
LEVEL R03				14	14046 SF	
LEVEL R03	thru R08	Unit 01	2BR / 2BA	6	1134 SF	6807 SF
LEVEL R03	thru R08	Unit 02	1BR / 1BA	6	808 SF	4848 SF
LEVEL R03	thru R08	Unit 03	2BR / 2BA + D	6	1206 SF	7236 SF
LEVEL R03	thru R08	Unit 04	2BR / 2BA + D	6	1136 SF	6816 SF
LEVEL R03	thru R08	Unit 05	2BR / 2BA + D	6	1136 SF	6816 SF
LEVEL R03	thru R08	Unit 06	3BR / 2BA	6	1300 SF	7800 SF
LEVEL R03	thru R08	Unit 07	3BR / 2BA + D	6	1245 SF	7471 SF
LEVEL R03	thru R08	Unit 08	1BR / 1BA + D	6	827 SF	4964 SF
LEVEL R03	thru R08	Unit 09	1BR / 1BA + D	6	827 SF	4964 SF
LEVEL R03	thru R08	Unit 10	1BR / 1BA + D	6	827 SF	4964 SF
LEVEL R03	thru R08	Unit 11	2BR / 2BA + D	6	968 SF	5808 SF
LEVEL R03	thru R08	Unit 12	2BR / 2BA + D	6	968 SF	5808 SF
LEVEL R03	thru R08	Unit 13	2BR / 2BA + D	6	1000 SF	6001 SF
LEVEL R03	thru R08	Unit 14	2BR / 2BA + D	6	1000 SF	6001 SF
LEVEL R03	thru R08	Unit 15	2BR / 2BA + D	6	1087 SF	6522 SF
LEVEL R03	thru R08			90	9288 SF	
LEVEL R03	thru R08			104	10603 SF	

AVERAGE UNIT SIZE = 1.028 NET SF/UNIT

(108,008 SF / 104 UNITS)

UNIT MIX BY UNIT TYPE

S = 1 UNIT (0.9%)

1BR / 1BA = 7 UNITS (6.7%)

2BR / 2BA + D = 29 UNITS (27.9%)

2BR / 2BA - 7 UNITS (6.7%)

2BR / 2BA + D = 46 UNITS (44.2%)

3BR / 2BA - 7 UNITS (6.7%)

3BR / 2BA - 12 UNITS (11.5%)

UNIT MIX BY # OF BEDROOMS

S = 1 UNIT (0.9%)

1BR = 30 UNITS (28.8%)

2BR = 65 UNITS (61.9%)

3BR = 14 UNITS (13.3%)

DEN NOTE:

PER FLORIDA STATUTE SECTION 381.0095 A BEDROOM IS DEFINED AS A ROOM THAT CAN BE USED FOR SLEEPING AND THAT:

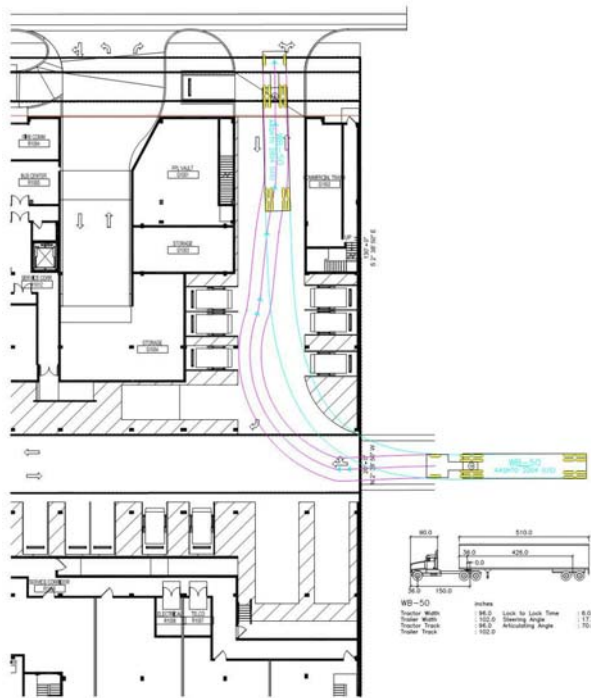
a) HAS A MINIMUM OF 70 SF OF CONDITIONED SPACE

c) IS LOCATED ON AN EXTERIOR WALL

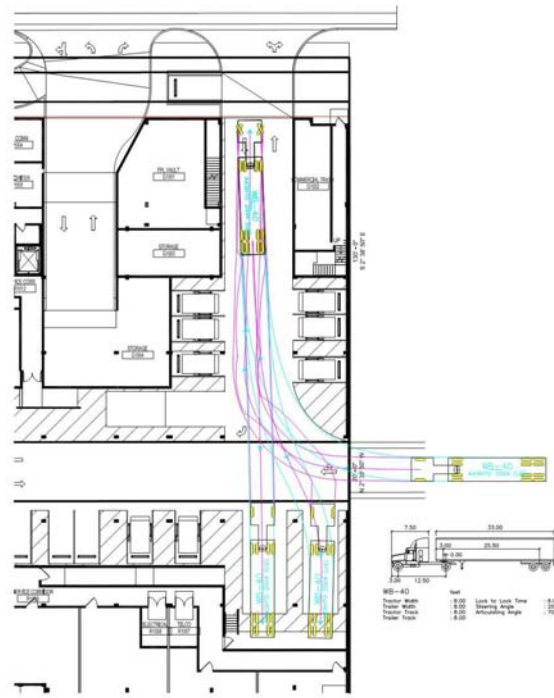
d) HAS A CLOSET AND A DOOR OR ENTRANCE, WHERE A DOOR COULD BE REASONABLY INSTALLED

e) HAS AN EMERGENCY MEANS OF ESCAPE AND RESCUE OPENING TO THE OUTSIDE IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.

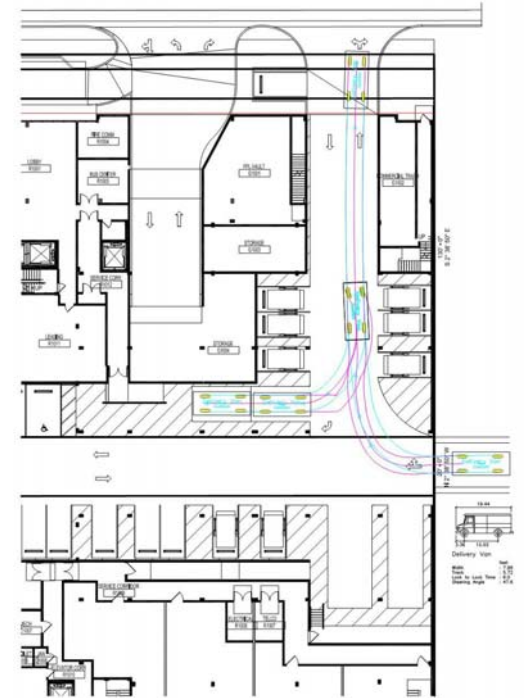
ADDITIONALLY, "BEDROOM" DOES NOT INCLUDE HALLWAY, BATHROOM, KITCHEN, LIVING ROOM, FAMILY ROOM, DINING ROOM, DEN, BREAKFAST NOOK, PANTRY, LAUNDRY ROOM, SUNROOM, RECREATION ROOM, MEDIA/DIVIDED ROOM, OR EXERCISE ROOM



3 | WB-50 Maneuverability Model
SCALE: 1" = 20'-0"



2 | WB-40 Maneuverability Model
SCALE: 1" = 20'-0"



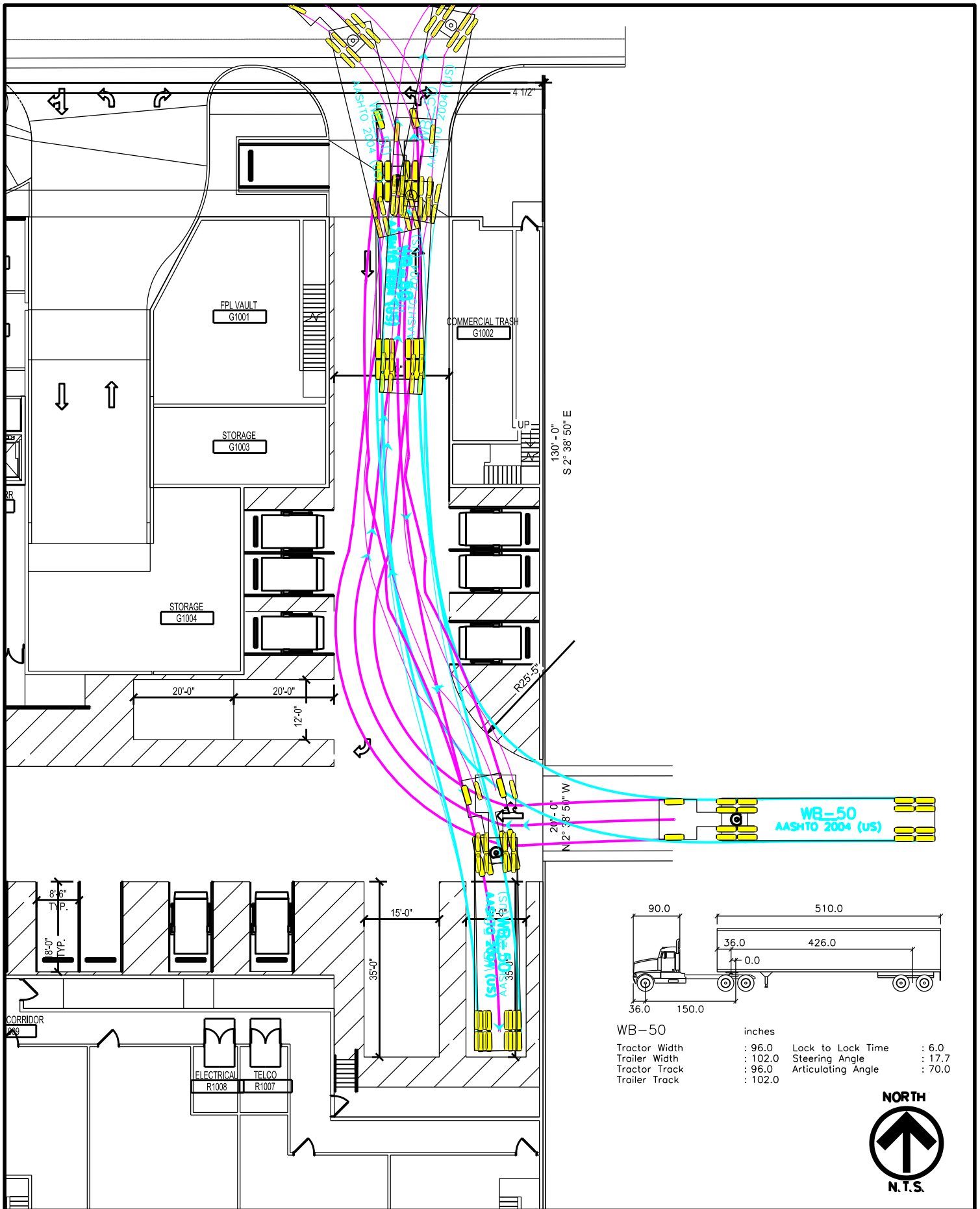
1 Delivery Van Maneuverability Model

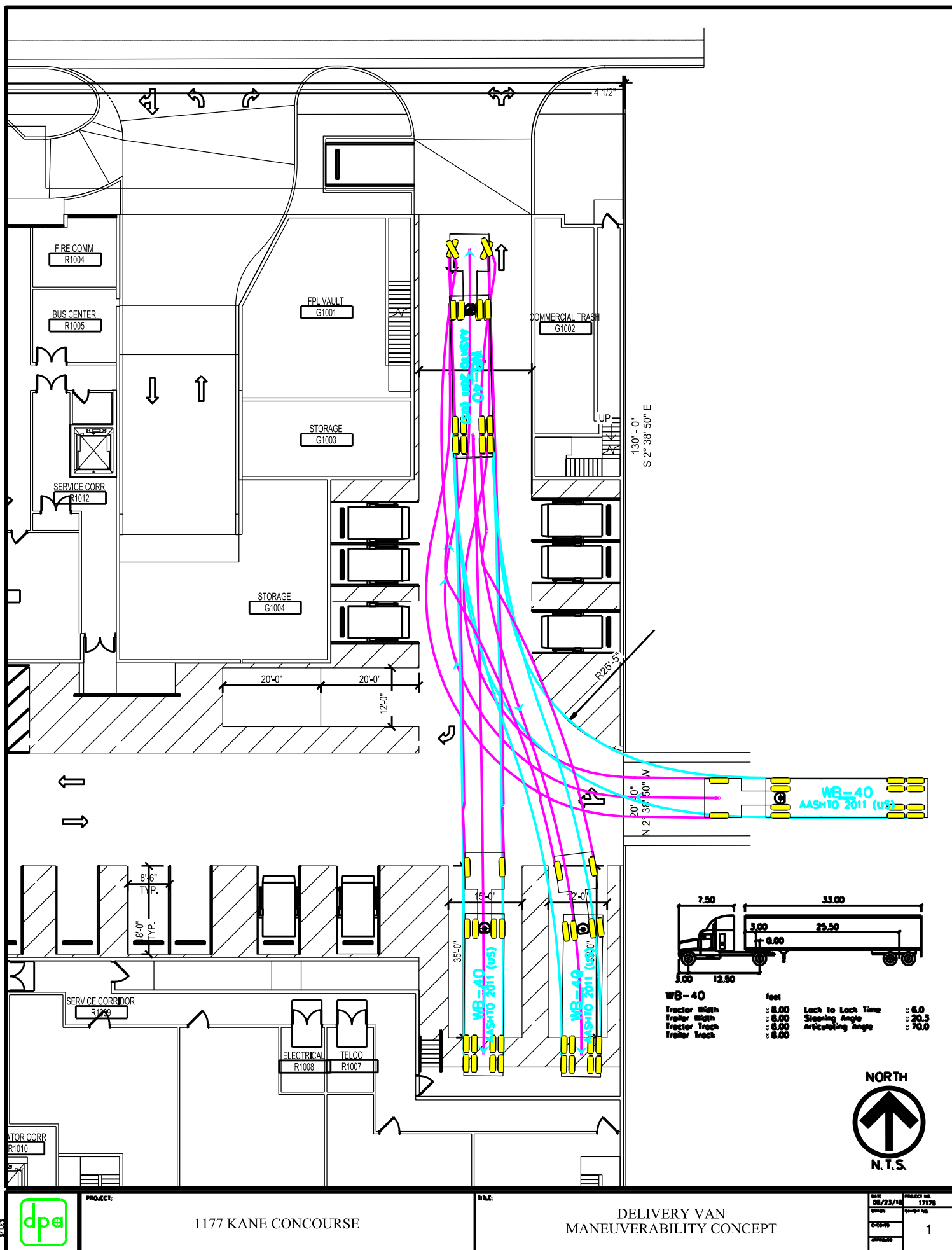
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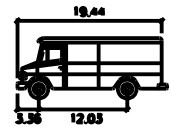
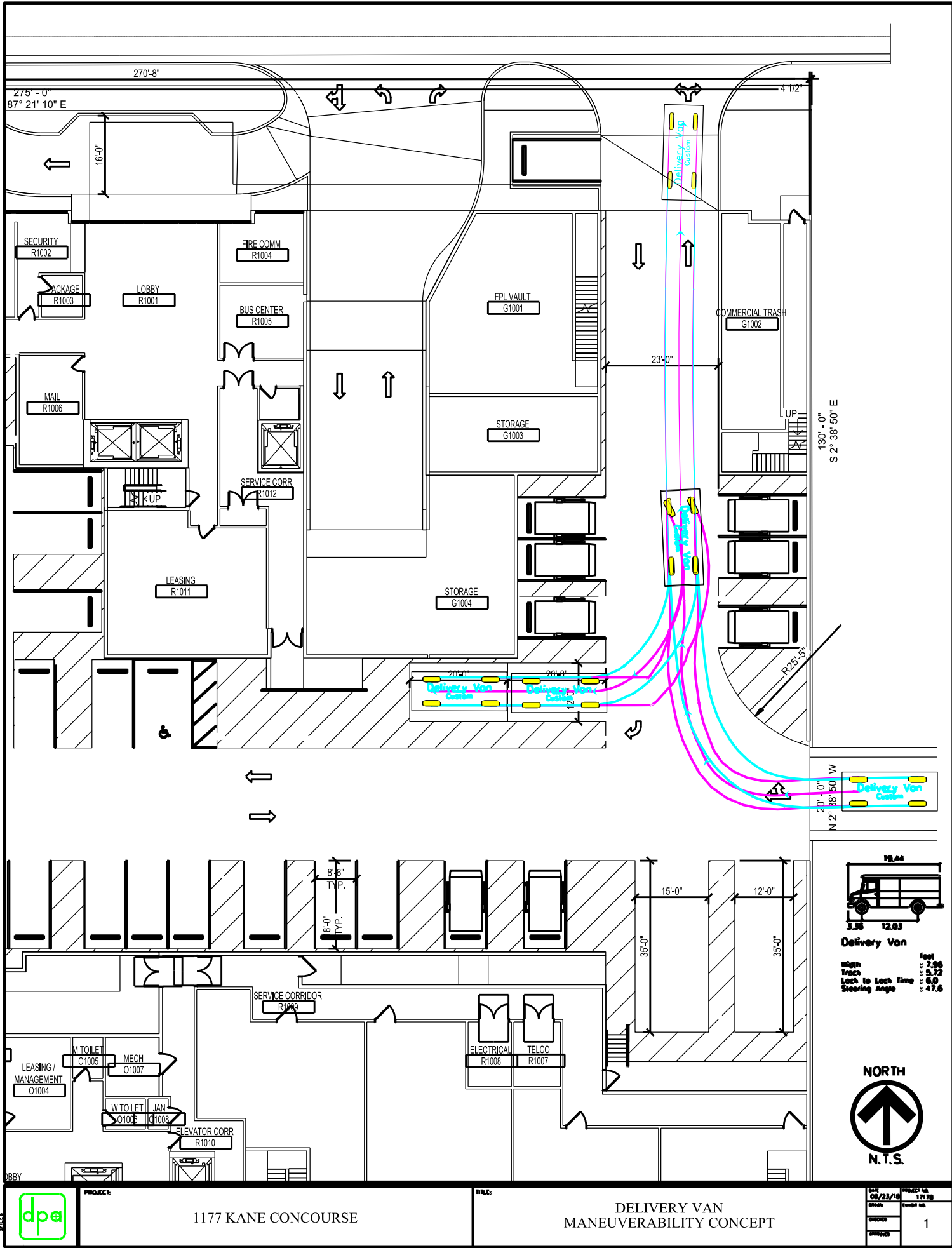
SCALE: 1/4" = 1'-0"

SCALE: 1/4" = 1'-0"

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







Delivery Van

Length	19.44'
Width	7.5'
Height	12.03'
Turn Radius	2.96'
Lock to Lock Time	5.37"
Steering Angle	6.0°
	47.6°



Appendix B
Data Collection
Traffic Volumes
Signal Timings
Historic Background Growth
Seasonal Factors

Traffic Volumes

96TH STREET & W BAY HARBOR DRIVE
BAY HARBOR ISLAND, FLORIDA
COUNTED BY: RICH MENDEZ
SIGNALIZED

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

Site Code : 00180095
Start Date: 05/22/18
File I.D. : 96STWBAY
Page : 1

ALL VEHICLES

W BAY HARBOR DRIVE					96TH STREET				W BAY HARBOR DRIVE				96TH STREET				
From North					From East				From South				From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/22/18 -----																	
07:00	0	2	1	19	0	2	58	1	0	5	0	5	0	0	127	8	228
07:15	0	4	0	19	0	4	59	2	0	8	1	2	0	0	119	21	239
07:30	0	4	2	21	0	6	88	3	0	18	0	5	0	1	171	33	352
07:45	0	11	8	19	0	14	89	0	0	26	8	15	0	1	216	38	445
Hr Total	0	21	11	78	0	26	294	6	0	57	9	27	0	2	633	100	1264
08:00	0	4	12	30	0	26	94	1	0	48	13	49	0	0	209	48	534
08:15	0	3	12	34	0	31	115	3	0	58	29	51	0	0	187	63	586
08:30	0	10	15	34	0	10	177	2	0	25	15	36	0	0	188	28	540
08:45	0	10	3	37	0	12	132	5	0	18	2	11	0	0	233	27	490
Hr Total	0	27	42	135	0	79	518	11	0	149	59	147	0	0	817	166	2150
----- * BREAK * -----																	
16:00	0	12	3	37	1	22	226	4	0	24	2	13	0	0	193	11	548
16:15	0	5	7	37	0	10	224	3	0	17	2	13	0	0	160	20	498
16:30	0	10	1	45	0	10	251	3	0	29	3	7	0	0	197	21	577
16:45	0	4	2	33	0	15	197	5	0	25	1	8	0	0	195	15	500
Hr Total	0	31	13	152	1	57	898	15	0	95	8	41	0	0	745	67	2123
17:00	0	11	3	60	1	21	243	5	0	28	2	18	0	0	171	10	573
17:15	0	9	6	35	0	11	234	3	0	28	1	9	0	1	170	24	531
17:30	0	12	4	37	0	11	235	4	0	16	3	10	0	0	154	19	505
17:45	0	8	6	39	0	11	183	3	0	28	2	6	0	0	162	16	464
Hr Total	0	40	19	171	1	54	895	15	0	100	8	43	0	1	657	69	2073

TOTAL	0	119	85	536	2	216	2605	47	0	401	84	258	0	3	2852	402	7610

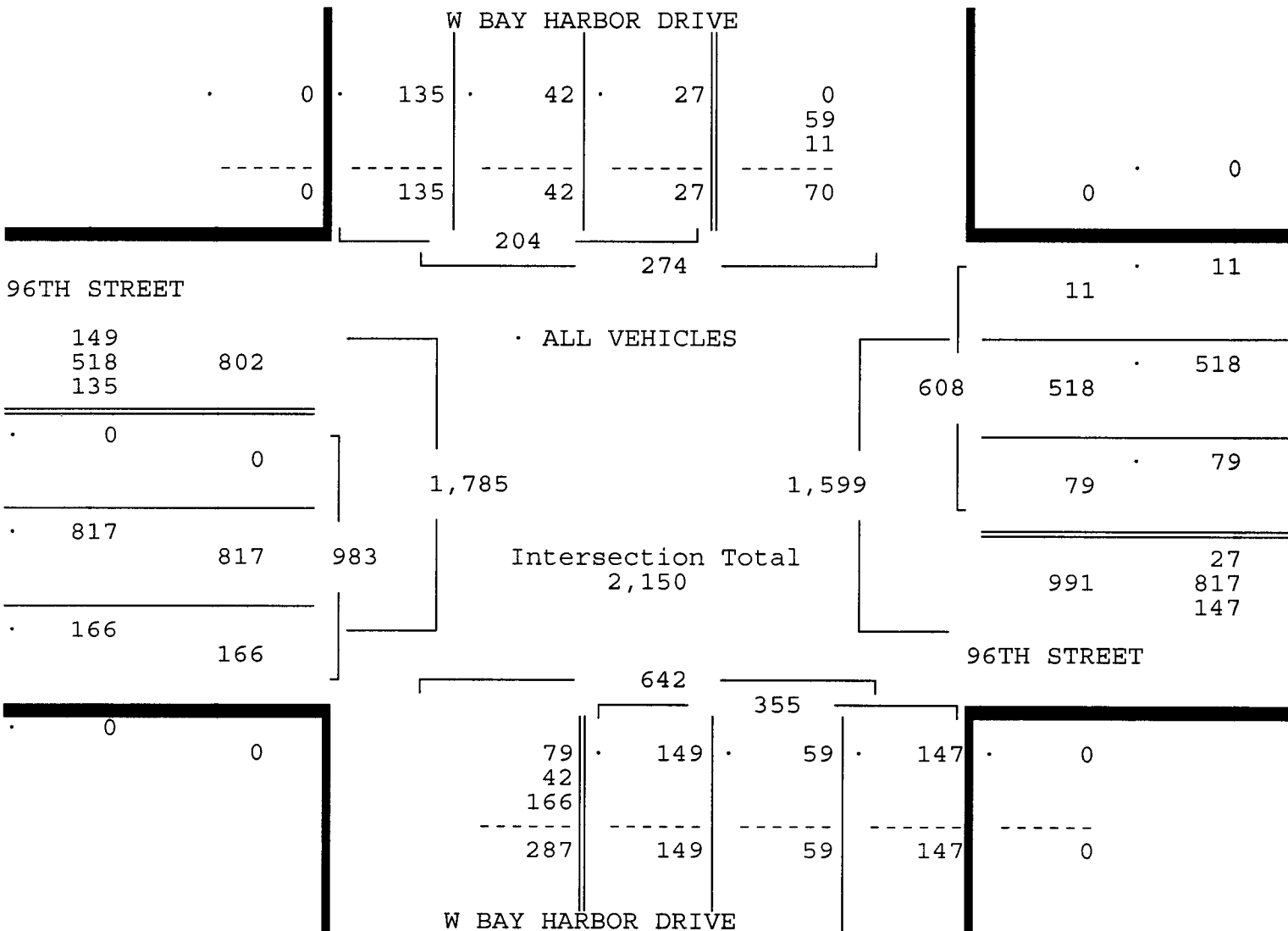
96TH STREET & W BAY HARBOR DRIVE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: RICH MENDEZ
 SIGNALIZED

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

Site Code : 00180095
 Start Date: 05/22/18
 File I.D. : 96STWBAY
 Page : 2

ALL VEHICLES

W BAY HARBOR DRIVE				96TH STREET				W BAY HARBOR DRIVE				96TH STREET					
From North				From East				From South				From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 05/22/18 -----																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/22/18																	
Peak start 08:00				08:00				08:00				08:00					
Volume	0	27	42	135	0	79	518	11	0	149	59	147	0	0	817	166	
Percent	0%	13%	21%	66%	0%	13%	85%	2%	0%	42%	17%	41%	0%	0%	83%	17%	
Pk total	204				608				355				983				
Highest	08:30				08:30				08:15				08:45				
Volume	0	10	15	34	0	10	177	2	0	58	29	51	0	0	233	27	
Hi total	59				189				138				260				
PHF	.86				.80				.64				.95				



96TH STREET & W BAY HARBOR DRIVE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: RICH MENDEZ
 SIGNALIZED

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Site Code : 00180095
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 Page : 3

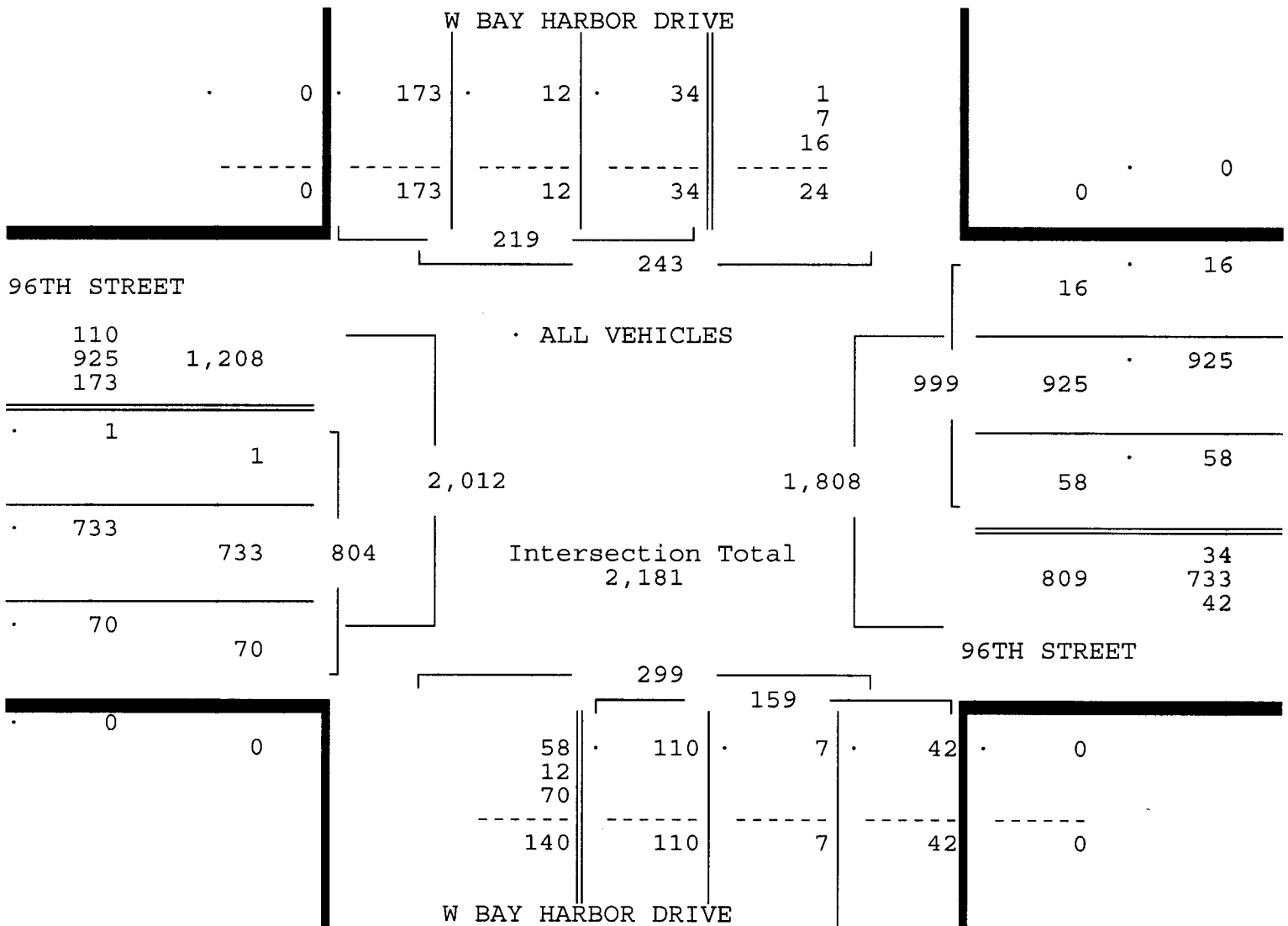
ALL VEHICLES

W BAY HARBOR DRIVE From North				96TH STREET From East				W BAY HARBOR DRIVE From South				96TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 05/22/18

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/22/18

Peak start 16:30					16:30					16:30					16:30				
Volume	0	34	12	173	1	57	925	16	0	110	7	42	0	1	733	70			
Percent	0%	16%	5%	79%	0%	6%	93%	2%	0%	69%	4%	26%	0%	0%	91%	9%			
Pk total	219				999				159				804						
Highest	17:00				17:00				17:00				16:30						
Volume	0	11	3	60	1	21	243	5	0	28	2	18	0	0	197	21			
Hi total	74				270				48				218						
PHF	.74				.92				.83				.92						



96TH STREET & W BAY HARBOR DRIVE
BAY HARBOR ISLAND, FLORIDA
COUNTED BY: RICH MENDEZ
SIGNALIZED

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

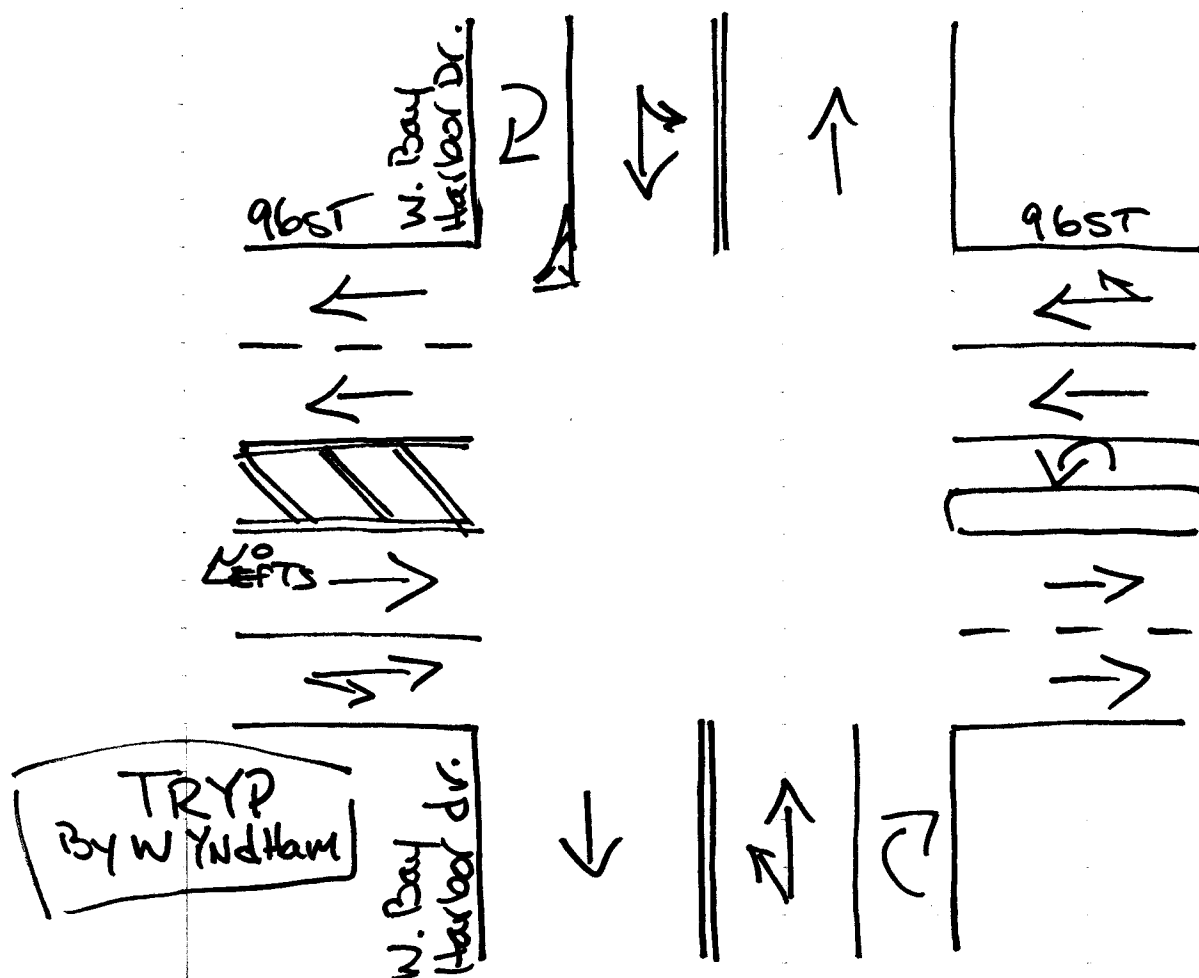
Site Code : 00180095
Start Date: 05/22/18
File I.D. : 96STWBAY
Page : 1

PEDESTRIANS & BIKES

	W BAY HARBOR DRIVE From North				96TH STREET From East				W BAY HARBOR DRIVE From South				96TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 05/22/18	-----																
07:00	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	6
07:15	0	0	0	4	0	0	0	1	0	1	0	1	0	1	0	1	9
07:30	0	1	0	1	0	0	0	6	0	3	0	0	0	0	0	0	11
07:45	0	0	0	7	0	4	0	24	0	0	0	3	0	0	0	1	39
Hr Total	0	1	0	12	0	4	0	36	0	4	0	5	0	1	0	2	65
08:00	0	1	0	0	0	3	0	49	0	1	0	5	0	0	0	0	59
08:15	0	1	0	4	0	5	0	63	0	0	0	0	0	0	0	1	74
08:30	0	0	0	3	0	2	0	11	0	2	0	0	0	0	0	1	19
08:45	0	0	0	2	0	0	0	7	0	0	0	2	0	0	0	3	14
Hr Total	0	2	0	9	0	10	0	130	0	3	0	7	0	0	0	5	166
----- * BREAK * -----																	
16:00	0	0	0	1	0	0	0	3	0	2	0	0	0	0	0	0	6
16:15	0	0	0	3	0	3	0	3	0	0	0	0	0	0	0	1	10
16:30	0	1	0	0	0	1	0	6	0	0	0	1	0	0	0	0	9
16:45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
Hr Total	0	1	0	4	0	4	0	17	0	2	0	1	0	0	0	1	30
17:00	0	1	0	2	0	2	0	5	0	0	0	1	0	0	0	1	12
17:15	0	0	0	0	0	1	0	3	0	3	0	1	0	0	0	2	10
17:30	0	2	0	0	0	1	0	8	0	1	0	2	0	0	0	1	15
17:45	0	0	0	0	0	1	0	6	0	1	0	4	0	0	0	0	12
Hr Total	0	3	0	2	0	5	0	22	0	5	0	8	0	0	0	4	49

TOTAL	0	7	0	27	0	23	0	205	0	14	0	21	0	1	0	12	310

North



Bay Harbor Island, Florida
 May 23, 2018
 Lauren by Luis Palomino
 Signalized

96TH STREET & BAY HARBOR TERRACE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

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

Site Code : 00180095
 Start Date: 05/22/18
 File I.D. : 96STBAYT
 Page : 1

ALL VEHICLES

BAY HARBOR TERRACE					96TH STREET				BAY HARBOR TERRACE				96TH STREET				
From North					From East				From South				From West				
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/22/18 -----																	
07:00	0	1	0	1	1	13	53	1	0	6	1	7	0	22	106	5	217
07:15	0	2	1	2	0	22	60	0	0	3	2	8	0	6	112	8	226
07:30	0	2	3	2	0	37	89	6	0	6	1	6	0	25	135	11	323
07:45	0	1	15	0	0	51	93	6	0	15	3	12	0	32	191	12	431
Hr Total	0	6	19	5	1	123	295	13	0	30	7	33	0	85	544	36	1197
08:00	0	3	41	0	0	60	108	13	0	18	8	24	0	27	207	20	529
08:15	0	6	47	2	0	61	122	14	0	34	14	34	0	31	207	12	584
08:30	0	2	7	2	1	55	150	8	0	31	7	17	0	35	192	20	527
08:45	0	5	4	2	1	48	146	21	0	8	3	15	0	44	185	22	504
Hr Total	0	16	99	6	2	224	526	56	0	91	32	90	0	137	791	74	2144
----- * BREAK * -----																	
16:00	0	3	7	4	1	38	226	6	0	29	7	13	0	21	178	17	550
16:15	0	3	5	6	1	31	221	4	0	22	5	11	0	21	158	14	502
16:30	0	2	2	8	1	27	219	5	0	21	3	5	0	22	166	10	491
16:45	0	7	1	2	1	46	200	7	0	8	2	11	0	27	157	16	485
Hr Total	0	15	15	20	4	142	866	22	0	80	17	40	0	91	659	57	2028
17:00	0	9	2	11	0	50	225	5	0	31	7	15	1	27	168	7	558
17:15	0	4	3	2	0	37	227	7	0	19	4	10	0	23	156	12	504
17:30	0	8	0	5	0	44	227	6	0	22	3	15	0	22	155	10	517
17:45	0	9	2	3	0	48	187	5	0	13	3	11	0	25	141	8	455
Hr Total	0	30	7	21	0	179	866	23	0	85	17	51	1	97	620	37	2034

TOTAL	0	67	140	52	7	668	2553	114	0	286	73	214	1	410	2614	204	7403

96TH STREET & BAY HARBOR TERRACE
BAY HARBOR ISLAND, FLORIDA
COUNTED BY: RALPH MARTINEZ
SIGNALIZED

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

Site Code : 00180095
Start Date: 05/22/18
File I.D. : 96STBAYT
Page : 2

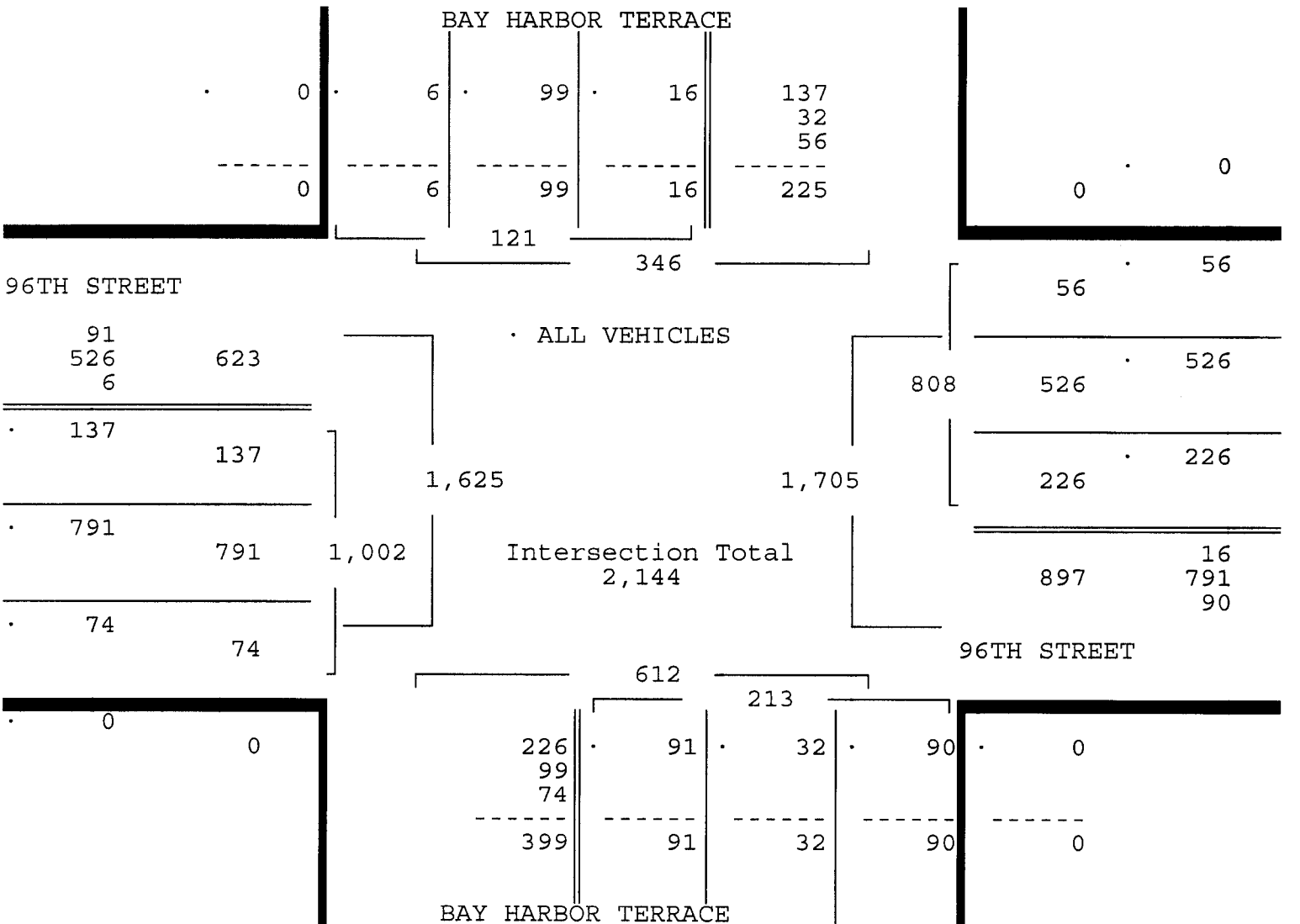
ALL VEHICLES

BAY HARBOR TERRACE					96TH STREET					BAY HARBOR TERRACE					96TH STREET					Total
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		

Date 05/22/18

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/22/18

Peak start 08:00					08:00					08:00					08:00					
Volume	0	16	99	6	2	224	526	56		0	91	32	90		0	137	791	74		
Percent	0%	13%	82%	5%	0%	28%	65%	7%		0%	43%	15%	42%		0%	14%	79%	7%		
Pk total	121				808					213					1002					
Highest	08:15				08:45					08:15					08:00					
Volume	0	6	47	2	1	48	146	21		0	34	14	34		0	27	207	20		
Hi total	55				216					82					254					
PHF	.55				.94					.65					.99					



96TH STREET & BAY HARBOR TERRACE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

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

Site Code : 00180095
 Start Date: 05/22/18
 File I.D. : 96STBAYT
 Page : 3

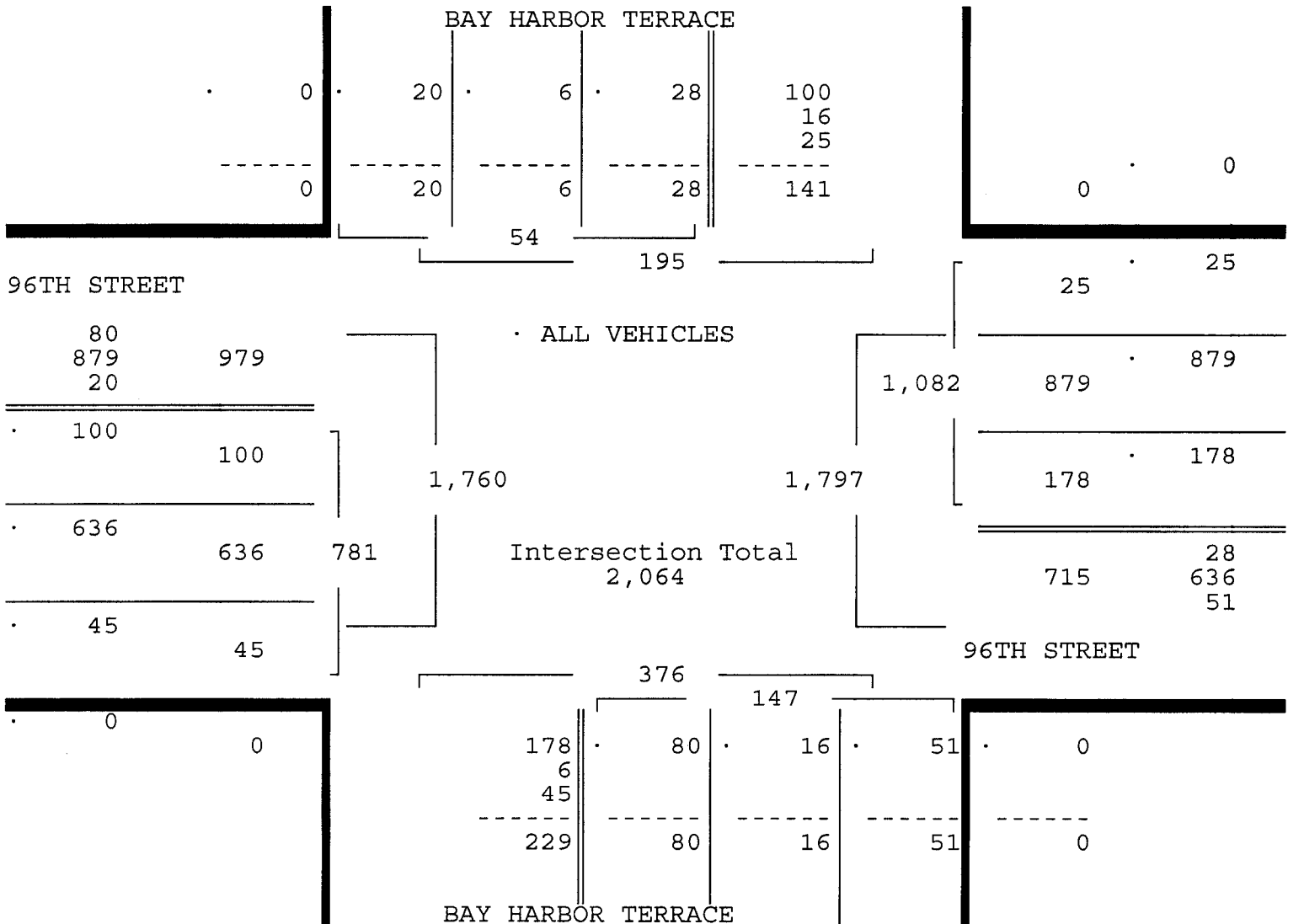
ALL VEHICLES

BAY HARBOR TERRACE From North				96TH STREET From East				BAY HARBOR TERRACE From South				96TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 05/22/18

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/22/18

Peak start 16:45				16:45				16:45				16:45				
Volume	0	28	6	20	1	177	879	25	0	80	16	51	1	99	636	45
Percent	0%	52%	11%	37%	0%	16%	81%	2%	0%	54%	11%	35%	0%	13%	81%	6%
Pk total	54				1082				147				781			
Highest	17:00				17:00				17:00				17:00			
Volume	0	9	2	11	0	50	225	5	0	31	7	15	1	27	168	7
Hi total	22				280				53				203			
PHF	.61				.97				.69				.96			



96TH STREET & BAY HARBOR TERRACE
BAY HARBOR ISLAND, FLORIDA
COUNTED BY: RALPH MARTINEZ
SIGNALIZED

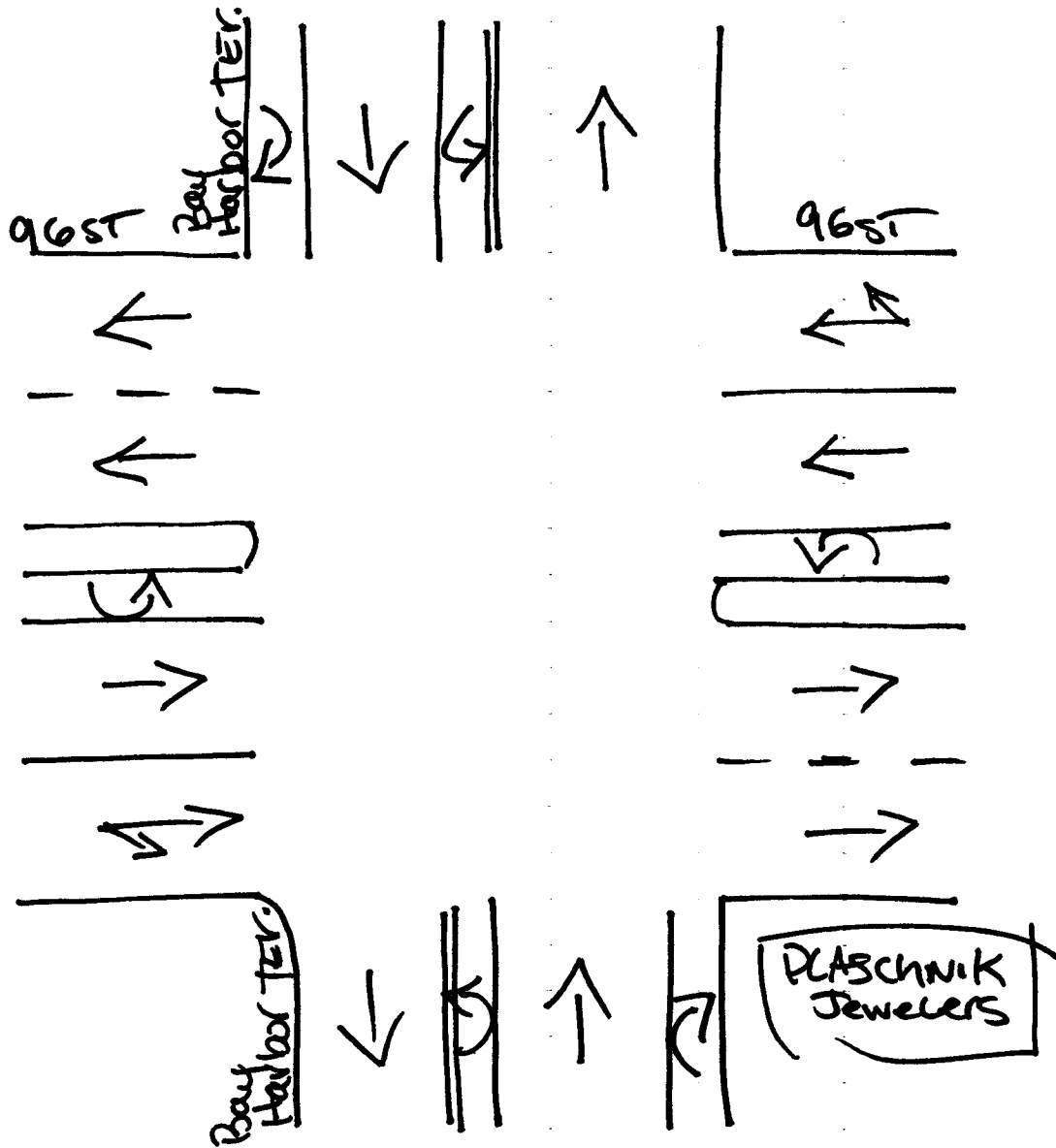
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
(561)272-3255

Study Name: 96STBAYT
Site Code : 00180095
Start Date: 05/22/18
Page : 1

PEDESTRIANS & BIKES

Start Time	BAY HARBOR TERRACE From North				96TH STREET From East				BAY HARBOR TERRACE From South				96TH STREET From West				Intvl. Total
	Right	BIKES	Left	Peds	Right	BIKES	Left	Peds	Right	BIKES	Left	Peds	Right	BIKES	Left	Peds	
05/22/18																	
07:00	0	0	0	3	0	0	0	0	0	1	0	4	0	0	0	4	12
07:15	0	1	0	3	0	4	0	0	0	1	0	2	0	0	0	4	15
07:30	0	2	0	2	0	1	0	3	0	3	0	6	0	0	0	2	19
07:45	0	0	0	4	0	0	0	3	0	0	0	8	0	0	0	5	20
Hour	0	3	0	12	0	5	0	6	0	5	0	20	0	0	0	15	66
08:00	0	0	0	6	0	0	0	3	0	3	0	4	0	1	0	18	35
08:15	0	1	0	3	0	0	0	5	0	0	0	10	0	1	0	15	35
08:30	0	0	0	4	0	1	0	6	0	2	0	0	0	0	0	4	17
08:45	0	0	0	5	0	0	0	4	0	0	0	3	0	0	0	9	21
Hour	0	1	0	18	0	1	0	18	0	5	0	17	0	2	0	46	108
[BREAK]																	
16:00	0	0	0	0	0	0	0	1	0	2	0	2	0	2	0	9	16
[BREAK]																	
16:30	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	1	8
16:45	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	7
Hour	0	0	0	4	0	0	0	7	0	2	0	4	0	2	0	12	31
17:00	0	0	0	8	0	0	0	6	0	0	0	2	0	1	0	9	26
17:15	0	0	0	1	0	2	0	6	0	1	0	10	0	5	0	10	35
17:30	0	2	0	3	0	1	0	3	0	1	0	6	0	0	0	2	18
17:45	0	0	0	5	0	0	0	8	0	2	0	8	0	5	0	8	36
Hour	0	2	0	17	0	3	0	23	0	4	0	26	0	11	0	29	115
Total	0	6	0	51	0	9	0	54	0	16	0	67	0	15	0	102	320
% Apr.	-	10.5	-	89.4	-	14.2	-	85.7	-	19.2	-	80.7	-	12.8	-	87.1	-
% Int.	-	1.8	-	15.9	-	2.8	-	16.8	-	5.0	-	20.9	-	4.6	-	31.8	-

↑
North



Bay Harbor Island, Florida
May 23, 2018
Drawn by: Luis Palomino
Signalized

97TH STREET & W BAY HARBOR DRIVE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: ADAM JOHNSON
 NOT SIGNALIZED

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

Site Code : 00180095
 Start Date: 05/22/18
 File I.D. : 97STWBAY
 Page : 1

ALL VEHICLES

W BAY HARBOR DRIVE				97TH STREET				W BAY HARBOR DRIVE				-----					
From North				From East				From South				From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 05/22/18 -----																	
07:00	0	3	20	0	0	3	0	6	0	0	1	1	0	0	0	0	34
07:15	0	2	19	0	0	2	0	4	0	0	3	0	0	0	0	0	30
07:30	0	0	26	0	0	3	0	4	0	0	4	1	0	0	0	0	38
07:45	0	4	30	0	0	9	0	9	0	0	10	2	0	0	0	0	64
Hr Total	0	9	95	0	0	17	0	23	0	0	18	4	0	0	0	0	166
08:00	0	5	37	0	0	10	0	11	0	0	8	7	0	0	0	0	78
08:15	0	3	37	0	0	9	0	7	0	0	22	12	0	0	0	0	90
08:30	0	4	42	0	0	8	0	8	0	0	14	9	0	0	0	0	85
08:45	0	6	35	0	0	12	0	7	0	0	3	3	0	0	0	0	66
Hr Total	0	18	151	0	0	39	0	33	0	0	47	31	0	0	0	0	319
----- * BREAK * -----																	
16:00	0	0	42	0	0	7	0	10	0	0	4	2	0	0	0	0	65
16:15	0	2	31	0	0	15	0	12	0	0	3	3	0	0	0	0	66
16:30	0	0	37	0	0	14	0	5	0	0	6	1	0	0	0	0	63
16:45	0	2	29	0	0	6	0	15	0	0	4	2	0	0	0	0	58
Hr Total	0	4	139	0	0	42	0	42	0	0	17	8	0	0	0	0	252
17:00	0	3	42	0	0	31	0	5	0	0	4	3	0	0	0	0	88
17:15	0	2	30	0	0	17	0	11	0	0	6	2	0	0	0	0	68
17:30	0	1	48	0	0	10	0	8	0	0	7	0	0	0	0	0	74
17:45	0	3	26	0	0	15	0	8	0	0	5	2	0	0	0	0	59
Hr Total	0	9	146	0	0	73	0	32	0	0	22	7	0	0	0	0	289

TOTAL	0	40	531	0	0	171	0	130	0	0	104	50	0	0	0	0	1026

97TH STREET & W BAY HARBOR DRIVE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: ADAM JOHNSON
 NOT SIGNALIZED

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

Site Code : 00180095
 Start Date: 05/22/18
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 Page : 2

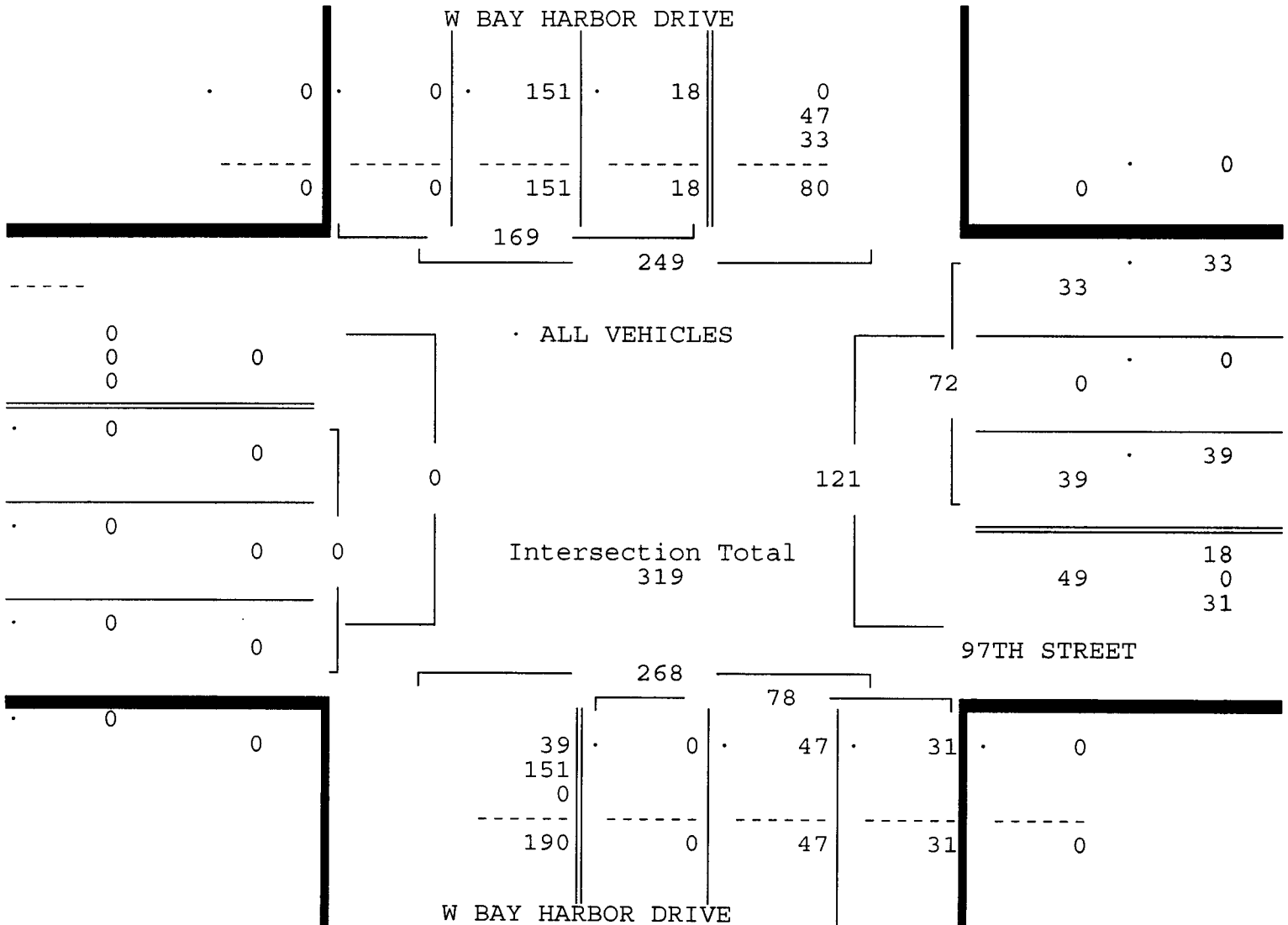
ALL VEHICLES

W BAY HARBOR DRIVE From North				97TH STREET From East				W BAY HARBOR DRIVE From South				----- From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 05/22/18

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/22/18

Peak start 08:00	08:00				08:00				08:00				08:00			
Volume	0	18	151	0	0	39	0	33	0	0	47	31	0	0	0	0
Percent	0%	11%	89%	0%	0%	54%	0%	46%	0%	0%	60%	40%	0%	0%	0%	0%
Pk total	169				72				78				0			
Highest	08:30				08:00				08:15				07:00			
Volume	0	4	42	0	0	10	0	11	0	0	22	12	0	0	0	0
Hi total	46				21				34				0			
PHF	.92				.86				.57				.0			



97TH STREET & W BAY HARBOR DRIVE
BAY HARBOR ISLAND, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

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

Site Code : 00180095
Start Date: 05/22/18
File I.D. : 97STWBAY
Page : 3

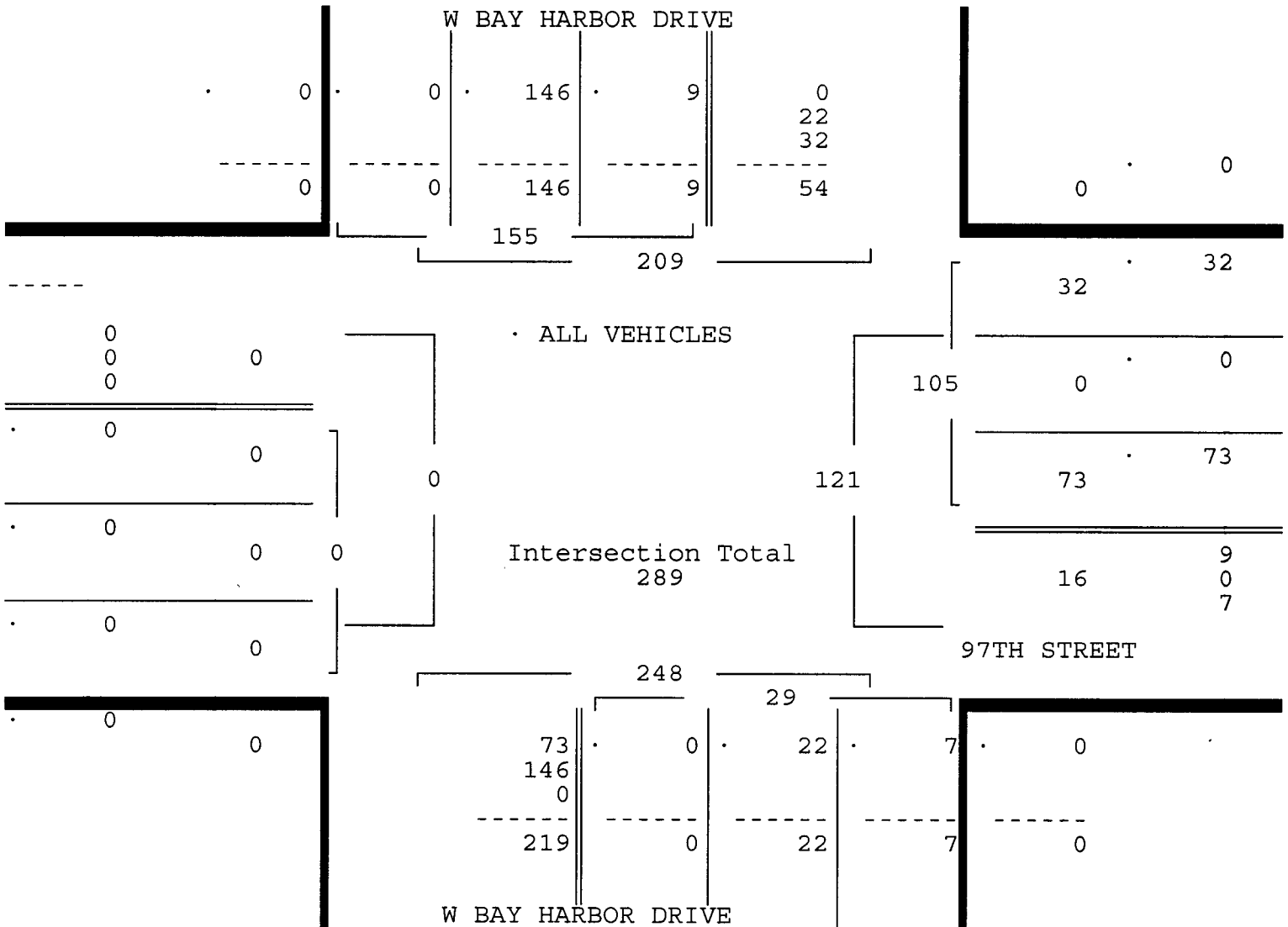
ALL VEHICLES

W BAY HARBOR DRIVE				97TH STREET				W BAY HARBOR DRIVE				-----				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 05/22/18

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/22/18

Peak start	17:00				17:00				17:00				17:00			
Volume	0	9	146	0	0	73	0	32	0	0	22	7	0	0	0	0
Percent	0%	6%	94%	0%	0%	70%	0%	30%	0%	0%	76%	24%	0%	0%	0%	0%
Pk total	155				105				29				0			
Highest	17:30				17:00				17:15				07:00			
Volume	0	1	48	0	0	31	0	5	0	0	6	2	0	0	0	0
Hi total	49				36				8				0			
PHF	.79				.73				.91				.0			



97TH STREET & W BAY HARBOR DRIVE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: ADAM JOHNSON
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.

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

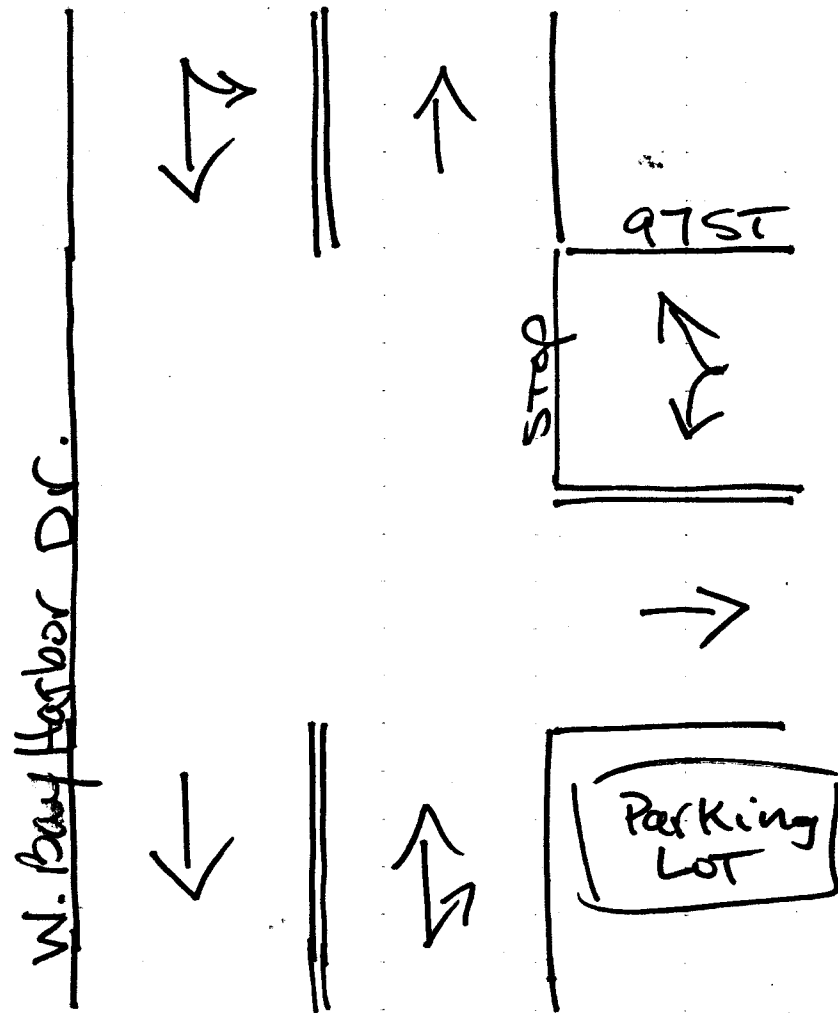
Site Code : 00180095
 Start Date: 05/22/18
 File I.D. : 97STWBAY
 Page : 1

PEDESTRIANS & BIKES

W BAY HARBOR DRIVE					97TH STREET				W BAY HARBOR DRIVE				-----				
From North					From East				From South				From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 05/22/18 -----																	
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	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
08:00	0	0	0	0	0	2	0	8	0	0	0	0	0	0	0	1	11
08:15	0	0	0	0	0	2	0	14	0	1	0	0	0	1	0	2	20
08:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	0	0	4	0	26	0	1	0	0	0	1	0	3	35
----- * 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	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

TOTAL	0	0	0	0	0	8	0	28	0	1	0	0	0	2	0	4	43

North



Bay Harbor Island, Florida

May 23, 2018

drawn by: Luis Palomino
NOT Signalized

Signal Timings

TOD Schedule Report

for 3721: Bay Harbor Ter&Kane Conc

Print Date:
2/16/2018

Print Time:
2:05 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3721	Bay Harbor Ter&Kane Conc	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	NBT	WBL	EBT	-	SBT
0	0	0	0	0	0	0	0
							

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	-	0 - 0	0	-	0 - 0	5 - 5	- 5	- 5	2 - 2	- 2	7 - 7	- 7	19 - 19	- 19	3.7		2.4		
2 WBT	7	-	7 - 7	16 - 16	- 16	- 16	7 - 7	- 7	- 7	1 - 1	- 1	25 - 25	- 25	0 - 0	- 0	4		2.4		
3 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	- 0	0 - 0	- 0	0		0		
4 NBT	6	-	6 - 6	21 - 21	- 21	- 21	7 - 7	- 7	- 7	2.5 - 2.5	- 2.5	24 - 24	- 24	30 - 30	- 30	4		3.1		
5 WBL	0	-	0 - 0	0	-	0 - 0	5 - 5	- 5	- 5	2 - 2	- 2	7 - 7	- 7	30 - 30	- 30	3.7		2.4		
6 EBT	7	-	7 - 7	16 - 16	- 16	- 16	7 - 7	- 7	- 7	1 - 1	- 1	25 - 25	- 25	0 - 0	- 0	4		2.4		
7 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	- 0	0 - 0	- 0	0		0		
8 SBT	6	-	6 - 6	21 - 21	- 21	- 21	7 - 7	- 7	- 7	2.5 - 2.5	- 2.5	24 - 24	- 24	30 - 30	- 30	4		3.1		

Last In Service Date: unknown

Permitted Phases	
Default	12345678
External Permit 0	12-456-8
External Permit 1	-----
External Permit 2	-2-4-6-8

TOD Schedule Report
for 3721: Bay Harbor Ter&Kane Conc

Print Date:
2/16/2018

Print Time:
2:05 AM

Current TOD Schedule	Plan	Green Time							
		1	2	3	4	5	6	7	8
		EBL	WBT	-	NBT	WBL	EBT	-	SBT
1		90	6	38	0	27	6	38	0
2		90	6	38	0	27	6	38	0
3		100	13	41	0	27	13	41	0
4		100	6	48	0	27	6	48	0
5		90	6	38	0	27	6	38	0
6		90	6	38	0	27	6	38	0
7		90	6	38	0	27	6	38	0
8		100	6	48	0	27	6	48	0
9		90	6	38	0	27	6	38	0
10		90	6	38	0	27	6	38	0
11		100	6	48	0	27	6	48	0
12		90	6	38	0	27	6	38	0
15		90	6	38	0	27	6	38	0
20		90	6	38	0	27	6	38	0
23		90	6	38	0	27	6	38	0
24		100	6	48	0	27	6	48	0
26		160	6	105	0	30	6	105	0
27		90	6	38	0	27	6	38	0
28		90	6	38	0	27	6	38	0
29		90	6	38	0	27	6	38	0

Local TOD Schedule			
Time	Plan	DOW	
0000	15	M T W Th F	
0000	23	Su	
0130	Flash	M T W Th F	
0200	Flash	Su	
0600	2	M T W Th F	
0700	20	Su	
0730	3	M T W Th F	
0845	4	M T W Th F	
0930	24	M T W Th F	
1330	8	M T W Th F	
1430	7	W	
1530	11	M T Th F	
1800	15	M T W Th F	

Current Time of Day Function				Local Time of Day Function			
Time	Function	Settings *	Day of Week	Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S	0000	TOD OUTPUTS	-----	SuM T W ThF S

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

TOD Schedule Report
for 3721: Bay Harbor Ter&Kane Conc

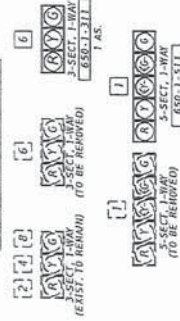
TOD Central Schedule Day-Type for Current Day

Day Type: SS			
SCHOOL MON TUE THURS FOLLOW BY SCHOOL			
TIME	PLAN		CYCLE
0	[15] EVENING/NIGHT (15)		90
30	FLASH (63)		0
600	[02] PRE-AM PEAK (2)		90
730	[03] AM PEAK (3)		100
845	[04] HEAVY AM PEAK (4)		100
930	[24] AVG/OFF-PEAK (24)		100
1330	[08] EARLY AFTERNOON (8)		100
1530	[11] PM PEAK (11)		100
1800	[15] EVENING/NIGHT (15)		90

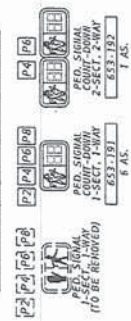
↑ N

Blank12

SIGNAL HEAD DETAILS



PEDESTRIAN SIGNAL DETAILS



SIGN DETAILS



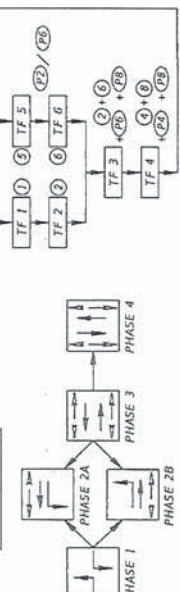
EXISTING IISH (RELOCATE TO NEW MAST ARM)



NOTES:

1. CONTROLLER OPERATIONS:
A. MAJOR STREET: SR 922 (KANE CONCOURSE) (96TH STREET), MINOR STREET: BAY HARBOR TERRACE.
B. STANDARD OPERATING PLAN 8 (MODIFIED) WITHOUT PHASE 4 (MINOR STREET PROTECTED LEFT TURN MOVEMENT) AND WITH PEDESTRIAN PHASES.
C. PHASES 1, 2B AND 4 ACTUATED, PHASES 2A AND 3 RECALL.
D. FLASHING OPERATION: 2 & 6 - YELLOW; 4 & 8 - RED.
E. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS AND WASTE MANAGEMENT DEPARTMENT TRAFFIC SIGNALS DIVISION.
2. PEDESTRIAN SIGNALS:
A. PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO FACE THE CENTER OF FAR-SIDE END OF CROSSWALK THEY SERVE.
B. PROPOSED PEDESTRIAN COUNTERDOWN SIGNALS MUST BE MOUNTED BEHIND THE MAJOR STREET SIGNALS TO THE DETAILS SHOWN ON THIS SHEET.
C. PULL BOXES IN CONFLICT WITH THE DETECTABLE WARNING AREAS SHALL BE RELOCATED AS CLOSE AS PRACTICAL FROM ITS ORIGINAL LOCATION.
D. EXERCISE CAUTION WHEN WORKING NEAR EXISTING FIRE HYDRANT AND SIGNAL/LIGHTING EQUIPMENT LOCATED AT THE SEC OF THE INTERSECTION.

S.O.P. 8 (MOD.)



DETECTORS FOR LOOPS		NO. OF		NO. OF	
LOOP	NO.	OF	NEW	EXIST.	DETS.
L-1	1	1	-	1	-
L-4	3	-	-	-	-
L-5	1	-	-	-	-
L-8	3	-	-	-	-

ADDITIONAL ITEMS		UNIT		QTY.	
PAY ITEM	UNIT	PAY ITEM	UNIT	PAY ITEM	QTY.
650-1-109	EA	650-1-109	EA	650-1-109	EA
650-2-1	P.I.	650-2-1	P.I.	650-2-1	P.I.
650-100	P.I.	650-100	P.I.	650-100	P.I.

STATES OF FLORIDA		DEPARTMENT OF TRANSPORTATION		FINANCIAL PROJECT ID	
ROAD NO.	COUNTY	ROAD NO.	COUNTY	ROAD NO.	COUNTY
922	MIAMI-DADE	429372-2-52-01	MIAMI-DADE	429372-2-52-01	MIAMI-DADE

DATE		DESCRIPTION		REVISIONS		SHEET NO.	
09/11/15	09/11/15	REVISED CONTROL CABINET DESIGNATION	REVISED CONTROL CABINET DESIGNATION	09/11/15	09/11/15	09/11/15	09/11/15

SIGNALIZATION PLAN

DATE		DESCRIPTION		REVISIONS		SHEET NO.	
09/11/15	09/11/15	REVISED CONTROL CABINET DESIGNATION	REVISED CONTROL CABINET DESIGNATION	09/11/15	09/11/15	09/11/15	09/11/15

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61.05(2)(b), F.A.C.

TOD Schedule Report

for 3011: Bay Harbor Dr W&Kane Conc

Print Date:
11/20/2017

Print Time:
4:04 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3011	Bay Harbor Dr W&Kane Conc	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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







Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	0
2 WBT	7	-	7	-	15	-	15	-	7	1	-	1	25	-	25	0	-	0	4	2
3 -	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	0
4 NBT	7	-	7	-	22	-	22	-	7	2.5	-	2.5	22	-	22	28	-	28	4	2
5 WBL	0	-	0	-	0	-	0	-	5	2	-	2	5	-	7	6	-	30	3.7	2
6 EBT	7	-	7	-	15	-	15	-	7	1	-	1	25	-	25	0	-	0	4	2
7 -	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	0
8 SBT	7	-	7	-	22	-	22	-	7	2.5	-	2.5	22	-	22	28	-	28	4	2

Last In Service Date: unknown

Permitted Phases

Default
External Permit 0
External Permit 1
External Permit 2

12345678

-2-456-8

-2-4-6-8

-2-4-6-8

TOD Schedule Report
for 3011: Bay Harbor Dr W&Kane Conc

Print Date:
11/20/2017

Print Time:
4:04 PM

Green Time												
Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	Offset	
			-	WBT	-	NBT	WBL	EBT	-	SBT		
	1	70	0	46	0	12	6	34	0	12	0	30
	2	70	0	46	0	12	6	34	0	12	0	30
	3	100	0	59	0	29	16	37	0	29	0	64
	4	100	0	59	0	29	16	37	0	29	0	46
	5	90	0	61	0	17	9	46	0	17	0	31
	6	90	0	66	0	12	16	44	0	12	0	46
	7	90	0	49	0	29	16	27	0	29	0	71
	8	100	0	59	0	29	16	37	0	29	0	27
	9	90	0	61	0	17	9	46	0	17	0	71
	10	70	0	46	0	12	6	34	0	12	0	13
	11	100	0	59	0	29	16	37	0	29	0	71
	12	70	0	46	0	12	6	34	0	12	0	30
	15	70	0	36	0	22	6	24	0	22	0	13
	20	70	0	46	0	12	6	34	0	12	0	13
	23	70	0	34	0	24	6	22	0	24	0	13
	24	100	0	59	0	29	17	36	0	29	0	31
	26	160	0	129	0	19	0	129	0	19	0	0
	27	90	0	65	0	13	9	50	0	13	0	6
	28	90	0	65	0	13	9	50	0	13	0	55
	29	90	0	65	0	13	9	50	0	13	0	21

Local TOD Schedule		
Time	Plan	DOW
0000	15	M T W Th F
0000	23	Su
0130	Flash	M T W Th F
0200	Flash	Su
0600	2	M T W Th F
0700	20	Su
0730	3	M T W Th F
0845	4	M T W Th F
0930	24	M T W Th F
1330	8	M T W Th F
1430	7	W
1530	11	M T Th F
1800	15	M T W Th F

Current Time of Day Function		
Time	Function	Settings * Day of Week
0000	TOD OUTPUTS	----- SuM T W ThF S

Local Time of Day Function		
Time	Function	Settings * Day of Week
0000	TOD OUTPUTS	----- SuM T W ThF S

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

TOD Schedule Report
for 3011: Bay Harbor Dr W&Kane Conc

Print Date:
11/20/2017

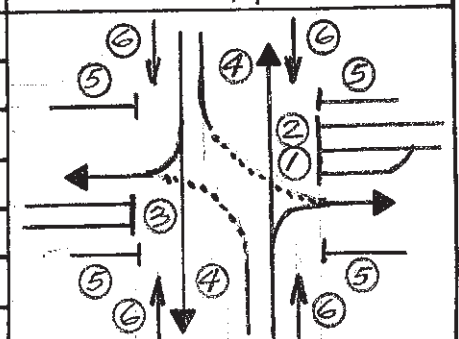
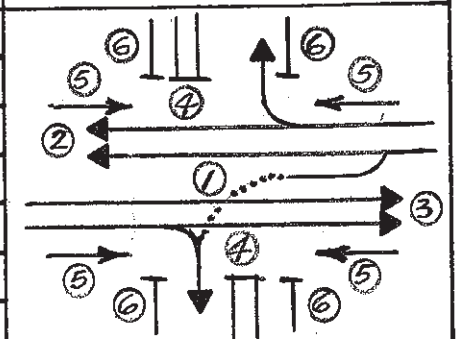
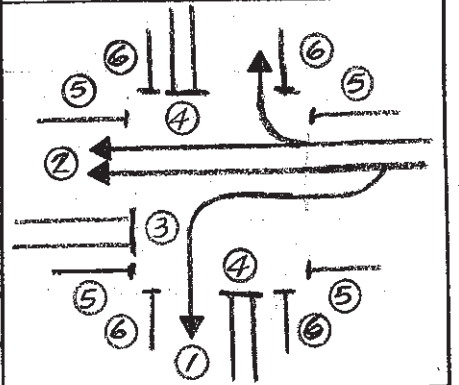
Print Time:
4:04 PM

TOD Central Schedule Day-Type for Current Day

Day Type: SS			
SCHOOL MON TUE THURS FOLLOW BY SCHOOL			
TIME	PLAN		CYCLE
0	[15] EVENING/NIGHT (15)		70
30	FLASH (63)		0
600	[02] PRE-AM PEAK (2)		70
730	[03] AM PEAK (3)		100
845	[04] HEAVY AM PEAK (4)		100
930	[24] AVG/OFF-PEAK (24)		100
1330	[08] EARLY AFTERNOON (8)		100
1530	[11] PM PEAK (11)		100
1800	[15] EVENING/NIGHT (15)		70

SIGNAL OPERATING PLAN

		SIGNAL HEAD NUMBER									
PHASE	INT	1	2	3	4	5	6				
Φ1 W BLEAD (ACTUATED)	R/W	←	G	R	R	DW	DW				
	TO	←	G	R	R	DW	DW				
	CLEAR										
Φ2 EAST/WEST (RECALL)	R/W		G	G	G	R	W	DW			
	PED. CL.		G	G	G	R	F	DW			
	TO		G	G	G	R	DW	DW			
	CLEAR										
Φ4 NORTH/SOUTH (ACTUATED)	R/W		R	R	R	G	DW	W			
	PED. CL.		R	R	R	G	DW	F			
	TO		R	R	R	Y	DW	DW			
	CLEAR										
FLASHING OPS: FLA S.O.P. # 11.	R/W		FY	FY	FY	FR					
	TO										
	CLEAR										



Drawn C. L. ROQUE	Date 7/1/91	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS	
		ASSET NO: 33011	
Check [Signature]	Date 7/3/91	BAY HARBOR (W) & KANE CONCOURSE	
Division Engineer	Date		
		Placed in Service Date: 2/4/92	By: CONTRACTOR
		Phasing Number 5	

SIGNAL HEAD DETAILS



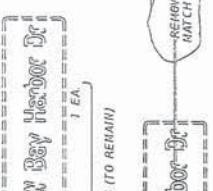
PEDESTRIAN SIGNAL DETAILS



NOTES:

1. CONTROLLER OPERATIONS:
A. MAJOR STREET: SR 922 (KANE CONCOURSE) (96th STREET),
MINOR STREET: W BAY HARBOR DR
2. STANDARD OPERATING PLAN 11 WITH PEDESTRIAN MOVEMENTS.
3. PHASES 1 AND 4 ACTIVATED, PHASE 2 RECALL.
4. FLASHING OPERATION: 2 & 6 - YELLOW; 4 & 8 - RED.
5. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS AND WASTE MANAGEMENT DEPARTMENT TRAFFIC SIGNALS DIVISION.
6. PEDESTRIAN SIGNALS:
A. PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO FACE THE CENTER OF FAR-SIDE END OF CROSSWALK THEY SERVE.
B. PROPOSED PEDESTRIAN COUNTDOWN SIGNALS MUST BE MOUNTED BEHIND THE MAJOR ARH ACCORDING TO THE DETAILS SHOWN ON THIS SHEET.
7. PULL BOXES:
A. PULL BOXES IN CONFLICT WITH THE DETECTOR SHALL BE PRACTICAL FROM ITS ORIGINAL LOCATION.
B. WARNING AREAS SHALL BE RELOCATED AS CLOSE AS PRACTICAL FROM ITS ORIGINAL LOCATION.

DETECTORS FOR LOOPS



BY

7-24-15
S.S.I. CORP.

REVISIONS

DATE	DESCRIPTION

DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
922	MIAMI-DADE	429337-2-52-01
CERTIFICATE OF AUTHORIZATION 1904		

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION	FINANCIAL PROJECT ID
ROAD NO.	COUNTY
922	MIAMI-DADE
CERTIFICATE OF AUTHORIZATION 1904	

SIGNALIZATION PLAN

DATE	DESCRIPTION

SR 922 / 96th STREET (KANE CONCOURSE) & W BAY HARBOR DR INTERSECTION #3011

DATE	DESCRIPTION

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1
690-90	P.I.	1
690-100	P.I.	1

ADDITIONAL ITEMS

PAY ITEM	UNIT	QTY
660-1-109	EA	1

Historic Background Growth

Background Growth Rate

Station	Location	2013	2014	2015	2016	2017
132	SR 922/NE 96 ST. 89' W OF ABO TT AVE	22,100	25,500	25,500	29,500	29,000
8608	BROAD CSWY, 200 FT E OF GAS STATION ACCESS	19,700	19,500	19,300	24,000	24,000
1023	SR 922/NE/NW 125 ST, 200' W N BAY SHORE DR	24,000	23,000	25,000	24,000	22,500
0540	SR A1A/COLLINS AV, 200' S END BRIDG/NCL BAL HARB	47,500	44,500	50,000	52,000	48,500
0525	SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST	25,000	21,500	24,500	25,000	21,000
Total		138,300	134,000	144,300	154,500	145,000
Yearly Growth			-3.1%	7.7%	7.1%	-6.1%
Growth Trend						1.4%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0132 - SR 922/NE 96 ST. 89' W OF ABOIT AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	29000 C	E 15500	W 13500	9.00	55.00	12.40
2016	29500 C	E 14000	W 15500	9.00	54.50	12.60
2015	25500 C	E 13500	W 12000	9.00	54.70	8.80
2014	25500 C	E 13000	W 12500	9.00	54.50	6.20
2013	22100 C	E 12500	W 9600	9.00	52.40	6.80
2012	26000 C	E 13500	W 12500	9.00	55.70	4.60
2011	25500 C	E 13000	W 12500	9.00	55.10	4.20
2010	25500 C	E 14000	W 11500	8.98	54.08	4.20
2009	28500 C	E 15500	W 13000	8.99	53.24	7.20
2008	28000 C	E 15000	W 13000	9.09	55.75	7.90
2007	24000 F	E 13000	W 11000	8.01	54.34	7.20
2006	24000 C	E 13000	W 11000	7.97	54.22	7.20
2005	26000 C	E 14000	W 12000	8.80	53.80	7.80
2004	26500 C	E 13000	W 13500	9.00	53.30	7.80
2003	25000 C	E 12500	W 12500	8.80	53.40	3.20
2002	24500 C	E 12000	W 12500	9.80	52.30	2.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0540 - SR A1A/COLLINS AV, 200' S END BRIDG/NCL BAL HARB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	48500 C	N 23500	S 25000	9.00	55.00	2.50
2016	52000 C	N 26000	S 26000	9.00	54.50	3.40
2015	50000 C	N 25000	S 25000	9.00	54.70	4.30
2014	44500 C	N 22500	S 22000	9.00	54.50	5.30
2013	47500 F	N 24000	S 23500	9.00	52.40	4.40
2012	48500 C	N 24500	S 24000	9.00	55.70	4.40
2011	45500 C	N 23000	S 22500	9.00	55.10	6.10
2010	44000 C	N 22000	S 22000	8.98	54.08	6.10
2009	46500 C	N 23000	S 23500	8.99	53.24	3.90
2008	49500 C	N 24500	S 25000	9.09	55.75	3.90
2007	50500 C	N 25000	S 25500	8.01	54.34	3.90
2006	48500 C	N 23500	S 25000	7.97	54.22	2.90
2005	47500 C	N 23000	S 24500	8.80	53.80	7.50
2004	47500 C	N 23000	S 24500	9.00	53.30	7.50
2003	42500 C	N 21000	S 21500	8.80	53.40	4.50
2002	43000 C	N 21500	S 21500	9.80	52.30	2.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1023 - SR 922/NE/NW 125 ST, 200' W N BAY SHORE DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	22500 C	E 11500	W 11000	9.00	55.00	9.20
2016	24000 C	E 12000	W 12000	9.00	54.50	12.60
2015	25000 C	E 14000	W 11000	9.00	54.70	8.80
2014	23000 C	E 11000	W 12000	9.00	54.50	7.60
2013	24000 C	E 11000	W 13000	9.00	52.40	5.00
2012	24000 C	E 12000	W 12000	9.00	55.70	4.20
2011	20100 C	E 10500	W 9600	9.00	55.10	5.10
2010	18000 C	E 9000	W 9000	8.98	54.08	3.80
2009	19800 C	E 10000	W 9800	8.99	53.24	4.60
2008	19900 C	E 10500	W 9400	9.09	55.75	1.50
2007	21000 C	E 10500	W 10500	8.01	54.34	1.00
2006	23000 C	E 11500	W 11500	7.97	54.22	4.60
2005	24000 C	E 12500	W 11500	8.80	53.80	2.40
2004	22000 C	E 11000	W 11000	9.00	53.30	8.80
2003	23500 C	E 12000	W 11500	8.80	53.40	4.00
2002	24000 C	E 12000	W 12000	9.80	52.30	3.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8608 - BROAD CSWY, 200 FT E OF GAS STATION ACCESS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	24000 F	E 12000	W 12000	9.00	55.70	3.50
2016	24000 C	E 12000	W 12000	9.00	56.10	4.00
2015	19300 T	E 9700	W 9600	9.00	57.40	4.80
2014	19500 S	E 9800	W 9700	9.00	59.30	5.20
2013	19700 F	E 9900	W 9800	9.00	58.90	16.20
2012	19900 C	E 10000	W 9900	9.00	59.70	16.00

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

Seasonal Factors

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.07	1.11
2	01/08/2017 - 01/14/2017	1.04	1.08
3	01/15/2017 - 01/21/2017	1.01	1.05
4	01/22/2017 - 01/28/2017	1.00	1.04
5	01/29/2017 - 02/04/2017	0.99	1.03
6	02/05/2017 - 02/11/2017	0.98	1.02
7	02/12/2017 - 02/18/2017	0.97	1.01
* 8	02/19/2017 - 02/25/2017	0.97	1.01
* 9	02/26/2017 - 03/04/2017	0.96	1.00
*10	03/05/2017 - 03/11/2017	0.95	0.99
*11	03/12/2017 - 03/18/2017	0.95	0.99
*12	03/19/2017 - 03/25/2017	0.95	0.99
*13	03/26/2017 - 04/01/2017	0.96	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.01
*16	04/16/2017 - 04/22/2017	0.97	1.01
*17	04/23/2017 - 04/29/2017	0.97	1.01
*18	04/30/2017 - 05/06/2017	0.97	1.01
*19	05/07/2017 - 05/13/2017	0.97	1.01
*20	05/14/2017 - 05/20/2017	0.97	1.01
21	05/21/2017 - 05/27/2017	0.98	1.02
22	05/28/2017 - 06/03/2017	0.98	1.02
23	06/04/2017 - 06/10/2017	0.99	1.03
24	06/11/2017 - 06/17/2017	0.99	1.03
25	06/18/2017 - 06/24/2017	1.00	1.04
26	06/25/2017 - 07/01/2017	1.00	1.04
27	07/02/2017 - 07/08/2017	1.01	1.05
28	07/09/2017 - 07/15/2017	1.01	1.05
29	07/16/2017 - 07/22/2017	1.01	1.05
30	07/23/2017 - 07/29/2017	1.01	1.05
31	07/30/2017 - 08/05/2017	1.00	1.04
32	08/06/2017 - 08/12/2017	1.00	1.04
33	08/13/2017 - 08/19/2017	1.00	1.04
34	08/20/2017 - 08/26/2017	1.04	1.08
35	08/27/2017 - 09/02/2017	1.07	1.11
36	09/03/2017 - 09/09/2017	1.11	1.16
37	09/10/2017 - 09/16/2017	1.14	1.19
38	09/17/2017 - 09/23/2017	1.12	1.17
39	09/24/2017 - 09/30/2017	1.10	1.15
40	10/01/2017 - 10/07/2017	1.08	1.13
41	10/08/2017 - 10/14/2017	1.06	1.10
42	10/15/2017 - 10/21/2017	1.04	1.08
43	10/22/2017 - 10/28/2017	1.05	1.09
44	10/29/2017 - 11/04/2017	1.06	1.10
45	11/05/2017 - 11/11/2017	1.07	1.11
46	11/12/2017 - 11/18/2017	1.07	1.11
47	11/19/2017 - 11/25/2017	1.07	1.11
48	11/26/2017 - 12/02/2017	1.07	1.11
49	12/03/2017 - 12/09/2017	1.07	1.11
50	12/10/2017 - 12/16/2017	1.07	1.11
51	12/17/2017 - 12/23/2017	1.05	1.09
52	12/24/2017 - 12/30/2017	1.03	1.07
53	12/31/2017 - 12/31/2017	1.01	1.05

* PEAK SEASON

02-MAR-2018 15:35:06

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Appendix C

Intersection Capacity Analysis Worksheets

Existing Conditions

HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Existing AM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	807	75	231	537	57	93	33	92	16	101	6
Future Volume (veh/h)	140	807	75	231	537	57	93	33	92	16	101	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.95		0.96	0.98		0.93
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	152	877	82	251	584	62	101	36	100	17	110	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	511	1635	153	416	1704	180	281	414	337	325	414	325
Arrive On Green	0.06	0.50	0.50	0.09	0.53	0.53	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3271	306	1781	3228	342	1215	1870	1525	1229	1870	1468
Grp Volume(v), veh/h	152	476	483	251	321	325	101	36	100	17	110	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1800	1781	1777	1793	1215	1870	1525	1229	1870	1468
Q Serve(g_s), s	4.1	18.3	18.3	6.7	10.4	10.5	7.5	1.5	5.5	1.1	4.9	0.4
Cycle Q Clear(g_c), s	4.1	18.3	18.3	6.7	10.4	10.5	12.4	1.5	5.5	2.6	4.9	0.4
Prop In Lane	1.00		0.17	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	511	888	900	416	938	946	281	414	337	325	414	325
V/C Ratio(X)	0.30	0.54	0.54	0.60	0.34	0.34	0.36	0.09	0.30	0.05	0.27	0.02
Avail Cap(c_a), veh/h	634	888	900	489	938	946	341	505	412	385	505	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	17.1	17.1	12.8	13.6	13.6	37.3	30.9	32.5	32.0	32.2	30.5
Incr Delay (d2), s/veh	0.1	2.0	1.9	0.7	1.0	1.0	0.6	0.1	0.4	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	11.8	11.9	4.6	7.7	7.7	4.1	1.3	3.7	0.6	4.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	19.0	19.0	13.5	14.6	14.6	37.9	31.0	32.8	32.0	32.5	30.5
LnGrp LOS	B	B	B	B	B	B	D	C	C	C	C	C
Approach Vol, veh/h		1111			897			237			134	
Approach Delay, s/veh		17.9			14.3			34.7			32.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	58.8		29.1	14.9	56.0		29.1				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	13.0	41.0		27.0	13.0	41.0		27.0				
Max Q Clear Time (g_c+I1), s	6.1	12.5		14.4	8.7	20.3		6.9				
Green Ext Time (p_c), s	0.1	1.4		0.5	0.2	2.2		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				19.0								
HCM 6th LOS				B								

Timings

1: Bay Harbor Terrance & Kane Concourse

Existing AM

06/22/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	807	75	231	537	57	93	33	92	16	101	6
Future Volume (vph)	140	807	75	231	537	57	93	33	92	16	101	6
Confl. Peds. (#/hr)	18		17	17		18	18		6	46		18
Confl. Bikes (#/hr)			5			1			2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0		11.0	29.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	19.0	47.0		19.0	47.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	19.0%	47.0%		19.0%	47.0%		34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 74 (74%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse

		
Ø1	Ø2 (R)	Ø4
19 s	47 s	34 s
		
Ø5	Ø6 (R)	Ø8
19 s	47 s	34 s

HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Existing PM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	649	46	182	897	26	82	16	52	29	6	20
Future Volume (veh/h)	102	649	46	182	897	26	82	16	52	29	6	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.96		0.94	0.97		0.95
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	111	705	50	198	975	28	89	17	57	32	7	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	1933	137	506	2072	60	299	326	260	285	326	261
Arrive On Green	0.05	0.58	0.58	0.06	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3356	238	1781	3523	101	1329	1870	1493	1279	1870	1499
Grp Volume(v), veh/h	111	373	382	198	492	511	89	17	57	32	7	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1848	1329	1870	1493	1279	1870	1499
Q Serve(g_s), s	2.5	11.3	11.3	4.6	15.8	15.8	6.0	0.8	3.3	2.1	0.3	1.2
Cycle Q Clear(g_c), s	2.5	11.3	11.3	4.6	15.8	15.8	6.3	0.8	3.3	2.9	0.3	1.2
Prop In Lane	1.00		0.13	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	1023	1046	506	1045	1087	299	326	260	285	326	261
V/C Ratio(X)	0.28	0.36	0.37	0.39	0.47	0.47	0.30	0.05	0.22	0.11	0.02	0.08
Avail Cap(c_a), veh/h	420	1023	1046	506	1045	1087	427	505	403	408	505	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	11.4	11.4	8.3	11.7	11.7	36.8	34.4	35.5	35.6	34.2	34.6
Incr Delay (d2), s/veh	0.1	0.9	0.9	0.2	1.5	1.5	0.4	0.0	0.3	0.1	0.0	0.1
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(95%),veh/ln	1.6	7.8	8.0	2.9	10.3	10.7	3.5	0.6	2.2	1.2	0.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	12.3	12.3	8.5	13.2	13.2	37.2	34.5	35.8	35.8	34.3	34.7
LnGrp LOS	A	B	B	A	B	B	D	C	D	D	C	C
Approach Vol, veh/h		866			1201			163			61	
Approach Delay, s/veh		11.9			12.4			36.4			35.2	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	64.8		24.4	12.0	63.6		24.4				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	6.0	48.0		27.0	6.0	48.0		27.0				
Max Q Clear Time (g_c+I1), s	4.5	17.8		8.3	6.6	13.3		4.9				
Green Ext Time (p_c), s	0.0	2.4		0.4	0.0	1.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									
Notes												
User approved changes to right turn type.												

Timings

Existing PM

1: Bay Harbor Terrance & Kane Concourse

06/22/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	649	46	182	897	26	82	16	52	29	6	20
Future Volume (vph)	102	649	46	182	897	26	82	16	52	29	6	20
Confl. Peds. (#/hr)	14		18	18		14	18		23	23		18
Confl. Bikes (#/hr)			2			2			6			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Prot	Perm	NA	Prot
Protected Phases	1	6		5	2			4	4		8	8
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0		11.0	29.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	54.0		12.0	54.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	12.0%	54.0%		12.0%	54.0%		34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

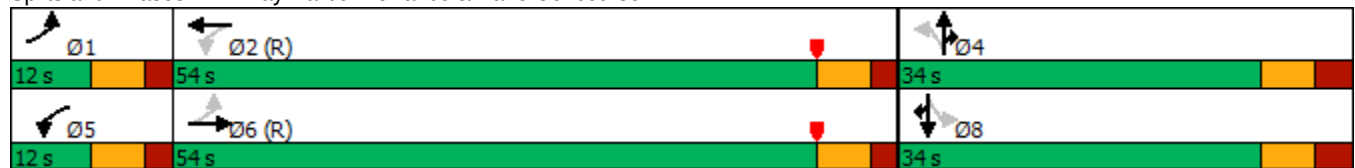
Actuated Cycle Length: 100

Offset: 79 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



HCM 6th Signalized Intersection Summary

2: W. Bay Harbor Drive & Kane Concourse

Existing AM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑	↑		↑	↑
Traffic Volume (veh/h)	0	833	169	81	528	11	152	60	150	28	43	138
Future Volume (veh/h)	0	833	169	81	528	11	152	60	150	28	43	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.95		0.87	0.95		0.85
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	905	184	88	574	12	165	65	163	30	47	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1416	288	284	2099	44	62	2	398	50	59	391
Arrive On Green	0.00	0.48	0.48	0.09	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3017	594	1781	3557	74	0	6	1372	0	202	1348
Grp Volume(v), veh/h	0	550	539	88	287	299	230	0	163	77	0	150
Grp Sat Flow(s),veh/h/ln	0	1777	1741	1781	1777	1854	6	0	1372	202	0	1348
Q Serve(g_s), s	0.0	23.1	23.1	2.3	0.0	0.0	0.0	0.0	9.6	0.0	0.0	8.9
Cycle Q Clear(g_c), s	0.0	23.1	23.1	2.3	0.0	0.0	29.0	0.0	9.6	29.0	0.0	8.9
Prop In Lane	0.00		0.34	1.00		0.04	0.72		1.00	0.39		1.00
Lane Grp Cap(c), veh/h	0	861	843	284	1048	1094	64	0	398	109	0	391
V/C Ratio(X)	0.00	0.64	0.64	0.31	0.27	0.27	3.62	0.00	0.41	0.71	0.00	0.38
Avail Cap(c_a), veh/h	0	861	843	488	1048	1094	64	0	398	109	0	391
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.3	19.3	13.7	0.0	0.0	49.2	0.0	28.6	29.6	0.0	28.4
Incr Delay (d2), s/veh	0.0	3.6	3.7	0.2	0.6	0.6	1214.9	0.0	0.5	18.2	0.0	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(95%),veh/ln	0.0	15.1	14.9	1.5	0.3	0.3	41.2	0.0	5.7	3.4	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.9	23.0	13.9	0.6	0.6	1264.1	0.0	29.1	47.8	0.0	28.8
LnGrp LOS	A	C	C	B	A	A	F	A	C	D	A	C
Approach Vol, veh/h		1089			674			393			227	
Approach Delay, s/veh		22.9			2.3			751.9			35.3	
Approach LOS		C			A			F			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.6	54.4		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	16.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		31.0	4.3	25.1		31.0				
Green Ext Time (p_c), s		1.3		0.0	0.1	2.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			138.5									
HCM 6th LOS			F									
Notes												
User approved changes to right turn type.												

Timings
2: W. Bay Harbor Drive & Kane Concourse

Existing AM
06/22/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	833	169	81	528	11	152	60	150	28	43	138
Future Volume (vph)	0	833	169	81	528	11	152	60	150	28	43	138
Confl. Peds. (#/hr)	7		9	9		7	130		5	5		130
Confl. Bikes (#/hr)			2			3						10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type		NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases				2			4		4	8		8
Detector Phase		6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)		7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)		28.0		11.0	28.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)		43.0		22.0	65.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)		43.0%		22.0%	65.0%		35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0		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	0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 64 (64%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

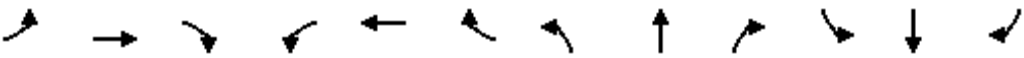
Splits and Phases: 2: W. Bay Harbor Drive & Kane Concourse



HCM 6th Signalized Intersection Summary

2: W. Bay Harbor Drive & Kane Concourse

Existing PM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑	↑		↑	↑
Traffic Volume (veh/h)	0	749	71	59	944	16	112	7	43	35	12	176
Future Volume (veh/h)	0	749	71	59	944	16	112	7	43	35	12	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.98	0.99		0.97
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	797	76	63	1004	17	119	7	46	37	13	187
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1598	152	351	2109	36	70	2	451	63	13	444
Arrive On Green	0.00	0.49	0.49	0.08	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3363	312	1781	3574	61	0	8	1554	0	45	1531
Grp Volume(v), veh/h	0	433	440	63	499	522	126	0	46	50	0	187
Grp Sat Flow(s),veh/h/ln	0	1777	1805	1781	1777	1858	8	0	1554	45	0	1531
Q Serve(g_s), s	0.0	16.5	16.5	1.6	0.0	0.0	0.0	0.0	2.2	0.0	0.0	9.9
Cycle Q Clear(g_c), s	0.0	16.5	16.5	1.6	0.0	0.0	29.0	0.0	2.2	29.0	0.0	9.9
Prop In Lane	0.00		0.17	1.00		0.03	0.94		1.00	0.74		1.00
Lane Grp Cap(c), veh/h	0	868	882	351	1048	1096	72	0	451	76	0	444
V/C Ratio(X)	0.00	0.50	0.50	0.18	0.48	0.48	1.75	0.00	0.10	0.66	0.00	0.42
Avail Cap(c_a), veh/h	0	868	882	563	1048	1096	72	0	451	76	0	444
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.3	17.3	11.8	0.0	0.0	49.1	0.0	26.0	42.5	0.0	28.7
Incr Delay (d2), s/veh	0.0	2.0	2.0	0.1	1.4	1.3	386.0	0.0	0.1	17.7	0.0	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(95%),veh/ln	0.0	11.3	11.4	1.1	0.7	0.7	17.2	0.0	1.5	2.9	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.3	19.3	11.9	1.4	1.3	435.1	0.0	26.0	60.2	0.0	29.2
LnGrp LOS	A	B	B	B	A	A	F	A	C	E	A	C
Approach Vol, veh/h		873			1084			172			237	
Approach Delay, s/veh		19.3			2.0			325.7			35.7	
Approach LOS		B			A			F			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.1	54.9		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	16.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		31.0	3.6	18.5		31.0				
Green Ext Time (p_c), s		2.4		0.0	0.0	2.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									
Notes												
User approved changes to right turn type.												

Timings
2: W. Bay Harbor Drive & Kane Concourse

Existing PM
06/22/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↖		↖	↖
Traffic Volume (vph)	0	749	71	59	944	16	112	7	43	35	12	176
Future Volume (vph)	0	749	71	59	944	16	112	7	43	35	12	176
Confl. Peds. (#/hr)	2		3	3		2	19		3	3		19
Confl. Bikes (#/hr)			3			2						4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type		NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases				2			4		4	8		8
Detector Phase		6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)		7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)		28.0		11.0	28.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)		43.0		22.0	65.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)		43.0%		22.0%	65.0%		35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0		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	0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 64 (64%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: W. Bay Harbor Drive & Kane Concourse



Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	34	48	32	19	154
Future Vol, veh/h	40	34	48	32	19	154
Conflicting Peds, #/hr	0	0	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	38	54	36	21	173
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	313	98	0	0	116	0
Stage 1	98	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	680	958	-	-	1473	-
Stage 1	926	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	652	934	-	-	1437	-
Mov Cap-2 Maneuver	652	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.3	0	0.8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	757	1437	-	
HCM Lane V/C Ratio	-	-	0.11	0.015	-	
HCM Control Delay (s)	-	-	10.3	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

HCM 6th TWSC
3: W. Bay Harbor Drive & 97th Street

Existing PM
06/22/2018

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	33	22	7	9	149
Future Vol, veh/h	74	33	22	7	9	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	40	27	9	11	182
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	236	32	0	0	36	0
Stage 1	32	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	752	1042	-	-	1575	-
Stage 1	991	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	746	1042	-	-	1575	-
Mov Cap-2 Maneuver	746	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.2	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	818	1575	-	
HCM Lane V/C Ratio	-	-	0.16	0.007	-	
HCM Control Delay (s)	-	-	10.2	7.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

Future without Project Conditions

HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Future Without Project AM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	851	78	237	573	59	95	34	94	17	104	6
Future Volume (veh/h)	144	851	78	237	573	59	95	34	94	17	104	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.95		0.96	0.98		0.93
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	157	925	85	258	623	64	103	37	102	18	113	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	493	1626	149	401	1700	174	281	416	339	325	416	327
Arrive On Green	0.06	0.50	0.50	0.09	0.52	0.52	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3277	301	1781	3240	332	1212	1870	1525	1226	1870	1468
Grp Volume(v), veh/h	157	502	508	258	341	346	103	37	102	18	113	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1801	1781	1777	1795	1212	1870	1525	1226	1870	1468
Q Serve(g_s), s	4.3	19.8	19.8	7.0	11.3	11.3	7.7	1.6	5.6	1.2	5.0	0.4
Cycle Q Clear(g_c), s	4.3	19.8	19.8	7.0	11.3	11.3	12.7	1.6	5.6	2.8	5.0	0.4
Prop In Lane	1.00		0.17	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	882	894	401	932	942	281	416	339	325	416	327
V/C Ratio(X)	0.32	0.57	0.57	0.64	0.37	0.37	0.37	0.09	0.30	0.06	0.27	0.02
Avail Cap(c_a), veh/h	613	882	894	470	932	942	339	505	412	384	505	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	17.7	17.7	13.6	14.0	14.0	37.4	30.8	32.4	31.9	32.2	30.4
Incr Delay (d2), s/veh	0.1	2.2	2.1	1.4	1.1	1.1	0.6	0.1	0.4	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	12.5	12.7	4.9	8.2	8.3	4.2	1.3	3.7	0.6	4.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	19.8	19.8	15.0	15.1	15.1	38.0	30.9	32.8	32.0	32.4	30.4
LnGrp LOS	B	B	B	B	B	B	D	C	C	C	C	C
Approach Vol, veh/h		1167			945			242			138	
Approach Delay, s/veh		18.7			15.1			34.7			32.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	58.5		29.2	15.1	55.6		29.2				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	13.0	41.0		27.0	13.0	41.0		27.0				
Max Q Clear Time (g_c+I1), s	6.3	13.3		14.7	9.0	21.8		7.0				
Green Ext Time (p_c), s	0.1	1.5		0.5	0.2	2.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				19.6								
HCM 6th LOS				B								

Timings

Future Without Project AM

1: Bay Harbor Terrance & Kane Concourse

06/22/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	144	851	237	573	95	34	94	17	104	6
Future Volume (vph)	144	851	237	573	95	34	94	17	104	6
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0	11.0	29.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	19.0	47.0	19.0	47.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	19.0%	47.0%	19.0%	47.0%	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 74 (74%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse

	Ø1		Ø2 (R)		Ø4
19 s		47 s		34 s	
	Ø5		Ø6 (R)		Ø8
19 s		47 s		34 s	

HCM 6th Signalized Intersection Summary

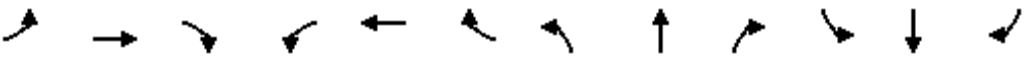
1: Bay Harbor Terrance & Kane Concourse

Future Without Project PM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	692	47	187	946	26	84	17	53	29	6	21
Future Volume (veh/h)	105	692	47	187	946	26	84	17	53	29	6	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.96		0.94	0.97		0.95
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	114	752	51	203	1028	28	91	18	58	32	7	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	1937	131	485	2073	56	300	327	261	285	327	262
Arrive On Green	0.05	0.58	0.58	0.06	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3368	228	1781	3530	96	1328	1870	1493	1277	1870	1499
Grp Volume(v), veh/h	114	397	406	203	518	538	91	18	58	32	7	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1781	1777	1849	1328	1870	1493	1277	1870	1499
Q Serve(g_s), s	2.6	12.2	12.2	4.7	17.0	17.0	6.1	0.8	3.3	2.1	0.3	1.3
Cycle Q Clear(g_c), s	2.6	12.2	12.2	4.7	17.0	17.0	6.4	0.8	3.3	2.9	0.3	1.3
Prop In Lane	1.00		0.13	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	1022	1046	485	1043	1086	300	327	261	285	327	262
V/C Ratio(X)	0.30	0.39	0.39	0.42	0.50	0.50	0.30	0.06	0.22	0.11	0.02	0.09
Avail Cap(c_a), veh/h	402	1022	1046	485	1043	1086	426	505	403	407	505	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	11.6	11.6	8.6	12.0	12.0	36.8	34.4	35.4	35.6	34.2	34.6
Incr Delay (d2), s/veh	0.1	1.0	1.0	0.2	1.7	1.6	0.4	0.1	0.3	0.1	0.0	0.1
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(95%),veh/ln	1.7	8.3	8.5	3.0	11.0	11.3	3.6	0.7	2.2	1.2	0.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	12.6	12.6	8.8	13.7	13.6	37.2	34.4	35.7	35.7	34.2	34.7
LnGrp LOS	A	B	B	A	B	B	D	C	D	D	C	C
Approach Vol, veh/h		917			1259			167			62	
Approach Delay, s/veh		12.2			12.9			36.4			35.2	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	64.7		24.5	12.0	63.5		24.5				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	6.0	48.0		27.0	6.0	48.0		27.0				
Max Q Clear Time (g_c+I1), s	4.6	19.0		8.4	6.7	14.2		4.9				
Green Ext Time (p_c), s	0.0	2.5		0.4	0.0	1.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									
Notes												
User approved changes to right turn type.												

HCM 6th Signalized Intersection Summary 2: W. Bay Harbor Drive & Kane Concourse

Future Without Project PM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑	↑		↑	↑
Traffic Volume (veh/h)	0	779	72	60	976	16	113	7	43	35	12	178
Future Volume (veh/h)	0	779	72	60	976	16	113	7	43	35	12	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.98	0.99		0.97
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	829	77	64	1038	17	120	7	46	37	13	189
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1601	149	340	2110	35	70	2	451	63	13	444
Arrive On Green	0.00	0.49	0.49	0.08	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3372	304	1781	3576	59	0	8	1554	0	45	1531
Grp Volume(v), veh/h	0	449	457	64	516	539	127	0	46	50	0	189
Grp Sat Flow(s),veh/h/ln	0	1777	1806	1781	1777	1858	8	0	1554	45	0	1531
Q Serve(g_s), s	0.0	17.3	17.3	1.7	0.0	0.0	0.0	0.0	2.2	0.0	0.0	10.0
Cycle Q Clear(g_c), s	0.0	17.3	17.3	1.7	0.0	0.0	29.0	0.0	2.2	29.0	0.0	10.0
Prop In Lane	0.00		0.17	1.00		0.03	0.94		1.00	0.74		1.00
Lane Grp Cap(c), veh/h	0	868	882	340	1048	1096	72	0	451	76	0	444
V/C Ratio(X)	0.00	0.52	0.52	0.19	0.49	0.49	1.76	0.00	0.10	0.66	0.00	0.43
Avail Cap(c_a), veh/h	0	868	882	551	1048	1096	72	0	451	76	0	444
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.5	17.5	12.0	0.0	0.0	49.1	0.0	26.0	42.5	0.0	28.8
Incr Delay (d2), s/veh	0.0	2.2	2.2	0.1	1.5	1.4	391.9	0.0	0.1	17.7	0.0	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(95%),veh/ln	0.0	11.8	11.9	1.1	0.8	0.8	17.4	0.0	1.5	2.9	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.7	19.7	12.1	1.5	1.4	441.1	0.0	26.0	60.2	0.0	29.2
LnGrp LOS	A	B	B	B	A	A	F	A	C	E	A	C
Approach Vol, veh/h		906			1119			173			239	
Approach Delay, s/veh		19.7			2.0			330.7			35.7	
Approach LOS		B			A			F			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.2	54.8		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	16.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		31.0	3.7	19.3		31.0				
Green Ext Time (p_c), s		2.5		0.0	0.0	2.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									
Notes												
User approved changes to right turn type.												

HCM 6th Signalized Intersection Summary
10: Bay Harbor Terrance & 97th Street

Future Without Project PM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	0	748	0	0	748	0	160	748	0	0	748	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1870	0	0	1870	0	1781	1870	0	0	1870	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	1870	0	1781	1870	0	0	1870	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), 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
Prop In Lane	0.00		0.00	0.00		0.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	748	0	0	748	0	160	748	0	0	748	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	748	0	0	748	0	160	748	0	0	748	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), 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
Incr Delay (d2), 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
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(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),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
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	0			0			0			0		
Approach Delay, s/veh	0.0			0.0			0.0			0.0		
Approach LOS												
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	22.5			22.5			22.5			22.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	18.0			18.0			18.0			18.0		
Max Q Clear Time (g_c+I1), s	0.0			0.0			0.0			0.0		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	0.0											
HCM 6th LOS	A											

Timings

Future Without Project PM

1: Bay Harbor Terrance & Kane Concourse

06/22/2018

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	105	692	187	946	84	17	53	29	6	21
Future Volume (vph)	105	692	187	946	84	17	53	29	6	21
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0	11.0	29.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	54.0	12.0	54.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	12.0%	54.0%	12.0%	54.0%	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

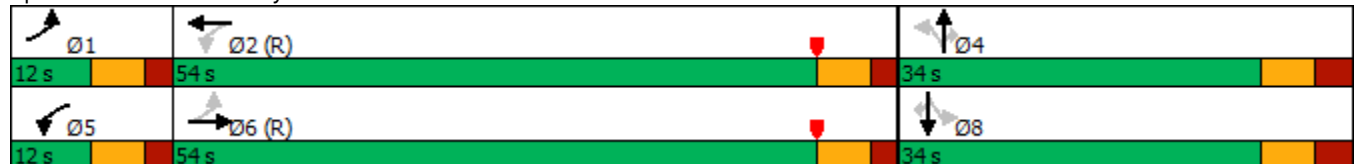
Actuated Cycle Length: 100

Offset: 79 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



Timings
2: W. Bay Harbor Drive & Kane Concourse

Future Without Project PM

06/22/2018



Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑		↑	↵		↑	↵
Traffic Volume (vph)	779	60	976	113	7	43	35	12	178
Future Volume (vph)	779	60	976	113	7	43	35	12	178
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.0	22.0	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.0%	22.0%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

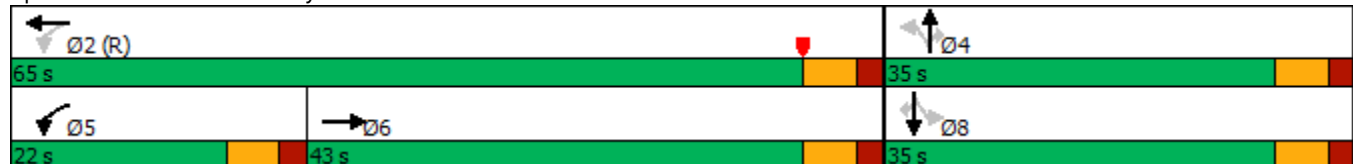
Actuated Cycle Length: 100

Offset: 64 (64%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 2: W. Bay Harbor Drive & Kane Concourse



Timings
10: Bay Harbor Terrance & 97th Street

Future Without Project PM
06/22/2018

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5
Total Split (%)	50%	50%	50%	50%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 45
 Control Type: Pretimed

Splits and Phases: 10: Bay Harbor Terrance & 97th Street

 22.5 s	 22.5 s
 22.5 s	 22.5 s

HCM 6th Signalized Intersection Summary 2: W. Bay Harbor Drive & Kane Concourse

Future Without Project AM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑	↑		↑	↑
Traffic Volume (veh/h)	0	878	174	83	565	12	156	62	154	28	44	142
Future Volume (veh/h)	0	878	174	83	565	12	156	62	154	28	44	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.95		0.87	0.95		0.85
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	954	189	90	614	13	170	67	167	30	48	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1423	282	270	2098	44	62	0	398	50	60	391
Arrive On Green	0.00	0.48	0.48	0.09	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3033	582	1781	3556	75	0	0	1372	0	206	1348
Grp Volume(v), veh/h	0	576	567	90	307	320	237	0	167	78	0	154
Grp Sat Flow(s),veh/h/ln	0	1777	1744	1781	1777	1854	0	0	1372	206	0	1348
Q Serve(g_s), s	0.0	24.8	24.8	2.4	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.2
Cycle Q Clear(g_c), s	0.0	24.8	24.8	2.4	0.0	0.0	29.0	0.0	9.8	29.0	0.0	9.2
Prop In Lane	0.00		0.33	1.00		0.04	0.72		1.00	0.38		1.00
Lane Grp Cap(c), veh/h	0	860	844	270	1048	1094	62	0	398	110	0	391
V/C Ratio(X)	0.00	0.67	0.67	0.33	0.29	0.29	3.83	0.00	0.42	0.71	0.00	0.39
Avail Cap(c_a), veh/h	0	860	844	473	1048	1094	62	0	398	110	0	391
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.7	19.7	14.3	0.0	0.0	50.0	0.0	28.7	29.6	0.0	28.5
Incr Delay (d2), s/veh	0.0	4.1	4.2	0.3	0.7	0.6	1313.3	0.0	0.5	18.3	0.0	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(95%),veh/ln	0.0	16.1	15.9	1.6	0.3	0.3	42.9	0.0	5.9	3.5	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.8	23.9	14.6	0.7	0.6	1363.3	0.0	29.2	47.9	0.0	28.9
LnGrp LOS	A	C	C	B	A	A	F	A	C	D	A	C
Approach Vol, veh/h		1143			717			404			232	
Approach Delay, s/veh		23.9			2.4			811.9			35.3	
Approach LOS		C			A			F			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.6	54.4		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	16.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		31.0	4.4	26.8		31.0				
Green Ext Time (p_c), s		1.4		0.0	0.1	2.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			146.3									
HCM 6th LOS			F									
Notes												
User approved changes to right turn type.												

Timings 2: W. Bay Harbor Drive & Kane Concourse

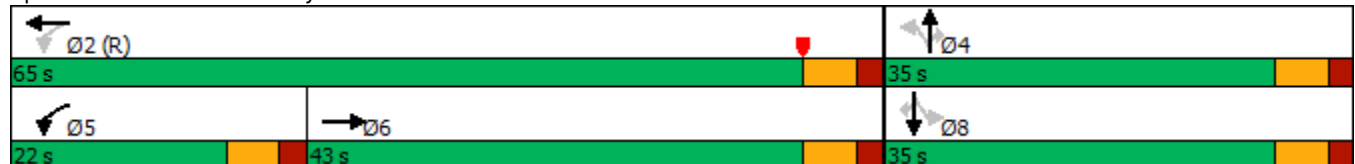
Future Without Project AM
06/22/2018

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	878	83	565	156	62	154	28	44	142
Future Volume (vph)	878	83	565	156	62	154	28	44	142
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.0	22.0	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.0%	22.0%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

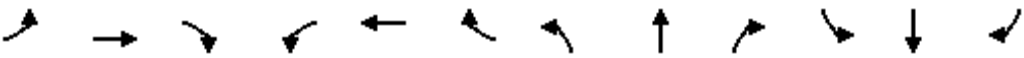
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 64 (64%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 2: W. Bay Harbor Drive & Kane Concourse



HCM 6th Signalized Intersection Summary 2: W. Bay Harbor Drive & Kane Concourse

Future Without Project PM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑	↑		↑	↑
Traffic Volume (veh/h)	0	794	73	61	995	17	115	7	44	36	13	181
Future Volume (veh/h)	0	794	73	61	995	17	115	7	44	36	13	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.98	0.99		0.97
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	845	78	65	1059	18	122	7	47	38	14	193
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1602	148	335	2109	36	70	2	451	62	14	444
Arrive On Green	0.00	0.49	0.49	0.08	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3374	303	1781	3574	61	0	7	1554	0	48	1531
Grp Volume(v), veh/h	0	458	465	65	527	550	129	0	47	52	0	193
Grp Sat Flow(s),veh/h/ln	0	1777	1807	1781	1777	1858	7	0	1554	48	0	1531
Q Serve(g_s), s	0.0	17.8	17.8	1.7	0.0	0.0	0.0	0.0	2.2	0.0	0.0	10.2
Cycle Q Clear(g_c), s	0.0	17.8	17.8	1.7	0.0	0.0	29.0	0.0	2.2	29.0	0.0	10.2
Prop In Lane	0.00		0.17	1.00		0.03	0.95		1.00	0.73		1.00
Lane Grp Cap(c), veh/h	0	867	882	335	1048	1096	72	0	451	76	0	444
V/C Ratio(X)	0.00	0.53	0.53	0.19	0.50	0.50	1.79	0.00	0.10	0.68	0.00	0.43
Avail Cap(c_a), veh/h	0	867	882	545	1048	1096	72	0	451	76	0	444
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	17.6	12.1	0.0	0.0	49.1	0.0	26.0	42.4	0.0	28.8
Incr Delay (d2), s/veh	0.0	2.3	2.3	0.1	1.5	1.5	403.8	0.0	0.1	20.9	0.0	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(95%),veh/ln	0.0	12.0	12.2	1.1	0.8	0.8	17.8	0.0	1.5	3.1	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.9	19.9	12.2	1.5	1.5	452.9	0.0	26.1	63.3	0.0	29.3
LnGrp LOS	A	B	B	B	A	A	F	A	C	E	A	C
Approach Vol, veh/h		923			1142			176			245	
Approach Delay, s/veh		19.9			2.1			338.9			36.5	
Approach LOS		B			A			F			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.2	54.8		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	16.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		31.0	3.7	19.8		31.0				
Green Ext Time (p_c), s		2.6		0.0	0.0	2.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									
Notes												
User approved changes to right turn type.												

Timings 2: W. Bay Harbor Drive & Kane Concourse

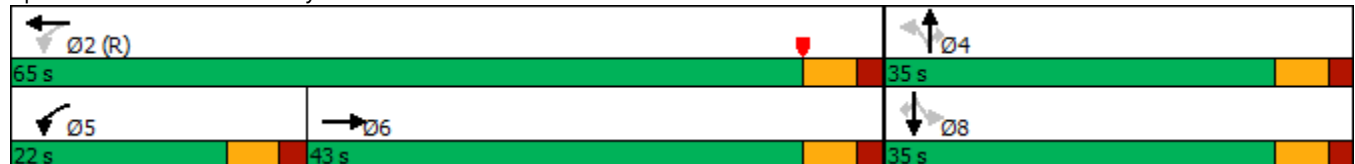
Future Without Project PM
06/22/2018

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	794	61	995	115	7	44	36	13	181
Future Volume (vph)	794	61	995	115	7	44	36	13	181
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.0	22.0	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.0%	22.0%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 64 (64%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: W. Bay Harbor Drive & Kane Concourse



Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	35	49	33	19	158
Future Vol, veh/h	41	35	49	33	19	158
Conflicting Peds, #/hr	0	0	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	39	55	37	21	178
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	320	100	0	0	118	0
Stage 1	100	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	673	956	-	-	1470	-
Stage 1	924	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	645	932	-	-	1434	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.4	0		0.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 752		1434	-	
HCM Lane V/C Ratio	-	- 0.114		0.015	-	
HCM Control Delay (s)	-	- 10.4		7.5	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.4		0	-	

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	121	34	25	23	9	154
Future Vol, veh/h	121	34	25	23	9	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	41	30	28	11	188
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	254	44	0	0	58	0
Stage 1	44	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	735	1026	-	-	1546	-
Stage 1	978	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	729	1026	-	-	1546	-
Mov Cap-2 Maneuver	729	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.1	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	778	1546	-	
HCM Lane V/C Ratio	-	-	0.243	0.007	-	
HCM Control Delay (s)	-	-	11.1	7.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1	0	-	

Future with Project Conditions

HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Future With Project AM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	851	78	237	584	64	95	34	94	26	104	13
Future Volume (veh/h)	207	851	78	237	584	64	95	34	94	26	104	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.95		0.96	0.98		0.93
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	225	925	85	258	635	70	103	37	102	28	113	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	1625	149	401	1623	179	280	416	340	326	416	327
Arrive On Green	0.08	0.50	0.50	0.09	0.51	0.51	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3277	301	1781	3213	354	1205	1870	1525	1226	1870	1468
Grp Volume(v), veh/h	225	502	508	258	351	354	103	37	102	28	113	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1801	1781	1777	1790	1205	1870	1525	1226	1870	1468
Q Serve(g_s), s	6.1	19.8	19.8	7.0	12.2	12.2	7.7	1.6	5.6	1.9	5.0	0.7
Cycle Q Clear(g_c), s	6.1	19.8	19.8	7.0	12.2	12.2	12.7	1.6	5.6	3.4	5.0	0.7
Prop In Lane	1.00		0.17	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	502	881	893	401	898	904	280	416	340	326	416	327
V/C Ratio(X)	0.45	0.57	0.57	0.64	0.39	0.39	0.37	0.09	0.30	0.09	0.27	0.04
Avail Cap(c_a), veh/h	587	881	893	470	898	904	337	505	412	384	505	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	17.7	17.7	13.6	15.3	15.3	37.4	30.8	32.4	32.2	32.2	30.5
Incr Delay (d2), s/veh	0.2	2.1	2.0	1.4	1.3	1.3	0.6	0.1	0.4	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	12.4	12.5	4.9	8.8	8.8	4.2	1.3	3.7	1.0	4.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	19.7	19.7	15.0	16.5	16.5	38.0	30.9	32.7	32.3	32.4	30.5
LnGrp LOS	B	B	B	B	B	B	D	C	C	C	C	C
Approach Vol, veh/h	1235			963			242			155		
Approach Delay, s/veh	18.2			16.1			34.7			32.2		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	56.5		29.3	15.1	55.6		29.3				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	13.0	41.0		27.0	13.0	41.0		27.0				
Max Q Clear Time (g_c+I1), s	8.1	14.2		14.7	9.0	21.8		7.0				
Green Ext Time (p_c), s	0.1	1.6		0.5	0.2	2.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	19.8											
HCM 6th LOS	B											

Timings

1: Bay Harbor Terrance & Kane Concourse

Future With Project AM

06/22/2018

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	207	851	237	584	95	34	94	26	104	13
Future Volume (vph)	207	851	237	584	95	34	94	26	104	13
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0	11.0	29.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	19.0	47.0	19.0	47.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	19.0%	47.0%	19.0%	47.0%	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 74 (74%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse

 Ø1	 Ø2 (R)	 Ø4
19 s	47 s	34 s
 Ø5	 Ø6 (R)	 Ø8
19 s	47 s	34 s

HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Future With Project PM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	692	47	187	953	30	84	17	53	49	6	39
Future Volume (veh/h)	146	692	47	187	953	30	84	17	53	49	6	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.96		0.95	0.97		0.95
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	159	752	51	203	1036	33	91	18	58	53	7	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	1934	131	485	2032	65	297	328	263	286	328	264
Arrive On Green	0.06	0.57	0.57	0.06	0.58	0.58	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3367	228	1781	3510	112	1307	1870	1501	1278	1870	1503
Grp Volume(v), veh/h	159	397	406	203	524	545	91	18	58	53	7	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	1781	1777	1845	1307	1870	1501	1278	1870	1503
Q Serve(g_s), s	3.6	12.2	12.2	4.7	17.6	17.6	6.2	0.8	3.3	3.6	0.3	2.4
Cycle Q Clear(g_c), s	3.6	12.2	12.2	4.7	17.6	17.6	6.5	0.8	3.3	4.4	0.3	2.4
Prop In Lane	1.00		0.13	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	1021	1045	485	1029	1068	297	328	263	286	328	264
V/C Ratio(X)	0.41	0.39	0.39	0.42	0.51	0.51	0.31	0.05	0.22	0.19	0.02	0.16
Avail Cap(c_a), veh/h	391	1021	1045	485	1029	1068	421	505	405	407	505	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	11.7	11.7	8.6	12.6	12.6	36.8	34.3	35.4	36.2	34.1	35.0
Incr Delay (d2), s/veh	0.2	1.0	1.0	0.2	1.8	1.7	0.4	0.1	0.3	0.2	0.0	0.2
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(95%),veh/ln	2.4	8.3	8.4	3.0	11.5	11.8	3.6	0.7	2.2	2.0	0.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	12.7	12.7	8.8	14.4	14.3	37.2	34.4	35.7	36.4	34.1	35.2
LnGrp LOS	A	B	B	A	B	B	D	C	D	D	C	D
Approach Vol, veh/h	962		1272				167			102		
Approach Delay, s/veh	12.2		13.5				36.4			35.7		
Approach LOS	B		B				D			D		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.6	63.9	24.5		12.0	63.5	24.5					
Change Period (Y+Rc), s	6.0	6.0	7.0		6.0	6.0	7.0					
Max Green Setting (Gmax), s	6.0	48.0	27.0		6.0	48.0	27.0					
Max Q Clear Time (g_c+I1), s	5.6	19.6	8.5		6.7	14.2	6.4					
Green Ext Time (p_c), s	0.0	2.6	0.4		0.0	1.8	0.2					
Intersection Summary												
HCM 6th Ctrl Delay	15.4											
HCM 6th LOS	B											
Notes												

Timings

1: Bay Harbor Terrance & Kane Concourse

Future With Project PM

06/22/2018

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	146	692	187	953	84	17	53	49	6	39
Future Volume (vph)	146	692	187	953	84	17	53	49	6	39
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0	11.0	29.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	54.0	12.0	54.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	12.0%	54.0%	12.0%	54.0%	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

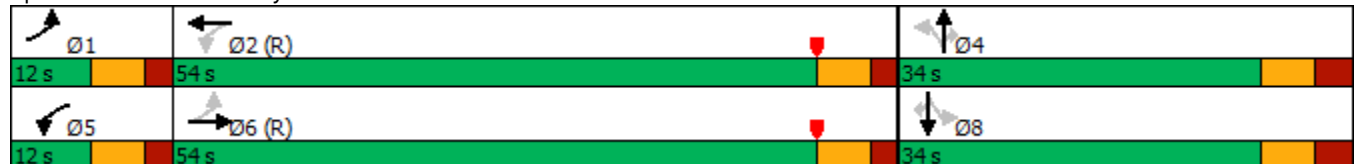
Actuated Cycle Length: 100

Offset: 79 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

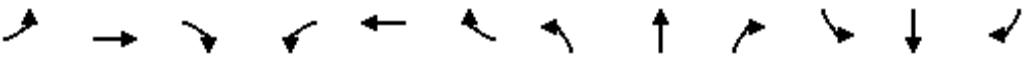
Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



HCM 6th Signalized Intersection Summary 2: W. Bay Harbor Drive & Kane Concourse

Future With Project AM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↰	↑↑			↱	↱		↱	↱
Traffic Volume (veh/h)	0	940	174	83	572	22	156	62	156	28	45	160
Future Volume (veh/h)	0	940	174	83	572	22	156	62	156	28	45	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.95		0.87	0.95		0.85
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1022	189	90	622	24	170	67	170	30	49	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1442	266	252	2056	79	62	0	398	50	61	391
Arrive On Green	0.00	0.48	0.48	0.09	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3072	550	1781	3484	134	0	0	1372	0	210	1348
Grp Volume(v), veh/h	0	609	602	90	317	329	237	0	170	79	0	174
Grp Sat Flow(s),veh/h/ln	0	1777	1751	1781	1777	1841	0	0	1372	210	0	1348
Q Serve(g_s), s	0.0	26.9	27.0	2.4	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.5
Cycle Q Clear(g_c), s	0.0	26.9	27.0	2.4	0.0	0.0	29.0	0.0	10.0	29.0	0.0	10.5
Prop In Lane	0.00		0.31	1.00		0.07	0.72		1.00	0.38		1.00
Lane Grp Cap(c), veh/h	0	860	848	252	1048	1086	62	0	398	111	0	391
V/C Ratio(X)	0.00	0.71	0.71	0.36	0.30	0.30	3.83	0.00	0.43	0.71	0.00	0.45
Avail Cap(c_a), veh/h	0	860	848	456	1048	1086	62	0	398	111	0	391
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.2	20.3	15.1	0.0	0.0	50.0	0.0	28.8	29.6	0.0	28.9
Incr Delay (d2), s/veh	0.0	4.9	5.0	0.3	0.7	0.7	1313.3	0.0	0.5	18.4	0.0	0.6
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(95%),veh/ln	0.0	17.4	17.3	1.6	0.4	0.4	42.9	0.0	6.0	3.5	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.1	25.3	15.4	0.7	0.7	1363.3	0.0	29.3	48.0	0.0	29.5
LnGrp LOS	A	C	C	B	A	A	F	A	C	D	A	C
Approach Vol, veh/h		1211			736			407			253	
Approach Delay, s/veh		25.2			2.5			806.1			35.3	
Approach LOS		C			A			F			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.6	54.4		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	16.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		31.0	4.4	29.0		31.0				
Green Ext Time (p_c), s		1.4		0.0	0.1	2.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			141.7									
HCM 6th LOS			F									
Notes												
User approved changes to right turn type.												

Timings
2: W. Bay Harbor Drive & Kane Concourse

Future With Project AM

06/22/2018

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	940	83	572	156	62	156	28	45	160
Future Volume (vph)	940	83	572	156	62	156	28	45	160
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.0	22.0	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.0%	22.0%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

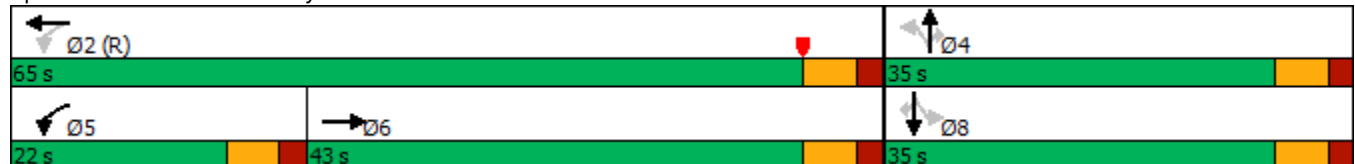
Actuated Cycle Length: 100

Offset: 64 (64%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 80

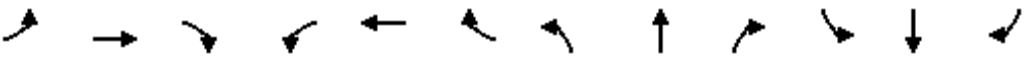
Control Type: Actuated-Coordinated

Splits and Phases: 2: W. Bay Harbor Drive & Kane Concourse



HCM 6th Signalized Intersection Summary 2: W. Bay Harbor Drive & Kane Concourse

Future With Project PM
06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑	↑		↑	↑
Traffic Volume (veh/h)	0	834	73	61	1010	27	115	7	45	36	14	224
Future Volume (veh/h)	0	834	73	61	1010	27	115	7	45	36	14	224
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	0.99		0.98	0.99		0.96
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	887	78	65	1074	29	122	7	48	38	15	238
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1609	142	321	2084	56	70	2	451	62	15	442
Arrive On Green	0.00	0.49	0.49	0.08	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3390	290	1781	3532	95	0	7	1554	0	51	1524
Grp Volume(v), veh/h	0	478	487	65	540	563	129	0	48	53	0	238
Grp Sat Flow(s),veh/h/ln	0	1777	1810	1781	1777	1850	7	0	1554	51	0	1524
Q Serve(g_s), s	0.0	18.8	18.8	1.7	0.0	0.0	0.0	0.0	2.3	0.0	0.0	13.1
Cycle Q Clear(g_c), s	0.0	18.8	18.8	1.7	0.0	0.0	29.0	0.0	2.3	29.0	0.0	13.1
Prop In Lane	0.00		0.16	1.00		0.05	0.95		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	0	867	883	321	1048	1092	72	0	451	77	0	442
V/C Ratio(X)	0.00	0.55	0.55	0.20	0.52	0.52	1.79	0.00	0.11	0.69	0.00	0.54
Avail Cap(c_a), veh/h	0	867	883	532	1048	1092	72	0	451	77	0	442
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	17.9	12.4	0.0	0.0	49.1	0.0	26.0	42.0	0.0	29.9
Incr Delay (d2), s/veh	0.0	2.5	2.5	0.1	1.6	1.5	403.8	0.0	0.1	22.0	0.0	1.1
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(95%),veh/ln	0.0	12.7	12.8	1.1	0.8	0.8	17.8	0.0	1.5	3.2	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.4	20.4	12.5	1.6	1.5	452.9	0.0	26.1	64.0	0.0	30.9
LnGrp LOS	A	C	C	B	A	A	F	A	C	E	A	C
Approach Vol, veh/h		965			1168			177			291	
Approach Delay, s/veh		20.4			2.2			337.1			37.0	
Approach LOS		C			A			F			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.2	54.8		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	16.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		31.0	3.7	20.8		31.0				
Green Ext Time (p_c), s		2.7		0.0	0.0	2.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				35.6								
HCM 6th LOS				D								
Notes												
User approved changes to right turn type.												

Timings
2: W. Bay Harbor Drive & Kane Concourse

Future With Project PM

06/22/2018



Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑		↑	↗		↑	↗
Traffic Volume (vph)	834	61	1010	115	7	45	36	14	224
Future Volume (vph)	834	61	1010	115	7	45	36	14	224
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.0	22.0	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.0%	22.0%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

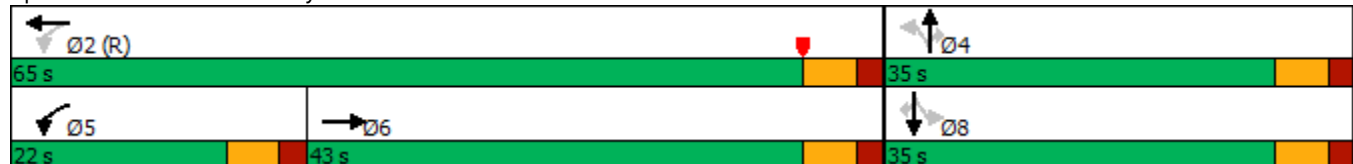
Actuated Cycle Length: 100

Offset: 64 (64%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

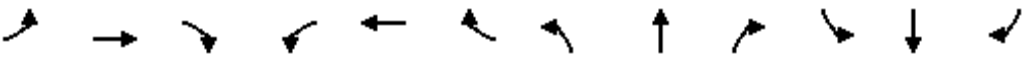
Splits and Phases: 2: W. Bay Harbor Drive & Kane Concourse



HCM 6th Signalized Intersection Summary 2: W. Bay Harbor Drive & Kane Concourse

Future With Project With Improvements AM

06/22/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑	↑		↑	↑
Traffic Volume (veh/h)	0	940	174	83	572	22	156	62	156	28	45	160
Future Volume (veh/h)	0	940	174	83	572	22	156	62	156	28	45	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.89	1.00		0.87
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1022	189	90	622	24	170	67	170	30	49	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1293	238	217	1881	73	62	6	477	50	61	469
Arrive On Green	0.00	0.43	0.43	0.09	1.00	1.00	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	0	3071	549	1781	3484	134	0	18	1403	0	180	1379
Grp Volume(v), veh/h	0	609	602	90	317	329	237	0	170	79	0	174
Grp Sat Flow(s),veh/h/ln	0	1777	1750	1781	1777	1841	18	0	1403	180	0	1379
Q Serve(g_s), s	0.0	29.5	29.7	2.7	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.5
Cycle Q Clear(g_c), s	0.0	29.5	29.7	2.7	0.0	0.0	34.0	0.0	9.1	34.0	0.0	9.5
Prop In Lane	0.00		0.31	1.00		0.07	0.72		1.00	0.38		1.00
Lane Grp Cap(c), veh/h	0	771	760	217	959	994	68	0	477	111	0	469
V/C Ratio(X)	0.00	0.79	0.79	0.41	0.33	0.33	3.49	0.00	0.36	0.71	0.00	0.37
Avail Cap(c_a), veh/h	0	771	760	420	959	994	68	0	477	111	0	469
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.4	24.4	18.4	0.0	0.0	47.0	0.0	24.8	27.5	0.0	24.9
Incr Delay (d2), s/veh	0.0	8.1	8.3	0.4	0.9	0.8	1158.3	0.0	0.3	18.4	0.0	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(95%),veh/ln	0.0	19.6	19.6	1.8	0.4	0.4	42.3	0.0	5.5	3.3	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.4	32.7	18.8	0.9	0.8	1205.4	0.0	25.1	45.8	0.0	25.3
LnGrp LOS	A	C	C	B	A	A	F	A	C	D	A	C
Approach Vol, veh/h		1211			736			407			253	
Approach Delay, s/veh		32.6			3.1			712.4			31.7	
Approach LOS		C			A			F			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		60.0		40.0	10.6	49.4		40.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		54.0		34.0	16.0	32.0		34.0				
Max Q Clear Time (g_c+I1), s		2.0		36.0	4.7	31.7		36.0				
Green Ext Time (p_c), s		1.4		0.0	0.1	0.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			130.3									
HCM 6th LOS			F									
Notes												
User approved changes to right turn type.												

Timings
2: W. Bay Harbor Drive & Kane Concourse

Future With Project With Improvements AM

06/22/2018

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	940	83	572	156	62	156	28	45	160
Future Volume (vph)	940	83	572	156	62	156	28	45	160
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	38.0	22.0	60.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	38.0%	22.0%	60.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

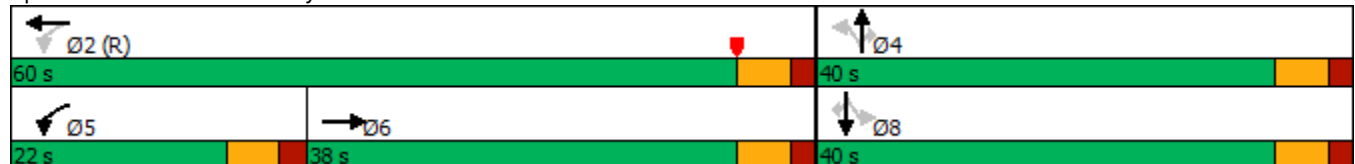
Actuated Cycle Length: 100

Offset: 64 (64%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: W. Bay Harbor Drive & Kane Concourse



Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	35	50	45	19	160
Future Vol, veh/h	61	35	50	45	19	160
Conflicting Peds, #/hr	0	0	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	39	56	51	21	180
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	330	108	0	0	133	0
Stage 1	108	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	665	946	-	-	1452	-
Stage 1	916	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	638	923	-	-	1416	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.9	0	0.8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	719	1416	-	
HCM Lane V/C Ratio	-	-	0.15	0.015	-	
HCM Control Delay (s)	-	-	10.9	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	121	34	25	23	9	154
Future Vol, veh/h	121	34	25	23	9	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	41	30	28	11	188
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	254	44	0	0	58	0
Stage 1	44	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	735	1026	-	-	1546	-
Stage 1	978	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	729	1026	-	-	1546	-
Mov Cap-2 Maneuver	729	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.1	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	778	1546	-	
HCM Lane V/C Ratio	-	-	0.243	0.007	-	
HCM Control Delay (s)	-	-	11.1	7.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	78	0	0	207
Future Vol, veh/h	0	3	78	0	0	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	85	0	0	225
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	85	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	974	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	974	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.7	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 974		-			
HCM Lane V/C Ratio	- 0.003		-			
HCM Control Delay (s)	- 8.7		-			
HCM Lane LOS	- A		-			
HCM 95th %tile Q(veh)	- 0		-			

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	33	0	0	230
Future Vol, veh/h	0	7	33	0	0	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	36	0	0	250
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	36	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1037	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	1037	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.5	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 1037		-			
HCM Lane V/C Ratio	- 0.007		-			
HCM Control Delay (s)	- 8.5		-			
HCM Lane LOS	- A		-			
HCM 95th %tile Q(veh)	- 0		-			

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	13	72	76	20	15
Future Vol, veh/h	54	13	72	76	20	15
Conflicting Peds, #/hr	0	0	74	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	35
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	59	14	78	83	22	16
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	147	0	379	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1435	-	623	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1334	-	544	844
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	801	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	3.8		10.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	544	844	-	-	1334	-
HCM Lane V/C Ratio	0.04	0.019	-	-	0.059	-
HCM Control Delay (s)	11.9	9.3	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	12	48	100	55	37
Future Vol, veh/h	21	12	48	100	55	37
Conflicting Peds, #/hr	0	0	74	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	35
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	23	13	52	109	60	40
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	110	0	317	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1480	-	676	951
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1376	-	604	884
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	823	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.5		10.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	604	884	-	-	1376	-
HCM Lane V/C Ratio	0.099	0.045	-	-	0.038	-
HCM Control Delay (s)	11.6	9.3	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	69	0	7	148	0	2
Future Vol, veh/h	69	0	7	148	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	0	8	161	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	252	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	737	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	733	986
Mov Cap-2 Maneuver	-	-	-	-	733	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	854	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	986	-	-	1524	-	
HCM Lane V/C Ratio	0.002	-	-	0.005	-	
HCM Control Delay (s)	8.7	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	0	6	110	0	5
Future Vol, veh/h	59	0	6	110	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	0	7	120	0	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	198	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	791	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	787	1000
Mov Cap-2 Maneuver	-	-	-	-	787	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	892	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1000	-	-	1538	-	
HCM Lane V/C Ratio	0.005	-	-	0.004	-	
HCM Control Delay (s)	8.6	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile O(veh)	0	-	-	0	-	

Appendix D

Committed Development Information

Project Information - DT4366241

Field Name	Field Value
MPO Project No.	DT4366241
Project Name	SR 922 / NE 125 STREET - DOWNTOWN NORTH MIAMI PEDESTRIAN ENHANCEMENT
Location/From	
Location/To	
Description	.
TIP Year	2018
Type of Project	Pedestrian/Bicycle
Agency	FL Dept. of Transportation
Management Agency :	FDOT
Type of Work	SIDEWALK
Status	
Construction Year	2020
Next Step	
Agency Project No.	4366241
Contact Person	
Contact E-mail	
Phone No	

Funding Information

Project Phase	Funding	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021	2021 - 2022
CONSTRUCTION		0	0	113	0	0
CONSTRUCTION		0	0	5	0	0
CONSTRUCTION		0	0	80	0	0
CONSTRUCTION		0	0	691	0	0
PLANNING AND DESIGN		0	0	0	0	0

Funding Chart



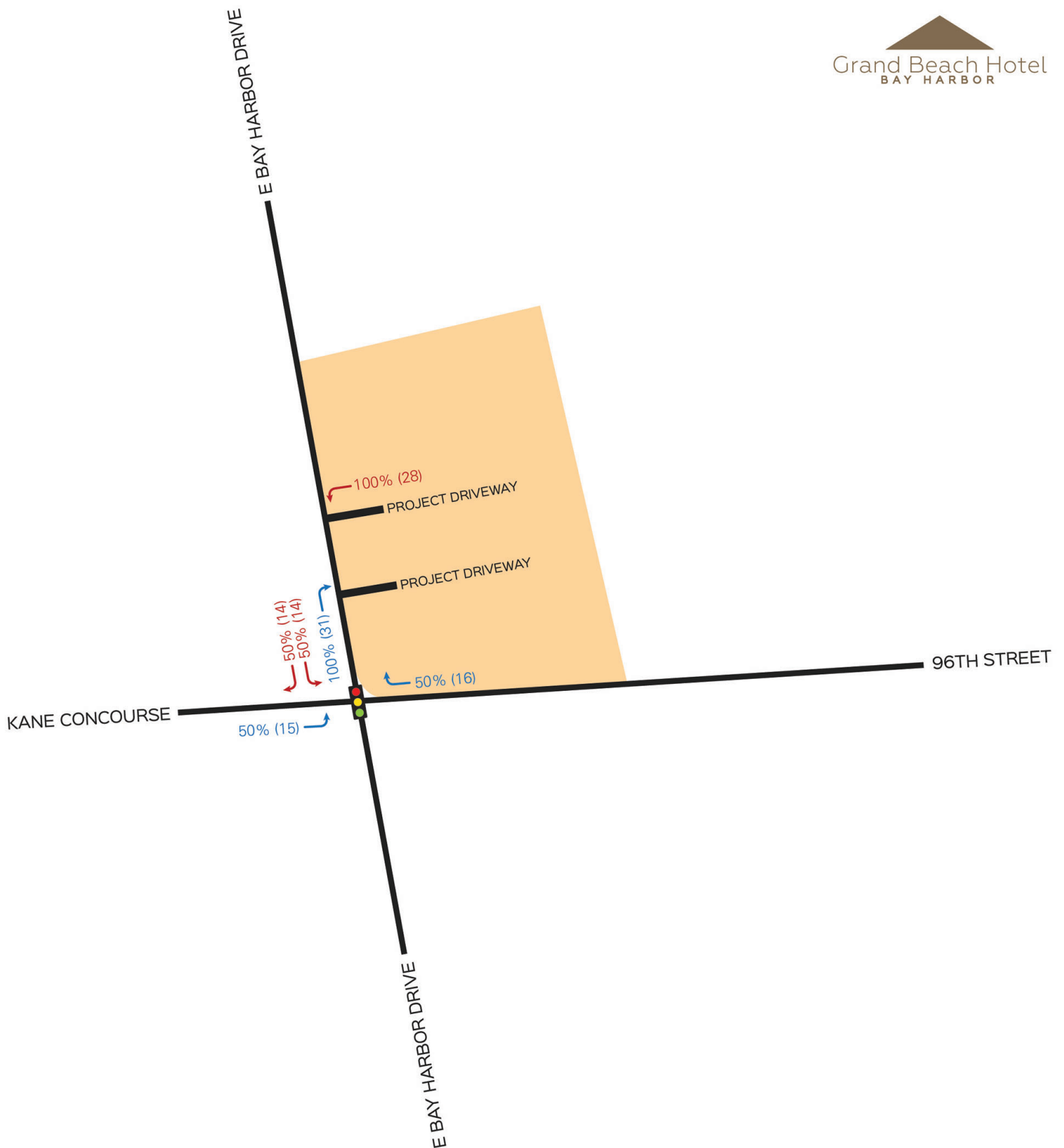


Grand Beach Hotel

BAY HARBOR

TRAFFIC STUDY





		PM
■ % IN	IN	31
■ % OUT	OUT	28

■ Project Location

Exhibit 11

Project Trip Distribution And Assignment



Project Trip Generation

Trip generation for the proposed project has been estimated using the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. An 80% occupancy rate has been applied for hotel land use. Since the study area is pedestrian friendly and mass transit is available, a 5% deduction was used for transit/pedestrian. The revised project trip generation summary is provided in Exhibit 5. The ITE trip generation worksheet is provided in Attachment 3.

Exhibit 5
Project Trip Generation Summary

Proposed ITE Land Use Designation ¹	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Hotel (Land Use 310)	96 Rooms	784	30	21	51	30	28	58
Proposed Trips at 80% Occupancy Rate		627	24	17	41	24	22	46
Transit / Pedestrian	5%	-31	-2	-1	-3	-2	-1	-3
Net Proposed Trips		596	22	16	38	22	21	43

¹ Based on ITE *Trip Generation Manual*, Ninth Edition

Project Trip Assignment

Project traffic has been distributed and assigned to the study area using the Cardinal Distribution for project's Traffic Analysis Zone (TAZ). Based on the TAZ, the distribution can be summarized as follows: 43% to the east and 57% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. The revised project trip distribution and trip assignments are graphically portrayed in Exhibits 6.

Appendix E

Transit Information

SURFSIDE Monday - Friday														
Surfside Publix (shops & services)	7:30 am	8:00 am	8:30 am	9:11 am	9:52 am	10:33 am	11:14 am	11:55 am	12:36 pm	1:17 pm	1:58 pm	2:39 pm	3:20 pm	4:00 pm 4:42 pm
Bay Dr. & 95th St.	7:33 am	8:03 am	8:33 am	9:14 am	9:55 am	10:36 am	11:17 am	11:58 am	12:39 pm	1:20 pm	2:00 pm	2:42 pm	3:23 pm	4:04 pm 4:45 pm
Bay Dr. & Dickens	7:39 am	8:09 am	8:39 am	9:20 am	10:00 am	10:42 am	11:23 am	12:04 pm	12:45 pm	1:26 pm	2:07 pm	2:48 pm	3:29 pm	4:10 pm 4:41 pm
Bay Dr. & 92nd St.	7:41 am	8:11 am	8:41 am	9:21 am	10:03 am	10:44 am	11:25 am	12:06 pm	12:47 pm	1:28 pm	2:09 pm	2:50 pm	3:31 pm	4:12 pm 4:53 pm
Byron & 92nd St.	7:42 am	8:12 am	8:42 am	9:23 am	10:04 am	10:46 am	11:26 am	12:07 pm	12:48 pm	1:29 pm	2:10 pm	2:51 pm	3:32 pm	4:13 pm 4:54 pm
Dickens & 90th St	7:44 am	8:14 am	8:44 am	9:25 am	10:06 am	10:47 am	11:28 am	12:09 pm	12:50 pm	1:31 pm	2:12 pm	2:53 pm	3:34 pm	4:15 pm 4:56 pm
Hawthorne & 90th St.	7:45 am	8:15 am	8:46 am	9:27 am	10:07 am	10:48 am	11:29 am	12:10 pm	12:51 pm	1:32 pm	2:13 pm	2:54 pm	3:35 pm	4:16 pm 4:57 pm
Byron & 88th St.	7:48 am	8:18 am	8:48 am	9:29 am	10:10 am	10:51 am	11:32 am	12:13 pm	12:54 pm	1:35 pm	2:16 pm	2:57 pm	3:38 pm	4:19 pm 4:59 pm
Byron & 87th St./8638	7:49 am	8:19 am	8:49 am	9:30 am	10:11 am	10:52 am	11:33 am	12:14 pm	12:55 pm	1:36 pm	2:17 pm	2:58 pm	3:39 pm	4:20 pm 5:00 pm
North Shore Library	no stop	no stop	8:50 am	9:31 am	10:12 am	10:53 am	11:34 am	12:15 pm	12:56 pm	1:37 pm	2:18 pm	3:00 pm	3:40 pm	4:21 pm 5:01 pm
90th St. & Collins	7:51 am	8:21 am	8:51 am	9:32 am	10:13 am	10:54 am	11:35 am	12:16 pm	12:57 pm	1:38 pm	2:19 pm	3:00 pm	3:41 pm	4:22 pm 5:02 pm
Community Center	7:52 am	8:22 am	8:58 am	9:39 am	10:20 am	11:01am	11:42 am	12:23 pm	1:04 pm	1:45 pm	2:26 pm	3:07 pm	3:48 pm	4:29 pm 5:09 pm
Post Office	7:53 am	8:23 am	9:05 am	9:40 am	10:27 am	11:08 am	11:49 am	12:30 pm	1:11 pm	1:52 pm	2:33 pm	3:14 pm	3:55 pm	4:36 pm 5:16 pm
The Surfside Shuttle provides a limited shuttle schedule on Saturdays from 8 am–1:30 pm. The same stops are serviced at the same times listed above during this time period.														

BAL HARBOUR Monday - Thursday & Sunday Friday & Saturday							
96th St. & The Majestic, 9601 Collins Avenue	9:00 am	10:20 am	11:40 am	1:45 pm	3:15 pm	5:00 pm	6:50 pm 8:10 pm
St. Regis, 9703 Collins Avenue	9:01 am	10:22 am	11:41 am	1:46 pm	3:16 pm	5:05 pm	6:52 pm 8:12 pm
The Balmoral, 9801 Collins Avenue	9:02 am	10:22 am	11:42 am	1:47 pm	3:17 pm	5:08 pm	7:00 pm 8:13 pm
The Sea View Hotel, 9909 Collins Avenue	9:03 am	10:23 am	11:43 am	1:48 pm	3:18 pm	5:10 pm	7:02 pm 8:15 pm
The Bal Harbor Tower, 9999 Collins Avenue	9:05 am	10:25 am	11:45 am	1:50 pm	3:20 pm	5:12 pm	7:04 pm 8:16 pm
The Palace, 10101 Collins Avenue	9:06 am	10:26 am	11:46 am	1:51 pm	3:21 pm	5:14 pm	7:06 pm 8:17 pm
Bal Harbour 101 (curbside), 10155 Collins Avenue	9:07 am	10:27 am	11:47 am	1:52 pm	3:22 pm	5:16 pm	7:07 pm 8:18 pm
The Tiffany, 10175 Collins Avenue	9:09 am	10:29 am	11:49 am	1:54 pm	3:24 pm	5:18 pm	7:08 pm 8:20 pm
The Plaza/Beach Club Access,10185 Collins Avenue	9:11 am	10:31 am	11:51 am	1:56 pm	3:26 pm	5:20 pm	7:09 pm 8:22 pm
The Carlton Terrace,10245 Collins Avenue	9:13 am	10:33 am	11:53 am	1:58 pm	3:28 pm	5:22 pm	7:11 pm 8:24 pm
The Harbour House, 10275 Collins Avenue	9:14 am	10:34 am	11:54 am	1:59 pm	3:29 pm	5:23 pm	7:12 pm 8:25 pm
Ritz-Carlton Bal Harbour, 10295 Collins Avenue	9:15 am	10:35 am	11:55 am	2:00 pm	3:30 pm	5:25 pm	7:13 pm 8:26 pm
Haulover Bridge underpass, Frontage Road southbound	9:17 am	10:37 am	11:57 am	2:02 pm	3:32 pm	5:27 pm	7:15 pm 8:28 pm
Bal Bridge North, 10240 Collins Avenue	9:18 am	10:38 am	11:58 am	2:03 pm	3:33 pm	5:28 pm	7:16 pm 8:29 pm
Harbour Way, 10200 Collins Avenue	9:19 am	10:39 am	11:59 pm	2:04 pm	3:34 pm	5:30 pm	7:18 pm 8:31 pm
Bal Harbour Collins Apts, 9930 Collins Avenue	9:20 am	10:40 am	12:00 pm	2:05 pm	3:35 pm	5:32 pm	7:19 pm 8:32 pm
Bal Harbour Shops, 9700 Collins Avenue	9:21 am	10:41 am	12:01 pm	2:06 pm	3:36 pm	5:35 pm	7:20 pm 8:34 pm
Bal Harbour Village Hall/Park, 655 96th Street	9:22 am	10:42 am	12:02 pm	2:07 pm	3:37 pm	No stop	No stop No stop
Bay Harbor/96th St. Town Hall, 9665 Bay Harbor Ter.	9:25 am	10:43 am	12:03 pm	2:08 pm	3:39 pm	No stop	No stop No stop
Bay Harbor Terrace, corner of 95th St & Bay Harbor Ter.	9:27 am	10:43 am	12:03 pm	2:08 pm	3:39 pm	No stop	No stop No stop
Surfside Publix, (shops & services)	9:31 am	10:49 am	12:09 pm	2:14 pm	3:45 pm	5:39 pm	7:25 pm 8:39 pm
169th St. & Collins (northbound)	9:41 am	11:05 am	12:25 pm	2:30 pm	4:00 pm	5:54 pm	7:35 pm 8:49 pm
Aventura Mall, 19535 Biscayne Blvd.	9:51 am	11:15 am	12:35 pm	2:45 pm	4:15 pm	6:10 pm	7:45 pm 8:59 pm
Sunny Isles Library, 18070 Collins Avenue	9:59 am	11:22 am	12:43 pm	2:53 pm	4:23 pm	6:23 pm	7:53 pm No stop
170th St. & Collins (southbound)	10:01 am	11:25 am	12:45 pm	2:55 pm	4:30 pm	6:25 pm	7:55 pm No stop
Haulover Beach	10:11 am	11:35 am	12:55 pm	3:10 pm	4:45 pm	6:35 pm	8:05 pm No stop
Bal Harbour Collins Apts, 9930 Collins Avenue	10:13 am	11:36 am	12:57 pm	3:12 pm	4:47 pm	6:40 pm	8:07 pm No stop

BAY HARBOR ISLANDS Monday - Friday						
Town Hall, 9665 Bay Harbor Ter	9:00 am	10:15 am	11:45 am	1:45 pm	3:15 pm	4:45 pm
Island Point, 10350 W. Bay Harbor Dr	9:05 am	10:20 am	11:50 am	1:50 pm	3:20 pm	4:50 pm
Blair House, 9100 W. Bay Harbor Dr	9:10 am	10:25 am	11:55 am	1:55 pm	3:25 pm	4:55 pm
1077 95 Street (Open Kitchen, Orlando's Pizza, Unico Cafe)	9:15 am	10:30 am	12:00 pm	2:00 pm	3:30 pm	No stop
North Park, 103 St./E. Broadview	No stop	10:37 am	12:07 pm	2:07 pm	3:37 pm	No stop
South Park, 94 St./E. Broadview	No stop	10:42 am	12:12 pm	2:12 pm	3:42 pm	No stop
Surfside Publix (shops & services)	9:20 am	10:49 am	12:19 pm	2:19 pm	3:49 pm	No stop
Saks (Bal Harbour Shops)	9:25 am	10:54 am	12:24 pm	2:24 pm	3:54 pm	No stop
Island Point, 10350 W. Bay Harbor Dr	9:30 am	10:59 am	12:29 pm	2:29 pm	3:59 pm	No stop
Blair House, 9100 W. Bay Harbor Dr	9:35 am	11:04 am	12:34 pm	2:34 pm	4:04 pm	No stop
Starbucks, 135th St & Biscayne Blvd	9:43 am	11:12 am	12:42 pm	2:42 pm	4:12 pm	No stop
Costco/Publix, 146th St & Biscayne Blvd	9:50 am	11:19 am	12:49 pm	2:49 pm	4:19 pm	No stop
Walgreens, 123rd St & Biscayne Blvd	10:00 am	11:30 am	1:30 pm	3:00 pm	4:30 pm	No stop

- Red schedules indicate when all three shuttles stop at the Surfside Publix, allowing riders to change routes.
- Brown schedules indicate when Bay Harbor Islands and Bal Harbour shuttles stop at the Bay Harbor Islands Town Hall, allowing riders to change routes.

Together We Will Get You There!

Get to where you need to go by making the connection among our three free shuttle routes.

Residents of Surfside, Bal Harbour and Bay Harbor Islands can take advantage of three complementary shuttle routes to enhance transportation opportunities within our three communities and to various locations in neighboring communities.

This map and corresponding schedules show how to connect from one shuttle to another and to access neighboring municipalities and destinations throughout the region, including Aventura, Miami Beach and North Miami. Use this interlocal shuttle system to also access the Miami-Dade County bus stops at various locations.



9293 Harding Avenue
Surfside, Florida 33154
(305) 861-4863
townofsurfsidefl.org

BAL HARBOUR
- VILLAGE -

655 96th Street
Bal Harbour, Florida 33154
(305) 866-4633
balharbourgov.com



9665 Bay Harbor Terrace
Bay Harbor Islands, FL 33154
(305) 866-6241
bayharborislands.org



Make Your Connection
with the Interlocal
Shuttle System

SURF
BAL
BAY

Together We Will Get You There!

Get to where you need to go by
making the connection among our
three free shuttle routes

The Bal Harbour shuttle continues
north to stops at Haulover Beach
Sunny Isles Beach and the
Aventura Mall



The Bay Harbor
Islands shuttle
continues west to
stops at Starbucks,
Costco, Publix and
Walgreens in North
Miami

-  **SURFSIDE shuttle stops**
-  **BAL HARBOUR shuttle stops**
-  **BAY HARBOR ISLANDS shuttle stops**
-  **SHOPS, SERVICES, and DINING AREAS**
-  **Miami-Dade Transit stops**
For bus routes, updated schedules
and the live bus tracker, visit
www.miamidade.gov/transit

DISCLAIMER
Note that each municipality provided the accompanying routes, times and stops in
this guide. Each municipality is responsible for the operation of their shuttle bus.
Schedules may change based on ridership levels, special events, traffic or other
variables. Riders should check with each municipality for details and more information.

The Surfside shuttle
continues south to the
North Shore Library,
where riders can connect
to the North Beach
Trolley  and the Miami
Beach Trolley system.



B

(see detail lower left)

BRICKELL



SW / SE 13 St /
Coral Way

SW 26 Rd
Brickell Ave

**VIRGINIA
KEY**

MAST
ACADEMY

MIAMI
SEAQUARIUM

**CRANDON
PARK**

TENNIS
CENTER

CRANDON
BEACH

**KEY
BISCAYNE**

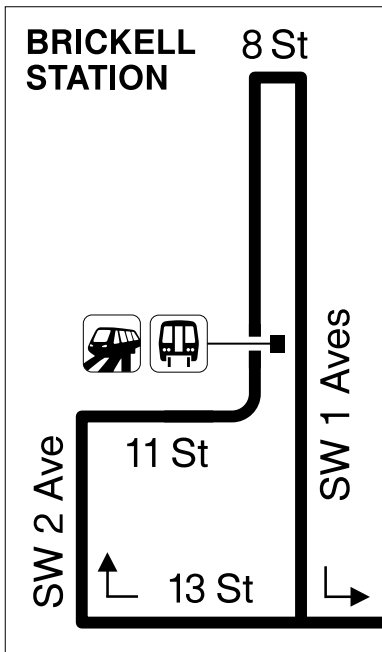
Harbor Dr

Harbor

Crandon

Mashta Dr

CAPE FLORIDA
STATE PARK



NORTH
06/2016

www.miamidade.gov/transit

311 (305.468.5900) TDD: 305.468.5402

MiamiDadeTransit

@IRideMDT

@IRideMDT



MDT TRACKER / MDT TRANSIT WATCH



DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Appendix F

Project Trip Generation

AM Peak Hour Trip Generation and Internalization

1177 Kane Concourse

Multifamily (Mid-Rise) Land Use 221 104 DU		General Office Land Use 710 86,700 SF		Restaurant (Quality) Land Use 931 10,239 SF		Shopping Center Land Use 820 7,565 SF			
In	Out	In	Out	In	Out	In	Out		
9	27	93	15	4	4	4	3	159	ITE Trips
UNBALANCED INTERNALIZATION									
0% 0	2% 1	3% 3	1% 0	20% 1	4% 0	17% 1	14% 0		
5% 0	20% 5	1	0	20% 1	4% 0				
2% 0	1% 0	0	0			17% 1	14% 0		
		63% 9	1	23% 1	31% 1				
		14% 13	1			32% 1	29% 1		
		28% 4	1						
		4% 4	1						
				50 0% 0	14% 1	8% 0	13% 0		
				0	0				
Multifamily (Mid-Rise)		General Office		Restaurant (Quality)		Shopping Center			
In	Out	In	Out	In	Out	In	Out		
9	27	93	15	4	4	4	3	159	Vehicle Trips
BALANCED INTERNALIZATION									
0	-1	-1	0	-1	0	0	0		
0	-1			-1	0				
0	0					0	0		
		-1	-1	-1	-1				
		-1	-1			-1	-1		
				0	0	0	0		
0	-2	-3	-2	-2	-1	-1	-1	Total Sum	
9	25	90	13	2	3	3	2	-12	Internal
5.6%		4.6%		0.0	0.0	0	0	147	External Trips
9	25	90	13	2	3	3	2	0.0	7.5% % Internal
-1	-2	-7	-1	0	0	0	0	0	0% % Passby (Quality)
8	23	83	12	2	3	3	2	0	0% % Passby (shopping)
								147	
								-11	8.0% Transit/Pedestrian
								136	Net New External Trips

PM Peak Hour Trip Generation and Internalization

1177 Kane Concourse

Multifamily (Mid-Rise) Land Use 221 104 DU General Office Land Use 710 86,700 SF Restaurant (Quality) Land Use 931 10,239 SF Shopping Center Land Use 820 7,565 SF									
In	Out	In	Out	In	Out	In	Out	254	ITE Trips
28	18	16	83	54	26	14	15		
UNBALANCED INTERNALIZATION									
	4% 1		57% 9						
4% 1		1							
	21% 4			14% 8					
16% 4		4			18% 5				
	42% 8					10% 1			
46% 13			1				26% 4		
			4						
			4% 3	2% 1					
			30% 5		3% 1				
			20% 17			8% 1			
			31% 5				2% 0		
					41% 11	7	50% 7		
					29% 16	4	29% 4		
Multifamily (Mid-Rise) General Office Restaurant (Quality) Shopping Center								254	Vehicle Trips
In	Out	In	Out	In	Out	In	Out		
28	18	16	83	54	26	14	15		
BALANCED INTERNALIZATION									
	-1		-1						
-1			-1						
	-4			-4					
-4					-4				
	-1					-1			
-4							-4		
			-1	-1					
			-1		-1				
			0			-1	0		
					-7	-7			
				-4			-4		
-9	-6	-2	-3	-9	-12	-9	-8	Total Sum	
19	12	14	80	45	14	5	7	-58	Internal
	32.6%		5.1%		26.3%		58.6%	196	External Trips
				-13.0	-13.0	-2	-2	-26.0	22.8% % Internal
19	12	14	80	32	1	3	5	-4	44% % Passby (Quality)
-2	-1	-1	-6	-3	0	0	0	166	34% % Passby (shopping)
								-13	8% Transit/Pedestrian
17	11	13	74	29	1	3	5	153	Net New External Trips

Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 53

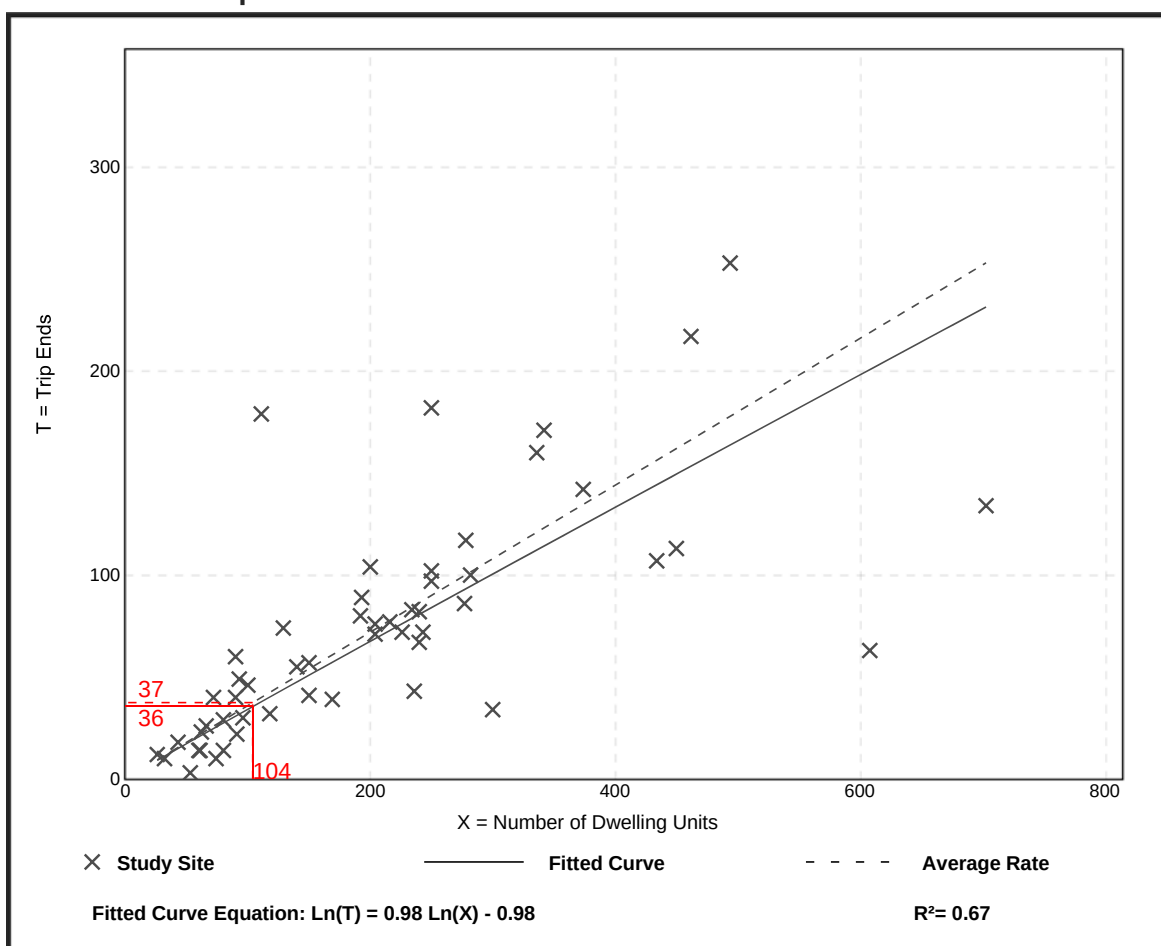
Avg. Num. of Dwelling Units: 207

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



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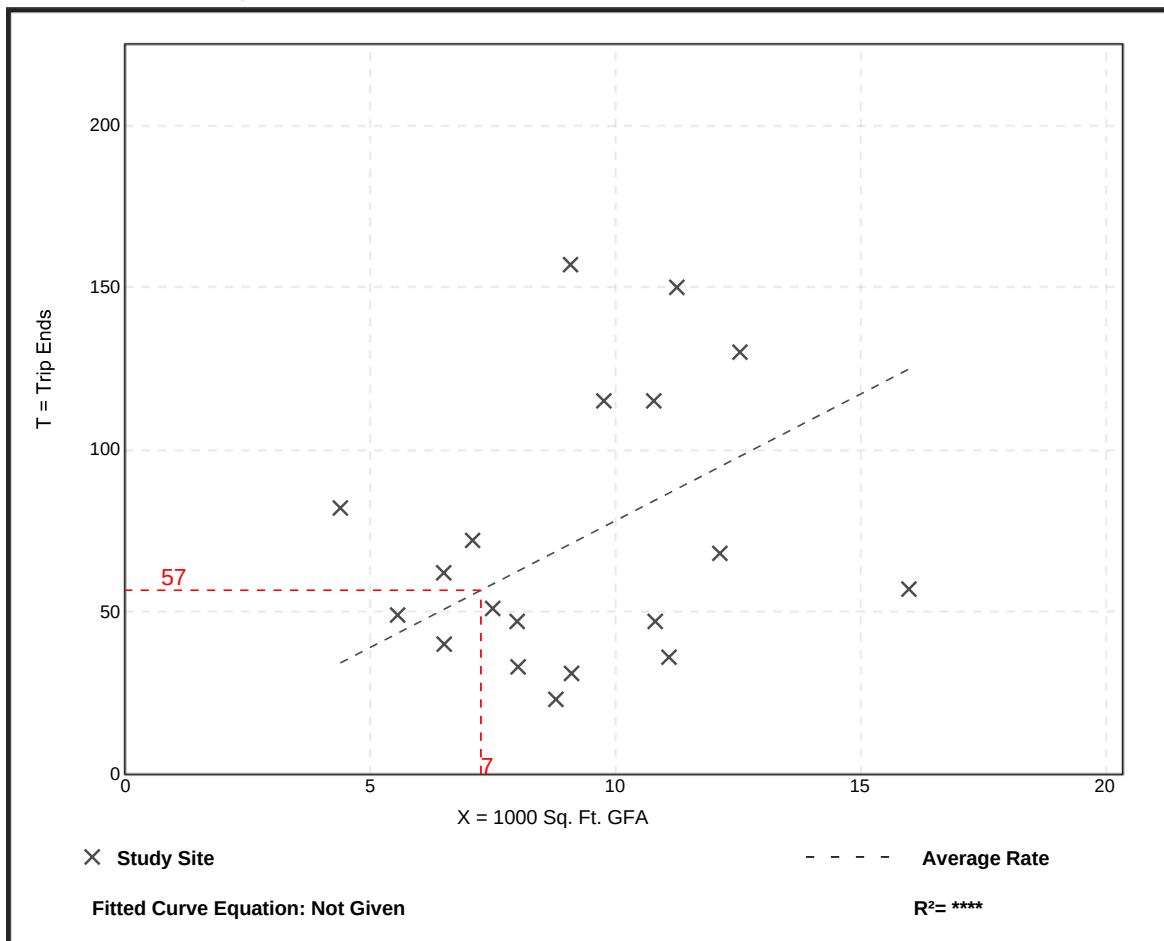
Quality Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 19
 Avg. 1000 Sq. Ft. GFA: 9
 Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



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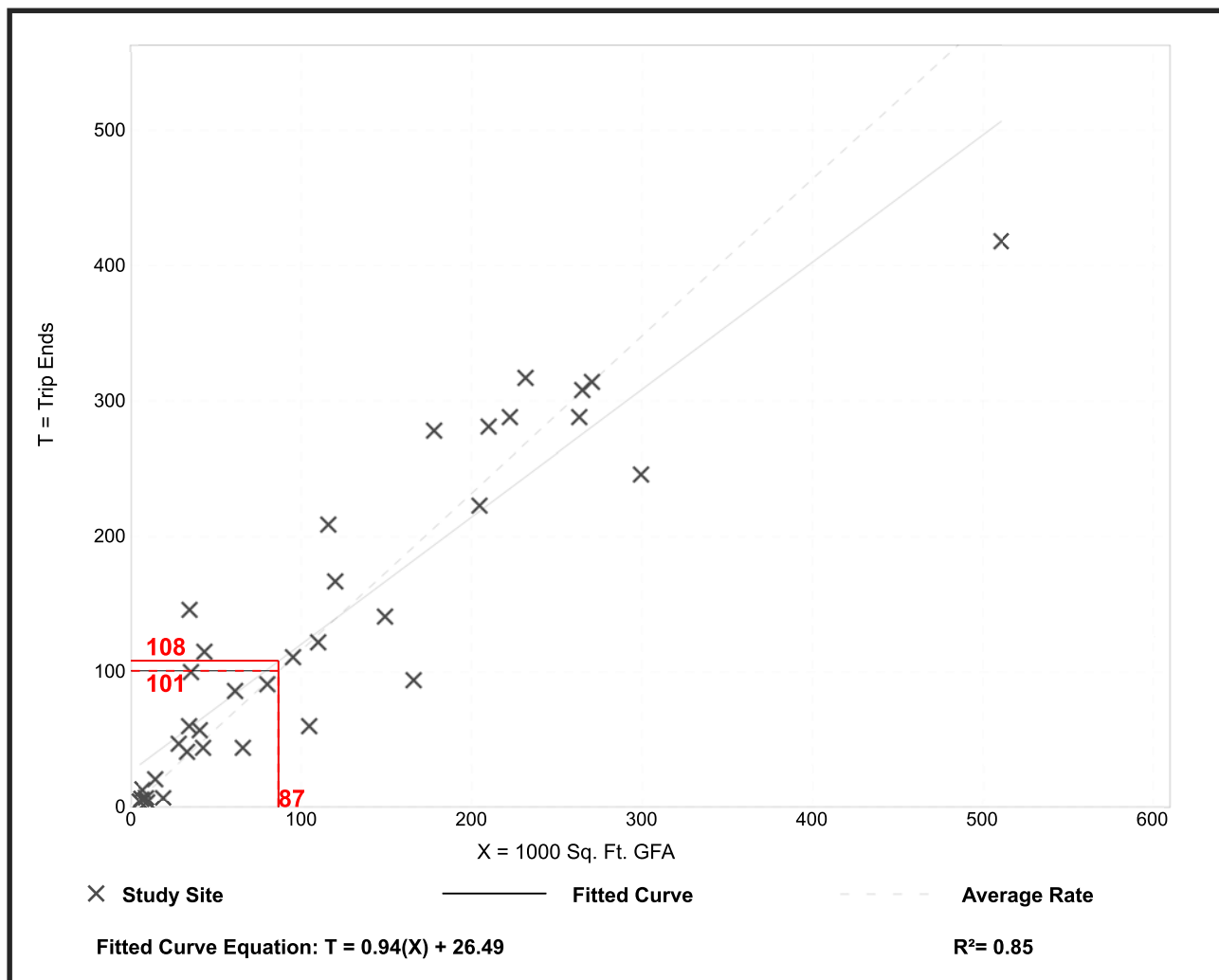
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 35
 Avg. 1000 Sq. Ft. GFA: 117
 Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



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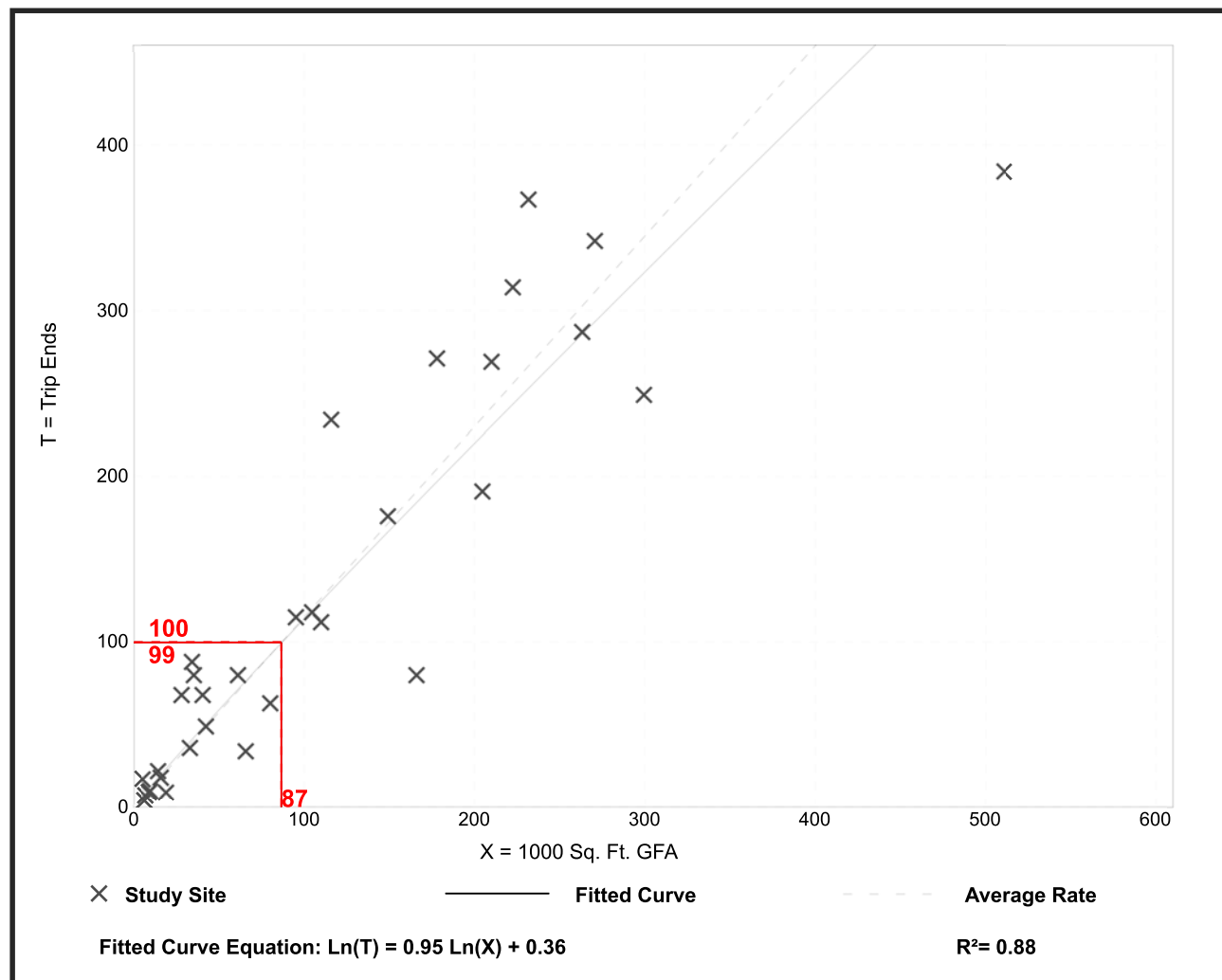
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 32
 Avg. 1000 Sq. Ft. GFA: 114
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



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Quality Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

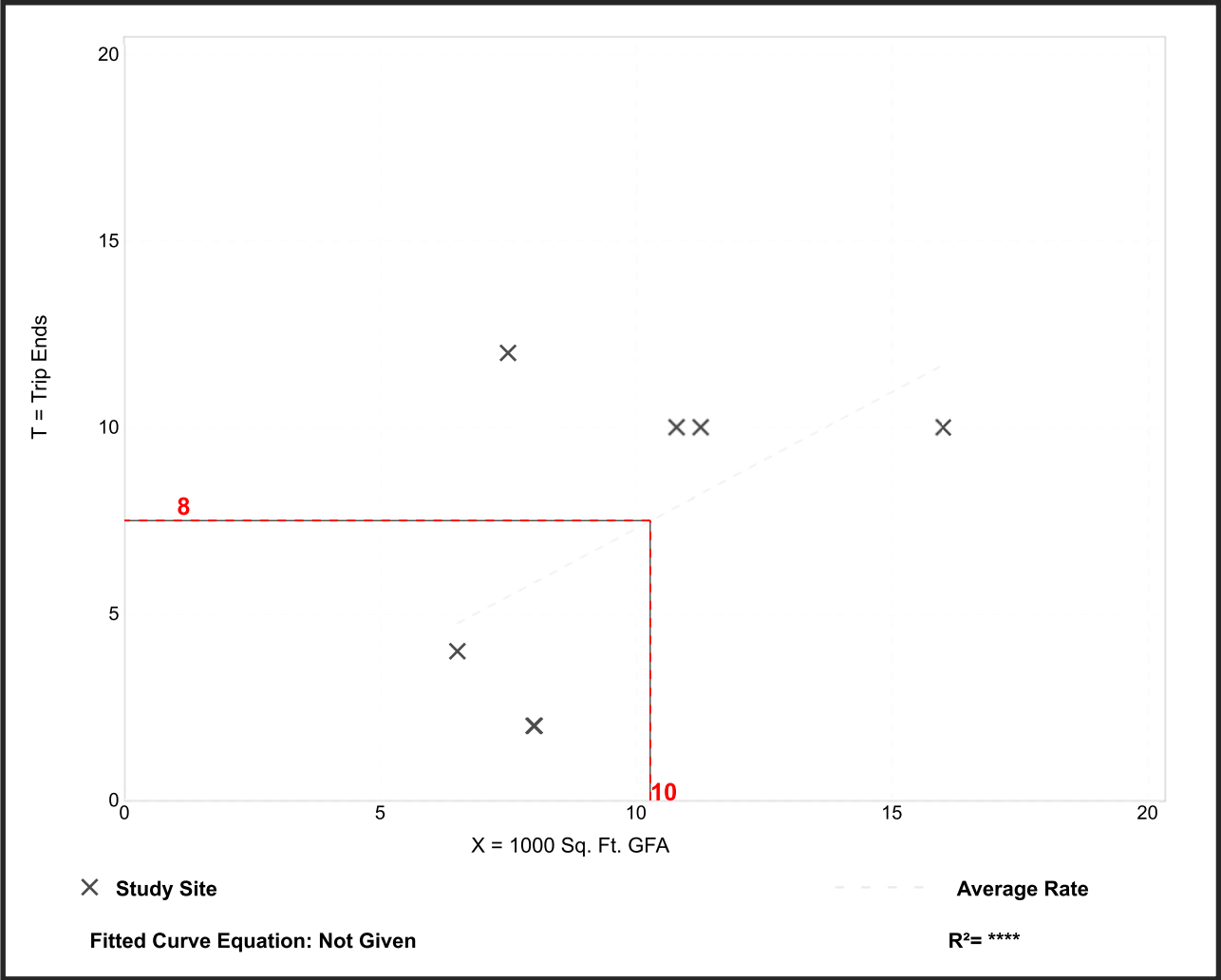
Avg. 1000 Sq. Ft. GFA: 10

Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.25 - 1.60	0.42

Data Plot and Equation



Quality Restaurant

(931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 19

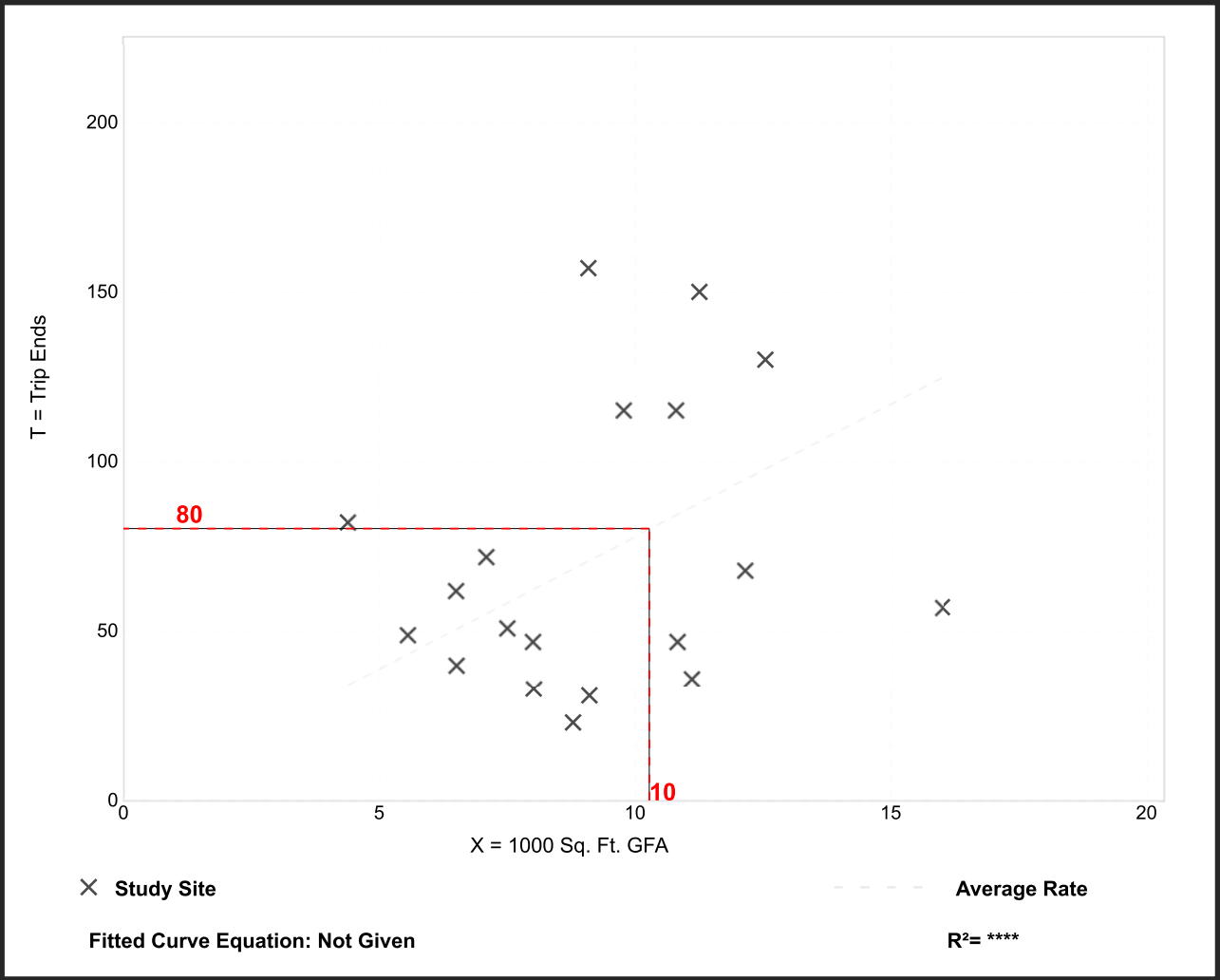
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



Shopping Center

(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 84

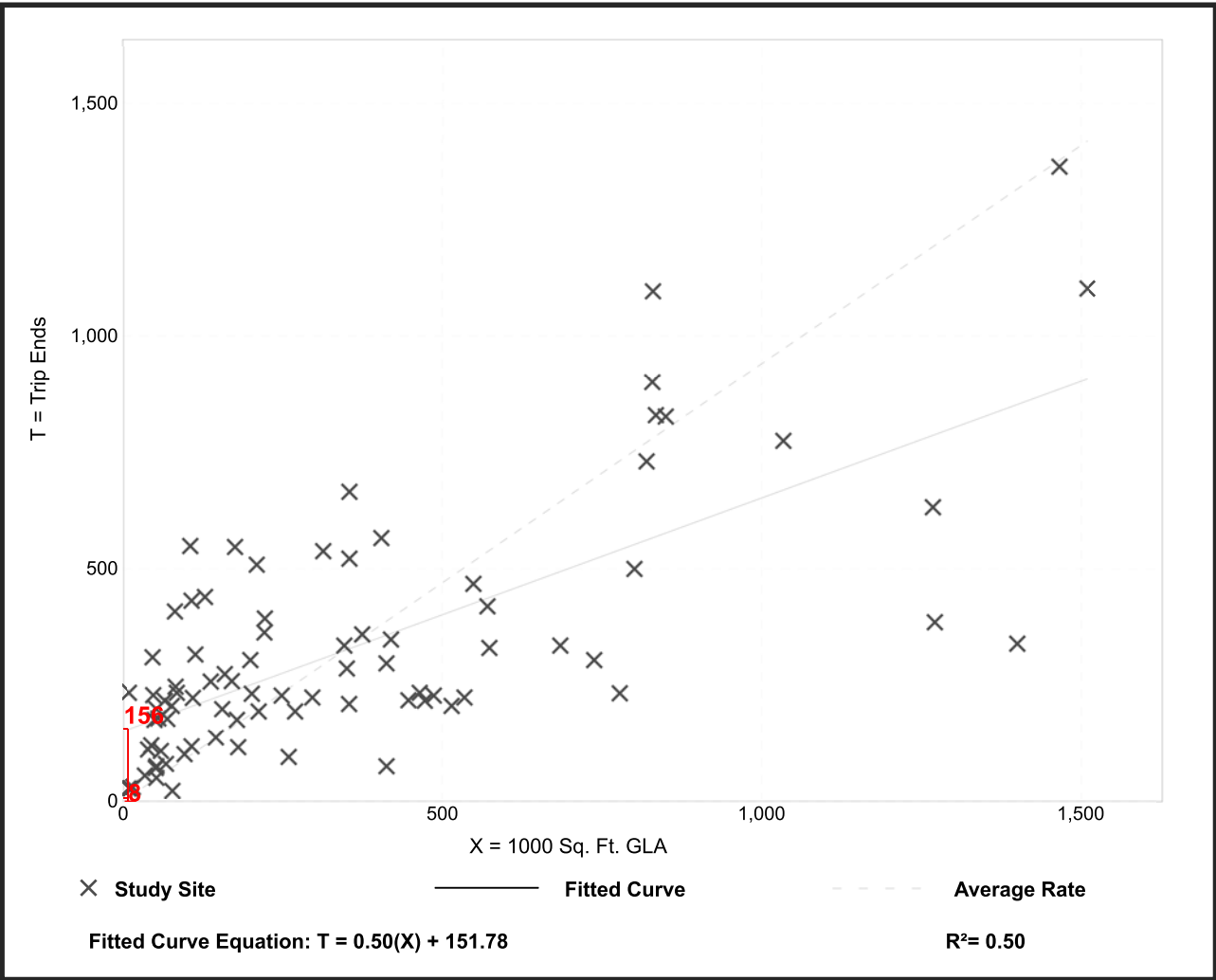
Avg. 1000 Sq. Ft. GLA: 351

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



Shopping Center

(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 261

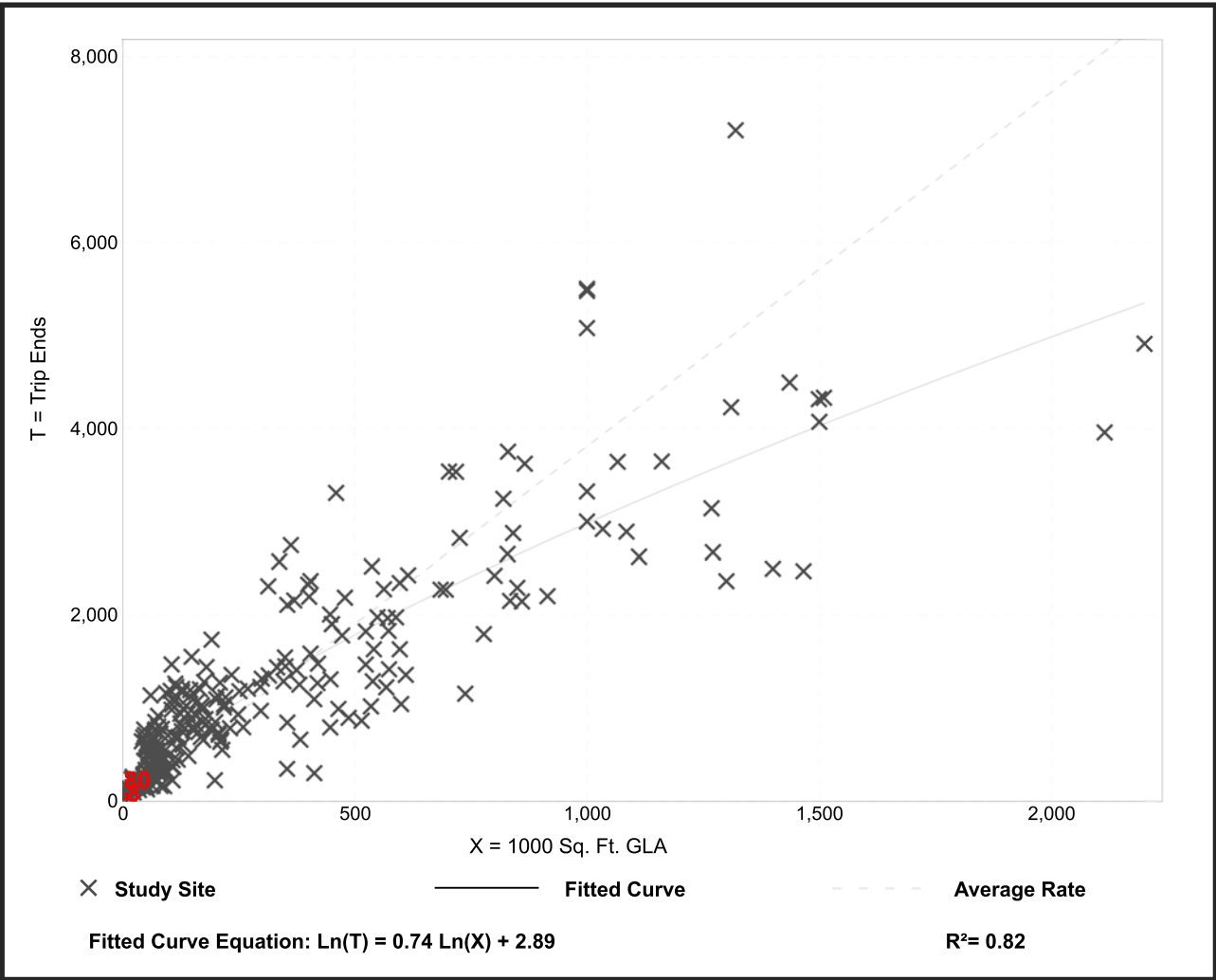
Avg. 1000 Sq. Ft. GLA: 327

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 27

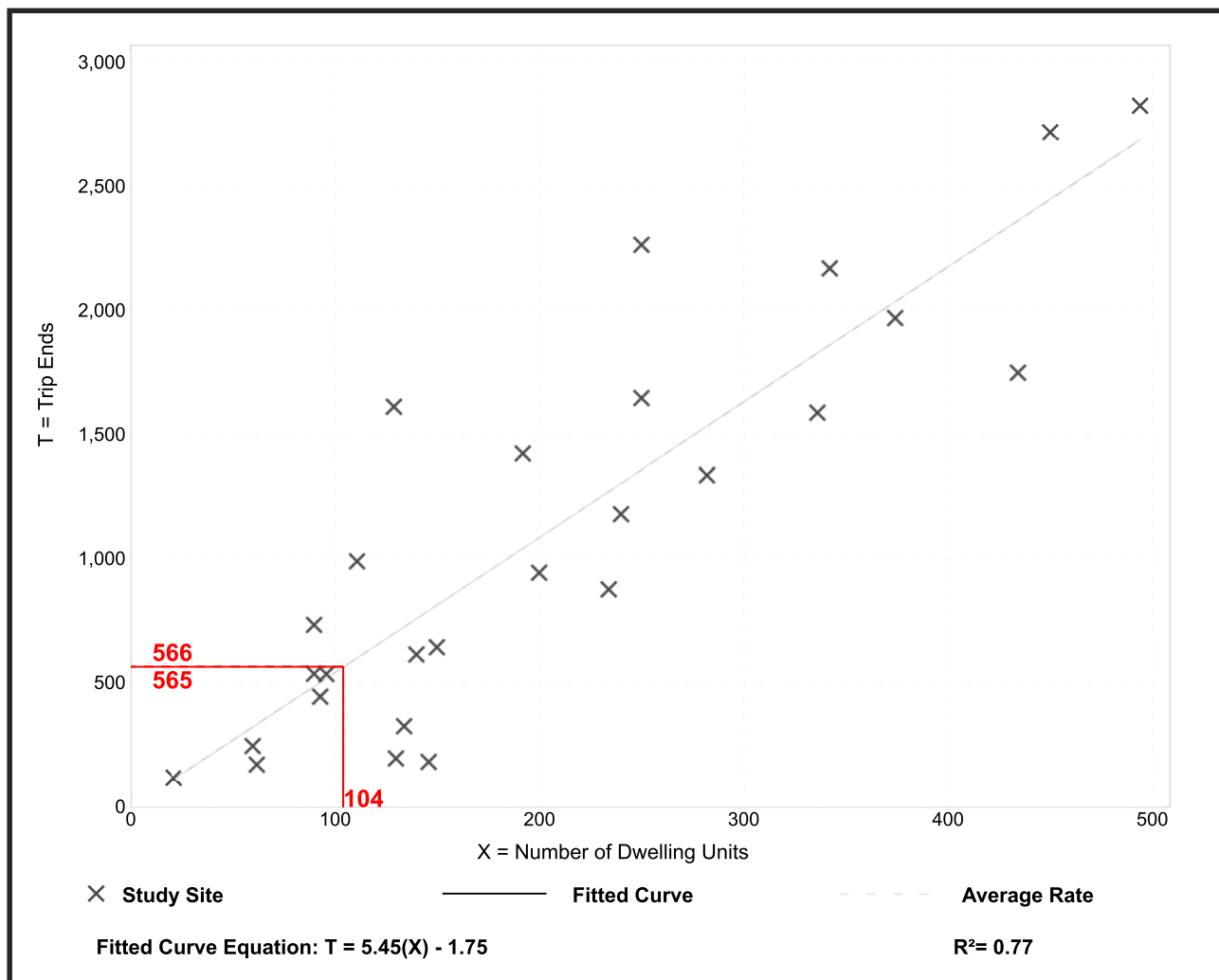
Avg. Num. of Dwelling Units: 205

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



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General Office Building (710)

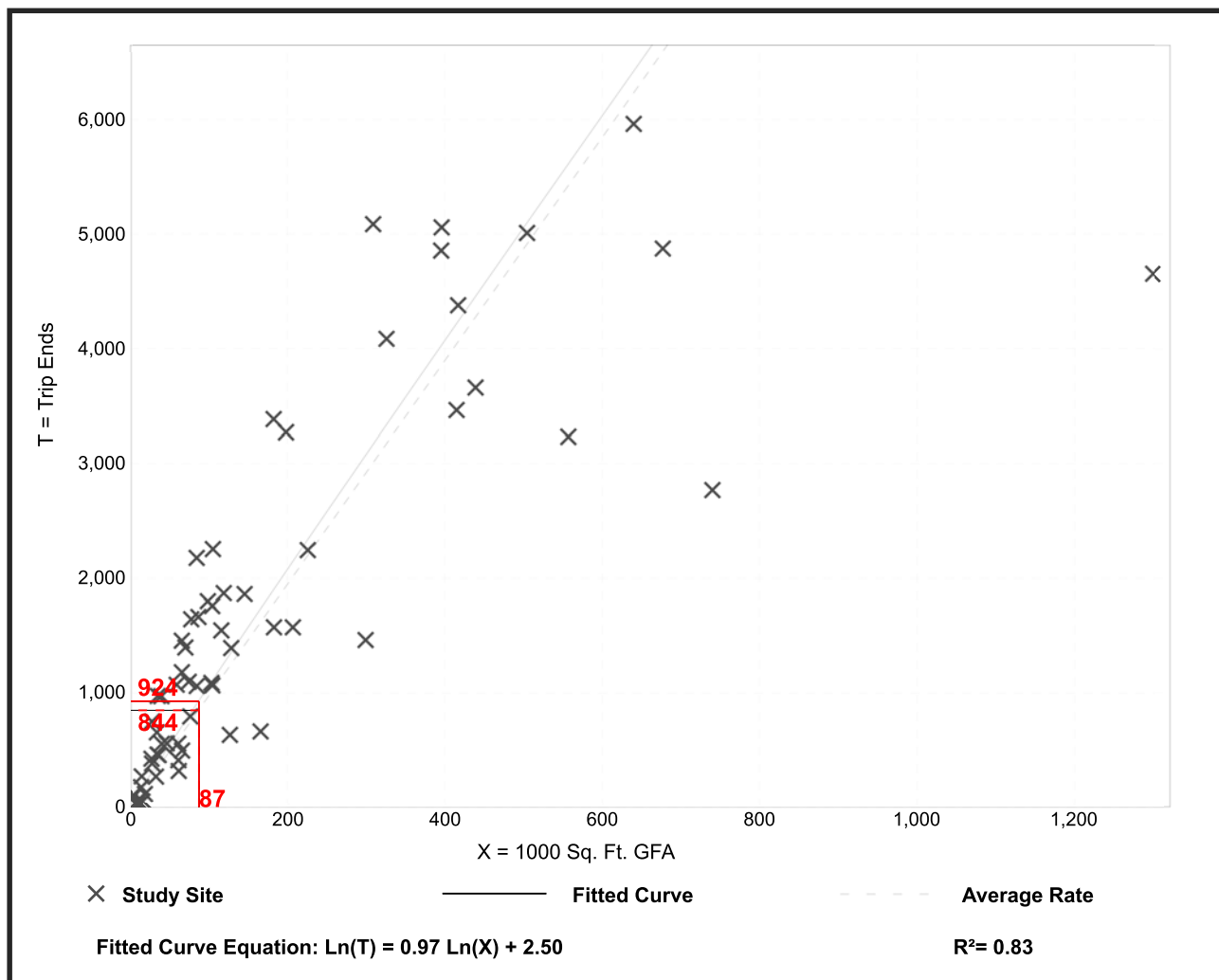
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 66
Avg. 1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



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Shopping Center (820)

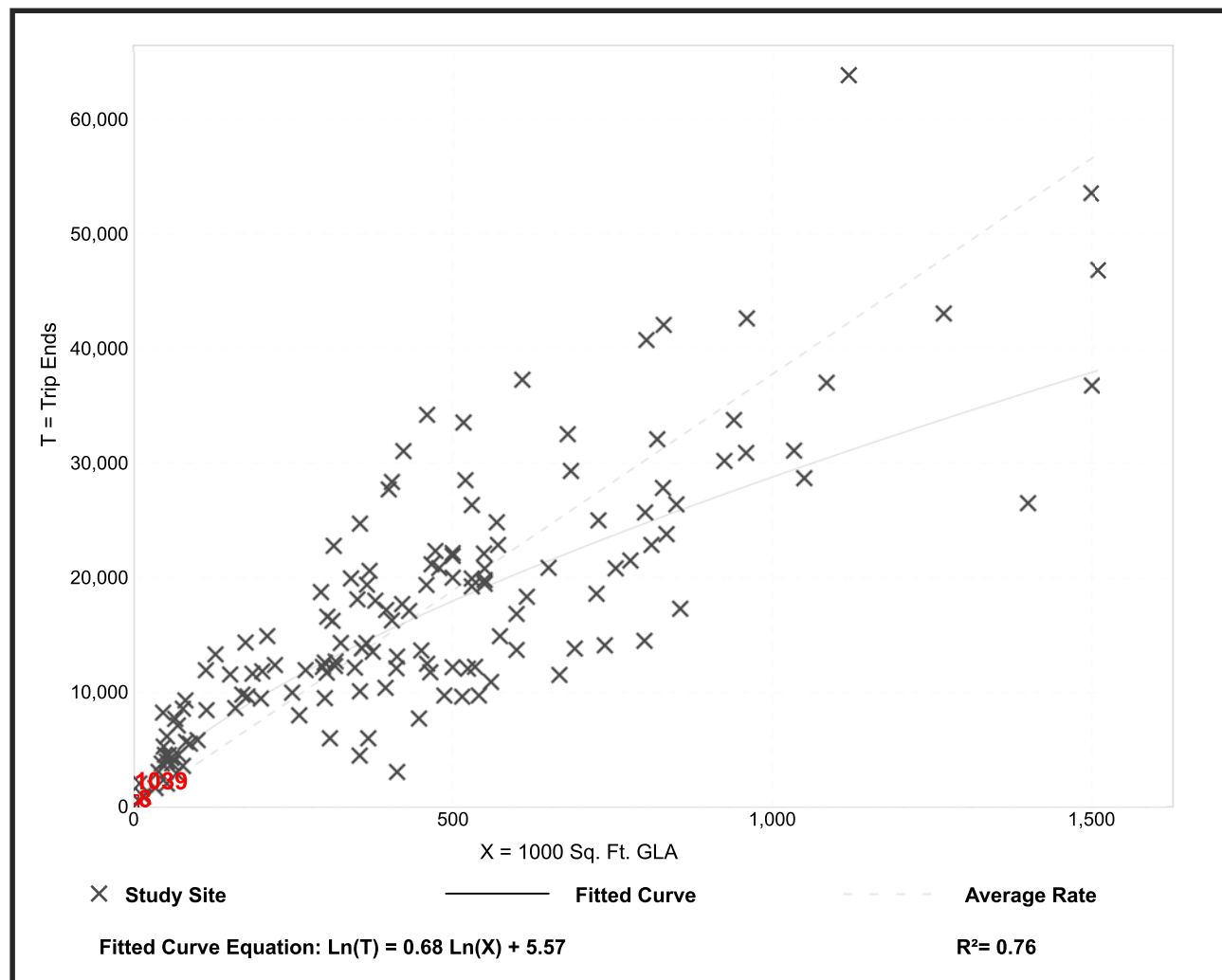
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 147
Avg. 1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



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Quality Restaurant (931)

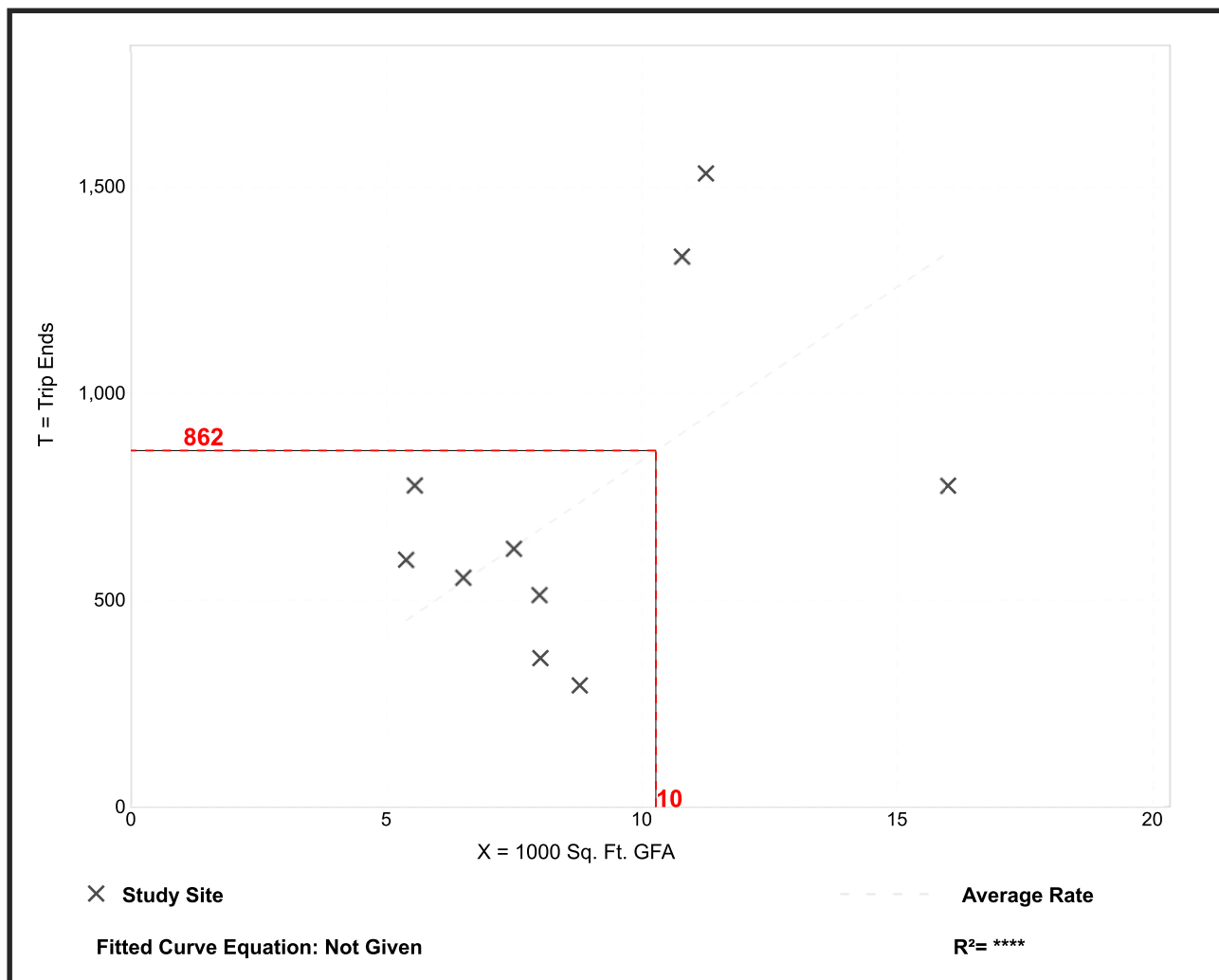
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
83.84	33.45 - 139.93	40.01

Data Plot and Equation



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Appendix G

Queuing

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right] - 1$$

where:

M = queue length which is exceeded p percent of the time

N = number of service channels (drive-in positions)

Q = service rate per channel (vehicles per hour)

$\rho = \frac{\text{demand rate}}{\text{service rate}} = \frac{q}{NQ}$ = utilization factor

q = demand rate on the system (vehicles per hour)

Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

ρ	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$$\rho = \frac{q}{NQ} = \frac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$$

N = number of channels (service positions)

Solution

Step 1: $Q = \frac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3 \text{ services per hour}$

Step 2: $q = (110 \text{ veh/45 min}) \times (60 \text{ min/hr}) = 146.7 \text{ vehicles per hour}$

Step 3: $\rho = \frac{q}{NQ} = \frac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M , being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956} \right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110} \right] - 1$$

$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$

Attachment 2

Grand Beach Hotel

Date: July 20, 2011
Observer: J. Espinosa (DPA)

Vehicle	In	Out	Type	Arrival Time	Processing Time	Notes
1		X	Car	8:34 AM	0:00:37	Valet Return
2		X	Car	8:35 AM	0:01:06	Valet Return
3		X	Car	8:36 AM	0:00:25	Valet Return
4		X	Car	8:36 AM	0:00:38	Pick Up (Personal)
5	X		Car	8:41 AM	0:00:18	Guest In
6		X	Car	8:45 AM	0:00:30	Valet Return
7	X		Car	8:52 AM	0:01:17	Check In
8		X	Car	9:02 AM	0:01:46	Check Out
9	X		Car	9:04 AM	0:01:01	Check In
10	X		Car	9:05 AM	0:00:51	Check In
11		X	Van	9:06 AM	0:00:32	Tour
12		X	Taxi	9:09 AM	0:00:26	Guest Out
13	X		Car	9:09 AM	0:02:34	Check In
14		X	Car	9:10 AM	0:00:26	Valet Return
15		X	Car	9:11 AM	0:00:37	Valet Return
16	X		Car	9:14 AM	0:00:28	Guest In
17		X	Car	9:14 AM	0:00:22	Valet Return
18	X		Car	9:18 AM	0:01:02	Check In
19		X	Car	9:18 AM	0:00:36	Valet Return
20		X	Taxi	9:21 AM	0:00:22	Guest Out
21		X	Car	9:21 AM	0:01:26	Check Out
22		X	Car	9:22 AM	0:00:44	Valet Return
23	X		Car	9:25 AM	0:01:21	Check In
24		X	Car	9:25 AM	0:01:06	Valet Return
25		X	Car	9:26 AM	0:00:23	Valet Return
26		X	Car	9:28 AM	0:00:25	Valet Return
27		X	Car	9:29 AM	0:00:22	Valet Return
28		X	Car	9:29 AM	0:00:21	Valet Return
29		X	Car	9:34 AM	0:00:46	Valet Return
30	X		Car	9:38 AM	0:01:04	Check In
31		X	Car	9:38 AM	0:00:36	Valet Return
32		X	Car	9:39 AM	0:00:21	Valet Return
33		X	Car	9:41 AM	0:00:34	Guest Out
34		X	Car	9:43 AM	0:00:14	Valet Return
35		X	Car	9:45 AM	0:02:04	Check Out
36	X		Car	9:45 AM	0:01:20	Check In
37		X	Taxi	9:48 AM	0:00:48	Check Out
38		X	Car	9:49 AM	0:00:26	Guest Out
39		X	Car	9:49 AM	0:00:48	Valet Return
40	X		Car	9:51 AM	0:00:37	Check In
41		X	Car	9:51 AM	0:00:30	Valet Return
42		X	Car	9:57 AM	0:00:28	Valet Return
43		X	Car	9:58 AM	0:01:22	Check Out
44		X	Car	10:02 AM	0:00:32	Valet Return
45		X	Car	10:03 AM	0:00:35	Valet Return
46		X	Van	10:04 AM	0:00:46	Valet Return
47	X		Car	10:06 AM	0:00:39	Check In
48		X	Car	10:08 AM	0:01:58	Check Out
49		X	Taxi	10:08 AM	0:01:48	Check Out
50		X	Car	10:09 AM	0:00:41	Valet Return
51		X	Car	10:10 AM	0:00:44	Valet Return
52		X	Car	10:12 AM	0:00:26	Valet Return
53	X		Taxi	10:13 AM	0:00:42	Check In
54		X	Taxi	10:14 AM	0:02:21	Check Out
55			Taxi	10:16 AM	0:01:48	Check Out
56		X	Car	10:18 AM	0:00:37	Valet Return
57		X	Car	10:18 AM	0:00:56	Valet Return
58	X		Car	10:20 AM	0:00:40	Guest In
59		X	Car	10:24 AM	0:00:57	Valet Return

Total Processing Time: 0:50:10
Average Processing Time: 0:00:51

The first vehicle dropping-off children arrived at school at 8:30 AM. Data collection began at this time.

Shopping Center

(820)

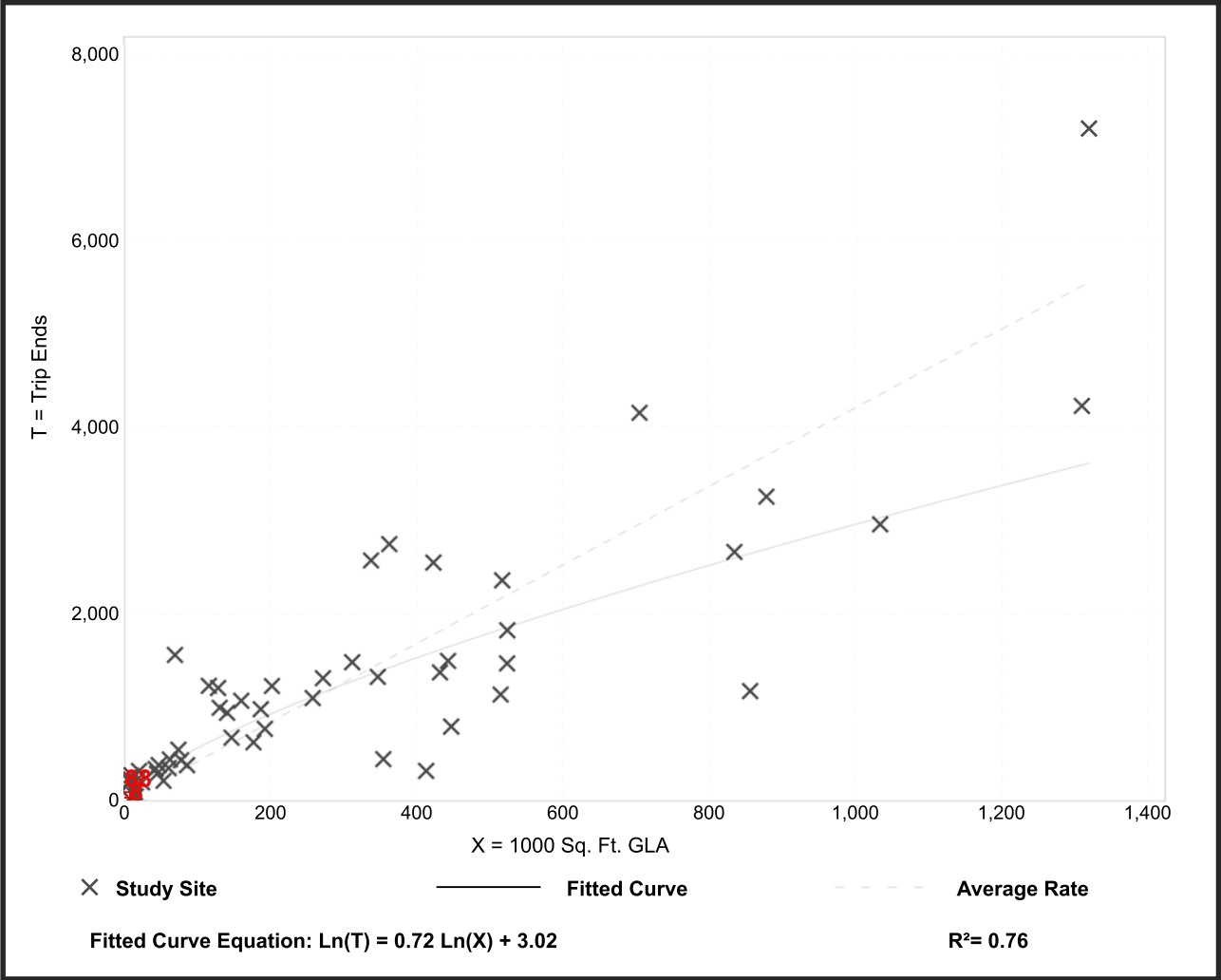
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 53
Avg. 1000 Sq. Ft. GLA: 298
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.21	0.78 - 27.27	2.47

Data Plot and Equation



Quality Restaurant (931)

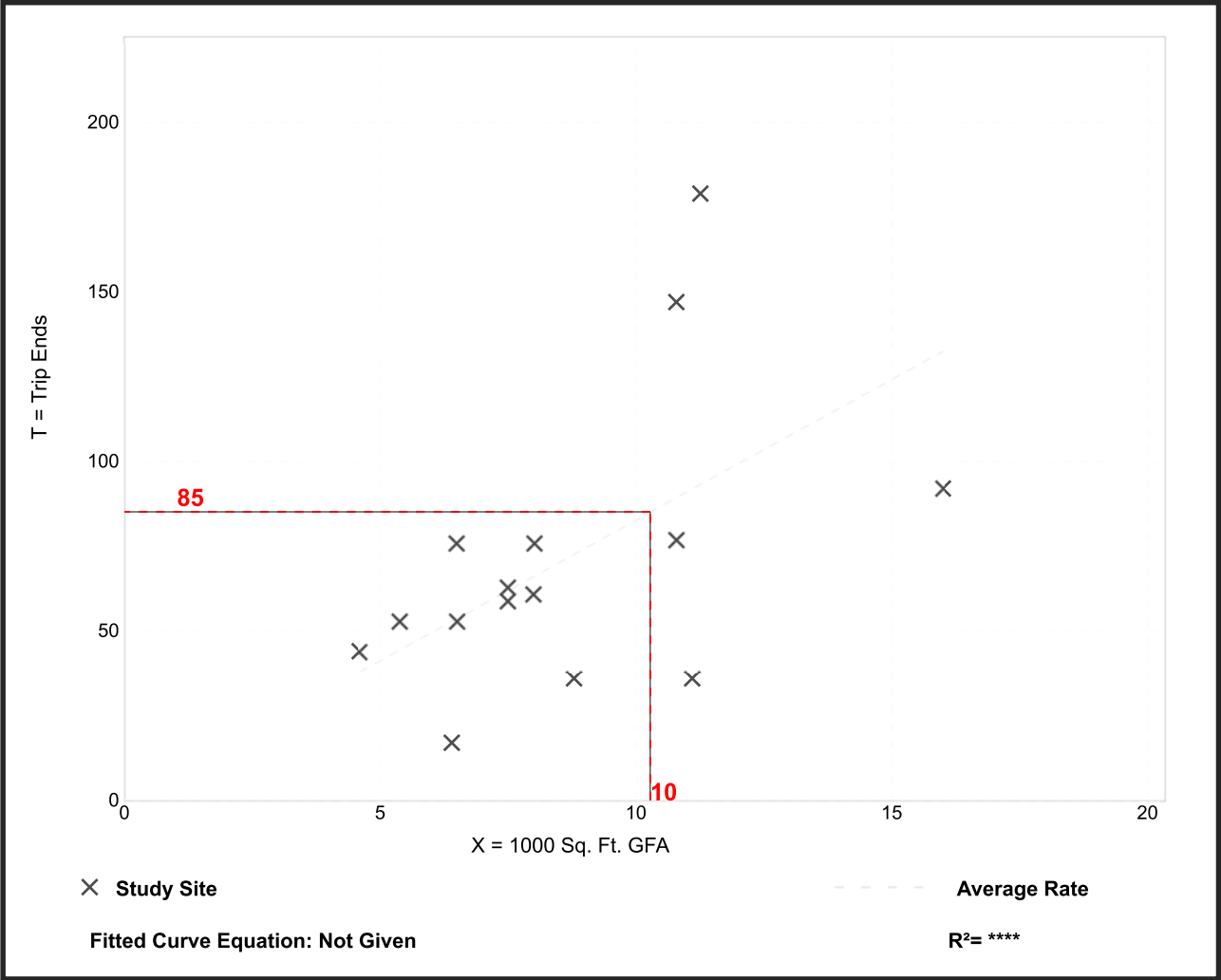
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.28	2.66 - 15.90	3.89

Data Plot and Equation



General Office Building

(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 243

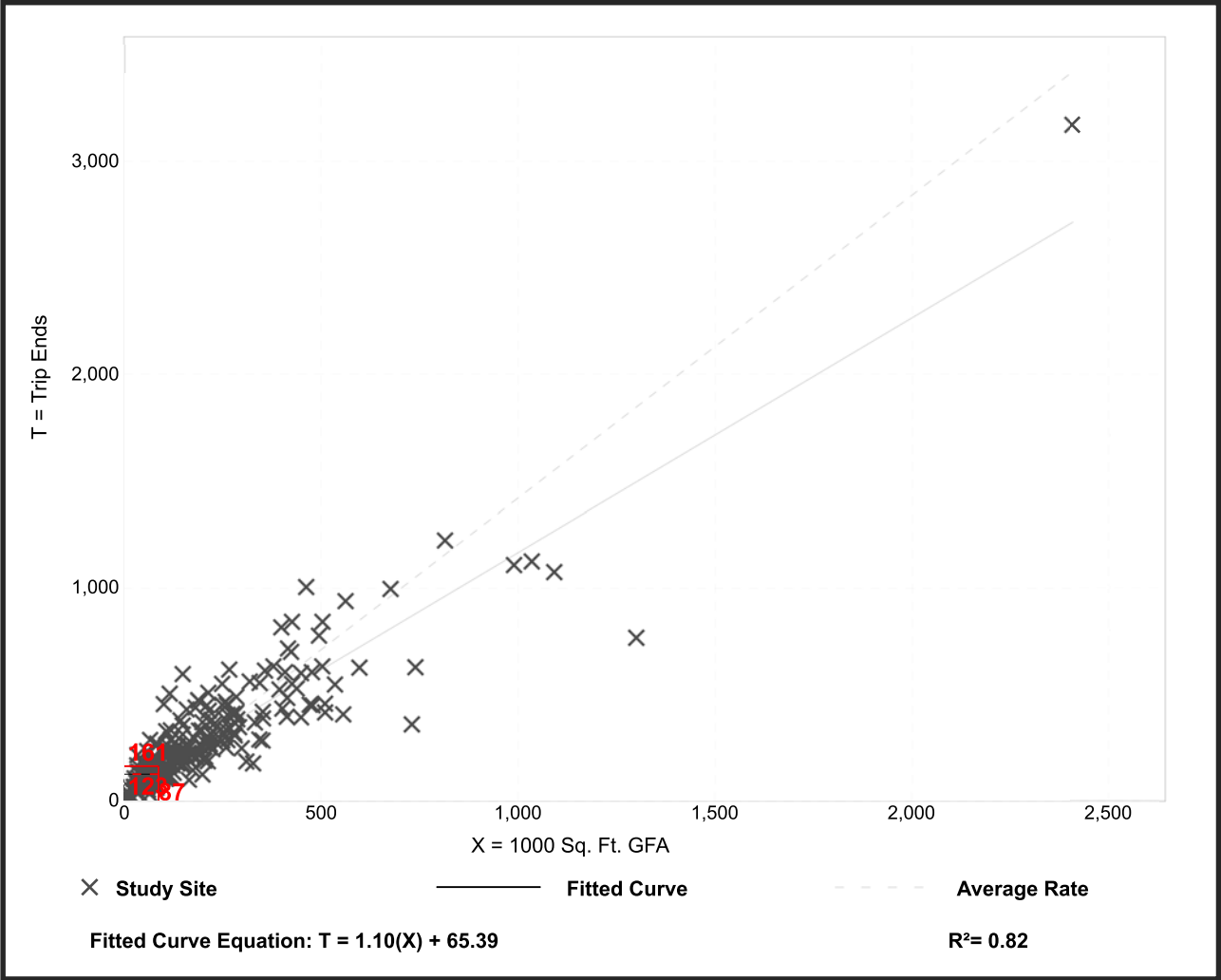
Avg. 1000 Sq. Ft. GFA: 205

Directional Distribution: 18% entering, 82% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.42	0.49 - 6.20	0.61

Data Plot and Equation



Multifamily Housing (Mid-Rise)

(221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 47

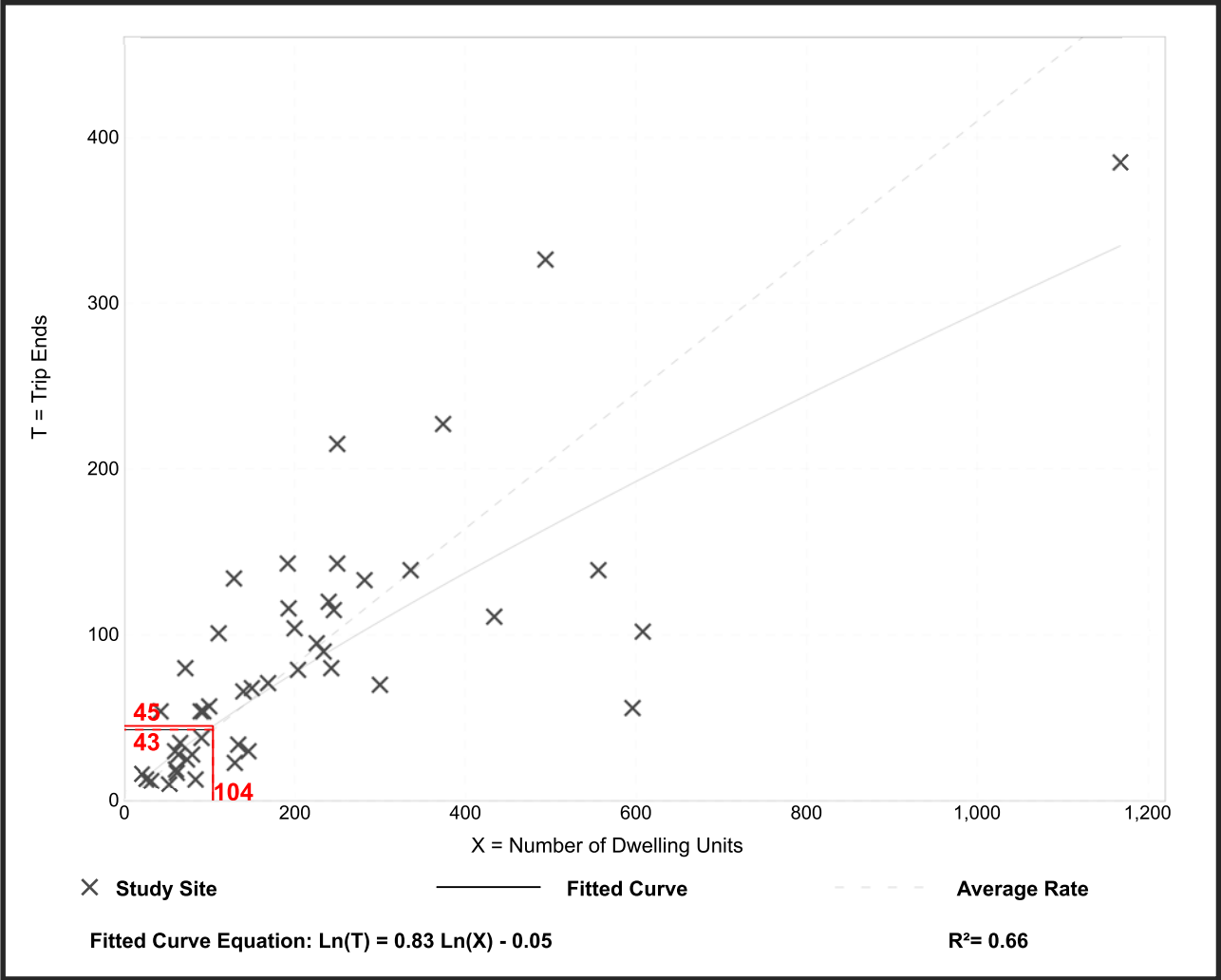
Avg. Num. of Dwelling Units: 211

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.09 - 1.26	0.22

Data Plot and Equation



**Generalized Peak Hour Directional Volumes for Florida's
Urbanized Areas¹**

12/18/12

INTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS					
Class I (40 mph or higher posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**
Class II (35 mph or slower posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420
Non-State Signalized Roadway Adjustments					
(Alter corresponding state volumes by the indicated percent.)					
Non-State Signalized Roadways - 10%					
Median & Turn Lane Adjustments					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors	
1	Divided	Yes	No	+5%	
1	Undivided	No	No	-20%	
Multi	Undivided	Yes	No	-5%	
Multi	Undivided	No	No	-25%	
-	-	-	Yes	+ 5%	
One-Way Facility Adjustment					
Multiply the corresponding directional volumes in this table by 1.2					

UNINTERRUPTED FLOW FACILITIES					
FREEWAYS					
Lanes	B	C	D	E	
2	2,260	3,020	3,660	3,940	
3	3,360	4,580	5,500	6,080	
4	4,500	6,080	7,320	8,220	
5	5,660	7,680	9,220	10,360	
6	7,900	10,320	12,060	12,500	
Freeway Adjustments					
Auxiliary Lane + 1,000			Ramp Metering + 5%		

UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380
Uninterrupted Flow Highway Adjustments					
Lanes	Median	Exclusive left lanes	Adjustment factors		
1	Divided	Yes	+5%		
Multi	Undivided	Yes	-5%		
Multi	Undivided	No	-25%		

BICYCLE MODE ²					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Paved Shoulder/Bicycle					
Lane Coverage	B	C	D	E	
0-49%	*	150	390	1,000	
50-84%	110	340	1,000	>1,000	
85-100%	470	1,000	>1,000	**	
PEDESTRIAN MODE ²					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Sidewalk Coverage	B	C	D	E	
0-49%	*	*	140	480	
50-84%	*	80	440	800	
85-100%	200	540	880	>1,000	
BUS MODE (Scheduled Fixed Route) ³					
(Buses in peak hour in peak direction)					
Sidewalk Coverage	B	C	D	E	
0-84%	> 5	≥ 4	≥ 3	≥ 2	
85-100%	> 4	≥ 3	≥ 2	≥ 1	

¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

Integra Realty Resources

Miami/Palm Beach

Appraisal of Real Property

20 Ft. Wide Public Right-Of-Way (Alley)

Vacant Land

1177 Kane Concourse

Miami Beach, Miami-Dade County, Florida 33154

Prepared For:

Akerman Senterfitt

Effective Date of the Appraisal:

October 5, 2018

Report Format:

Appraisal Report – Comprehensive Format

IRR - Miami/Palm Beach

File Number: 123-2018-0196





20 Ft. Wide Public Right-Of-Way (Alley)

1177 Kane Concourse

Miami Beach, Florida

Integra Realty Resources

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2770 Horseshoe Drive S.
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December 17, 2018

Neisen Kasdin
Managing Partner
Akerman Senterfitt
One Southeast Third Avenue
Miami, FL 33131

SUBJECT: Market Value Appraisal
 20 Ft. Wide Public Right-Of-Way (Alley)
 1177 Kane Concourse
 Miami Beach, Miami-Dade County, Florida 33154
 IRR - Miami/Palm Beach File No. 123-2018-0196

Dear Mr. Kasdin:

Integra Realty Resources – Miami/Palm Beach is pleased to submit the accompanying appraisal of the referenced property. The purpose of the appraisal is to develop an opinion of the market value as is of the fee simple interest in the property. The client for the assignment is Akerman Senterfitt, and the intended use is for property acquisition purposes.

The subject is an alley, approximately 20 ft. wide x 300 ft. long, that is currently a public right-of-way. The alley is narrow and the only known alternative use of the alley would be redeveloped in conjunction with the sites to its north and south, which are under common ownership. The property is zoned B-1, Business, which permits residential, retail, office, hotel. It is our understanding that the subject property, consisting only of the alleyway, is in the process of being acquired by the abutting property owners and that as a condition of closing the alleyway, the property owners will provide the Town of Bay Harbor Islands with a right-of-way for donation along the eastern property line. In the analysis which follows, IRR-Miami estimates the market value of the gross land area (i.e. 20 ft. wide alley) less any diminution of value for underground sewage infrastructure (beneath the alley) less the est. value of the proposed donated right-of-way along the eastern property line. The result is the estimate net value of the subject alley right-of-way.

The appraisal is intended to conform with the Uniform Standards of Professional Appraisal Practice (USPAP), the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute, applicable state appraisal regulations, and the appraisal guidelines of Akerman Senterfitt. To report the assignment results, we use the Appraisal Report option of Standards Rule 2-2(a) of USPAP. As USPAP gives appraisers the flexibility to vary the level of information in an Appraisal Report depending on the intended use and intended users of the appraisal, we adhere to the Integra Realty Resources internal standards for an Appraisal Report – Comprehensive Format. This format contains the greatest depth and detail of IRR's available report types.

Based on the valuation analysis in the accompanying report, and subject to the definitions, assumptions, and limiting conditions expressed in the report, our opinion of value is as follows:

Value Conclusions			
Appraisal Premise	Interest Appraised	Date of Value	Value Conclusion
Value R.O.W. Proposed for Acquisition	Fee Simple	October 5, 2018	\$1,275,000
Value R.O.W. Proposed for Donation	Fee Simple	October 5, 2018	(\$931,500)
Net Compensation Owed to Town			\$343,500
Rounded			\$345,000

Extraordinary Assumptions and Hypothetical Conditions

The value conclusions are subject to the following extraordinary assumptions that may affect the assignment results. An extraordinary assumption is uncertain information accepted as fact. If the assumption is found to be false as of the effective date of the appraisal, we reserve the right to modify our value conclusions.

1. It is our understanding that the Town of Bay Harbor Islands will retain water/sewer infrastructure lines running beneath the subject's 20 ft. wide alley right-of-way proposed for acquisition. Therefore, the acquisition of this right-of-way (R.O.W.) would be subject to an underground utility easement. We assume that the subject underground easement will provide that any surface improvements disturbed in the case of any maintenance work completed by the Town; will be returned to their original condition.

The value conclusions are based on the following hypothetical conditions that may affect the assignment results. A hypothetical condition is a condition contrary to known fact on the effective date of the appraisal but is supposed for the purpose of analysis.

1. None.

Neisen Kasdin
Akerman Senterfitt
December 17, 2018
Page 3

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

INTEGRA REALTY RESOURCES - MIAMI/PALM BEACH



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Summary of Salient Facts and Conclusions

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The value conclusions are based on the following hypothetical conditions that may affect the assignment results. A hypothetical condition is a condition contrary to known fact on the effective date of the appraisal but is supposed for the purpose of analysis.

1. None.
-

Quality Assurance

Delivering superior value is a top priority at IRR and we place a premium on feedback from our valued clients. By learning more about your experience with IRR, we will be better able to serve your needs – to enhance our products, service offerings, and client communications.

Attached is a short survey applicable to this appraisal report and the service that you received. Please take a few minutes to share your experience of IRR with us. Your feedback will be reviewed by our Quality Control team. If you desire a follow-up telephone call, please provide your contact information and a member of our Quality Control team will contact you.

Access the online survey here: quality.irr.com.

Thank you in advance for assisting us with this important endeavor. Please feel free to contact your Local Office using the contact information provided within the letter of transmittal or our Quality Control team at quality@irr.com, with any questions or suggestions you may have.

General Information

Identification of Subject

The subject is an alley, approximately 20 ft. wide x 300 ft. long, that is currently a public right-of-way. The alley is narrow and the only known alternative use of the alley would be redeveloped in conjunction with the sites to its north and south, which are under common ownership. The property is zoned B-1, Business, which permits residential, retail, office, hotel. It is our understanding that the subject property, consisting only of the alleyway, is in the process of being acquired by the abutting property owners and that as a condition of closing the alleyway, the property owners will provide the Town of Bay Harbor Islands with a right-of-way for donation along the eastern property line. In the analysis which follows, IRR-Miami estimates the market value of the gross land area (i.e. 20 ft. wide alley) less any diminution of value for underground sewage infrastructure (beneath the alley) less the est. value of the proposed donated right-of-way along the eastern property line. The result is the estimate net value of the subject alley right-of-way.

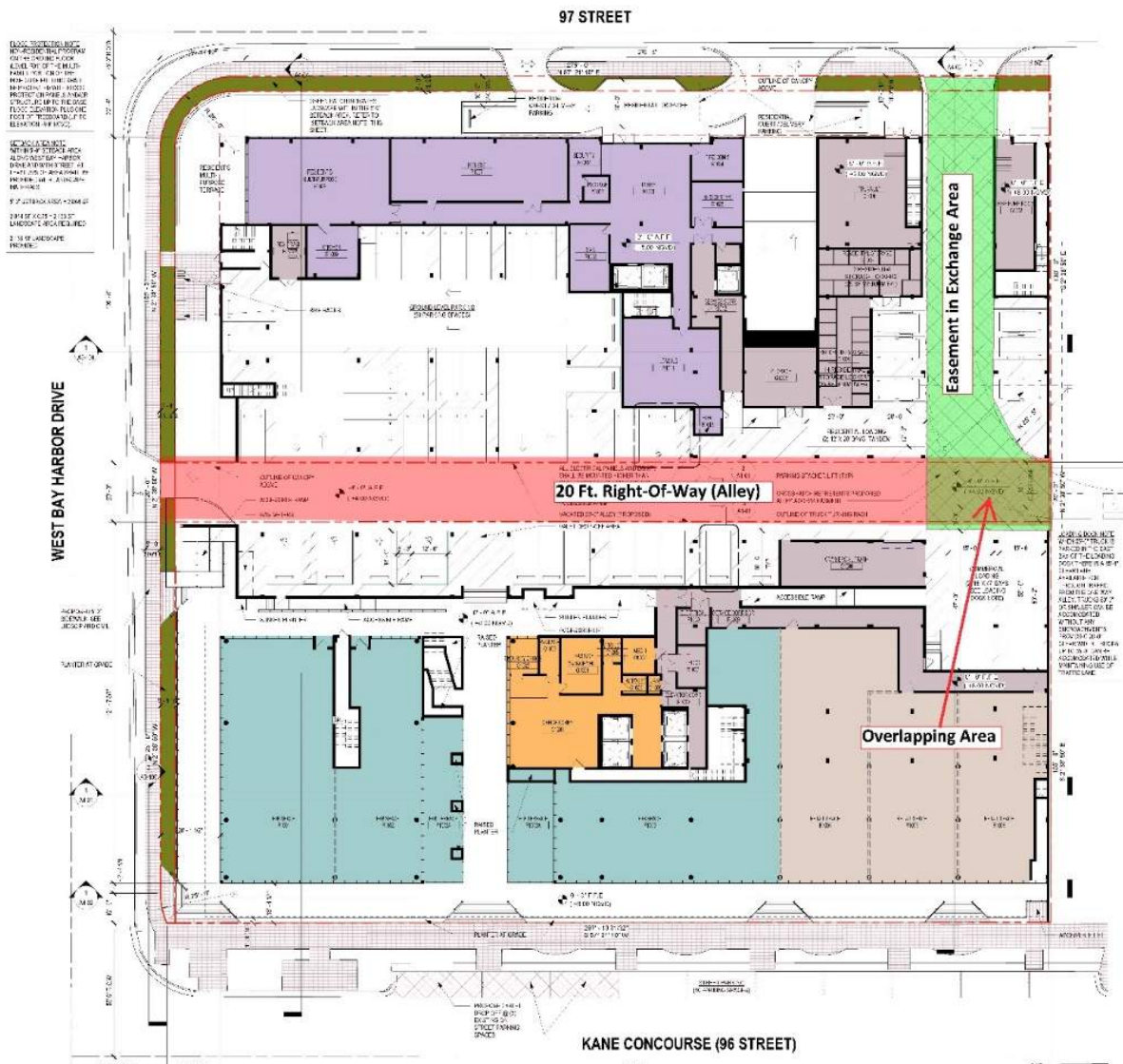
The subject of this appraisal is a 20 ft. wide alleyway (±6,000 SF total) running between the parcels identified as Bay Harbor Island PB 46-5, Block 21 lots 5 thru 8 on the north side of the alley; and parcels identified as Block 21, Lots 9 thru 14 on the south side of the alley (AKA Proposed R.O.W. for Acquisition). As of the effective date of the appraisal, the subject public right-of-way is in the proposal stage of acquisition and has not been assigned a legal description and/or folio number. As discussed, there is also a proposed right-of-way in- exchange along the subject's eastern property line (AKA R.O.W. Proposed for Donation), which would be deducted from the value of the public right-of-way (alleyway) proposed for acquisition. The right-of-way proposed for donation has a variable width and is approximately 150 ft. long and has an area of approximately 4,074 square feet, according to the architect. A representation of the subject right-of-way has been provided by the developer and noted as Exhibit A within the text of this report, as well as the Addenda.

Property Identification	
Property Name	20 Ft. Wide Public Right-Of-Way (Alley)
Address	1177 Kane Concourse Miami Beach, Florida 33154
Tax ID	TBD
Owner of Record	Public right-of-way

Subject Right-Of-Way



Proposed 1st Floor – Right-of-Way (±6,000 SF in Red) & Right-of-Way Proposed for Donation (±4,074 SF in Green)



Sale History

The subject site is currently a public right-of-way. Therefore, no sales history is available.

Pending Transactions

To the best of our knowledge, the property is not subject to an agreement of sale or an option to buy, nor is it listed for sale, as of the effective appraisal date.

Purpose of the Appraisal

The purpose of the appraisal is to develop an opinion of the market value as is of the alleyway as the fee simple interest in the property as of the effective date of the appraisal, October 5, 2018. The date of the report is December 17, 2018. The appraisal is valid only as of the stated effective date or dates.

Definition of Market Value

Market value is defined as:

“The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- Buyer and seller are typically motivated;
- Both parties are well informed or well advised, and acting in what they consider their own best interests;
- A reasonable time is allowed for exposure in the open market;
- Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.”

(Source: Code of Federal Regulations, Title 12, Chapter I, Part 34.42[g]; also Interagency Appraisal and Evaluation Guidelines, Federal Register, 75 FR 77449, December 10, 2010, page 77472)

Definition of Property Rights Appraised

Fee simple estate is defined as, “Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.”

Easement is defined as, “Nonpossessory (incorporeal) interest in landed property conveying use, but not ownership, of a portion of that property.”

The subject alleyway is held in fee simple.

Source: Appraisal Institute, The Dictionary of Real Estate Appraisal, 6th ed. (Chicago: Appraisal Institute, 2015)

Intended Use and User

The intended use of the appraisal is for property acquisition purposes. The client and intended user is Akerman Senterfitt. The appraisal is not intended for any other use or user. No party or parties other

than Akerman Senterfitt may use or rely on the information, opinions, and conclusions contained in this report.

Applicable Requirements

This appraisal is intended to conform to the requirements of the following:

- Uniform Standards of Professional Appraisal Practice (USPAP);
- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute;
- Applicable state appraisal regulations;

Report Format

This report is prepared under the Appraisal Report option of Standards Rule 2-2(a) of USPAP. As USPAP gives appraisers the flexibility to vary the level of information in an Appraisal Report depending on the intended use and intended users of the appraisal, we adhere to the Integra Realty Resources internal standards for an Appraisal Report – Comprehensive Format. This format contains the greatest depth and detail of IRR’s available report types.

Prior Services

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property in the prior three years, including valuation, consulting, property management, brokerage, or any other services. We have not performed any services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

Scope of Work

To determine the appropriate scope of work for the assignment, we considered the intended use of the appraisal, the needs of the user, the complexity of the property, and other pertinent factors. Our concluded scope of work is described below.

Valuation Methodology

Appraisers usually consider the use of three approaches to value when developing a market value opinion for real property. These are the cost approach, sales comparison approach, and income capitalization approach. Use of the approaches in this assignment is summarized as follows:

Approaches to Value		
Approach	Applicability to Subject	Use in Assignment
Cost Approach	Not Applicable	Not Utilized
Sales Comparison Approach	Applicable	Utilized
Income Capitalization Approach	Not Applicable	Not Utilized

We use only the sales comparison approach in developing an opinion of value for the subject. This approach is applicable to the subject because this is the only applicable approach and there are sufficient sales data is available for analysis.

To arrive at the value of the alley, we start with the premise that such public right-of-way cannot exceed the underlying land value. We apply “across the fence” valuation theory to value the underlying land on the adjacent site on the principle that the right-of-way (alley) area has no independent highest and best use. However, through annexation of the fee, the value of land “across the fence” should approximate the fee value of the land if annexed and used in conjunction with the principal site. This is an industry-standard valuation method for a non-useable remnant with no independent highest and best use.

The cost approach is not applicable because there are no improvements that contribute value to the property, and the income approach is not applicable because the subject is not likely to generate rental income in its current state.

Research and Analysis

The type and extent of our research and analysis is detailed in individual sections of the report. This includes the steps we took to verify comparable sales, which are disclosed in the comparable sale profile sheets in the addenda to the report. Although we make an effort to confirm the arms-length nature of each sale with a party to the transaction, it is sometimes necessary to rely on secondary verification from sources deemed reliable.

Inspection

Anthony Graziano, MAI, CRE, did not inspect the subject. Peter Kayworth conducted an on-site inspection on October 5, 2018.

Economic Analysis

Miami-Dade County Area Analysis

Miami-Dade County is located in southeastern Florida approximately 30 miles south of Fort Lauderdale. It is 1,898 square miles in size and has a population density of 1,465 persons per square mile. Miami-Dade County is part of the Miami-Fort Lauderdale-West Palm Beach, FL Metropolitan Statistical Area, hereinafter called the Miami MSA, as defined by the U.S. Office of Management and Budget.

Population

Miami-Dade County has an estimated 2018 population of 2,779,248, which represents an average annual 1.4% increase over the 2010 census of 2,496,435. Miami-Dade County added an average of 35,352 residents per year over the 2010-2018 period, but its annual growth rate lagged the State of Florida rate of 1.5%.

Looking forward, Miami-Dade County's population is projected to increase at a 1.3% annual rate from 2018-2023, equivalent to the addition of an average of 36,502 residents per year. The Miami-Dade County growth rate is expected to be similar to that of Florida.

Population Trends					
	Population			Compound Ann. % Chng	
	2010 Census	2018 Estimate	2023 Projection	2010 - 2018	2018 - 2023
Bay Harbor Islands, FL (town)	5,628	5,918	6,206	0.6%	1.0%
Miami-Dade County, FL	2,496,435	2,779,248	2,961,757	1.4%	1.3%
Florida	18,801,310	21,107,181	22,528,389	1.5%	1.3%

Source: Environics Analytics

Employment

Total employment in Miami-Dade County is currently estimated at 1,092,565 jobs. Between year-end 2007 and the present, employment rose by 59,062 jobs, equivalent to a 5.7% increase over the entire period. There were gains in employment in seven out of the past ten years despite the national economic downturn and slow recovery. Miami-Dade County's rate of employment growth over the last decade surpassed that of Florida, which experienced an increase in employment of 3.6% or 291,370 jobs over this period.

A comparison of unemployment rates is another way of gauging an area's economic health. Over the past decade, the Miami-Dade County unemployment rate has been slightly lower than that of Florida, with an average unemployment rate of 7.0% in comparison to a 7.1% rate for Florida. A lower unemployment rate is a positive indicator.

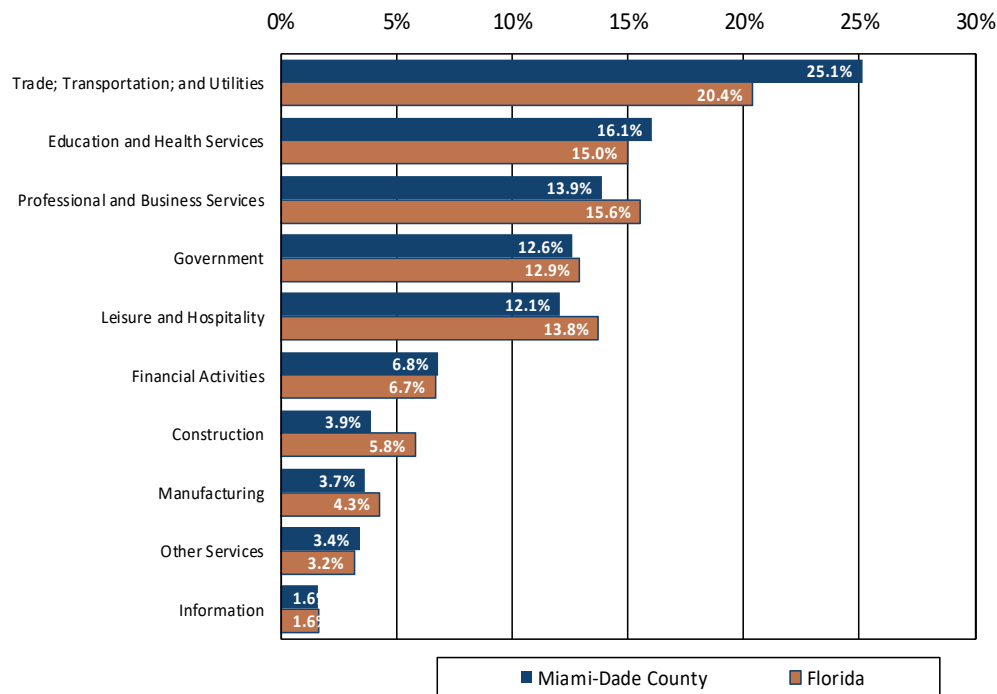
Recent data shows that the Miami-Dade County unemployment rate is 4.7% in comparison to a 4.1% rate for Florida, a negative sign that is consistent with the fact that Miami-Dade County has underperformed Florida in the rate of job growth over the past two years.

Employment Trends						
Year	Total Employment (Year End)				Unemployment Rate (Ann. Avg.)	
	Miami-Dade County	% Change	Florida	% Change	Miami-Dade County	Florida
2007	1,033,503		8,014,408		3.1%	4.0%
2008	1,004,798	-2.8%	7,585,913	-5.3%	4.8%	6.3%
2009	960,981	-4.4%	7,209,010	-5.0%	10.4%	10.4%
2010	973,323	1.3%	7,260,875	0.7%	11.1%	11.0%
2011	997,766	2.5%	7,368,030	1.5%	9.4%	10.0%
2012	1,021,527	2.4%	7,538,166	2.3%	8.3%	8.5%
2013	1,047,986	2.6%	7,741,539	2.7%	7.4%	7.2%
2014	1,083,134	3.4%	8,012,496	3.5%	6.7%	6.3%
2015	1,117,022	3.1%	8,314,343	3.8%	5.9%	5.5%
2016	1,135,111	1.6%	8,542,086	2.7%	5.3%	4.8%
2017*	1,092,565	-3.7%	8,305,778	-2.8%	4.8%	4.2%
Overall Change 2007-2017	59,062	5.7%	291,370	3.6%		
Avg Unemp. Rate 2007-2017					7.0%	7.1%
Unemployment Rate - January 2018					4.7%	4.1%

*Total employment data is as of September 2017; unemployment rate data reflects the average of 12 months of 2017.
Source: Bureau of Labor Statistics and Economy.com. Employment figures are from the Quarterly Census of Employment and Wages (QCEW).
Unemployment rates are from the Current Population Survey (CPS). The figures are not seasonally adjusted.

Employment Sectors

The composition of the Miami-Dade County job market is depicted in the following chart, along with that of Florida. Total employment for both areas is broken down by major employment sector, and the sectors are ranked from largest to smallest based on the percentage of Miami-Dade County jobs in each category.

Employment Sectors - 2017

Source: Bureau of Labor Statistics and Economy.com

Miami-Dade County has greater concentrations than Florida in the following employment sectors:

1. Trade; Transportation; and Utilities, representing 25.1% of Miami-Dade County payroll employment compared to 20.4% for Florida as a whole. This sector includes jobs in retail trade, wholesale trade, trucking, warehousing, and electric, gas, and water utilities.
2. Education and Health Services, representing 16.1% of Miami-Dade County payroll employment compared to 15.0% for Florida as a whole. This sector includes employment in public and private schools, colleges, hospitals, and social service agencies.
3. Financial Activities, representing 6.8% of Miami-Dade County payroll employment compared to 6.7% for Florida as a whole. Banking, insurance, and investment firms are included in this sector, as are real estate owners, managers, and brokers.
4. Other Services, representing 3.4% of Miami-Dade County payroll employment compared to 3.2% for Florida as a whole. This sector includes establishments that do not fall within other defined categories, such as private households, churches, and laundry and dry cleaning establishments.

Miami-Dade County is underrepresented in the following sectors:

1. Professional and Business Services, representing 13.9% of Miami-Dade County payroll

- employment compared to 15.6% for Florida as a whole. This sector includes legal, accounting, and engineering firms, as well as management of holding companies.
2. Government, representing 12.6% of Miami-Dade County payroll employment compared to 12.9% for Florida as a whole. This sector includes employment in local, state, and federal government agencies.
 3. Leisure and Hospitality, representing 12.1% of Miami-Dade County payroll employment compared to 13.8% for Florida as a whole. This sector includes employment in hotels, restaurants, recreation facilities, and arts and cultural institutions.
 4. Construction, representing 3.9% of Miami-Dade County payroll employment compared to 5.8% for Florida as a whole. This sector includes construction of buildings, roads, and utility systems.

Major Employers

Major employers in Miami-Dade County are shown in the following table.

Major Employers - Miami-Dade County, FL	
Name	Number of Employees
1 American Airlines	9,000
2 Baptist Health	7,169
3 Miami-Dade College	6,000
4 Royal Caribbean	4,900
5 Baptist Hospital	3,050
6 VA	3,000
7 Style View Products	2,800
8 Costa Farms	2,300
9 Interfoods	2,200
10 Mercy Hospital	2,200

Source: Enterprise Florida Q1 2018

Gross Domestic Product

Gross Domestic Product (GDP) is a measure of economic activity based on the total value of goods and services produced in a defined geographic area. Although GDP figures are not available at the county level, data reported for the Miami MSA is considered meaningful when compared to the nation overall, as Miami-Dade County is part of the MSA and subject to its influence.

Economic growth, as measured by annual changes in GDP, has been somewhat higher in the Miami MSA than the United States overall during the past eight years. The Miami MSA has grown at a 2.4% average annual rate while the United States has grown at a 1.9% rate. As the national economy improves, the Miami MSA continues to perform better than the United States. GDP for the Miami MSA rose by 2.6% in 2016 while the United States GDP rose by 1.5%.

The Miami MSA has a per capita GDP of \$47,438, which is 6% less than the United States GDP of \$50,708. This means that Miami MSA industries and employers are adding relatively less value to the economy than their counterparts in the United States overall.

Gross Domestic Product				
Year	(\$ Mil) Miami MSA	% Change	(\$ Mil) United States	% Change
2009	244,409		14,320,114	
2010	247,557	1.3%	14,628,165	2.2%
2011	247,940	0.2%	14,833,679	1.4%
2012	254,161	2.5%	15,126,281	2.0%
2013	251,037	-1.2%	15,348,034	1.5%
2014	267,639	6.6%	15,717,536	2.4%
2015	280,390	4.8%	16,148,378	2.7%
2016	287,775	2.6%	16,385,170	1.5%
Compound % Chg (2009-2016)		2.4%		1.9%
GDP Per Capita 2016	\$47,438		\$50,708	

Source: Bureau of Economic Analysis and Economy.com; data released September 2016. The release of state and local GDP data has a longer lag time than national data. The data represents inflation-adjusted "real" GDP stated in 2009 dollars.

Household Income

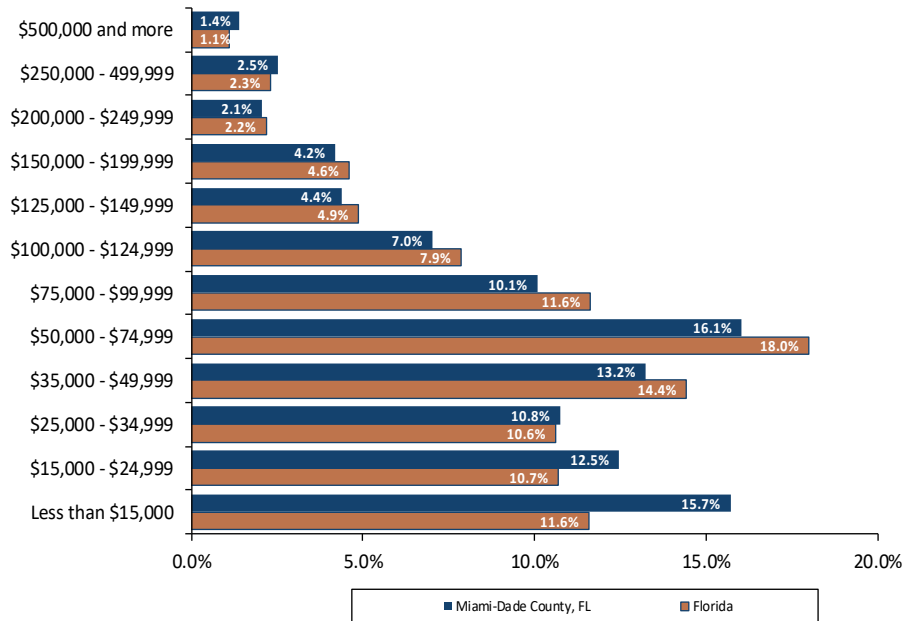
Miami-Dade County has a lower level of household income than Florida. Median household income for Miami-Dade County is \$47,269, which is 11.0% less than the corresponding figure for Florida.

Median Household Income - 2018	
	Median
Miami-Dade County, FL	\$47,269
Florida	\$53,114
Comparison of Miami-Dade County, FL to Florida	- 11.0%

Source: Environics Analytics

The following chart shows the distribution of households across twelve income levels. Miami-Dade County has a greater concentration of households in the lower income levels than Florida. Specifically, 39% of Miami-Dade County households are below the \$35,000 level in household income as compared to 33% of Florida households. A lesser concentration of households is apparent in the middle income levels, as 29% of Miami-Dade County households are between the \$35,000 - \$75,000 levels in household income versus 32% of Florida households.

Household Income Distribution - 2018

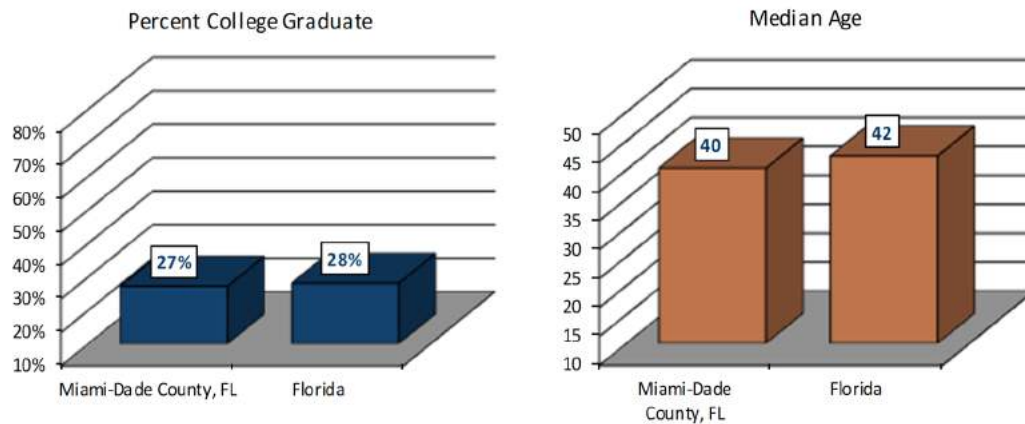


Source: Environics Analytics

Education and Age

Residents of Miami-Dade County have a slightly lower level of educational attainment than those of Florida. An estimated 27% of Miami-Dade County residents are college graduates with four-year degrees, versus 28% of Florida residents. People in Miami-Dade County are younger than their Florida counterparts. The median age for Miami-Dade County is 40 years, while the median age for Florida is 42 years.

Education & Age - 2018

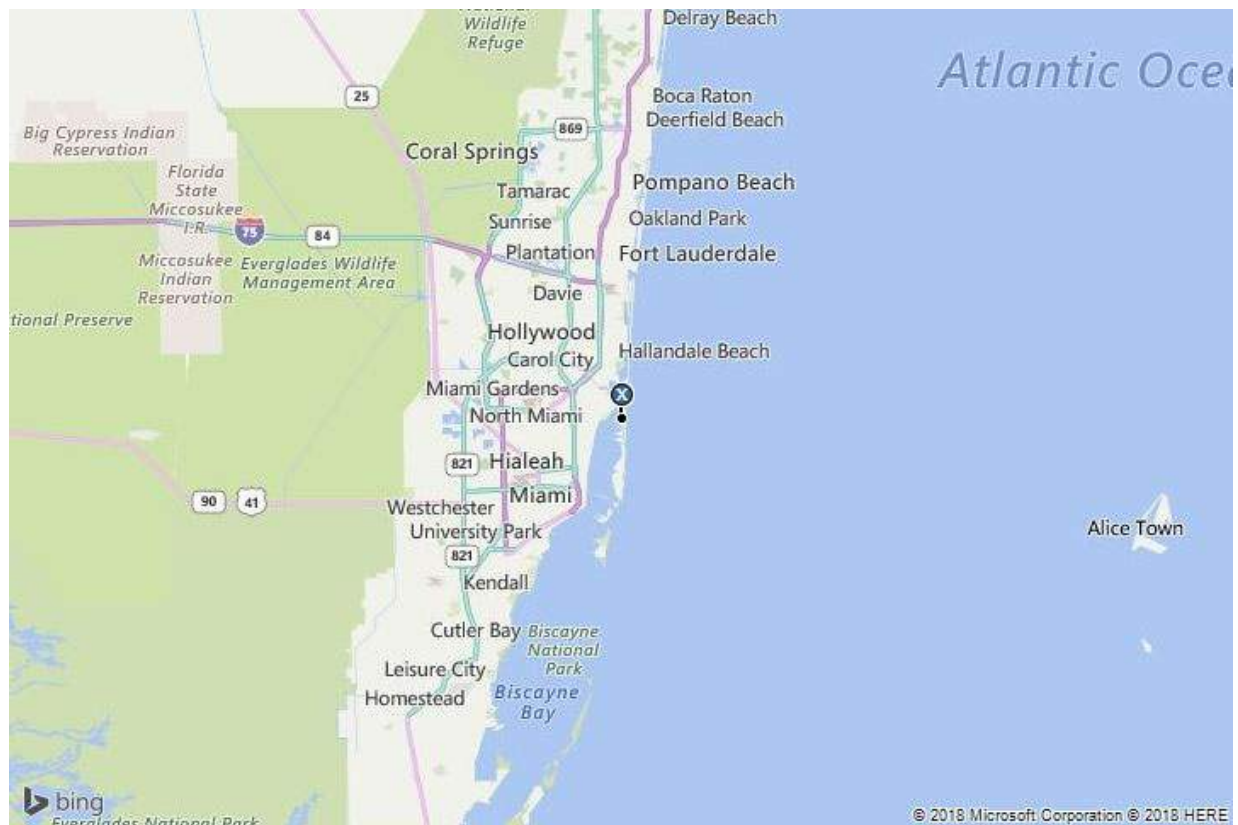


Source: Environics Analytics

Conclusion

The Miami-Dade County economy will be affected by a growing population base and lower income and education levels. Miami-Dade County experienced growth in the number of jobs and has maintained a slightly lower unemployment rate than Florida over the past decade. Moreover, Miami-Dade County benefits from being part of the Miami MSA, which is the eighth most populous metropolitan area in the country, and has exhibited a higher rate of GDP growth than the nation overall. We anticipate that the Miami-Dade County economy will improve and employment will grow, strengthening the demand for real estate.

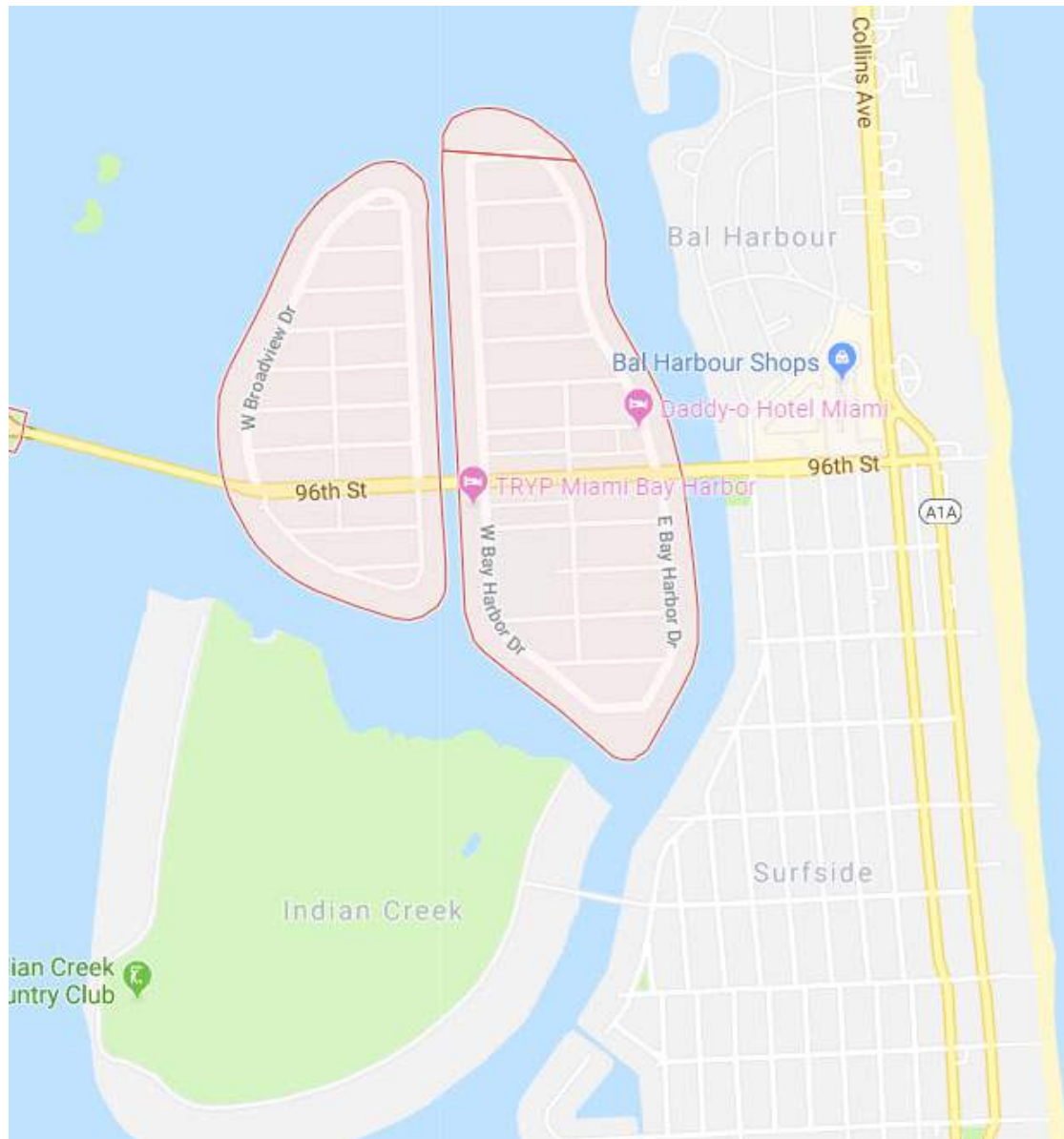
Area Map



Surrounding Area Analysis

Boundaries

The subject is located in the town of Bay Harbor Islands, an incorporated municipality that comprises two islands along the 96th Street/Kane Concourse causeway, immediately west of Surfside and Bal Harbour. A map of the town appears below.



A map identifying the location of the property follows this section.

Access and Linkages

Primary access to the area is provided by Kane Concourse, a major arterial that crosses Biscayne Bay in an east-west direction and provides connections to the mainland and the barrier islands. Access to the subject from Kane Concourse is provided by West Bay Harbor Drive, and travel time from the major arterial to the subject is minimal. Overall, vehicular access is average.

Public transportation is provided by Miami-Dade Transit and provides access to locations throughout the county. There are bus stops for Route 107 along Kane Concourse. The local market perceives public transportation as average compared to other areas in the region. However, the primary mode of transportation in this area is the automobile.

The Miami Airport is located about 14 miles from the property; travel time is about 20-30 minutes, depending on traffic conditions. The Miami CBD, the economic and cultural center of the region, is approximately 9 miles from the property.

Demand Generators

Major employers include the Bal Harbour Shops as well as oceanfront hotels and resorts. These are located within 2 miles of the property and represent significant concentrations in the tourism and hospitality industries. In addition to its strong employment base, the area is easily accessible to the Miami CBD and Miami Beach submarkets, all within 30 minutes driving time. Access to employment centers in other submarkets is a major demand driver.

Nearby residential communities such as Bal Harbour and North Miami, about 5 miles from the property, provide a reliable source of workers at all skill and income levels.

Demographics

A demographic profile of the surrounding area, including population, households, and income data, is presented in the following table.

Surrounding Area Demographics					
2018 Estimates	1-Mile Radius	3-Mile Radius	5-Mile Radius	Miami-Dade County, FL	Florida
Population 2010	14,545	91,884	271,994	2,496,435	18,801,310
Population 2018	16,087	101,999	301,324	2,779,248	21,107,181
Population 2023	17,181	108,627	320,493	2,961,757	22,528,389
Compound % Change 2010-2018	1.3%	1.3%	1.3%	1.4%	1.5%
Compound % Change 2018-2023	1.3%	1.3%	1.2%	1.3%	1.3%
Households 2010	6,832	41,068	108,681	867,352	7,420,802
Households 2018	7,606	46,215	122,320	968,152	8,314,234
Households 2023	8,142	49,480	130,848	1,033,710	8,876,878
Compound % Change 2010-2018	1.4%	1.5%	1.5%	1.4%	1.4%
Compound % Change 2018-2023	1.4%	1.4%	1.4%	1.3%	1.3%
Median Household Income 2018	\$70,733	\$45,900	\$46,628	\$47,269	\$53,114
Average Household Size	2.1	2.2	2.4	2.8	2.5
College Graduate %	53%	36%	32%	27%	28%
Median Age	48	43	42	40	42
Owner Occupied %	63%	45%	51%	55%	67%
Renter Occupied %	37%	55%	49%	45%	33%
Median Owner Occupied Housing Value	\$629,440	\$412,502	\$332,428	\$265,619	\$195,073
Median Year Structure Built	1973	1971	1972	1979	1987
Avg. Travel Time to Work in Min.	35	35	35	35	29
Source: Environics Analytics					

As shown above, the current population within a 3-mile radius of the subject is 101,999, and the average household size is 2.2. Population in the area has grown since the 2010 census, and this trend is projected to continue over the next five years. Compared to Miami-Dade County overall, the population within a 3-mile radius is projected to grow at a similar rate.

Median household income is \$45,900, which is lower than the household income for Miami-Dade County. Residents within a 3-mile radius have a higher level of educational attainment than those of Miami-Dade County, while median owner-occupied home values are considerably higher.

Services and Amenities

The nearest commercial area with restaurants, convenience stores and support services are located immediately south of the property. The closest lodging facilities are located within 10 minutes of the property and include most major flags. The nearest fire and police stations are within 3 miles of the property.

Land Use

In the immediate vicinity of the subject, predominant land uses are mixed/commercial along Kane Concourse and medium-density residential elsewhere. Other land use characteristics are summarized as follows:

Surrounding Area Land Uses	
Character of Area	Suburban
Predominant Age of Improvements	New construction to 50+ years
Predominant Quality and Condition	Above Average
Approximate Percent Developed	85%
Infrastructure/Planning	Average
Predominant Location of Undeveloped Land	Infill
Prevailing Direction of Growth	Infill
Subject's Immediate Surroundings	
North	Vacant/assemblage
South	Vacant/assemblage
East	Office/retail and parking
West	Condominiums and apartments

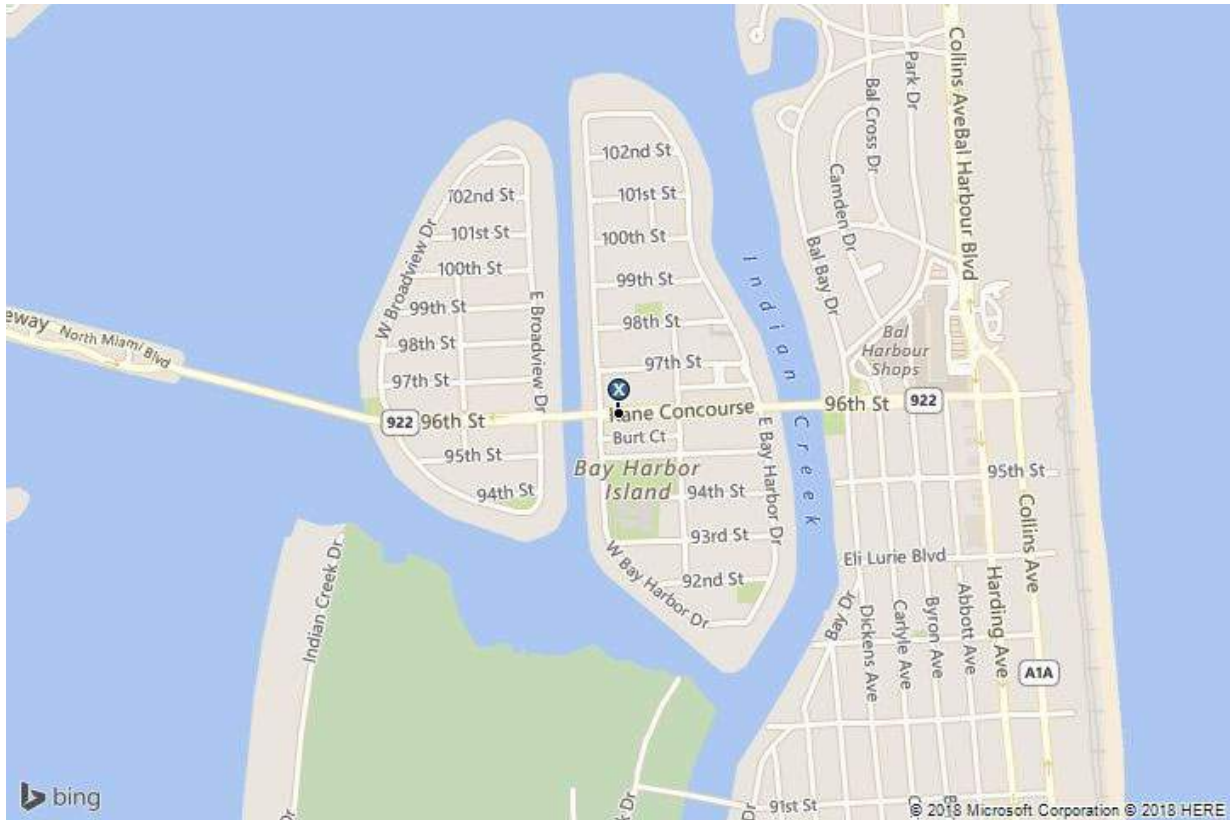
Development Activity and Trends

During the last five years, development has been predominantly of residential uses, and has included a number of boutique condominium projects. The pace of development has generally been intermittent over this time.

Outlook and Conclusions

The area is in the mature stage of its life cycle. Given the history of the area and the growth trends, it is anticipated that property values will remain stable in the near future.

Surrounding Area Map



Property Analysis

Land Description and Analysis

Location

The property is located at the western end of the alley that runs north of Kane Concourse.

Land Area

The following table summarizes the subject's land area.

Land Area Summary		
Tax ID	SF	Acres
TBD	6,000	0.14
Source: Property Site Plan - Arquitectonica -8/24/2018		

Shape and Dimensions

The right-of-way (alley) is rectangular in shape, with dimensions of approximately 20 feet in width and 300 feet in depth. Site utility based on shape and dimensions is average.

Topography

The site is generally level and at street grade. The topography does not result in any particular development limitations.

Drainage

No particular drainage problems were observed or disclosed at the time of field inspection. This appraisal assumes that there are not any unusual drainage issues that would affect the development of the subject.

Flood Hazard Status

The following table provides flood hazard information.

Flood Hazard Status	
Community Panel Number	12086C0144L
Date	September 11, 2009
Zone	AE
Description	Within 100-year floodplain
Insurance Required?	Yes

FEMA Zone AE: Special flood hazard areas subject to inundation by the 100-year flood determined in a Flood Insurance Study by detailed methods. Base flood elevations are shown within these zones.

Mandatory flood insurance purchase requirements apply. This is the most common flood zone in Miami Beach and its surroundings.

Environmental Hazards

An environmental assessment report was not provided for review, and during our inspection, we did not observe any obvious signs of contamination on or near the subject. However, environmental issues are beyond our scope of expertise. It is assumed that the property is not adversely affected by environmental hazards.

Ground Stability

A soils report was not provided for our review. Based on our inspection of the subject and observation of development on nearby sites, there are no apparent ground stability problems. However, we are not experts in soils analysis. We assume that the subject's soil bearing capacity is sufficient to support a variety of uses, including those permitted by zoning.

Streets, Access and Frontage

Details pertaining to street access and frontage are provided in the following table.

Streets, Access and Frontage	
Street	W Bay Harbor Drive
Frontage Feet	20 Ft.
Paving	Yes
Curbs	Yes
Sidewalks	No
Lanes	1 way, 1 lane
Direction of Traffic	West only (1 way)
Condition	Average
Traffic Levels	Low
Signals/Traffic Control	None
Access/Curb Cuts	1
Visibility	Average

Utilities

The availability of utilities to the subject is summarized in the following table.

Utilities	
Service	Provider
Water	Miami-Dade County
Sewer	Miami-Dade County
Electricity	FPL
Natural Gas	Teco and others
Local Phone	AT&T and others

Zoning

The subject is zoned B-1, Business, by Town of Bay Harbor Islands. The B-1 zone is intended to encourage commercial development. The following table summarizes our understanding and interpretation of the zoning requirements that affect the subject.

Zoning Summary	
Zoning Jurisdiction	Town of Bay Harbor Islands
Zoning Designation	B-1
Description	Business
Legally Conforming?	Appears to be legally conforming
Zoning Change Likely?	No
Permitted Uses	Residential, retail, office, hotel
Category	Zoning Requirement
Minimum Lot Area	Not specified for commercial zones
Minimum Setbacks (Feet)	5 feet front, 0 feet side, rear loading "so that alley is not blocked"
Maximum Building Height	65 Feet
Maximum Floor Area Ratio	Based on height, coverage, and setbacks
Parking Requirement	2/unit + 1 guest per lot (residential) 1/room for first 20 rooms + 0.5 thereafter (hotel) 1/300 SF retail and office

According to the local planning department, there are no pending or prospective zoning changes. It appears that the property conforms with zoning requirements.

We are not experts in the interpretation of zoning ordinances. An appropriately qualified land use attorney should be engaged if a determination of compliance is required.

Other Land Use Regulations

We are not aware of any other land use regulations that would affect the property.

Potential Development Density

Due to the dimensions of the subject right-of-way (alley) at 20 ft. width x 300 ft. length there is no independent development of the right-of-way; however, would likely be redeveloped in concert with the sites to the north and south.

Easements, Encroachments and Restrictions

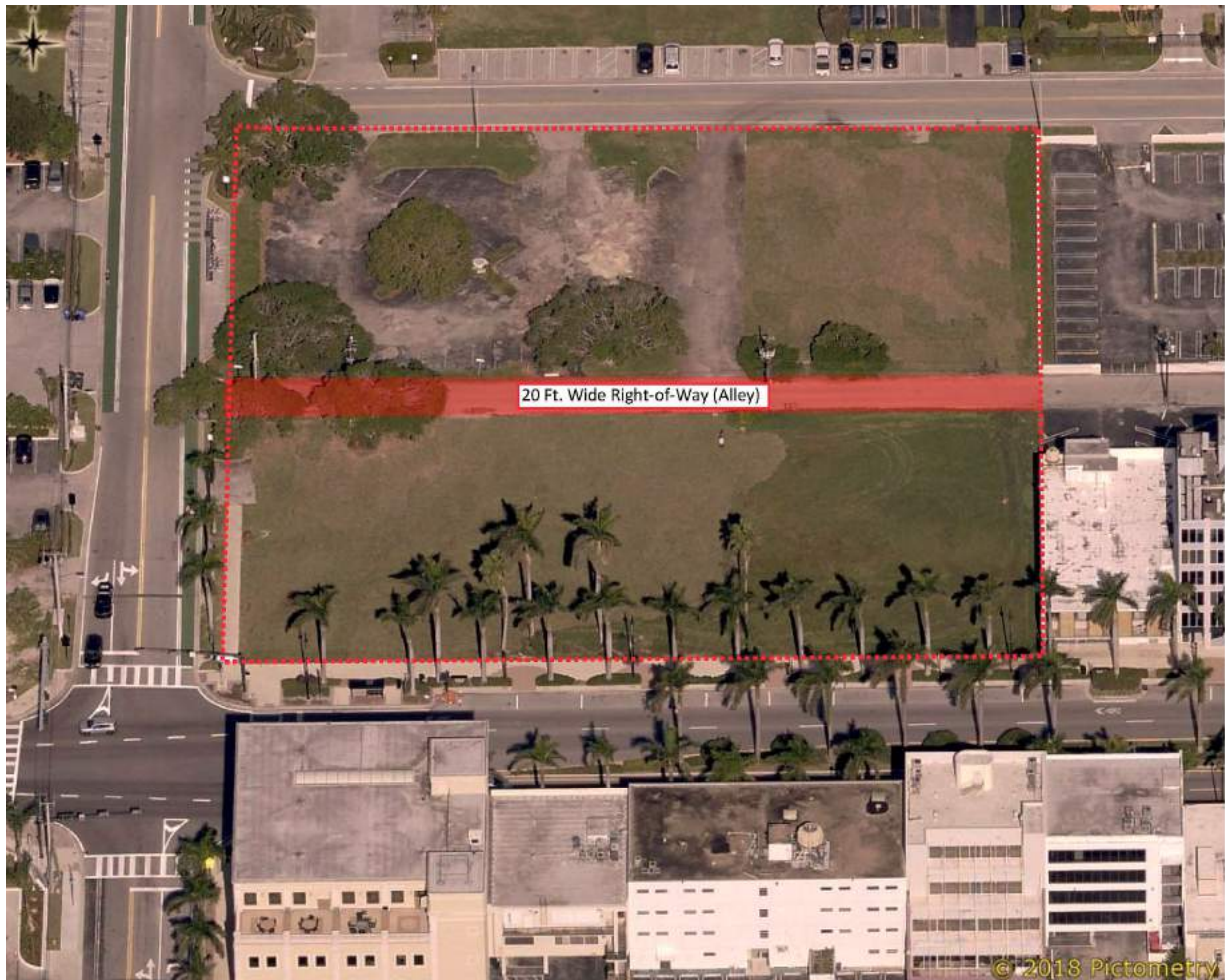
It is our understanding that the Town of Bay Harbor Islands will retain water/sewer infrastructure lines running beneath the subject's 20 ft. wide alley. Therefore, the acquisition of this right-of-way (R.O.W.) would be subject to an underground utility easement. We assume that the subject underground easement will provide that any surface improvements disturbed in the case of any maintenance work completed by the Town; will be returned to their original condition. Based upon a review of the deed and property survey, there do not appear to be any other easements, encroachments, or restrictions that would adversely affect value. Our valuation assumes a slight diminution in value to the alleyway due to the underground easement (see Valuation Section of report). Otherwise, no adverse impacts

from easements, encroachments, or restrictions, and further assumes that the subject has clear and marketable title.

Conclusion of Site Analysis

Overall, the physical characteristics of the site result in non-functional utility for uses permitted by zoning. Uses permitted by zoning include residential, retail, office, hotel. However, as per the Highest & Best Use discussion, the Highest & Best Use of the site is annexation to the parent tract.

Subject Aerial





Public Right-of-Way – Facing East From W. Bay Harbor Drive



20 Ft. Public Right-of-Way – Facing East



97th Street – Facing West (Right-of-Way is Located to the Left)



W. Bay Harbor Drive – Facing North (Exit From Right-of Way Shown)

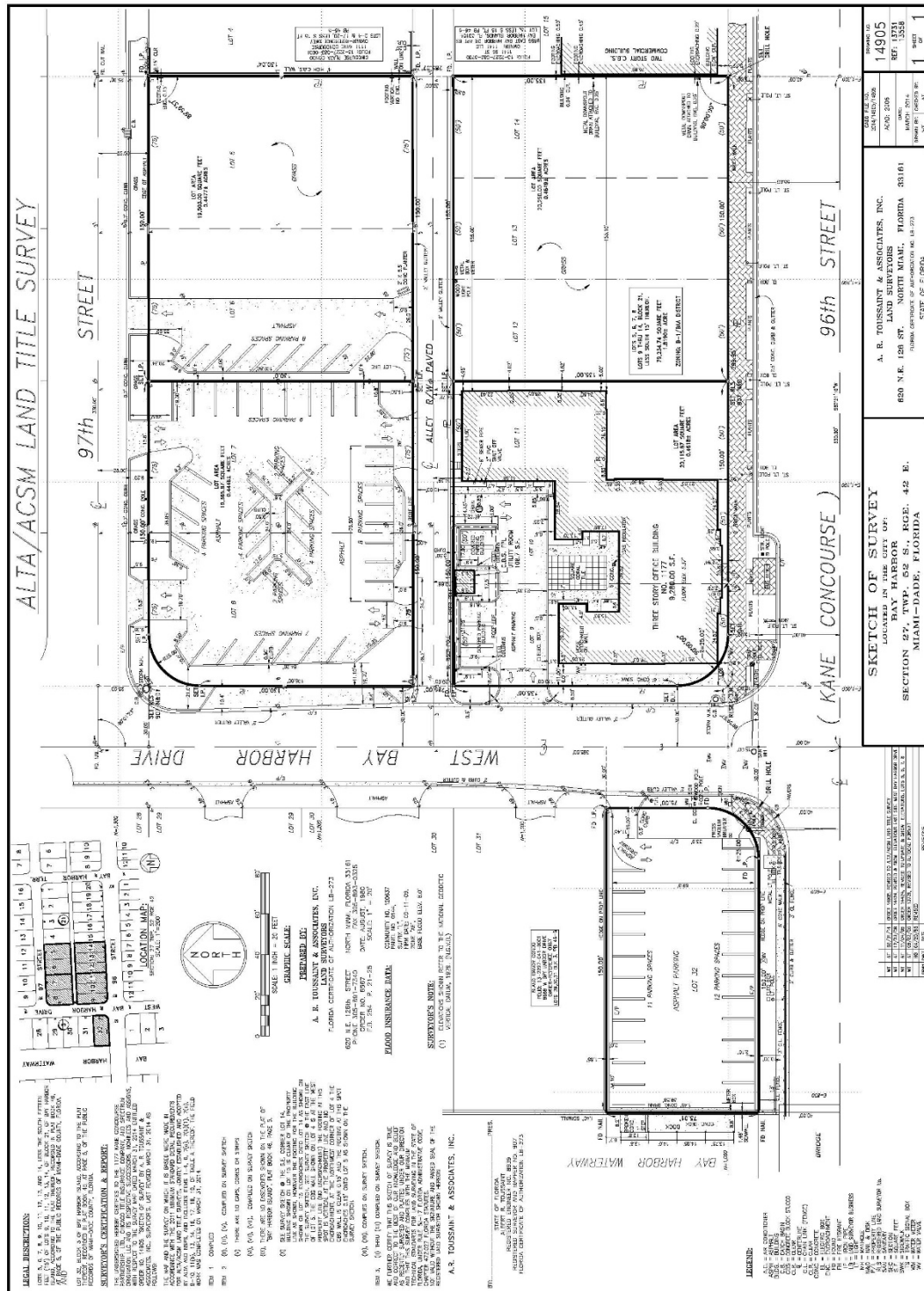


North Boundary of Right-of Way

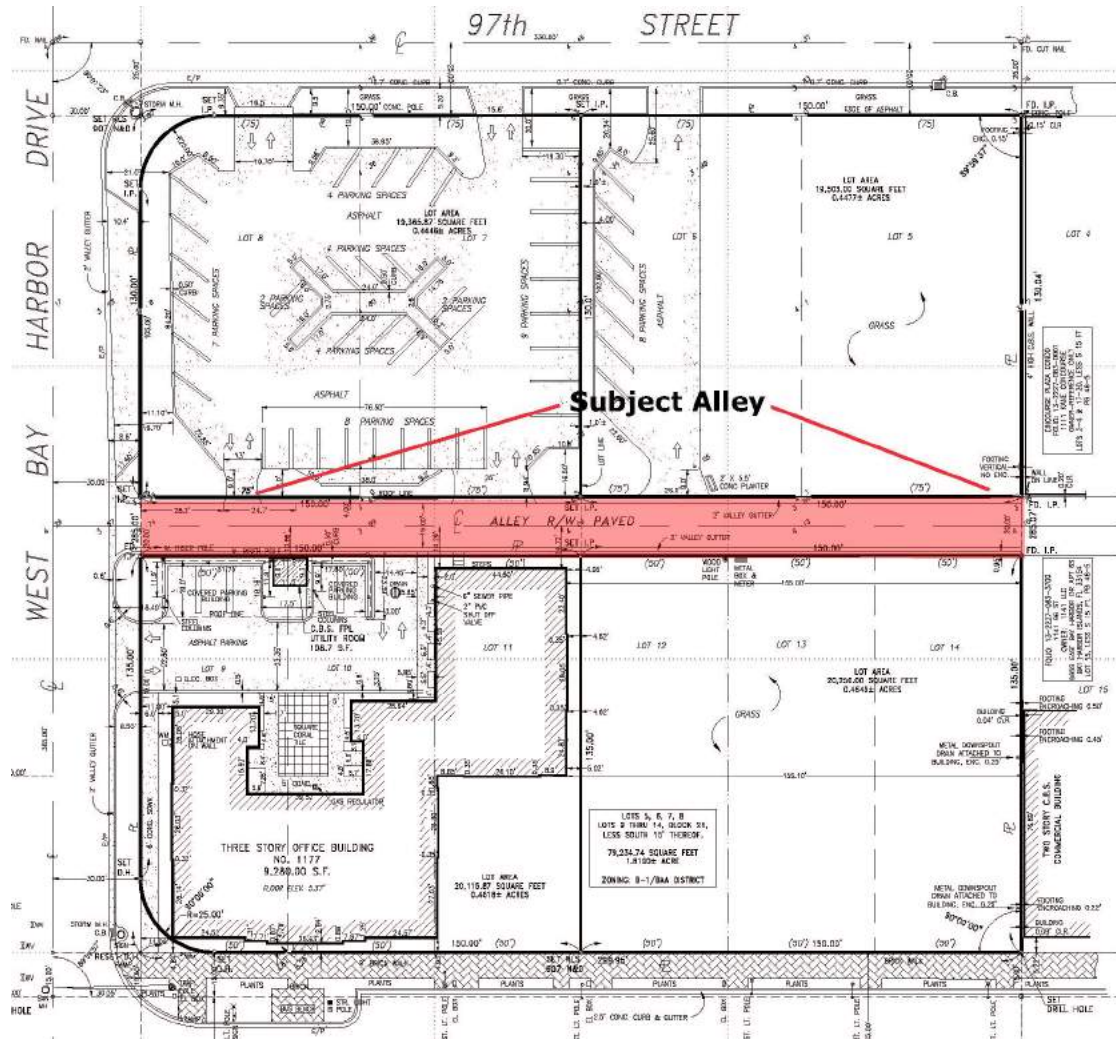


Right-of-Way - Facing West

Site Plan (Existing)

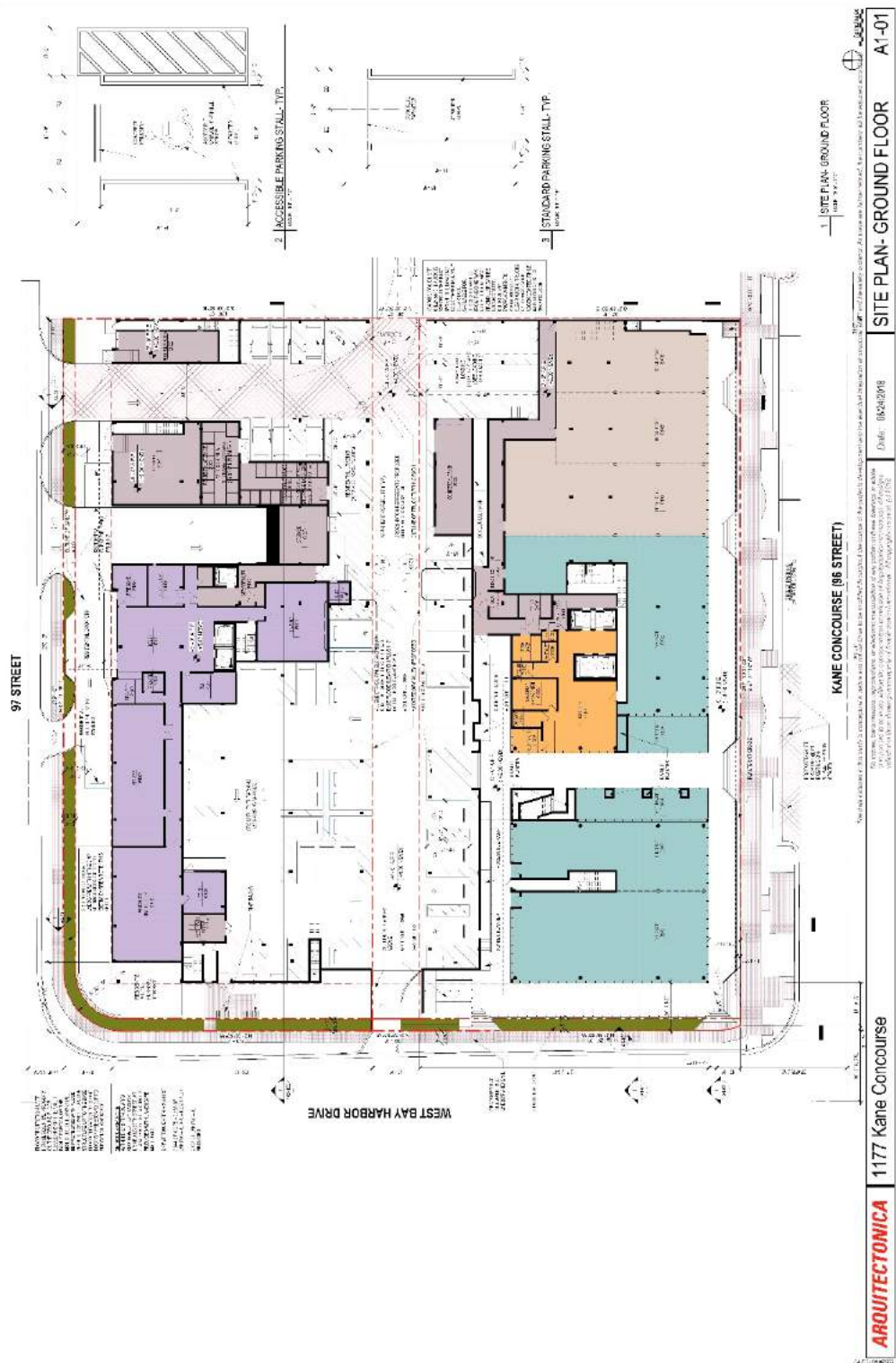


Site Plan – Existing Close-Up View



20 Ft. Wide Public Right-Of-Way (Alley)

Site Plan (Proposed Development)



Real Estate Taxes

Real estate tax assessments are administered by Miami-Dade County and are estimated by jurisdiction on a countywide basis. Real estate taxes in this state and this jurisdiction represent ad valorem taxes, meaning a tax applied in proportion to value. The real estate taxes for an individual property may be determined by dividing the assessed value by 1,000 and then multiplying the estimate by a composite rate. The composite rate is based on a consistent tax rate throughout the state in addition to one or more local taxing district rates. The assessed values are based upon the current conversion assessment of the Miami-Dade County Property Appraiser's market value.

State law requires that all real property be re-valued each year. The millage rate is generally finalized in October of each year, and tax bills are generally received in late October or early November. The gross taxes are due by March 31st of the following year. If the taxes are paid prior to November 30th, the State of Florida allows a 4% discount for early payment. The discount then becomes 3% if paid by December 31st, 2% if paid by January 31st, and 1% if paid by February 28th. After March 31st, the taxes are subject to late penalties and interest.

Real estate taxes and assessments for the current tax year are shown in the following table.

Taxes and Assessments - 2017							
Tax ID	Assessed Value			Taxes and Assessments			
	Land	Improvements	Total	Ad Valorem			Total
				Tax Rate	Taxes	Direct Assessments	
TBD	N/A		\$0	1.958190%	\$0	\$0	\$0

There currently is no assessed value given to the subject site as it currently is a public right-of-way. The table below shows tax assessments for other vacant sites within the B-1 zoning district.

Tax Comparables						
No.	Property Name	SF	Total Assessed Value	Assessed Value/SF	Total Taxes	Taxes/SF
1	1177 Kane Concourse (folio ending in 3670)	6,750	\$1,282,500	\$190.00	\$9,134	\$1.35
2	1177 Kane Concourse (folio ending in 3680)	6,750	\$1,417,500	\$210.00	\$27,757	\$4.11
3	1177 Kane Concourse (folio ending in 3690)	6,750	\$1,417,500	\$210.00	\$27,757	\$4.11
4	13-2227-001-2470	9,750	\$1,950,000	\$200.00	\$38,185	\$3.92
5	13-2227-001-3620	9,100	\$1,820,000	\$200.00	\$18,399	\$2.02
Subject	20 Ft. Wide Public Right-Of-Way (Alley)	6,000	\$0	\$0.00	\$0	\$0.00

Tax assessments appear to be between \$190 - \$210 PSF for vacant B-1 land, therefore we assume that to be a reasonable range for the subject.

Highest and Best Use

Process

Before a property can be valued, an opinion of highest and best use must be developed for the subject site, both as vacant, and as improved. By definition, the highest and best use must be:

- Physically possible.
- Legally permissible under the zoning regulations and other restrictions that apply to the site.
- Financially feasible.
- Maximally productive, i.e., capable of producing the highest value from among the permissible, possible, and financially feasible uses.

Highest and Best Use As Vacant

Physically Possible

The physical characteristics of the site result in no potential re-use of the right-of-way (alley) and it appears that annexation to the parent tract (sites immediately adjoining it to the north and south) would be the only use as if vacant.

Legally Permissible

The site is zoned B-1, Business. Permitted uses include residential, retail, office, hotel. To our knowledge, there are no legal restrictions such as easements or deed restrictions that would effectively limit the use of the property. Given prevailing land use patterns in the area, only mixed retail-residential use is given further consideration in determining the highest and best use of the site as vacant.

Financially Feasible

Based on our analysis of the market, there is currently adequate demand for mixed retail-residential use in the subject's area. It appears that a newly developed mixed retail-residential use on the site would have a value commensurate with its cost. Therefore, acquisition and annexation of the right-of-way by the adjacent landowner is considered to be financially feasible.

Maximally Productive

There does not appear to be any reasonably probable use of the site that would generate a higher residual land value than mixed retail-residential use. Accordingly, it is our opinion that mixed retail-residential use, developed to the normal market density level permitted by zoning, is the maximally productive use of the property.

Conclusion

Acquisition and annexation of the subject right-of-way by the adjacent landowner is concluded to be the highest and best use of the property as vacant.

As Improved

No improvements are situated on the subject. Therefore, a highest and best analysis as improved is not applicable.

Most Probable Buyer

Taking into account the functional utility of the alleyway, the probable buyer is the adjacent landowner.

Valuation

Valuation Methodology

The methodology employed in this assignment is summarized as follows:

Approaches to Value		
Approach	Applicability to Subject	Use in Assignment
Cost Approach	Not Applicable	Not Utilized
Sales Comparison Approach	Applicable	Utilized
Income Capitalization Approach	Not Applicable	Not Utilized

We use only the sales comparison approach in developing an opinion of value for the subject. This approach is applicable to the subject because this is the only applicable approach and there are sufficient sales data is available for analysis.

To arrive at the value of the right-of-way proposed for acquisition, we start with the premise that such public right-of-way cannot exceed the underlying land value. We apply “across the fence” valuation theory to value the underlying land on the adjacent site on the principle that the right-of-way (alley) area has no independent highest and best use. However, through annexation of the fee, the value of land “across the fence” should approximate the fee value of the land if annexed and used in conjunction with the principal site. This is an industry-standard valuation method for a non-useable remnant with no independent highest and best use.

The cost approach is not applicable because there are no improvements that contribute value to the property, and the income approach is not applicable because the subject is not likely to generate rental income in its current state.

Sales Comparison Approach

To develop an opinion of the subject's fee simple land value, as if vacant and available to be developed to its highest and best use, we utilize the sales comparison approach. This approach develops an indication of value by researching, verifying, and analyzing sales of similar properties.

Our sales research focused on transactions within the following parameters:

- Location: Primary search area included the Town of Bay Harbor Islands, specifically, commercial areas located between 97th Street (north), 95th Street (south), E. Bay Harbor Drive (east) and W. Bay Harbor Drive (west).
- Size: 0.65 to 2.68 Acres and/or Similar to Subject Parent Tract
- Use: Commercial
- Transaction Date: Within 36 months

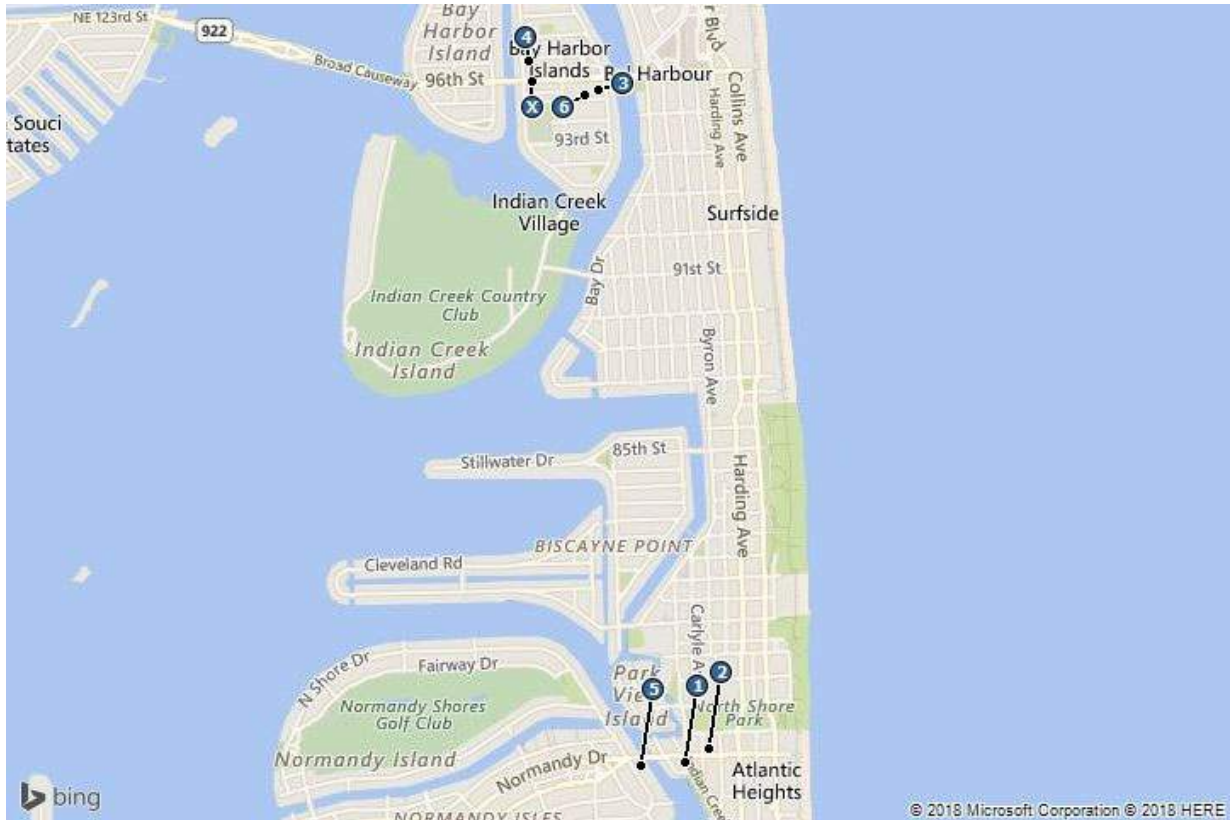
After an extensive search within these parameters, only three (3) sales were found within the immediate area, including the sale of the sites adjacent to the subject. Therefore, we expanded our search to include commercial sites to the south of the subject, with proximity to Normandy Isle. Due to the lack of vacant land sales, we employed the Land Residual technique to 4 of the 6 sales.

For this analysis, we use price per square foot of land area as the appropriate unit of comparison because market participants typically compare sale prices and property values on this basis. The sales most relevant to analyzing the subject's land value are summarized in the following table:

Summary of Comparable Land Sales

No.	Name/Address	Sale Date; Status	Effective Sale Price	SF; Acres	Zoning	\$/SF Land
1	700,702,708 71st St & 6988 Indian Creek 702 71st St. Miami Beach Miami-Dade County FL <i>Comments: This was the sale of several retail storefronts along 71st Street and Indian Creek Drive in Miami Beach. The property sold at full asking price and 100% cash; NOI is derived from cap rate, which was low because the tenants were on month-to-month, below-market leases. The intended use is for eventual redevelopment.</i>	Nov-15 Closed	\$2,488,719	9,743 0.22	Commercial	\$255.44
2	Post Office Assemblage (Land) 527 71 St. Miami Beach Miami-Dade County FL <i>Comments: The buyer owns most of the block and expressed interest via a bid in demolishing all of the improvements that it owns as well as in redevelopment. The property sold in March 2016 for \$6,000,000. According to the buyer, \$2 million of the total was allocated to the building improvements; hence, allocating an effective sale price is \$4,000,000, or \$126.98 per square foot to the land. The allocation to the building appears to be overstated; therefore, IRR-Miami applied a land residual with an est. depreciated building value of \$338,873 and \$5,661,127 (\$179.78/SF) to the land.</i>	Mar-16 Closed	\$5,661,127	31,500 0.72	Commercial/Re sidential	\$179.72
3	Cadillac of Bay Harbor/Church by the Sea (LAND) 1000 Kane Concourse Bay Harbor Islands Miami-Dade County FL <i>Comments: This was the sale of a corner lot on Kane Concourse in Bay Harbor Islands, near Miami Beach. The lot was improved with an auto dealership but was purchased for redevelopment by the Church by the Sea, which is being displaced by the expansion of the Bal Harbour Shops immediately east of Bay Harbor Islands.</i>	Jun-16 Closed	\$19,440,288	61,467 1.41	Business	\$316.27
4	Kane Concourse Sites 1177 Kane Concourse Bay Harbor Islands Miami-Dade County FL <i>Comments: This was the sale of a portfolio of land in Bay Harbor Islands. The majority (79,500 sf) are zoned business but there is one parcel west of the main site that has multifamily zoning. As of 10/2018, the buyer is seeking to vacate the alley that runs down the middle of the business portion.</i>	Dec-16 Closed	\$20,347,125	90,750 2.08	Residential (westernmost parcel), business (rest)	\$224.21
5	Normandy Isles Corner 880 71st St. Miami Beach Miami-Dade County FL <i>Comments: This was the sale of a site on the causeway in Normandy Isles. The site is waterfront and likely can hold ~29,121 SF of building and ~36 potential residential units.</i>	Aug-17 Closed	\$3,500,000	19,414 0.45	Commercial	\$180.28
6	Dr. DiPietro/Bay Harbor Urgent Care (LAND) 1045 95th St. Bay Harbor Islands Miami-Dade County FL <i>Comments: This was the sale of a good-condition Class B office building in Bay Harbor Islands. The condition of the building means that it is possible to back into the land value using the land-residual method.</i>	Oct-17 Closed	\$5,615,627	19,500 0.45	Business	\$287.98
Subject				6,000	Business	
20 Ft. Wide Public Right-Of-Way (Alley) Miami Beach, FL				0.14		

Comparable Land Sales Map





Sale 1
700,702,708 71st St & 6988 Indian Creek (LAND)



Sale 2
Post Office Assemblage (Land)



Sale 3
Cadillac of Bay Harbor/Church by the Sea (LAND)



Sale 4
Kane Concourse Sites



Sale 5
Normandy Isles Corner



Sale 6
Dr. DiPietro/Bay Harbor Urgent Care (LAND)

Adjustment Factors

The sales are compared to the subject and adjusted to account for material differences that affect value. Adjustments are considered for the following factors, in the sequence shown below.

Adjustment Factors	
Effective Sale Price	Accounts for atypical economics of a transaction, such as demolition cost, expenditures by the buyer at time of purchase, or other similar factors. Usually applied directly to sale price on a lump sum basis.
Real Property Rights	Fee simple, leased fee, leasehold, partial interest, etc.
Financing Terms	Seller financing, or assumption of existing financing, at non-market terms.
Conditions of Sale	Extraordinary motivation of buyer or seller, assemblage, forced sale, related parties transaction.
Market Conditions	Changes in the economic environment over time that affect the appreciation and depreciation of real estate.
Location	Market or submarket area influences on sale price; surrounding land use influences.
Access/Exposure	Convenience to transportation facilities; ease of site access; visibility from main thoroughfares; traffic counts.
Size	Inverse relationship that often exists between parcel size and unit value.
Shape and Topography	Primary physical factors that affect the utility of a site for its highest and best use.
Zoning	Government regulations that affect the types and intensities of uses allowable on a site.
Entitlements	The specific level of governmental approvals attained pertaining to development of a site.

When considering market conditions, we note that the sales took place from November 2015 to October 2017, and that market conditions have leveled/contracted as the market has been getting softer, not stronger over this time period. Accordingly, we apply 0.0% adjustments per year during this period.

As previously discussed, there is a limited number of sales of vacant commercial land. Many of the sites acquired have operating buildings on an interim basis; providing income to the owner on a temporary basis for the owners either waiting on approvals or timing the market. Therefore, to estimate land value, we employed the land residual technique.

Land Residual Technique

According to published texts, the land residual technique may be used to estimate land value when sales data on similar parcels of vacant land are not available. There are several variations of the land residual technique. In one variation, the property is valued as improved and the depreciated cost of the improvements are deducted. The net sum remaining represents the residual value of the land. This technique is typically used when comparable sales are lacking, such as in the case of the subject. The second variation is when a property was purchased for near term demolition, this is deemed to be a “land” sale only with close to 100% depreciation of the improvements. We would typically deduct demolition costs only and reflect the total acquisition price plus demolition cost as land value. In the comparable land sales that follows, if the buildings are operational, we utilize the land residual technique.

According to Marshall Valuation, average Class C office, retail, medical office, etc. buildings have economic lives of 40-50 years. Empirical evidence suggests that within the subject area there are many buildings built in the 1950's (58 to 68 years ago) still in operation, effectively exceeding the economic life guidelines set by Marshall Valuation. It should be noted that the physical life of a structure will oftentimes outlast the economic life with an ongoing maintenance and repair regimen as well as upgrades and renovations to the structure. Therefore, given the actual age and effective age/condition of the improvements as well as other comparable properties within the market, we estimated an economic life of 65 years for the sales.

Methodology Employed

Four of the six sales have improvements which add some contributory value to the total. In the analysis that follows, we estimate the age life and the effective age of the sales; which result in the remaining life and/or the estimated depreciated value of the improvements (as of the date of sale). As proof of our depreciated building value estimate, we also utilized public records which indicated land value assessments and building value assessments at the time of sale. The resulting “Building % of Total Value” approximates our estimated remaining life of the building (%) as a secondary proof of analysis.

In the end, the % remaining building improvements applied to the estimated cost of improvements (new) results in a depreciated value of the improvements. The sale price, less this value (depreciated cost of improvements) yields a value to the land via the Land Residual Technique.

We utilized the land residual technique for 4 of the 6 sales used in our analysis:

Land Residual Technique				
No.	Comp 1	Comp 2	Comp 3	Comp 6
Date Sold	11/13/2015	6/1/2016	6/1/2016	10/18/2017
Address	702 71st Street	527 71st Street	1000 Kane Concourse	1045 95th Street
Date Built	1940	1961	1952	2003
Adjusted (SF)	6,928	10,134	28,100	8,932
Land (SF)	9,743	31,490	61,467	19,500
Sale Price	\$2,650,000	\$6,000,000	\$20,000,000	\$5,983,600
Adj. Price (Improvements)/SF	\$382.51	\$592.07	\$711.74	\$669.91
Cost New - Improvements				
MVS Sec/Page	13/26	14/21	14/30	15/23
Description	Retail Stores (353)	Main Post Office (581)	Compl. Auto Dealer (455)	Urgent Care Clinics
Class	C	C	C	C
Quality	Good/Excel.	Good	Good	Good
Cost Improv. New (SF)	\$151.00	\$183.00	\$125.00	\$178.00
Cost Site (SF)	\$2.03	\$10.54	\$5.94	\$5.92
Total Cost (SF)	\$153.03	\$193.54	\$130.94	\$183.92
Current Cost Multiplier	1.03	1.03	1.03	1.05
Local Multiplier	0.96	0.96	0.96	0.96
Cost Improvements New (SF)	\$151.32	\$191.37	\$129.47	\$185.39
Cost Improvements New (\$\$)	\$1,048,329	\$3,671,120	\$3,638,126	\$1,655,878
Age Life	65	65	65	45
Actual Age	78	57	66	15
Effective Age	55	59	55	35
Remaining Life (Yrs)	10	6	10	10
% Improvements Depreciated	84.62%	90.77%	84.62%	77.78%
% Improvements Remaining	15.38%	9.23%	15.38%	22.22%
Depreciated Improved Value	\$161,281	\$338,873	\$559,712	\$367,973
Land Residual	\$2,488,719	\$5,661,127	\$19,440,288	\$5,615,627
Land Value/SF	\$255.44	\$179.78	\$316.27	\$287.98
City/County Assessment (Proof)				
Land Value Assessment	2016 \$1,558,880	2016 \$4,158,125	2016 \$4,123,586	2017 \$3,900,000
Building Value Assessment	\$273,962	\$365,100	\$733,041	\$901,349
Total Assessment	\$1,832,842	\$4,523,225	\$4,856,627	\$4,801,349
Building % of Total Value	14.95%	8.07%	15.09%	18.77%

Analysis and Adjustment of Sales

Our analysis of the comparable sales is described in the following paragraphs.

Land Sale 1 is a 0.22 acre, or 9,743 square foot, parcel located at 702 71st St. or at the southwest corner of Normandy Drive and Indian Creek Road, Miami Beach, Miami-Dade County, FL. The property sold in November 2015 for \$2,650,000. Adjusting for the est. depreciated value of the retail building, at \$161,281, the effective sale price is \$2,488,719, or \$255.44.16 per square foot of land area. A moderate upward adjustment is applied for inferior location and a downward adjustment is applied for superior corner situs.

Land Sale 2 is a 0.72 acre, or 31,500 square foot, parcel located at 527 71 St., Miami Beach, Miami-Dade County, FL. The property sold in March 2016 for \$6,000,000. According to the buyer, \$2 million of the total was allocated to the building improvements; hence, allocating an effective sale price is \$4,000,000, or \$126.98 per square foot to the land. The allocation to the building appears to be

overstated; therefore, we applied a land residual with an est. depreciated building value of \$338,873 and \$5,661,127 (\$179.78/SF) to the land. Moderate upward adjustments are also applied to inferior location and larger size (31,500 SF) of the site.

Land Sale 3 is a 1.41 acre, or 61,467 square foot, parcel located at 1000 Kane Concourse, Bay Harbor Islands, Miami-Dade County, FL. The property sold in June 2016 for \$20,000,000 and included a +/- 28,100 SF Cadillac dealership. It is our understanding that the dealership continues to operate, while plans were filed with the city (2016) for the new Church by the Sea sanctuary building. This sale represents part of the exchange for the sale of the church property located adjacent to the Bal Harbour Shops. Adjusting for the est. depreciated value of the building, at \$559,712, the effective sale price is \$19,440,288, or \$316.27 per square foot of land area. Downward adjustments were applied for superior access/exposure at the southwest corner of 96th Street and E Bay Harbor Drive. An upward adjustment is applied for the larger site size. Although we attempted to contact parties to this sale, specifically to adjust for conditions (i.e. likely premium paid to dealership for relocation or closure) our calls were not returned. Therefore, no adjustment is applied for a condition of sale and the land value is at the upper limit of the range, appearing to indicate an assemblage premium.

Land Sale 4 is a 2.08 acre, or 90,750 square foot, parcel located at 1177 Kane Concourse, Bay Harbor Islands, Miami-Dade County, FL. This property is located to the adjacent north and south of the subject's 15-foot public right-of-way. The property sold in December 2016 for \$20,250,000. Subsequently, the 18,500 SF office building was demolished; therefore, we adjusted upward at \$5.25/SF x 18,500 = \$97,125 for an effective sale price of \$20,347,125, or \$224.21 per square foot of land area. A moderate upward adjustment is applied for the larger site area of 90,750 SF.

Land Sale 5 is a 0.45 acre, or 19,414 square foot, parcel located at 880 71st St., Miami Beach, Miami-Dade County, FL. The site was previously improved with a hotel which was razed in 2015. The property sold as vacant land in August 2017 for \$3,500,000, or \$180.28 per square foot. An upward adjustment was applied for inferior location (Normandy Isle). A slight upward adjustment was also applied for inferior access, as the north side of the property abuts the eastern Normandy Drive bridge to Miami Beach.

Land Sale 6 is a 0.45 acre, or 19,500 square foot, parcel located at 1045 95th St., Bay Harbor Islands, Miami-Dade County, FL. The property sold in October 2017 for \$5,983,600. Due to the lack of vacant land sales, we utilized this 2017 improved sale located within the Town Bay Harbor Islands commercial district. Adjusting for the est. depreciated value of the retail building, at \$367,973, the effective sale price is \$5,615,627, or \$287.98 per square foot of land area. A moderate upward adjustment was also applied for inferior access/visibility, since this property is located on 95th Street.

The following table summarizes the adjustments we make to the comparable sales.

Land Sales Adjustment Grid							
	Subject	Comparable 1	Comparable 2	Comparable 3	Comparable 4	Comparable 5	Comparable 6
Name	20 Ft. Wide Public Right-Of-Way (Alley)	700,702,708 71st St & 6988 Indian Creek (LAND)	Post Office Assemblage (Land)	Cadillac of Bay Harbor/Church by the Sea (LAND)	Kane Concourse Sites	Normandy Isles Corner	Dr. DiPietro/Bay Harbor Urgent Care (LAND)
Address	1177 Kane Concourse	702 71st St.	527 71 St.	1000 Kane Concourse	1177 Kane Concourse	880 71st St.	1045 95th St.
City	Miami Beach	Miami Beach	Miami Beach	Bay Harbor Islands	Bay Harbor Islands	Miami Beach	Bay Harbor Islands
County	Miami-Dade	Miami-Dade	Miami-Dade	Miami-Dade	Miami-Dade	Miami-Dade	Miami-Dade
State	Florida	FL	FL	FL	FL	FL	FL
Sale Date		Nov-15	Mar-16	Jun-16	Dec-16	Aug-17	Oct-17
Sale Status		Closed	Closed	Closed	Closed	Closed	Closed
Sale Price		\$2,650,000	\$6,000,000	\$20,000,000	\$20,250,000	\$3,500,000	\$5,983,600
Price Adjustment		-\$161,281	-\$338,873	-\$559,712	\$97,125	—	-\$367,973
Description of Adjustment		Improv. Value	Improv. Value	Improv. Value	18,500 SF Demo	Improv. Value	Improv. Value
Effective Sale Price (i.e. Value to Land)		\$2,488,719	\$5,661,127	\$19,440,288	\$20,347,125	\$3,500,000	\$5,615,627
Square Feet	6,000	9,743	31,500	61,467	90,750	19,414	19,500
Zoning Code	B-1	CD-3	TC-1, RM-1	BAAA	RE/BAAA	CD-2	BAAA
Zoning Description	Business	Commercial	Commercial/Residential	Business	Residential (westernmost parcel), business (rest)	Commercial	Business
Price per Square Foot		\$255.44	\$179.72	\$316.27	\$224.21	\$180.28	\$287.98
Property Rights		Leased Fee	Fee Simple	Fee Simple	Fee Simple	Fee Simple	Fee Simple
% Adjustment		—	—	—	—	—	—
Financing Terms		Cash to seller	Cash to seller	Cash to seller	Cash to seller	Cash to seller -	Cash to seller
% Adjustment		—	—	—	—	—	—
Conditions of Sale		—	—	—	—	—	—
% Adjustment		—	—	—	—	—	—
Market Conditions	10/5/2018	Nov-15	Mar-16	Jun-16	Dec-16	Aug-17	Oct-17
Annual % Adjustment	0%	—	—	—	—	—	—
Cumulative Adjusted Price		\$255.44	\$179.72	\$316.27	\$224.21	\$180.28	\$287.98
Location		15%	15%	—	—	15%	—
Access/Exposure		-15%	—	-15%	—	10%	—
Size		—	10%	10%	10%	—	—
Shape and Topography		—	—	—	—	—	—
Zoning		—	—	—	—	—	—
Entitlements		—	—	—	—	—	—
Net \$ Adjustment		\$0.00	\$44.93	-\$15.81	\$22.42	\$45.07	\$0.00
Net % Adjustment		0%	25%	-5%	10%	25%	0%
Final Adjusted Price		\$255.44	\$224.65	\$300.46	\$246.63	\$225.35	\$287.98
Overall Adjustment		0%	25%	-5%	10%	25%	0%
Range of Adjusted Prices		\$224.65 - \$300.46					
Average		\$256.75					
Indicated Value		\$250.00					

Land Value Conclusion

Prior to adjustments, the sales reflect a range of \$179.72 - \$316.27 per square foot. After adjustment, the range is narrowed to \$224.65 - \$300.46 per square foot, with an average of \$256.75 per square foot. As previously noted, we were unable to contact parties to Sale 3, which likely included a premium as part of a land swap, therefore, we could not quantify a downward adjustment due to conditions of sale. But the adjusted price supports our analysis of external influence. However, the remaining five of six sales indicated an adjusted range of \$224.65 to \$287.98 per square foot and average \$242.01 per square foot of land area. We concluded to an average of \$250 per square foot of land area based principally on Sales 1, 2, 4, 5 and 6.

Based on the preceding analysis, we reach a gross land value conclusion for the 20-foot wide right-of-way (6,000 SF) without deductions for exchange or diminution in value, as follows:

Land Value Conclusion - 20 FT. ROW	Fee Value
Indicated Value per Square Foot	\$250.00
Subject Square Feet	6,000
Indicated Value	\$1,500,000
Adjustments	
Reduction in Fee Value Due to Underground Utility Easement (15%)	-\$225,000
Total Est. Fee Value - Alley Right-of-Way ¹	\$1,275,000
¹ Encumbered by underground utility easement	

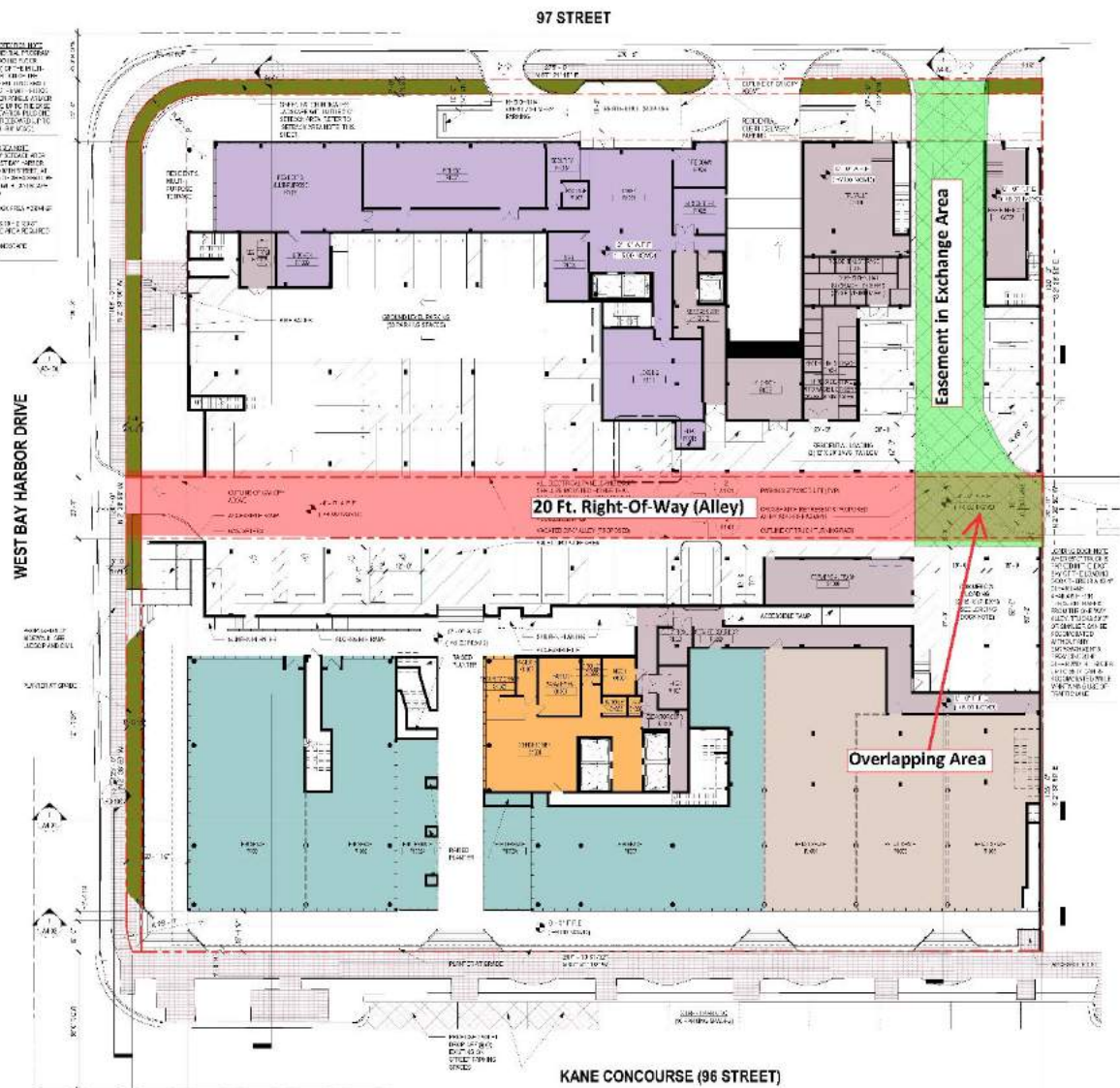
Based on the preceding analysis, we reach a gross land value conclusion for the 4,074 SF easement in exchange without deductions for exchange or diminution in value, as follows:

Land Value - R.O.W In Exchange	Fee Value
Indicated Value per Square Foot	\$250.00
Subject Square Feet	4,074
Indicated Value	\$1,018,500
Adjustments	
700 SF x \$250.00/SF = \$175,000 @ 50%	-\$87,500
Total Est. Fee Alley Dedication ¹	\$931,000
¹ Subject to 700 SF Area for Vehicular Loading	

Right-of-Way In-Exchange

As previously discussed, through annexation of the fee, the value of the 20 ft. wide right-of-way “across the fence” should approximate the fee value of the land if annexed and used in conjunction with the principal site. Hence, we arrived at a gross value of the 20 ft. wide right-of-way of \$250.00 per square foot or \$1.5 million.

It is our understanding that as a condition of the Town’s sale of the 20-foot wide right-of-way to the adjacent landowner, the landowner would, in exchange, provide an automobile right-of-way to the Town for alleyway traffic (estimated at ±4,074 SF shown in green); otherwise, such traffic travelling east to west on the alleyway would terminate at the subject’s eastern lot line.



The proposed acquisition of the 20 ft. wide right-of-way (net of underground easements), less the value for the right-of-way in exchange, as described above, would provide access for the building tenants/owner's as well as for the public. IRR has arrayed on the following pages our study of right-of-way or easement impacts to the underlying fee where an authority (i.e. Town of Bay Harbor Islands) is taking or selling the rights to a certain type of right-of-way and/or easement. This matrix is based upon IRR's various studies of actual easement transactions (voluntary and involuntary) in multiple U.S. states.

In the instant case, the Town of Bay Harbor Islands, in exchange for selling the 20-foot wide right-of-way would require as part of the transaction, an easement in exchange in the Town's favor (i.e. green cross-hatched area) running from the 20-foot wide alleyway north to 97th Street containing approximately 4,074 SF. This area would be utilized for public pedestrian/vehicular traffic travelling on the alleyway from east to west or for ingress/egress from 97th Street. Part of this area (approximately 700 SF) would also be used by the developer for car lift parking, and we have subtracted 50% of the fee rights for this area.

The value of the right-of-way to be acquired by the developer & the right-of-way to be awarded to the Town are discussed below.

20 Ft. Right-of-Way - Vacated to Developer

As part of the exchange the Town of Bay Harbor Islands would vacate the approximate 6,000 SF alley. Previously, we have valued the 6,000 SF alley in fee simple:

Land Value Conclusion - 20 FT. ROW	Fee Value
Indicated Value per Square Foot	\$250.00
Subject Square Feet	6,000
Indicated Value	\$1,500,000
Adjustments	
Reduction in Fee Value Due to Underground Utility Easement (15%)	-\$225,000
Total Est. Fee Value - Alley Right-of-Way ¹	\$1,275,000
¹ Encumbered by underground utility easement	

It is our understanding that the Town would vacate the 20 ft. alley and grant 100% of the above-ground and air rights of the 20-foot wide easement to the developer; however, the Town would retain an underground water/sewer infrastructure easement (beneath the alley). Therefore, the 20 ft. wide alley areas would not comprise 100% of the fee value of the land.

In reviewing the easement matrix, the impacts to the residual fee are classified as "Limited Impact Areas" such as temporary construction, access for maintenance, planting restrictions, prohibited parking etc., where the fee owner retains the balance of their rights. The more severe areas of impact (where higher percentage of the fee is encumbered) relates to reduced setbacks, complete elimination of owner's utilization, building envelope restrictions.

The Town's underground easement considers that the alley right-of-way area does not eliminate the owner's utilization for setbacks, FAR, lot size and other means. Nor does the underground easement

permit public access. Therefore, in this analysis we consider the “Drainage Easement – Subsurface” which typically limits the easement impact from 10% to 25% of the “fee” value. This type of underground easement could impact the fee value of the alley by temporary construction or a permanent access for maintenance. **At any rate, we have considered the impact of the Town’s underground water/sewer easement reserved as part of the transaction to be within the range of Drainage Easements compiled by Integra Realty Resources and have concluded at a 15% reduction in fee value.**

The net value of the fee simple right-of-way encumbered by an underground utility easement is estimate at \$1,275,000.

Easement-In-Exchange – Town of Bay Harbor Islands as Dominant Tenement

As a partial exchange or “swap” of the alley, the Town of Bay Harbor Islands would receive an easement totaling approximately 4,074 SF. This easement area is valued the same as the alley land, at \$250.00 per square foot in fee simple:

Land Value - R.O.W In Exchange	Fee Value
Indicated Value per Square Foot	\$250.00
Subject Square Feet	<u>4,074</u>
Indicated Value	\$1,018,500
Adjustments	
700 SF x \$250.00/SF = \$175,000 @ 50%	<u>-\$87,500</u>
Total Est. Fee Alley Dedication ¹	\$931,000

¹ Subject to 700 SF Area for Vehicular Loading

Part of this easement area (approximately 700 SF) would also be used by the developer for car lift parking. Therefore, in the case of the right-of-way - in exchange, the Town of Bay Harbor Islands is not receiving 100% of the surface right-of-way, and we estimate a 50% reduction applied to the area used for car lift parking.

To account for the approximate 700 SF of easement area which would continue to be utilized by the developer for car lift purposes, we review the easement matrix. **The 700 SF of easement area is classified as a more severe area of impact (where higher percentage of the affected area is non-encumbered) relates to some elimination of owner’s utilization; hence, we apply a 50% reduction in easement value.**

Impact of Easements												
EXCLUSIVE OF SEVERANCE DAMAGES-IF WARRANTED												
Compiled by Integra Realty Resources: 1995 to 2018												
TYPE ACQUISITION	IMPACT OF ACQUISITION ON TAKING AREA ONLY											Typical % of Fee
	Limited Impact Area						Severe Impact Area					
	Temp. Const.	Perm.Acc. for Maint.	Perm. Pub.Acc.	Planting Restrict.	Grade Change	Prohib. Parking	Reduces Setbacks	Elim.Ownr Utilization	Reduces F.A.R.	Restricts Bldg. Env.	Reduces Lot Size	
Access & Safety Easement	X			P	P	P						10% - 25%
Conservation Easement			P	P		X	P	PRT	P	P		5%-90%
Drainage Easement (Surface)	X	X		X	X	X	P	X		P		50%-90%
Drainage Easement (Subsurface)	X	X					P	P		P		10%-25%
Site Triangle Easement		X		X		X				P		10%-20%
Sidewalk & Utility Easement	X	X	X	P		X		PRT				20%-25%
Slope Easement	X	X			X	P						20%-25%
Temporary Construction (TCE)	X											5%-15%
Traffic Signalization	X	X	X	X		X		P		P		40%-90%
Utility Easement (General)	X	X						PRT				10%-25%
Utility Easement (Overhead)	X	X										10%-15%
Utility Easement (Underground)	X	X						PRT				10%-25%
Road Easement	X	X	X	X	P	X	P	X	P	P		90%-95%
R.O.W. - Fee	X	X	X	X	X	X	X	X	X	X	X	100%

NOTES:
 X = Impacts
 P = Possible Impact
 PRT=Partial
 Degree of impact is influenced by the location of an easement within each specific tract, setbacks, current use, and highest and best use.

Our gross land value less discounts and easement values are as follows:

Land Value Conclusion	
Gross Land Value (ROW to be Acquired From Town of Bay Harbor Islands)	
Indicated Value per Square Foot	\$250.00
Subject Square Feet (Right-Of-Way)	6,000
Indicated Value	\$1,500,000
Rounded	\$1,500,000
Percentage of Fee Reduction (15%)	(\$225,000)
Indicated Value ROW	\$1,275,000
Indicated Value per Square Foot	\$212.50
Less: Easement In Exchange (To be Conveyed to Town of Bay Harbor Islands)	
Indicated Value per Square Foot	\$250.00
Square Feet (Easement)	4,074
Indicated Value	\$1,018,500
Rounded	\$1,019,000
Percentage of Fee Reduction for 700 SF of effected Car Lift Area (50%)	(\$87,500)
Indicated Value Easement	\$931,500
Indicated Value per Square Foot	\$228.65
Net to Town of Bay Harbor Island	
Indicated Value ROW (Alley)	\$1,275,000
Less: Indicated Value Easement (Swap)	(\$931,500)
Indicated Value Easement	\$343,500
Rounded	\$345,000

Under this analysis, the developer should pay the Town of Bay Harbor Islands \$345,000 for the swap as proposed.

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have not performed any services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Anthony Graziano, MAI, CRE, has not made a personal inspection of the property that is the subject of this report. Peter Kayworth has personally inspected the subject.
12. No one provided significant real property appraisal assistance to the person(s) signing this certification.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.
14. As of the date of this report, Anthony Graziano, MAI, CRE, has completed the continuing education program for Designated Members of the Appraisal Institute.



Anthony Graziano, MAI, CRE
Florida State-Certified General Real Estate
Appraiser RZ3510



Peter Kayworth
Florida State-Certified General RE Appraiser
RZ#2921

Assumptions and Limiting Conditions

This appraisal and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This appraisal and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. An appraisal is inherently subjective and represents our opinion as to the value of the property appraised.
2. The conclusions stated in our appraisal apply only as of the effective date of the appraisal, and no representation is made as to the effect of subsequent events.
3. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
4. No environmental impact studies were either requested or made in conjunction with this appraisal, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the appraisal assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
5. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
6. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The appraisal

- covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.
7. No opinion is expressed as to the value of subsurface oil, gas or mineral rights, if any, and we have assumed that the property is not subject to surface entry for the exploration or removal of such materials, unless otherwise noted in our appraisal.
 8. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.
 9. The distribution of the total valuation in the report between land and improvements applies only under the reported highest and best use of the property. The allocations of value for land and improvements must not be used in conjunction with any other appraisal and are invalid if so used. The appraisal report shall be considered only in its entirety. No part of the appraisal report shall be utilized separately or out of context.
 10. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.
 11. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.
 12. Any income and expense estimates contained in the appraisal report are used only for the purpose of estimating value and do not constitute predictions of future operating results.
 13. If the property is subject to one or more leases, any estimate of residual value contained in the appraisal may be particularly affected by significant changes in the condition of the economy, of the real estate industry, or of the appraised property at the time these leases expire or otherwise terminate.
 14. Unless otherwise stated in the report, no consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property; only the real property has been considered.
 15. The current purchasing power of the dollar is the basis for the values stated in the appraisal; we have assumed that no extreme fluctuations in economic cycles will occur.
 16. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.
 17. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic

- conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.
18. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.
 19. The appraisal report is prepared for the exclusive benefit of the Client, its subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.
 20. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. Integra Realty Resources – Miami/Palm Beach, Integra Realty Resources, Inc., Integra Strategic Ventures, Inc. and/or any of their respective officers, owners, managers, directors, agents, subcontractors or employees (the "Integra Parties"), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the appraisal report cannot be considered as an environmental assessment of the subject property.
 21. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report whether the subject property is located in an identified Special Flood Hazard Area. We are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.
 22. Integra Realty Resources – Miami/Palm Beach is not a building or environmental inspector. Integra Miami/Palm Beach does not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.
 23. The appraisal report and value conclusions for an appraisal assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.
 24. It is expressly acknowledged that in any action which may be brought against any of the Integra Parties, arising out of, relating to, or in any way pertaining to this engagement, the

- appraisal reports, and/or any other related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the appraisal was fraudulent or prepared with intentional misconduct. It is further acknowledged that the collective liability of the Integra Parties in any such action shall not exceed the fees paid for the preparation of the appraisal report unless the appraisal was fraudulent or prepared with intentional misconduct. Finally, it is acknowledged that the fees charged herein are in reliance upon the foregoing limitations of liability.
25. Integra Realty Resources – Miami/Palm Beach, an independently owned and operated company, has prepared the appraisal for the specific intended use stated elsewhere in the report. The use of the appraisal report by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the appraisal report is addressed to and shall be solely for the Client's use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the appraisal report or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the appraisal report (even if their reliance was foreseeable).
 26. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.
 27. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.
 28. The appraisal is also subject to the following:

Extraordinary Assumptions and Hypothetical Conditions

The value conclusions are subject to the following extraordinary assumptions that may affect the assignment results. An extraordinary assumption is uncertain information accepted as fact. If the assumption is found to be false as of the effective date of the appraisal, we reserve the right to modify our value conclusions.

1. It is our understanding that the Town of Bay Harbor Islands will retain water/sewer infrastructure lines running beneath the subject's 20 ft. wide alley right-of-way proposed for acquisition. Therefore, the acquisition of this right-of-way (R.O.W.) would be subject to an underground utility easement. We assume that the subject underground easement will provide that any surface improvements disturbed in the case of any maintenance work completed by the Town; will be returned to their original condition.

The value conclusions are based on the following hypothetical conditions that may affect the assignment results. A hypothetical condition is a condition contrary to known fact on the effective date of the appraisal but is supposed for the purpose of analysis.

1. None.
-

Addendum A

Appraiser Qualifications

Anthony M. Graziano, MAI, CRE

Experience

Senior Managing Director of Integra Realty Resources – Miami/Palm Beach.

Mr. Graziano has actively counseled and advised clients on the sale, leasing, valuation, management, and development of commercial real estate assets throughout the northeast and southeast U.S. since 1992.

Mr. Graziano's professional perspective is a blend of his experience and educational background which includes formal training in architecture, urban planning, macro and micro economics, real estate finance, institutional asset management, and land development. His market experience in sales, leasing, management, and valuation disciplines combine to bring practical real world answers to complex planning and development projects. He has been actively involved as a consultant and/or member of a consultant team on various major redevelopment and land use projects for public and private clients over the past 25+ years.

Mr. Graziano has specialized in consulting and valuation assignments for corporate and private clients on a wide array of complex issues related to estate and condemnation matters, title defects, environmental contamination/damages, air rights, partial and fractional interests, contract disputes, and mediation/arbitration disputes. Mr. Graziano's experience in these matters provides a comprehensive framework for effective strategic real estate consulting.

Professional Activities & Affiliations

Advisory Board Member: Urban Land Institute (ULI) South Florida / Caribbean
Advisory Board Member: University of Miami M+RED Program
Member: Economic Roundtable - Miami Beacon Council (2012-present)
Board of Director: Integra Realty Resources, Inc. (2011-2016)
Chairman of the Board: Integra Realty Resources, Inc. (2016-present)
Director: South Florida Chapter of the Appraisal Institute (2014-2016)
Board Member: Builders Association of South Florida (BASF) (2014-2016)
Subject Matter Expert (SME): Appraisal Practice Board, Appraisal Foundation
Member: Appraisal Institute (MAI) (2008-Present)
Member: Counselors of Real Estate (CRE) (2007-Present)
National Association of Realtors (REALTOR)
Miami Association of REALTORS Industry Analyst of the Year (2016)
Former Fellow: Royal Institute of Chartered Surveyors (FRICS) (2007-2014)
AI Leadership Development Advisory Council, March 1998 - February 2001
Lifetime Member: National Eagle Scout Association (NESA)

Licenses

Florida, State-Certified General Real Estate Appraiser, RZ3510
New Jersey, State-Certified General Real Estate Appraiser, RG001261

Education

University of Miami, Coral Gables, Florida 1988-1992
Degree: Bachelor of Science in Land Development and Planning, School of Architecture

New York University Real Estate Institute, New York, New York 1993-1996
Degree: Master of Science in Real Estate Development and Investment

amgraziano@irr.com - 305.670.0001 x320

Integra Realty Resources
Miami/Palm Beach

T 305.670.0001
F 305.670.2276

irr.com



Anthony M. Graziano, MAI, CRE

Qualified Before Courts & Administrative Bodies

Qualified and accepted as an expert before:

US Bankruptcy Court (Newark, Southern District of Texas, Southern District of Florida)

US Federal District Court (Southern District of Florida)

FL Circuit Court (Miami-Dade, Broward, and Monroe Counties)

NJ State Tax Court

NJ Superior Court - Chancery Division

NJ Superior Court - Law Division

Various municipal planning and zoning boards throughout New Jersey and Florida

Various Taxing Authorities and Boards throughout New Jersey and Florida

Integra Realty Resources
Miami/Palm Beach

The Douglas Centre
2600 Douglas Road, Suite 801
Coral Gables, FL 33134

T 305.670.0001
F 305.670.2276

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DETACH HERE

RICK SCOTT, GOVERNOR

MATILDE MILLER, INTERIM SECRETARY

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
FLORIDA REAL ESTATE APPRAISAL BD

LICENSE NUMBER

RZ3510

The CERTIFIED GENERAL APPRAISER
Named below IS CERTIFIED
Under the provisions of Chapter 475 FS.
Expiration date: NOV 30, 2018

GRAZIANO, ANTHONY MICHAEL
2600 DOUGLAS ROAD SUITE 801
CORAL GABLES FL 33134



ISSUED: 01/23/2017

DISPLAY AS REQUIRED BY LAW

SEQ # L1701230000788

Peter G. Kayworth

Experience

Senior Analyst for Integra Realty Resources – Miami/Palm Beach. Actively engaged in real estate valuation, asset management, and consulting since late 2003. Valuations have been performed on various properties including, but not limited to, raw, improved, and approved land, proposed & existing residential subdivisions, mixed use communities, car washes, shopping centers, strip malls, office & medical buildings, industrial buildings & land, income restricted apartments, workforce housing projects, traditional apartment complexes, retail pad sites, manufactured housing communities, and hotels.

Clients served include small community lenders, national banks, private agencies, private investors, public agencies, and law firms. Valuations have been performed for condemnation purposes, estates, financing, equity participation, and due diligence support. Valuations have been done on proposed, partially completed, renovated and existing structures.

Licenses

Florida, State-Certified General Real Estate Appraiser, RZ2921, Expires November 30th, 2018

Florida, Licensed Real Estate Salesperson, License No. SL-3016030, Expires November 30th, 2018

Florida, Certified General Contractor (inactive status), License No. CGC057189

Education

Florida Atlantic University, Boca Raton, FL
Masters in Business Administration MBA

Bethany College, Bethany, W. Virginia
B.A. Economics

Integra Realty Resources

Miami/Palm Beach

9155 S. Dadeland Boulevard
Suite 1208
Miami, FL 33156

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RICK SCOTT, GOVERNOR

KEN LAWSON, SECRETARY

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
FLORIDA REAL ESTATE APPRAISAL BD

LICENSE NUMBER	
RZ2921	

The CERTIFIED GENERAL APPRAISER
Named below IS CERTIFIED
Under the provisions of Chapter 475 FS.
Expiration date: NOV 30, 2018

KAYWORTH, PETER GLENN
7232 SW 39TH TERRACE
MIAMI FL 33155



ISSUED: 09/29/2016

DISPLAY AS REQUIRED BY LAW

SEQ # L1609290003493



About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

irr.com



Addendum B

Definitions

Definitions

The source of the following definitions is the Appraisal Institute, *The Dictionary of Real Estate Appraisal*, 6th ed. (Chicago: Appraisal Institute, 2015), unless otherwise noted.

As Is Market Value

The estimate of the market value of real property in its current physical condition, use, and zoning as of the appraisal date.

Disposition Value

The most probable price that a specified interest in property should bring under the following conditions:

1. Consummation of a sale within a specified time, which is shorter than the typical exposure time for such a property in that market.
2. The property is subjected to market conditions prevailing as of the date of valuation.
3. Both the buyer and seller are acting prudently and knowledgeably.
4. The seller is under compulsion to sell.
5. The buyer is typically motivated.
6. Both parties are acting in what they consider to be their best interests.
7. An adequate marketing effort will be made during the exposure time.
8. Payment will be made in cash in U.S. dollars (or the local currency) or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This definition can also be modified to provide for valuation with specified financing terms.

Effective Date

1. The date on which the appraisal or review opinion applies.
2. In a lease document, the date upon which the lease goes into effect.

Entitlement

In the context of ownership, use, or development of real estate, governmental approval for annexation, zoning, utility extensions, number of lots, total floor area, construction permits, and occupancy or use permits.

Entrepreneurial Profit

1. A market-derived figure that represents the amount an entrepreneur receives for his or her contribution to a project and risk; the difference between the total cost of a property (cost of

- development) and its market value (property value after completion), which represents the entrepreneur's compensation for the risk and expertise associated with development. An entrepreneur is motivated by the prospect of future value enhancement (i.e., the entrepreneurial incentive). An entrepreneur who successfully creates value through new development, expansion, renovation, or an innovative change of use is rewarded by entrepreneurial profit. Entrepreneurs may also fail and suffer losses.
2. In economics, the actual return on successful management practices, often identified with coordination, the fourth factor of production following land, labor, and capital; also called entrepreneurial return or entrepreneurial reward.

Exposure Time

1. The time a property remains on the market.
2. The estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective opinion based on an analysis of past events assuming a competitive and open market.

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Floor Area Ratio (FAR)

The relationship between the above-ground floor area of a building, as described by the zoning or building code, and the area of the plot on which it stands; in planning and zoning, often expressed as a decimal, e.g., a ratio of 2.0 indicates that the permissible floor area of a building is twice the total land area.

Highest and Best Use

1. The reasonably probable use of property that results in the highest value. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.
2. The use of an asset that maximizes its potential and that is possible, legally permissible, and financially feasible. The highest and best use may be for continuation of an asset's existing use or for some alternative use. This is determined by the use that a market participant would have in mind for the asset when formulating the price that it would be willing to bid. (ISV)
3. [The] highest and most profitable use for which the property is adaptable and needed or likely to be needed in the reasonably near future. (Uniform Appraisal Standards for Federal Land Acquisitions)

Investment Value

1. The value of a property to a particular investor or class of investors based on the investor's specific requirements. Investment value may be different from market value because it depends on a set of investment criteria that are not necessarily typical of the market.
2. The value of an asset to the owner or a prospective owner for individual investment or operational objectives.

Lease

A contract in which rights to use and occupy land, space, or structures are transferred by the owner to another for a specified period of time in return for a specified rent.

Leased Fee Interest

The ownership interest held by the lessor, which includes the right to receive the contract rent specified in the lease plus the reversionary right when the lease expires.

Leasehold Interest

The right held by the lessee to use and occupy real estate for a stated term and under the conditions specified in the lease.

Liquidation Value

The most probable price that a specified interest in real property should bring under the following conditions:

1. Consummation of a sale within a short time period.
2. The property is subjected to market conditions prevailing as of the date of valuation.
3. Both the buyer and seller are acting prudently and knowledgeably.
4. The seller is under extreme compulsion to sell.
5. The buyer is typically motivated.
6. Both parties are acting in what they consider to be their best interests.
7. A normal marketing effort is not possible due to the brief exposure time.
8. Payment will be made in cash in U.S. dollars (or the local currency) or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This definition can also be modified to provide for valuation with specified financing terms.

Marketing Time

An opinion of the amount of time it might take to sell a real or personal property interest at the concluded market value level during the period immediately after the effective date of an appraisal.

Marketing time differs from exposure time, which is always presumed to precede the effective date of an appraisal.

Market Value

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- buyer and seller are typically motivated;
- both parties are well informed or well advised, and acting in what they consider their own best interests;
- a reasonable time is allowed for exposure in the open market;
- payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

(Source: Code of Federal Regulations, Title 12, Chapter I, Part 34.42[g]; also Interagency Appraisal and Evaluation Guidelines, Federal Register, 75 FR 77449, December 10, 2010, page 77472)

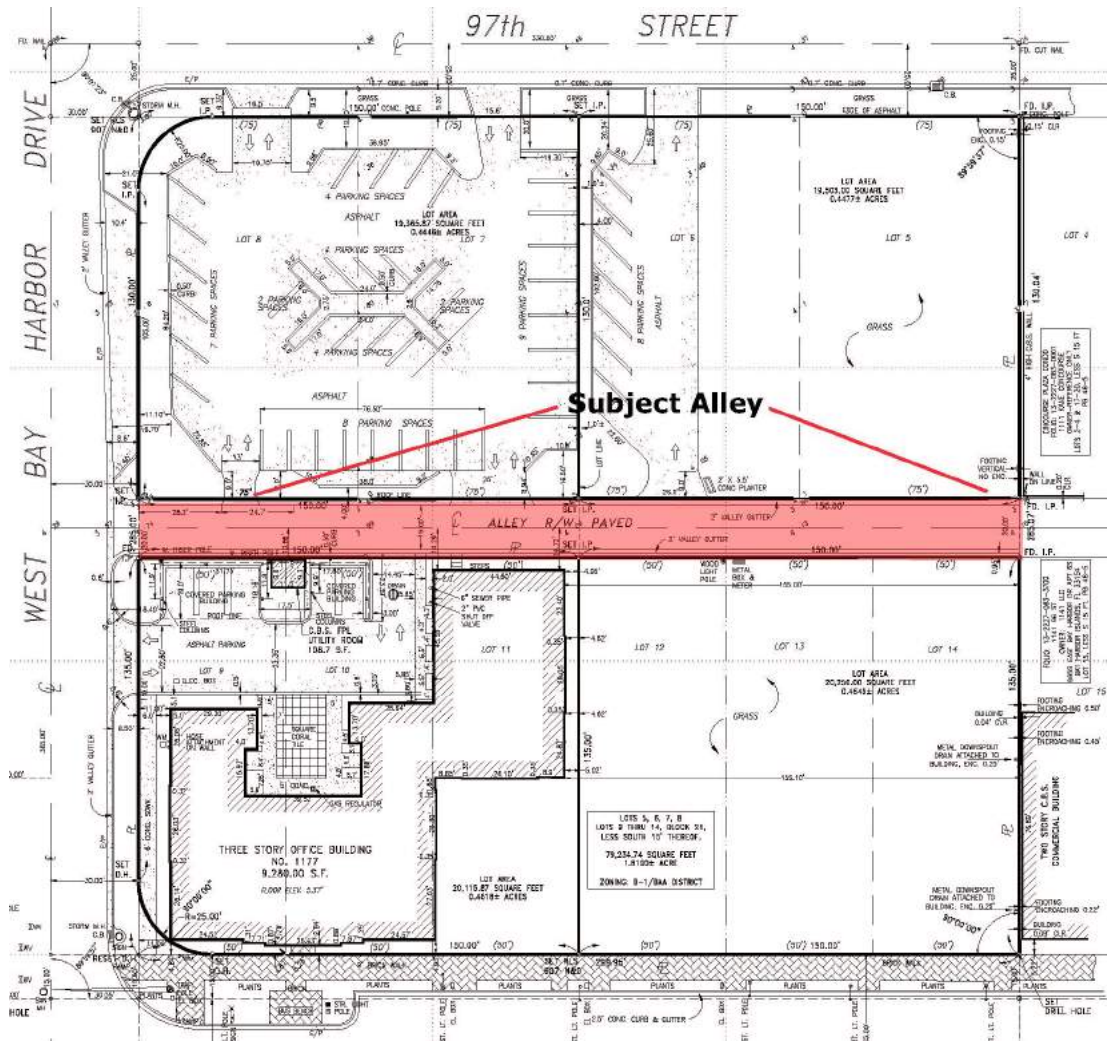
Prospective Opinion of Value

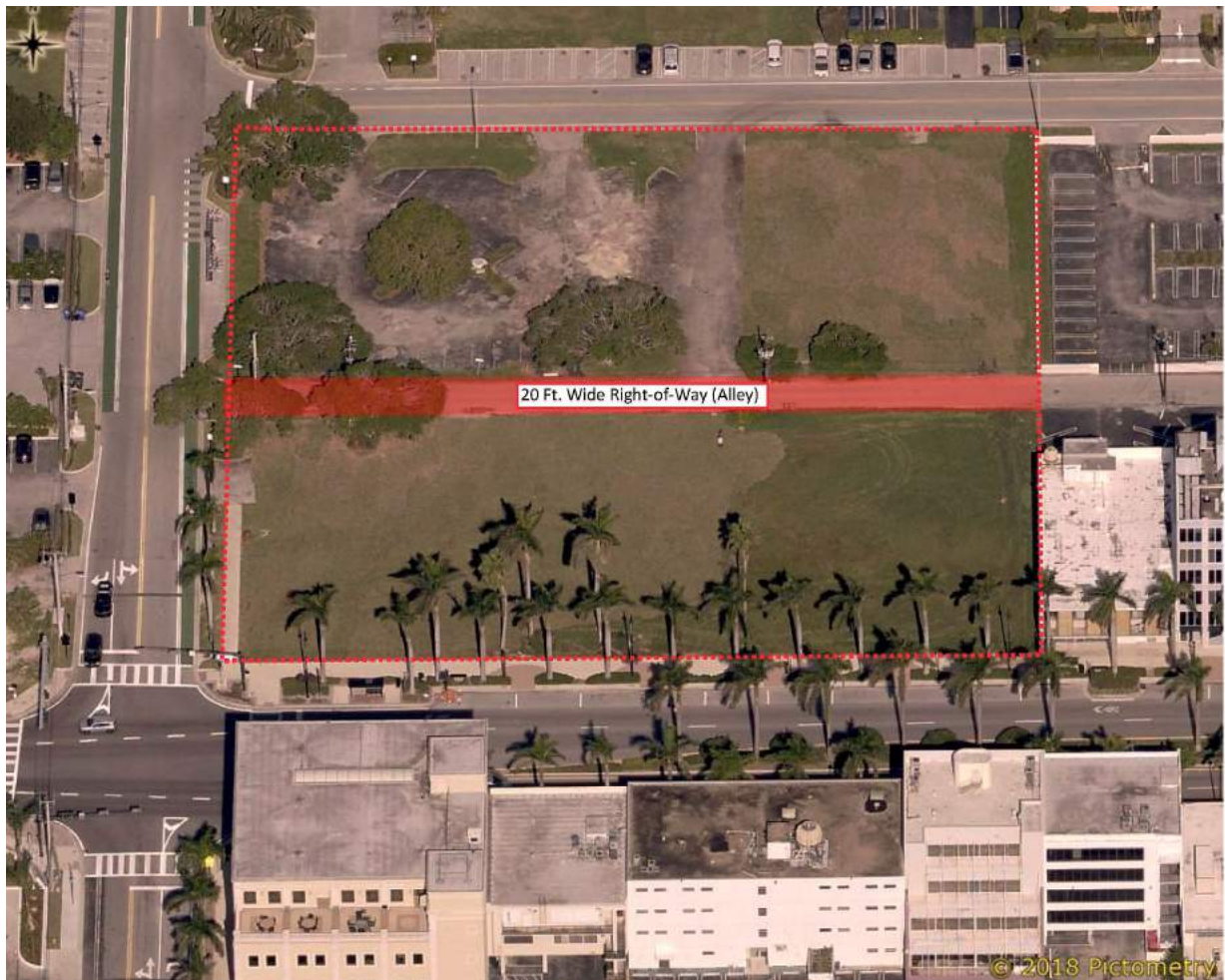
A value opinion effective as of a specified future date. The term does not define a type of value. Instead, it identifies a value opinion as being effective at some specific future date. An opinion of value as of a prospective date is frequently sought in connection with projects that are proposed, under construction, or under conversion to a new use, or those that have not yet achieved sellout or a stabilized level of long-term occupancy.

Addendum C

Property Information







Addendum D

Comparable Data

Location & Property Identification

Property Name:	700,702,708 71st St & 6988 Indian Creek (LAND)
Sub-Property Type:	Commercial, Retail
Address:	702 71st St.
City/State/Zip:	Miami Beach, FL 33141
County:	Miami-Dade
Submarket:	Miami/Miami Beach
Market Orientation:	Urban
IRR Event ID:	2132936



Sale Information

Sale Price:	\$2,650,000
Effective Sale Price:	\$2,650,000
Sale Date:	11/13/2015
Recording Date:	11/20/2015
Contract Date:	09/14/2015
Listing Price:	\$2,650,000
Listing Date:	06/11/2015
Sale Status:	Closed
\$/SF GBA:	\$382.51
\$/SF NRA:	\$382.51
\$/Acre(Gross):	\$11,846,223
\$/Land SF(Gross):	\$271.99
\$/Acre(Usable):	\$11,846,223
\$/Land SF(Usable):	\$271.99
\$/Land SF(Potential):	\$382.51
Grantor/Seller:	702 71ST STREET LLC
Grantee/Buyer:	LENOX AVENUE EQUITIES LLC
Assemblage:	No
Portfolio Sale:	No
Assets Sold:	Real estate only
Property Rights:	Leased Fee
% of Interest Conveyed:	100.00
Exposure Time:	3 (months)
Financing:	Cash to seller
Terms of Sale:	100% down

Document Type:	Warranty Deed
Recording No.:	29862-2932,40
Verified By:	Daniel J. Bowen
Verification Date:	04/30/2018
Verification Type:	Secondary Verification
Secondary Verific. Source:	Assessor, CoStar, Deed

Operating Data and Key Indicators

Operating Data Type:	In Place
Net Operating Income:	\$ 79,500
Cap Rate - Derived:	3.00%

Sale Analysis

Current Use at T.O.S.:	Retail
Proposed Use Change:	No

Occupancy

Occupancy Type Before Sale:	Multi-Tenant
Occupancy Type After Sale:	Multi-Tenant
Occupancy at Time of Sale:	100.00%

Improvement and Site Data

Legal/Tax/Parcel ID:	02-3211-002-1370
GBA-SF:	6,928
NRA-SF:	6,928
Acres(Usable/Gross):	0.22/0.22
Land-SF(Usable/Gross):	9,743/9,743

Improvement and Site Data (Cont'd)

Usable/Gross Ratio:	1.00
Year Built:	1940
Most Recent Renovation:	Periodically
M&S Class:	C
Construction Quality:	Average
Improvements Cond.:	Average
Exterior Walls:	Stucco
No. of Buildings/Stories:	1/1
Multi-Tenant/Condo.:	Yes/No
Total Parking Spaces:	22
Park. Ratio 1000 SF GLA:	3.18
No. Surface Spaces:	22
Park. Ratio 1000 SF GBA:	3.18
Shape:	Irregular
Topography:	Level
Vegetation:	Minimal
Corner Lot:	Yes
Frontage Type:	2 way, 2 lanes each way
Traffic Control at Entry:	Traffic light
Traffic Flow:	Moderate
AccessibilityRating:	Above average
Visibility Rating:	Good
Bldg. to Land Ratio FAR:	0.71
Zoning Code:	CD-3
Zoning Desc.:	Commercial
Utilities:	Electricity, Water Public, Sewer, Telephone, CableTV
Source of Land Info.:	Public Records

Comments

This was the sale of several retail storefronts along 71st Street and Indian Creek Drive in Miami Beach. The property sold at full asking price and 100% cash; NOI is derived from cap rate, which was low because the tenants were on month-to-month, below-market leases.

Location & Property Identification

Property Name:	Post Office Assemblage (Land)
Sub-Property Type:	Commercial, Other
Address:	527 71 St.
City/State/Zip:	Miami Beach, FL 33141
County:	Miami-Dade
Submarket:	Miami/Miami Beach
Market Orientation:	Urban
IRR Event ID:	1484089



Sale Information

Sale Price:	\$6,000,000
Effective Sale Price:	\$4,000,000
Sale Date:	03/28/2016
Recording Date:	03/31/2016
Sale Status:	Closed
\$/SF GBA:	\$394.71
\$/SF NRA:	\$394.71
\$/Acre(Gross):	\$5,531,738
\$/Land SF(Gross):	\$126.98
\$/Acre(Usable):	\$5,531,738
\$/Land SF(Usable):	\$126.98
\$/Land SF(Potential):	\$394.71
Grantor/Seller:	NANCY S PASSANANTE LIVING TRUST
Grantee/Buyer:	KGTC LLC
Assemblage:	Yes
Portfolio Sale:	No
Assets Sold:	Real estate only
Property Rights:	Fee Simple
% of Interest Conveyed:	100.00
Financing:	Cash to seller
Terms of Sale:	Buyer owns all but one parcel on this block.
Document Type:	Warranty Deed
Recording No.:	30019-3594
Verified By:	Daniel J. Bowen

Verification Date:	03/22/2017
Confirmation Source:	KGR LLC (Galbut)
Verification Type:	Confirmed-Buyer
Secondary Verific. Source:	Assessor, CoStar, Deed

Sale Analysis

Current Use at T.O.S.:	Post office and parking
Proposed Use Change:	Yes
Proposed Use Desc.:	TBD

Occupancy

Occupancy Type Before Sale:	Single Tenant
Occupancy Type After Sale:	Single Tenant

Improvement and Site Data

Legal/Tax/Parcel ID:	02-3211-002-0290,0300,0310
GBA-SF:	10,134
NRA-SF:	10,134
Acres(Usable/Gross):	0.72/0.72
Land-SF(Usable/Gross):	31,500/31,500
Usable/Gross Ratio:	1.00
Shape:	Irregular
Topography:	Level
Vegetation:	Grass and shrubs
Corner Lot:	Yes
Frontage Type:	2 way, 1 lane each way
Traffic Control at Entry:	Turn lane

Improvement and Site Data (Cont'd)

Traffic Flow:	Moderate
AccessibilityRating:	Above average
Visibility Rating:	Above average
Bldg. to Land Ratio FAR:	0.32
Zoning Code:	TC-1, RM-1
Zoning Desc.:	Commercial/Residential
Utilities:	Electricity, Water Public, Sewer, Telephone, CableTV
Source of Land Info.:	Public Records

Comments

The buyer owns most of the block and expressed interest via a bid in demolishing all of the improvements that it owns as well as in redevelopment. Allocated improvement value @ \$2,000,000, net land price would be \$4,000,000. The buyer also purchased most of the remainder of the block on 10/12/2015; those sales are all identified by Miami-Dade County as "affiliated parties"/internal transactions, were all recorded simultaneously, and in the case of the \$203 PSF transaction were bought and sold by entities controlled by the same individual.



Location & Property Identification

Property Name:	Cadillac of Bay Harbor/Church by the Sea (LAND)
Sub-Property Type:	Commercial, Other
Address:	1000 Kane Concourse
City/State/Zip:	Bay Harbor Islands, FL 33154
County:	Miami-Dade
Submarket:	Miami/Miami Beach
Market Orientation:	Suburban
IRR Event ID:	2132814



Sale Information

Sale Price:	\$20,000,000
Effective Sale Price:	\$20,000,000
Sale Date:	06/01/2016
Recording Date:	06/03/2016
Sale Status:	Closed
\$/Acre(Gross):	\$14,173,340
\$/Land SF(Gross):	\$325.38
\$/Acre(Usable):	\$14,173,340
\$/Land SF(Usable):	\$325.38
Grantor/Seller:	OCEAN CADILLAC LLC
Grantee/Buyer:	CBS REALTY HLD LLC
Assemblage:	No
Portfolio Sale:	No
Assets Sold:	Real estate only
Property Rights:	Fee Simple
% of Interest Conveyed:	100.00
Financing:	Cash to seller
Terms of Sale:	Purchased by church for land value.
Document Type:	Warranty Deed
Recording No.:	30100/3356
Verified By:	Daniel J. Bowen
Verification Date:	10/03/2018
Verification Type:	Secondary Verification
Secondary Verific. Source:	Assessor, CoStar, Deed

Sale Analysis

Current Use at T.O.S.:	Auto dealership
Proposed Use Change:	Yes
Proposed Use Desc.:	Religious

Occupancy

Occupancy Type Before Sale:	Owner Occupied
Occupancy Type After Sale:	Owner Occupied
Occupancy at Time of Sale:	100.00%

Improvement and Site Data

Legal/Tax/Parcel ID:	13-2235-004-0010 13-2227-001-2470
Acres(Usable/Gross):	1.41/1.41
Land-SF(Usable/Gross):	61,467/61,467
Usable/Gross Ratio:	1.00
Shape:	Irregular
Topography:	Level
Vegetation:	Grass and shrubs
Corner Lot:	Yes
Frontage Type:	2 way, 2 lanes each way
Traffic Control at Entry:	Traffic light
Traffic Flow:	Moderate
AccessibilityRating:	Above average
Visibility Rating:	Good

Improvement and Site Data (Cont'd)

Zoning Code:	BAAA
Zoning Desc.:	Business
Utilities:	Electricity, Water Public, Sewer, Telephone, CableTV
Source of Land Info.:	Public Records

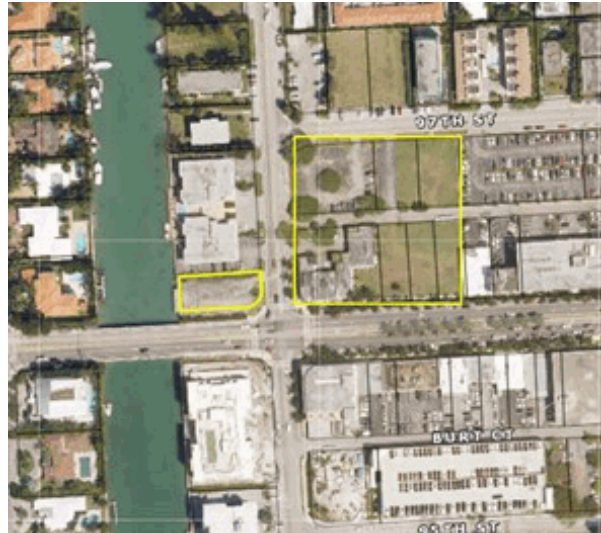
Comments

This was the sale of a corner lot on Kane Concourse in Bay Harbor Islands, near Miami Beach. The lot was improved with an auto dealership but was purchased for redevelopment by the Church by the Sea, which is being displaced by the expansion of the Bal Harbour Shops immediately east of Bay Harbor Islands.



Location & Property Identification

Property Name:	Kane Concourse Sites
Sub-Property Type:	Commercial, Other
Address:	1177 Kane Concourse
City/State/Zip:	Bay Harbor Islands, FL 33154
County:	Miami-Dade
Submarket:	Miami/Miami Beach
Market Orientation:	Suburban
Property Location:	Bisected by alley and W. Bay Harbor Dr
IRR Event ID:	2132799



Sale Information

Sale Price:	\$20,250,000
Effective Sale Price:	\$20,250,000
Sale Date:	12/20/2016
Recording Date:	12/23/2016
Sale Status:	Closed
\$/Acre(Gross):	\$9,720,156
\$/Land SF(Gross):	\$223.14
\$/Acre(Usable):	\$9,720,156
\$/Land SF(Usable):	\$223.14
Grantor/Seller:	1177 KANE CONCOURSE PARTNERSHIP LTD
Grantee/Buyer:	NR WHARTON KANE CONCOURSE PROPERTY OWNER LLC
Assemblage:	No
Portfolio Sale:	No
Assets Sold:	Real estate only
Property Rights:	Fee Simple
% of Interest Conveyed:	100.00
Financing:	Cash to seller
Terms of Sale:	Deemed "Not exposed to open-market; atypical motivation" by county.
Document Type:	Warranty Deed
Recording No.:	30358-2094
Verified By:	Peter Kayworth
Verification Date:	10/03/2018

Confirmation Source:	N. Kasdin
Verification Type:	Confirmed-Buyer Attorney
Secondary Verific. Source:	Assessor, Deed

Sale Analysis

Current Use at T.O.S.:	Office building
Proposed Use Change:	Yes
Proposed Use Desc.:	Mixed-use

Improvement and Site Data

Legal/Tax/Parcel ID:	Parcel13-2227-001-0790, 13-2227-001-3640, 13-2227-001-3650, 13-2227-001-3660, 13-2227-001-3670, 13-2227-001-3680, 13-2227-001-3690
Acres(Usable/Gross):	2.08/2.08
Land-SF(Usable/Gross):	90,750/90,750
Usable/Gross Ratio:	1.00
Shape:	Very Irregular
Topography:	Level
Vegetation:	Grass and shrubs
Corner Lot:	Yes
Frontage Type:	2 way, 2 lanes each way
Traffic Control at Entry:	Traffic light
Traffic Flow:	Moderate
AccessibilityRating:	Above average

Improvement and Site Data (Cont'd)

Visibility Rating:	Good
Zoning Code:	RE/BAAA
Zoning Desc.:	Residential (westernmost parcel), business (rest)
Utilities:	Electricity, Water Public, Sewer, Telephone, CableTV
Source of Land Info.:	Public Records

Comments

This was the sale of a portfolio of land in Bay Harbor Islands. The majority (79,500 sf) are zoned business but there is one parcel west of the main site that has multifamily zoning. As of 10/2018, the buyer is seeking to vacate the alley that runs down the middle of the business portion.



Location & Property Identification

Property Name:	Normandy Isles Corner
Sub-Property Type:	Commercial, Other
Address:	880 71st St.
City/State/Zip:	Miami Beach, FL 33141
County:	Miami-Dade
Submarket:	Miami/Miami Beach
Market Orientation:	Suburban
IRR Event ID:	2109895



Sale Information

Sale Price:	\$3,500,000
Effective Sale Price:	\$3,500,000
Sale Date:	08/08/2017
Recording Date:	08/11/2017
Sale Status:	Closed
\$/Acre(Gross):	\$7,852,816
\$/Land SF(Gross):	\$180.28
\$/Acre(Usable):	\$7,852,816
\$/Land SF(Usable):	\$180.28
\$/Building SF:	\$120.19
\$/Unit:	\$97,222 /Potential Unit
Grantor/Seller:	EST SHIRLEY JEAN WRIGHT
Grantee/Buyer:	BAY DR LLC/KG NORMANDY LLC
Assemblage:	No
Portfolio Sale:	No
Assets Sold:	Real estate only
Property Rights:	Fee Simple
% of Interest Conveyed:	100.00
Financing:	Cash to seller - buyer obtained financing
Terms of Sale:	Florida Community Bank: 60% LTV
Document Type:	Warranty Deed
Recording No.:	30651-3625
Verified By:	Daniel J. Bowen
Verification Date:	08/29/2018

Verification Type:	Secondary Verification
Secondary Verific. Source:	Assessor, CoStar, Deed

Sale Analysis

Current Use at T.O.S.:	Vacant
Former Use:	Hotel
Proposed Use Change:	Yes
Proposed Use Desc.:	TBD - Residential is likely HBU

Improvement and Site Data

Legal/Tax/Parcel ID:	02-3210-013-0190
Acres(Usable/Gross):	0.45/0.45
Land-SF(Usable/Gross):	19,414/19,414
Usable/Gross Ratio:	1.00
Potential Building SF:	29,121
No. of Units (Potential):	36
Shape:	Irregular
Topography:	Level
Vegetation:	Grass and shrubs
Corner Lot:	Yes
Frontage Type:	2 way, 3 lanes each way
Traffic Control at Entry:	Traffic light
Traffic Flow:	Moderate
AccessibilityRating:	Above average
Visibility Rating:	Above average
Zoning Code:	CD-2
Zoning Desc.:	Commercial

Improvement and Site Data (Cont'd)

Utilities:	Electricity, Water Public, Sewer, Telephone, CableTV
Source of Land Info.:	Public Records

Comments

This was the sale of a site on the causeway in Normandy Isles.
The site is waterfront and likely can hold ~29,121 SF of
building and ~36 potential residential units.



Location & Property Identification

Property Name:	Dr. DiPietro/Bay Harbor Urgent Care (LAND)
Sub-Property Type:	Commercial, Office
Address:	1045 95th St.
City/State/Zip:	Bay Harbor Islands, FL 33154
County:	Miami-Dade
Submarket:	Miami/Miami Beach
Market Orientation:	Suburban
IRR Event ID:	2132824



Sale Information

Sale Price:	\$5,983,600
Effective Sale Price:	\$5,983,600
Sale Date:	10/18/2017
Recording Date:	10/23/2017
Sale Status:	Closed
\$/Acre(Gross):	\$13,365,200
\$/Land SF(Gross):	\$306.85
\$/Acre(Usable):	\$13,365,200
\$/Land SF(Usable):	\$306.85
Grantor/Seller:	BAY HARBOR GROUP LLC
Grantee/Buyer:	1045 95TH STREET LLC
Assemblage:	No
Portfolio Sale:	No
Assets Sold:	Real estate only
Property Rights:	Fee Simple
% of Interest Conveyed:	100.00
Exposure Time:	0 (months)
Financing:	Cash to seller
Terms of Sale:	Not openly marketed.
Document Type:	Warranty Deed
Recording No.:	30727-2341
Verified By:	Daniel J. Bowen
Verification Date:	10/03/2018
Verification Type:	Secondary Verification
Secondary Verific. Source:	Assessor, CoStar, Deed

Sale Analysis

Current Use at T.O.S.:	Office
Proposed Use Change:	No

Occupancy

Occupancy Type Before Sale:	Owner Occupied
Occupancy Type After Sale:	Single Tenant
Occupancy at Time of Sale:	100.00%

Improvement and Site Data

Legal/Tax/Parcel ID:	13-2227-001-2450
Acres(Usable/Gross):	0.45/0.45
Land-SF(Usable/Gross):	19,500/19,500
Usable/Gross Ratio:	1.00
Year Built:	2003
Improvements Cond.:	Good
Shape:	Rectangular
Topography:	Level
Vegetation:	Grass and shrubs
Corner Lot:	No
Frontage Type:	2 way, 1 lane each way
Traffic Control at Entry:	None
Traffic Flow:	Low
AccessibilityRating:	Average
Visibility Rating:	Average
Zoning Code:	BAAA

Improvement and Site Data (Cont'd)

Zoning Desc.:	Business
Utilities:	Electricity, Water Public, Sewer, Telephone, CableTV
Source of Land Info.:	Public Records

Comments

This was the sale of a good-condition Class B office building in Bay Harbor Islands. The condition of the building means that it is possible to back into the land value using the land-residual method.

Property is improved with an urgent care; however, the recent vintage and good condition of the improvements mean that the site can be valued using the land residual method.



Addendum E

Engagement Letter

Integra Realty Resources
Miami
Orlando
Southwest Florida

www.irr.com

In Miami
Dadeland Centre
9155 Dadeland Blvd.
Suite 1208
Miami, FL 33156
(305) 670-0001

In Orlando
The Magnolia Building
326 N. Magnolia Ave.
Orlando, FL 32801
(407) 843-3377

In Naples/Sarasota
Horseshoe Professional Park
2770 Horseshoe Drive S.
Suite 3
Naples, FL 34104
(239)-643-6888



August 24, 2018

Neisen Kasdin
Office Managing Partner
Akerman LLP | 98 Southeast Seventh Street, Suite 1100 | Miami, FL 33131
D: 305 982 5629
neisen.kasdin@akerman.com

RE: Proposal for Consulting and Appraisal Services
Review of Bay Harbor TDR Appraisal Report
Independent Estimate of TDR Value in Bay Harbor Commercial Zone

Dear Mr. Kasdin

Integra Realty Resources appreciates the opportunity to provide this proposal for valuation advisory services for the above-captioned project. I have conducted a preliminary read of the Quinlivan TDR analysis prepared on behalf of Bay Harbor, and I agree that the data and analysis used to conclude to the commercial TDR values does not appear supported by the data.

However, as discussed many times, competing valuation views and opinions on previously accepted municipal work are challenging, and not always successful.

Nevertheless, my firm is prepared to undertake a detailed analysis of the report, research on area commercial property values (and residential values above commercial in the instance where mixed use is permitted), and to provide an independent opinion. The client should consider our work product as advisory, and for use to engage discussions with Bay Harbor regarding possible adjustments to their valuation with full understanding that Bay Harbor need not modify same.

Our reports will be prepared in conformance with and subject to, the Standards of Professional Practice and Code of Ethics of the Appraisal Institute and the Uniform Standards of Professional Appraisal Practice (USPAP).



Kasdin – Bay Harbor TDR Analysis
Page 2

Our analysis will be communicated to you in a Consulting Narrative Format communicating key considerations, research and conclusions within the reported valuation. IRR will retain additional research and information in our workfile. All work will be performed by the local Miami Integra office under the direct supervision of the undersigned, along with other staff members.

As part of this engagement, but included within a separate report, Integra will prepare an appraisal of the 20' alleyway between Block 21, Lots 9-13 and Block 21, Lots 5-8. This appraisal will consider an Across the Fence (ATF) value for the underlying land in fee simple based on the underlying zoning in Block 21. The appraisal will not consider before and after enhancements associated with Block 21 unless directed by counsel to do so.

Based on a consideration of the professional time necessary to complete the assignment, and our estimate of related costs, our professional fee is [REDACTED] to the TDR study, and [REDACTED] for the appraisal, for a total of [REDACTED]. We request a 50% retainer, and the balance is due and payable within 30 days of the delivery of the report. It is understood that simple interest of one percent (1%) per month with a maximum of twelve percent (12%) per annum will accrue on any unpaid balance for compensation or expense reimbursement due.

Assuming reasonable cooperation from the town with respect to quantities of TDR's outstanding and other matters related to understanding the TDR transfer process, we can complete with the work within 4-5 weeks following engagement. We will proceed with both the appraisal and TDR study simultaneously, and endeavor to complete the appraisal within 3-4 weeks, with the TDR study to follow by 1-2 weeks.

Additional fees will be charged on an hourly basis for any work which exceeds the scope of this proposal, including performing additional valuation scenarios, additional research and conference calls, requests for information from or meeting with the City, or meetings with any party. **We will not charge additional fees without notifying you that additional fees apply.**

The terms of Attachment I apply to this engagement and are hereby incorporated by reference.

If this proposal is acceptable, please authorize us to proceed by signing below and emailing this page back. Thank you for considering us for this assignment and we look forward to working with you. Please call if you wish to discuss this proposal or the assignment any further.

Kasdin – Bay Harbor TDR Analysis
Page 3

Very truly yours,

INTEGRA REALTY RESOURCES – MIAMI | PALM BEACH

A handwritten signature in black ink, appearing to read 'AMG', with a horizontal line extending from the bottom of the signature.

Anthony M. Graziano, MAI, CRE
Senior Managing Director

Kasdin – Bay Harbor TDR Analysis
Page 4

RE: Proposal for Consulting Services
Review of Bay Harbor TDR Appraisal Report
Independent Estimate of TDR Value in Bay Harbor Commercial Zone

AGREED AND ACCEPTED THIS 12th Day of September, 2018

BY:



Authorized Signature
Peter C. Lewis

PRINT NAME

In the event other parties are financially responsible for the payment of invoices other than the client named in this engagement letter and by signature above, please have counter-signed by person responsible for payment:

IRR will mail invoices to:

NAME: Ben Yorker (Print)

ADDRESS: 3015 Carrington Mill Blvd, Suite 460

CITY, ST ZIP Morrisville, NC 27560

EMAIL: byorker@nwravin.com

PHONE: 919.354.3680

Entity/Person Responsible for Payment: NR/Wharton Kane Concourse, LLC



Authorized Signature

Authorized Signatory

TITLE

Kasdin – Bay Harbor TDR Analysis
Page 5

IDENTIFICATION OF ASSET(s):

Town of Bay Harbor
Analysis of TDR program and Commercial TDR Values

General Scope:

Review in detail; and provide commentary on the methodology, analysis and data used within the Quinlivan valuation.

Review the TDR transactions within the Quinlivan appraisal, and provide relationship of buyer's end unit values to TDR purchases. This ratio study will facilitate subsequent comparison of commercial demand\values on a ratio basis to reveal properly adjusted values for commercial TDR's based on prevailing values.

Research and document property values within the commercial zones of Bay Harbor, and outline the relative FAR values for additional density (based on area sales, and capitalized rental values)

Review the supply and demand of commercial and residential uses within the Commercial zones of Bay Harbor to outline demand dynamics.

Summarize data, analysis and findings into a consulting report outline key considerations, logic, and findings to communicate key concepts to the intended user(s) of the report.

Appraisal Scope

Market value of the 20' Alleyway; no consideration or discount for alleyway as a remnant property, value sought is market value of land times land area proposed for annexation/vacation.

ADDITIONAL TERMS
Attachment I

1. References to Integra, IRR, Integra Realty Resources, Inc. or local offices of Integra are incorporated herein collectively as "Integra" meaning all parties and related and registered parties of Integra Realty Resources.
2. Completion Date Estimate: Integra agrees to use reasonable commercial efforts to complete the engagement objectives as per the attached letter agreement. Said completion date is an estimate and does not take into consideration pre-trial or court time as well as delays beyond the control of Integra such as illness, lack of specific necessary data and/or Acts of God.
3. Database/Marketing: Both parties acknowledge that real estate appraisal requires current and historical market data to competently analyze the Subject Property. Accordingly, the Client agrees that: (i) the data collected by Integra in this assignment will remain the property of Integra; and (ii) with respect to any data provided by the Client, Integra and its partner companies may utilize, sell and include such data (either in the aggregate or individually), in their marketing materials, the Integra database and derivative products.
4. Litigation: In the event the client requests Integra to provide testimony concerning any suit or proceeding relating to this engagement or assignment, in which Integra is not a party, Integra will make every reasonable effort to assist the Client and give such testimony. The Client agrees to compensate Integra at the following rates, on an hourly basis, plus reimbursement for all actual and reasonable out of pocket expenses incurred as a result of said litigation, for any such requested assistance. In addition to the foregoing, the following terms are applicable:
 - (a) Review and trial preparation (if applicable) in-office, will be billed at standard hourly rates; outside office rates may apply to conferences, depositions and testimony. Our current in-office rates are as follows:

Senior Managing Director	\$400/hour
Associate Directors, Directors or Principals (Other MAIs)	\$300/hour
Senior Analyst (State Certified General R.E. Appraisers)	\$200 - \$250/hour
Analyst/Researcher	\$100 - \$150/hour
 - (b) All reports for which testimony is required must be disclosed prior to report authorization.
 - (c) All fees for reports, conferences and depositions must be paid prior to hearings and trial.
5. Integra, Integra Realty Resources, Inc. or their respective officers, owners, managers, directors, agents, local affiliates, subcontractors or employees (the "Integra Parties"), arising out of, relating to, or in any way pertaining to this engagement, the appraisal reports, or any estimates or information contained therein, the Integra Parties shall not be responsible or

liable for an incidental or consequential damages or losses, unless the appraisal was fraudulent or prepared with gross negligence. It is further agreed that the collective liability of the Integra Parties in any such action shall not exceed the fees paid for the preparation of the appraisal report unless the appraisal was fraudulent or prepared with gross negligence. Finally, it is agreed that the fees charged herein are in reliance upon the foregoing limitations of liability.

6. In the event the Client provides our work or permits reliance thereon by any person or entity not authorized by Integra in writing to use or rely thereon, Client hereby agrees to indemnify and hold Integra, its affiliates and the respective shareholders, directors, officers and employees, harmless from and against all damages, expenses, claims and costs, including attorneys' fees, incurred in investigating and defending any claim arising from or in any way connected to the use of, or reliance upon our work by any such unauthorized person or entity.
7. You acknowledge that any opinions and conclusions expressed by professionals employed by Integra during this assignment are representations made as them as employees and not as individuals. Our responsibility is limited to you as Client, and use of our product by third parties shall be solely at the risk of you and/or third parties.
8. **Late Fees; Etc.:** Unless arrangements are made otherwise, a late charge of 12% per annum, commencing thirty (30) days after the receipt of invoice will be charged on any balance not paid; however, in no event shall this delinquency rate of interest exceed the maximum rate permitted by law. We shall also be entitled to recover our costs (including reasonable attorneys' fees), associated with collecting any amounts owed or otherwise incurred in connection with this engagement.
9. **Cancellation:** In the event the assignment is canceled prior to completion, an invoice will be prepared reflecting the percentage of work completed as of that date. Any credits to the Client will be promptly refunded or any remaining balances to Integra will be indicated on the invoice.
10. **Responding to Review:** We agree to respond to your review of our report within five (5) business days of your communication to us. Correspondingly, you will have twenty-one (21) days from receipt of our report to communicate your review. We reserve the right to bill you for responding to your review beyond this time period.
11. **Special Experts:** Any out-of-pocket expenses incurred during this assignment will be billed at cost and included on the invoice. Should the Client request the assistance of Integra in hiring a special expert to contribute to this assignment (including but not limited to, a surveyor, environmental consultant, land planner, architect, engineer, business, personal property, machinery, and equipment appraiser, among others), the Client agrees to perform their own due diligence to qualify said special expert. The Client agrees and acknowledges it is solely responsible in paying for the services of said special expert, except as otherwise provided in this proposal/agreement. Furthermore, the Client acknowledges that Integra is not responsible for the actions and findings of the special expert and agrees to hold Integra

harmless from any and all damages that may arise out of the Client's reliance on the special expert.

12. Duration of Quote: This proposal and fees quoted are valid for a period of fourteen (14) calendar days from the date hereof. If not retained by the Client, the fact that we made the foregoing proposal of professional services will not preclude us from performing professional services for another client on the property.
13. Marketpoint/Template: The Client acknowledges that IRR-Marketpoint, our appraisal templates and Interconnect software is proprietary and confidential. Accordingly, the Client agrees not to use such software or make such software available for the use of any third party.

ATTACHMENT II

STANDARD ASSUMPTIONS & LIMITING CONDITIONS

The appraisal report and any work product related to the engagement will be limited by the following standard assumptions:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The Subject Property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the Subject Property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the Subject Property more or less valuable. Furthermore, there is no asbestos in the Subject Property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The Subject Property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

The appraisal report and any work product related to the engagement will be subject to the following limiting conditions, except as otherwise noted in the report:

1. An appraisal is inherently subjective and represents our opinion as to the value of the Subject Property appraised.
2. The conclusions stated in our appraisal apply only as of the effective date of the appraisal, and no representation is made as to the effect of subsequent events.
3. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
4. No environmental impact studies were either requested or made in conjunction with this appraisal, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the appraisal assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
5. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the Subject Property without compensation relative to such additional employment.
6. We have made no survey of the Subject Property and assume no responsibility in connection with such matters. Any sketch or survey of the Subject Property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The appraisal covers the Subject Property as described in this report, and the areas and dimensions set forth are assumed to be correct.
7. No opinion is expressed as to the value of subsurface oil, gas or mineral rights, if any, and we have assumed that the Subject Property is not subject to surface entry for the exploration or removal of such materials, unless otherwise noted in our appraisal.

8. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations, such as soils and seismic stability, and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.
9. The distribution of the total valuation in the report between land and improvements applies only under the reported highest and best use of the Subject Property. The allocations of value for land and improvements must not be used in conjunction with any other appraisal and are invalid if so used. The appraisal report shall be considered only in its entirety. No part of the appraisal report shall be utilized separately or out of context.
10. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.
11. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.
12. Any income and expense estimates contained in the appraisal report are used only for the purpose of estimating value and do not constitute predictions of future operating results.
13. If the Subject Property is subject to one or more leases, any estimate of residual value contained in the appraisal may be particularly affected by significant changes in the condition of the economy, of the real estate industry, or of the Subject Property at the time these leases expire or otherwise terminate.
14. Unless otherwise stated in the report, no consideration has been given to personal property located on the Subject Property or to the cost of moving or relocating such personal property; only the real property has been considered.
15. The current purchasing power of the dollar is the basis for the value stated in the appraisal; we have assumed that no extreme fluctuations in economic cycles will occur.
16. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.
17. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.
18. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the Subject Property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the Subject Property with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.

19. The appraisal report is prepared for the exclusive benefit of you, your subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.
20. No studies have been provided to us indicating the presence or absence of hazardous materials on the Subject Property or in the improvements, and our valuation is predicated upon the assumption that the Subject Property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the Subject Property. Integra and/or any of its officers, owners, managers, directors, agents, affiliates, subcontractors or employees (the "Integra Parties") shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the appraisal report cannot be considered as an environmental assessment of the Subject Property.
21. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report whether the Subject Property is located in an identified Special Flood Hazard Area. However, we are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the Subject Property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.
22. We are not a building or environmental inspector. The Integra Parties do not guarantee that the Subject Property is free of defects or environmental problems. Mold may be present in the Subject Property and a professional inspection is recommended.
23. The appraisal report and value conclusions for an appraisal assumes the satisfactory completion of construction, repairs or alterations in a workmanlike manner.
24. The parties hereto agree that Integra shall not be liable for any claim arising out of or relating to any appraisal report or any information or opinions contained therein. In addition, it is expressly agreed that in any action which may be brought against the Integra Parties arising out of, relating to, or in any way pertaining to the engagement letter, the appraisal reports or any related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the appraisal was fraudulent or prepared with intentional misconduct. It is further expressly agreed that the collective liability of the Integra Parties in any such action shall not exceed the fees paid for the preparation of the assignment (unless the appraisal was fraudulent or prepared with intentional misconduct). It is expressly agreed that the fees charged herein are in reliance upon the foregoing limitations of liability.
25. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of the Subject Property.

26. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

As will be determined during the course of the assignment, additional extraordinary or hypothetical conditions may be required in order to complete the assignment. The appraisal shall also be subject to those assumptions.

TDR Valuation Analysis – Town of Bay Harbor

TO: Neisen Kasdin, Esq.

FROM: Peter G. Kayworth, Anthony M. Graziano, MAI CRE

DATE: December 20, 2018

SUBJECT: Review of Quinlivan Report (November 1, 2017)
Valuation Transferable Development Rights – Bay Harbor Islands
Recommended Pricing on Inland TDR Units on a Commercial-Mixed Use Site
IRR File #123-2018-0196

The purpose of this memorandum is to review and comment on the Quinlivan Appraisal, P.A. appraisal of the Town of Bay Harbor Islands TDRs as of November 1, 2017. The Quinlivan appraisal was utilized by the Town Council of the Town of Bay Harbor Islands for the valuation of town-owned (i.e. TDR Bank) TDR dwelling units. On January 8, 2018 the new TDR Bank values were approved and adopted by a resolution of the Town Council, updating recommended new values of the TDR Bank and further establishing a value of the town-owned units in the B-1 Commercial District (where 1177 Kane Concourse/subject property resides) using the non-waterfront properties TDR values as a proxy (there were no residential TDR's sold into or from existing commercial properties). We are also in receipt of the prior year's (2016) TDR appraisal report including price recommendation for the Town (bank-owned) TDR's. We summarize the TDR pricing and percentage year-over-year change as follows:

Town-Owned TDR Pricing

Town-owned TDR dwelling Units Transferred to:	12/31/2016	12/31/2017	% Increase
Waterfront properties	\$70,000	\$100,000	30%
Non-Waterfront properties	\$62,000	\$70,000	11%
Commercial Mixed-Use properties	N/A	\$70,000	N/A

According to the Town, the last time the TDR values were updated, prior to the December 2017 valuation, was in March of 2016. The current (2017) TDR valuation includes the B-1 Commercial District in which prior valuations have not addressed. The current TDR valuation equates the B-1 Commercial TDRs to the non-waterfront (residential) TDRs. As stated in the appraisal "Commercial TDRs would be for the residential component of a mixed use commercial and residential development." Therefore, the residential component in commercial zones is expected to be (equivalent to) non-waterfront properties.

There are two primary fallacies with this analysis. First, there is no data supporting the conclusion that residential-mixed-use units can command or feasibly develop under the reflected TDR pricing. Second, an analysis of the data demonstrates that the non-waterfront properties, due to their density and end-unit pricing, are actually performing on-par with the waterfront TDR's. This will be discussed in the final conclusion of this report.

Underlying TDR Value Drivers

The value of a “Transferrable Development Right” within a well-balanced TDR schema is essentially driven by the value of that right received by the buyer (TDR Receiver). If the end-unit value of a development project is high, this will increase the value of a TDR to the receiver. If the end-unit value of a development project is lower, this will decrease the value received by the buyer (TDR Receiver) and therefore reduce the amount the receiver can pay.

In the case of private sales, the Seller (Sender or “Donor”) site also impacts the price since Sellers will only release their site’s TDR’s if they don’t need the density, or if there is already an established development where the density cannot be accessed. The price-setting of a private Seller is influenced by observed prices in the market but is also strongly influenced by whether buyers can access a TDR Bank if private negotiations are unsuccessful.

The TDR Bank (in the case of Bay Harbor operated by the Town) provides transparency by registering TDR transactions (private and public), approving them or recommending them as part of the planning process, and by providing pricing guidance (through appraisal and publishing statistics on sales). Bay Harbor’s bank appears to be well-functioning in this regard. The TDR Bank can also operate to provide “price support” for the TDR’s by over-pricing the bank TDR’s to encourage the private acquisition of TDR’s at ever higher prices. The TDR Bank can also provide a floor as the buyer/seller of last resort.

The TDR Bank’s motivation should be to encourage the use of TDR’s, support transparent pricing, and efficiently facilitate the use of TDR’s since the utilization and free exchange of the TDR’s is what gives them value.

With this as a foundation, we have analyzed the Pricing Analysis and recommended “values” of the TDR’s by the Bay Harbor TDR Bank.

Pricing Analysis

The Quinlivan report utilized eleven (11) TDR sales commencing in April 2014 through October 2015. In addition, the report lists seven (7) TDR contracts commencing in March 2015 through May 2017. It is our understanding that the contracts are to be closed and recorded at the time of use and may remain under contract status until such time where permits, building plans and actual construction commences. The Quinlivan report lists all sales and contracts in a total of two (2) tables, with methodology utilizing a “qualitative” adjustment process; which is generally recognized as less precise versus a “quantitative” process supported by calculable or verifiable pairings. In addition, the Quinlivan report summarizes donor types (i.e. private waterfront TDR, private inland TDR, Town Bank TDR’s) and applies only a plus (+) to the market condition column to indicate rising prices through December 2017.

IRR-Miami actively tracks the South Florida residential condominium, mixed-use & multifamily projects. Our market data suggests early appreciation in the 2014 to 2015 period, followed by flat transactional growth starting in early 2016 through 2018. A comparison of the 12/2016 concluded values and the 12/2017 values infers a 30% increase in market pricing (waterfront) between 2016 and 2017, and 11% for non-waterfront product. We believe this is contrary to current market forces in the condominium-mixed use development market, and counter to market conditions with quickly escalating construction costs, higher costs of borrowing, more competition from projects started earlier in the cycle, combined with more uncertain economic conditions and absorption/demand for finished product. All of these

factors are conspiring to hold land prices effectively level, and we've observed far fewer land transactions in the past 3 years as a result.

In our analysis, we utilize the Quinlivan TDR sales (and have numbered them using Quinlivan's numbering for ease of reference) and include several supplemental sales found in a public records search. In addition, we categorized the individual TDR sales into natural categories:

1. Private TDR Sales - Waterfront Donor
2. Private TDR Sales – Inland Donor
3. Bank TDR Sales – Waterfront Receiver
4. Bank TDR Sales – Inland Receiver (A/K/A: B-1 Commercial)

We analyze our sales grids by Seller (Donor), and then correlate pricing based on the receiver's ability to pay.

We have also segregated the sales of the number of TDR units purchased (1-5 units and more than 15 units) to quantitatively demonstrate that the larger TDR purchases come at a substantial discount.

We have quantified our market adjustment (still using an "upward" adjustment, but significantly moderated from the inferred 30%+ adjustment used by Quinlivan which we don't believe is supported in the market).

We summarize the TDR sales into categories as previously discussed.

Private TDR Sales – Waterfront Donor:

Private TDR Sales - Waterfront Donor Site									
No.	TDR Sale 2	TDR Sale 3	TDR Sale 6	TDR Sale 6	TDR Sale 7	TDR Sale 9	TDR Sale 11	TDR Contract 2	TDR Contract 3
Date Sold	7/24/2014	7/24/2014	2/11/2015	2/11/2015	2/17/2015	3/2/2015	10/30/2015	7/15/2015	7/15/2015
Price:	\$186,000	\$165,000	\$80,000	\$80,000	\$80,000	\$540,000	\$325,000	\$208,000	\$208,000
Number TDR's	4	4	2	2	2	18	5	4	4
Grantor:	9350 Condo Association	9350 Condo Association	9300 W Bay Harbor Condo	9300 W Bay Harbor Condo	Ana G. White, et. Al.	BH South Island, LLC	9201 WBH, LLC	TPCP Corp.	TPCP Corp.
Grantee:	Beau Rivage, LLC	Furmanos, LLC	Island Club Towners, LLC	Island Club Towners, LLC	Island Club Towers, LLC	JCG Bay Harbor, LLC	Island Blub Towers, LLC	Verzaca Group	Verzaca Group
O.R. Book / Page:	29267/3883	29288/4929	29508/2940	29508/2940	29508/2952	29524/204	29837/2121	N/A	N/A
Donor Folio:	13-2227-073-0010	13-2227-073-0010	13-2227-009-0010	13-2227-009-0010	13-2227-001-0010	13-2227-001-0030	13-2227-001-0170	13-2227-025-0010	13-2227-025-0010
Donor Location	9350 W Bay Harbor Drive	9350 W Bay Harbor Drive	9300 W Bay Harbor Drive	9300 W Bay Harbor Drive	9300 W Bay Harbor Drive	9521 E Bay Harbor Drive	9201 E. Bay Harbor Drive	10001 E Bay Darbor Drive	10001 E Bay Darbor Drive
Waterfront:	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Receiver Folio:	13-2227-001-1040	13-2227-001-3151	13-2227-001-0010	13-2227-001-0010	13-2227-001-0010	13-2227-001-0030	13-2227-064-0010	13-2227-001-1210	13-2227-001-1210
Receiver Location:	9781 E Bay Harbor Drive	11xx 93 Street	9551 E Bay Harbor Drive	9551 E Bay Harbor Drive	9551 E Bay Harbor Drive	9521 E Bay Harbor Drive	9161 E Bay Harbor Drive	1145 102 Street	1145 102 Street
Waterfront:	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Unadjusted Price per TDR	\$46,500	\$41,250	\$40,000	\$40,000	\$40,000	\$30,000	\$65,000	\$52,000	\$52,000
Unadjusted Low TDR	\$30,000								
Unadjusted High TDR	\$65,000								
Unadjusted Average Price	\$45,194								
Adjustments (%)									
Market Conditions	15%	15%	10%	10%	10%	10%	5%	5%	5%
Property Rights	0%	0%	0%	0%	0%	0%	0%	0%	0%
Conditions of Sale	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location	0%	0%	0%	0%	0%	0%	0%	0%	0%
Easements	0%	0%	0%	0%	0%	0%	0%	0%	0%
# TDR's	0%	0%	0%	0%	0%	35%	0%	0%	0%
Views	0%	0%	0%	0%	0%	0%	0%	0%	0%
Maximum % Line Adjustment	15%	15%	10%	10%	10%	35%	5%	5%	5%
Net % Adjustment	15%	15%	10%	10%	10%	45%	5%	5%	5%
Gross % Adjustment	15%	15%	10%	10%	10%	45%	5%	5%	5%
Adjusted TDR Values	\$53,475	\$47,438	\$44,000	\$44,000	\$44,000	\$43,500	\$68,250	\$54,600	\$54,600
Adjusted Low - TDR	\$43,500								
Adjusted High - TDR	\$68,250								
Adjusted Average - TDR	\$50,429								

Source: Quinlivan Appraisal, P.A. - Transferable Development Rights Report - dated November 1, 2017 | Quantitative Adjustments and Analysis by Integra Realty Resources as of 11/2018

Conclusion – Private TDR Sales Waterfront Donor

It should be noted that the Waterfront TDRs can be transferred to inland projects, as noted by TDR Sales 3 and TDR Contracts 2 & 3. Therefore, the Waterfront TDRs are applicable to the 1177 Kane Concourse project (subject).

Before adjustment, the waterfront TDRs range from \$30,000 to \$65,000 per unit and average \$45,194 per unit. After adjustment, the TDRs range from \$43,500 to \$68,250 per unit. In this set, there were three receivers who were non-waterfront, and their private purchase indicates a higher adjusted value per unit at between \$41,000 - \$52,000.

Interestingly, the waterfront donor prices to use TDR's on the water demonstrated a lower price per unit. This is likely due to existing TDR Seller's already being fully-developed, and thereby just monetizing their TDR's. The higher average price point within the non-waterfront buyer set is likely due to lower density (and higher per unit value) on the in-land projects.

As previously discussed, IRR-Miami tracks residential condominium, mixed-use & multifamily projects within the immediate area; hence, we noted appreciation in the 2014-2015 period, but leveling appreciation over the last 3-year period. Therefore, we apply upward market condition adjustments ranging from 15% in July 2014; as well as a 5% upward market condition adjustment for the July 2015 sale. We also noted that 8 of the 9 TDR sales and/or contracts have quantities ranging from 2 to 5 TDR's; whereas, only 1 sale (TDR Sale 9) represents an 18-unit TDR sale.

A simple paired analysis between TDR Sale 7 (2 Units @ \$40,000/TDR and TDR 9 (18 Units @ \$30,000/TDR) indicates a 35% discount due to a higher quantity of TDRs sold to a single entity.

Utilizing this conclusion, if the 1177 Kane Concourse project is projected to require 40 TDR units; at a 35% quantity discount from the adjusted average TDR value of \$50,549 or \$50,000 (rounded); the subject's TDR cost basis would be \$32,857 or \$33,000 per TDR (rounded).

Private TDR Sales - Waterfront Donor		
Source	# TDR's	Price / TDR
Quinliven TDR Value Estimate	N/A	\$100,000
IRR-Miami Estimate	1-5	\$50,000
IRR-Miami Estimate	15+	\$33,000

Note: Per IRR-Miami analysis

Private TDR Sales – Inland Donor:

Private TDR Sales - Inland Donor Site

No.	TDR Sale 1	TDR Sale 8	TDR Contract 5	TDR Contract 6	TDR Contract 7	2017-TDR xfer	2017-TDR xfer
Date Sold	4/13/2014	2/17/2005	7/17/2015	11/18/2015	2/17/2015	2017	2017
Price:	\$157,500	\$344,000	\$145,500	\$210,000	\$63,000	\$320,000	\$63,000
Number TDR's	5	4	2	3	1	5	1
Grantor:	Claude Rolle, et al	Trio Commons Community Assoc.	Oceanus Condominium, Inc.	9350 BHJ, LLC	Southern Star Condominium Assoc.	N/A	N/A
Grantee:	1140 - 101 BH, LLC	Island Towers, LLC	Bay Harbor Hotel, LLC	Bay Harbor Hotel, LLC	Atlantis 103, LLC	N/A	N/A
O.R. Book / Page:	29137/4187	29508/2763	N/A	N/A	N/A	N/A	N/A
Donor Folio:	13-2227-059-0010	13-2227-038-0001	13-2227-012-xxxx	N/A	13-2227-100-xxxx	13-2227-001-1850; 1860	13-2227-001-2840
Donor Location	1145 101 Street	9970 E Bay Harbor Drive	1060 92nd Street	9350 Bay Harbor Terrace	9260 Bay Harbor Terrace	9870-9890 E Bay Harbor Dr	9260-9280 E. Bay Harbor Dr
Waterfront:	No	No	No	No	No	No	No
Receiver Folio:	13-2227-001-1500	13-2227-001-0010	13-2227-001-0010	13-2227-001-1100	13-2227-001-1160	13-2227-001-1850; 1860	13-2227-001-1850; 1860
Receiver Location:	1150 101 Street	9551 E Bay Harbor Drive	9551 E Bay Harbor Drive	9601 E Bay Harbor Drive	10281 W Bay Harbor Drive	9870-9890 E Bay Harbor Dr	9870-9890 E Bay Harbor Dr
Waterfront:	No	Yes	Yes	Yes	No	No	No
Unadjusted Price per TDR	\$31,500	\$86,000	\$72,750	\$70,000	\$63,000	\$64,000	\$63,000
Unadjusted Low TDR	\$31,500						
Unadjusted High TDR	\$86,000						
Unadjusted Average Price	\$64,321						
Adjustments (%)							
Market Conditions	15%	10%	5%	5%	5%	0%	0%
Property Rights	0%	0%	0%	0%	0%	0%	0%
Conditions of Sale	0%	0%	0%	0%	0%	0%	0%
Location	0%	0%	0%	0%	0%	0%	0%
Easements	0%	0%	0%	0%	0%	0%	0%
# TDR's	0%	0%	0%	0%	0%	0%	0%
Views	0%	0%	0%	0%	0%	0%	0%
Maximum % Line Adjustment	15%	10%	5%	5%	5%	0%	0%
Net % Adjustment	15%	10%	5%	5%	5%	0%	0%
Gross % Adjustment	15%	10%	5%	5%	5%	0%	0%
Adjusted TDR Values	\$36,225	\$94,600	\$76,388	\$73,500	\$66,150	\$64,000	\$63,000
Adjusted Low - TDR	\$36,225						
Adjusted High - TDR	\$94,600						
Adjusted Average - TDR	\$67,695						

Source: Quinlivan Appraisal, P.A. - Transferable Development Rights Report - dated November 1, 2017 | Quantitative Adjustments and Analysis by Integra Realty Resources as of 11/2018

Conclusion – Private TDR Sales (Inland Donor)

The Inland TDRs can be transferred to Waterfront projects, as noted by TDR Sale 8 and TDR Contracts 5 & 6. Therefore, the Inland TDRs are applicable to the 1177 Kane Concourse project (subject).

Before adjustment, the waterfront TDRs range from \$31,000 to \$86,000 per unit and average \$64,621 per TDR unit. After adjustment, the TDRs range from \$36,225 to \$94,600 per unit and average \$67,695 per TDR.

On average, the inland sellers commanded more per TDR whether transferring inland, or onto the waterfront. Excluding the second sale in the grid (from 2005), the inland TDR's in this set demonstrate adjusted prices in the \$36,000 - \$66,000 range (inland); and \$73,000 - \$76,000 (use on the waterfront). **None of these private sales reflected more than 5 units.**

Utilizing the prior conclusion of 35% discount for the 40 TDR units required for the 1177 Kane Concourse project; a 35% quantity discount from the adjusted average TDR value of \$67,675 or \$68,000 (rounded); results in the subject's TDR cost basis of \$43,989 or \$44,000 per TDR (rounded) from the private market on inland sites.

Private TDR Sales - Inland Donor		
Source	# TDR's	Price / TDR
Quinliven TDR Value Estimate	N/A	\$70,000
IRR-Miami Estimate	1-5	\$68,000
IRR-Miami Estimate	15+	\$44,000

Note: Per IRR-Miami analysis

We now turn to the TDR Bank sales for analysis, remembering that the TDR bank has essentially no "basis" or cost for their TDR's, and the value is driven primarily based on the buyer's ability to pay (and the Town's willingness to facilitate the development project with additional density).

TDR Bank Sales – Waterfront Receiver:

TDR BANK Sales - Water Receiver Site				
No.	TDR Sale 5	TDR Contract 1	TDR Contract 4	Public Records
Date Sold	2/2/2015	3/15/2015	7/15/2015	2/7/2017
Price:	\$690,000	\$237,500	\$95,000	\$560,000
Number TDR's	23	5	2	28
Grantor:	Town of Bay Harbor Island	Town of Bay Harbor Island	Town of Bay Harbor Island	Town of Bay Harbor Island
Grantee:	BH 98, LLC	JCG Bay Harbor, LLC	Global Reach Investmtnets, LLC	Bay Harbor Residences, LLC
O.R. Book / Page:	29491/2766	N/A	N/A	30415/2674
Donor Folio:	N/A	N/A	N/A	N/A
Donor Location	Town of Bay Harbor TDR Bank	Town of Bay Harbor TDR Bank	Town of Bay Harbor TDR Bank	Town of Bay Harbor TDR Bank
Waterfront:	N/A	N/A	N/A	N/A
Receiver Folio:	13-2227-114-xxxx	13-2227-001-0030	13-2227-001-0360	13-2227-114-xxxx
Receiver Location:	9821 E Bay Harbor Drive	9521 E Bay Harbor Drive	9290 W Bay Harbor Drive	9821 E. Bay Harbor Drive
Waterfront:	Yes	Yes	Yes	Yes
Unadjusted Price per TDR	\$30,000	\$47,500	\$47,500	\$20,000
Unadjusted Low TDR	\$20,000			
Unadjusted High TDR	\$47,500			
Unadjusted Average Price	\$36,250			
Adjustments (%)				
Market Conditions	10%	10%	10%	0%
Property Rights	0%	0%	0%	0%
Conditions of Sale	0%	0%	0%	0%
Location	0%	0%	0%	0%
Easements	0%	0%	0%	0%
# TDR's	0%	0%	0%	0%
Views	0%	0%	0%	0%
Maximum % Line Adjustment	10%	10%	10%	0%
Net % Adjustment	10%	10%	10%	0%
Gross % Adjustment	10%	10%	10%	0%
Adjusted TDR Values	\$33,000	\$52,250	\$52,250	\$20,000
Adjusted Low - TDR	\$20,000			
Adjusted High - TDR	\$52,250			
Adjusted Average - TDR	\$39,375			
Source: Quinlivan Appraisal, P.A. - Transferable Development Rights Report - dated November 1, 2017 Quantitative Adjustments and Analysis by Integra Realty Resources as of 11/2018				

Conclusion – TDR Bank Sales to Waterfront Receiver

It should be noted that the Town of Bay Harbor Islands holds TDRs in a TDR Bank; therefore, since the TDRs are from a non-specific site (i.e. TDR Bank), the donor site is not subject to review and/or approval by the Town of Bay Harbor Islands for zoning compliance. This could be inferred to make bank purchases more streamlined and could explain some of the difference in the Bank versus Private Purchase pricing.

Before adjustment the TDRs range from \$20,000 to \$47,500 per TDR unit and average \$36,250 per unit. Notably, three transactions occurred in 2015, and IRR Miami identified one transaction in 2017 from the TDR Bank showing a 39% discount for time (comparing first sale TDR-5 in the grid with the fourth sale in the grid).

By NOT adjusting for quantity of TDR sales – the discount for number of TDR's becomes fairly evident as expressed by the TDR Bank transactions. There are two waterfront sales at \$52,250 (adjusted) for 5 or less TDR's; and two sales at \$20,000 - \$33,000 for > 20 TDR sales.

The bank is actually facilitating a deeper discount for bulk sales than expressed by the market.

Utilizing this methodology, based on 1-5 TDR units, the adjusted TDR value would be expected to average \$51,375 per TDR unit or \$51,000 per TDR (rounded). If the 1177 Kane Concourse project is projected to require 40 TDR units; at a 40%-60% quantity discount; the subject's TDR cost basis would be \$20,000 to \$30,000 per TDR (rounded).

Bank TDR Sales -Waterfront Receiver		
Source	# TDR's	Price / TDR
Quinliven TDR Value Estimate	N/A	\$100,000
IRR-Miami Estimate	1-5	\$51,000
IRR-Miami Estimate	15+	\$20,000-\$30,000

Note: Per IRR-Miami analysis

TDR Bank Sales – Inland Receiver:

BANK TDR Sales - Inland Receiver Site			
No.	TDR Sale 4	TDR Contract 10	Public Record
Date Sold	12/4/2014	6/8/2015	6/8/2016
Price:	\$630,000	\$105,000	\$105,000
Number TDR's	18	3	3
Grantor:	Town of Bay Harbor Island	Town of Bay Harbor Island	Town of Bay Harbor Island
Grantee:	Bayview 102 Realty, LLC	JCG Bay Harbor, LLC	1150-101 BH, LLC
O.R. Book / Page:	29416/1458	29647/4348	29647/4348
Donor Folio:	N/A	N/A	N/A
Donor Location	Town of Bay Harbor TDR Bank	Town of Bay Harbor TDR Bank	Town of Bay Harbor TDR Bank
Waterfront:	N/A	N/A	N/A
Receiver Folio:	13-2227-001-1220; 1210	13-2227-001-1500	13-2227-001-1500
Receiver Location:	1145 102nd Street	1150 101st Street	1150 101st Street
Waterfront:	No	No	No
Unadjusted Price per TDR	\$35,000	\$35,000	\$35,000
Unadjusted Low TDR	\$35,000		
Unadjusted High TDR	\$35,000		
Unadjusted Average Price	\$35,000		
Adjustments (%)			
Market Conditions	10%	10%	5%
Property Rights	0%	0%	0%
Conditions of Sale	0%	0%	0%
Location	0%	0%	0%
Easements	0%	0%	0%
# TDR's	0%	0%	0%
Views	0%	0%	0%
Maximum % Line Adjustment	10%	10%	5%
Net % Adjustment	10%	10%	5%
Gross % Adjustment	10%	10%	5%
Adjusted TDR Values	\$38,500	\$38,500	\$36,750
Adjusted Low - TDR	\$36,750		
Adjusted High - TDR	\$38,500		
Adjusted Average - TDR	\$37,917		
Source: Quinlivan Appraisal, P.A. - Transferable Development Rights Report - dated November 1, 2017			

Conclusion – TDR Bank Sales Waterfront Receiver

We then look at the sale of non-waterfront sales from the TDR Bank.

Before adjustment, the Bank TDRs are set at \$35,000 per TDR for inland receiver sites. After market condition adjustments, the TDR's range from \$36,750 to \$38,500 per TDR unit and average \$37,917 per TDR unit. Notably, there was no "bulk" discount for the 2014 sale of 18 units, but the price was also near the floor of

TDR sales at the time, and the bulk of the observable transactions from the bank and in the private market occurred in 2015, so this buyer would not have had sufficient information.

Utilizing this historical data & methodology, the average Bank TDR with inland receiver would be expected to average \$37,917 per TDR unit or \$38,000 per TDR unit (rounded). Since there has not been historical discounts for TDR Bank (donor) to Inland (receiver) sites, we conclude at the average adjusted price of \$38,000 per TDR unit.

If the 1177 Kane Concourse project is projected to require 40 TDR units; we apply a 35% quantity discount (previously utilized by the Private TDR Sale w/Waterfront Donor Site); the subject's TDR cost basis would be \$24,700 or \$25,000 per TDR unit (rounded).

Bank TDR Sales - Inland Receiver

Source	# TDR's	Price / TDR
Quinliven TDR Value Estimate	N/A	\$70,000
IRR-Miami Estimate	1-5	\$38,000
IRR-Miami Estimate	15+	\$25,000

Note: Per IRR-Miami analysis

Overall Conclusion

Overall TDR Conclusions

TDRs	Donor	Receiver	Quinlivan/Town	IRR-Estimate (1-5)	IRR-Estimate (15+)
Bank Owned TDRs	Bank	Inland	\$70,000	\$38,000	\$25,000
Bank Owned TDRs	Bank	Commercial	\$70,000	\$38,000	\$25,000
Bank Owned TDRs	Bank	Waterfront	\$100,000	\$51,000	\$20,000-\$30,000
Private Owned TDRs	Inland	Inland	N/A	\$68,000	\$44,000
Private Owned TDRs	Inland	Commercial	N/A	\$68,000	\$44,000
Private Owned TDRs	Waterfront	Waterfront	N/A	\$50,000	\$33,000

Source: IRR-Miami/Palm Beach - Estimate

Based upon our analysis, we did not identify any sales of TDR's into or from the commercial zones. The premise that end unit values in Bay Harbor will be "equal" to residential in-land property values in residential neighborhoods is not available for analysis in the data.

However, what is evident is that the TDR Bank appraisal as of 12/31/2017 is substantially higher than market transaction evidence suggests is should be based upon an analysis of the data. Again, the adjustment for time-market conditions is difficult to measure, but the complete lack of 2016 transactions, and very few 2017-2018 transactions (from the bank or private sellers) is evidence that these prices are too high.

Integra Miami cannot recommend that the TDR Bank reset their appraisals (although if the bank re-analyzes the data for 12/31/2018 we might suggest re-examination of these values is necessary for the health of their TDR market). However, our counsel to you as our client is that privately owned TDR's should be available in the \$30,000+/- - \$40,000 price range from the private market in bulk.

The TDR Bank may be less motivated to sell this many TDR's at historically deep discounts. They may also have artificially increased the pricing so that when discounts are applied, they would provide price-support. These are not market mechanics.

For purposes of feasibly purchasing TDR units onto a commercial site, which likely has lower end-unit price viability, we recommend a price of \$30,000 per unit.

Please feel free to call with any questions. This document is considered an appraisal under Florida Law, and is in an abbreviated format to support the client's intended use. Additional information is contained within our work files supporting the conclusions herein.

Respectfully submitted,

INTEGRA REALTY RESOURCES - MIAMI/PALM BEACH

A stylized, handwritten signature in dark ink, likely belonging to Anthony Graziano. The signature is fluid and cursive, with a prominent loop at the end.

Anthony Graziano, MAI, CRE
Senior Managing Director
Florida State-Certified General Real Estate
Appraiser RZ3510
Telephone: 305.670.0001, ext. 320
Email: amgraziano@irr.com

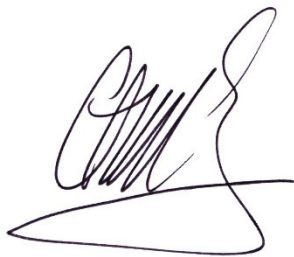
A handwritten signature in dark ink, likely belonging to Peter Kayworth. The signature is cursive and somewhat elongated, with a clear 'P' at the beginning.

Peter Kayworth
Senior Analyst
FL State-Certified General RE Appraiser
RZ#2921
Telephone: 305-670-0001
Email: pkayworth@irr.com

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have not performed any services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Anthony Graziano, MAI, CRE, has not made a personal inspection of the property that is the subject of this report. Peter Kayworth has personally inspected the subject.
12. No one provided significant real property appraisal assistance to the person(s) signing this certification.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.
14. As of the date of this report, Anthony Graziano, MAI, CRE, has completed the continuing education program for Designated Members of the Appraisal Institute.



Anthony Graziano, MAI, CRE
Florida State-Certified General Real Estate Appraiser RZ3510



Peter Kayworth
Florida State-Certified General Real Estate Appraiser RZ2921

AGENDA ITEM REPORT

January 7, 2020

ITEM NUMBER: 2.

ITEM: Town Manager's **Report** and **presentation**. Attached is a memorandum from Town Manager Jimenez with attachments.

DESCRIPTION:

RECOMMENDED ACTION:

FINANCIAL ANALYSIS:

Current Property Taxes (minus waterfront lot) is \$58,409.17 (land valued at \$15,701,812). Estimated Property Taxes upon completion of the Project is projected to be approximately \$185,995 (based on a conservative estimated assuming a land/building value of \$50 million with the current millage rate).

The Applicant is proposing to pay \$500,000 to be used exclusively for the design and development of the new park to be located at 9600 W. Bay Harbor Drive. The park contribution shall be paid in full prior to the issuance of a Building Permit for the Project.

Park Impact Fees in the amount of \$154,407.60 (90 units x \$1,715.64 - Resolution No. 1149)

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk

ATTACHMENTS

1. TM Memo
2. Appraisal_9600 West Bay Harbor Drive
3. Appraisal_report - alley property
4. Appraisal_report - value of easement
5. 1177 Kane Concourse Traffic Study Summary - 5-7-2019
6. 1177 Kane Concourse Shared Parking Review Memo 4-15-19
7. Sewer upgrade - engineers opinion of probable cost
8. Resolution 2171 - TDR Value
9. BHI TC Staff Report Rev Final 1177 KC Nov 15 2019



TOWN OF BAY HARBOR ISLANDS

OFFICE OF THE TOWN MANAGER

Date: December 30, 2019

J.C. JIMENEZ
TOWN MANAGER

TO: The Honorable Mayor and
Members of the Town Council

FROM: J.C. Jimenez
Town Manager

RE: **Wharton Kane Concourse Developer's Agreement – 1177 Kane Concourse**

Staff Recommendation

Staff feels that the terms and conditions negotiated in this agreement are fair and equitable to the Town. If the Town Council is in favor of the project as presented, staff recommends APPROVAL of the agreement.

Introduction

Over the past 12 months, staff has met with the developers several times and negotiated the terms of the attached developer's agreement. During these negotiations, the town retained the services of a professional appraiser, traffic engineering firm and a civil engineering firm. The following studies were utilized for analysis and negotiations:

- Appraisal of the waterfront lot at 9600 West Bay Harbor Drive (land to be conveyed to the Town)
- Appraisal of Alleyway to be vacated
- Appraisal of the value of the easement
- Traffic Study
- Shared Parking Analysis
- Engineers Opinion of Probable Cost for the upgrade to the sanitary sewer main

Project Description

The developer intends to develop the property with a mixed-use development consisting of 90 residential units, 98,800 square feet of office space, 15,000 square feet of commercial space.

Conveyance of Waterfront Lot for Transfer of Development Rights

The developer is offering to convey the waterfront lot on the NW corner of Kane Concourse and West Bay Harbor Drive to the Town in exchange for 24 Transfer of Development Rights (TDRs) from the Town's commercial bank. **The value of the land is \$2,550,000.** The developer's offer based on the Town's appraisal for the 24 TDRs is \$1,560,000 or \$65,000 each. Please note that the Town set the price of commercial TDR's at \$65,000 each in March 2019.

Conveyance of the Alleyway

The developer is requesting to acquire the alleyway for \$1,500,000. In turn, the developer will grant the Town a permanent access easement to allow for vehicular access to exit onto

97th Street. The value of the permanent access easement is \$659,000. The net value of the alley way conveyance is **\$841,000 (\$1,500,000 - \$659,000)**.

Public Benefit for the additional 10' of Building Height

The developer is requesting approval for the additional 10 feet of bonus height as per Section 23-11(C)(8) of the Town Code. If granted, the total height of the project will be 75 feet from the base flood elevation.

In exchange for the bonus height, the developer is offering the following public benefits:

- Upgrade the sanitary sewer line from 15" to an 18" line from West Bay Harbor Drive to Bay Harbor Terrace. According to an engineering estimate from the Town's consultant engineer, the value of this work is approximately \$513,000.
- The developer will provide a cash contribution of \$500,000 to the Town for the design and development of the waterfront lot. This contribution will be paid in installments over 10 years.
- Surplus Park Contribution: In addition to the cash contribution and the sanitary sewer upgrades, the Town is receiving a net surplus value of \$149,000.

Value of the land:	\$ 2,550,000
Value of TDRs:	-\$1,560,000
Alleyway:	-\$ 841,000
Net Value to Town	\$ 149,000

- **Total estimated value of the Public Benefit is \$1,162,000.**

Use of building as an Emergency Operations Center

In the event of a hurricane, tropical storm, or other natural disaster, the Town may be permitted to use reasonable portions of the office space in the Project for a temporary emergency operation center if necessary and if adequate office space is available at the time of the event.

Leadership in Energy and Environmental Design (LEED) Silver Certification

The Project shall be at a minimum certified as Silver by the United(b) States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standards or equivalent sustainability standards.

No Left Turns onto 97th Street or West Bay Harbor Drive

As requested by Council, the developer has agreed to not allow vehicles exiting from the parking garage to make a left turn onto 97th Street.

One (1) Hour of free parking

Owner shall allow for up to 1 hour of free parking.

Renting of space in the parking garage

After completion of the project, if the Town Manager has reasonable belief that the number of parking spaces provided in the garage is not sufficient and the project is at least

75% occupied, then the owner shall enter into an agreement with the Town to rent supplemental parking spaces in the Town's parking garage equal to the demonstrated deficiency in the project, unless in the opinion of the Town Manager, Owner provides satisfactory evidence that there is no need for the overflow parking through a parking occupancy study. If there is a need for overflow parking, Owner shall also have the option to reduce the number of off-site rental spaces by constructing parking stackers in the project garage. In no case shall the amount of overflow parking required exceed 142 spaces. If required, Owner shall establish the overflow parking spaces as the preferred valet parking location so as to free up the maximum number of on-site spaces in the project garage for self-parking.

No Short Term or Transient Rentals

As part of this agreement, the developer voluntarily agrees to prohibit the use of "Short-Term" or "Transient" rentals in the project. This means that units will not be rented for periods less than six (6) months.

Performance/Demolition Bond/Letter of Credit

The developer agrees to post a reasonable performance/demolition bond, letter of credit or its equivalent in a form approved by the Town.

Staging Area

As discussed in the first hearing, the Town will allow the developer to use a nearby lot as a staging area during construction. Upon completion of the project, the developer will restore the lot to its previous condition.

Request for Parking Reduction (Shared Parking)

The developer is requesting approval of a Parking Reduction pursuant to Section 23-11(C)(5) of the Town Code. The project includes 498 parking spaces, however, 645 are required for this project. This is a reduction of 147 spaces or 23%. Attached are the traffic studies and shared parking analyses. Please note that the Town contracted an independent traffic engineering firm to conduct the traffic study and the shared parking analysis.

Self-Parking Option

The developer has agreed to allow for self-parking to residents and office tenants, in addition to valet services.

Valet Parking on Kane Concourse prohibited without Town approval

The Project shall not include any valet parking in existing on-street parallel parking spaces along Kane Concourse without separate Town approval.

APPRAISAL REPORT

AN 11,250 SQUARE FOOT LAND SITE

LOCATED AT:

**9600 WEST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA**

PREPARED FOR:

**TOWN OF BAY HARBOR ISLANDS
9665 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FLORIDA**

AS OF:

OCTOBER 7, 2018

PREPARED BY:

**QUINLIVAN APPRAISAL, P.A.
7300 NORTH KENDALL DRIVE- SUITE 530
MIAMI, FLORIDA 33156**

QUINLIVAN APPRAISAL
A PROFESSIONAL ASSOCIATION
7300 NORTH KENDALL DRIVE, SUITE 530
MIAMI, FLORIDA 33156

Thomas F. Magenheimer, MAI
State Certified General Appraiser
RZ 553

Telephone (305) 663-6611
Fax (305) 670-4330
tmagmai@aol.com

December 4, 2018

J.C. Jimenez, Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154

Dear Mr. Jimenez:

In accordance with your request and authorization, I have prepared this Appraisal Report covering the following described property:

An 11,250 square foot site, located at 9600 West
Bay Harbor Drive, Bay Harbor Islands, Florida

The purpose of this Appraisal is to estimate the Market Value of the described property as of October 7, 2018, being one of the dates of personal inspection.

To the best of our knowledge, the opinions and conclusions were developed and this Appraisal Report was prepared in accordance with the standards and reporting requirements of the FIRREA of 1989 – Title XI and its updates, and the most current Uniform Standards of Professional Appraisal Practice (USPAP) adopted by the Appraisal Standards Board of the Appraisal Foundation.

The narrative Appraisal Report that follows sets forth the identification of the property, the assumptions and limiting conditions, pertinent facts about the area and the subject property, comparable data, the results of the investigations and analyses, and the reasoning leading to the conclusions set forth. This appraisal is not based on any hypothetical conditions or extraordinary assumptions.

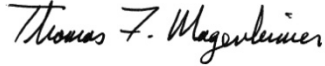
Mr. J. C. Jimenez, Town Manager
Town of Bay Harbor Islands
December 4, 2018
Page 2

Based on the inspection of the property and the investigation and analyses undertaken, I have formed the opinion that, as of October 7, 2018, the subject property had a Market Value of:

TWO MILLION FIVE HUNDRED THIRTY THOUSAND DOLLARS

\$2,530,000

Respectfully submitted,

A handwritten signature in black ink that reads "Thomas F. Magenheimer". The signature is written in a cursive style with a large, stylized 'T' and 'M'.

Thomas F. Magenheimer, MAI
State-Certified General Appraiser
Certification Number: RZ0000553

TFM/dm
(18-072)

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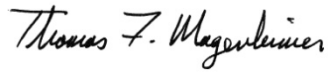
CERTIFICATION OF VALUE

The undersigned hereby certifies that, to the best of my knowledge and belief:

- (A) The statements of fact contained in the report are true and correct.
- (B) The reported analyses, opinions and conclusions are limited only by the assumptions and limiting conditions set forth, and are my personal, unbiased professional analyses, opinions and conclusions.
- (C) I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- (D) I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- (E) My engagement in this assignment is not contingent upon developing or reporting predetermined results.
- (F) The appraiser's compensation for completing this assignment is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal. Furthermore, the appraisal assignment is not based on a requested minimum valuation, a specific valuation or the approval of a loan.
- (G) The appraiser's analyses, opinions and conclusions are developed, and this report is prepared, in conformity with the Uniform Standards of Professional Appraisal Practice, and the requirements of the State of Florida for state-certified appraisers.
- (H) Use of this report is subject to the requirements of the State of Florida relating to review by the Real Estate Appraisal Subcommittee of the Florida Real Estate Commission.
- (I) Thomas F. Magenheimer has made a personal inspection of the property that is the subject of this report.
- (J) No one provided significant professional assistance to the person signing this report.
- (K) The reported analyses, opinions, and conclusions are developed, and this report is prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute.

- (L) The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- (M) The undersigned performed a market value appraisal regarding the subject property dated July 11, 2016.

As of the date of this report, Thomas F. Magenheimer has completed the requirements under the continuing education program for The Appraisal Institute.



THOMAS F. MAGENHEIMER, MAI
STATE-CERTIFIED REAL ESTATE APPRAISER
CERTIFICATION NUMBER: RZ0000553

SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Purpose of Appraisal	Market Value
Property Rights Appraised	Fee Simple
Location	Northwest corner of West Bay Harbor Drive and 96 th Street, Bay Harbor Islands, Florida
Address	9600 West Bay Harbor Drive Bay Harbor Islands, Florida
Legal	Lot 32, Block 3, BAY HARBOR ISLAND , according to the Plat thereof, as recorded in Plat Book 46, Page 5, of the Public Records of Miami-Dade County, Florida.
Land Size	11,250 Square Feet 0.26 Acres
Improvements	Parking lot
Zoning	G, Gateway District
Highest and Best Use:	Mixed use commercial and residential use
Land Value Indication	\$2,530,000
Final Estimate of Market Value	\$2,530,000
Date of Inspection	October 7, 2018
Date of Value Estimate	October 7, 2018
Date of Report	December 4, 2018



LOOKING NORTHWESTERLY AT SUBJECT FROM WEST BAY HARBOR DRIVE



LOOKING SOUTHWESTERLY AT SUBJECT FROM WEST BAY HARBOR DRIVE



LOOKING NORTHEASTERLY AT SUBJECT FROM 96TH STREET



LOOKING NORTHWESTERLY AT SUBJECT FROM 96TH STREET



LOOKING SOUTHERLY ON WEST BAY HARBOR ISLAND DRIVE – SUBJECT TO RIGHT



LOOKING NORTHERLY ON WEST BAY HARBOR ISLAND DRIVE – SUBJECT TO LEFT



LOOKING EASTERLY ON 96TH STREET – SUBJECT TO LEFT



LOOKING WESTERLY ON 96TH STREET – SUBJECT TO RIGHT

INTRODUCTION

INTRODUCTION

IDENTIFICATION OF THE PROPERTY

An 11,250 square foot site that is presently utilized as a parking lot.

LOCATION

Northwest corner of West Bay Harbor Drive and 96th Street,
Bay Harbor Islands, Florida

ADDRESS

9600 West Bay Harbor Drive
Bay Harbor Islands, Florida

PURPOSE AND DATE OF APPRAISAL

The purpose of this Appraisal is to estimate the Market Value of the property as of October 7, 2018, being one of the dates of personal inspection.

INTENDED USE AND USER OF APPRAISAL

The intended use of this appraisal is to assist the client (Town of Bay Harbor Islands) in determining an acquisition price. The intended user is the Town of Bay Harbor Islands.

LEGAL DESCRIPTION

Lot 32, Block 3, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46, Page 5, of the Public Records of Miami-Dade County, Florida.

PROPERTY RIGHTS APPRAISED

The property is appraised in fee simple: a fee without limitations to any particular class of heirs or restrictions, but subject to the limitations of eminent domain, escheat, police power and taxation, as well as utility easements of record.

DEFINITION OF MARKET VALUE

Market Value means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- (1) buyer and seller are typically motivated;
- (2) both parties are well informed or well advised and acting in what they consider their own best interest;
- (3) a reasonable time is allowed for exposure to the open market;
- (4) payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- (5) the price represents a normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Source: Interagency Appraisal and Evaluation Guidelines, December 10, 2010, Federal Register, Volume 75, No. 237, Page 77472

ASSESSMENT AND TAXES – 2018

The subject property is assessed under the jurisdiction of the Town of Bay Harbor Islands, Florida.

The assessment for the property is established each year as of January 1st by the Miami-Dade County Property Appraiser's Office at 100% of "Just Value." Just Value has been equated to Market Value less closing costs. While the State of Florida requires real estate to be assessed at 100% of Just Value, in reality the ratio of the assessed value to sales price is generally below 100%.

Folio Number:	13-2227-001-0790
County Market Value:	Land \$ 2,531,250
	Improvements \$ <u>19,388</u>
	Total \$ 2,550,638
Assessed Value:	\$2,372,576
Millage Rate:	\$19.0560 per \$1,000
Tax Amount:	\$46,410.69

OWNER OF RECORD AND ADDRESS

NR Wharton Kane Concourse Property Owner, LLC
1819 Wazee Street, 2nd Floor
Denver, CO 80202

THREE-YEAR HISTORY OF TITLE

The property sold as part of a larger 1.74 acre site on December 20, 2016. The title transferred from The 1177 Kane Concourse Partnership, Ltd. to NR Wharton Kane Concourse Property Owner, LLC. The special warranty deed transferring title was recorded in Official Records Book 30358, Page 2094 of the Public Records of Miami-Dade County, Florida. The documentary stamps recorded on the deed indicate a consideration of \$20,250,000. The sale price equates to \$223.14 per square foot of land area. The sale was between unrelated parties and was considered an arm's length transaction. A portion of the site was improved with a 11,250 square foot office building. Reportedly, the buyer plans to redevelop the site with a new building.

ESTIMATED EXPOSURE TIME

Exposure time is defined as the estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based upon an analysis of past events assuming a competitive and open market.

The overall concept of reasonable exposure encompasses not only adequate, sufficient and reasonable time but also adequate, sufficient and reasonable effort.

In estimating a reasonable exposure time for the subject property, the following steps have been taken:

Discussion with buyers, sellers, brokers and/or a review of multiple listings of similar properties in the area related to historic marketing periods.

Based on the above sources, exposure time is estimated to have been twelve months for the subject property.

ESTIMATED MARKETING PERIOD

The estimated value of the subject is predicated upon a normal marketing period. A normal marketing period is generally defined as the most probable amount of time necessary to expose and actively market a property on the open market to achieve a sale. Implicit in this definition are the following assumptions:

- (A) The property will be actively exposed and aggressively marketed to potential purchasers through marketing channels commonly used by sellers and buyers of similar type properties.
- (B) The property will be offered at a price reflecting the most probable markup over market value used by sellers of similar type properties.
- (C) A sale will be consummated under the terms and conditions of the definition of Market Value required by the regulation.

In order to estimate the marketability of this property, the sales activity in this market area was reviewed, multiple listings were reviewed and/or real estate brokers who operate in this area were interviewed.

Based on the above sources, the subject property could be sold within a twelve month time period.

SCOPE OF THE APPRAISAL

SCOPE OF THE APPRAISAL

The scope of the assignment relates to the extent and manner in which research is conducted, data is gathered and analysis is applied, all based upon the following problem-identifying factors stated elsewhere in this report.

This appraisal of the subject has been presented in the form of an Appraisal Report, which is intended to comply with the reporting requirements set forth under Standards Rule 2-2 of the USPAP.

The value of a site can be estimated by various methods which include Direct Sales Comparison, Allocation, Extraction, Development Approach, Land Residual or Ground Rent Capitalization. However, the Direct Sales Comparison Approach is the most preferred and utilized technique when sales of comparable sites are available. The other methodologies are indirect techniques which are generally used when an area is mostly developed and sales of comparable sites are scarce.

The Direct Sales Comparison Method was utilized in valuing the subject property due to the availability of recent sales. In the Direct Sales Comparison Method, sales of similar recently sold properties with a similar highest and best use as the subject property are analyzed, compared and adjusted by time, property characteristics and location to indicate the Market Value of the subject property. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

Data related to the subject property was derived from various sources including but not limited to the Miami-Dade County Property Appraiser's office, Hopkins Plat Book, Miami-Dade County plats, FEMA flood zone maps, Land Development Regulations of the Town of Bay Harbor Islands, and tax roll information provided by the Miami-Dade County Property Appraiser's office. A survey of the site was provided by the client.

Comparable sale sources include the Miami-Dade County Property Appraiser's office, Board of Realtors' Multiple Listing Service, CoStar and Loopnet. Sale prices are typically confirmed with a party to the transaction, i.e. buyer, seller, real estate agent or attorney to the transaction.

A search for land sales was conducted in the area of the subject. The initial sales period researched was from January of 2014 through the date of valuation. Several other sales were considered, but were not included because there was too wide a difference in physical factors, location and time.

LOCATION ANALYSIS

COUNTY DATA

Miami-Dade County - Location and Size

Miami-Dade County, which comprises the metropolitan area of Miami, is situated on the southeast tip of the state of Florida. It is bordered on the east by the Atlantic Ocean, on the west by Monroe and Collier Counties, on the north by Broward County, and on the south by Monroe County (the Florida Keys).

Miami-Dade County, the largest county in area and population in the state of Florida, covers an area of 2,054 square miles with an altitude ranging from sea level to 25 feet. Water covers 354 square miles of the County.

Although the County is relatively large, approximately half of the total area is comprised of the Everglades, which is a natural area that will not be developed. Therefore, only the eastern section of Miami-Dade County encompasses the area which is currently developed or available for future development.

Miami-Dade County's location, its southern latitude and proximity to the Gulf Stream provide for mild winters and pleasant summers.

Population

The state of Florida has increased rapidly in population from 9,740,000 in 1980 to 12,937,926 in 1990 and 15,982,378 in 2000. The 2010 population of Florida was 18,801,310, an increase of 17.6% over the 2000 population. In 2016, the population of the state was projected at 20,610,000.

Miami-Dade County's population increased from 1,626,000 in 1980 to 1,937,094 in 1990, reflecting an average annual compounded growth rate of 1.77%, compared with 2.88% for the state of Florida. By 2000, Miami-Dade County's population increased to approximately 2,253,362. The population grew to 2,496,435 by the Year 2010, an increase of 10.8% over the 2000 population. By the Year 2016 the population increased to 2,712,945, an increase of 8.7% over the 2010 population.

Miami-Dade County's population growth during the last four decades has been dramatic especially in relation to national trends. From 1950 to 1990 the United States population increased by 60% while the population of Miami-Dade County has almost quadrupled from 495,084 to 1,937,000. During this period, the state of Florida was elevated from the 20th most populous state to the 4th in 1990 and continues to be the fourth most populous state.

During the 1960s, the major increase in Miami-Dade County's population was due to the large immigration of Cubans. Today, Cuban and other Spanish speaking people comprise approximately 62% of Miami-Dade County's population. The increase in Hispanic population has had favorable effects on the local economy and has helped to create a multi-national cultural environment in the area.

The overall population of Miami-Dade County is well dispersed throughout the entire area, yet has several key areas of concentration. During the 1960s, several sub-areas accounted for approximately 70% of the growth. These areas include Hialeah, northern Miami-Dade County, the Beach area, the Miami River area, the area southwest of Miami International Airport, as well as the Kendall and Cutler Ridge areas. In the first half of the 1970s, population growth continued in an uneven fashion especially in the urban fringes.

Since 1970, approximately three-fourths of the total population growth for the County has occurred in the unincorporated areas. The older centrally located cities such as Miami, Miami Beach and Coral Gables have grown at modest rates from 1970 to 1990. Unincorporated Miami-Dade County has evidenced the most rapid growth which continues to occur in areas in northeast Miami-Dade County (Aventura), as well as the currently expanding southwest area, especially in sections of Flagler Street, S.W. 8th Street, North Kendall Drive and Homestead.

Population trends indicate that most of the population growth in Miami-Dade County between 2010 and 2020 will occur in outlying areas such as North Miami Beach, the Kendall area west of the Florida Turnpike, the S.W. 8th Street area west of the Florida Turnpike, the Hialeah-Miami Lakes area, as well as those areas both east and west of U.S. Highway 1 between Cutler Ridge and Florida City.

Employment Trends

The dominant characteristic of Miami-Dade County is that it is primarily trade and service based. Personal, business and repair services have had a substantial increase in importance in the economic base over the last decade. The major sectors of the economy include services, wholesale and retail trade, transportation, communications, public utilities, government and manufacturing. The most dominant industries which form the County's economic base are construction and tourism.

Tourism is Miami-Dade County's biggest industry with an estimated 15.9 million visitors in 2017 contributing to more than 50 percent of the area's economy. Aviation and related industries are responsible for another large segment of the economy.

The largest employer in Miami-Dade County is the Miami-Dade County School Board, followed by Miami-Dade County, Federal Government, State of Florida, University of Miami, Baptist Health Systems of South Florida, American Airlines, Jackson Health System, Florida International University, City of Miami, Mount Sinai Medical Center, and Florida Power and Light. Assuming additional importance is the growing prominence of Miami-Dade County as a center for international trade, finance and tourism. The establishment of Miami as the "Gateway of the Americas" should provide the area with a much needed degree of economic diversification. This should enable Miami-Dade County to weather slowdowns in the national economy by an increase of trade through the Port of Miami, growth of international arrivals at the airport, the Free Trade Zone, and the substantial foreign investment in the local economy, particularly in real estate.

In October of 2017, Florida's unemployment rate was 3.6 percent, down from 4.9 percent in October of 2016 and a high of 10.7 percent in March of 2011. The unemployment rate for Miami-Dade County in October of 2017 was 4.6 percent, down from 5.6 percent a year earlier.

TABLE 1

ESTIMATES OF MIAMI-DADE COUNTY TOURIST TRENDS

	INTERNATIONAL	DOMESTIC	TOTAL
2010	6,060,100	6,544,000	12,604,100
2011	6,461,900	6,908,600	13,370,600
2012	6,801,200	7,102,032	13,903,232
2013	7,131,700	7,087,200	14,218,900
2014	7,260,000	7,303,200	14,563,200
2015	7,506,100	7,990,200	15,496,300
2016	7,624,200	8,100,000	15,724,200

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Figures for 2016 indicate 15,724,200 overnight visitors came to Miami-Dade County, a 1.5% increase from 2015. In 2015, the total overnight visitors increased to 15,496,300, an increase of 6.4% over 2014.

TABLE 2

ESTIMATES OF DOMESTIC VISITORS BY REGION

DOMESTIC MARKET	2012	2013	2014	2015	2016
NEW YORK	25.5%	25.9%	26.0%	26.3%	26.5%
CHICAGO	5.8%	5.9%	5.9%	5.9%	5.9%
PHILADELPHIA	5.7%	5.6%	6.0%	5.6%	5.7%
BOSTON	4.3%	4.3%	4.3%	4.2%	4.3%
ATLANTA	3.9%	3.9%	3.9%	3.9%	4.0%
WASHINGTON, DC	2.8%	2.8%	2.8%	2.8%	2.8%
DALLAS	2.7%	2.7%	2.7%	2.7%	2.7%
LOS ANGELES	1.9%	2.1%	2.1%	2.1%	2.2%
DETROIT	2.1%	2.0%	1.9%	1.9%	1.9%
HOUSTON	1.8%	1.8%	1.8%	1.8%	1.8%

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Table 2 indicates that the bulk of domestic visitors to Miami-Dade County originate from the New York (26%), Chicago (5.9%) and Philadelphia (5.6%) market areas. Of the top ten domestic market visitors, the majority (38.9%) are from northeastern market areas.

T A B L E 3

ESTIMATES OF INTERNATIONAL VISITORS BY REGION

REGION	2012	2013	2014	2015	2016
EUROPEAN COUNTRIES	20.0%	19.2%	19.7%	20.2%	20.4%
CARIBBEAN COUNTRIES	10.5%	10.0%	10.4%	10.6%	11.2%
CENTRAL AMERICAN COUNTRIES	8.0%	7.8%	8.2%	8.2%	8.5%
SOUTH AMERICAN COUNTRIES	50.3%	52.1%	50.4%	49.8%	48.3%
CANADA	9.4%	9.2%	9.5%	9.3%	8.7%
OTHER COUNTRIES	1.8%	1.7%	1.8%	1.9%	2.9%
TOTAL	100%	100%	100%	100%	100%

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Table 3 shows that the bulk of international visitors to Miami-Dade County originate from Central and South American Countries (56.8%), followed by European Countries (20.4%) and Caribbean Countries (11.2%). England and Germany accounted for the largest proportion of European visitors.

In 2016 there were a total of 3,365,570 million passengers passing through the Port of Miami. During 2016, the number of Port of Miami passengers increased 2.1% from 2015. The passenger count in 2017 is expected to increase to nearly 3.637 million based on passenger counts through August of 2017. Through July of 2017 approximately 13,396,145 passengers arrived through Miami International Airport. The passengers arriving at the airport decreased less than 1% from the same period the previous year. The arrivals at the airport are fairly evenly distributed between international and domestic passengers. Through July 2017, domestic arrivals totaled 6,845,460 and international arrivals totaled 5,482,716.

As of October 2017, there were approximately 55,511 motel and hotel rooms in 428 lodging facilities in Greater Miami and the Beaches. The area had an occupancy rate of 75.9 percent in 2016, down 2% from 2015. The airport area had the highest occupancy rate as of October 2017 at around 86.5%.

Average room rate for hotel rooms in Miami-Dade County was \$187.17 in 2016, down from \$191.19 in 2015. Therefore, the average hotel room rates in 2016 indicate a decrease of 2.1% over the 2015 rate.

The first in a series of new luxury properties opened in February 2004 when the 380-room Ritz Carlton opened in Miami Beach. In May of 2005, the 210-room Le Meridian opened in Sunny Isles Beach. Three other new hotels with a total of 271 rooms opened in Miami Beach during 2005. In 2016, new hotel openings included the East Hotel (353-rooms) in Brickell, The Langford (126-rooms) downtown, Me by Melia (125-rooms) downtown and the East Hotel (352-rooms) in Brickell. New hotels expected to open in 2017 include SLS Lux Brickell Hotel (85-rooms) in Brickell, Yotel Miami (250-rooms) downtown, Fasano Hotel (175-rooms) in Miami Beach, the Surf Club Four Seasons (80-rooms) in Surfside, Plymouth Hotel (110-rooms) in Miami Beach, and Greystone Hotel (92-rooms) in Miami Beach. In 2017 new hotel openings included Aloft Miami Airport (125-rooms), Four Seasons at the Surf Club (77-rooms) in Surfside, Hampton Inn Miami Midtown (151-rooms) in the Wynwood district, Four Points by Sheraton (124-rooms) at the airport, AC Hotel Miami (233-rooms) in Aventura, and the Hyatt Centric (208-rooms) in the Brickell district.

Miami-Dade Financial Resources

Over the course of the last decade, Greater Miami has evolved into a major international financial center. Domestic and international businesses find convenient access to a full array of services provided by locally-based state and national commercial banks, savings and loan associations, foreign banks, non-depository credit institutions, securities and commodities brokers and insurance companies.

Greater Miami has the largest concentration of domestic and international banks south of New York City. With more than 90 percent of the state's foreign banks operating offices in Miami, this market dominates international banking in Florida.

Overall, about 150 domestic banks, foreign banks and Edge Act banks operate in Greater Miami. The greatest concentration is located along Brickell Avenue in downtown Miami.

Transportation

Miami-Dade County has an extensive expressway system with access to all points in the County. However, due to the rapidly increasing population, some of the expressways, especially Interstate 95, are becoming overburdened. In 1985 Miami-Dade County completed a 20.5 mile elevated rapid transit system. This system originally extended southward from downtown Miami to Dadeland, paralleling U.S. Highway 1 and northwesterly from downtown Miami to Hialeah. In 1999, the system was extended about a mile from Hialeah to the Palmetto Expressway at NW 74th Street. An expansion to the Miami International Airport opened in 2013. In conjunction with this system, there is a Downtown People Mover Automated Transit system which encircles the central business district of Miami and extends south to the Brickell area and north to the Omni area.

Miami-Dade County is served by the CSX and Florida East Coast Railroads for freight and Amtrak Rail, Greyhound and Trailways Interstate bus lines for passenger service.

Miami International Airport, one of the nation's largest and busiest, had 414,234 aircraft arrivals and departures through December 2017, an increase of 0.32% over the previous year. Through November 2017, the airport had 375,008, a decrease of 0.43% from the previous 12 month period. The airport recently had a \$5.4 billion expansion. A South Terminal has recently been completed and a North Terminal completed in 2013 and a fourth runway has been constructed.

Miami has become a port of embarkation for airlines and ships bound for Central and South American Countries. The Port of Miami, besides being the largest passenger port in the nation, is also important as a cargo center with a 2016 annual tonnage of approximately 8.778 million, up 11.9% from 8.614 million in 2015. The port's traditional customer base has been Europe, China, Latin America and the Caribbean, accounting for 65% of the port's total volume.

Miami's comprehensive transportation system and its strategic location have enabled it to become an important international transportation center, providing commercial access to Latin America and the Caribbean.

Government

Miami-Dade County is comprised of unincorporated areas, as well as 36 municipalities, the largest of which is the city of Miami.

Miami-Dade County is governed under a modified two-tier metropolitan government. The purpose of this type government was to establish one governing body for the county, and to establish one supply of services such as fire, police, etc. for the county. The upper tier is the County, which provides broad "regional" or county functions, such as metropolitan planning, welfare, health and transit services. The thirty-six municipalities represent the lower tier of government, providing a varying array of services within their jurisdictional boundaries. The County also maintains lower tier functions, such as the provision of municipal-type services, including police and fire, to the unincorporated areas and certain municipalities on a negotiated basis.

The County operates under the strong mayor form of government. Legislative and policy-making authority is vested in the elected thirteen-member Board of County Commissioners; the mayor appointed County Manager is the chief administrator. Miami-Dade County has operated under the metropolitan form of government since 1957, when the Home Rule Charter was passed by the local electorate. Prior to Home Rule, the County had to rely on the State Legislature for the enactment of its laws.

County government had not been able to respond to the tremendous demand for municipal services in this rapidly urbanizing area, which is larger than the State of Rhode Island or Delaware. The need to combine services duplicated by the County and numerous cities was also clearly evident. The Charter permitted the limited County government to reorganize into a general purpose "municipal-type" government capable of performing the full range of public functions into an area wide operation.

Real Estate

The Miami-Dade County Office Market contains approximately 93.128 million square feet of office space. Approximately 23% of this space is located in the Miami central business district and adjacent Brickell Avenue, 20% in the Airport West area, 11% in Kendall, and 10.6% in Coral Gables. The vacancy rate of office buildings in Miami-Dade County declined during the third quarter of 2017 to about 9.1%, down from 9.9% in 2016. During 2017, 1.76 million square feet of office space is under construction in Miami-Dade County. Office rental rates in new buildings typically range from \$21 to \$46 per square foot. The low end of the range is for office space in the suburban markets. The upper end of the range is for first class office space in Downtown Miami, Brickell Avenue, Coconut Grove and Coral Gables.

The Greater Miami Industrial Market consists of approximately 221.46 million square feet of industrial space in 5,663 buildings.

The approximate percentage location of this space is as follows:

MARKET AREA	% OF TOTAL MARKET SPACE
AIRPORT WEST	29.6%
HIALEAH	25.6%
MEDLEY	16.7%
MIAMI LAKES	3.3%
NORTHEAST DADE	4.8%
NORTHCENTRAL DADE	14.9%
SOUTH DADE	5.1%
TOTAL	100%

The county's vacancy rate for the overall Miami-Dade County industrial market as of the third quarter of 2017 was 4.1%. The county's overall vacancy rate has risen marginally from 3.9% in 2016. Airport West, the largest industrial area, had a vacancy rate of 3.9% as at the third quarter of 2017. Industrial rental rates generally average \$11.00 per square foot in the third quarter of 2017, up from an average of \$10.15 per square foot in 2014. New industrial space under constructed in the third quarter of 2017 totaled 2,937,133 square feet, which is less than all of 2016.

Miami-Dade's single-family home sales decreased 7.6% in November of 2017 in comparison with November of 2017 according to the Miami Association of Realtors. A total of 947 homes were reported sold in November of 2017, compared to 1,025 homes sold in November of 2016. In November of 2017, the median sales price for single-family units was \$330,000, up 6.5% from the previous year.

Existing condo sales showed a decrease of 0.7% in November of 2017 from November of 2016 according to the Miami Association of Realtors. A total of 965 condo units were reported sold in November of 2017, compared to 972 condo units sold in November of 2016. The median

sales price for condos increased to \$230,000 or an increase of 5.9% during the same period in 2016.

Marcus & Millichap Apartment Research Market Report shows a vacancy rate of 3.8% for rental apartment buildings in the Fourth Quarter of 2017, 160 basis points higher than in 2016. The vacancy rate had been declining steadily since 2006 due to the reduction of inventory caused by the large amount of condominium conversions. Since 2015 the vacancy rates for the county have been creeping higher. Apartment rents in Miami-Dade County averaged \$1,483 per month, indicating an increase of 11.6% during 2017. New apartment construction during 2017 was nearly 4,965 units.

The Miami-Dade County retail market contains approximately 102,17 million square feet in 2,357 buildings. The major retail markets in Miami-Dade County include Hialeah, Coral Gables/South Miami-Dade, Aventura and Kendall. Rental rates typically range from \$20 to \$60 per square foot with rates in the \$80.00 to \$120 per square foot on South Beach. The overall Miami-Dade County vacancy rate for the third quarter of 2017 was approximately 3.5%, which is 60 basis points higher from 2.9% in the third quarter of 2016. As of the third quarter of 2017, 2,345,470 square feet of retail space was under construction.

Conclusions

In the future, one of the principal growth areas for Miami-Dade County is expected to be the international sector. Miami-Dade County, because of its geographic location and excellent transportation facilities, is well-suited to attract both business individuals and tourists from Latin America. It is already one of the principal shopping markets for Central and South Americans visiting the United States and one of the principal export points for goods and services destined for Latin America.

The existence of major financial institutions, retail outlets, corporations and other business entities, coupled with its geographic location, transportation systems and planned international trade centers give Miami-Dade County an excellent opportunity for continued growth as an international center.

During the next 12 months all segments of the commercial real estate market should continue to experience decreasing vacancy rates and increasing rental rates. With decreasing inventories for both single family residences and condominium apartment units, sales activity is expected to rise during the next 12 months.

LOCATION MAP



NEIGHBORHOOD DATA

The subject property is located in Bay Harbor Islands, approximately nine miles northeast of the central business district of Miami.

The subject may further be described as being located on the northwest corner of West Bay Harbor Drive and 96th Street (Kane Concourse).

The town of Bay Harbor Islands is located west of the cities of Bal Harbour and Surfside across Indian Creek. Bay Harbor Island is bordered to the north and west by the Intracoastal Waterway, to the east by Indian Creek Waterway and to the south by Indian Creek Lake.

The town of Bay Harbor Islands is approximately one-half mile in length and one-quarter mile in width. The town was founded in 1947 by local attorney, Shepard Broad. Bay Harbor Islands contains approximately 0.37 square miles of land area and has a population as of 2010 of approximately 5,628. The population of the town increased 9.4% since 2000. Bay Harbor Islands has a total of 3,103 housing units, of which 1,235 are renter-occupied.

Bay Harbor Islands is connected to Miami via the Broad Causeway which crosses the Intracoastal Waterway and joins with N.E. 123rd Street in North Miami.

96th Street (Kane Concourse), is the primary east/west traffic artery in the town of Bay Harbor Islands. Various restaurants, retail stores and office buildings are located along 96th Street. The buildings were constructed primarily in the 1950s and 1960s and are generally in good condition.

The cities of Bal Harbour and Surfside, which are located along the Atlantic Ocean, are primarily tourist oriented. Mid- and high-rise hotels and condominium apartment buildings constructed in the 1950s and 1960s front Collins Avenue. Collins Avenue (State Road A1A) is a primary traffic artery along the east side of Miami-Dade County. Collins Avenue extends northerly from the south tip of Miami Beach to Broward County.

Bal Harbour Shops, located five blocks east of town, is an attractive specialty shopping mall containing 410,000 square feet and anchored by the department stores Neiman-Marcus, and Saks Fifth Avenue.

Single-family residences and multi-family apartment buildings are located to the north and south of the subject. The single-family residences, constructed primarily during the 1950s and 1960s, generally range in sale price from \$500,000 to \$850,000 for non-waterfront residences. Waterfront houses generally range in sale price from \$1,150,000 to \$3,500,000.

In summary, the subject neighborhood is a fully developed area containing commercial properties, single-family residences, apartments and hotels. This is a desirable area which should remain stable for several years into the future.

NEIGHBORHOOD MAP



SITE DATA

SITE DATA

Dimensions and Shape:

The site is rectangular.

The site fronts for 75 feet on the west right-of-way line of West Bay Harbor Drive. The south property line thence extends westerly for 150 feet on the north right-of-way of 96th Street. The west property line thence extends northerly for 75 feet on a canal. The north property line thence extends easterly for 150 feet.

Source: Plat.

Area:

11,250 square feet or 0.26 acre

Source: Survey

Topography and Drainage:

The site is level at an average elevation of approximately equal to the abutting streets.

Flood Zone:

Map No. 12086C0144 L

"AE" Special flood hazard areas subject to inundation by the 1% annual chance flood;
base flood elevation eight feet

Soil and Subsoil:

The immediate area of the subject site appears to have no unusual soil or subsoil conditions. Unusual conditions would be brought out by test borings.

Utilities:

Water:	Miami-Dade Water and Sewer Department
Sewer:	Miami-Dade Water and Sewer Department
Electricity:	Florida Power & Light Company
Telephone:	AT&T

Street Improvements:

West Bay Harbor Drive is asphalt paved with a dedicated width of 60 feet. West Bay Harbor Drive contains one north bound and one south bound lane.

96th Street is asphalt paved with a dedicated width of 80 feet. 96th Street contains two east bound lanes and two west bound lanes.

The map shows a grid of lots and streets. The central vertical street is labeled **BAY**. To its left is a street labeled **EAST**, and to its right is a street labeled **WEST**. At the top, a street is labeled **97TH**, and at the bottom, a street is labeled **95TH**. A street labeled **96TH** is also visible. The lots are numbered 1 through 32. Lot 32 is highlighted in yellow. The map includes various annotations such as "PRM." and "90°". A yellow highlight is present on lot 32.

ZONING

ZONING

Under Ordinance of Bay Harbor Islands, Florida.

Classification: G – GATEWAY DISTRICT

The purpose of the district is to create a set of design standards for the properties at the entrances to the eastern island of the town that are to scale with the established and desired urban form and compatible with the town's desire to have a substantial and elegant pedestrian promenade along the Kane Concourse roadway frontage; to establish a living and working environment that are responsive to the needs of the town's inhabitants; to provide flexibility in planning, design and development; to encourage innovative approaches to the design of the properties; to provide efficient use of land; to provide an environment compatible with surrounding land use; to adapt the zoning process to changes in construction and development technology; and to promote the public health, safety and general welfare of the town.

Permitted Uses include any use permitted in the RD-Single Family District, multiple family dwellings, apartment buildings, bungalow courts, public schools, drive-in bank teller structures and parking for a bank situated in the adjacent block, parks, and public or private off-street parking.

Development Standards

Maximum Density: 34 dwelling units per acre

Maximum Hotel Density: 70 rooms per acre

Maximum Building Height: 25 feet at building setback, increasing at a ratio of one foot for each two feet of building over 25 feet up to 60 feet.

Building Setbacks:

Front:	20 feet
Rear:	10 feet
Side:	10 feet

Minimum Landscaped Area: 15% of lot area

HIGHEST AND BEST USE

HIGHEST AND BEST USE

Fundamental to the concept of value is the theory of highest and best use. Land is valued as if vacant and available for its highest and best use.

The Appraisal Institute in *The Dictionary of Real Estate Appraisal, Fourth Edition*, defines highest and best use as follows:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and results in the highest value.

Land has limited value unless there is a present or anticipated use for it; the amount of value depends on the nature of the land's anticipated use, according to the concept of surplus productivity. Among all reasonable, alternative uses, the use that yields the highest present land value, after payments are made for labor, capital, and coordination, is generally regarded as the highest and best use of the land as though vacant.

The highest and best use of a property as improved refers to the optimal use that could be made of the property including all existing structures. The implication is that the existing improvement should be renovated or retained as so long as it continues to contribute to the total market value of the property, or until the return from a new improvement would more than offset the cost of demolishing the existing building and constructing a new one.

In estimating the highest and best use there are essentially four stages of analysis:

1. **Possible Use**. What uses of the site being appraised are physically possible?
2. **Permissible Use (Legal)**. What uses are permitted by Zoning and Deed Restriction, if any?
3. **Feasible Use**. Which possible and permissible uses will produce a net return to the owner of the site?
4. **Maximally Productive**. Among feasible uses, which use will produce the highest net return to the owner of the site?

The highest and best use of the land (or site), if vacant and available for use, may be different from the highest and best use of the improved property. This is true when the improvements are not an appropriate use, but make a contribution to the total property value in excess of the value of the site.

The following four point test is required in estimating the Highest and Best Use. The use must be legal. The use must be probable, not speculative or conjectural. There must be a profitable demand for such use and it must return to the land the highest net return for the longest period of time.

These tests have been applied to the subject property. In arriving at the estimate of Highest and Best Use, the subject site is analyzed as vacant and available for development.

Possible Use

The site fronts 75 feet on the west side of West Bay Harbor Drive and 150 feet on the north side of 96th Street (Kane Concourse). 96th Street is the major east/west traffic artery in Bay Harbor Islands. Therefore, the subject property has good road access and exposure.

The site fronts on a canal with unobstructed access to Biscayne Bay. The site has practical boat access by recreational vessels.

The subject site is rectangular in shape. All necessary utility services are available along existing street right-of-ways. The site is filled to street grade and does not appear to have any drainage or subsoil deficiencies.

The site is 11.250 square feet in size which equates to 0.26 acre. The size of the subject site would restrict development to small to medium scale.

The physical characteristics of the subject site would limit the site to a small to medium scale development.

Permissible Use

Permissible or legal uses are those uses which are permitted by zoning or deed restrictions. There are presently no known private deed restrictions of record.

The subject site is zoned for residential use. The zoning of the site allows single family houses, multifamily apartments, public schools, drive-in bank teller structures and parking for a bank situated in the adjacent block, parks, and public or private off-street parking.

The residential maximum density is 34 dwelling units per acre of land area. The maximum building height is 25 feet. The maximum residential density is 34 dwelling units per acre. The maximum hotel density is 70 rooms per acre.

Feasible Use/Maximally Productive Use

The physical characteristics and zoning of the subject property permit a wide range of potential uses. The possible and permissible uses of the subject site include single family houses, multifamily apartments public schools, drive-in bank teller structures and parking for a bank situated in the adjacent block, parks, and public or private off-street parking. Most uses fronting on Kane Concourse on the east island of Bay Harbor Islands are office buildings or mixed use office and retail buildings. The subject site is located on the western periphery of the business district of Bay Harbor Islands.

Conclusion

Based on the above factors, the highest and best use of the site is estimated to be for multiple family residential uses.

THE APPRAISAL PROCESS

THE APPRAISAL PROCESS

The value of a site can be estimated by various methods which include Direct Sales Comparison, Allocation, Extraction, Development Approach, Land Residual or Ground Rent Capitalization. However, the Direct Sales Comparison Approach is the most preferred and utilized technique when sales of comparable sites are available. The other methodologies are indirect techniques which are generally used when an area is primarily built-up and sales of comparable sites are scarce.

The Direct Sales Comparison Method of valuing the subject site was relied on due to the availability of recent land sales. In the Direct Sales Comparison Method, sales of similar recently sold sites with a similar highest and best use as the subject site are analyzed, compared and adjusted by time, property characteristics and location to indicate the Market Value of the subject site as though unimproved. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

Data related to the subject property is derived from various sources including but not limited to the Miami-Dade County Property Appraiser's Office, the Miami-Dade County Clerk's Office, Miami-Dade County plats, FEMA flood zone maps, Land Development Regulations of the Town of Bay Harbor Islands, and tax roll information provided by the Miami-Dade County Property Appraiser's Office.

Comparable sale sources include the Miami-Dade County Property Appraiser's Office, Board of Realtors' Multiple Listing Service, CoStar, and Loopnet. Sale prices are typically confirmed with a party to the transaction, i.e. buyer, seller, real estate agent or attorney to the transaction.

The sales information was gathered from various sale services and verified through Public Records and/or with a party to the transaction, when possible.

LAND VALUE ANALYSIS

LAND VALUE

A value estimate is concluded by comparing the subject site to comparable land sales. Generally, the comparable land sales are adjusted by time, property, and location to indicate the Market Value of the subject site as though unimproved. This process is known as the Direct Sales Comparison Method.

The Direct Sales Comparison Method is a process of analyzing sales of similar recently sold land parcels in order to derive an indication of the most probable sales price of the site being appraised. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

The following pages contain sales of similar land sites which have recently sold. Several other sales were considered, but were not included because there was too wide a difference in physical factors, location and time.

Various analytical techniques may be used to identify and measure adjustments. The techniques of comparative analysis can be grouped into two categories: quantitative and qualitative.

When quantitative analytical techniques are applied, mathematical processes are used to identify which elements of comparison require adjustment and to measure the amount of these adjustments.

The primary quantitative techniques, **Paired Data Analysis**, is a process in which two or more market sales are compared to derive an indication of the size of the adjustment for a single characteristic. Ideally, the sales being compared will be identical in all respects except for the element being measured.

Although paired data analysis is a theoretically sound method, it is sometimes impractical because only a narrow sampling of sufficiently similar properties may be available and it is difficult to quantify the adjustments attributable to all the variables.

The primary qualitative techniques, **Relative Comparison Analysis**, is the study of the relationship indicated by market data without recourse to quantification. This technique is utilized because it reflects the imperfect nature of real estate markets. To apply the technique, the appraisers analyze comparable sales to determine whether the comparables' characteristics are inferior, superior, or equal to those of the subject property.

A search is made of real estate market for all sales within the subject or competitive locations. While many sales were reviewed, the sales contained herein are considered most comparable to the subject properties as to all major factors of comparison.

A detailed breakdown of each sale, a summary of the sales, a sales map and a value conclusion follows herein.

LAND SALE 1

DATE: December 20, 2016

PRICE: \$20,250,000

TYPE INSTRUMENT: Special Warranty Deed

RECORDATION: O. R. Book 30358, Page 2094

FOLIO NUMBER: 13-2227-001-0790 13-2227-001-3670
13-2227-001-3640 13-2227-001-3680
13-2227-001-3650 13-2227-001-3690
13-2227-001-3660

GRANTOR: The 1177 Kane Concourse Partnership, Ltd.

GRANTEE: NR Wharton Kane Concourse Property Owner, LLC

LEGAL: Lots 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14, less the South 15 feet of Lots 9-14, Block 21, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46 Page 5 of the Public Records of Miami-Dade County, Florida.

LOCATION: 1177 Kane Concourse
Bay Harbor Islands, Florida

SITE DESCRIPTION:

Dimensions: Irregular
Size: 90,750 Square Feet
2.08 Acres

Zoning: B-1, Business District
G, Gateway District

Maximum Legal Density: N/A

Current Use: Vacant

UNIT PRICE: \$223.14 per square foot of land area

FINANCING: Cash.

REMARKS: This site is divided into two sites by West Bay Harbor Drive. The site was improved at sale with a three-story office building built in 1955. The buyer is planning to redevelop the site with a mixed use building. The property was sold for land value only.



SALE 1

LAND SALE 2

DATE: January 12, 2017

PRICE: \$3,300,000

TYPE INSTRUMENT: Special Warranty Deed

RECORDATION: O. R. Book 30386, Page 1930

FOLIO NUMBER: 13-2227-001-3890
13-2227-001-3760

GRANTOR: Elysee Homes, LLC

GRANTEE: Flolin, LLC

LEGAL: Lots 1 & 16, Block 22, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46 Page 5 of the Public Records of Miami-Dade County, Florida.

LOCATION: 9720 Bay Harbor Terrace
Bay Harbor Islands, Florida

SITE DESCRIPTION:

Dimensions: 150 feet x 150 feet
Size: 22,500 Square Feet
0.52 Acres

Zoning: RM-2, Multifamily District

Maximum Legal Density: 18 dwelling units

Current Use: A 12-unit apartment complex built in 1952

UNIT PRICE: \$146.67 per square foot of land area
\$183,333 per dwelling unit

FINANCING: Cash.

REMARKS: This is a non-waterfront site. The property was sold for land value only.



SALE 2

LAND SALE 3

DATE: February 6, 2017

PRICE: \$1,599,000

TYPE INSTRUMENT: Warranty Deed

RECORDATION: O. R. Book 30418, Page 262

FOLIO NUMBER: 13-2227-001-3880

GRANTOR: Nohum Labkowski

GRANTEE: Neset Kocker

LEGAL: Lot 15, Block 22, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46 Page 5 of the Public Records of Miami-Dade County, Florida.

LOCATION: 1125 – 97th Street
Bay Harbor Islands, Florida

SITE DESCRIPTION:

Dimensions: 75 feet x 150 feet
Size: 11,250 Square Feet
0.26 Acres
Zoning: RM-2, Multifamily District
Maximum Legal Density: 9 dwelling units
Current Use: Apartment building with four units built in 1951

UNIT PRICE: \$142.13 per square foot of land area
\$177,667 per dwelling unit

FINANCING: Cash.

REMARKS: This is a non-waterfront site. The site is proposed to be redeveloped with a seven-story apartment building with nine units.



SALE 3

LAND SALE 4

DATE: November 6, 2017

PRICE: \$3,065,000

TYPE INSTRUMENT: Warranty Deed

RECORDATION: O. R. Book 30756, Page 583

FOLIO NUMBER: 13-2227-001-1670
13-2227-001-1690

GRANTOR: Eduardo Del Vecchio, et ux

GRANTEE: Penta Capital V Investments, Ltd.

LEGAL: Lots 5 & 6, less the South 11 feet, Block 22, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46 Page 5 of the Public Records of Miami-Dade County, Florida.

LOCATION: 1130 – 100th Street
Bay Harbor Islands, Florida

SITE DESCRIPTION:

Dimensions: 150 feet x 139 feet
Size: 22,500 Square Feet
0.52 Acres

Zoning: RM-2, Multifamily District

Maximum Legal Density: 18 dwelling units

Current Use: Vacant

UNIT PRICE: \$136.22 per square foot of land area
\$170,278 per dwelling unit

FINANCING: Cash.

REMARKS: This is a non-waterfront site.



SALE 4

LAND SALE 5

DATE: February 27, 2018

PRICE: \$1,860,800

TYPE INSTRUMENT: Special Warranty Deed

RECORDATION: O. R. Book 30897, Page 1514

FOLIO NUMBER: 13-2227-001-1400

GRANTOR: Sylpau corporation

GRANTEE: 1135-101 Street, LLC

LEGAL: Lot 16, Block 6, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46 Page 5 of the Public Records of Miami-Dade County, Florida.

LOCATION: 1135 – 101st Street
Bay Harbor Islands, Florida

SITE DESCRIPTION:

Dimensions: 75 feet x 150 feet
Size: 11,250 Square Feet
0.26 Acres
Zoning: RM-2, Multifamily District
Maximum Legal Density: 9 dwelling units
Current Use: Apartment building with six units built in 1963

UNIT PRICE: \$165.40 per square foot of land area
\$206,667 per dwelling unit

FINANCING: Cash.

REMARKS: This is a non-waterfront site.



SALE 5

LAND SALE 6

DATE: June 22, 2018

PRICE: \$1,700,000

TYPE INSTRUMENT: Warranty Deed

RECORDATION: O. R. Book 31059/4751, Page 2423

FOLIO NUMBER: 13-2227-112-0010

GRANTOR: 9350 BHI, LLC

GRANTEE: BLC 9350, LLC

LEGAL: All of **DYSIS HOMES AT BAY HARBOR CONDOMINIUM**, according to declaration of condominium recorded in Official Records Book 29892, Page 38 of the Public Records of Miami-Dade County, Florida.

LOCATION: 9350 West Bay Harbor Terrace
Bay Harbor Islands, Florida

SITE DESCRIPTION:

Dimensions: Irregular
Size: 10,890 Square Feet
0.25 Acres

Zoning: RM-2, Multifamily District

Maximum Legal Density: 9 dwelling units

Current Use: Vacant

UNIT PRICE: \$156.11 per square foot of land area
\$188,889 per dwelling unit

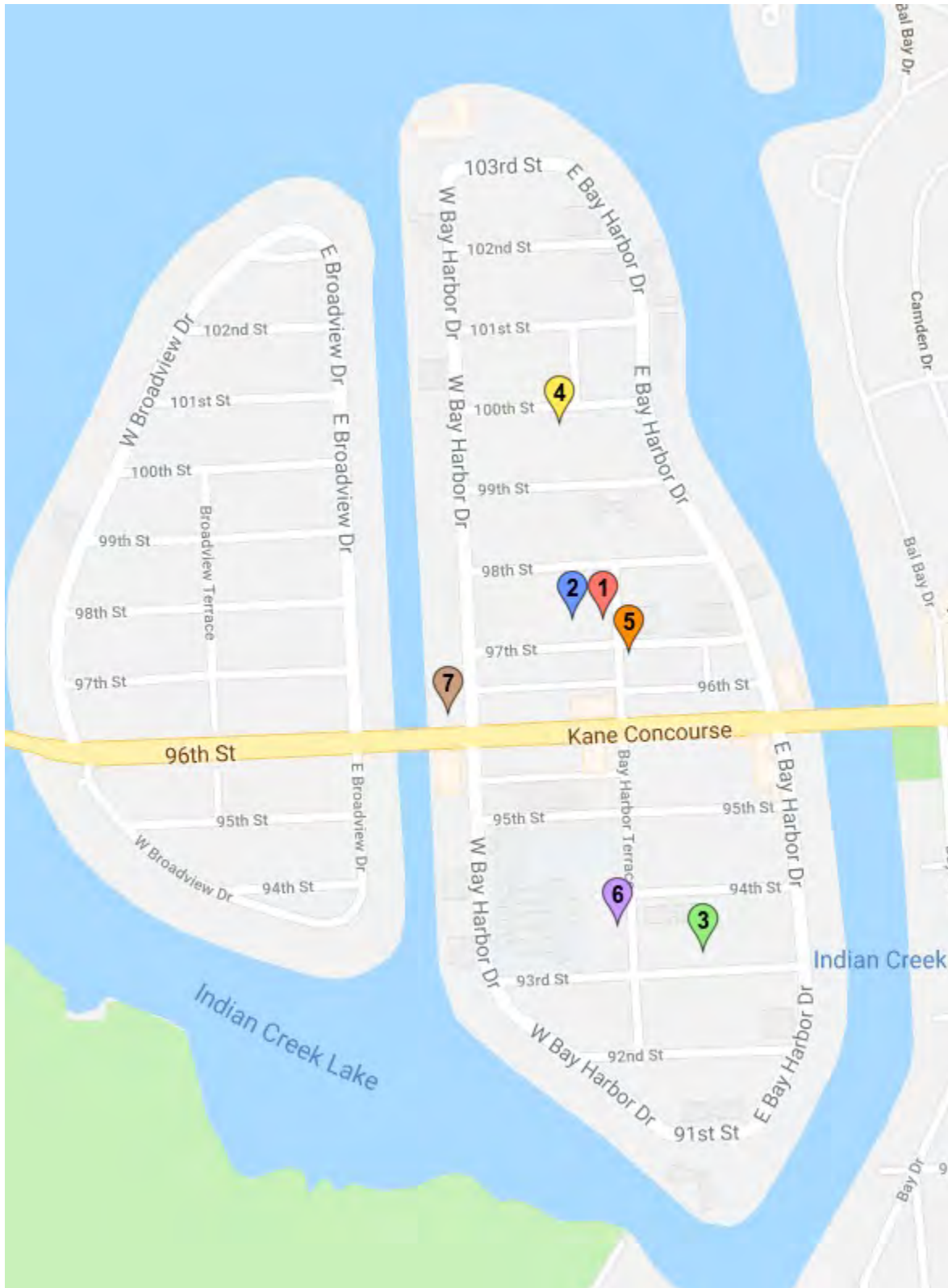
FINANCING: Cash.

REMARKS: This is a non-waterfront site.



SALE 6

LAND SALES MAP



SUMMARY OF LAND SALES

CHARACTERISTIC	SUBJECT	SALE 1	SALE 2	SALE 3	SALE 4	SALE 5	SALE 6
DATE OF SALE		12/20/16	1/12/17	2/6/17	11/6/17	2/17/18	6/22/18
SALE PRICE		\$20,250,000	\$3,300,000	\$1,559,000	\$3,065,000	\$1,860,800	\$188,889
O.R. BOOK/PAGE		30358/2094	30386/1930	30418/262	30756/583	30897/1514	31059/4751
ADDRESS	9600 W. Bay Harbor Drive	1177 Kane Concourse	9720 Bay Harbor Terrace	1125 – 97 Street	1130 – 100 Street	1135 – 101 Street	9350 Bay Harbor Terrace
LOCATION		Subject	1 Block NE	1 Block NE	¼ Mile NE	½ Miles NE	¼ Mile SE
LAND SIZE (SF)	11,250	90,750	22,500	11,250	22,500	11,250	10,890
LAND SIZE (AC)	0.26	2.08	0.52	0.26	0.52	0.26	0.25
ZONING	G	G/B-1	RM-2	RM-2	RM-2	RM-2	RM-2
MAXIMUM DENSITY	9 units	N/A	18 units	9 units	18 units	9 units	9 units
CURRENT USE	Vacant	Office	Apartments	Apartments	Vacant	Apartments	Vacant
WATERFRONT	Yes	Yes	No	No	No	No	No
PRICE PAID/SF		\$223.14	\$146.67	\$142.13	\$135.22	\$165.40	\$156.11
PRICE PAID/UNIT		N/A	\$183,333	\$177,667	\$170,278	\$206,667	\$188,889

ANALYSIS OF SALES

The land sales range in unit price from \$135.22 to \$223.14 per square foot. The sales range in time from December of 2016 to June of 2018.

Property Rights

The fee simple interest is the property right of the subject property being valued. The comparable sales involved the same or similar type of property rights.

Conditions of Sale

All of the sales were arm's-length transactions. An arm's-length transaction is defined as a transaction freely arrived at in the open market unaffected by abnormal pressure or by the absence of normal competitive negotiation as might be true in the case of a transaction between related parties.

Financing

The financing of the sales does not indicate any adjustments of their prices for favorable/below market financing.

Date of Sales (Market Conditions)

The land sales occurred between December of 2016 and June of 2018. There appears to have been an upward trend in prices in this market area during this time period. The unit price of Sale 1 requires upward adjustment for increasing market conditions.

Location

The sale properties are all located on the east island of Bay Harbor Islands. The locations of the sales are considered similar to the location of the subject property.

Zoning

The subject site is zoned for residential uses. The sale sites are similarly zoned for residential uses. The zoning of the sales sites are fairly similar to the zoning of the subject site. However, the zoning of the subject site is more restrictive in building height and building setbacks than the zoning of the sale sites. Therefore, the zonings of the sale sites are considered better than the zoning of the subject site. The unit prices of the sales require downward adjustments for better zoning. The zoning of the Sale 1 site allows mixed commercial and residential uses.

Land Size

The subject site has a size of 11,250 square feet. The land sales range in size from 10,890 to 75,900 square feet. The size of the subject site is within the range of the size of the sale site. An analysis of the sales indicates that the size of the site does not significantly impact the sale price.

Exposure

The subject site fronts on Kane Concourse and West Bay Harbor Drive. Kane Concourse is the major commercial traffic artery in Bay Harbor Islands. West Bay Harbor Drive is a secondary traffic artery. The Sale 1 site also fronts on Kane Concourse and West Bay Harbor Drive.

The Sale 2, 3, 4, 5, and 6 sites front on secondary streets. The exposures of the Sale 2, 3, 4, 5, and 6 sites are inferior to the subject site. The unit prices of Sales 2, 3, 4, 5, and 6 require upward adjustments for inferior exposure.

Conclusion

The sales range in unit price from \$135.22 to \$223.14 per square foot of land area.

The adjustments to the sales are as follows:

Sale No.	1	2	3	4	5	6
Price/S. F.	\$223.14	\$146.67	\$142.13	\$135.22	\$165.40	\$156.11
Adjustments						
Property Rights	=	=	=	=	=	=
Conditions of Sale	=	=	=	=	=	=
Financing	=	=	=	=	=	=
Market Conditions	+	=	=	=	=	=
Location	=	=	=	=	=	=
Zoning	=	-	-	-	-	-
Site Conditions	=	=	=	=	=	=
Site Size	=	=	=	=	=	=
Exposure	=	++	++	++	++	++
Total Adjustments	+	+	+	+	+	+

Based on a careful analysis of the land sales, it is estimated that the subject site has a value of \$225.00 per square foot.

11,250 square feet x \$225.00 per square foot = \$2,531,250

Land Value Indication (Rounded) \$2,530,000

ADDENDA

ASSUMPTIONS AND LIMITING CONDITIONS

This Appraisal Report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.
3. Responsible ownership and competent property management are assumed.
4. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
5. All engineering is assumed to be correct. The plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.
6. If no survey has been furnished to the appraisers, all measurements have been confirmed either in the field, in the plat book or by other reliable sources and are presumed to be accurate.
7. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
8. It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless noncompliance is stated, defined and considered in the Appraisal Report.
9. It is assumed, unless a study has been provided otherwise, that no hazardous material such as asbestos, urea formaldehyde or other toxic waste exists in the property. The existence of a potentially hazardous material could have a significant effect on the value of the property.
10. In reference to proposed construction, the real estate taxes and other expenses are estimated. These amounts are not guaranteed.

11. It is assumed in the valuation of the subject land site, unless a compliance letter has been furnished to us, that the State of Florida Growth Management Act does not prevent the issuance of a building permit.
12. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
13. It is assumed that the utilization of the land and improvements is within the boundaries of property lines of the property described and that there is no encroachment or trespass unless noted in the report.

This Appraisal Report has been made with the following general limiting conditions:

1. The distribution, if any, of the total valuation of this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
2. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraisers, and in any event, only with proper written qualification and only in its entirety.
3. The appraisers herein by reason of this appraisal is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
4. Neither all nor any part of the contents of this report **(especially any conclusions as to value, the identity of the appraisers, or the firm with which the appraisers are connected)** shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraisers.

QUALIFICATIONS OF THE APPRAISER

THOMAS F. MAGENHEIMER

Experience:

11/84 - Present **QUINLIVAN APPRAISAL, P.A.**
7300 N. Kendall Drive
Miami, Florida

Education:

University of Richmond, Richmond, Virginia
BA - Bachelor of Arts in History (1982)

Professional Affiliations:

Member of the Appraisal Institute (MAI No. 09166)
Real Estate Salesman - State of Florida - Certificate No. 0344882
Certified General Appraiser, State of Florida, License No. RZ0000553
Member Sigma Alpha Epsilon Fraternity

Qualified as an Expert Witness in the Following Courts:

Miami-Dade County Circuit Court
Broward County Circuit Court
United States Bankruptcy Court

Other Activities:

Admissions Committee - South Florida-Caribbean Chapter of the Appraisal Institute - (1992 - 1993)
Newsletter Editor - South Florida-Caribbean Chapter of the Appraisal Institute - (1991 - 1995)
President - South Florida-Caribbean Chapter of the Appraisal Institute - (1996)
Board of Trustees - Palmer-Trinity School (1989 - 1993)

Quinlivan Appraisal has prepared Appraisal Reports for the following:

Institutions and Corporations:

AT&T
Archdiocese of Miami
Atlantic Security Bank
The Bank of America
Bank United
Barry University
Bessemer Trust Company
California Bank and Trust
Chevron Oil Company
Chase Manhattan Bank
Chemical Bank
Citibank
Citrus Bank
City National Bank of Miami
Coamerica Bank
Coconut Grove Bank
Commerce Bank
Commercial Bank of Florida
Consolidated Bank
County National Bank
Eagle National Bank
Eastern National Bank
Equitable Bank
Espirito Santo Bank
Farm Credit of South Florida
Fidelity Bank
First International Bank
First National Bank of South Miami
Florida International University
First Nationwide Bank
Florida Memorial College
Florida Power and Light Company
Florida Rock Industries
Great Eastern Bank of Florida
Greyhound Lines
HSBC
Hemisphere National Bank
Intercontinental Bank
International Bank of Miami, N.A.

LaSalle National Bank
Marine Midland Bank
McDonalds Corp.
Mellon United National Bank
Metro Bank
Miami-Dade County Community College
Miami-Dade Water and Sewer Authority
Northern Trust Bank of Florida
Ocean Bank
Pacific National Bank
Pan American Bank
Shell Oil Company
South Trust Bank
SunTrust Bank
TotalBank
Trade National Bank
Trust for Public Lands
UniBank
Union Planters National Bank
University of Miami
Wachovia
Wal-Mart
YMCA

Governmental Agencies:

City of Aventura
City of Coral Gables
City of Doral
City of Florida City
City of Hialeah
City of Homestead
City of Miami
City of Miami Parking Authority
City of Miami Beach
City of Miramar
City of North Bay Village
City of North Miami
City of North Miami Beach
City of South Miami
City of Sunny Isles Beach
Miami-Dade County Aviation Department
Miami-Dade County Department of Development & Facilities Management
Miami-Dade County HUD

Miami-Dade County Property Appraisal Adjustment Board
 Miami-Dade County Public Schools
 Miami-Dade County Public Works Department
 Miami-Dade County Transportation Administration
 Miami-Dade Water & Sewer Department
 South Florida Water Management District
 State of Florida, Attorney General's Office
 State of Florida, Department of Community Affairs
 State of Florida, Department of Corrections
 State of Florida, Department of Environmental Protection
 State of Florida, Department of Insurance
 State of Florida, Department of Rehabilitation and Liquidation
 State of Florida, Department of Transportation
 Town of Golden Beach
 United States Army Corps of Engineers
 United States Department of Justice
 United States Department of Commerce
 United States Department of the Interior
 United States General Services Administration
 Village of Islamorada
 Village of Key Biscayne
 Village of Pinecrest

Law Firms:

Akerman Senterfitt
 Greenberg, Traurig
 Daniels, Kashton, Downs and Robertson
 Holland and Knight, LLP
 Shutts & Bowen
 Ruden McClosky, LLP
 Steel, Hector & Davis, LLP
 Weiss, Serota, Helfman, Pastoriza, Guedes, Cole and Boniske, P.A.

Types of Properties Appraised:

Single Family Residences	Vacant Land
Apartment Buildings	Hotel/Motels
Office Buildings	Warehouses
Retail Stores	Nursing Homes
Shopping Centers	Mobile Home Parks
Condominium Apartment Buildings	Schools
Golf Courses	Service Stations
Residential Subdivisions	Marinas
Automobile Dealerships	Wetlands

APPRAISAL REPORT

A 20 FOOT PUBLIC ALLEY

LOCATED AT:

**THE EAST SIDE OF WEST BAY HARBOR DRIVE,
BETWEEN 96TH AND 97TH STREETS
BAY HARBOR ISLANDS, FLORIDA**

PREPARED FOR:

**TOWN OF BAY HARBOR ISLANDS
9665 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FLORIDA**

AS OF:

JANUARY 26, 2019

PREPARED BY:

**QUINLIVAN APPRAISAL, P.A.
7300 NORTH KENDALL DRIVE- SUITE 530
MIAMI, FLORIDA 33156**

QUINLIVAN APPRAISAL
A PROFESSIONAL ASSOCIATION
7300 NORTH KENDALL DRIVE, SUITE 530
MIAMI, FLORIDA 33156

Thomas F. Magenheimer, MAI
State Certified General Appraiser
RZ 553

Telephone (305) 663-6611
Fax (305) 670-4330
tmagmai@aol.com

January 28, 2019

J. C. Jimenez, Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154

Dear Mr. Jimenez:

In accordance with your request and authorization, I have prepared this Appraisal Report covering the following described property:

A 20 foot wide alley abutting to the south of Lots 5, 6, 7, and 8, Block 21, located on the east side of West Bay Harbor Drive, between 96th and 97th Streets, Bay Harbor Islands, Florida

The purpose of this Appraisal is to estimate the Investment Value of the described property to the abutting owner as of January 26, 2019, being one of the dates of personal inspection.

To the best of our knowledge, the opinions and conclusions were developed and this Appraisal Report was prepared in accordance with the standards and reporting requirements of the FIRREA of 1989 – Title XI and its updates, and the most current Uniform Standards of Professional Appraisal Practice (USPAP) adopted by the Appraisal Standards Board of the Appraisal Foundation.

The narrative Appraisal Report that follows sets forth the identification of the property, the assumptions and limiting conditions, pertinent facts about the area and the subject property, comparable data, the results of the investigations and analyses, and the reasoning leading to the conclusions set forth. This appraisal is not based on any hypothetical conditions or extraordinary assumptions.

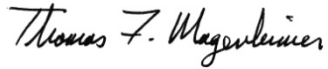
Mr. J. C. Jimenez, Town Manager
Town of Bay Harbor Islands
January 28, 2019
Page 2

Based on the inspection of the property and the investigation and analyses undertaken, I have formed the opinion that, as of January 26, 2019, the subject property had an Investment Value to the abutting owner of:

ONE MILLION THREE HUNDRED FIFTY THOUSAND DOLLARS

\$1,350,000

Respectfully submitted,

A handwritten signature in cursive script that reads "Thomas F. Magenheimer".

Thomas F. Magenheimer, MAI
State-Certified General Appraiser
Certification Number: RZ0000553

TFM/dm
(18-073 REV)

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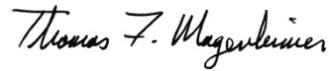
CERTIFICATION OF VALUE

The undersigned hereby certifies that, to the best of my knowledge and belief:

- (A) The statements of fact contained in the report are true and correct.
- (B) The reported analyses, opinions and conclusions are limited only by the assumptions and limiting conditions set forth, and are my personal, unbiased professional analyses, opinions and conclusions.
- (C) I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- (D) I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- (E) My engagement in this assignment is not contingent upon developing or reporting predetermined results.
- (F) The appraiser's compensation for completing this assignment is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal. Furthermore, the appraisal assignment is not based on a requested minimum valuation, a specific valuation or the approval of a loan.
- (G) The appraiser's analyses, opinions and conclusions are developed, and this report is prepared, in conformity with the Uniform Standards of Professional Appraisal Practice, and the requirements of the State of Florida for state-certified appraisers.
- (H) Use of this report is subject to the requirements of the State of Florida relating to review by the Real Estate Appraisal Subcommittee of the Florida Real Estate Commission.
- (I) Thomas F. Magenheimer has made a personal inspection of the property that is the subject of this report.
- (J) No one provided significant professional assistance to the person signing this report.
- (K) The reported analyses, opinions, and conclusions are developed, and this report is prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute.

- (L) The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- (M) The undersigned has not performed appraisal services on the subject property in the three year period immediately preceding the acceptance of this assignment.

As of the date of this report, Thomas F. Magenheimer has completed the requirements under the continuing education program for The Appraisal Institute.



THOMAS F. MAGENHEIMER, MAI
STATE-CERTIFIED REAL ESTATE APPRAISER
CERTIFICATION NUMBER: RZ0000553

SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Purpose of Appraisal	Investment Value to abutting owner
Property Rights Appraised	Fee Simple
Location	The east side of West Bay Harbor Drive, between 96 th and 97 th Streets, Bay Harbor Islands, Florida
Legal	The 20 feet wide alley abutting the south of Lots 5, 6, 7, and 8, Block 21, BAY HARBOR ISLAND , according to the Plat thereof, as recorded in Plat Book 46, Page 5, of the Public Records of Miami-Dade County, Florida.
Land Size	6,000 Square Feet 0.14 Acres
Improvements	Asphalt paving
Zoning	B-1, Business District
Highest and Best Use:	Mixed use commercial and residential use
Investment Value Indication	\$1,350,000
Final Estimate of Investment Value	\$1,350,000
Date of Inspection	January 26, 2019
Date of Value Estimate	January 26, 2019
Date of Report	January 28, 2019



LOOKING EASTERLY ON SUBJECT ALLEY



LOOKING WESTERLY ON SUBJECT ALLEY



LOOKING SOUTHERLY ON WEST BAY HARBOR ISLAND DRIVE – SUBJECT TO LEFT



LOOKING NORTHERLY ON WEST BAY HARBOR ISLAND DRIVE – SUBJECT TO RIGHT

INTRODUCTION

INTRODUCTION

IDENTIFICATION OF THE PROPERTY

A 20 foot wide alley abutting the south side of Lots 9, 10 & 11, Block 21.

LOCATION

East side of West Bay Harbor Drive, between 96th and 97th Streets,
Bay Harbor Islands, Florida

PURPOSE AND DATE OF APPRAISAL

The purpose of this Appraisal is to estimate the Investment Value of the property to the abutting owner as of January 26, 2019, being one of the dates of personal inspection.

INTENDED USE AND USER OF APPRAISAL

The intended use of this appraisal is to assist the client (Town of Bay Harbor Islands) in determining a sale price. The intended user is the Town of Bay Harbor Islands.

LEGAL DESCRIPTION

A 20 foot wide alley abutting the south line of Lots 5, 6, 7, & 8, Block 21, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46, Page 5, of the Public Records of Miami-Dade County, Florida.

PROPERTY RIGHTS APPRAISED

The property is appraised in fee simple: a fee without limitations to any particular class of heirs or restrictions, but subject to the limitations of eminent domain, escheat, police power and taxation, as well as utility easements of record.

DEFINITION OF INVESTMENT VALUE

Investment Value is the specific value of a property to a particular investor or class of investors based on individual investment requirements; distinguished from market value, which is impersonal and detached.

Source: *The Dictionary of Real Estate Appraisal, Fourth Addition*, Page 152

DEFINITION OF MARKET VALUE

Market Value means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- (1) buyer and seller are typically motivated;
- (2) both parties are well informed or well advised and acting in what they consider their own best interest;
- (3) a reasonable time is allowed for exposure to the open market;
- (4) payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- (5) the price represents a normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Source: Interagency Appraisal and Evaluation Guidelines, December 10, 2010, Federal Register, Volume 75, No. 237, Page 77472

ASSESSMENT AND TAXES – 2018

The subject property is assessed under the jurisdiction of the Town of Bay Harbor Islands, Florida.

The assessment for the property is established each year as of January 1st by the Miami-Dade County Property Appraiser's Office at 100% of "Just Value." Just Value has been equated to Market Value less closing costs. While the State of Florida requires real estate to be assessed at 100% of Just Value, in reality the ratio of the assessed value to sales price is generally below 100%.

Folio Number:	Unassigned
Assessed Value:	Not assessed
Millage Rate:	\$19.0560 per \$1,000
Tax Amount:	\$0.00

THREE-YEAR HISTORY OF TITLE

According to a search of the Public Records of Miami-Dade County, Florida, there have been no sales transactions of the subject property during the past three years.

ESTIMATED EXPOSURE TIME

Exposure time is defined as the estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based upon an analysis of past events assuming a competitive and open market.

The overall concept of reasonable exposure encompasses not only adequate, sufficient and reasonable time but also adequate, sufficient and reasonable effort.

In estimating a reasonable exposure time for the subject property, the following steps have been taken:

Discussion with buyers, sellers, brokers and/or a review of multiple listings of similar properties in the area related to historic marketing periods.

Based on the above sources, exposure time is estimated to have been twelve months for the subject property.

ESTIMATED MARKETING PERIOD

The estimated value of the subject is predicated upon a normal marketing period. A normal marketing period is generally defined as the most probable amount of time necessary to expose and actively market a property on the open market to achieve a sale. Implicit in this definition are the following assumptions:

- (A) The property will be actively exposed and aggressively marketed to potential purchasers through marketing channels commonly used by sellers and buyers of similar type properties.
- (B) The property will be offered at a price reflecting the most probable markup over market value used by sellers of similar type properties.
- (C) A sale will be consummated under the terms and conditions of the definition of Market Value required by the regulation.

In order to estimate the marketability of this property, the sales activity in this market area was reviewed, multiple listings were reviewed and/or real estate brokers who operate in this area were interviewed.

Based on the above sources, the subject property could be sold within a twelve month time period.

SCOPE OF THE APPRAISAL

SCOPE OF THE APPRAISAL

The scope of the assignment relates to the extent and manner in which research is conducted, data is gathered and analysis is applied, all based upon the following problem-identifying factors stated elsewhere in this report.

This appraisal of the subject has been presented in the form of an Appraisal Report, which is intended to comply with the reporting requirements set forth under Standards Rule 2-2 of the USPAP.

The value of a site can be estimated by various methods which include Direct Sales Comparison, Allocation, Extraction, Development Approach, Land Residual or Ground Rent Capitalization. However, the Direct Sales Comparison Approach is the most preferred and utilized technique when sales of comparable sites are available. The other methodologies are indirect techniques which are generally used when an area is mostly developed and sales of comparable sites are scarce.

The Direct Sales Comparison Method was utilized in valuing the subject property due to the availability of recent sales. In the Direct Sales Comparison Method, sales of similar recently sold properties with a similar highest and best use as the subject property are analyzed, compared and adjusted by time, property characteristics and location to indicate the Market Value of the subject property. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

Data related to the subject property was derived from various sources including but not limited to the Miami-Dade County Property Appraiser's office, Hopkins Plat Book, Miami-Dade County plats, FEMA flood zone maps, Land Development Regulations of the Town of Bay Harbor Islands, and tax roll information provided by the Miami-Dade County Property Appraiser's office. A survey of the site was provided by the client.

Comparable sale sources include the Miami-Dade County Property Appraiser's office, Board of Realtors' Multiple Listing Service, CoStar and Loopnet. Sale prices are typically confirmed with a party to the transaction, i.e. buyer, seller, real estate agent or attorney to the transaction.

A search for land sales was conducted in the area of the subject. The initial sales period researched was from January of 2014 through the date of valuation. Several other sales were considered, but were not included because there was too wide a difference in physical factors, location and time.

LOCATION ANALYSIS

COUNTY DATA

Miami-Dade County - Location and Size

Miami-Dade County, which comprises the metropolitan area of Miami, is situated on the southeast tip of the state of Florida. It is bordered on the east by the Atlantic Ocean, on the west by Monroe and Collier Counties, on the north by Broward County, and on the south by Monroe County (the Florida Keys).

Miami-Dade County, the largest county in area and population in the state of Florida, covers an area of 2,054 square miles with an altitude ranging from sea level to 25 feet. Water covers 354 square miles of the County.

Although the County is relatively large, approximately half of the total area is comprised of the Everglades, which is a natural area that will not be developed. Therefore, only the eastern section of Miami-Dade County encompasses the area which is currently developed or available for future development.

Miami-Dade County's location, its southern latitude and proximity to the Gulf Stream provide for mild winters and pleasant summers.

Population

The state of Florida has increased rapidly in population from 9,740,000 in 1980 to 12,937,926 in 1990 and 15,982,378 in 2000. The 2010 population of Florida was 18,801,310, an increase of 17.6% over the 2000 population. In 2016, the population of the state was projected at 20,610,000.

Miami-Dade County's population increased from 1,626,000 in 1980 to 1,937,094 in 1990, reflecting an average annual compounded growth rate of 1.77%, compared with 2.88% for the state of Florida. By 2000, Miami-Dade County's population increased to approximately 2,253,362. The population grew to 2,496,435 by the Year 2010, an increase of 10.8% over the 2000 population. By the Year 2016 the population increased to 2,712,945, an increase of 8.7% over the 2010 population.

Miami-Dade County's population growth during the last four decades has been dramatic especially in relation to national trends. From 1950 to 1990 the United States population increased by 60% while the population of Miami-Dade County has almost quadrupled from 495,084 to 1,937,000. During this period, the state of Florida was elevated from the 20th most populous state to the 4th in 1990 and continues to be the fourth most populous state.

During the 1960s, the major increase in Miami-Dade County's population was due to the large immigration of Cubans. Today, Cuban and other Spanish speaking people comprise approximately 62% of Miami-Dade County's population. The increase in Hispanic population has had favorable effects on the local economy and has helped to create a multi-national cultural environment in the area.

The overall population of Miami-Dade County is well dispersed throughout the entire area, yet has several key areas of concentration. During the 1960s, several sub-areas accounted for approximately 70% of the growth. These areas include Hialeah, northern Miami-Dade County, the Beach area, the Miami River area, the area southwest of Miami International Airport, as well as the Kendall and Cutler Ridge areas. In the first half of the 1970s, population growth continued in an uneven fashion especially in the urban fringes.

Since 1970, approximately three-fourths of the total population growth for the County has occurred in the unincorporated areas. The older centrally located cities such as Miami, Miami Beach and Coral Gables have grown at modest rates from 1970 to 1990. Unincorporated Miami-Dade County has evidenced the most rapid growth which continues to occur in areas in northeast Miami-Dade County (Aventura), as well as the currently expanding southwest area, especially in sections of Flagler Street, S.W. 8th Street, North Kendall Drive and Homestead.

Population trends indicate that most of the population growth in Miami-Dade County between 2010 and 2020 will occur in outlying areas such as North Miami Beach, the Kendall area west of the Florida Turnpike, the S.W. 8th Street area west of the Florida Turnpike, the Hialeah-Miami Lakes area, as well as those areas both east and west of U.S. Highway 1 between Cutler Ridge and Florida City.

Employment Trends

The dominant characteristic of Miami-Dade County is that it is primarily trade and service based. Personal, business and repair services have had a substantial increase in importance in the economic base over the last decade. The major sectors of the economy include services, wholesale and retail trade, transportation, communications, public utilities, government and manufacturing. The most dominant industries which form the County's economic base are construction and tourism.

Tourism is Miami-Dade County's biggest industry with an estimated 15.9 million visitors in 2017 contributing to more than 50 percent of the area's economy. Aviation and related industries are responsible for another large segment of the economy.

The largest employer in Miami-Dade County is the Miami-Dade County School Board, followed by Miami-Dade County, Federal Government, State of Florida, University of Miami, Baptist Health Systems of South Florida, American Airlines, Jackson Health System, Florida International University, City of Miami, Mount Sinai Medical Center, and Florida Power and Light. Assuming additional importance is the growing prominence of Miami-Dade County as a center for international trade, finance and tourism. The establishment of Miami as the "Gateway of the Americas" should provide the area with a much needed degree of economic diversification. This should enable Miami-Dade County to weather slowdowns in the national economy by an increase of trade through the Port of Miami, growth of international arrivals at the airport, the Free Trade Zone, and the substantial foreign investment in the local economy, particularly in real estate.

In October of 2017, Florida's unemployment rate was 3.6 percent, down from 4.9 percent in October of 2016 and a high of 10.7 percent in March of 2011. The unemployment rate for Miami-Dade County in October of 2017 was 4.6 percent, down from 5.6 percent a year earlier.

TABLE 1

ESTIMATES OF MIAMI-DADE COUNTY TOURIST TRENDS

	INTERNATIONAL	DOMESTIC	TOTAL
2010	6,060,100	6,544,000	12,604,100
2011	6,461,900	6,908,600	13,370,600
2012	6,801,200	7,102,032	13,903,232
2013	7,131,700	7,087,200	14,218,900
2014	7,260,000	7,303,200	14,563,200
2015	7,506,100	7,990,200	15,496,300
2016	7,624,200	8,100,000	15,724,200

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Figures for 2016 indicate 15,724,200 overnight visitors came to Miami-Dade County, a 1.5% increase from 2015. In 2015, the total overnight visitors increased to 15,496,300, an increase of 6.4% over 2014.

TABLE 2

ESTIMATES OF DOMESTIC VISITORS BY REGION

DOMESTIC MARKET	2012	2013	2014	2015	2016
NEW YORK	25.5%	25.9%	26.0%	26.3%	26.5%
CHICAGO	5.8%	5.9%	5.9%	5.9%	5.9%
PHILADELPHIA	5.7%	5.6%	6.0%	5.6%	5.7%
BOSTON	4.3%	4.3%	4.3%	4.2%	4.3%
ATLANTA	3.9%	3.9%	3.9%	3.9%	4.0%
WASHINGTON, DC	2.8%	2.8%	2.8%	2.8%	2.8%
DALLAS	2.7%	2.7%	2.7%	2.7%	2.7%
LOS ANGELES	1.9%	2.1%	2.1%	2.1%	2.2%
DETROIT	2.1%	2.0%	1.9%	1.9%	1.9%
HOUSTON	1.8%	1.8%	1.8%	1.8%	1.8%

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Table 2 indicates that the bulk of domestic visitors to Miami-Dade County originate from the New York (26%), Chicago (5.9%) and Philadelphia (5.6%) market areas. Of the top ten domestic market visitors, the majority (38.9%) are from northeastern market areas.

T A B L E 3

ESTIMATES OF INTERNATIONAL VISITORS BY REGION

REGION	2012	2013	2014	2015	2016
EUROPEAN COUNTRIES	20.0%	19.2%	19.7%	20.2%	20.4%
CARIBBEAN COUNTRIES	10.5%	10.0%	10.4%	10.6%	11.2%
CENTRAL AMERICAN COUNTRIES	8.0%	7.8%	8.2%	8.2%	8.5%
SOUTH AMERICAN COUNTRIES	50.3%	52.1%	50.4%	49.8%	48.3%
CANADA	9.4%	9.2%	9.5%	9.3%	8.7%
OTHER COUNTRIES	1.8%	1.7%	1.8%	1.9%	2.9%
TOTAL	100%	100%	100%	100%	100%

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Table 3 shows that the bulk of international visitors to Miami-Dade County originate from Central and South American Countries (56.8%), followed by European Countries (20.4%) and Caribbean Countries (11.2%). England and Germany accounted for the largest proportion of European visitors.

In 2016 there were a total of 3,365,570 million passengers passing through the Port of Miami. During 2016, the number of Port of Miami passengers increased 2.1% from 2015. The passenger count in 2017 is expected to increase to nearly 3.637 million based on passenger counts through August of 2017. Through July of 2017 approximately 13,396,145 passengers arrived through Miami International Airport. The passengers arriving at the airport decreased less than 1% from the same period the previous year. The arrivals at the airport are fairly evenly distributed between international and domestic passengers. Through July 2017, domestic arrivals totaled 6,845,460 and international arrivals totaled 5,482,716.

As of October 2017, there were approximately 55,511 motel and hotel rooms in 428 lodging facilities in Greater Miami and the Beaches. The area had an occupancy rate of 75.9 percent in 2016, down 2% from 2015. The airport area had the highest occupancy rate as of October 2017 at around 86.5%.

Average room rate for hotel rooms in Miami-Dade County was \$187.17 in 2016, down from \$191.19 in 2015. Therefore, the average hotel room rates in 2016 indicate a decrease of 2.1% over the 2015 rate.

The first in a series of new luxury properties opened in February 2004 when the 380-room Ritz Carlton opened in Miami Beach. In May of 2005, the 210-room Le Meridian opened in Sunny Isles Beach. Three other new hotels with a total of 271 rooms opened in Miami Beach during 2005. In 2016, new hotel openings included the East Hotel (353-rooms) in Brickell, The Langford (126-rooms) downtown, Me by Melia (125-rooms) downtown and the East Hotel (352-rooms) in Brickell. New hotels expected to open in 2017 include SLS Lux Brickell Hotel (85-rooms) in Brickell, Yotel Miami (250-rooms) downtown, Fasano Hotel (175-rooms) in Miami Beach, the Surf Club Four Seasons (80-rooms) in Surfside, Plymouth Hotel (110-rooms) in Miami Beach, and Greystone Hotel (92-rooms) in Miami Beach. In 2017 new hotel openings included Aloft Miami Airport (125-rooms), Four Seasons at the Surf Club (77-rooms) in Surfside, Hampton Inn Miami Midtown (151-rooms) in the Wynwood district, Four Points by Sheraton (124-rooms) at the airport, AC Hotel Miami (233-rooms) in Aventura, and the Hyatt Centric (208-rooms) in the Brickell district.

Miami-Dade Financial Resources

Over the course of the last decade, Greater Miami has evolved into a major international financial center. Domestic and international businesses find convenient access to a full array of services provided by locally-based state and national commercial banks, savings and loan associations, foreign banks, non-depository credit institutions, securities and commodities brokers and insurance companies.

Greater Miami has the largest concentration of domestic and international banks south of New York City. With more than 90 percent of the state's foreign banks operating offices in Miami, this market dominates international banking in Florida.

Overall, about 150 domestic banks, foreign banks and Edge Act banks operate in Greater Miami. The greatest concentration is located along Brickell Avenue in downtown Miami.

Transportation

Miami-Dade County has an extensive expressway system with access to all points in the County. However, due to the rapidly increasing population, some of the expressways, especially Interstate 95, are becoming overburdened. In 1985 Miami-Dade County completed a 20.5 mile elevated rapid transit system. This system originally extended southward from downtown Miami to Dadeland, paralleling U.S. Highway 1 and northwesterly from downtown Miami to Hialeah. In 1999, the system was extended about a mile from Hialeah to the Palmetto Expressway at NW 74th Street. An expansion to the Miami International Airport opened in 2013. In conjunction with this system, there is a Downtown People Mover Automated Transit system which encircles the central business district of Miami and extends south to the Brickell area and north to the Omni area.

Miami-Dade County is served by the CSX and Florida East Coast Railroads for freight and Amtrak Rail, Greyhound and Trailways Interstate bus lines for passenger service.

Miami International Airport, one of the nation's largest and busiest, had 414,234 aircraft arrivals and departures through December 2017, an increase of 0.32% over the previous year. Through November 2017, the airport had 375,008, a decrease of 0.43% from the previous 12 month period. The airport recently had a \$5.4 billion expansion. A South Terminal has recently been completed and a North Terminal completed in 2013 and a fourth runway has been constructed.

Miami has become a port of embarkation for airlines and ships bound for Central and South American Countries. The Port of Miami, besides being the largest passenger port in the nation, is also important as a cargo center with a 2016 annual tonnage of approximately 8.778 million, up 11.9% from 8.614 million in 2015. The port's traditional customer base has been Europe, China, Latin America and the Caribbean, accounting for 65% of the port's total volume.

Miami's comprehensive transportation system and its strategic location have enabled it to become an important international transportation center, providing commercial access to Latin America and the Caribbean.

Government

Miami-Dade County is comprised of unincorporated areas, as well as 36 municipalities, the largest of which is the city of Miami.

Miami-Dade County is governed under a modified two-tier metropolitan government. The purpose of this type government was to establish one governing body for the county, and to establish one supply of services such as fire, police, etc. for the county. The upper tier is the County, which provides broad "regional" or county functions, such as metropolitan planning, welfare, health and transit services. The thirty-six municipalities represent the lower tier of government, providing a varying array of services within their jurisdictional boundaries. The County also maintains lower tier functions, such as the provision of municipal-type services, including police and fire, to the unincorporated areas and certain municipalities on a negotiated basis.

The County operates under the strong mayor form of government. Legislative and policy-making authority is vested in the elected thirteen-member Board of County Commissioners; the mayor appointed County Manager is the chief administrator. Miami-Dade County has operated under the metropolitan form of government since 1957, when the Home Rule Charter was passed by the local electorate. Prior to Home Rule, the County had to rely on the State Legislature for the enactment of its laws.

County government had not been able to respond to the tremendous demand for municipal services in this rapidly urbanizing area, which is larger than the State of Rhode Island or Delaware. The need to combine services duplicated by the County and numerous cities was also clearly evident. The Charter permitted the limited County government to reorganize into a general purpose "municipal-type" government capable of performing the full range of public functions into an area wide operation.

Real Estate

The Miami-Dade County Office Market contains approximately 93.128 million square feet of office space. Approximately 23% of this space is located in the Miami central business district and adjacent Brickell Avenue, 20% in the Airport West area, 11% in Kendall, and 10.6% in Coral Gables. The vacancy rate of office buildings in Miami-Dade County declined during the third quarter of 2017 to about 9.1%, down from 9.9% in 2016. During 2017, 1.76 million square feet of office space is under construction in Miami-Dade County. Office rental rates in new buildings typically range from \$21 to \$46 per square foot. The low end of the range is for office space in the suburban markets. The upper end of the range is for first class office space in Downtown Miami, Brickell Avenue, Coconut Grove and Coral Gables.

The Greater Miami Industrial Market consists of approximately 221.46 million square feet of industrial space in 5,663 buildings.

The approximate percentage location of this space is as follows:

MARKET AREA	% OF TOTAL MARKET SPACE
AIRPORT WEST	29.6%
HIALEAH	25.6%
MEDLEY	16.7%
MIAMI LAKES	3.3%
NORTHEAST DADE	4.8%
NORTHCENTRAL DADE	14.9%
SOUTH DADE	5.1%
TOTAL	100%

The county's vacancy rate for the overall Miami-Dade County industrial market as of the third quarter of 2017 was 4.1%. The county's overall vacancy rate has risen marginally from 3.9% in 2016. Airport West, the largest industrial area, had a vacancy rate of 3.9% as at the third quarter of 2017. Industrial rental rates generally average \$11.00 per square foot in the third quarter of 2017, up from an average of \$10.15 per square foot in 2014. New industrial space under constructed in the third quarter of 2017 totaled 2,937,133 square feet, which is less than all of 2016.

Miami-Dade's single-family home sales decreased 7.6% in November of 2017 in comparison with November of 2017 according to the Miami Association of Realtors. A total of 947 homes were reported sold in November of 2017, compared to 1,025 homes sold in November of 2016. In November of 2017, the median sales price for single-family units was \$330,000, up 6.5% from the previous year.

Existing condo sales showed a decrease of 0.7% in November of 2017 from November of 2016 according to the Miami Association of Realtors. A total of 965 condo units were reported sold in

November of 2017, compared to 972 condo units sold in November of 2016. The median sales price for condos increased to \$230,000 or an increase of 5.9% during the same period in 2016.

Marcus & Millichap Apartment Research Market Report shows a vacancy rate of 3.8% for rental apartment buildings in the Fourth Quarter of 2017, 160 basis points higher than in 2016. The vacancy rate had been declining steadily since 2006 due to the reduction of inventory caused by the large amount of condominium conversions. Since 2015 the vacancy rates for the county have been creeping higher. Apartment rents in Miami-Dade County averaged \$1,483 per month, indicating an increase of 11.6% during 2017. New apartment construction during 2017 was nearly 4,965 units.

The Miami-Dade County retail market contains approximately 102,17 million square feet in 2,357 buildings. The major retail markets in Miami-Dade County include Hialeah, Coral Gables/South Miami-Dade, Aventura and Kendall. Rental rates typically range from \$20 to \$60 per square foot with rates in the \$80.00 to \$120 per square foot on South Beach. The overall Miami-Dade County vacancy rate for the third quarter of 2017 was approximately 3.5%, which is 60 basis points higher from 2.9% in the third quarter of 2016. As of the third quarter of 2017, 2,345,470 square feet of retail space was under construction.

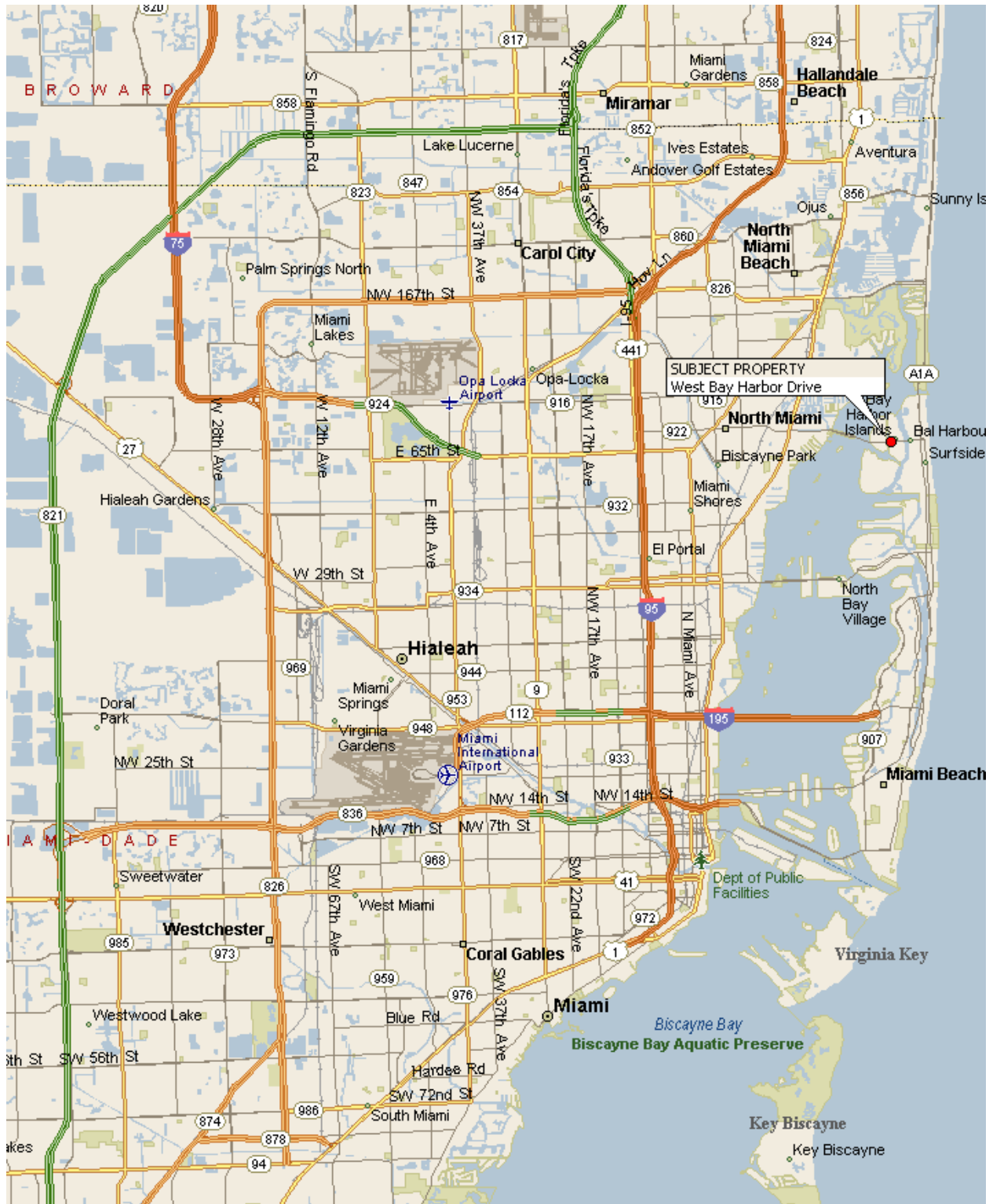
Conclusions

In the future, one of the principal growth areas for Miami-Dade County is expected to be the international sector. Miami-Dade County, because of its geographic location and excellent transportation facilities, is well-suited to attract both business individuals and tourists from Latin America. It is already one of the principal shopping markets for Central and South Americans visiting the United States and one of the principal export points for goods and services destined for Latin America.

The existence of major financial institutions, retail outlets, corporations and other business entities, coupled with its geographic location, transportation systems and planned international trade centers give Miami-Dade County an excellent opportunity for continued growth as an international center.

During the next 12 months all segments of the commercial real estate market should continue to experience decreasing vacancy rates and increasing rental rates. With decreasing inventories for both single family residences and condominium apartment units, sales activity is expected to rise during the next 12 months.

LOCATION MAP



NEIGHBORHOOD DATA

The subject property is located in Bay Harbor Islands, approximately nine miles northeast of the central business district of Miami.

The subject may further be described as being located on the east side of West Bay Harbor Drive, between 96th and 97th Streets

The town of Bay Harbor Islands is located west of the cities of Bal Harbour and Surfside across Indian Creek. Bay Harbor Island is bordered to the north and west by the Intracoastal Waterway, to the east by Indian Creek Waterway and to the south by Indian Creek Lake.

The town of Bay Harbor Islands is approximately one-half mile in length and one-quarter mile in width. The town was founded in 1947 by local attorney, Shepard Broad. Bay Harbor Islands contains approximately 0.37 square miles of land area and has a population as of 2010 of approximately 5,628. The population of the town increased 9.4% since 2000. Bay Harbor Islands has a total of 3,103 housing units, of which 1,235 are renter-occupied.

Bay Harbor Islands is connected to Miami via the Broad Causeway which crosses the Intracoastal Waterway and joins with N.E. 123rd Street in North Miami.

96th Street (Kane Concourse), is the primary east/west traffic artery in the town of Bay Harbor Islands. Various restaurants, retail stores and office buildings are located along 96th Street. The buildings were constructed primarily in the 1950s and 1960s and are generally in good condition.

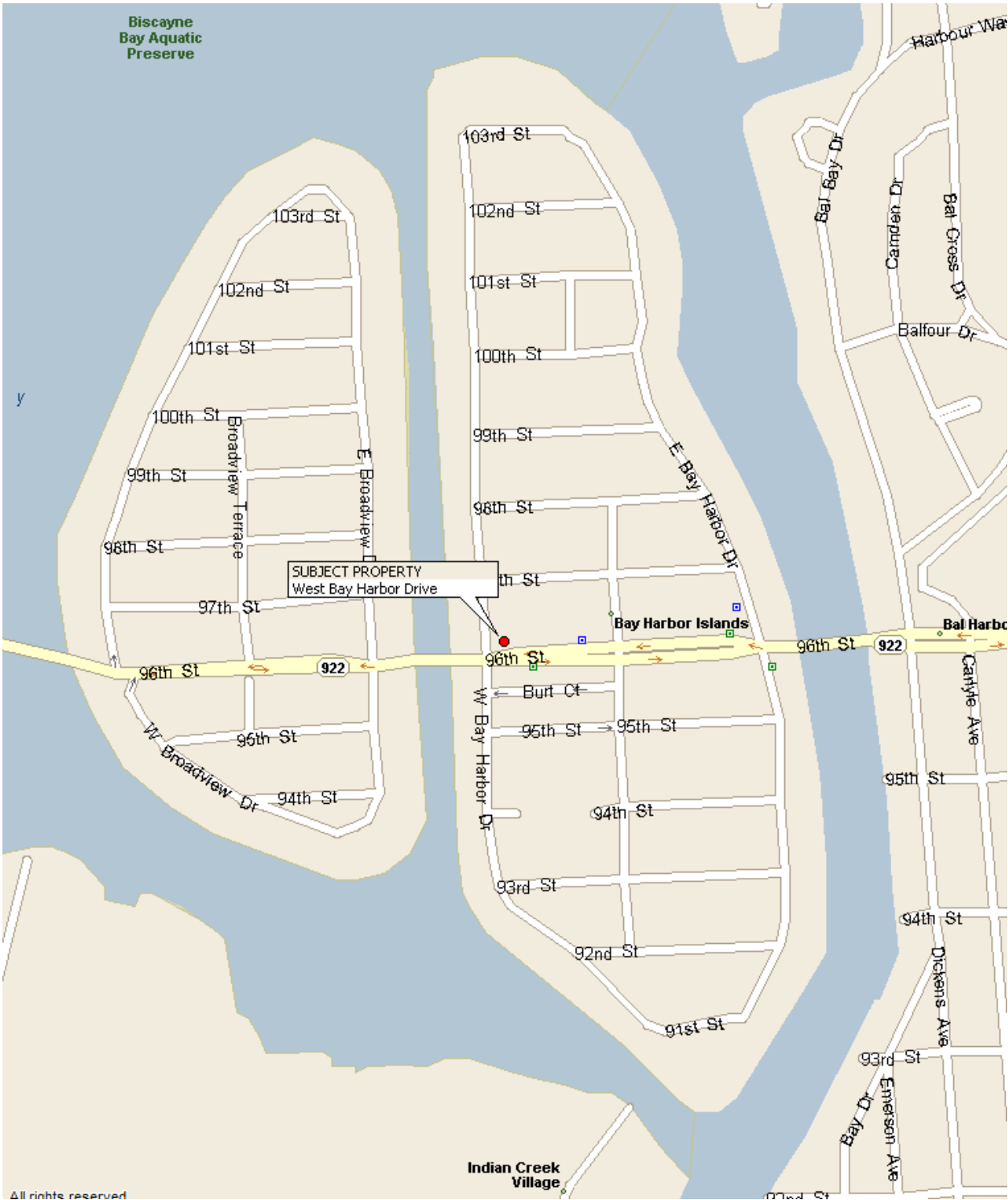
The cities of Bal Harbour and Surfside, which are located along the Atlantic Ocean, are primarily tourist oriented. Mid- and high-rise hotels and condominium apartment buildings constructed in the 1950s and 1960s front Collins Avenue. Collins Avenue (State Road A1A) is a primary traffic artery along the east side of Miami-Dade County. Collins Avenue extends northerly from the south tip of Miami Beach to Broward County.

Bal Harbour Shops, located five blocks east of town, is an attractive specialty shopping mall containing 410,000 square feet and anchored by the department stores Neiman-Marcus, and Saks Fifth Avenue.

Single-family residences and multi-family apartment buildings are located to the north and south of the subject. The single-family residences, constructed primarily during the 1950s and 1960s, generally range in sale price from \$500,000 to \$850,000 for non-waterfront residences. Waterfront houses generally range in sale price from \$1,150,000 to \$3,500,000.

In summary, the subject neighborhood is a fully developed area containing commercial properties, single-family residences, apartments and hotels. This is a desirable area which should remain stable for several years into the future.

NEIGHBORHOOD MAP



SITE DATA

SITE DATA

Dimensions and Shape:

The site is rectangular.

The site fronts for 20 feet on the east right-of-way line of West Bay Harbor Drive and has a depth easterly of 300 feet.

Source: Plat.

Area:

6,000 square feet or 0.14 acre

Source: Survey

Topography and Drainage:

The site is level at an average elevation of approximately equal to the abutting streets.

Flood Zone:

Map No. 12086C0144 L

"AE" Special flood hazard areas subject to inundation by the 1% annual chance flood;
base flood elevation eight feet

Soil and Subsoil:

The immediate area of the subject site appears to have no unusual soil or subsoil conditions. Unusual conditions would be brought out by test borings.

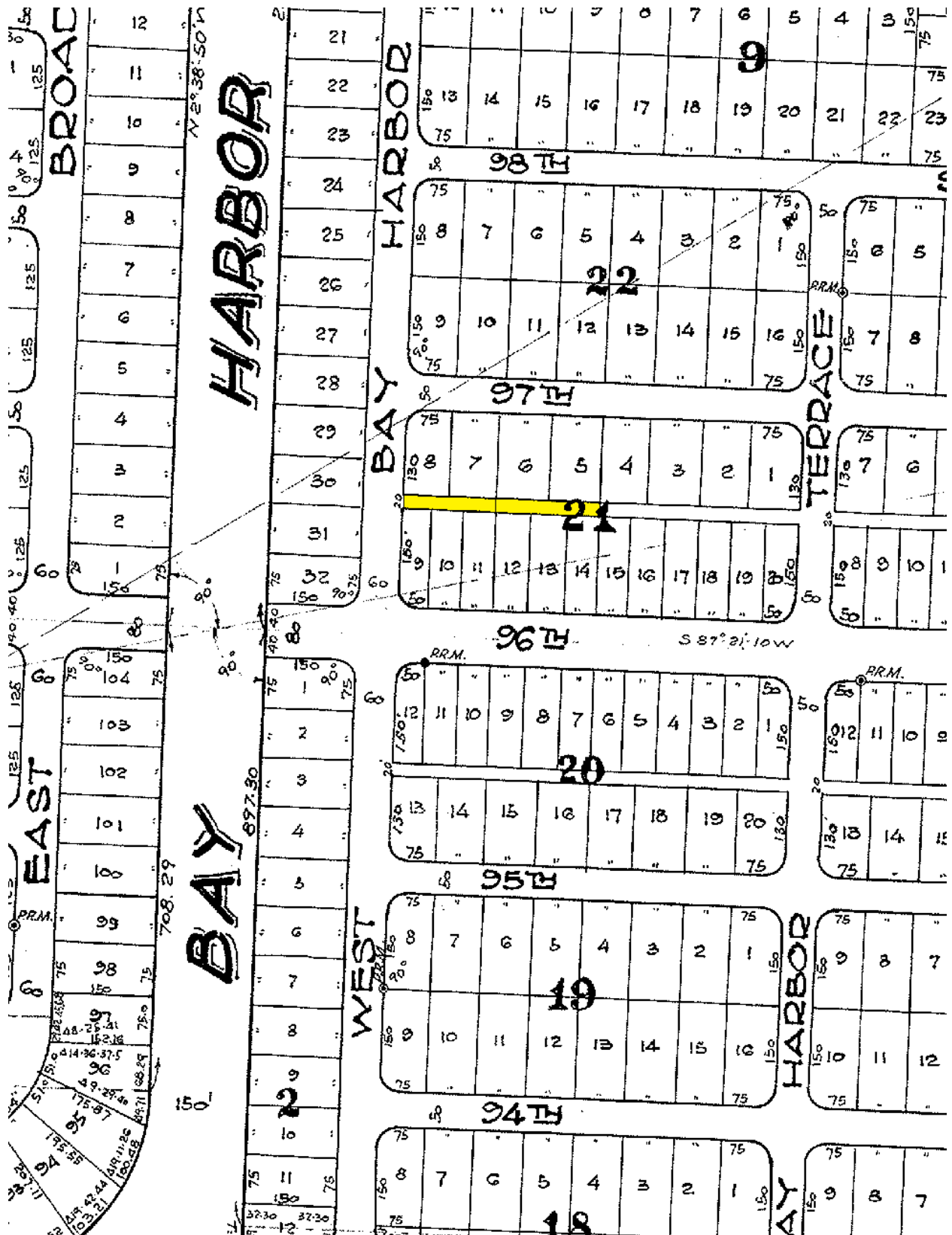
Utilities:

Water:	Miami-Dade Water and Sewer Department
Sewer:	Miami-Dade Water and Sewer Department
Electricity:	Florida Power & Light Company
Telephone:	AT&T

Street Improvements:

West Bay Harbor Drive is asphalt paved with a dedicated width of 60 feet. West Bay Harbor Drive contains one north bound and one south bound lane.

SITE SKETCH



ZONING

ZONING

Under Ordinance of Bay Harbor Islands, Florida.

Classification: B-1 BUSINESS DISTRICT

The purpose of the district is to provide appropriate land development regulations for the business/mixed-use properties on the eastern island of the town. The lots about the Kane Concourse, the main roadway within the town. This area is the most urban in form with higher-intensity development, narrow setbacks, on-street and/or garage parking facilities. The district regulations provide guidelines to encourage desired land uses such as restaurants and retail shops at street grade with other uses, including residential uses, above or behind the Kane Concourse frontage uses.

Permitted uses in the district include multiple family dwellings (above ground level on Kane Concourse frontage), lending institutions, offices, retail uses, barber shops, day spas, fitness centers, art galleries, theaters, beauty shops, restaurants, religious uses (above the ground floor), private clubs, hotels, dry cleaning agencies, community centers, and stock brokerages.

Development Regulations

Minimum Lot Size:	None
Minimum Lot Width:	None
Maximum Floor Area Ratio:	None
Maximum Residential Density:	34 dwelling units per acre
Maximum Hotel Density:	70 rooms per acre
Maximum Building Length:	120 feet
Maximum Building Height:	65 feet
Building Setbacks (off Kane Concourse):	Front – 5 feet & one additional foot for each additional 3 feet of building height over 30 feet Side – None Side Street – 5 feet
Offstreet Parking:	Houses – 2 spaces Apartments - 2 spaces per unit Hotel - 1 space each of first 20 rooms and 1 space per every additional two rooms. Restaurants - 2 space per 5 seats Offices - 1 space per 300 square feet Banks - 1 space per 475 square feet Retail Stores - 1 space per 300 square feet

HIGHEST AND BEST USE

HIGHEST AND BEST USE

Fundamental to the concept of value is the theory of highest and best use. Land is valued as if vacant and available for its highest and best use.

The Appraisal Institute in *The Dictionary of Real Estate Appraisal, Fourth Edition*, defines highest and best use as follows:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and results in the highest value.

Land has limited value unless there is a present or anticipated use for it; the amount of value depends on the nature of the land's anticipated use, according to the concept of surplus productivity. Among all reasonable, alternative uses, the use that yields the highest present land value, after payments are made for labor, capital, and coordination, is generally regarded as the highest and best use of the land as though vacant.

The highest and best use of a property as improved refers to the optimal use that could be made of the property including all existing structures. The implication is that the existing improvement should be renovated or retained as so long as it continues to contribute to the total market value of the property, or until the return from a new improvement would more than offset the cost of demolishing the existing building and constructing a new one.

In estimating the highest and best use there are essentially four stages of analysis:

1. **Possible Use.** What uses of the site being appraised are physically possible?
2. **Permissible Use (Legal)** What uses are permitted by Zoning and Deed Restriction, if any?
3. **Feasible Use.** Which possible and permissible uses will produce a net return to the owner of the site?
4. **Maximally Productive.** Among feasible uses, which use will produce the highest net return to the owner of the site?

The highest and best use of the land (or site), if vacant and available for use, may be different from the highest and best use of the improved property. This is true when the improvements are not an appropriate use, but make a contribution to the total property value in excess of the value of the site.

The following four point test is required in estimating the Highest and Best Use. The use must be legal. The use must be probable, not speculative or conjectural. There must be a profitable demand for such use and it must return to the land the highest net return for the longest period of time.

These tests have been applied to the subject property. In arriving at the estimate of Highest and Best Use, the subject site is analyzed as vacant and available for development.

Possible Use

The site fronts 20 feet on the east side of West Bay Harbor Drive, between 96th Street (Kane Concourse) and 97th Street. West Bay Harbor Drive is a secondary traffic artery in Bay Harbor Islands. Therefore, the subject property has good road access and exposure.

The subject site is rectangular in shape. All necessary utility services are available along existing street right-of-ways. The site is filled to street grade and does not appear to have any drainage or subsoil deficiencies.

The site is 6,000 square feet in size which equates to 0.14 of an acre. The small size of the subject site would significantly limit the use of the site. The small size and narrow width of the site would preclude the construction of a building as an independent site. The site would probably have to be assembled with an abutting site to have full functional utility.

Permissible Use

Permissible or legal uses are those uses which are permitted by zoning or deed restrictions. There are presently no known private deed restrictions of record.

The subject site is zoned for business use. The zoning of the site allows multifamily apartments, stores, banks, restaurants, offices, public schools, and mixed commercial and residential use.

The residential maximum density is 34 dwelling units per acre of land area. The maximum building height is 65 feet. The maximum residential density is 34 dwelling units per acre. The maximum hotel density is 70 rooms per acre.

Feasible Use/Maximally Productive Use

The zoning of the subject property permit a wide range of potential uses. The small size and narrow width of the site would probably preclude the development of the site with a building. The site is only 20 feet wide and 6,000 square feet in size

The site is located ½ of a block north of Kane Concourse. Most uses fronting on Kane Concourse on the east island of Bay Harbor Islands are office buildings or mixed use office and retail buildings. The subject site is located on the western periphery of the business district of Bay Harbor Islands.

The sites abutting to the north and south is proposed to be developed with a mixed use building with 104 apartment units, 86,700 square feet of offices, 7,167 square feet of restaurants, and 7,565 square feet of retail space.

Based on the size and shape of the site, the most likely use of the site would be for an assemblage with an abutting site for a commercial or mixed commercial and residential use.

Conclusion

Based on the above factors, the highest and best use of the site is estimated to be for assemblage with an abutting site for a commercial or mixed use.

THE APPRAISAL PROCESS

THE APPRAISAL PROCESS

The value of a site can be estimated by various methods which include Direct Sales Comparison, Allocation, Extraction, Development Approach, Land Residual or Ground Rent Capitalization. However, the Direct Sales Comparison Approach is the most preferred and utilized technique when sales of comparable sites are available. The other methodologies are indirect techniques which are generally used when an area is primarily built-up and sales of comparable sites are scarce.

The Direct Sales Comparison Method of valuing the subject site was relied on due to the availability of recent land sales. In the Direct Sales Comparison Method, sales of similar recently sold sites with a similar highest and best use as the subject site are analyzed, compared and adjusted by time, property characteristics and location to indicate the Market Value of the subject site as though unimproved. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

Data related to the subject property is derived from various sources including but not limited to the Miami-Dade County Property Appraiser's Office, the Miami-Dade County Clerk's Office, Miami-Dade County plats, FEMA flood zone maps, Land Development Regulations of the Town of Bay Harbor Islands, and tax roll information provided by the Miami-Dade County Property Appraiser's Office.

Comparable sale sources include the Miami-Dade County Property Appraiser's Office, Board of Realtors' Multiple Listing Service, CoStar, and Loopnet. Sale prices are typically confirmed with a party to the transaction, i.e. buyer, seller, real estate agent or attorney to the transaction.

The sales information was gathered from various sale services and verified through Public Records and/or with a party to the transaction, when possible.

The site is a public alley right-of-way. The first and most direct procedure to value a right-of-way is to gather and analyze land sales in the neighborhood of the subject property. Right-of-ways or segments thereof do not usually sell or rent on the open market. A direct sales or rental comparison methodology is therefore not available for the valuation of the subject.

Since the site is a segment of a corridor, an "across-the-fence" unencumbered fee simple value of the property is estimated. The subject property is a portion of a right-of-way. Right-of-ways are usually valued by an "across-the-fence" methodology. "Across-the-fence" is defined by the Dictionary of Real Estate Appraisal, Third Edition as:

"A means of estimating the price or value of land adjacent to or "across-the-fence" from a railroad, pipeline, highway, or other corridor real estate; as distinguished from valuing the right-of-way as a separate entity."

The land adjacent to the subject site is zoned for commercial use. Therefore, sales of commercial sites located in the subject market area are researched and analyzed in the fee simple valuation of the subject site "across-the-fence". Several other sales are considered, but are not included because there is too wide a difference in physical factors, location and time.

"Across-the-fence" is an accepted methodology in the valuation of transportation corridors or segments thereof. Since the methodology does not exclude any typical methods of valuation or imposes hypothetical assumptions, this appraisal is not considered limited based on Uniform Standards of Appraisal Practice.

LAND VALUE ANALYSIS

LAND VALUE

A value estimate is concluded by comparing the subject site to comparable land sales. Generally, the comparable land sales are adjusted by time, property, and location to indicate the Market Value of the subject site as though unimproved. This process is known as the Direct Sales Comparison Method.

The Direct Sales Comparison Method is a process of analyzing sales of similar recently sold land parcels in order to derive an indication of the most probable sales price of the site being appraised. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

The following pages contain sales of similar land sites which have recently sold. Several other sales were considered, but were not included because there was too wide a difference in physical factors, location and time.

Various analytical techniques may be used to identify and measure adjustments. The techniques of comparative analysis can be grouped into two categories: quantitative and qualitative.

When quantitative analytical techniques are applied, mathematical processes are used to identify which elements of comparison require adjustment and to measure the amount of these adjustments.

The primary quantitative techniques, **Paired Data Analysis**, is a process in which two or more market sales are compared to derive an indication of the size of the adjustment for a single characteristic. Ideally, the sales being compared will be identical in all respects except for the element being measured.

Although paired data analysis is a theoretically sound method, it is sometimes impractical because only a narrow sampling of sufficiently similar properties may be available and it is difficult to quantify the adjustments attributable to all the variables.

The primary qualitative techniques, **Relative Comparison Analysis**, is the study of the relationship indicated by market data without recourse to quantification. This technique is utilized because it reflects the imperfect nature of real estate markets. To apply the technique, the appraisers analyze comparable sales to determine whether the comparables' characteristics are inferior, superior, or equal to those of the subject property.

A search is made of real estate market for all sales within the subject or competitive locations. While many sales were reviewed, the sales contained herein are considered most comparable to the subject properties as to all major factors of comparison.

A detailed breakdown of each sale, a summary of the sales, a sales map and a value conclusion follows herein.

LAND SALE 1

DATE: April 1, 2014

PRICE: \$12,000,000

TYPE INSTRUMENT: Warranty Deed

RECORDATION: O. R. Book 29100, Page 2790

FOLIO NUMBER: 13-2227-001-1100

GRANTOR: The Church by the Sea, Inc.

GRANTEE: Bay Harbor Hotel, LLC

LEGAL: Lots 1, 2 & 3, Block 2, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46 Page 5 of the Public Records of Miami-Dade County, Florida.

LOCATION: 9540 West Bay Harbor Drive
Bay Harbor Islands, Florida

.
SITE DESCRIPTION:

Dimensions: Irregular
Size: 33,897 Square Feet
0.78 Acre
Zoning: Gateway District
Current Use: Vacant

UNIT PRICE: \$354.01 per square foot of land area

FINANCING: Purchase money mortgage of \$6,000,000.

REMARKS: The site was formerly improved with an old hotel building. The site is proposed to be redeveloped with a seven-story hotel building. The site fronts on a waterway with direct access to Biscayne Bay.



SALE 1

LAND SALE 2

DATE: March 19, 2015

PRICE: \$6,377,000

TYPE INSTRUMENT: Warranty Deed

RECORDATION: O. R. Book 29549, Page 197

FOLIO NUMBER: 14-2235-006-0270
14-2235-006-0280
14-2235-006-0290

GRANTOR: Brait Holdings, LLC

GRANTEE: The Gross Group, LLC

LEGAL: Lots 7-10, Block 3, **ALTOS DEL MAR NO. 5**,
according to the Plat thereof, as recorded in Plat
Book 8 Page 92 of the Public Records of Miami-
Dade County, Florida.

LOCATION: 9348 Collins Avenue
Surfside, Florida

.
SITE DESCRIPTION:

Dimensions: 150 feet x 200 feet
Size: 30,000 Square Feet
0.69 Acre
Zoning: H 40
Current Use: Parking

UNIT PRICE: \$212.57 per square foot of land area

FINANCING: Conventional first mortgage of \$3,610,804 from
Centennial Bank..

REMARKS: The site is proposed to be redeveloped.



SALE 2

LAND SALE 3

DATE: December 20, 2016

PRICE: \$20,250,000

TYPE INSTRUMENT: Special Warranty Deed

RECORDATION: O. R. Book 30358, Page 2094

FOLIO NUMBER: 13-2227-001-0790 13-2227-001-3670
13-2227-001-3640 13-2227-001-3680
13-2227-001-3650 13-2227-001-3690
13-2227-001-3660

GRANTOR: The 1177 Kane Concourse Partnership, Ltd.

GRANTEE: NR Wharton Kane Concourse Property Owner, LLC

LEGAL: Lots 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14, less the South 15 feet of Lots 9-14, Block 21, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46 Page 5 of the Public Records of Miami-Dade County, Florida.

LOCATION: 1177 Kane Concourse
Bay Harbor Islands, Florida

SITE DESCRIPTION:

Dimensions: Irregular
Size: 90,750 Square Feet
2.08 Acres

Zoning: B-1, Business District
G, Gateway District

Maximum Legal Density: N/A

Current Use: Vacant

UNIT PRICE: \$223.14 per square foot of land area

FINANCING: Cash.

REMARKS: This site is divided into two sites by West Bay Harbor Drive. The site was improved at sale with a three-story office building built in 1955. The buyer is planning to redevelop the site with a mixed use building. The property was sold for land value only.



SALE 3

LAND SALE 4

DATE: August 8, 2017

PRICE: \$3,500,000

TYPE INSTRUMENT: Personal Representative's Deed

RECORDATION: O. R. Book 30651, Page 3625

FOLIO NUMBER: 02-3210-013-0190

GRANTOR: Elizabeth Stone

GRANTEE: Bay Dr, LLC & KG Normandy LLC

LEGAL: Lot 27, Block 1, **OCEAN SIDE SECTION OF THE ISLE OF NORMANDY**, according to the Plat thereof, as recorded in Plat Book 25 Page 60 of the Public Records of Miami-Dade County, Florida.

LOCATION: 880 – 71st Street
Miami Beach, Florida

SITE DESCRIPTION:

Dimensions: Irregular

Size: 19,414 Square Feet

0. Acres

Zoning: CD – 2, Commercial District

Current Use: Vacant

UNIT PRICE: \$180.28 per square foot of land area

FINANCING: Conventional first mortgage of \$2,100,000 from Community Bank of Florida.

REMARKS: This site fronts on a waterway..



SALE 4

LAND SALE 5

DATE: June 29, 2018

PRICE: \$2,700,000

TYPE INSTRUMENT: Special Warranty Deed

RECORDATION: O. R. Book 31042, Page 4066

FOLIO NUMBER: 14-2235-007-0270

GRANTOR: Suntrust Bank

GRANTEE: Surf Harbour, LLC

LEGAL: Lot 12, Block 3, **ALTOS DEL MAR NO. 6**, according to the Plat thereof, as recorded in Plat Book 8 Page 106 of the Public Records of Miami-Dade County, Florida.

LOCATION: 200 – 96th Street
Surfside, Florida

SITE DESCRIPTION:

Dimensions: 55 feet x 135 feet
Size: 7,425 Square Feet
0.17 Acres

Zoning: H 40

Current Use: Parking lot

UNIT PRICE: \$363.64 per square foot of land area

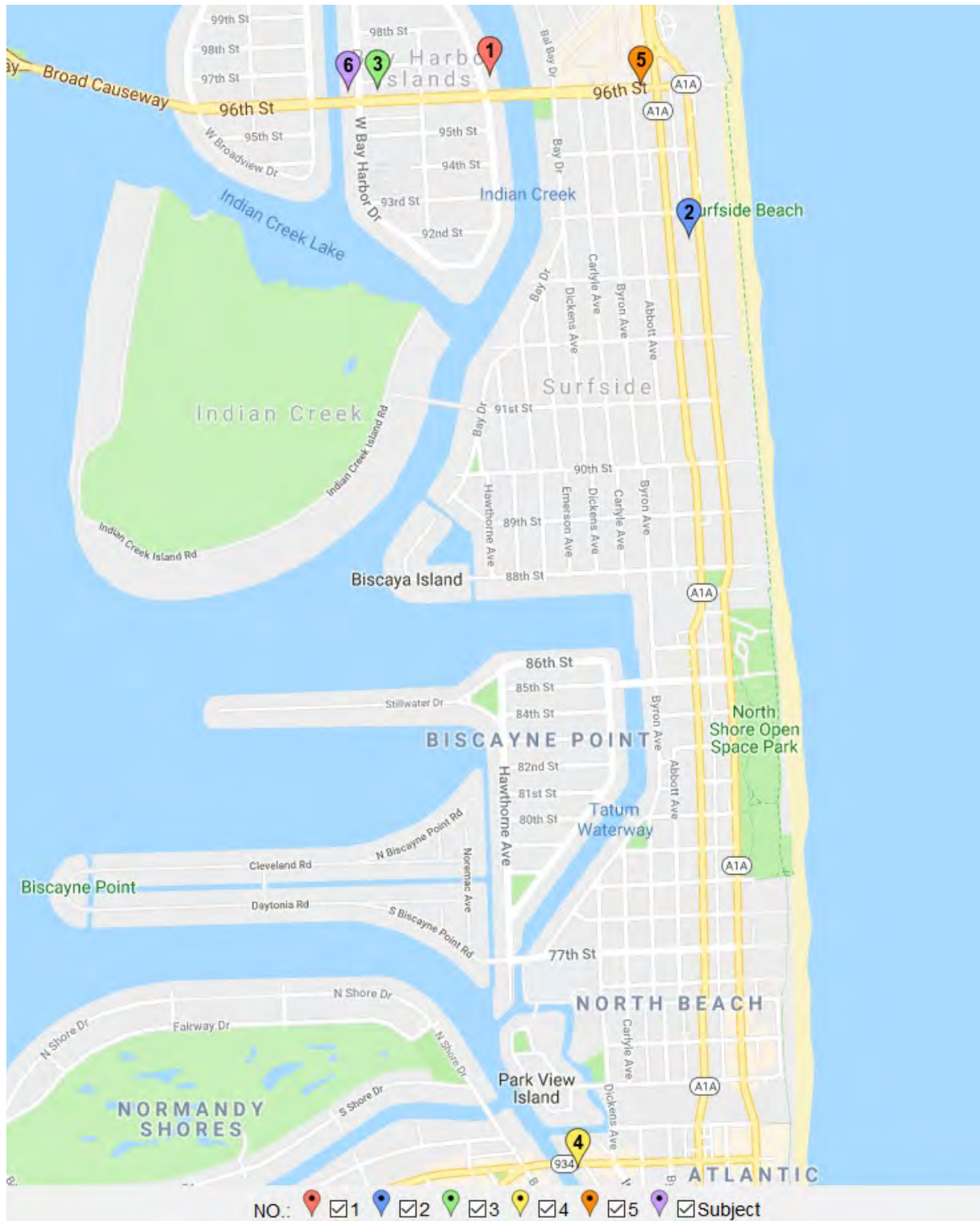
FINANCING: Cash.

REMARKS: This site is located across the street from the Shops at Bal Harbor.



SALE 5

LAND SALES MAP



SUMMARY OF LAND SALES

CHARACTERISTICS	SUBJECT	SALE 1	SALE 2	SALE 3	SALE 4	SALE 5
		4/1/14	3/19/15	12/20/16	8/8/17	6/29/18
SALE PRICE		\$12,000,000	\$6,377,000	\$20,250,000	\$3,500,000	\$2,700,000
RECORDATION		29100/2790	29549/197	30358/2094	30651/3625	31042/4066
GRANTOR		The Church by the Sea, Inc.	Brait Holdings, LLC	1177 Kane Concourse Partnership	Elizabeth Stone	Suntrust Bank
GRANTEE		Bay Harbor Hotel, LLC	The Gross Group, LLC	NR Wharton Kane Concourse Property Owner	Bay Dr., LLC & KG Normandy, LLC	Surf Harbour, LLC
ADDRESS	W. Bay Harbor Dr. & 96 Street	9601 E. Bay Harbor Dr.	9348 Collins Ave	1177 Kane Concourse	800 – 71 st.	200 – 96 St.
LOCATION		2 Blocks East	¾ Miles SE	Adjacent	2¼ Miles South	⅓ Miles East
LAND SIZE (S.F.)	6,000	33,897	30,000	90,750	19,414	7,425
LAND SIZE (ACRES)	0.14	0.78	0.69	2.08	0.45	0.17
ZONING	B-1	Gateway	H-40	G/B-1	CD-2	H-40
USE AT TIME OF SALE	Alley	Hotel	Parking	Office	Vacant	Parking lot
PRICE PAID/S.F. OF LAND AREA		\$354.01	\$212.57	\$223.14	\$180.28	\$363.64

ANALYSIS OF SALES

The land sales range in unit price from \$180.28 to \$363.64 per square foot. The sales range in time from April of 2014 to June of 2018.

Property Rights

The fee simple interest is the property right of the subject property being valued. The comparable sales involved the same or similar type of property rights.

Conditions of Sale

All of the sales were arm's-length transactions. An arm's-length transaction is defined as a transaction freely arrived at in the open market unaffected by abnormal pressure or by the absence of normal competitive negotiation as might be true in the case of a transaction between related parties.

Financing

The financing of the sales does not indicate any adjustments of their prices for favorable/below market financing.

Date of Sales (Market Conditions)

The land sales occurred between April of 2014 and June of 2018. There appears to have been an upward trend in prices in this market area during this time period. The unit prices of Sales 1 and 2 require upward adjustments for increasing market conditions.

Location

The sale properties are located on barrier islands east of Miami, within a 2¼ mile radius of the subject property.

The Sale 3 site is located adjacent to the subject property. The location of the Sale 3 site is considered similar to the subject site.

The Sale 2 sites fronts on Collins Avenue and a secondary street in the Town of Surfside. Collins Avenue is a traffic artery. Surfside is located adjacent to Bay Harbor Islands. The location of the Sale 2 site is considered similar to the subject site.

The Sale 1 property is a corner location on Kane Concourse and a secondary traffic artery in Bay Harbor Islands. Kane Concourse is the major commercial traffic artery in Bay Harbor Islands. Furthermore, the Sale 1 site is located at the entrance to Bay Harbor Islands, adjacent to the luxury community of Bal Harbor. A hotel has been built on the Sale 1 site. The location of the Sale 1 property is considered superior to than the location of subject site.

The Sale 5 site is a corner location on Collins Avenue and 96th Street, across the street from the entrance to the luxury community of Bal Harbor. Collins Avenue is the major commercial traffic artery in Miami Beach and Bal Harbor. The location of the Sale 5 site is considered superior to than the location of subject site.

The Sale 4 site fronts on a secondary traffic artery and a secondary street in the City of Miami Beach. The location of the Sale 4 site is considered inferior to the subject site.

Zoning

The subject site is zoned for a combination of commercial and residential uses. The sale sites are zoned for business/commercial or residential uses. The zoning of the sales sites are fairly similar to the zoning of the subject site.

Land Size

The land sales range in size from 7,425 to 75,900 square feet. The sales do not indicate a difference in price per square foot based on site size.

Conclusion

The sales range in unit price from \$180.28 to \$363.64 per square foot of land area.

The adjustments to the sales are as follows:

Sale No.	1	2	3	4	5
Price/S. F.	\$354.01	\$212.57	\$223.14	\$180.28	\$363.64
Adjustments					
Property Rights	=	=	=	=	=
Conditions of Sale	=	=	=	=	=
Financing	=	=	=	=	=
Market Conditions	=	=	=	=	=
Location	--	=	=	=	--
Zoning	=	=	=	=	=
Site Conditions	=	=	=	=	=
Site Size	=	=	=	=	=
Exposure	=	=	=	=	=
Total Adjustments	--	=	=	+	--

Based on a careful analysis of the land sales, it is estimated that the subject site has an across-the-fence value of \$225.00 per square foot.

6,000 square feet x \$225.00 per square foot = \$1,350,000

Land Value Indication (Rounded) \$1,350,000

ADDENDA

AND LIMITING CONDITIONS

This Appraisal Report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.
3. Responsible ownership and competent property management are assumed.
4. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
5. All engineering is assumed to be correct. The plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.
6. If no survey has been furnished to the appraisers, all measurements have been confirmed either in the field, in the plat book or by other reliable sources and are presumed to be accurate.
7. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
8. It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless noncompliance is stated, defined and considered in the Appraisal Report.
9. It is assumed, unless a study has been provided otherwise, that no hazardous material such as asbestos, urea formaldehyde or other toxic waste exists in the property. The existence of a potentially hazardous material could have a significant effect on the value of the property.
10. In reference to proposed construction, the real estate taxes and other expenses are estimated. These amounts are not guaranteed.

11. It is assumed in the valuation of the subject land site, unless a compliance letter has been furnished to us, that the State of Florida Growth Management Act does not prevent the issuance of a building permit.
12. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
13. It is assumed that the utilization of the land and improvements is within the boundaries of property lines of the property described and that there is no encroachment or trespass unless noted in the report.

This Appraisal Report has been made with the following general limiting conditions:

1. The distribution, if any, of the total valuation of this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
2. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraisers, and in any event, only with proper written qualification and only in its entirety.
3. The appraisers herein by reason of this appraisal is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
4. Neither all nor any part of the contents of this report **(especially any conclusions as to value, the identity of the appraisers, or the firm with which the appraisers are connected)** shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraisers.

QUALIFICATIONS OF THE APPRAISER

THOMAS F. MAGENHEIMER

Experience:

11/84 - Present **QUINLIVAN APPRAISAL, P.A.**
7300 N. Kendall Drive
Miami, Florida

Education:

University of Richmond, Richmond, Virginia
BA - Bachelor of Arts in History (1982)

Professional Affiliations:

Member of the Appraisal Institute (MAI No. 09166)
Real Estate Salesman - State of Florida - Certificate No. 0344882
Certified General Appraiser, State of Florida, License No. RZ0000553
Member Sigma Alpha Epsilon Fraternity

Qualified as an Expert Witness in the Following Courts:

Miami-Dade County Circuit Court
Broward County Circuit Court
United States Bankruptcy Court

Other Activities:

Admissions Committee - South Florida-Caribbean Chapter of the Appraisal Institute - (1992 - 1993)
Newsletter Editor - South Florida-Caribbean Chapter of the Appraisal Institute - (1991 - 1995)
President - South Florida-Caribbean Chapter of the Appraisal Institute - (1996)
Board of Trustees - Palmer-Trinity School (1989 - 1993)

Quinlivan Appraisal has prepared Appraisal Reports for the following:

Institutions and Corporations:

AT&T
Archdiocese of Miami
Atlantic Security Bank
The Bank of America
Bank United
Barry University
Bessemer Trust Company
California Bank and Trust
Chevron Oil Company
Chase Manhattan Bank
Chemical Bank
Citibank
Citrus Bank
City National Bank of Miami
Coamerica Bank
Coconut Grove Bank
Commerce Bank
Commercial Bank of Florida
Consolidated Bank
County National Bank
Eagle National Bank
Eastern National Bank
Equitable Bank
Espirito Santo Bank
Farm Credit of South Florida
Fidelity Bank
First International Bank
First National Bank of South Miami
Florida International University
First Nationwide Bank
Florida Memorial College
Florida Power and Light Company
Florida Rock Industries
Great Eastern Bank of Florida
Greyhound Lines
HSBC
Hemisphere National Bank
Intercontinental Bank
International Bank of Miami, N.A.

LaSalle National Bank
Marine Midland Bank
McDonalds Corp.
Mellon United National Bank
Metro Bank
Miami-Dade County Community College
Miami-Dade Water and Sewer Authority
Northern Trust Bank of Florida
Ocean Bank
Pacific National Bank
Pan American Bank
Shell Oil Company
South Trust Bank
SunTrust Bank
TotalBank
Trade National Bank
Trust for Public Lands
UniBank
Union Planters National Bank
University of Miami
Wachovia
Wal-Mart
YMCA

Governmental Agencies:

City of Aventura
City of Coral Gables
City of Doral
City of Florida City
City of Hialeah
City of Homestead
City of Miami
City of Miami Parking Authority
City of Miami Beach
City of Miramar
City of North Bay Village
City of North Miami
City of North Miami Beach
City of South Miami
City of Sunny Isles Beach
Miami-Dade County Aviation Department
Miami-Dade County Department of Development & Facilities Management
Miami-Dade County HUD

Miami-Dade County Property Appraisal Adjustment Board
Miami-Dade County Public Schools
Miami-Dade County Public Works Department
Miami-Dade County Transportation Administration
Miami-Dade Water & Sewer Department
South Florida Water Management District
State of Florida, Attorney General's Office
State of Florida, Department of Community Affairs
State of Florida, Department of Corrections
State of Florida, Department of Environmental Protection
State of Florida, Department of Insurance
State of Florida, Department of Rehabilitation and Liquidation
State of Florida, Department of Transportation
Town of Golden Beach
United States Army Corps of Engineers
United States Department of Justice
United States Department of Commerce
United States Department of the Interior
United States General Services Administration
Village of Islamorada
Village of Key Biscayne
Village of Pinecrest

Law Firms:

Akerman Senterfitt
Greenberg, Traurig
Daniels, Kashton, Downs and Robertson
Holland and Knight, LLP
Shutts & Bowen
Ruden McClosky, LLP
Steel, Hector & Davis, LLP
Weiss, Serota, Helfman, Pastoriza, Guedes, Cole and Boniske, P.A.

Types of Properties Appraised:

Single Family Residences	Vacant Land
Apartment Buildings	Hotel/Motels
Office Buildings	Warehouses
Retail Stores	Nursing Homes
Shopping Centers	Mobile Home Parks
Condominium Apartment Buildings	Schools
Golf Courses	Service Stations
Residential Subdivisions	Marinas
Automobile Dealerships	Wetlands

APPRAISAL REPORT

A PROPOSED RIGHT-OF-WAY EASEMENT

LOCATED AT:

**1177 KANE CONCOURSE
BAY HARBOR ISLANDS, FLORIDA**

PREPARED FOR:

**TOWN OF BAY HARBOR ISLANDS
9665 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FLORIDA**

AS OF:

JULY 27, 2019

PREPARED BY:

**QUINLIVAN APPRAISAL, P.A.
7300 NORTH KENDALL DRIVE- SUITE 530
MIAMI, FLORIDA 33156**

QUINLIVAN APPRAISAL
A PROFESSIONAL ASSOCIATION
7300 NORTH KENDALL DRIVE, SUITE 530
MIAMI, FLORIDA 33156

Thomas F. Magenheimer, MAI
State Certified General Appraiser
RZ 553

Telephone (305) 663-6611
Fax (305) 670-4330
tmagmai@aol.com

July 30, 2019

Juan C. Jimenez, Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154

Dear Mr. Wasson:

In accordance with your request and authorization, I have prepared this Appraisal Report covering the following described property:

A proposed right-of-way easement for a 20 foot
wide alley through Lot 5, Block 21, located at 1177
Kane Concourse, Bay Harbor Islands, Florida

The purpose of this Appraisal is to estimate the Market Value of the described property as of July 27, 2019, being one of the dates of personal inspection.

To the best of our knowledge, the opinions and conclusions were developed and this Appraisal Report was prepared in accordance with the standards and reporting requirements of the FIRREA of 1989 – Title XI and its updates, and the most current Uniform Standards of Professional Appraisal Practice (USPAP) adopted by the Appraisal Standards Board of the Appraisal Foundation.

The narrative Appraisal Report that follows sets forth the identification of the property, the assumptions and limiting conditions, pertinent facts about the area and the subject property, comparable data, the results of the investigations and analyses, and the reasoning leading to the conclusions set forth.

The exact language for the easement has not been provided for analysis. This appraisal is based on the extraordinary assumption that the easement is for a proposed 20 foot wide alley easement at an elevation from ground level to 14 feet above ground level.

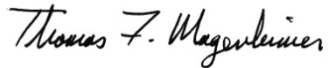
Mr. Juan C. Jimenez, Town Manager
Town of Bay Harbor Islands
July 30, 2019
Page 2

Based on the inspection of the property and the investigation and analyses undertaken, I have formed the opinion that, as of July 27, 2019, the subject property had a Market Value of:

FIVE HUNDRED NINE THOUSAND DOLLARS

\$509,000

Respectfully submitted,

A handwritten signature in black ink that reads "Thomas F. Magenheimer". The signature is written in a cursive style with a large, stylized 'T' and 'M'.

Thomas F. Magenheimer, MAI
State-Certified General Appraiser
Certification Number: RZ0000553

TFM/dm
(19-063)

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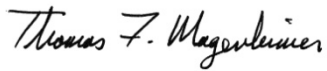
CERTIFICATION OF VALUE

The undersigned hereby certifies that, to the best of my knowledge and belief:

- (A) The statements of fact contained in the report are true and correct.
- (B) The reported analyses, opinions and conclusions are limited only by the assumptions and limiting conditions set forth, and are my personal, unbiased professional analyses, opinions and conclusions.
- (C) I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- (D) I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- (E) My engagement in this assignment is not contingent upon developing or reporting predetermined results.
- (F) The appraiser's compensation for completing this assignment is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal. Furthermore, the appraisal assignment is not based on a requested minimum valuation, a specific valuation or the approval of a loan.
- (G) The appraiser's analyses, opinions and conclusions are developed, and this report is prepared, in conformity with the Uniform Standards of Professional Appraisal Practice, and the requirements of the State of Florida for state-certified appraisers.
- (H) Use of this report is subject to the requirements of the State of Florida relating to review by the Real Estate Appraisal Subcommittee of the Florida Real Estate Commission.
- (I) Thomas F. Magenheimer has made a personal inspection of the property that is the subject of this report.
- (J) No one provided significant professional assistance to the person signing this report.
- (K) The reported analyses, opinions, and conclusions are developed, and this report is prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute.

- (L) The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- (M) The undersigned has not performed appraisal services on the subject property in the three year period immediately preceding the acceptance of this assignment.

As of the date of this report, Thomas F. Magenheimer has completed the requirements under the continuing education program for The Appraisal Institute.



THOMAS F. MAGENHEIMER, MAI
STATE-CERTIFIED REAL ESTATE APPRAISER
CERTIFICATION NUMBER: RZ000553

SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Purpose of Appraisal	Market Value
Property Rights Appraised	Easement
Location	1177 Kane Concourse\ Bay Harbor Islands, Florida
Land Size	4,074 Square Feet 0.09 Acres
Improvements	Asphalt paving
Zoning	B-1, Business District
Highest and Best Use:	Mixed use commercial and residential use
Market Value Indication of Proposed Easement	\$509,000
Final Estimate of Market Value	\$509,000
Date of Inspection	July 27, 2019
Date of Value Estimate	July 27, 2019
Date of Report	July 30, 2019



LOOKING SOUTHERLY AT SUBJECT FROM 97TH STREET



LOOKING NORTHERLY AT SUBJECT FROM ALLEY



LOOKING WESTERLY ON 97TH STREET – SUBJECT TO LEFT



LOOKING EASTERLY ON 97TH STREET – SUBJECT TO RIGHT

INTRODUCTION

INTRODUCTION

IDENTIFICATION OF THE PROPERTY

A proposed right-of-way easement for a 20 foot wide alley.

LOCATION

1177 Kane Concourse
Bay Harbor Islands, Florida

PURPOSE AND DATE OF APPRAISAL

The purpose of this Appraisal is to estimate the Market Value of the property as of July 27, 2019, being one of the dates of personal inspection.

INTENDED USE AND USER OF APPRAISAL

The intended use of this appraisal is to assist the client (Town of Bay Harbor Islands) in determining a market value for a potential land exchange. The intended user is the Town of Bay Harbor Islands.

LEGAL DESCRIPTION

A specific legal description was not provided. The subject property is a portion of Lot 5, Block 21, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46, Page 5, of the Public Records of Miami-Dade County, Florida.

PROPERTY RIGHTS APPRAISED

An Easement is defined as: A non-possessing interest held by one person in land of another person whereby the first person is accorded partial use of such land for a specific purpose. An easement is an interest in real property that conveys use, but not ownership, of a portion of an owner's property. An easement restricts but does not abridge the rights of the Fee owner to the use and enjoyment of the easement holder's rights. Easements fall into three broad classifications: surface easements, subsurface easements and overhead easements.

The specific easement language has not been provided. The proposed easement will be a surface easement from ground level to 14 feet above ground level.

DEFINITION OF MARKET VALUE

Market Value means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- (1) buyer and seller are typically motivated;
- (2) both parties are well informed or well advised and acting in what they consider their own best interest;
- (3) a reasonable time is allowed for exposure to the open market;
- (4) payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- (5) the price represents a normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Source: Interagency Appraisal and Evaluation Guidelines, December 10, 2010, Federal Register, Volume 75, No. 237, Page 77472

ASSESSMENT AND TAXES – 2018

The subject property is assessed under the jurisdiction of the Town of Bay Harbor Islands, Florida.

The assessment for the property is established each year as of January 1st by the Miami-Dade County Property Appraiser's Office at 100% of "Just Value." Just Value has been equated to Market Value less closing costs. While the State of Florida requires real estate to be assessed at 100% of Just Value, in reality the ratio of the assessed value to sales price is generally below 100%.

Folio Number:	13-2227-001-3640
County Market Value:	Land \$ 1,657,500
	Improvements \$ <u>0</u>
	Total \$ 1,657,500
Assessed Value	\$1,657,500
Millage Rate:	\$19.0560 per \$1,000
Tax Amount:	\$31,586.32

OWNER OF RECORD AND ADDRESS

NP Wharton Kane Concourse
c/o Northwood Investors, LLC
1819 Wazee Street, 2nd Floor
Denver, CO 80202

THREE-YEAR HISTORY OF TITLE

The current owner acquired title from The 1177 Kane Concourse Partnership, Ltd. on December 20, 2016. The warranty deed transferring title was recorded in Official Records Book 30358, Page 2094 of the Public Records of Miami-Dade County, Florida. The documentary stamps recorded on the deed indicated a consideration of \$20,250,000 exchanging with the transfer of title. The transaction was arm's length. At the time of sale, the property was partially improved with a three-story office building built in 1955. The existing improvement was demolished after the date of sale. The buyer plans to redevelop the site with a mixed use building.

ESTIMATED EXPOSURE TIME

Exposure time is defined as the estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based upon an analysis of past events assuming a competitive and open market.

The overall concept of reasonable exposure encompasses not only adequate, sufficient and reasonable time but also adequate, sufficient and reasonable effort.

In estimating a reasonable exposure time for the subject property, the following steps have been taken:

Discussion with buyers, sellers, brokers and/or a review of multiple listings of similar properties in the area related to historic marketing periods.

Based on the above sources, exposure time is estimated to have been twelve months for the subject property.

ESTIMATED MARKETING PERIOD

The estimated value of the subject is predicated upon a normal marketing period. A normal marketing period is generally defined as the most probable amount of time necessary to expose and actively market a property on the open market to achieve a sale. Implicit in this definition are the following assumptions:

- (A) The property will be actively exposed and aggressively marketed to potential purchasers through marketing channels commonly used by sellers and buyers of similar type properties.
- (B) The property will be offered at a price reflecting the most probable markup over market value used by sellers of similar type properties.
- (C) A sale will be consummated under the terms and conditions of the definition of Market Value required by the regulation.

In order to estimate the marketability of this property, the sales activity in this market area was reviewed, multiple listings were reviewed and/or real estate brokers who operate in this area were interviewed.

Based on the above sources, the subject property could be sold within a twelve month time period.

SCOPE OF THE APPRAISAL

SCOPE OF THE APPRAISAL

The scope of the assignment relates to the extent and manner in which research is conducted, data is gathered and analysis is applied, all based upon the following problem-identifying factors stated elsewhere in this report.

This appraisal of the subject has been presented in the form of an Appraisal Report, which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(a) of the USPAP.

The value of a site can be estimated by various methods which include Direct Sales Comparison, Allocation, Extraction, Development Approach, Land Residual or Ground Rent Capitalization. However, the Direct Sales Comparison Approach is the most preferred and utilized technique when sales of comparable sites are available. The other methodologies are indirect techniques which are generally used when an area is mostly developed and sales of comparable sites are scarce.

The Direct Sales Comparison Method was utilized in valuing the subject property due to the availability of recent sales. In the Direct Sales Comparison Method, sales of similar recently sold properties with a similar highest and best use as the subject property are analyzed, compared and adjusted by time, property characteristics and location to indicate the Market Value of the subject property. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

Data related to the subject property was derived from various sources including but not limited to the Miami-Dade County Property Appraiser's Office, Miami-Dade County plats, FEMA flood zone maps, Land Development Regulations of the Miami-Dade County, and tax roll information provided by the Miami-Dade County Property Appraiser's Office.

Comparable sale sources include the Miami-Dade County Property Appraiser's Office, Board of Realtors' Multiple Listing Services, the Public Records of Miami-Dade County as maintained by the Miami-Dade County Clerk of the Courts, IMAPP sales service, and LoopNet. Sales prices are typically confirmed with a party to the transaction, i.e., buyer, seller, real estate agent or attorney to the transaction. A legal description and survey of the easement area was not provided by the client. The size and dimensions of the site are estimated based on information provided by the client.

A search for land sales and listings in the subject market area and the northeast area of Miami-Dade County was conducted. The initial sales period researched were from January of 2015 through the date of valuation. The sales all have similar zoning classifications and highest and best uses as the subject property. Several other sales were considered, but were not included because there was too wide a difference in physical factors, location and time.

The purpose of the appraisal is to estimate the value of a proposed easement. The parent tract of the proposed easement is a 9,750 square foot lot that is a portion of a larger development site. The proposed easement is a 20 foot alley running north and south.

LOCATION ANALYSIS

COUNTY DATA

Miami-Dade County - Location and Size

Miami-Dade County, which comprises the metropolitan area of Miami, is situated on the southeast tip of the state of Florida. It is bordered on the east by the Atlantic Ocean, on the west by Monroe and Collier Counties, on the north by Broward County, and on the south by Monroe County (the Florida Keys).

Miami-Dade County, the largest county in area and population in the state of Florida, covers an area of 2,054 square miles with an altitude ranging from sea level to 25 feet. Water covers 354 square miles of the County.

Although the County is relatively large, approximately half of the total area is comprised of the Everglades, which is a natural area that will not be developed. Therefore, only the eastern section of Miami-Dade County encompasses the area which is currently developed or available for future development.

Miami-Dade County's location, its southern latitude and proximity to the Gulf Stream provide for mild winters and pleasant summers.

Population

The state of Florida has increased rapidly in population from 9,740,000 in 1980 to 12,937,926 in 1990 and 15,982,378 in 2000. The 2010 population of Florida was 18,801,310, an increase of 17.6% over the 2000 population. In 2017, the population of the state was projected at 20,980,000.

Miami-Dade County's population increased from 1,626,000 in 1980 to 1,937,094 in 1990, reflecting an average annual compounded growth rate of 1.77%, compared with 2.88% for the state of Florida. By 2000, Miami-Dade County's population increased to approximately 2,253,362. The population grew to 2,496,435 by the Year 2010, an increase of 10.8% over the 2000 population. By the Year 2018 the population increased to 2,751,796, an increase of 10.2% over the 2010 population.

Miami-Dade County's population growth during the last four decades has been dramatic especially in relation to national trends. From 1950 to 1990 the United States population increased by 60% while the population of Miami-Dade County has almost quadrupled from 495,084 to 1,937,000. During this period, the state of Florida was elevated from the 20th most populous state to the 4th in 1990 and continues to be the fourth most populous state.

During the 1960s, the major increase in Miami-Dade County's population was due to the large immigration of Cubans. Today, Cuban and other Spanish speaking people comprise approximately 62% of Miami-Dade County's population. The increase in Hispanic population has had favorable effects on the local economy and has helped to create a multi-national cultural environment in the area.

The overall population of Miami-Dade County is well dispersed throughout the entire area, yet has several key areas of concentration. During the 1960s, several sub-areas accounted for approximately 70% of the growth. These areas include Hialeah, northern Miami-Dade County, the Beach area, the Miami River area, the area southwest of Miami International Airport, as well as the Kendall and Cutler Ridge areas. In the first half of the 1970s, population growth continued in an uneven fashion especially in the urban fringes.

Since 1970, approximately three-fourths of the total population growth for the County has occurred in the unincorporated areas. The older centrally located cities such as Miami, Miami Beach and Coral Gables have grown at modest rates from 1970 to 1990. Unincorporated Miami-Dade County has evidenced the most rapid growth which continues to occur in areas in northeast Miami-Dade County (Aventura), as well as the currently expanding southwest area, especially in sections of Flagler Street, S.W. 8th Street, North Kendall Drive and Homestead.

Population trends indicate that most of the population growth in Miami-Dade County between 2010 and 2020 will occur in outlying areas such as North Miami Beach, the Kendall area west of the Florida Turnpike, the S.W. 8th Street area west of the Florida Turnpike, the Hialeah-Miami Lakes area, as well as those areas both east and west of U.S. Highway 1 between Cutler Ridge and Florida City.

Employment Trends

The dominant characteristic of Miami-Dade County is that it is primarily trade and service based. Personal, business and repair services have had a substantial increase in importance in the economic base over the last decade. The major sectors of the economy include services, wholesale and retail trade, transportation, communications, public utilities, government and manufacturing. The most dominant industries which form the County's economic base are construction and tourism.

Tourism is Miami-Dade County's biggest industry with an estimated 15.9 million visitors in 2017 contributing to more than 50 percent of the area's economy. Aviation and related industries are responsible for another large segment of the economy.

The largest employer in Miami-Dade County is the Miami-Dade County School Board, followed by Miami-Dade County, Federal Government, State of Florida, University of Miami, Baptist Health Systems of South Florida, American Airlines, Jackson Health System, Florida International University, City of Miami, Mount Sinai Medical Center, and Florida Power and Light. Assuming additional importance is the growing prominence of Miami-Dade County as a center for international trade, finance and tourism. The establishment of Miami as the "Gateway of the Americas" should provide the area with a much needed degree of economic diversification. This should enable Miami-Dade County to weather slowdowns in the national economy by an increase of trade through the Port of Miami, growth of international arrivals at the airport, the Free Trade Zone, and the substantial foreign investment in the local economy, particularly in real estate.

In December of 2018, Florida's unemployment rate was 3.3 percent, down from 3.6 percent in October of 2017 and a high of 10.7 percent in March of 2011. The unemployment rate for Miami-Dade County in November of 2018 was 3.2 percent, down from 4.7 percent a year earlier.

TABLE 1

ESTIMATES OF MIAMI-DADE COUNTY TOURIST TRENDS

	INTERNATIONAL	DOMESTIC	TOTAL
2011	6,461,900	6,908,600	13,370,600
2012	6,801,200	7,102,032	13,903,232
2013	7,131,700	7,087,200	14,218,900
2014	7,260,000	7,303,200	14,563,200
2015	7,506,100	7,990,200	15,496,300
2016	7,624,200	8,100,000	15,724,200
2017	7,798,200	8,061,800	15,860,000

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Figures for 2017 indicate 15,860,000 overnight visitors came to Miami-Dade County, a 8.6% increase from 2016. In 2016, the total overnight visitors increased to 15,724,300, an increase of 1.5% over 2015.

TABLE 2

ESTIMATES OF DOMESTIC VISITORS BY REGION

DOMESTIC MARKET	2012	2013	2014	2015	2017
NEW YORK	25.9%	26.0%	26.3%	26.5%	26.4%
CHICAGO	5.9%	5.9%	5.9%	5.9%	6.0%
PHILADELPHIA	5.6%	6.0%	5.6%	5.7%	5.8%
BOSTON	4.3%	4.3%	4.2%	4.3%	4.4%
ATLANTA	3.9%	3.9%	3.9%	4.0%	4.0%
WASHINGTON, DC	2.8%	2.8%	2.8%	2.8%	2.8%
DALLAS	2.7%	2.7%	2.7%	2.7%	2.8%
LOS ANGELES	2.1%	2.1%	2.1%	2.2%	2.1%
DETROIT	2.0%	1.9%	1.9%	1.9%	2.0%
HOUSTON	1.8%	1.8%	1.8%	1.8%	1.7%

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Table 2 indicates that the bulk of domestic visitors to Miami-Dade County originate from the New York (26.4%), Chicago (6%) and Philadelphia (5.8%) market areas. Of the top ten domestic market visitors, the majority (48.2%) are from northeastern market areas.

T A B L E 3

ESTIMATES OF INTERNATIONAL VISITORS BY REGION

REGION	2013	2014	2015	2016	2017
EUROPEAN COUNTRIES	19.2%	19.7%	20.2%	20.4%	21.3%
CARIBBEAN COUNTRIES	10.0%	10.4%	10.6%	11.2%	11.6%
CENTRAL AMERICAN COUNTRIES	7.8%	8.2%	8.2%	8.5%	8.6%
SOUTH AMERICAN COUNTRIES	52.1%	50.4%	49.8%	48.3%	46.6%
CANADA	9.2%	9.5%	9.3%	8.7%	8.4%
OTHER COUNTRIES	1.7%	1.8%	1.9%	2.9%	3.5%
TOTAL	100%	100%	100%	100%	100%

Source: Greater Miami Convention and Visitors Bureau, Tourism Facts and Figures

Table 3 shows that the bulk of international visitors to Miami-Dade County originate from Central and South American Countries (55.2%), followed by European Countries (21.3%) and Caribbean Countries (11.6%). England and Germany accounted for the largest proportion of European visitors.

In 2017 there were a total of 4,735,395 million passengers passing through the Port of Miami. During 2017, the number of Port of Miami passengers increased 4.6% from 2016. The passenger count in 2017 is expected to increase to nearly 5.7 million based on passenger counts through November of 2018. As of November 2018, 5,228,868 passengers embarked at the port, an increase of 10.4% over the total for 2017.

In 2018 approximately 22,762,836 passengers arrived through Miami International Airport. The passengers arriving at the airport increased 1.96% from the previous year. The arrivals at the airport are fairly evenly distributed between international and domestic passengers. In 2018, domestic arrivals totaled 11,602,705 and international arrivals totaled 11,160,131.

As of November 2018, there were approximately 57,154 motel and hotel rooms in 444 lodging facilities in Greater Miami and the Beaches. The area had an occupancy rate of 76 percent in 2018, down 1.9% from 2017. The airport area had the highest occupancy rate in 2018 at around 83.6%.

Average room rate for hotel rooms in Miami-Dade County was \$195.70 in 2018, up from \$192.17 in 2016. Therefore, the average hotel room rates in 2018 indicate an increase of 1.8% over the 2017 rate.

The first in a series of new luxury properties opened in February 2004 when the 380-room Ritz Carlton opened in Miami Beach. In May of 2005, the 210-room Le Meridian opened in Sunny Isles Beach. Three other new hotels with a total of 271 rooms opened in Miami Beach during 2005. In 2016, new hotel openings included the East Hotel (353-rooms) in Brickell, The Langford (126-rooms) downtown, Me by Melia (125-rooms) downtown and the East Hotel (352-rooms) in Brickell. New hotels opened in 2017 include SLS Lux Brickell Hotel (85-rooms) in Brickell, Yotel Miami (250-rooms) downtown, Fasano Hotel (175-rooms) in Miami Beach, the Surf Club Four Seasons (80-rooms) in Surfside, Plymouth Hotel (110-rooms) in Miami Beach, and Greystone Hotel (92-rooms) in Miami Beach. In 2017 new hotel openings included Aloft Miami Airport (125-rooms), Four Seasons at the Surf Club (77-rooms) in Surfside, Hampton Inn Miami Midtown (151-rooms) in the Wynwood district, Four Points by Sheraton (124-rooms) at the airport, AC Hotel Miami (233-rooms) in Aventura, and the Hyatt Centric (208-rooms) in the Brickell district. In 2018 new hotel openings included The Graystone Hotel (92-rooms), Celino South Beach (132-rooms), Palihouse Miami Beach (71-rooms), Axel Hotel (150-rooms), and Hotel Palomar South Beach (96-rooms) in Miami Beach, Mr. C (100-rooms) in Coconut Grove, the Wyndham Grand and TRYP (445-rooms) in the Brickell district, and the Selina Hotel (62-rooms) in the Little Havana district.

Miami-Dade Financial Resources

Over the course of the last decade, Greater Miami has evolved into a major international financial center. Domestic and international businesses find convenient access to a full array of services provided by locally-based state and national commercial banks, savings and loan associations, foreign banks, non-depository credit institutions, securities and commodities brokers and insurance companies.

Greater Miami has the largest concentration of domestic and international banks south of New York City. With more than 90 percent of the state's foreign banks operating offices in Miami, this market dominates international banking in Florida.

Overall, about 150 domestic banks, foreign banks and Edge Act banks operate in Greater Miami. The greatest concentration is located along Brickell Avenue in downtown Miami.

Transportation

Miami-Dade County has an extensive expressway system with access to all points in the County. However, due to the rapidly increasing population, some of the expressways, especially Interstate 95, are becoming overburdened. In 1985 Miami-Dade County completed a 20.5 mile elevated rapid transit system. This system originally extended southward from downtown Miami to Dadeland, paralleling U.S. Highway 1 and northwesterly from downtown Miami to Hialeah. In 1999, the system was extended about a mile from Hialeah to the Palmetto Expressway at NW 74th Street. An expansion to the Miami International Airport opened in 2013. In conjunction with this system, there is a Downtown People Mover Automated Transit system which encircles

the central business district of Miami and extends south to the Brickell area and north to the Omni area.

Miami-Dade County is served by the CSX and Florida East Coast Railroads for freight and Amtrak Rail, Greyhound and Trailways Interstate bus lines for passenger service.

Miami International Airport, one of the nation's largest and busiest, had 416,032 aircraft arrivals and departures through December 2018, a decrease of 0.66% over the previous year. The airport recently had a \$5.4 billion expansion. A South Terminal has recently been completed and a North Terminal completed in 2013 and a fourth runway has been constructed.

Miami has become a port of embarkation for airlines and ships bound for Central and South American Countries. The Port of Miami, besides being the largest passenger port in the nation, is also important as a cargo center with a 2017 annual tonnage of approximately 9.162 million, up 4.3% from 8.778 million in 2016. The port's traditional customer base has been Europe, China, Latin America and the Caribbean, accounting for 65% of the port's total volume.

Miami's comprehensive transportation system and its strategic location have enabled it to become an important international transportation center, providing commercial access to Latin America and the Caribbean.

Government

Miami-Dade County is comprised of unincorporated areas, as well as 36 municipalities, the largest of which is the city of Miami.

Miami-Dade County is governed under a modified two-tier metropolitan government. The purpose of this type government was to establish one governing body for the county, and to establish one supply of services such as fire, police, etc. for the county. The upper tier is the County, which provides broad "regional" or county functions, such as metropolitan planning, welfare, health and transit services. The thirty-six municipalities represent the lower tier of government, providing a varying array of services within their jurisdictional boundaries. The County also maintains lower tier functions, such as the provision of municipal-type services, including police and fire, to the unincorporated areas and certain municipalities on a negotiated basis.

The County operates under the strong mayor form of government. Legislative and policy-making authority is vested in the elected thirteen-member Board of County Commissioners; the mayor appointed County Manager is the chief administrator. Miami-Dade County has operated under the metropolitan form of government since 1957, when the Home Rule Charter was passed by the local electorate. Prior to Home Rule, the County had to rely on the State Legislature for the enactment of its laws.

County government had not been able to respond to the tremendous demand for municipal services in this rapidly urbanizing area, which is larger than the State of Rhode Island or Delaware. The need to combine services duplicated by the County and numerous cities was also clearly evident. The Charter permitted the limited County government to reorganize into a general purpose "municipal-type" government capable of performing the full range of public functions into an area wide operation.

Real Estate

The Miami-Dade County Office Market contains approximately 99.887 million square feet of office space. Approximately 23% of this space is located in the Miami central business district and adjacent Brickell Avenue, 20% in the Airport West area, 11% in Kendall, and 10.6% in Coral Gables. The vacancy rate of office buildings in Miami-Dade County declined during the third quarter of 2018 to about 9.1%, up from 8.9% in the start of 2018. During 2018, 2.221 million square feet of office space is under construction in Miami-Dade County. Office rental rates in new buildings typically range from \$21 to \$46 per square foot. The low end of the range is for office space in the suburban markets. The upper end of the range is for first class office space in Downtown Miami, Brickell Avenue, Coconut Grove and Coral Gables.

The Greater Miami Industrial Market consists of approximately 215.32 million square feet of industrial space in 5,436 buildings.

The approximate percentage location of this space is as follows:

MARKET AREA	% OF TOTAL MARKET SPACE
AIRPORT WEST	29.6%
HIALEAH	25.6%
MEDLEY	16.7%
MIAMI LAKES	3.3%
NORTHEAST DADE	4.8%
NORTHCENTRAL DADE	14.9%
SOUTH DADE	5.1%
TOTAL	100%

The county's vacancy rate for the overall Miami-Dade County industrial market as of the third quarter of 2018 was 4.3%. The county's overall vacancy rate has risen marginally from 3.9% in 2016. Airport West, the largest industrial area, had a vacancy rate of 4.5% as at the third quarter of 2018. Industrial rental rates generally average \$10.18 per square foot in the third quarter of 2018, down from an average of \$10.34 per square foot in 2017. New industrial space under constructed in the third quarter of 2018 totaled 4,131,225 square feet.

Miami-Dade's single-family home sales decreased 5.3% in December of 2018 in comparison with December of 2017 according to the Miami Association of Realtors. A total of 1,011 homes were reported sold in December of 2018, compared to 1,065 homes sold in December of 2017. In December of 2018, the median sales price for single-family units was \$355,000, up 6.65% from the previous year.

Existing condo sales showed a decrease of 7.85% in December of 2018 from December of 2017 according to the Miami Association of Realtors. A total of 1,070 condo units were reported sold in December of 2018, compared to 1,154 condo units sold in December of 2017. The median sales price for condos remained the same from the previous year at \$235,000.

According to the Cushman & Wakefield Market Insight mid-year 2018, the vacancy rate was 4.3% for rental apartment buildings in the Miami market area, which has been fairly stable over the past three years. Since 2015 the vacancy rates for the county have been creeping higher due to new construction. Apartment rents in Miami-Dade County averaged \$1,381 per month, indicating an increase of 1.5% in twelve months. New apartment construction during the first half of 2018 was nearly 2,259 units. Another 990 apartment units are proposed to be constructed by year end 2018.

The Miami-Dade County retail market contains approximately 103.35 million square feet in 2,418 buildings. The major retail markets in Miami-Dade County include Hialeah, Coral Gables/South Miami-Dade, Aventura and Kendall. Rental rates typically range from \$20 to \$60 per square foot with rates in the \$80.00 to \$120 per square foot on South Beach. The overall Miami-Dade County vacancy rate for the third quarter of 2018 was approximately 4.2%, which is 70 basis points higher from 3.5% in the third quarter of 2017. As of the third quarter of 2018, 2,841,662 square feet of retail space was under construction.

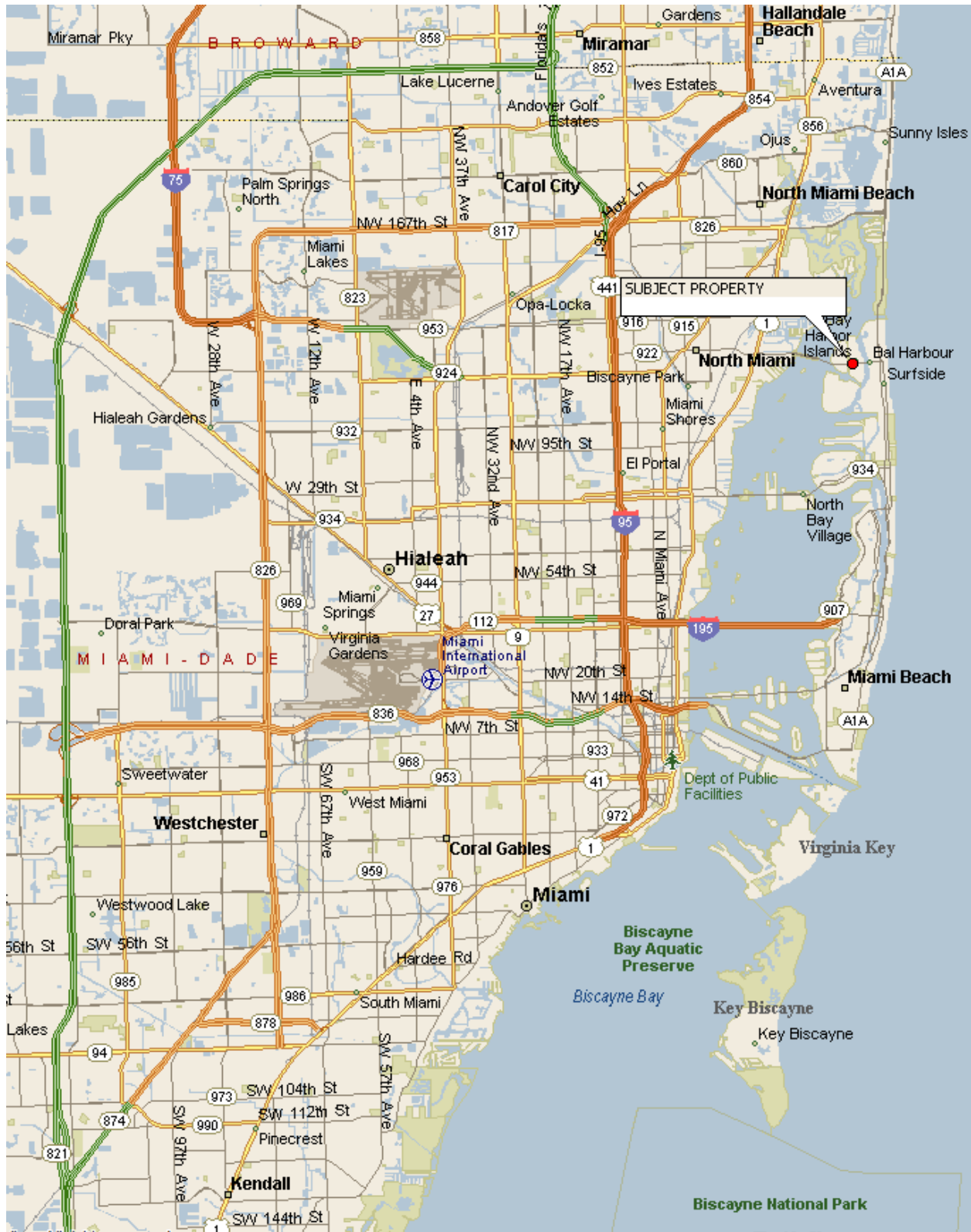
Conclusions

In the future, one of the principal growth areas for Miami-Dade County is expected to be the international sector. Miami-Dade County, because of its geographic location and excellent transportation facilities, is well-suited to attract both business individuals and tourists from Latin America. It is already one of the principal shopping markets for Central and South Americans visiting the United States and one of the principal export points for goods and services destined for Latin America.

The existence of major financial institutions, retail outlets, corporations and other business entities, coupled with its geographic location, transportation systems and planned international trade centers give Miami-Dade County an excellent opportunity for continued growth as an international center.

During the next 12 months all segments of the commercial real estate market should continue to experience increasing vacancy rates and increasing rental rates. With increasing inventories for both single family residences and condominium apartment units, sales activity is expected to rise during the next 12 months.

LOCATION MAP



NEIGHBORHOOD DATA

The subject property is located in Bay Harbor Islands, approximately nine miles northeast of the central business district of Miami.

The subject may further be described as being located on the south side of 97th Street, between West Bay Harbor Drive and Bay Harbor Terrace

The town of Bay Harbor Islands is located west of the cities of Bal Harbour and Surfside across Indian Creek. Bay Harbor Island is bordered to the north and west by the Intracoastal Waterway, to the east by Indian Creek Waterway and to the south by Indian Creek Lake.

The town of Bay Harbor Islands is approximately one-half mile in length and one-quarter mile in width. The town was founded in 1947 by local attorney, Shepard Broad. Bay Harbor Islands contains approximately 0.37 square miles of land area and has a population as of 2010 of approximately 5,628. The population of the town increased 9.4% since 2000. Bay Harbor Islands has a total of 3,103 housing units, of which 1,235 are renter-occupied.

Bay Harbor Islands is connected to Miami via the Broad Causeway which crosses the Intracoastal Waterway and joins with N.E. 123rd Street in North Miami.

96th Street (Kane Concourse), is the primary east/west traffic artery in the town of Bay Harbor Islands. Various restaurants, retail stores and office buildings are located along 96th Street. The buildings were constructed primarily in the 1950s and 1960s and are generally in good condition.

The cities of Bal Harbour and Surfside, which are located along the Atlantic Ocean, are primarily tourist oriented. Mid- and high-rise hotels and condominium apartment buildings constructed in the 1950s and 1960s front Collins Avenue. Collins Avenue (State Road A1A) is a primary traffic artery along the east side of Miami-Dade County. Collins Avenue extends northerly from the south tip of Miami Beach to Broward County.

Bal Harbour Shops, located five blocks east of town, is an attractive specialty shopping mall containing 410,000 square feet and anchored by the department stores Neiman-Marcus, and Saks Fifth Avenue.

Single-family residences and multi-family apartment buildings are located to the north and south of the subject. The single-family residences, constructed primarily during the 1950s and 1960s, generally range in sale price from \$500,000 to \$850,000 for non-waterfront residences. Waterfront houses generally range in sale price from \$1,150,000 to \$3,500,000.

In summary, the subject neighborhood is a fully developed area containing commercial properties, single-family residences, apartments and hotels. This is a desirable area which should remain stable for several years into the future.

NEIGHBORHOOD MAP



SITE DATA

SITE DATA

Dimensions and Shape:

The proposed easement site is irregular in shape..

The site fronts for 20 feet on the south right-of-way line of 97th Street and has a depth southerly of 150 feet.

Source: Site plan by Architectonica.

Area:

4,074 square feet or 0.09 acre

Source: Site plan by Architectonica

Topography and Drainage:

The site is level at an average elevation of approximately equal to the abutting streets.

Flood Zone:

Map No. 12086C0144 L

"AE" Special flood hazard areas subject to inundation by the 1% annual chance flood;
base flood elevation eight feet

Soil and Subsoil:

The immediate area of the subject site appears to have no unusual soil or subsoil conditions. Unusual conditions would be brought out by test borings.

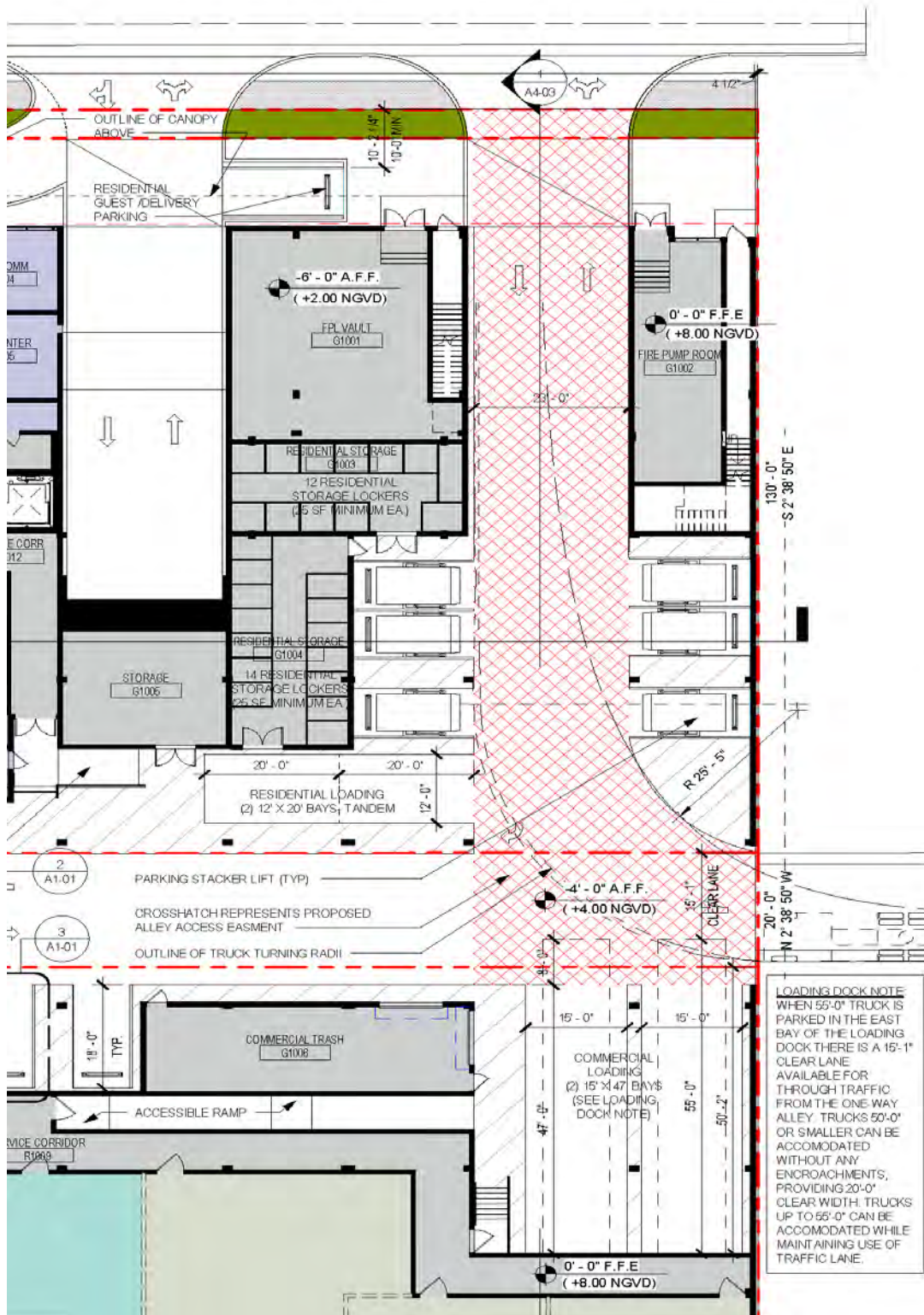
Utilities:

Water:	Miami-Dade Water and Sewer Department
Sewer:	Miami-Dade Water and Sewer Department
Electricity:	Florida Power & Light Company
Telephone:	AT&T

Street Improvements:

97th *Street* is asphalt paved with a dedicated width of 50 feet. 97th Street contains one eastbound lane and one westbound lane.

SITE SKETCH



ZONING

ZONING

Under Ordinance of Bay Harbor Islands, Florida.

Classification: B-1 BUSINESS DISTRICT

The purpose of the district is to provide appropriate land development regulations for the business/mixed-use properties on the eastern island of the town. The lots about the Kane Concourse, the main roadway within the town. This area is the most urban in form with higher-intensity development, narrow setbacks, on-street and/or garage parking facilities. The district regulations provide guidelines to encourage desired land uses such as restaurants and retail shops at street grade with other uses, including residential uses, above or behind the Kane Concourse frontage uses.

Permitted uses in the district include multiple family dwellings (above ground level on Kane Concourse frontage), lending institutions, offices, retail uses, barber shops, day spas, fitness centers, art galleries, theaters, beauty shops, restaurants, religious uses (above the ground floor), private clubs, hotels, dry cleaning agencies, community centers, and stock brokerages.

Development Regulations

Minimum Lot Size:	None
Minimum Lot Width:	None
Maximum Floor Area Ratio:	None
Maximum Residential Density:	34 dwelling units per acre
Maximum Hotel Density:	70 rooms per acre
Maximum Building Length:	120 feet
Maximum Building Height:	65 feet
Building Setbacks (off Kane Concourse):	Front – 5 feet & one additional foot for each additional 3 feet of building height over 30 feet Side – None Side Street – 5 feet
Offstreet Parking:	Houses – 2 spaces Apartments - 2 spaces per unit Hotel - 1 space each of first 20 rooms and 1 space per every additional two rooms. Restaurants - 2 space per 5 seats Offices - 1 space per 300 square feet Banks - 1 space per 475 square feet Retail Stores - 1 space per 300 square feet

HIGHEST AND BEST USE

HIGHEST AND BEST USE

Fundamental to the concept of value is the theory of highest and best use. Land is valued as if vacant and available for its highest and best use.

The Appraisal Institute in *The Dictionary of Real Estate Appraisal, Sixth Edition*, defines highest and best use as follows:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and results in the highest value.

Land has limited value unless there is a present or anticipated use for it; the amount of value depends on the nature of the land's anticipated use, according to the concept of surplus productivity. Among all reasonable, alternative uses, the use that yields the highest present land value, after payments are made for labor, capital, and coordination, is generally regarded as the highest and best use of the land as though vacant.

The highest and best use of a property as improved refers to the optimal use that could be made of the property including all existing structures. The implication is that the existing improvement should be renovated or retained as so long as it continues to contribute to the total market value of the property, or until the return from a new improvement would more than offset the cost of demolishing the existing building and constructing a new one.

In estimating the highest and best use there are essentially four stages of analysis:

1. **Possible Use.** What uses of the site being appraised are physically possible?
2. **Permissible Use (Legal)** What uses are permitted by Zoning and Deed Restriction, if any?
3. **Feasible Use.** Which possible and permissible uses will produce a net return to the owner of the site?
4. **Maximally Productive.** Among feasible uses, which use will produce the highest net return to the owner of the site?

The highest and best use of the land (or site), if vacant and available for use, may be different from the highest and best use of the improved property. This is true when the improvements are not an appropriate use, but make a contribution to the total property value in excess of the value of the site.

The following four point test is required in estimating the Highest and Best Use. The use must be legal. The use must be probable, not speculative or conjectural. There must be a profitable demand for such use and it must return to the land the highest net return for the longest period of time.

These tests have been applied to the subject property. In arriving at the estimate of Highest and Best Use, the subject site is analyzed as vacant and available for development.

Possible Use

The parent tract fronts for 75 feet on the south right-of-way line of 97th street and has a depth southerly of 130 feet to the north side of a public ally. The proposed easement site is part of the eastern 38 feet of the existing public alley and runs north to 97th Street. 97th Street is a secondary street in Bay Harbor Islands. Therefore, the subject property has good road access and exposure.

The parent tract site is rectangular. All necessary utility services are available along existing street right-of-ways. The parent tract is filled to street grade and does not appear to have any drainage or subsoil deficiencies.

The parent tract site is a 9,750 square feet in size which equates to 0.22 of an acre. The small size of the parent tract would limit the use of the site to a fairly small scale. The parent tract is part of an assemblage of a 90,750 square foot site for a major development.

Permissible Use

Permissible or legal uses are those uses which are permitted by zoning or deed restrictions. There are presently no known private deed restrictions of record.

The parent tract is zoned for business use. The zoning of the site allows multifamily apartments, stores, banks, restaurants, offices, public schools, and mixed commercial and residential use.

The residential maximum density is 34 dwelling units per acre of land area. The maximum building height is 65 feet. The maximum residential density is 34 dwelling units per acre. The maximum hotel density is 70 rooms per acre.

Feasible Use/Maximally Productive Use

The zoning of the parent tract permit a wide range of potential uses. The small size parent tract would limit use of the site to a fairly small scale as an independent site. The parent tract is part of an assemblage of a larger 90,750 square foot site.

The site is located ½ of a block north of Kane Concourse. Most uses fronting on Kane Concourse on the east island of Bay Harbor Islands are office buildings or mixed use office and retail buildings. The subject site is located on the western periphery of the business district of Bay Harbor Islands.

Based on the size and shape of the site, the most likely use of the site would be for an assemblage with an abutting site for a commercial or mixed use.

Conclusion

Based on the above factors, the highest and best use of the site is estimated to be for assemblage with an abutting site for a commercial or mixed use.

THE APPRAISAL PROCESS

THE APPRAISAL PROCESS

The value of a site can be estimated by various methods which include Direct Sales Comparison, Allocation, Extraction, Development Approach, Land Residual or Ground Rent Capitalization. However, the Direct Sales Comparison Approach is the most preferred and utilized technique when sales of comparable sites are available. The other methodologies are indirect techniques which are generally used when an area is primarily built-up and sales of comparable sites are scarce.

The Direct Sales Comparison Method of valuing the subject site was relied on due to the availability of recent land sales. In the Direct Sales Comparison Method, sales of similar recently sold sites with a similar highest and best use as the subject site are analyzed, compared and adjusted by time, property characteristics and location to indicate the Market Value of the subject site as though unimproved. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

Data related to the subject property is derived from various sources including but not limited to the Miami-Dade County Property Appraiser's Office, the Miami-Dade County Clerk's Office, Miami-Dade County plats, FEMA flood zone maps, Land Development Regulations of the Town of Bay Harbor Islands, and tax roll information provided by the Miami-Dade County Property Appraiser's Office.

Comparable sale sources include the Miami-Dade County Property Appraiser's Office, Board of Realtors' Multiple Listing Service, IMAPP, CoStar, and Loopnet. Sale prices are typically confirmed with a party to the transaction, i.e. buyer, seller, real estate agent or attorney to the transaction.

The sales information was gathered from various sale services and verified through Public Records and/or with a party to the transaction, when possible.

The value of the proposed easement site as encumbered is estimated by an analysis of sales of encumbered easement sites and unencumbered fee simple sites in Miami-Dade County. The diminution ratio applicable to the easement area is estimated by a matched pair analysis. All of the sales used for comparison can be referenced in the summaries on the following pages. The unit prices of the encumbered easement sites is compared to the unit prices of unencumbered fee simple sites to establish a land value diminution ratio (LVD) for encumbered sites. The LVD ratio is calculated by dividing the encumbered unit price by the unencumbered unit price to indicate the percentage of encumbered value to unencumbered value. The indicated percentage of unencumbered value is then subtracted from 100% to calculate the diminution ratio. The estimated diminution ratio is then applied to the previously estimated unencumbered fee simple value of the subject site to estimate the value of the property as encumbered by the proposed easement.

LAND VALUE ANALYSIS

LAND VALUE

A value estimate is concluded by comparing the subject site to comparable land sales. Generally, the comparable land sales are adjusted by time, property, and location to indicate the Market Value of the subject site as though unimproved. This process is known as the Direct Sales Comparison Method.

The Direct Sales Comparison Method is a process of analyzing sales of similar recently sold land parcels in order to derive an indication of the most probable sales price of the site being appraised. The reliability of this approach is dependent upon the availability of comparable sales data, the verification of the sales data, the degree of comparability and the absence of non-typical conditions affecting the sale.

The following pages contain sales of similar land sites which have recently sold. Several other sales were considered, but were not included because there was too wide a difference in physical factors, location and time.

Various analytical techniques may be used to identify and measure adjustments. The techniques of comparative analysis can be grouped into two categories: quantitative and qualitative.

When quantitative analytical techniques are applied, mathematical processes are used to identify which elements of comparison require adjustment and to measure the amount of these adjustments.

The primary quantitative techniques, **Paired Data Analysis**, is a process in which two or more market sales are compared to derive an indication of the size of the adjustment for a single characteristic. Ideally, the sales being compared will be identical in all respects except for the element being measured.

Although paired data analysis is a theoretically sound method, it is sometimes impractical because only a narrow sampling of sufficiently similar properties may be available and it is difficult to quantify the adjustments attributable to all the variables.

The primary qualitative techniques, **Relative Comparison Analysis**, is the study of the relationship indicated by market data without recourse to quantification. This technique is utilized because it reflects the imperfect nature of real estate markets. To apply the technique, the appraisers analyze comparable sales to determine whether the comparables' characteristics are inferior, superior, or equal to those of the subject property.

A search is made of real estate market for all sales within the subject or competitive locations. While many sales were reviewed, the sales contained herein are considered most comparable to the subject properties as to all major factors of comparison.

A detailed breakdown of each sale, a summary of the sales, a sales map and a value conclusion follows herein.

LAND SALE 1

DATE: March 19, 2015

PRICE: \$6,377,000

TYPE INSTRUMENT: Warranty Deed

RECORDATION: O. R. Book 29549, Page 197

FOLIO NUMBER: 14-2235-006-0270
14-2235-006-0280
14-2235-006-0290

GRANTOR: Brait Holdings, LLC

GRANTEE: The Gross Group, LLC

LEGAL: Lots 7-10, Block 3, **ALTOS DEL MAR NO. 5**,
according to the Plat thereof, as recorded in Plat
Book 8 Page 92 of the Public Records of Miami-
Dade County, Florida.

LOCATION: 9348 Collins Avenue
Surfside, Florida

.
SITE DESCRIPTION:

Dimensions: 150 feet x 200 feet
Size: 30,000 Square Feet
0.69 Acre
Zoning: H 40
Current Use: Parking

UNIT PRICE: \$212.57 per square foot of land area

FINANCING: Conventional first mortgage of \$3,610,804 from
Centennial Bank..

REMARKS: The site is proposed to be redeveloped.



SALE 1

LAND SALE 2

DATE: December 20, 2016

PRICE: \$20,250,000

TYPE INSTRUMENT: Special Warranty Deed

RECORDATION: O. R. Book 30358, Page 2094

FOLIO NUMBER: 13-2227-001-0790 13-2227-001-3670
13-2227-001-3640 13-2227-001-3680
13-2227-001-3650 13-2227-001-3690
13-2227-001-3660

GRANTOR: The 1177 Kane Concourse Partnership, Ltd.

GRANTEE: NR Wharton Kane Concourse Property Owner, LLC

LEGAL: Lots 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14, less the South 15 feet of Lots 9-14, Block 21, **BAY HARBOR ISLAND**, according to the Plat thereof, as recorded in Plat Book 46 Page 5 of the Public Records of Miami-Dade County, Florida.

LOCATION: 1177 Kane Concourse
Bay Harbor Islands, Florida

SITE DESCRIPTION:

Dimensions: Irregular
Size: 90,750 Square Feet
2.08 Acres

Zoning: B-1, Business District
G, Gateway District

Maximum Legal Density: N/A

Current Use: Vacant

UNIT PRICE: \$223.14 per square foot of land area

FINANCING: Cash.

REMARKS: This site is divided into two sites by West Bay Harbor Drive. The site was improved at sale with a three-story office building built in 1955. The buyer is planning to redevelop the site with a mixed use building. The property was sold for land value only.



SALE 2

LAND SALE 3

DATE: August 8, 2017

PRICE: \$3,500,000

TYPE INSTRUMENT: Personal Representative's Deed

RECORDATION: O. R. Book 30651, Page 3625

FOLIO NUMBER: 02-3210-013-0190

GRANTOR: Elizabeth Stone

GRANTEE: Bay Dr, LLC & KG Normandy LLC

LEGAL: Lot 27, Block 1, **OCEAN SIDE SECTION OF THE ISLE OF NORMANDY**, according to the Plat thereof, as recorded in Plat Book 25 Page 60 of the Public Records of Miami-Dade County, Florida.

LOCATION: 880 – 71st Street
Miami Beach, Florida

SITE DESCRIPTION:

Dimensions: Irregular

Size: 19,414 Square Feet

0. Acres

Zoning: CD – 2, Commercial District

Current Use: Vacant

UNIT PRICE: \$180.28 per square foot of land area

FINANCING: Conventional first mortgage of \$2,100,000 from Community Bank of Florida.

REMARKS: This site fronts on a waterway..



SALE 3

LAND SALE 4

DATE: June 29, 2018

PRICE: \$2,700,000

TYPE INSTRUMENT: Special Warranty Deed

RECORDATION: O. R. Book 31042, Page 4066

FOLIO NUMBER: 14-2235-007-0270

GRANTOR: Suntrust Bank

GRANTEE: Surf Harbour, LLC

LEGAL: Lot 12, Block 3, **ALTOS DEL MAR NO. 6**, according to the Plat thereof, as recorded in Plat Book 8 Page 106 of the Public Records of Miami-Dade County, Florida.

LOCATION: 200 – 96th Street
Surfside, Florida

SITE DESCRIPTION:

Dimensions: 55 feet x 135 feet
Size: 7,425 Square Feet
0.17 Acres
Zoning: H 40
Current Use: Parking lot

UNIT PRICE: \$363.64 per square foot of land area

FINANCING: Cash.

REMARKS: This site is located across the street from the Shops at Bal Harbor.



SALE 4

LAND SALE 5

DATE: July 3, 2019

PRICE: \$5,900,000

TYPE INSTRUMENT: Warranty Deed

RECORDATION: O. R. Book 31525, Page 1092

FOLIO NUMBER: 02-3211-002-1190
02-3211-002-1200
02-3211-002-1220

GRANTOR: North Beach Capital, LLC

GRANTEE: Nobe Creek, LLC

LEGAL: Lots 1 & 2 and the East 65.55 feet of Lot 3, Block 15, **NORMANDY BEACH SOUTH**, according to the Plat thereof, as recorded in Plat Book 21 Page 54 of the Public Records of Miami-Dade County, Florida.

LOCATION: 666 – 71st Street
Miami Beach, Florida

SITE DESCRIPTION:

Dimensions: Irregular
Size: 20,415 Square Feet
0.47 Acres

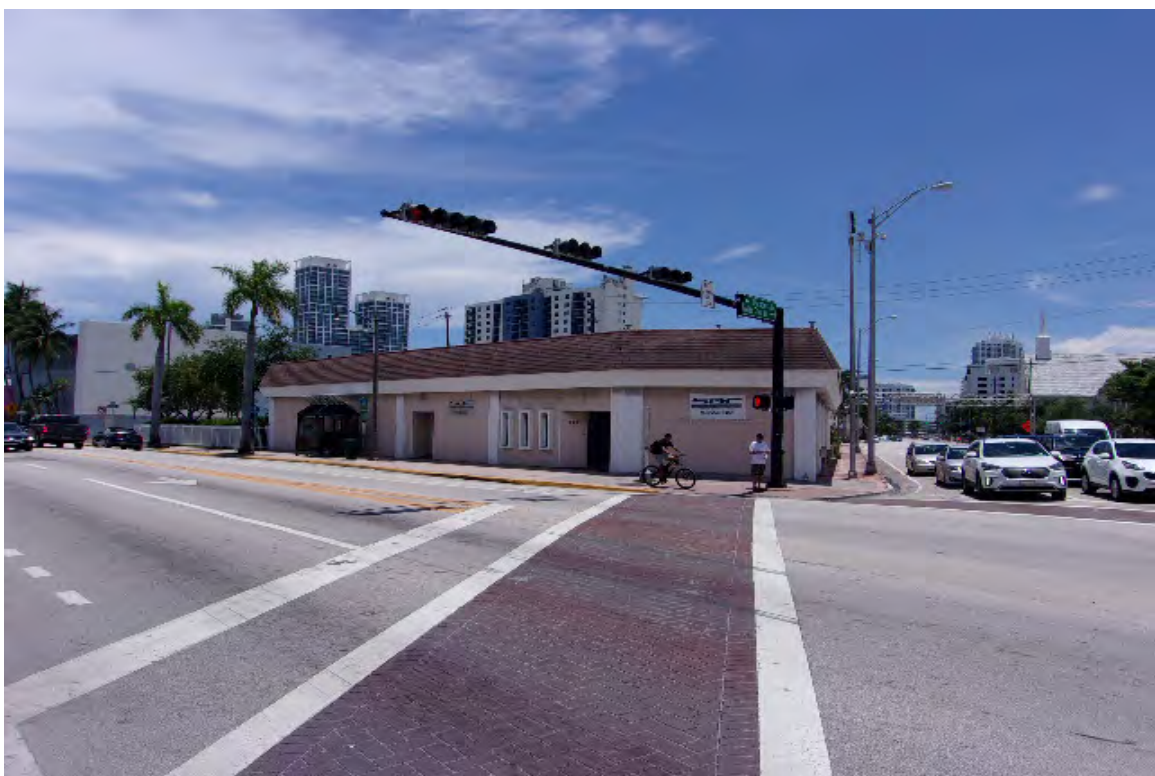
Zoning: TC-1, Town Center District

Current Use: One-story office building

UNIT PRICE: \$289.00 per square foot of land area

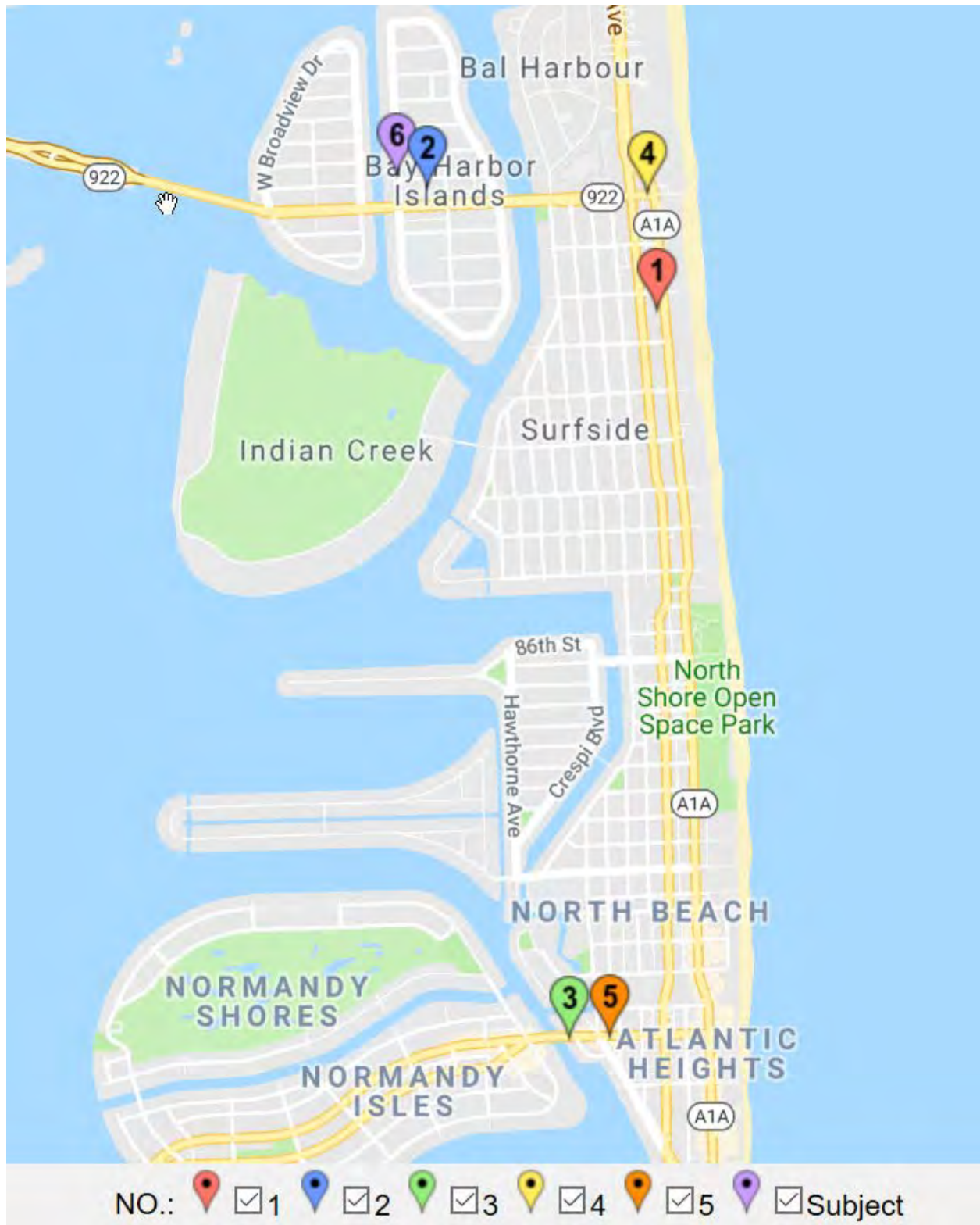
FINANCING: Conventional first mortgage from REG Financial LLC of \$4,000,000.

REMARKS: This site was improved at sale with two unoccupied office buildings built in 1935 and 1967. The buyer plans to redevelop the site.



SALE 5

LAND SALES MAP



SUMMARY OF LAND SALES

CHARACTERISTICS	SUBJECT	SALE 1	SALE 2	SALE 3	SALE 4	SALE 5
		3/19/15	12/20/16	8/8/17	6/29/18	7/3/19
SALE PRICE		\$6,377,000	\$20,250,000	\$3,500,000	\$2,700,000	\$5,900,000
RECORDATION		29549/197	30358/2094	30651/3625	31042/4066	31525/1092
GRANTOR		Brait Holdings, LLC	1177 Kane Concourse Partnership	Elizabeth Stone	Suntrust Bank	North Beach Capital, LLC
GRANTEE		The Gross Group, LLC	NR Wharton Kane Concourse Property Owner	Bay Dr., LLC & KG Normandy, LLC	Surf Harbour, LLC	Nobe Creek, LLC
ADDRESS	1177 Kane Concourse	9348 Collins Ave	1177 Kane Concourse	800 – 71 st.	200 – 96 St.	666 – 71 St.
LOCATION		¾ Miles SE	Adjacent	2¼ Miles South	⅔ Miles East	2¼ Miles South
LAND SIZE (S.F.)	4,074	30,000	90,750	19,414	7,425	20,415
LAND SIZE (ACRES)	0.09	0.69	2.08	0.45	0.17	0.47
ZONING	B-1	H-40	G/B-1	CD-2	H-40	TC-1
USE AT TIME OF SALE	Alley	Parking	Office	Vacant	Parking lot	Old office buildings
PRICE PAID/S.F. OF LAND AREA		\$212.57	\$223.14	\$180.28	\$363.64	\$289.00

ANALYSIS OF SALES

The land sales range in unit price from \$180.28 to \$363.64 per square foot. The sales range in time from March of 2015 to July of 2019.

Property Rights

The fee simple interest is the property right of the subject property being valued. The comparable sales involved the same or similar type of property rights.

Conditions of Sale

All of the sales were arm's-length transactions. An arm's-length transaction is defined as a transaction freely arrived at in the open market unaffected by abnormal pressure or by the absence of normal competitive negotiation as might be true in the case of a transaction between related parties.

Financing

The financing of the sales does not indicate any adjustments of their prices for favorable/below market financing.

Date of Sales (Market Conditions)

The land sales occurred between March of 2015 and July of 2019. There appears to have been an upward trend in prices in this market area during this time period. The unit prices of Sales 1, 2, and 3 require upward adjustments for increasing market conditions.

Location

The sale properties are located on barrier islands east of Miami, within a 2¼ mile radius of the subject property.

The Sale 1 site fronts on Collins Avenue and a secondary street in the Town of Surfside. Collins Avenue is a traffic artery. Surfside is located adjacent to Bay Harbor Islands. The location of the Sale 1 site is considered similar to the subject site.

The Sale 2 site is part of the subject property. The location of the Sale 2 site is considered similar to the subject site.

The Sale 3 site fronts on a secondary traffic artery and a secondary street in the City of Miami Beach. The location of the Sale 3 site is considered inferior to the subject site.

The Sale 4 site is a corner location on Collins Avenue and 96th Street, across the street from the entrance to the luxury community of Bal Harbor. Collins Avenue is the major commercial traffic

artery in Miami Beach and Bal Harbor. The location of the Sale 4 site is considered superior to the location of subject site.

The Sale 5 site is a corner location on Indian Creek Drive and 71st Street in the North Beach district of Miami Beach. Indian Creek Drive and 71st Street are commercial traffic arteries in Miami Beach. The location of the Sale 5 site is considered better than the location of subject site.

Zoning

The subject site is zoned for a combination of commercial and residential uses. The sale sites are zoned for business/commercial or residential uses. The zoning of the sales sites are fairly similar to the zoning of the subject site.

Land Size

The land sales range in size from 7,425 to 90,750 square feet. The sales do not indicate a difference in price per square foot based on site size.

Conclusion

The sales range in unit price from \$180.28 to \$363.64 per square foot of land area.

The adjustments to the sales are as follows:

Sale No.	1	2	3	4	5
Price/S. F.	\$212.57	\$223.14	\$180.28	\$363.64	\$289.00
Adjustments					
Property Rights	=	=	=	=	=
Conditions of Sale	=	=	=	=	=
Financing	=	=	=	=	=
Market Conditions	+	+	+	=	=
Location	=	=	=	--	-
Zoning	=	=	=	=	=
Site Conditions	=	=	=	=	=
Site Size	=	=	=	=	=
Exposure	=	=	=	=	=
Total Adjustments	+	+	+	--	-

Based on a careful analysis of the land sales, it is estimated that the subject site has an unencumbered market value of \$250.00 per square foot.

$$4,074 \text{ square feet} \times \$250.00 \text{ per square foot} = \$1,018,500$$

VALUE OF PROPOSED EASEMENT

VALUATION OF THE PROPOSED EASEMENT

Description of Easement Area

Land Size and Area:

The easement area is irregular in shape. The proposed easement is an “L” shaped 20-foot wide alley running from an existing alley bisecting block 21 of the plat of Bay Harbor Islands.

The proposed easement site contains 4,074 square feet or 0.09 of an acre.

Proposed Easement

The language of the proposed easement was not provided for analysis. The client has reported that the proposed easement will be a surface right-of-way easement for an alley to provide access to 97th Street from the alley bisecting Block 21. The easement will be from ground level to a height of 14 feet above ground level. It is understood that the easement will be perpetual.

Value of Proposed Easement

The perpetual easement is for an alley right-of-way with associated surface rights up to a height of 14 feet.

The value of the easement area of the subject site is estimated by an analysis of sales of easement sites and unencumbered sites. The unit prices of sales of encumbered sites are compared to the unit prices of sales of unencumbered sites to establish a diminution ratio of value for encumbered sites. The ratio is then applied to the previously estimated unencumbered value of \$250.00 per square foot to estimate the value of the easement. The land sales utilized for the valuation of the Parent Tract are equally applicable to the valuation of the easement area.

A search for sales of permanent easements located in Miami-Dade County was conducted. Since easements are typically purchased by utility departments, said easements seldom trade on the open market. The diminution of value for the easement is estimated by matched pair analyses of sites encumbered by an easement and sites unencumbered. *An Analysis of Easement Sales* is contained in the addendum section of this report.

The matched pair analyses indicated a diminution ratio ranging from 49% to 89%. The majority of the Land Value Diminution ratios range from 63% to 85%. The proposed easement is limited to a height of 14 feet above ground level. The underlying fee owner will have full use of the proposed easement area above 14 feet. Therefore, the impact of the easement is less than if the proposed easement extended from ground level to infinity. The diminution ratio should therefore be at the lower end of the range of the ratios abstracted from sales. Based on the matched pair analyses, the value of the subject permanent utility easement is estimated based on a diminution ratio of 50%.

Accordingly, the value of the area to be acquired is estimated as follows:

<u>Unencumbered Unit Price</u>		<u>Ratio</u>		<u>Easement Diminution</u>
\$250.00	x	0.50	=	\$125.00
<u>Easement Site</u>		<u>Easement Unit Price</u>		<u>Value of Perpetual Easement</u>
4,074 Square Feet	x	\$125.00	=	\$509,250
		Value Indication (Rounded)		\$509,000

ADDENDA

ASSUMPTIONS AND LIMITING CONDITIONS

This Appraisal Report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.
3. Responsible ownership and competent property management are assumed.
4. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
5. All engineering is assumed to be correct. The plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.
6. If no survey has been furnished to the appraisers, all measurements have been confirmed either in the field, in the plat book or by other reliable sources and are presumed to be accurate.
7. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
8. It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless noncompliance is stated, defined and considered in the Appraisal Report.
9. It is assumed, unless a study has been provided otherwise, that no hazardous material such as asbestos, urea formaldehyde or other toxic waste exists in the property. The existence of a potentially hazardous material could have a significant effect on the value of the property.
10. In reference to proposed construction, the real estate taxes and other expenses are estimated. These amounts are not guaranteed.

11. It is assumed in the valuation of the subject land site, unless a compliance letter has been furnished to us, that the State of Florida Growth Management Act does not prevent the issuance of a building permit.
12. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
13. It is assumed that the utilization of the land and improvements is within the boundaries of property lines of the property described and that there is no encroachment or trespass unless noted in the report.

This Appraisal Report has been made with the following general limiting conditions:

1. The distribution, if any, of the total valuation of this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
2. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraisers, and in any event, only with proper written qualification and only in its entirety.
3. The appraisers herein by reason of this appraisal is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
4. Neither all nor any part of the contents of this report **(especially any conclusions as to value, the identity of the appraisers, or the firm with which the appraisers are connected)** shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraisers.

ANALYSIS OF EASEMENT SALES

ANALYSIS OF EASEMENT SALES

The value of the site as encumbered is estimated by an analysis of sales of encumbered easement sites and unencumbered fee simple sites in Miami-Dade County. The diminution ratio applicable to the easement area is estimated by a matched pair analysis. All of the sales used for comparison can be referenced in the summaries on the following pages. The unit prices of the encumbered easement sites is compared to the unit prices of unencumbered fee simple sites to establish a land value diminution ratio (LVD) for encumbered sites. The LVD ratio is calculated by dividing the encumbered unit price by the unencumbered unit price to indicate the percentage of encumbered value to unencumbered value. The indicated percentage of unencumbered value is then subtracted from 100% to calculate the diminution ratio. The estimated diminution ratio is then applied to the previously estimated unencumbered fee simple value of the subject site to estimate the value of the property as encumbered.

All of the unencumbered sales are located within close proximity of the easement sales. The easement sales are 100% encumbered by overhead power line easements. The easement sales have similar zoning and highest and best uses as the unencumbered sales.

The LVD ratios indicated by a matched pair analysis of these sales are as follows:

	Matched Pair # 1		Matched Pair # 2	
		UNIT PRICE		UNIT PRICE
Encumbered Value	Sale 1	\$ 8.60	Sale 2	\$ 5.37
Unencumbered Value	Sale A	<u>÷ \$16.93</u>	Sale A	<u>÷ \$16.93</u>
% of Unencumbered		51%		32%
Unencumbered Value		<u>-100%</u>		<u>-100%</u>
Diminution Ratio (LVD)		49%		68%

	Matched Pair # 3		Matched Pair # 4	
		UNIT PRICE		UNIT PRICE
Encumbered Value	Sale 3	\$ 9.41	Sale 4	\$ 4.70
Unencumbered Value	Sale B	<u>÷ \$25.30</u>	Sale C	<u>÷ \$23.17</u>
% of Unencumbered		37%		20%
Unencumbered Value		<u>-100%</u>		<u>-100%</u>
Diminution Ratio (LVD)		63%		80%

	Matched Pair # 5		Matched Pair # 6	
		UNIT PRICE		UNIT PRICE
Encumbered Value	Sale 5	\$ 1.07	Sale 6	\$ 2.20
Unencumbered Value	Sale D	<u>÷ \$9.62</u>	Sale E	<u>÷ \$14.34</u>
% of Unencumbered		11%		15%
Unencumbered Value		<u>-100%</u>		<u>-100%</u>
Diminution Ratio (LVD)		89%		85%

	Matched Pair # 7		Matched Pair # 8	
		UNIT PRICE		UNIT PRICE
Encumbered Value	Sale 7	\$ 7.94	Sale 8	\$ 6.82
Unencumbered Value	Sale F	<u>÷ \$21.40</u>	Sale G	<u>÷ \$13.77</u>
% of Unencumbered		37%		50%
Unencumbered Value		<u>-100%</u>		<u>-100%</u>
Diminution Ratio (LVD)		63%		50%

	Matched Pair # 9		Matched Pair # 10	
		UNIT PRICE		UNIT PRICE
Encumbered Value	Sale 9	\$ 4.04	Sale 10	\$ 2.36
Unencumbered Value	Sale H	<u>÷ \$10.85</u>	Sale I	<u>÷ \$12.47</u>
% of Unencumbered		37%		19%
Unencumbered Value		<u>-100%</u>		<u>-100%</u>
Diminution Ratio (LVD)		63%		81%

	Matched Pair # 11		Matched Pair # 12	
		UNIT PRICE		UNIT PRICE
Encumbered Value	Sale 11	\$ 9.00	Sale 12	\$ 2.92
Unencumbered Value	Sale J	<u>÷ \$17.91</u>	Sale K	<u>÷ \$5.86</u>
% of Unencumbered		50%		50%
Unencumbered Value		<u>-100%</u>		<u>-100%</u>
Diminution Ratio (LVD)		50%		50%

The matched pair analyses indicate a range in LVD ratios from 49% to 89%. However, the majority of the LVD ratios range from 63% to 85%. A summary of the sales analyzed herein is on the following page.

SUMMARY OF UNENCUMBERED LAND SALES

<u>Sale</u>	<u>Location</u>	<u>Date</u>	<u>OR Bk./Pg.</u>	<u>Size(SF)</u>	<u>Zoning</u>	<u>Sale Price</u>	<u>Price/SF</u>
A	9100 NW 119 St Hialeah Gardens	02/05	23124/3262	37,500	CM	\$635,000	\$16.93
B	W 79 St & W 24 Ave Hialeah	11/06	25126/2427	10,870	M-1	\$275,000	\$25.30
C	900 E 65 St Hialeah	11/07	26061/452	75,537	M-1	\$1,750,000	\$23.17
D	12520 SW 120 St Miami-Dade Co.	01/03	20996/4923	498,458	BU-1A	\$4,795,700	\$9.62
E	SW 30 St & SW 144 Pl, Miami- Dade, Co.	10/05	23894/4251	90,604	RU-1	\$1,300,000	\$14.34
F	2249 W 78 St Hialeah	12/08	26692/1845 26692/1847	11,682	M-1	\$250,000	\$21.40
G	12184 NW 98 St Hialeah Gardens	06/09	26902/3132	38,125	B-3	\$525,000	\$13.77
H	SW 133 Ct Miami-Dade Co.	08/12	28284/1171	41,464	IU-C	\$450,000	\$10.85
I	13740 SW 36 St Miami-Dade Co.	10/14	25141/4574	27,269	RU-1	\$340,000	\$12.47
J	NW 61 St & NW 102 Ave, Doral	07/14	29373/2223	217,800	IC	\$3,900,000	\$17.91
K	SW 21 St & SW 145 Ave, Miami- -Dade Co.	5/17	30533/918	209,088	RU-1ma	\$1,225,000	\$5.86

SUMMARY OF ENCUMBERED LAND SALES

1	10013 NW 80 Ave Hialeah Gardens	05/05	23424/4408	29,054	CM	\$250,000	\$8.60
2	10045 NW 80 Ave Hialeah Gardens	09/05	23800/2936	18,623	CM	\$100,000	\$5.37
3	W 34 St & W 15 Ave Hialeah	11/06	25145/764	26,571	A	\$250,000	\$9.41
4	1510 W 35 Pl Hialeah	02/08	26258/160	26,571	A	\$125,000	\$4.70
5	SW 127 Ave & SW 120 St, Miami- Dade Co.	01/03	21000/972	135,297	BU-1A	\$145,000	\$1.07
6	13600 Coral Way Miami-Dade Co.	06/05	23525/3400	211,701	RU-1	\$465,000	\$2.20
7	W 35 St & W 14 Ln Hialeah	01/09	26723/3973	13,230	A	\$105,000	\$7.94
8	W 34 St & W 14 Ln Hialeah	08/10	27454/1671	26,408	A	\$180,000	\$6.82
9	SW 127 Ave & SW 124 St, Miami- Dade Co	04/12	28098/3102	185,566	IU-1	\$750,000	\$4.04
10	13600 Coral Way Miami-Dade Co.	03/15	29540/3764	211,701	RU-1	\$500,000	\$2.36
11	NW 62 St & NW 102 Ave, Doral	09/15	29779/2591	217,800	GU	\$1,960,000	\$9.00
12	13600 Coral Way, Miami-Dade Co	12/16	30355/4781	171,495	RU-1	\$500,000	\$2.92

QUALIFICATIONS OF THE APPRAISER

THOMAS F. MAGENHEIMER

Experience:

11/84 - Present **QUINLIVAN APPRAISAL, P.A.**
7300 N. Kendall Drive, Suite 530
Miami, Florida

Currently president of Quinlivan Appraisal, P.A., a Real Estate Appraising and Consulting Firm, established in 1964.

Education:

University of Richmond, Richmond, Virginia
BA - Bachelor of Arts in History (1982)

Professional Affiliations:

Member of the Appraisal Institute (MAI No. 09166)
Real Estate Salesman - State of Florida - Certificate No. 0344882
Certified General Appraiser, State of Florida, License No. RZ 553
Member Sigma Alpha Epsilon Fraternity

Qualified as an Expert Witness in the Following Courts:

Miami-Dade and Broward County Circuit Courts
United States Bankruptcy Court

Other Activities:

Admissions Committee - South Florida-Caribbean Chapter of the Appraisal Institute - (1992)
Newsletter Editor - South Florida-Caribbean Chapter of the Appraisal Institute - (1991 - 1995)
President - South Florida-Caribbean Chapter of the Appraisal Institute - (1996)
Board of Trustees - Palmer-Trinity School (1989 - 1993)

Quinlivan Appraisal has prepared Appraisal Reports for the following:

Institutions and Corporations:

AT&T
Alpha Realty Advisors
Archdiocese of Miami
Apollo Bank
The Bank of America
Bank United
Barry University
Bessemer Trust Company
California Bank and Trust
Chevron Oil Company
Chase Manhattan Bank
Chemical Bank
Citibank
City National Bank of Miami
Coamerica Bank
Coconut Grove Bank
Commerce Bank
Commercial Bank of Florida
Eastern National Bank
Espirito Santo Bank
First American Bank
First Bank Florida
Farm Credit of South Florida
First International Bank
First National Bank of South Miami
Florida International University
First Nationwide Bank
Florida Memorial College
Florida Power and Light Company
Florida Rock Industries
Greyhound Lines
HSBC
Hemisphere National Bank
Iberia Bank
Intercontinental Bank
International Bank of Miami, N.A.
Jackson Health System
Jetstream Financial Credit Union
LaSalle National Bank
Marine Midland Bank
McDonalds Corp.
Mellon United National Bank
Miami-Dade County Community College

Northern Trust Bank of Florida
Ocean Bank
Pacific National Bank
Shell Oil Company
Silver Hill Funding
South Trust Bank
SunTrust Bank
TotalBank
Trust for Public Lands
University of Miami
U. S. Century Bank
Wachovia
Wal-Mart
YMCA

Governmental Agencies:

City of Aventura
City of Coral Gables
City of Doral
City of Florida City
City of Hialeah
City of Homestead
City of Miami
City of Miami Parking Authority
City of Miami Beach
City of Miramar
City of North Bay Village
City of North Miami
City of North Miami Beach
City of South Miami
City of Sunny Isles Beach
Miami-Dade County Aviation Department
Miami-Dade County Department of Development & Facilities Management
Miami-Dade County HUD
Miami-Dade County Property Appraisal Adjustment Board
Miami-Dade County Public Schools
Miami-Dade County Public Works Department
Miami-Dade County Transportation Administration
Miami-Dade Water & Sewer Department
South Florida Water Management District
State of Florida, Attorney General's Office
State of Florida, Department of Community Affairs
State of Florida, Department of Corrections
State of Florida, Department of Environmental Protection
State of Florida, Department of Insurance
State of Florida, Department of Rehabilitation and Liquidation

State of Florida, Department of Transportation
Town of Golden Beach
Town of Bay Harbor Islands
Town of Miami Lakes
United States Army Corps of Engineers
United States Department of Justice
United States Department of Commerce
United States Department of the Interior
United States General Services Administration
Village of Islamorada
Village of Key Biscayne
Village of Pinecrest
Village of Palmetto Bay

Law Firms:

Akerman Senterfitt
Greenberg, Traurig
Daniels, Kashton, Downs and Robertson
Holland and Knight, LLP
Shutts & Bowen
Ruden McClosky, LLP
Steel, Hector & Davis, LLP
Weiss, Serota, Helfman, Pastoriza, Guedes, Cole and Boniske, P.A.

Types of Properties Appraised:

Single Family Residences	Vacant Land
Apartment Buildings	Hotel/Motels
Office Buildings	Warehouses
Retail Stores	Nursing Homes
Shopping Centers	Mobile Home Parks
Condominium Apartment Buildings	Schools
Golf Courses	Service Stations
Residential Subdivisions	Marinas
Automobile Dealerships	Wetlands

Mr. Michael J. Miller, AICP
Town of Bay Harbor Islands
Consultant Town Planner
c/o Michael Miller Planning Associates, Inc.
7522 Wiles Road B-203
Coral Springs, Florida 33067

May 7, 2019

**Re: 1177 Kane Concourse – Traffic Study Summary
Bay Harbor Islands, Florida**

Dear Michael:

As requested by the Town of Bay Harbor Islands Town Council, Traf Tech Engineering, Inc. conducted an independent traffic study in connection with a proposed mixed-use development planned to be located on the north side of Kane Concourse (96th Street) just east of West Bay Harbor Drive in the Town of Bay Harbor Islands. The project site will be re-developed with the following land uses and intensities:

- o 104 multi-family residential units
- o 86,700 square feet of office use
- o 7,565 square feet of retail use
- o 10,278 square feet of fine / casual restaurant use (plus 2,523 square feet of outdoor seating area)

Study Area

The study focused on the area around the subject site and included specific analysis of three east-west roadways (Kane Concourse/96th Street, 97 Street and the alleyway located between Kane Concourse and 97th Street) and eight intersections, plus the main project access driveway on 97th Street and minor exit driveway to West Bay Harbor Drive. The eight intersections are listed below:

- 1) Kane Concourse and West Bay Harbor Drive
- 2) Kane Concourse and Bay Harbor Terrace
- 3) Kane Concourse and East Bay Harbor Drive
- 4) 97th Street and West Bay Harbor Drive
- 5) 97th Street and Bay Harbor Terrace
- 6) 97th Street and East Bay Harbor Drive
- 7) Alley and West Bay Harbor Drive
- 8) Alley and Bay Harbor Terrace

Traffic Counts

Three-day machine traffic counts were collected on West Bay Harbor Drive and on 97th Street. The machine traffic counts recorded vehicles, every 15-minute period and by direction, on Thursday, Friday and Saturday, March 14, 15 and 16, 2019. The results of the traffic counts indicate that:

- o Weekdays traffic volumes are significantly higher than weekend traffic conditions. Hence, for traffic analysis purposes, weekday traffic counts were utilized as the “worst-case” scenario.
- o The morning peak hour occurs between 8:00 AM and 9:00 AM
- o Due to the proximity of a school near this project, the afternoon has two distinct peak hours, one from 3:00 PM to 4:00 PM and the other between 5:00 PM and 6:00 PM.

Based on the above traffic conditions, intersection turning movement counts were collected at the eight (8) study intersections listed on the previous page during a six-hour period; 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. The traffic counts encompassed the peak hours described above and were collected on Thursday, March 14, 2019.

Trip Generation

A trip generation analysis was conducted for the proposed 1177 Kane Concourse mixed-use development. The analysis was performed using the trip generation equations/rates published by the Institute of Transportation Engineers (ITE) in their *Trip Generation Manual* (10th Edition). Using the trip generation equations published by ITE, a trip generation analysis was undertaken for the proposed mixed-use project. The results of this effort are documented in Table 1 on the following page. As indicated in Table 1, the 1177 Kane Concourse mixed-use development is projected to generate:

- o Approximately 1,999 new daily trips
- o Approximately 161 new trips during the AM peak hour
- o Approximately 181 new trips during the PM peak hour

It is important to note that the subject site was previously developed with office use and therefore, Kane Concourse, West Bay Harbor Drive, 97th Street and the alleyway were previously impacted by this site when it was occupied.

TABLE 1
Trip Generation Summary (Proposed New Uses)
1177 Kane Concourse

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Retail/Rest LUC 820	20,366	769	19	12	7	78	37	41
Office LUC 710	86,700	924	108	93	15	99	16	84
MF LUC 220	104	761	48	11	37	58	37	21
Subtotal		2,454	175	116	59	235	90	146
Internal (8%/17%)		-307	-14	-7	-7	-40	-20	-20
Driveway Volumes		2,147	161	109	52	196	69	125
Pass-by (Retail-25%)		-148	0	0	0	-15	-8	-7
External Trips		1,999	161	109	52	181	61	118

Source: ITE Trip Generation Manual (10th Edition)

NOTE: Used driveway volumes in order to assess impacts with a conservative approach.

Trip Distribution

The trip distribution and traffic assignment for the project was based on Miami-Dade County's Cardinal Distribution information for Traffic Analysis Zone 616, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

Future Traffic Projections

For purposes of this traffic study, it was assumed that the proposed 1177 Kane Concourse mixed-use development will be built by the end of the year 2022. The existing 2019 traffic counts were projected to the year 2022 by applying a growth factor and adding traffic associated with future development within the Town of Bay Harbor Islands. Based on Florida Department of Transportation (FDOT), historical traffic volumes within Bay Harbor Islands indicate that a traffic growth factor of 1.4 percent, compounded annually is appropriate and conservative for the study area. Moreover, traffic associated with the approved Grand Beach Hotel and the One Kane Concourse office/restaurant developments were added to the future traffic projections. Additionally, trips associated with 152 future residential units (data provided by the Town) planned within Bay Harbor Islands were also included in the future traffic projections.

Level of Service

Intersection capacity analyses were performed for the eight (1) study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual using the SYNCHRO Software. The results of the intersection analyses are summarized in Table 2. As indicated in Table 2, all study intersections and the main project driveway are projected to function at acceptable levels of services with one exception. The exception is the intersection of Kane Concourse and West Bay Harbor Drive. It is important to note that this intersection is currently operating deficiently due to the heavy north-to-west left-turn volume during the school's peak periods.

Based on the 2019 peak season traffic counts conducted for this traffic study, Kane Concourse within the Town of Bay Harbor Islands is currently operating at level of service "D". Year 2019 peak hour traffic volumes range between 2,076 and 2,254 vehicles per hour. In the year 2022, with the 1177 Kane Concourse project in place, the projected level of service is anticipated to remain at level of service "D" with peak hour volumes ranging between 2,372 and 2,625 vehicles per hour, leaving over 400 peak hour trips of reserved capacity.

TABLE 2
Intersection Level of Service Results
1177 Kane Concourse

Intersection	Future Traffic Conditions			
	2019 Existing	2022 w/o Project	2022 With Project	2022 with Project + Imp
W. Bay Harbor Drive & 96 Street	F (E) [C] 120.8 (59.2) [28.3]	F (E) [C] 114.3 (57.0) [28.9]	F (E) [C] 111.3 (56.3) [29.3]	C (C) [B] 26.5 (21.6) [17.2]
Bay Harbor Terrace & 96 Street	C (D) [D] 28.8 (35.7) [35.8]	C (D) [C] 27.7 (35.2) [34.9]	C (C) [C] 27.6 (34.7) [34.2]	
E. Bay Harbor Drive & 96 Street	C (C) [C] 26.6 (21.8) [27.8]	C (C) [D] 30.4 (26.4) [44.7]	C (C) [D] 31.7 (26.9) [47.0]	
W. Bay Harbor Drive & Alley - WB	B (B) [B] 11 (11) [10.2]	B (B) [B] 11.3 (11.6) [10.7]	B (B) [B] 11 (11.8) [10.9]	
W. Bay Harbor Drive & 97 Street - WB	B (B) [B] 10.4 (10.8) [10]	B (B) [B] 10.7 (11.4) [10.5]	B (B) [B] 11.3 (13.4) [11.9]	
Bay Harbor Terrace & 97 Street - EB -WB	B (B) [B] 10.8 (10.1) [10] B (B) [B] 14 (10.9) [11.1]	B (B) [B] 10.9 (10.1) [10.1] C (B) [B] 14.1 (11) [11.2]	B (B) [B] 12.1 (10.3) [10.6] D (B) [B] 22.2 (12.5) [12.9]	
E. Bay Harbor Drive & 97 Street - EB	B (B) [A] 11.4 (10.2) [9.8]	B (B) [B] 11.9 (10.6) [10]	B (B) [B] 12.3 (10.8) [10.3]	
West Driveway & 97 Street - NB			B (B)[B] 10.4 (10)[10.2]	
East Driveway & 97 Street - NB			A (A)[A] 8.6 (8.7)[8.6]	

Legend: AM Peak Hour (School PM Peak Hour) [PM Peak Hour]

Additionally, Traf Tech Engineering, Inc. collected 24-hour machine traffic counts at the following four locations within the Village of Bay Harbor Islands:

- 1) Kane Concourse – just west of West Broadview Drive
- 2) Kane Concourse – just west of West Bay Harbor Drive
- 3) Kane Concourse – just east of Bay Harbor Terrace
- 4) Kane Concourse – just east of East Bay Harbor Drive

The traffic counts were recorded on Thursday, April 25, 2019, by direction and every 15-minute period. The traffic counts are contained in Appendix A. Figure 1 summarizes the results of the April 25 traffic counts. As indicated in the figure, traffic volumes are generally consistent from west of the Village, through the Village and east of the Village of Bay Harbor Islands. The daily traffic volumes are approximately 25,000 vehicles per day. This vehicular traffic volume corresponds to level of service “C” with over 8,000 vehicles per day of reserved capacity for future developments.

Recommended Improvements to Provide Acceptable Level of Service

With the following improvements, the intersection of Kane Concourse and West Bay Harbor Drive is projected to operate adequately:

- o Change the lane assignment (pavement markings) on the north and south legs of the intersection from a shared left-turn/through lane + a dedicated right-turn lane to a dedicated left-turn lane and a shared through/right-turn lane.
- o After the project is built and occupied, request that Miami-Dade County Signals and Signs Division review and adjust the signal timing at this intersection, if necessary.
- o After the project is built and occupied, evaluate the need to incorporate left-turn phases (left-turn arrows) for the north and south approaches of the intersection in order to allow the left-turn movements from West Bay Harbor Drive onto Kane Concourse to operate more efficiently.

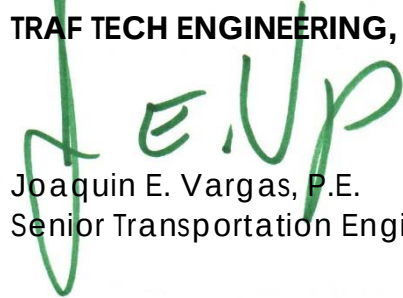


Valet Operation and Recommendations

The 1177 Kane Concourse mixed-use development will provide retail and restaurant guests the option to either self-park or use the valet services. Two (2) valet stations are proposed; one on Kane Concourse and another within the ground floor of the parking garage. The following recommendations should be considered for the valet operation:

- o Each valet station should provide a dedicated valet-holding area for at least two (2) vehicles
- o Since the percent of valet users is difficult to predict, a condition stating that the “necessary number of valet runners shall be provided during peak valet-usage times in order to prevent valet traffic from blocking traffic on the public streets” should be considered.

TRAF TECH ENGINEERING, INC.

A handwritten signature in green ink, appearing to read "J. E. Vargas", is written over the printed name and title of the signatory.

Joaquin E. Vargas, P.E.

Senior Transportation Engineer

APPENDIX A
Intersection Turning Movement Counts
and Signal Timing Data

Traf Tech Engineering Inc.

Date Start: 25-Apr-19
1-Kane Concourse W of Broadview Dr

Start Time	25-Apr-19 Thu	Eastbound	Westbound	Combined Total	
12:00 AM		91	114	205	■
01:00		57	66	123	■
02:00		36	33	69	■
03:00		36	27	63	■
04:00		36	38	74	■
05:00		78	73	151	■
06:00		293	212	505	■
07:00		738	453	1191	■
08:00		1247	787	2034	■
09:00		830	677	1507	■
10:00		788	688	1476	■
11:00		755	713	1468	■
12:00 PM		790	828	1618	■
01:00		806	805	1611	■
02:00		884	801	1685	■
03:00		882	1240	2122	■
04:00		789	1211	2000	■
05:00		727	1020	1747	■
06:00		655	751	1406	■
07:00		626	592	1218	■
08:00		518	455	973	■
09:00		388	331	719	■
10:00		290	241	531	■
11:00		176	180	356	■
Total		12516	12336	24852	
Percent		50.4%	49.6%		
Grand Total		12516	12336		
Percentage		50.4%	49.6%		

ADT

ADT 21,590

AADT 21,590

Traf Tech Engineering Inc.

Date Start: 25-Apr-19
2-Kane Concourse W of W Bay Harbor Dr

Start Time	25-Apr-19 Thu	Eastbound	Westbound	Combined Total	
12:00 AM		95	119	214	
01:00		57	74	131	
02:00		32	35	67	
03:00		32	27	59	
04:00		33	37	70	
05:00		82	69	151	
06:00		300	199	499	
07:00		747	492	1239	
08:00		1196	838	2034	
09:00		857	698	1555	
10:00		874	706	1580	
11:00		791	715	1506	
12:00 PM		828	818	1646	
01:00		843	836	1679	
02:00		853	855	1708	
03:00		953	1219	2172	
04:00		830	1164	1994	
05:00		773	1007	1780	
06:00		708	808	1516	
07:00		676	623	1299	
08:00		516	470	986	
09:00		398	358	756	
10:00		297	256	553	
11:00		175	196	371	
Total		12946	12619	25565	
Percent		50.6%	49.4%		
Grand Total		12946	12619		
Percentage		50.6%	49.4%		

ADT

ADT 25,565

AADT 25,565

Traf Tech Engineering Inc.

Date Start: 25-Apr-19
3-Kane Concourse E of Bay Harbor Terrace

Start Time	25-Apr-19 Thu	Eastbound	Westbound	Combined Total	
12:00 AM		83	131	214	
01:00		49	83	132	
02:00		28	39	67	
03:00		27	26	53	
04:00		28	36	64	
05:00		82	57	139	
06:00		242	175	417	
07:00		550	568	1118	
08:00		847	918	1765	
09:00		709	743	1452	
10:00		751	753	1504	
11:00		680	710	1390	
12:00 PM		729	824	1553	
01:00		705	883	1588	
02:00		676	923	1599	
03:00		828	1112	1940	
04:00		737	1092	1829	
05:00		673	992	1665	
06:00		594	879	1473	
07:00		567	672	1239	
08:00		429	497	926	
09:00		317	393	710	
10:00		238	294	532	
11:00		143	226	369	
Total		10712	13026	23738	
Percent		45.1%	54.9%		
Grand Total		10712	13026		
Percentage		45.1%	54.9%		

ADT

ADT 23,738

AADT 23,738

Traf Tech Engineering Inc.

Date Start: 25-Apr-19
4-Kane Concourse E of E Bay Harbor Dr

Start Time	25-Apr-19 Thu	Eastbound	Westbound	Combined Total	
12:00 AM		108	152	260	
01:00		55	74	129	
02:00		35	44	79	
03:00		30	27	57	
04:00		39	34	73	
05:00		115	63	178	
06:00		357	186	543	
07:00		675	543	1218	
08:00		1022	798	1820	
09:00		891	654	1545	
10:00		864	615	1479	
11:00		825	594	1419	
12:00 PM		874	705	1579	
01:00		839	716	1555	
02:00		837	781	1618	
03:00		968	982	1950	
04:00		918	975	1893	
05:00		857	920	1777	
06:00		761	843	1604	
07:00		711	647	1358	
08:00		519	536	1055	
09:00		398	407	805	
10:00		344	308	652	
11:00		196	230	426	
Total		13238	11834	25072	
Percent		52.8%	47.2%		
Grand Total		13238	11834		
Percentage		52.8%	47.2%		

ADT

ADT 25,072

AADT 25,072

TrafTech Engineering Inc.

File Name : 1-W Bay Harbor Dr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

	W Bay Harbor Dr From North					97th Street From East					W Bay Harbor Dr From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	19	2	0	21	2	0	2	0	4	1	2	0	0	3	0	0	0	0	0	28
07:15	0	12	5	0	17	4	0	5	0	9	3	2	0	0	5	0	0	0	0	0	31
07:30	0	22	1	0	23	7	0	8	0	15	2	5	0	0	7	0	0	0	0	0	45
07:45	0	33	6	0	39	8	0	9	0	17	2	4	0	0	6	0	0	0	0	0	62
Total	0	86	14	0	100	21	0	24	0	45	8	13	0	0	21	0	0	0	0	0	166
08:00	0	36	6	0	42	11	0	20	0	31	6	8	0	0	14	0	0	0	0	0	87
08:15	0	43	2	0	45	10	0	13	0	23	10	14	0	0	24	0	0	0	0	0	92
08:30	0	29	6	0	35	17	0	23	0	40	7	8	0	0	15	0	0	0	0	0	90
08:45	0	40	2	0	42	15	0	17	0	32	2	5	0	0	7	0	0	0	0	0	81
Total	0	148	16	0	164	53	0	73	0	126	25	35	0	0	60	0	0	0	0	0	350
*** BREAK ***																					
14:00	0	20	2	0	22	3	0	10	0	13	7	3	0	0	10	0	0	0	0	0	45
14:15	0	23	5	0	28	9	0	6	0	15	2	2	0	0	4	0	0	0	0	0	47
14:30	0	22	2	0	24	8	0	7	0	15	6	1	0	0	7	0	0	0	0	0	46
14:45	0	32	4	0	36	15	0	7	0	22	3	8	0	0	11	0	0	0	0	0	69
Total	0	97	13	0	110	35	0	30	0	65	18	14	0	0	32	0	0	0	0	0	207
15:00	0	24	2	0	26	10	0	11	0	21	9	7	0	0	16	0	0	0	0	0	63
15:15	0	30	5	0	35	11	0	13	0	24	5	19	0	0	24	0	0	0	0	0	83
15:30	0	29	1	0	30	9	0	12	0	21	4	6	0	0	10	0	0	0	0	0	61
15:45	0	34	0	0	34	8	0	7	0	15	3	9	0	0	12	0	0	0	0	0	61
Total	0	117	8	0	125	38	0	43	0	81	21	41	0	0	62	0	0	0	0	0	268
16:00	0	35	2	0	37	5	0	10	0	15	4	7	0	0	11	0	0	0	0	0	63
16:15	0	24	3	0	27	3	0	9	0	12	6	5	0	0	11	0	0	0	0	0	50
16:30	0	33	1	0	34	8	0	16	0	24	7	7	0	0	14	0	0	0	0	0	72
16:45	0	35	3	1	39	17	0	10	0	27	6	1	0	0	7	0	0	0	0	0	73
Total	0	127	9	1	137	33	0	45	0	78	23	20	0	0	43	0	0	0	0	0	258
17:00	0	36	6	0	42	17	0	13	0	30	8	6	0	0	14	0	0	0	0	0	86
17:15	0	39	2	0	41	5	0	15	0	20	5	4	0	1	10	0	0	0	0	0	71
17:30	0	32	3	0	35	12	0	14	0	26	8	4	0	0	12	0	0	0	0	0	73
17:45	0	33	5	0	38	10	0	11	0	21	9	5	0	0	14	0	0	0	0	0	73
Total	0	140	16	0	156	44	0	53	0	97	30	19	0	1	50	0	0	0	0	0	303
Grand Total	0	715	76	1	792	224	0	268	0	492	125	142	0	1	268	0	0	0	0	0	1552
Apprch %	0	90.3	9.6	0.1		45.5	0	54.5	0		46.6	53	0	0.4		0	0	0	0		
Total %	0	46.1	4.9	0.1	51	14.4	0	17.3	0	31.7	8.1	9.1	0	0.1	17.3	0	0	0	0	0	
Autos	0	699	73	0	772	222	0	264	0	486	125	141	0	0	266	0	0	0	0	0	1524
% Autos	0	97.8	96.1	0	97.5	99.1	0	98.5	0	98.8	100	99.3	0	0	99.3	0	0	0	0	0	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	2.2	3.9	100	2.5	0.9	0	1.5	0	1.2	0	0.7	0	100	0.7	0	0	0	0	0	1.8

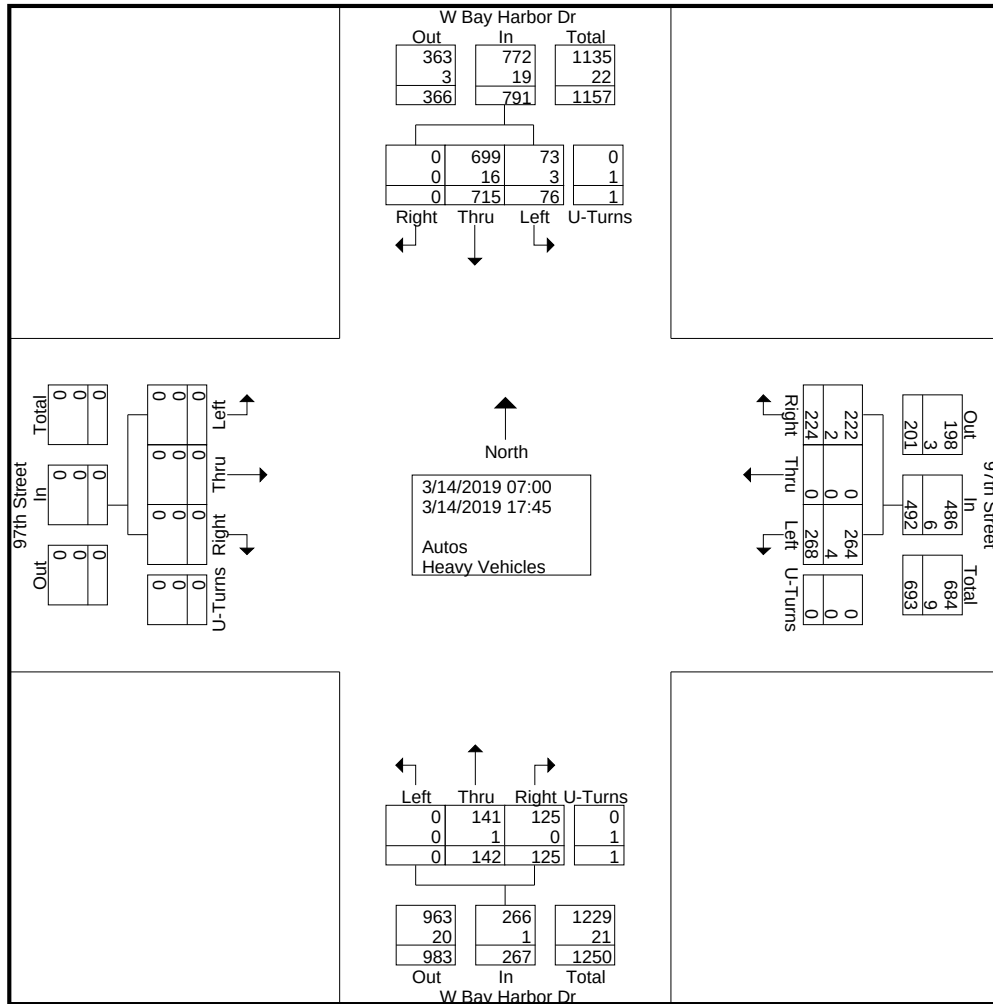
Traf Tech Engineering Inc.

File Name : 1-W Bay Harbor Dr & 97th St

Site Code : 00000000

Start Date : 3/14/2019

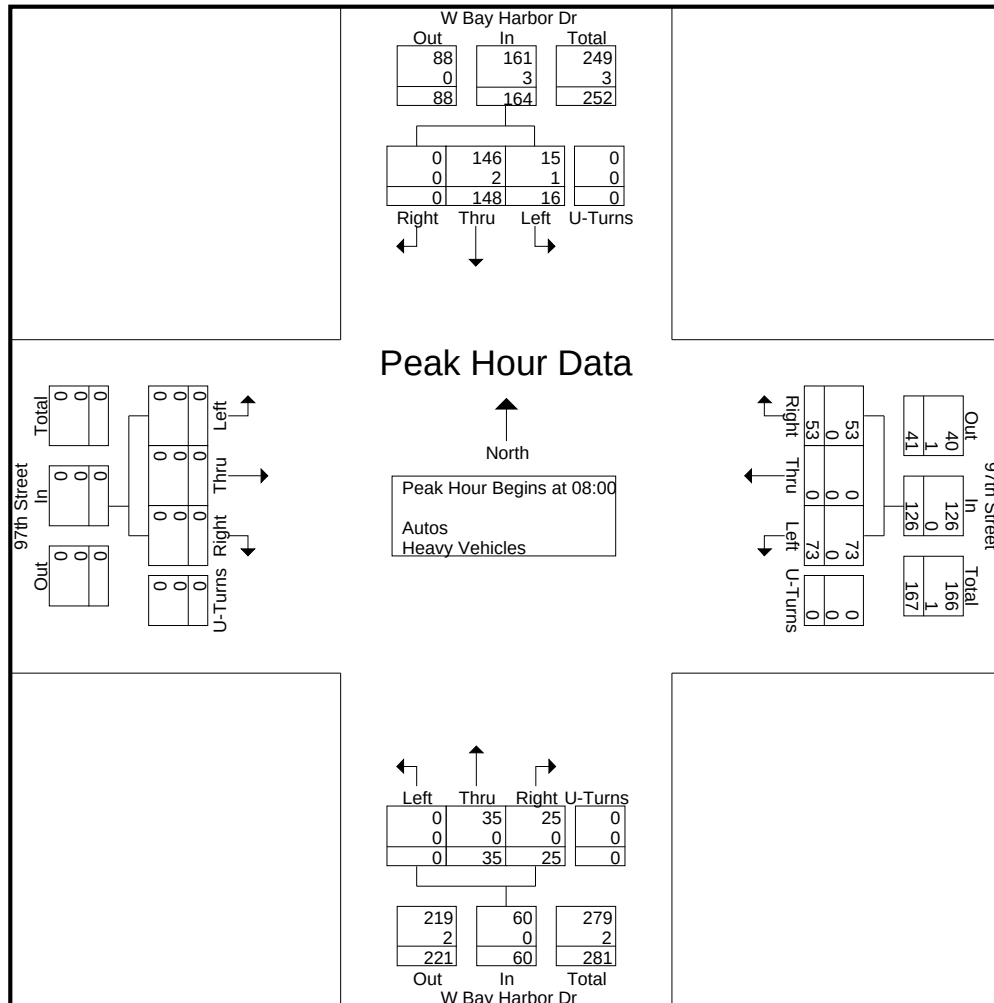
Page No : 2



Traf Tech Engineering Inc.

File Name : 1-W Bay Harbor Dr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 3

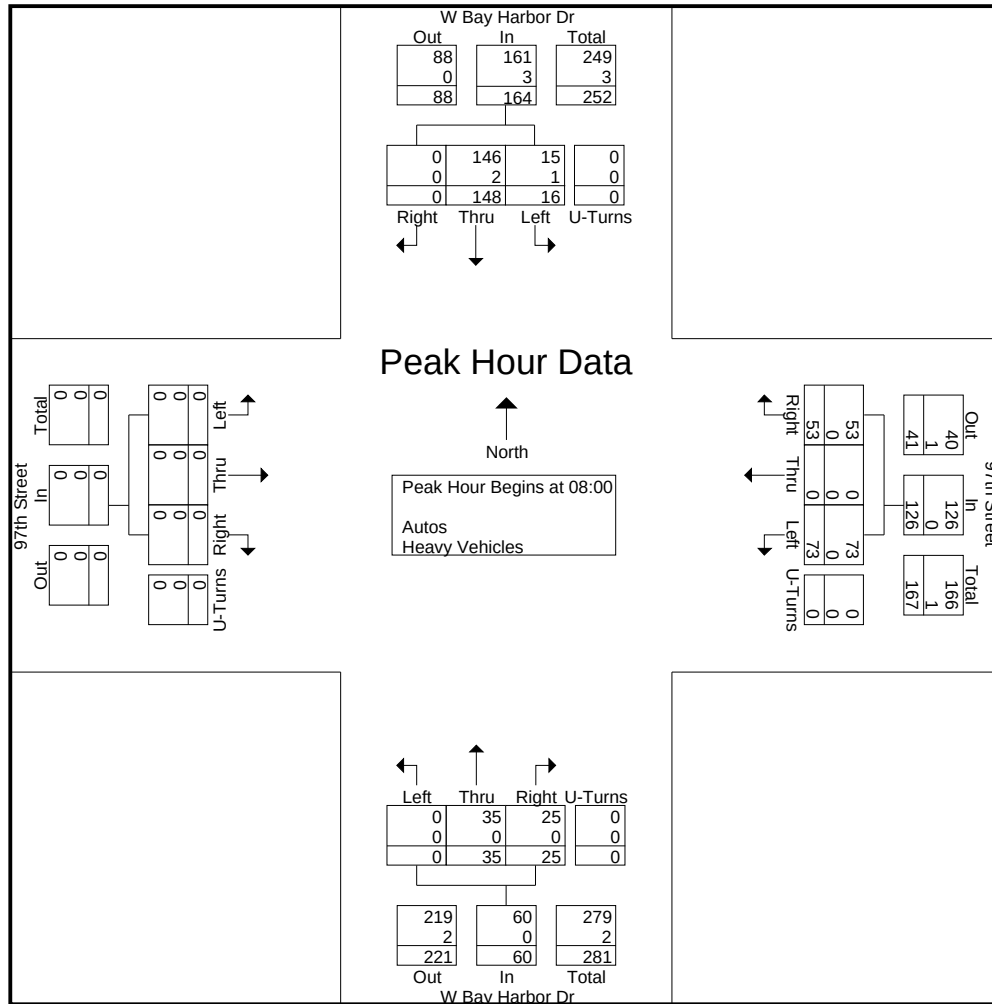
	W Bay Harbor Dr From North					97th Street From East					W Bay Harbor Dr From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	36	6	0	42	11	0	20	0	31	6	8	0	0	14	0	0	0	0	0	87
08:15	0	43	2	0	45	10	0	13	0	23	10	14	0	0	24	0	0	0	0	0	92
08:30	0	29	6	0	35	17	0	23	0	40	7	8	0	0	15	0	0	0	0	0	90
08:45	0	40	2	0	42	15	0	17	0	32	2	5	0	0	7	0	0	0	0	0	81
Total Volume	0	148	16	0	164	53	0	73	0	126	25	35	0	0	60	0	0	0	0	0	350
% App. Total	0	90.2	9.8	0		42.1	0	57.9	0		41.7	58.3	0	0		0	0	0	0		
PHF	.000	.860	.667	.000	.911	.779	.000	.793	.000	.788	.625	.625	.000	.000	.625	.000	.000	.000	.000	.000	.951
Autos	0	146	15	0	161	53	0	73	0	126	25	35	0	0	60	0	0	0	0	0	347
% Autos	0	98.6	93.8	0	98.2	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	1.4	6.3	0	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9



Traf Tech Engineering Inc.

File Name : 1-W Bay Harbor Dr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 4

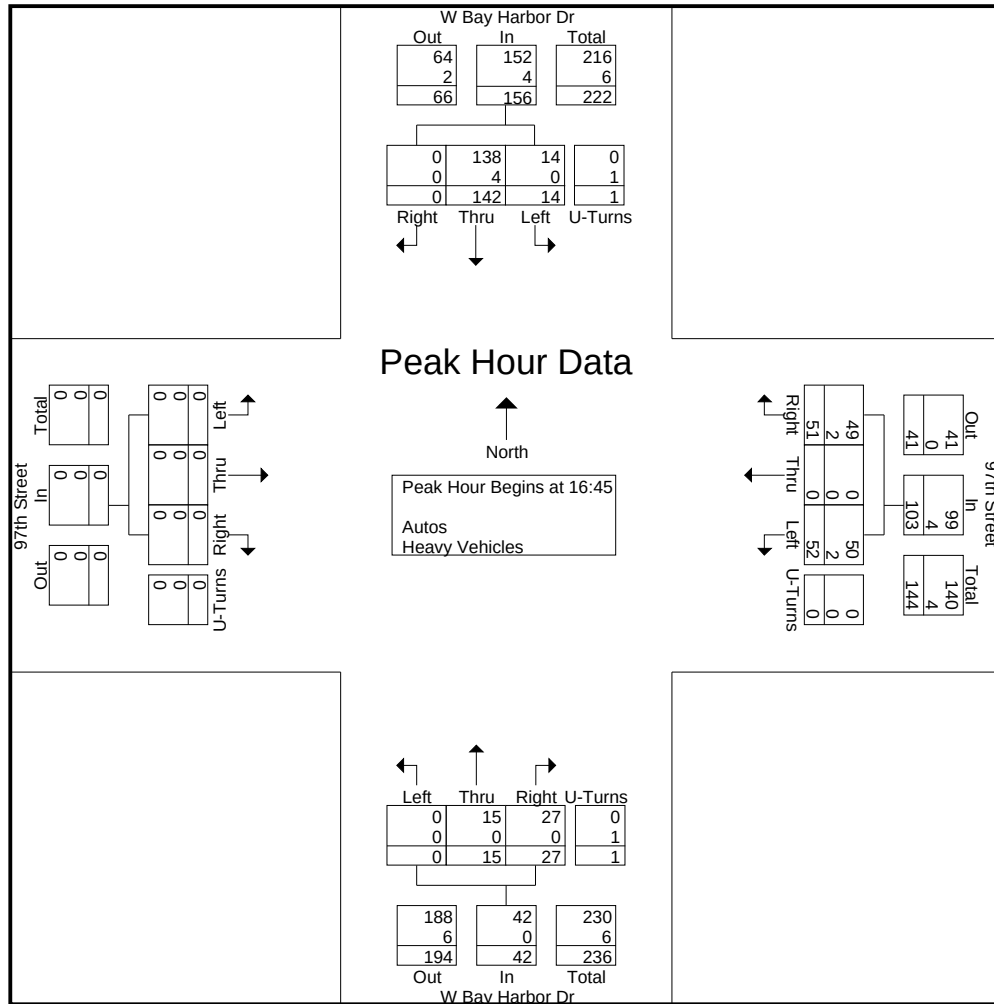
	W Bay Harbor Dr From North					97th Street From East					W Bay Harbor Dr From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	36	6	0	42	11	0	20	0	31	6	8	0	0	14	0	0	0	0	0	87
08:15	0	43	2	0	45	10	0	13	0	23	10	14	0	0	24	0	0	0	0	0	92
08:30	0	29	6	0	35	17	0	23	0	40	7	8	0	0	15	0	0	0	0	0	90
08:45	0	40	2	0	42	15	0	17	0	32	2	5	0	0	7	0	0	0	0	0	81
Total Volume	0	148	16	0	164	53	0	73	0	126	25	35	0	0	60	0	0	0	0	0	350
% App. Total	0	90.2	9.8	0		42.1	0	57.9	0		41.7	58.3	0	0		0	0	0	0	0	
PHF	.000	.860	.667	.000	.911	.779	.000	.793	.000	.788	.625	.625	.000	.000	.625	.000	.000	.000	.000	.000	.951
Autos	0	146	15	0	161	53	0	73	0	126	25	35	0	0	60	0	0	0	0	0	347
% Autos	0	98.6	93.8	0	98.2	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	1.4	6.3	0	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9



Traf Tech Engineering Inc.

File Name : 1-W Bay Harbor Dr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 5

	W Bay Harbor Dr From North					97th Street From East					W Bay Harbor Dr From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	35	3	1	39	17	0	10	0	27	6	1	0	0	7	0	0	0	0	0	73
17:00	0	36	6	0	42	17	0	13	0	30	8	6	0	0	14	0	0	0	0	0	86
17:15	0	39	2	0	41	5	0	15	0	20	5	4	0	1	10	0	0	0	0	0	71
17:30	0	32	3	0	35	12	0	14	0	26	8	4	0	0	12	0	0	0	0	0	73
Total Volume	0	142	14	1	157	51	0	52	0	103	27	15	0	1	43	0	0	0	0	0	303
% App. Total	0	90.4	8.9	0.6		49.5	0	50.5	0		62.8	34.9	0	2.3		0	0	0	0		
PHF	.000	.910	.583	.250	.935	.750	.000	.867	.000	.858	.844	.625	.000	.250	.768	.000	.000	.000	.000	.000	.881
Autos	0	138	14	0	152	49	0	50	0	99	27	15	0	0	42	0	0	0	0	0	293
% Autos	0	97.2	100	0	96.8	96.1	0	96.2	0	96.1	100	100	0	0	97.7	0	0	0	0	0	96.7
Heavy Vehicles																					
% Heavy Vehicles	0	2.8	0	100	3.2	3.9	0	3.8	0	3.9	0	0	0	100	2.3	0	0	0	0	0	3.3



TrafTech Engineering Inc.

File Name : 1-W Bay Harbor Dr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Peds & Bikes

	W Bay Harbor Dr From North				97th Street From East				W Bay Harbor Dr From South				97th Street From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	1	6
07:30	0	0	0	0	2	0	0	5	0	0	0	1	0	0	0	0	8
07:45	0	0	0	2	4	0	0	8	0	0	0	0	0	0	0	0	14
Total	0	0	0	2	7	0	0	18	0	0	0	1	1	0	0	1	30
08:00	2	0	0	2	19	2	0	29	0	0	0	11	0	0	0	0	65
08:15	0	0	0	0	11	0	0	34	1	0	0	1	0	0	0	0	47
08:30	0	0	0	0	0	0	0	12	0	0	0	1	0	0	0	0	13
08:45	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	6
Total	2	0	0	3	30	2	0	80	1	0	0	13	0	0	0	0	131
*** BREAK ***																	
14:00	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
14:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
14:30	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	2	0	0	13	0	0	0	0	0	0	0	0	15
15:00	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	31
15:15	0	0	0	0	2	0	0	30	0	0	0	0	0	0	0	0	32
15:30	0	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	9
15:45	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	5	0	0	72	0	0	0	0	0	0	0	0	77
16:00	0	0	0	0	2	0	0	11	0	0	0	0	0	0	0	0	13
16:15	0	0	0	0	2	0	0	13	0	0	0	0	0	0	0	0	15
16:30	0	0	0	0	1	0	0	6	0	0	0	1	0	0	0	0	8
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	5	0	0	31	0	0	0	1	0	0	0	0	37
17:00	0	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0	8
17:15	0	0	0	0	5	0	0	6	0	0	0	0	0	0	0	0	11
17:30	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	8
17:45	0	0	0	0	1	0	0	8	0	0	0	1	0	0	0	0	10
Total	0	0	0	0	11	0	0	25	0	0	0	1	0	0	0	0	37
Grand Total	2	0	0	5	60	2	0	239	1	0	0	16	1	0	0	1	327
Apprch %	28.6	0	0	71.4	19.9	0.7	0	79.4	5.9	0	0	94.1	50	0	0	50	
Total %	0.6	0	0	1.5	18.3	0.6	0	73.1	0.3	0	0	4.9	0.3	0	0	0.3	

TrafTech Engineering Inc.

File Name : 2-Bay Harbor Terr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Peds & Bikes

	Bay Harbor Terrace From North				97th Street From East				Bay Harbor Terrace From South				97th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
07:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
07:45	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	5
Total	1	0	0	1	0	0	0	2	0	0	0	6	0	0	0	6	16
08:00	2	0	0	0	1	0	0	6	0	0	0	2	1	0	0	6	18
08:15	0	0	0	3	1	0	0	0	0	0	0	3	1	0	0	5	13
08:30	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	0	7
08:45	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	5
Total	2	0	0	4	2	0	0	9	0	0	0	12	2	0	0	12	43
*** BREAK ***																	
14:00	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	1	6
14:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	6
14:30	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	0	6
14:45	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	3	7
Total	0	0	0	6	0	0	0	6	0	0	0	5	0	0	0	8	25
15:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	5
15:15	0	0	0	1	0	0	0	1	1	0	0	6	0	0	0	16	25
15:30	0	0	0	1	2	0	0	3	0	0	0	0	1	0	0	2	9
15:45	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	2	5
Total	0	0	0	4	2	0	0	5	1	0	0	8	2	0	0	22	44
16:00	0	0	0	0	0	0	0	4	1	0	0	1	0	0	0	5	11
16:15	0	0	0	1	0	0	0	5	1	0	0	0	2	0	0	2	11
16:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	7
Total	0	0	0	1	0	0	0	11	3	0	0	3	2	0	0	13	33
17:00	0	0	0	0	1	0	0	2	0	0	0	5	0	0	0	5	13
17:15	0	0	0	0	1	0	0	1	0	0	0	1	2	0	0	13	18
17:30	0	0	0	0	0	0	0	1	0	0	0	3	3	0	0	3	10
17:45	0	0	0	1	2	0	0	1	0	0	0	1	0	0	0	2	7
Total	0	0	0	1	4	0	0	5	0	0	0	10	5	0	0	23	48
Grand Total	3	0	0	17	8	0	0	38	4	0	0	44	11	0	0	84	209
Apprch %	15	0	0	85	17.4	0	0	82.6	8.3	0	0	91.7	11.6	0	0	88.4	
Total %	1.4	0	0	8.1	3.8	0	0	18.2	1.9	0	0	21.1	5.3	0	0	40.2	

TrafTech Engineering Inc.

File Name : 2-Bay Harbor Terr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Bay Harbor Terrace From North					97th Street From East					Bay Harbor Terrace From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	5	0	0	5	1	0	2	0	3	1	2	4	0	7	0	3	1	0	4	19
07:15	1	2	0	0	3	1	2	3	0	6	1	5	6	0	12	2	7	0	0	9	30
07:30	0	0	0	0	0	1	8	5	0	14	2	9	9	0	20	1	1	0	0	2	36
07:45	0	1	0	0	1	0	9	14	0	23	3	8	9	0	20	3	5	0	0	8	52
Total	1	8	0	0	9	3	19	24	0	46	7	24	28	0	59	6	16	1	0	23	137
08:00	1	2	0	1	4	0	19	29	0	48	3	9	13	0	25	8	6	0	1	15	92
08:15	2	8	1	0	11	0	14	33	0	47	3	7	8	0	18	2	13	0	0	15	91
08:30	0	3	0	0	3	0	21	5	0	26	6	19	22	1	48	4	8	1	0	13	90
08:45	0	3	1	0	4	0	12	5	0	17	4	10	22	0	36	2	2	0	0	4	61
Total	3	16	2	1	22	0	66	72	0	138	16	45	65	1	127	16	29	1	1	47	334
*** BREAK ***																					
14:00	0	3	1	0	4	2	9	4	0	15	11	12	14	0	37	4	5	0	0	9	65
14:15	0	2	1	0	3	1	4	3	0	8	1	5	5	0	11	6	3	0	0	9	31
14:30	0	4	1	0	5	3	12	7	0	22	3	8	11	0	22	3	8	0	0	11	60
14:45	0	2	1	0	3	2	3	14	0	19	1	3	15	0	19	3	4	0	0	7	48
Total	0	11	4	0	15	8	28	28	0	64	16	28	45	0	89	16	20	0	0	36	204
15:00	1	1	0	0	2	1	7	4	0	12	3	16	13	0	32	5	9	0	0	14	60
15:15	0	0	0	0	0	2	8	5	0	15	2	14	20	0	36	3	5	0	0	8	59
15:30	0	2	1	0	3	2	5	5	0	12	9	11	14	0	34	2	1	0	0	3	52
15:45	2	2	1	0	5	1	4	3	0	8	4	9	10	0	23	3	1	0	0	4	40
Total	3	5	2	0	10	6	24	17	0	47	18	50	57	0	125	13	16	0	0	29	211
16:00	0	1	2	0	3	1	6	8	0	15	8	7	11	0	26	3	2	0	0	5	49
16:15	1	4	1	0	6	1	7	5	0	13	8	10	10	0	28	3	6	0	0	9	56
16:30	0	2	0	0	2	4	5	8	0	17	6	10	8	0	24	3	5	0	0	8	51
16:45	2	1	1	0	4	0	11	5	0	16	4	15	14	0	33	4	6	1	0	11	64
Total	3	8	4	0	15	6	29	26	0	61	26	42	43	0	111	13	19	1	0	33	220
17:00	0	3	0	0	3	3	7	5	0	15	5	5	14	0	24	9	8	0	0	17	59
17:15	0	1	0	0	1	2	8	6	0	16	6	8	15	0	29	5	3	0	0	8	54
17:30	0	1	2	0	3	0	5	5	0	10	3	13	19	0	35	9	6	0	0	15	63
17:45	0	4	0	0	4	1	6	4	0	11	4	15	14	1	34	10	7	0	0	17	66
Total	0	9	2	0	11	6	26	20	0	52	18	41	62	1	122	33	24	0	0	57	242
Grand Total	10	57	14	1	82	29	192	187	0	408	101	230	300	2	633	97	124	3	1	225	1348
Apprch %	12.2	69.5	17.1	1.2		7.1	47.1	45.8	0		16	36.3	47.4	0.3		43.1	55.1	1.3	0.4		
Total %	0.7	4.2	1	0.1	6.1	2.2	14.2	13.9	0	30.3	7.5	17.1	22.3	0.1	47	7.2	9.2	0.2	0.1	16.7	
Autos	10	53	14	1	78	28	188	183	0	399	101	226	292	2	621	94	122	3	1	220	1318
% Autos	100	93	100	100	95.1	96.6	97.9	97.9	0	97.8	100	98.3	97.3	100	98.1	96.9	98.4	100	100	97.8	97.8
Heavy Vehicles																					
% Heavy Vehicles	0	7	0	0	4.9	3.4	2.1	2.1	0	2.2	0	1.7	2.7	0	1.9	3.1	1.6	0	0	2.2	2.2

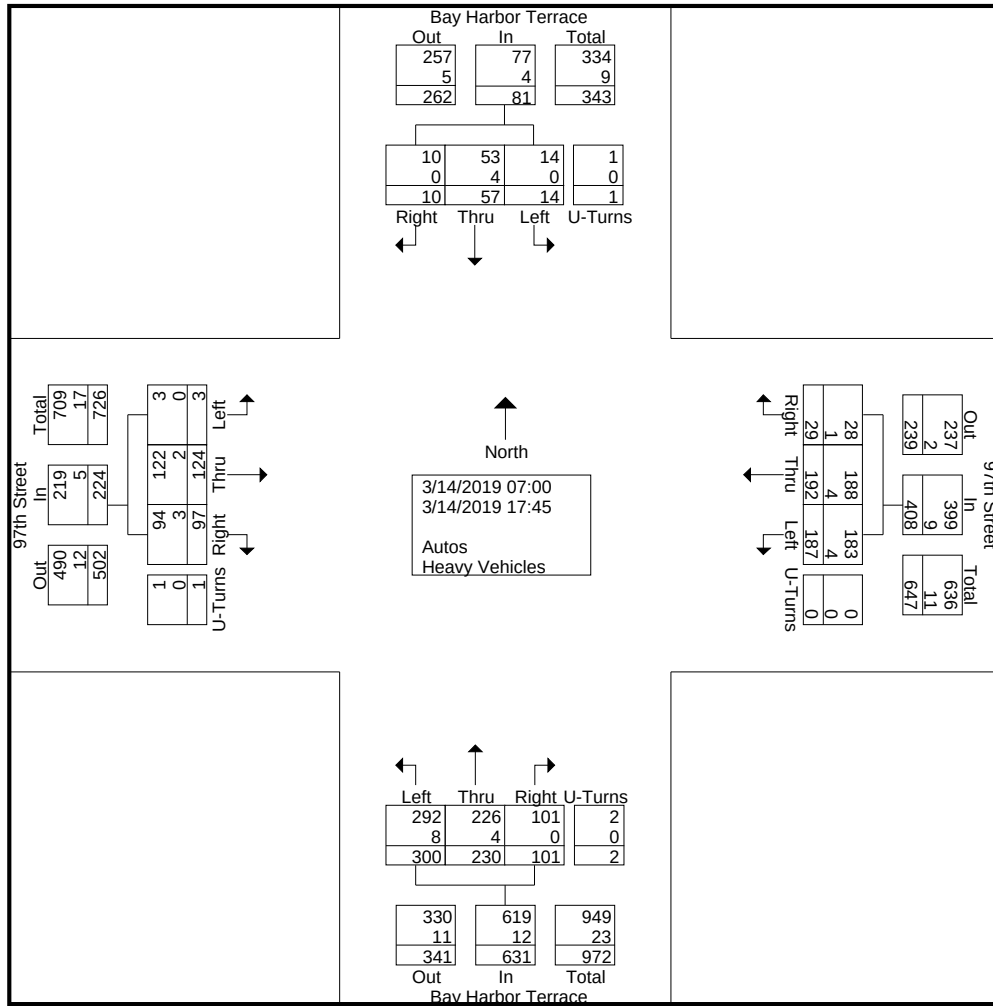
Traf Tech Engineering Inc.

File Name : 2-Bay Harbor Terr & 97th St

Site Code : 00000000

Start Date : 3/14/2019

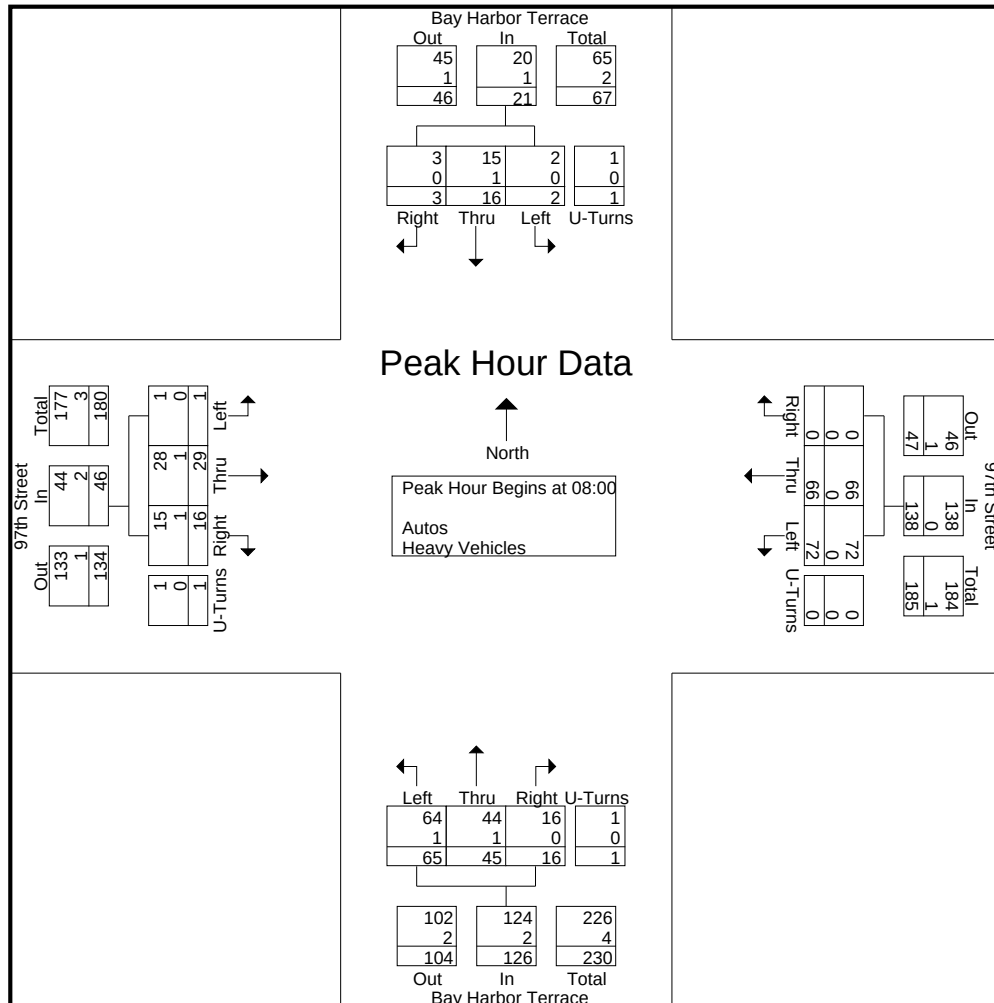
Page No : 2



Traf Tech Engineering Inc.

File Name : 2-Bay Harbor Terr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 3

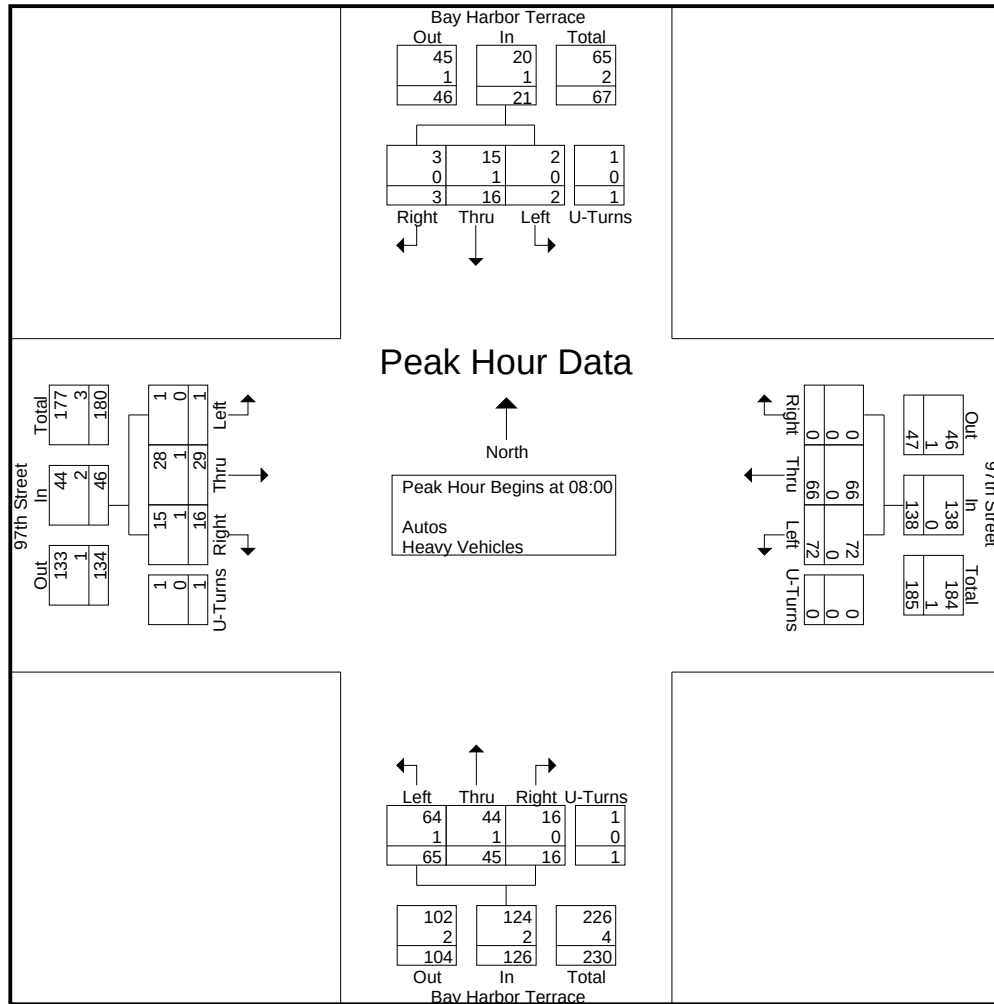
	Bay Harbor Terrace From North					97th Street From East					Bay Harbor Terrace From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	1	2	0	1	4	0	19	29	0	48	3	9	13	0	25	8	6	0	1	15	92
08:15	2	8	1	0	11	0	14	33	0	47	3	7	8	0	18	2	13	0	0	15	91
08:30	0	3	0	0	3	0	21	5	0	26	6	19	22	1	48	4	8	1	0	13	90
08:45	0	3	1	0	4	0	12	5	0	17	4	10	22	0	36	2	2	0	0	4	61
Total Volume	3	16	2	1	22	0	66	72	0	138	16	45	65	1	127	16	29	1	1	47	334
% App. Total	13.6	72.7	9.1	4.5		0	47.8	52.2	0		12.6	35.4	51.2	0.8		34	61.7	2.1	2.1		
PHF	.375	.500	.500	.250	.500	.000	.786	.545	.000	.719	.667	.592	.739	.250	.661	.500	.558	.250	.250	.783	.908
Autos	3	15	2	1	21	0	66	72	0	138	16	44	64	1	125	15	28	1	1	45	329
% Autos	100	93.8	100	100	95.5	0	100	100	0	100	100	97.8	98.5	100	98.4	93.8	96.6	100	100	95.7	98.5
Heavy Vehicles																					
% Heavy Vehicles	0	6.3	0	0	4.5	0	0	0	0	0	0	2.2	1.5	0	1.6	6.3	3.4	0	0	4.3	1.5



Traf Tech Engineering Inc.

File Name : 2-Bay Harbor Terr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
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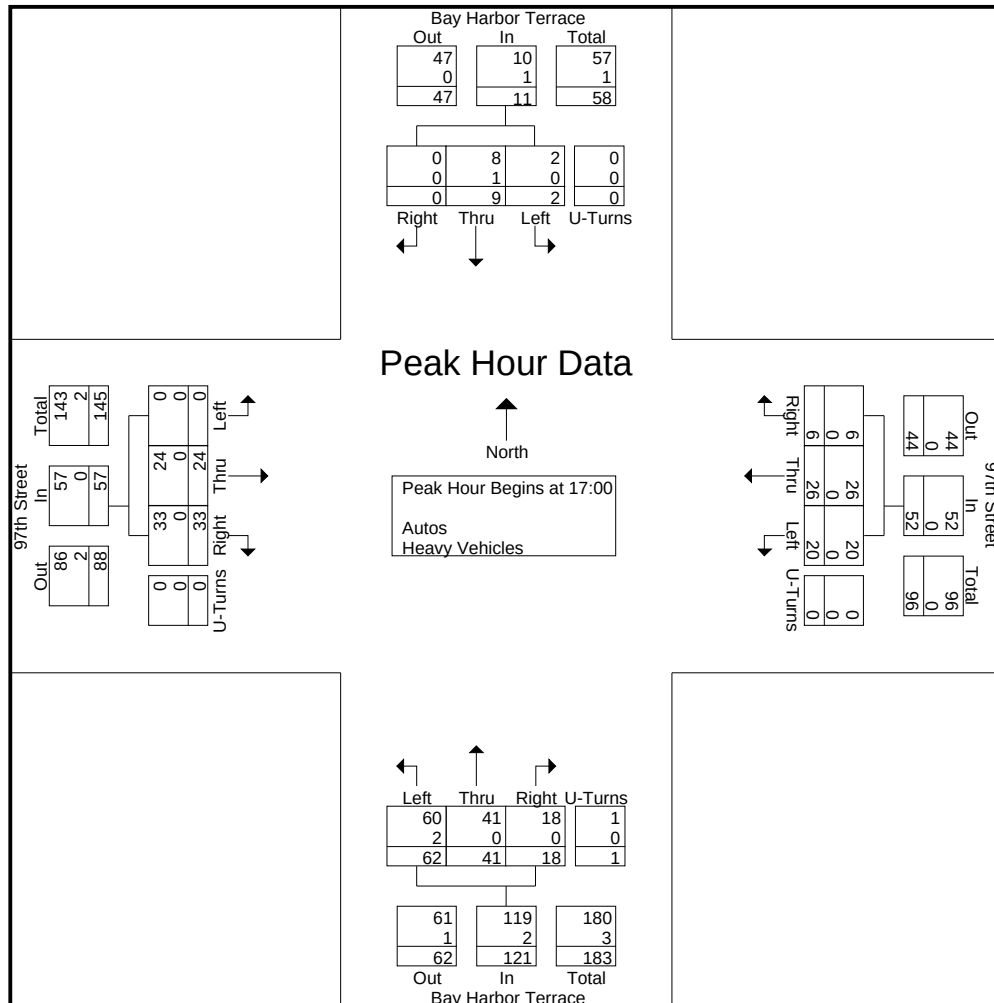
	Bay Harbor Terrace From North					97th Street From East					Bay Harbor Terrace From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	1	2	0	1	4	0	19	29	0	48	3	9	13	0	25	8	6	0	1	15	92
08:15	2	8	1	0	11	0	14	33	0	47	3	7	8	0	18	2	13	0	0	15	91
08:30	0	3	0	0	3	0	21	5	0	26	6	19	22	1	48	4	8	1	0	13	90
08:45	0	3	1	0	4	0	12	5	0	17	4	10	22	0	36	2	2	0	0	4	61
Total Volume	3	16	2	1	22	0	66	72	0	138	16	45	65	1	127	16	29	1	1	47	334
% App. Total	13.6	72.7	9.1	4.5		0	47.8	52.2	0		12.6	35.4	51.2	0.8		34	61.7	2.1	2.1		
PHF	.375	.500	.500	.250	.500	.000	.786	.545	.000	.719	.667	.592	.739	.250	.661	.500	.558	.250	.250	.783	.908
Autos	3	15	2	1	21	0	66	72	0	138	16	44	64	1	125	15	28	1	1	45	329
% Autos	100	93.8	100	100	95.5	0	100	100	0	100	100	97.8	98.5	100	98.4	93.8	96.6	100	100	95.7	98.5
Heavy Vehicles																					
% Heavy Vehicles	0	6.3	0	0	4.5	0	0	0	0	0	0	2.2	1.5	0	1.6	6.3	3.4	0	0	4.3	1.5



Traf Tech Engineering Inc.

File Name : 2-Bay Harbor Terr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
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	Bay Harbor Terrace From North					97th Street From East					Bay Harbor Terrace From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	3	0	0	3	3	7	5	0	15	5	5	14	0	24	9	8	0	0	17	59
17:15	0	1	0	0	1	2	8	6	0	16	6	8	15	0	29	5	3	0	0	8	54
17:30	0	1	2	0	3	0	5	5	0	10	3	13	19	0	35	9	6	0	0	15	63
17:45	0	4	0	0	4	1	6	4	0	11	4	15	14	1	34	10	7	0	0	17	66
Total Volume	0	9	2	0	11	6	26	20	0	52	18	41	62	1	122	33	24	0	0	57	242
% App. Total	0	81.8	18.2	0		11.5	50	38.5	0		14.8	33.6	50.8	0.8		57.9	42.1	0	0		
PHF	.000	.563	.250	.000	.688	.500	.813	.833	.000	.813	.750	.683	.816	.250	.871	.825	.750	.000	.000	.838	.917
Autos	0	8	2	0	10	6	26	20	0	52	18	41	60	1	120	33	24	0	0	57	239
% Autos	0	88.9	100	0	90.9	100	100	100	0	100	100	100	96.8	100	98.4	100	100	0	0	100	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	11.1	0	0	9.1	0	0	0	0	0	0	0	3.2	0	1.6	0	0	0	0	0	1.2



TrafTech Engineering Inc.

File Name : 3-E Bay Harbor Dr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Peds & Bikes

	E Bay Harbor Dr From North				97th Street From East				E Bay Harbor Dr From South				97th Street From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	5	9
08:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Total	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	13	18
*** BREAK ***																	
14:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	5
14:15	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	6
14:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
14:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
Total	0	0	0	1	0	0	0	0	0	2	0	1	4	0	0	10	18
15:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	6
Total	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	10	15
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	7
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	19	20
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	25	27
Grand Total	0	0	0	5	0	0	0	0	0	2	0	8	10	0	0	82	107
Apprch %	0	0	0	100	0	0	0	0	0	20	0	80	10.9	0	0	89.1	
Total %	0	0	0	4.7	0	0	0	0	0	1.9	0	7.5	9.3	0	0	76.6	

TrafTech Engineering Inc.

File Name : 3-E Bay Harbor Dr & 97th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

	E Bay Harbor Dr From North					97th Street From East					E Bay Harbor Dr From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	32	0	0	33	0	0	0	0	0	0	19	0	0	19	3	0	1	0	4	56
07:15	0	39	0	0	39	0	0	0	0	0	0	16	5	0	21	8	0	1	0	9	69
07:30	6	48	0	0	54	0	0	0	0	0	0	18	14	1	33	4	0	0	0	4	91
07:45	2	51	0	0	53	0	0	0	0	0	0	43	25	3	71	6	0	0	0	6	130
Total	9	170	0	0	179	0	0	0	0	0	0	96	44	4	144	21	0	2	0	23	346
08:00	1	66	0	1	68	0	0	0	0	0	0	39	50	9	98	12	0	0	0	12	178
08:15	3	60	0	0	63	0	0	0	0	0	0	40	51	4	95	13	0	3	0	16	174
08:30	2	56	0	0	58	0	0	0	0	0	0	37	18	0	55	9	0	3	0	12	125
08:45	1	41	0	0	42	0	0	0	0	0	0	32	14	0	46	3	0	2	0	5	93
Total	7	223	0	1	231	0	0	0	0	0	0	148	133	13	294	37	0	8	0	45	570
*** BREAK ***																					
14:00	2	27	0	0	29	0	0	0	0	0	0	39	11	0	50	10	0	1	0	11	90
14:15	1	43	0	0	44	0	0	0	0	0	0	32	8	2	42	7	0	1	0	8	94
14:30	0	29	0	0	29	0	0	0	0	0	0	26	19	0	45	8	0	2	0	10	84
14:45	2	41	0	0	43	0	0	0	0	0	0	30	23	3	56	5	0	3	0	8	107
Total	5	140	0	0	145	0	0	0	0	0	0	127	61	5	193	30	0	7	0	37	375
15:00	1	49	0	0	50	0	0	0	0	0	0	30	14	2	46	12	0	2	0	14	110
15:15	1	43	0	0	44	0	0	0	0	0	0	35	7	1	43	3	0	1	0	4	91
15:30	3	39	0	0	42	0	0	0	0	0	0	45	13	0	58	9	0	2	0	11	111
15:45	3	46	0	0	49	0	0	0	0	0	0	38	6	0	44	4	0	3	0	7	100
Total	8	177	0	0	185	0	0	0	0	0	0	148	40	3	191	28	0	8	0	36	412
16:00	2	46	0	0	48	0	0	0	0	0	0	46	9	1	56	11	0	1	0	12	116
16:15	1	29	0	0	30	0	0	0	0	0	0	42	6	0	48	11	0	1	1	13	91
16:30	1	32	0	0	33	0	0	0	0	0	0	38	12	0	50	9	0	1	0	10	93
16:45	1	39	0	0	40	0	0	0	0	0	1	49	12	1	63	10	0	2	0	12	115
Total	5	146	0	0	151	0	0	0	0	0	1	175	39	2	217	41	0	5	1	47	415
17:00	1	35	0	0	36	0	0	0	0	0	0	45	10	2	57	16	0	0	0	16	109
17:15	0	35	0	0	35	0	0	0	0	0	0	40	15	1	56	8	0	1	0	9	100
17:30	2	32	0	0	34	0	0	0	0	0	0	49	13	1	63	13	0	0	0	13	110
17:45	1	47	0	0	48	0	0	0	0	0	0	48	19	0	67	8	0	0	0	8	123
Total	4	149	0	0	153	0	0	0	0	0	0	182	57	4	243	45	0	1	0	46	442
Grand Total	38	1005	0	1	1044	0	0	0	0	0	1	876	374	31	1282	202	0	31	1	234	2560
Apprch %	3.6	96.3	0	0.1		0	0	0	0		0.1	68.3	29.2	2.4		86.3	0	13.2	0.4		
Total %	1.5	39.3	0	0	40.8	0	0	0	0	0	0	34.2	14.6	1.2	50.1	7.9	0	1.2	0	9.1	
Autos	35	995	0	1	1031	0	0	0	0	0	1	856	371	31	1259	202	0	30	1	233	2523
% Autos	92.1	99	0	100	98.8	0	0	0	0	0	100	97.7	99.2	100	98.2	100	0	96.8	100	99.6	98.6
Heavy Vehicles																					
% Heavy Vehicles	7.9	1	0	0	1.2	0	0	0	0	0	0	2.3	0.8	0	1.8	0	0	3.2	0	0.4	1.4

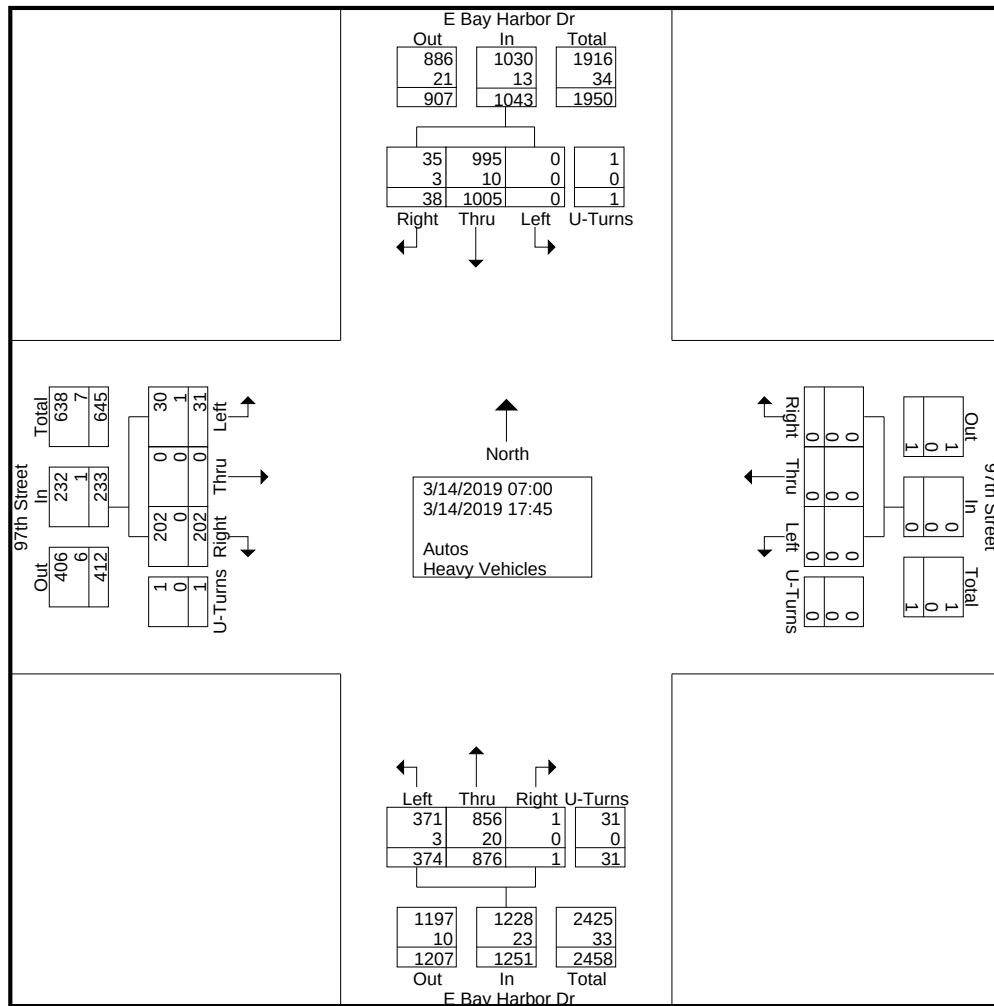
Traf Tech Engineering Inc.

File Name : 3-E Bay Harbor Dr & 97th St

Site Code : 00000000

Start Date : 3/14/2019

Page No : 2



Traf Tech Engineering Inc.

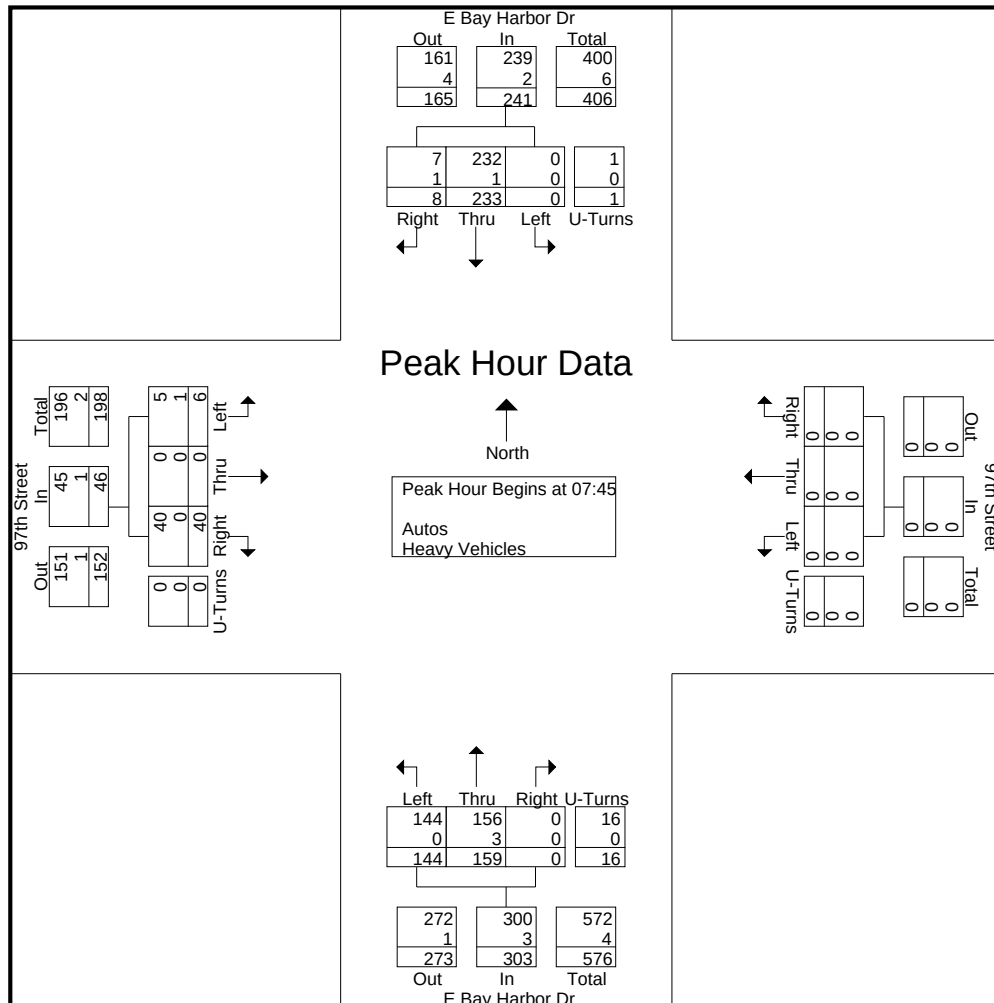
File Name : 3-E Bay Harbor Dr & 97th St

Site Code : 00000000

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	E Bay Harbor Dr From North					97th Street From East					E Bay Harbor Dr From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	51	0	0	53	0	0	0	0	0	0	43	25	3	71	6	0	0	0	6	130
08:00	1	66	0	1	68	0	0	0	0	0	0	39	50	9	98	12	0	0	0	12	178
08:15	3	60	0	0	63	0	0	0	0	0	0	40	51	4	95	13	0	3	0	16	174
08:30	2	56	0	0	58	0	0	0	0	0	0	37	18	0	55	9	0	3	0	12	125
Total Volume	8	233	0	1	242	0	0	0	0	0	0	159	144	16	319	40	0	6	0	46	607
% App. Total	3.3	96.3	0	0.4		0	0	0	0		0	49.8	45.1	5		87	0	13	0		
PHF	.667	.883	.000	.250	.890	.000	.000	.000	.000	.000	.000	.924	.706	.444	.814	.769	.000	.500	.000	.719	.853
Autos	7	232	0	1	240	0	0	0	0	0	0	156	144	16	316	40	0	5	0	45	601
% Autos	87.5	99.6	0	100	99.2	0	0	0	0	0	0	98.1	100	100	99.1	100	0	83.3	0	97.8	99.0
Heavy Vehicles																					
% Heavy Vehicles	12.5	0.4	0	0	0.8	0	0	0	0	0	0	1.9	0	0	0.9	0	0	16.7	0	2.2	1.0



Traf Tech Engineering Inc.

File Name : 3-E Bay Harbor Dr & 97th St

Site Code : 00000000

Start Date : 3/14/2019

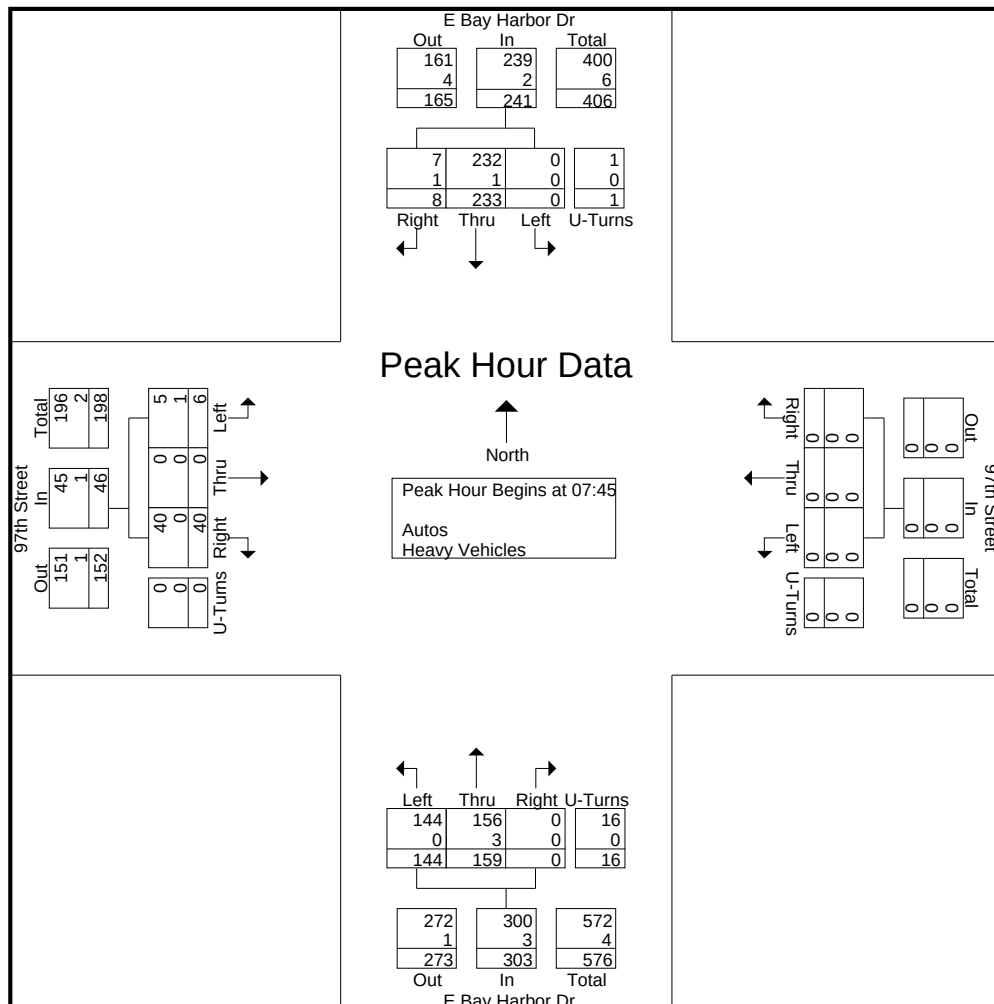
Page No : 4

	E Bay Harbor Dr From North					97th Street From East					E Bay Harbor Dr From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45

07:45	2	51	0	0	53	0	0	0	0	0	0	43	25	3	71	6	0	0	0	6	130
08:00	1	66	0	1	68	0	0	0	0	0	0	39	50	9	98	12	0	0	0	12	178
08:15	3	60	0	0	63	0	0	0	0	0	0	40	51	4	95	13	0	3	0	16	174
08:30	2	56	0	0	58	0	0	0	0	0	0	37	18	0	55	9	0	3	0	12	125
Total Volume	8	233	0	1	242	0	0	0	0	0	0	159	144	16	319	40	0	6	0	46	607
% App. Total	3.3	96.3	0	0.4		0	0	0	0		0	49.8	45.1	5		87	0	13	0		
PHF	.667	.883	.000	.250	.890	.000	.000	.000	.000	.000	.000	.924	.706	.444	.814	.769	.000	.500	.000	.719	.853
Autos	7	232	0	1	240	0	0	0	0	0	0	156	144	16	316	40	0	5	0	45	601
% Autos	87.5	99.6	0	100	99.2	0	0	0	0	0	0	98.1	100	100	99.1	100	0	83.3	0	97.8	99.0
Heavy Vehicles																					
% Heavy Vehicles	12.5	0.4	0	0	0.8	0	0	0	0	0	0	1.9	0	0	0.9	0	0	16.7	0	2.2	1.0



Traf Tech Engineering Inc.

File Name : 3-E Bay Harbor Dr & 97th St

Site Code : 00000000

Start Date : 3/14/2019

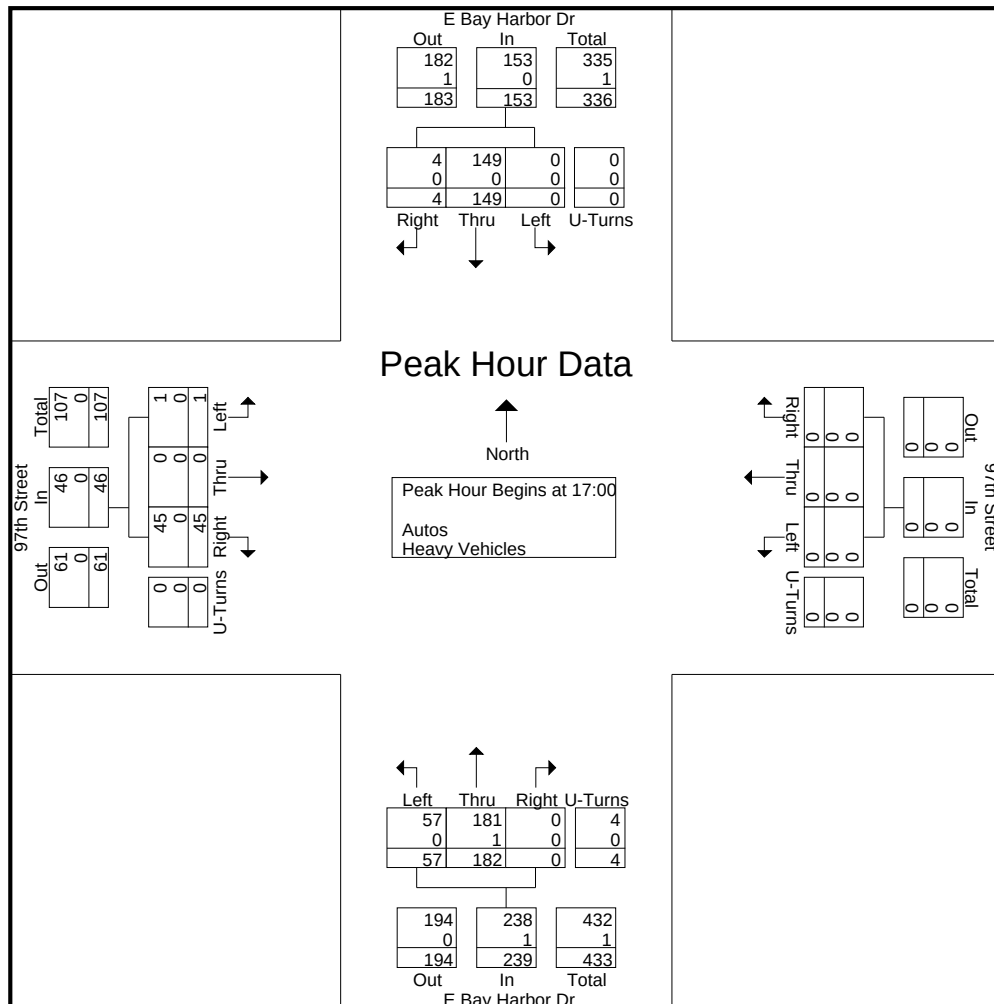
Page No : 5

	E Bay Harbor Dr From North					97th Street From East					E Bay Harbor Dr From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total

Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00

17:00	1	35	0	0	36	0	0	0	0	0	0	45	10	2	57	16	0	0	0	16	109
17:15	0	35	0	0	35	0	0	0	0	0	0	40	15	1	56	8	0	1	0	9	100
17:30	2	32	0	0	34	0	0	0	0	0	0	49	13	1	63	13	0	0	0	13	110
17:45	1	47	0	0	48	0	0	0	0	0	0	48	19	0	67	8	0	0	0	8	123
Total Volume	4	149	0	0	153	0	0	0	0	0	0	182	57	4	243	45	0	1	0	46	442
% App. Total	2.6	97.4	0	0		0	0	0	0		0	74.9	23.5	1.6		97.8	0	2.2	0		
PHF	.500	.793	.000	.000	.797	.000	.000	.000	.000	.000	.000	.929	.750	.500	.907	.703	.000	.250	.000	.719	.898
Autos	4	149	0	0	153	0	0	0	0	0	0	181	57	4	242	45	0	1	0	46	441
% Autos	100	100	0	0	100	0	0	0	0	0	0	99.5	100	100	99.6	100	0	100	0	100	99.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0.2



TrafTech Engineering Inc.

File Name : 4-W Bay Harbor Dr & Alley

Site Code : 00000000

Start Date : 3/14/2019

Page No : 1

Groups Printed- Peds & Bikes

	W Bay Harbor Dr From North				Alley From East				W Bay Harbor Dr From South				Alley From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	2	7
07:30	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	2	6
07:45	0	0	0	3	2	0	0	11	0	0	0	0	0	0	0	2	18
Total	0	0	0	3	5	0	0	19	0	0	0	0	0	0	0	6	33
08:00	0	0	0	4	13	0	0	48	0	0	0	0	3	0	0	2	70
08:15	0	0	0	0	11	0	0	43	0	0	0	2	3	0	0	2	61
08:30	0	0	0	0	2	0	0	12	0	0	0	0	0	0	0	1	15
08:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
Total	0	0	0	4	26	0	0	110	0	0	0	2	6	0	0	5	153
*** BREAK ***																	
14:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
14:30	0	0	0	2	4	0	0	4	0	0	0	0	0	0	0	0	10
14:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
Total	0	0	0	2	4	0	0	15	0	0	0	0	0	0	0	0	21
15:00	0	0	0	0	8	0	0	42	0	0	0	0	0	0	0	0	50
15:15	0	0	0	2	13	0	0	40	0	0	0	0	0	0	0	0	55
15:30	0	0	0	2	2	0	0	16	0	0	0	0	0	0	0	0	20
15:45	0	0	0	0	3	0	0	4	0	0	0	0	0	0	0	0	7
Total	0	0	0	4	26	0	0	102	0	0	0	0	0	0	0	0	132
16:00	0	0	0	1	1	0	0	13	0	0	0	0	0	0	0	0	15
16:15	0	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	14
16:30	0	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	6
16:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	3	0	0	32	0	0	0	0	0	0	0	0	37
17:00	0	0	0	0	2	0	0	8	0	0	0	0	0	0	0	0	10
17:15	0	0	0	0	1	0	0	6	0	0	0	0	0	0	0	0	7
17:30	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11
17:45	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	9
Total	0	0	0	1	3	0	0	33	0	0	0	0	0	0	0	0	37
Grand Total	0	0	0	16	67	0	0	311	0	0	0	2	6	0	0	11	413
Apprch %	0	0	0	100	17.7	0	0	82.3	0	0	0	100	35.3	0	0	64.7	
Total %	0	0	0	3.9	16.2	0	0	75.3	0	0	0	0.5	1.5	0	0	2.7	

TrafTech Engineering Inc.

File Name : 4-W Bay Harbor Dr & Alley

Site Code : 00000000

Start Date : 3/14/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	W Bay Harbor Dr From North					Alley From East					W Bay Harbor Dr From South					Alley From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	20	0	0	20	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	22
07:15	0	19	0	0	19	0	0	1	0	1	0	2	2	0	4	0	0	1	0	1	25
07:30	1	26	0	0	27	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	35
07:45	0	37	0	0	37	0	0	1	0	1	0	5	0	0	5	0	0	1	0	1	44
Total	1	102	0	0	103	0	0	2	0	2	0	16	2	0	18	1	0	2	0	3	126
08:00	0	50	0	0	50	0	0	0	1	1	0	13	0	0	13	0	0	0	0	0	64
08:15	0	53	0	0	53	0	0	1	0	1	0	19	0	1	20	0	1	1	0	2	76
08:30	0	42	0	0	42	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	57
08:45	0	46	0	0	46	0	0	2	0	2	0	6	1	0	7	0	0	0	0	0	55
Total	0	191	0	0	191	2	0	3	1	6	0	51	1	1	53	0	1	1	0	2	252
*** BREAK ***																					
14:00	0	29	0	0	29	0	0	5	0	5	0	9	0	0	9	0	0	0	0	0	43
14:15	0	31	0	0	31	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	36
14:30	0	29	0	0	29	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	37
14:45	0	34	0	0	34	0	0	5	0	5	0	10	0	0	10	0	0	0	0	0	49
Total	0	123	0	0	123	0	0	15	0	15	0	27	0	0	27	0	0	0	0	0	165
15:00	0	37	0	0	37	0	0	4	5	9	0	16	0	0	16	0	0	0	0	0	62
15:15	0	42	0	0	42	2	0	3	0	5	0	22	0	0	22	0	0	0	0	0	69
15:30	0	39	0	0	39	2	0	5	0	7	0	9	0	0	9	0	0	0	0	0	55
15:45	0	41	0	0	41	1	0	5	0	6	0	9	0	0	9	0	0	0	0	0	56
Total	0	159	0	0	159	5	0	17	5	27	0	56	0	0	56	0	0	0	0	0	242
16:00	0	44	0	0	44	1	0	5	0	6	0	10	0	0	10	0	0	0	0	0	60
16:15	0	36	0	0	36	1	0	2	1	4	1	8	0	0	9	0	0	0	0	0	49
16:30	0	46	0	1	47	1	0	3	0	4	0	13	0	0	13	0	0	0	0	0	64
16:45	0	44	0	0	44	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	48
Total	0	170	0	1	171	3	0	11	1	15	1	34	0	0	35	0	0	0	0	0	221
17:00	0	42	0	0	42	1	0	6	0	7	0	12	0	0	12	0	0	0	0	0	61
17:15	0	49	0	0	49	2	0	13	0	15	0	6	0	0	6	0	0	0	0	0	70
17:30	0	47	0	0	47	3	0	1	0	4	0	9	0	0	9	0	0	0	0	0	60
17:45	0	39	0	0	39	0	0	4	0	4	0	12	0	0	12	0	0	0	0	0	55
Total	0	177	0	0	177	6	0	24	0	30	0	39	0	0	39	0	0	0	0	0	246
Grand Total	1	922	0	1	924	16	0	72	7	95	1	223	3	1	228	1	1	3	0	5	1252
Apprch %	0.1	99.8	0	0.1		16.8	0	75.8	7.4		0.4	97.8	1.3	0.4		20	20	60	0		
Total %	0.1	73.6	0	0.1	73.8	1.3	0	5.8	0.6	7.6	0.1	17.8	0.2	0.1	18.2	0.1	0.1	0.2	0	0.4	
Autos	1	899	0	1	901	16	0	72	7	95	1	221	3	1	226	1	1	3	0	5	1227
% Autos	100	97.5	0	100	97.5	100	0	100	100	100	100	99.1	100	100	99.1	100	100	100	0	100	98
Heavy Vehicles																					
% Heavy Vehicles	0	2.5	0	0	2.5	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	2

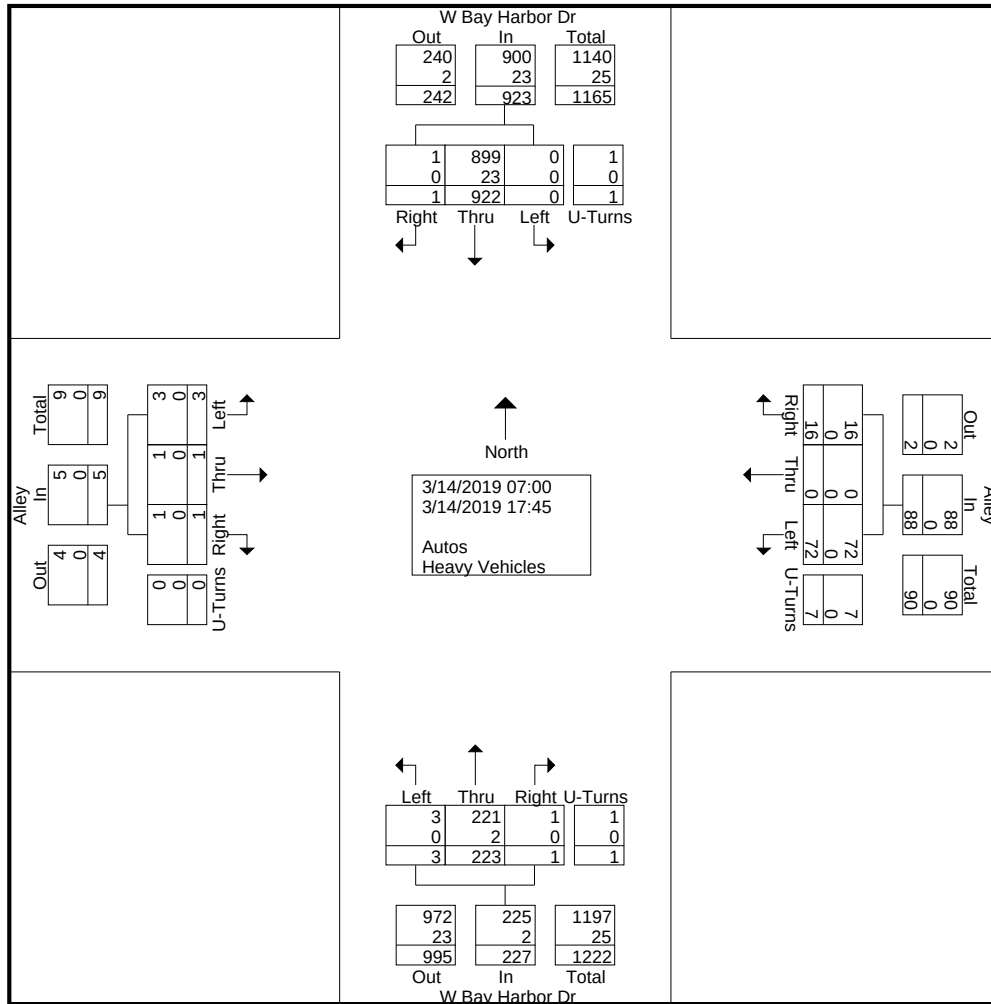
Traf Tech Engineering Inc.

File Name : 4-W Bay Harbor Dr & Alley

Site Code : 00000000

Start Date : 3/14/2019

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Traf Tech Engineering Inc.

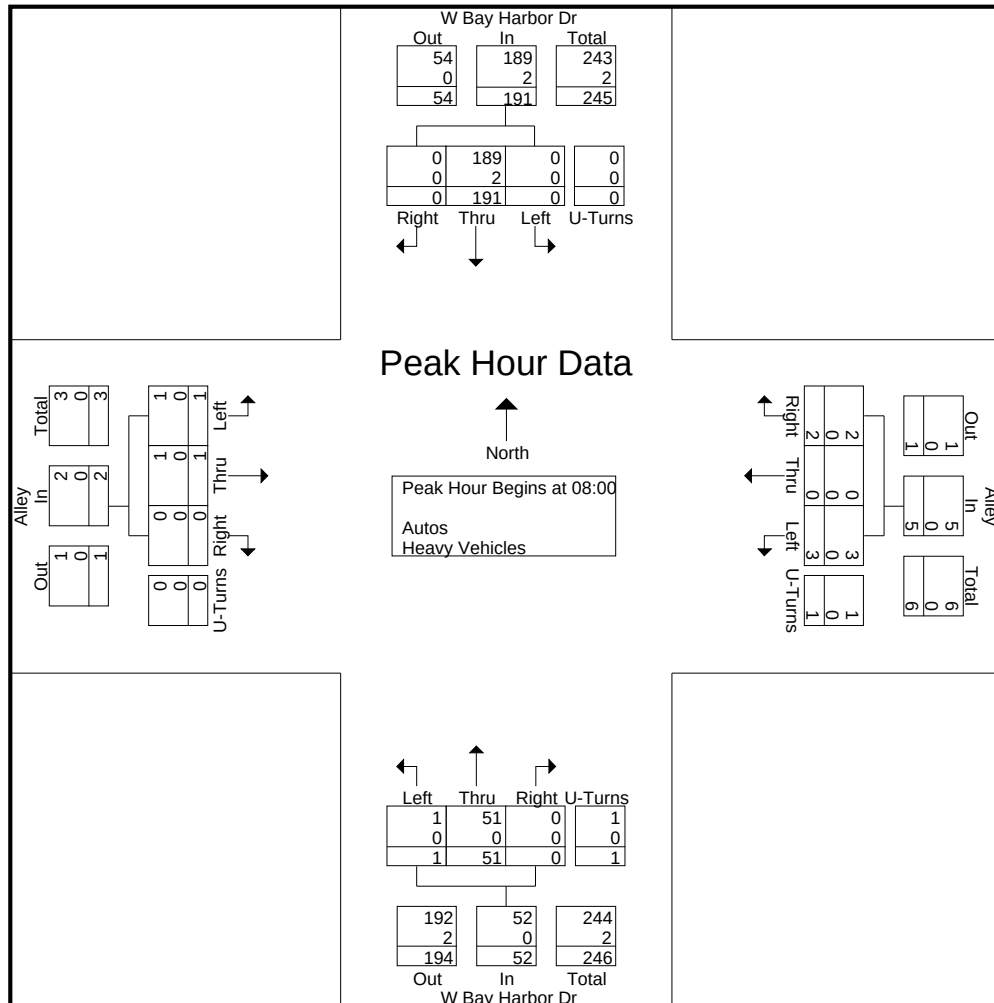
File Name : 4-W Bay Harbor Dr & Alley

Site Code : 00000000

Start Date : 3/14/2019

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	W Bay Harbor Dr From North					Alley From East					W Bay Harbor Dr From South					Alley From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	50	0	0	50	0	0	0	1	1	0	13	0	0	13	0	0	0	0	0	64
08:15	0	53	0	0	53	0	0	1	0	1	0	19	0	1	20	0	1	1	0	2	76
08:30	0	42	0	0	42	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	57
08:45	0	46	0	0	46	0	0	2	0	2	0	6	1	0	7	0	0	0	0	0	55
Total Volume	0	191	0	0	191	2	0	3	1	6	0	51	1	1	53	0	1	1	0	2	252
% App. Total	0	100	0	0		33.3	0	50	16.7		0	96.2	1.9	1.9		0	50	50	0		
PHF	.000	.901	.000	.000	.901	.250	.000	.375	.250	.750	.000	.671	.250	.250	.663	.000	.250	.250	.000	.250	.829
Autos	0	189	0	0	189	2	0	3	1	6	0	51	1	1	53	0	1	1	0	2	250
% Autos	0	99.0	0	0	99.0	100	0	100	100	100	0	100	100	100	100	0	100	100	0	100	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8



Traf Tech Engineering Inc.

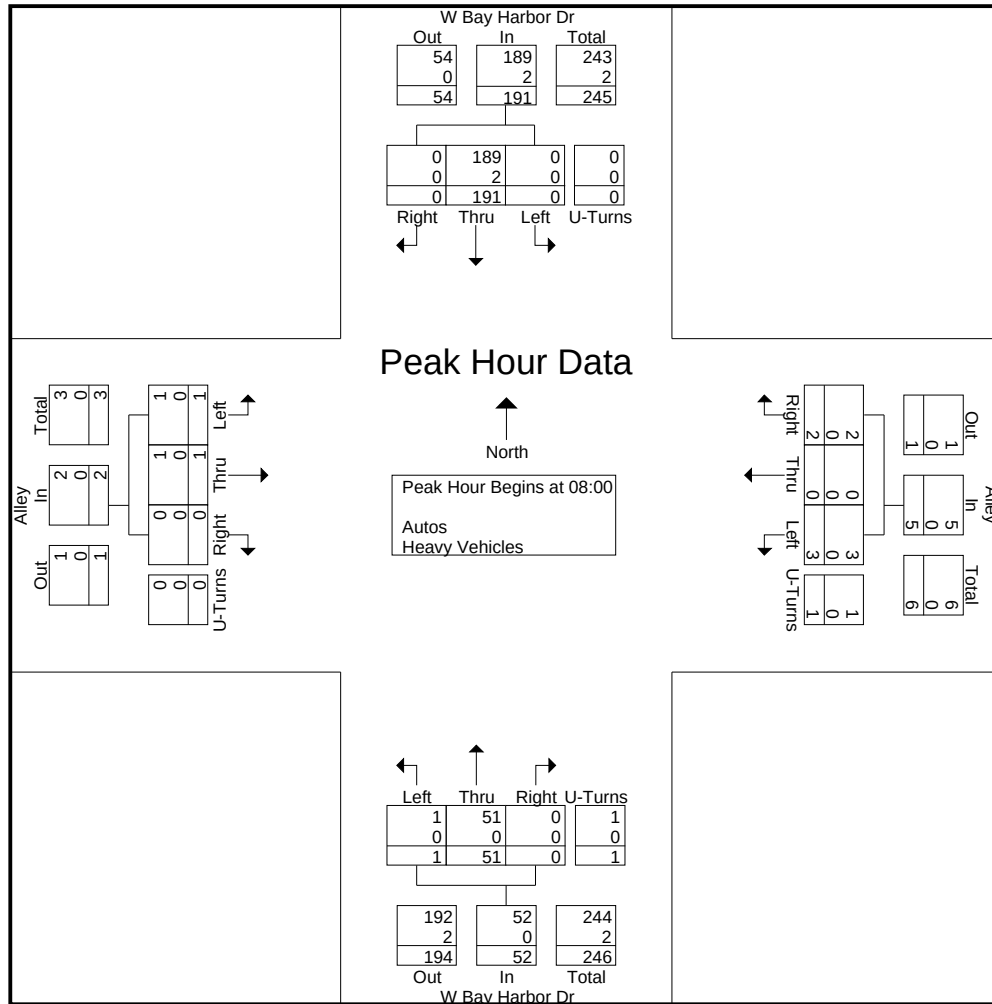
File Name : 4-W Bay Harbor Dr & Alley

Site Code : 00000000

Start Date : 3/14/2019

Page No : 4

	W Bay Harbor Dr From North					Alley From East					W Bay Harbor Dr From South					Alley From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	50	0	0	50	0	0	0	1	1	0	13	0	0	13	0	0	0	0	0	64
08:15	0	53	0	0	53	0	0	1	0	1	0	19	0	1	20	0	1	1	0	2	76
08:30	0	42	0	0	42	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	57
08:45	0	46	0	0	46	0	0	2	0	2	0	6	1	0	7	0	0	0	0	0	55
Total Volume	0	191	0	0	191	2	0	3	1	6	0	51	1	1	53	0	1	1	0	2	252
% App. Total	0	100	0	0		33.3	0	50	16.7		0	96.2	1.9	1.9		0	50	50	0		
PHF	.000	.901	.000	.000	.901	.250	.000	.375	.250	.750	.000	.671	.250	.250	.663	.000	.250	.250	.000	.250	.829
Autos	0	189	0	0	189	2	0	3	1	6	0	51	1	1	53	0	1	1	0	2	250
% Autos	0	99.0	0	0	99.0	100	0	100	100	100	0	100	100	100	100	0	100	100	0	100	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8



Traf Tech Engineering Inc.

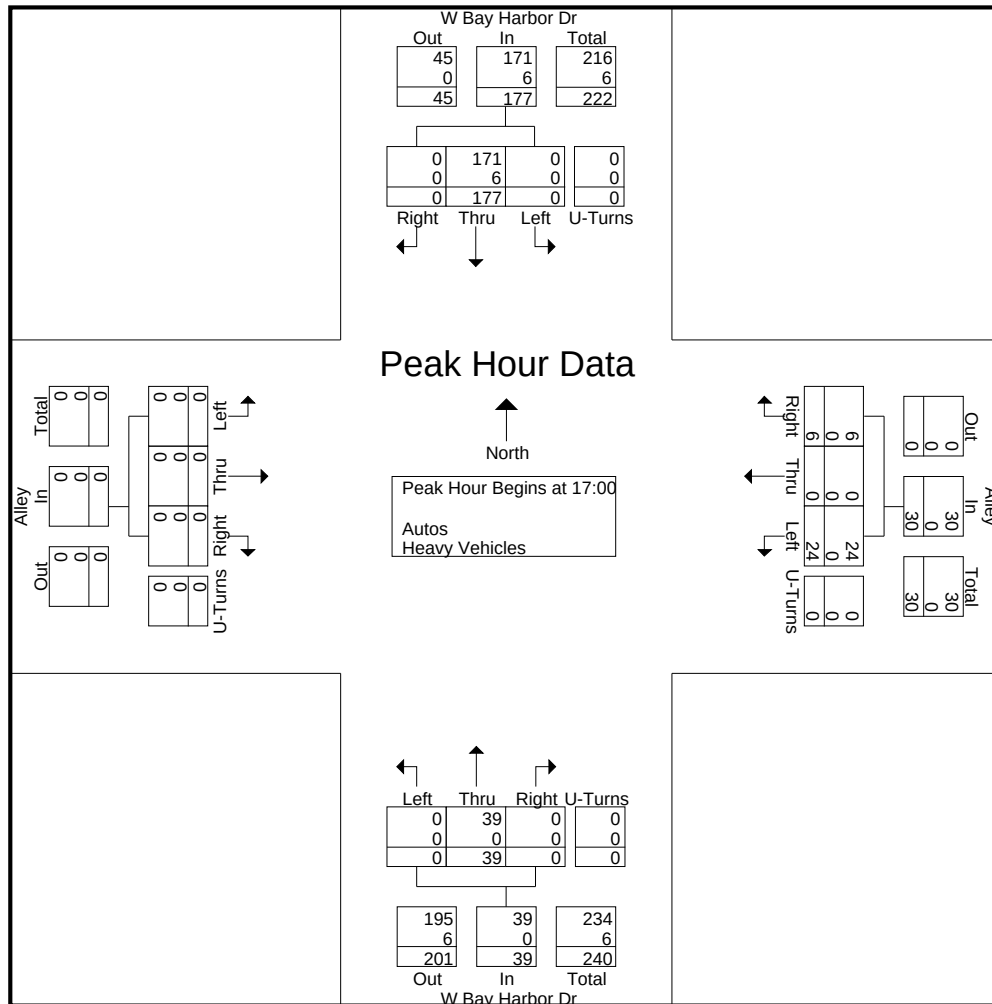
File Name : 4-W Bay Harbor Dr & Alley

Site Code : 00000000

Start Date : 3/14/2019

Page No : 5

	W Bay Harbor Dr From North					Alley From East					W Bay Harbor Dr From South					Alley From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	42	0	0	42	1	0	6	0	7	0	12	0	0	12	0	0	0	0	0	61
17:15	0	49	0	0	49	2	0	13	0	15	0	6	0	0	6	0	0	0	0	0	70
17:30	0	47	0	0	47	3	0	1	0	4	0	9	0	0	9	0	0	0	0	0	60
17:45	0	39	0	0	39	0	0	4	0	4	0	12	0	0	12	0	0	0	0	0	55
Total Volume	0	177	0	0	177	6	0	24	0	30	0	39	0	0	39	0	0	0	0	0	246
% App. Total	0	100	0	0		20	0	80	0		0	100	0	0		0	0	0	0		
PHF	.000	.903	.000	.000	.903	.500	.000	.462	.000	.500	.000	.813	.000	.000	.813	.000	.000	.000	.000	.000	.879
Autos	0	171	0	0	171	6	0	24	0	30	0	39	0	0	39	0	0	0	0	0	240
% Autos	0	96.6	0	0	96.6	100	0	100	0	100	0	100	0	0	100	0	0	0	0	0	97.6
Heavy Vehicles																					
% Heavy Vehicles	0	3.4	0	0	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.4



TrafTech Engineering Inc.

File Name : 5-Bay Harbor Ter & Alley

Site Code : 00000000

Start Date : 3/14/2019

Page No : 1

Groups Printed- Peds & Bikes

	Bay Harbor Terrace From North				97th Street From East				Bay Harbor Terrace From South				97th Street From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	4
Total	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	8	11
08:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	9	11
08:15	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	5
08:30	0	0	0	1	0	0	0	0	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
Total	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	11	18
*** BREAK ***																	
14:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
14:15	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	5	9
14:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	9	17
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
15:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	17	20
16:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	7
16:15	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5
16:30	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	6
Total	1	0	0	4	0	0	0	0	1	0	0	0	6	0	0	9	21
17:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	3	10
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	13	14
17:30	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	2	7
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	1	0	0	0	6	5	0	0	18	32
Grand Total	2	0	0	17	0	0	0	1	1	0	0	11	15	0	0	72	119
Apprch %	10.5	0	0	89.5	0	0	0	100	8.3	0	0	91.7	17.2	0	0	82.8	
Total %	1.7	0	0	14.3	0	0	0	0.8	0.8	0	0	9.2	12.6	0	0	60.5	

TrafTech Engineering Inc.

File Name : 5-Bay Harbor Ter & Alley
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Bay Harbor Terrace From North					97th Street From East					Bay Harbor Terrace From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	7	0	0	7	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	15
07:15	1	6	0	0	7	0	0	0	0	0	4	13	2	0	19	0	0	0	0	0	26
07:30	1	5	0	0	6	0	0	0	0	0	2	20	2	0	24	0	0	0	0	0	30
07:45	0	13	1	0	14	0	0	0	0	0	7	19	3	0	29	0	0	0	0	0	43
Total	2	31	1	0	34	0	0	1	0	1	14	58	7	0	79	0	0	0	0	0	114
08:00	0	33	4	0	37	0	0	0	0	0	2	25	1	0	28	0	0	0	0	0	65
08:15	1	38	1	0	40	0	0	0	0	0	7	18	3	0	28	0	0	0	0	0	68
08:30	1	10	2	0	13	0	0	0	0	0	14	48	5	2	69	0	0	0	0	0	82
08:45	1	10	0	0	11	0	0	0	1	1	12	35	7	0	54	0	0	0	0	0	66
Total	3	91	7	0	101	0	0	0	1	1	35	126	16	2	179	0	0	0	0	0	281
*** BREAK ***																					
14:00	4	9	0	0	13	0	0	1	0	1	13	32	3	1	49	0	0	0	0	0	63
14:15	2	5	3	0	10	0	0	0	0	0	6	15	3	0	24	0	0	0	0	0	34
14:30	1	12	1	0	14	0	0	0	0	0	10	23	4	1	38	0	0	0	0	0	52
14:45	4	13	3	0	20	0	0	0	0	0	9	24	6	1	40	1	0	0	0	1	61
Total	11	39	7	0	57	0	0	1	0	1	38	94	16	3	151	1	0	0	0	1	210
15:00	0	9	1	0	10	0	0	0	0	0	5	30	2	1	38	0	0	0	0	0	48
15:15	0	8	0	0	8	0	0	1	0	1	3	34	2	0	39	0	0	0	0	0	48
15:30	1	6	0	1	8	0	0	0	0	0	7	33	1	2	43	0	0	0	1	1	52
15:45	0	10	0	0	10	0	0	0	0	0	2	22	2	0	26	0	0	0	0	0	36
Total	1	33	1	1	36	0	0	1	0	1	17	119	7	3	146	0	0	0	1	1	184
16:00	0	10	0	0	10	0	0	1	0	1	6	28	2	0	36	1	0	0	0	1	48
16:15	1	9	0	0	10	0	0	2	0	2	1	30	4	1	36	1	0	0	0	1	49
16:30	0	10	3	0	13	0	0	0	0	0	9	24	1	1	35	0	0	0	0	0	48
16:45	4	7	0	0	11	0	0	0	0	0	2	34	2	0	38	0	0	0	0	0	49
Total	5	36	3	0	44	0	0	3	0	3	18	116	9	2	145	2	0	0	0	2	194
17:00	1	15	1	0	17	0	0	0	0	0	7	22	0	3	32	2	0	0	0	2	51
17:15	0	13	0	0	13	0	1	0	0	1	1	28	1	0	30	1	0	0	0	1	45
17:30	2	14	0	0	16	0	0	0	0	0	6	37	2	1	46	0	0	0	0	0	62
17:45	1	12	3	0	16	1	0	0	0	1	8	34	4	0	46	0	0	0	0	0	63
Total	4	54	4	0	62	1	1	0	0	2	22	121	7	4	154	3	0	0	0	3	221
Grand Total	26	284	23	1	334	1	1	6	1	9	144	634	62	14	854	6	0	0	1	7	1204
Apprch %	7.8	85	6.9	0.3		11.1	11.1	66.7	11.1		16.9	74.2	7.3	1.6		85.7	0	0	14.3		
Total %	2.2	23.6	1.9	0.1	27.7	0.1	0.1	0.5	0.1	0.7	12	52.7	5.1	1.2	70.9	0.5	0	0	0.1	0.6	
Autos	25	278	20	1	324	1	1	6	1	9	140	623	59	14	836	6	0	0	1	7	1176
% Autos	96.2	97.9	87	100	97	100	100	100	100	100	97.2	98.3	95.2	100	97.9	100	0	0	100	100	97.7
Heavy Vehicles																					
% Heavy Vehicles	3.8	2.1	13	0	3	0	0	0	0	0	2.8	1.7	4.8	0	2.1	0	0	0	0	0	2.3

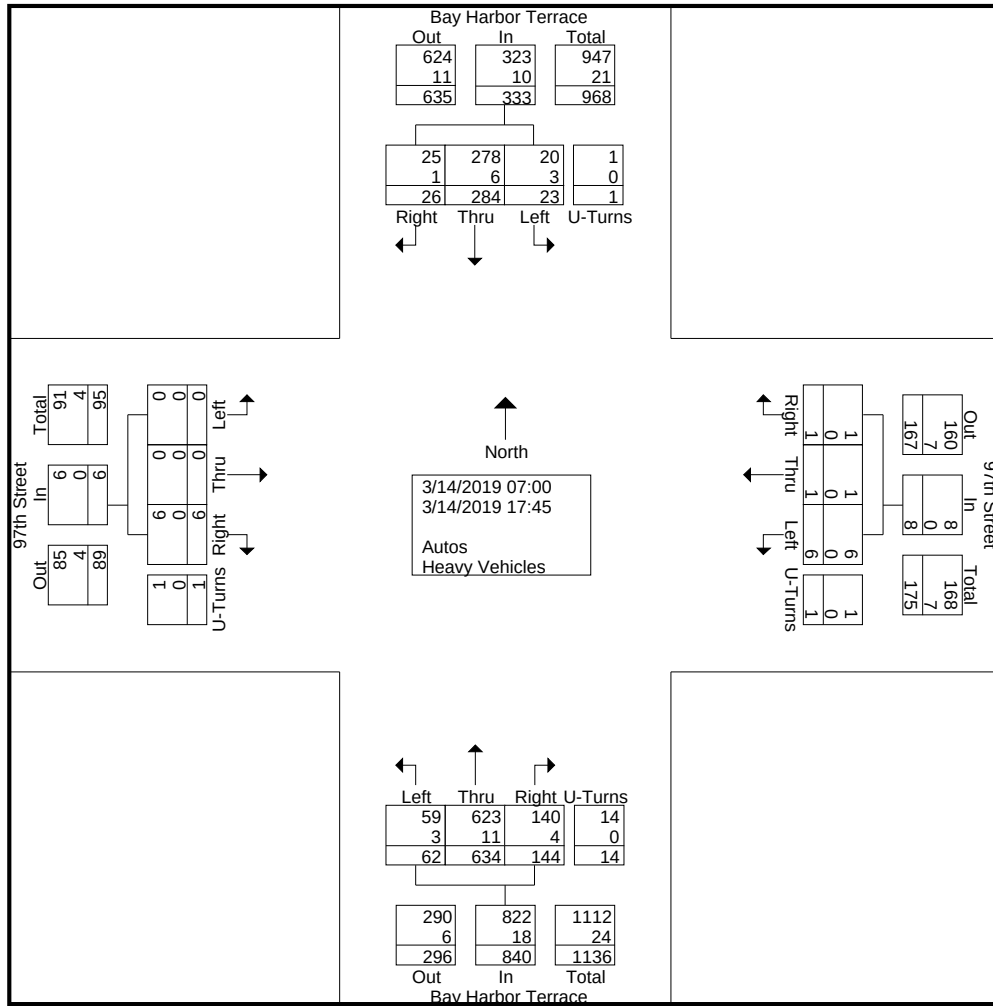
Traf Tech Engineering Inc.

File Name : 5-Bay Harbor Ter & Alley

Site Code : 00000000

Start Date : 3/14/2019

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Traf Tech Engineering Inc.

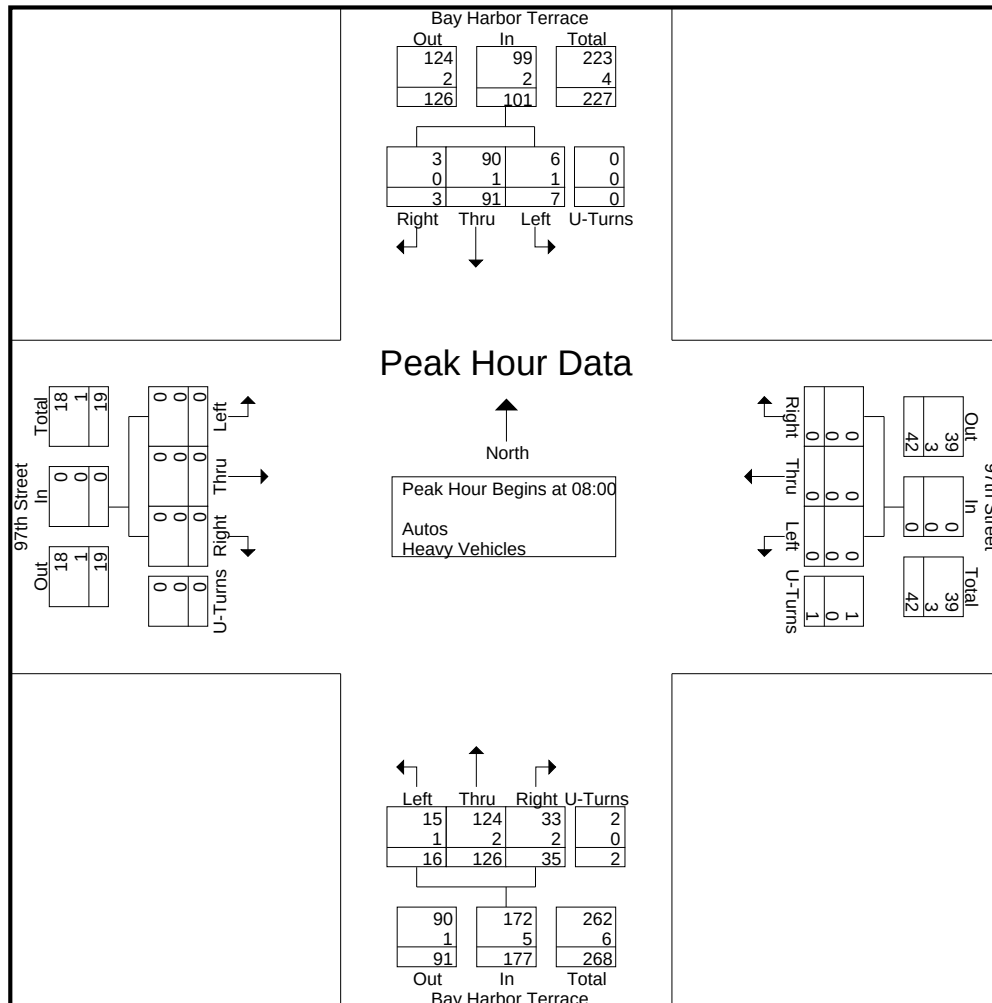
File Name : 5-Bay Harbor Ter & Alley

Site Code : 00000000

Start Date : 3/14/2019

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	Bay Harbor Terrace From North					97th Street From East					Bay Harbor Terrace From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	33	4	0	37	0	0	0	0	0	2	25	1	0	28	0	0	0	0	0	65
08:15	1	38	1	0	40	0	0	0	0	0	7	18	3	0	28	0	0	0	0	0	68
08:30	1	10	2	0	13	0	0	0	0	0	14	48	5	2	69	0	0	0	0	0	82
08:45	1	10	0	0	11	0	0	0	1	1	12	35	7	0	54	0	0	0	0	0	66
Total Volume	3	91	7	0	101	0	0	0	1	1	35	126	16	2	179	0	0	0	0	0	281
% App. Total	3	90.1	6.9	0		0	0	0	100		19.6	70.4	8.9	1.1		0	0	0	0	0	
PHF	.750	.599	.438	.000	.631	.000	.000	.000	.250	.250	.625	.656	.571	.250	.649	.000	.000	.000	.000	.000	.857
Autos	3	90	6	0	99	0	0	0	1	1	33	124	15	2	174	0	0	0	0	0	274
% Autos	100	98.9	85.7	0	98.0	0	0	0	100	100	94.3	98.4	93.8	100	97.2	0	0	0	0	0	97.5
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	14.3	0	2.0	0	0	0	0	0	5.7	1.6	6.3	0	2.8	0	0	0	0	0	2.5



Traf Tech Engineering Inc.

File Name : 5-Bay Harbor Ter & Alley

Site Code : 00000000

Start Date : 3/14/2019

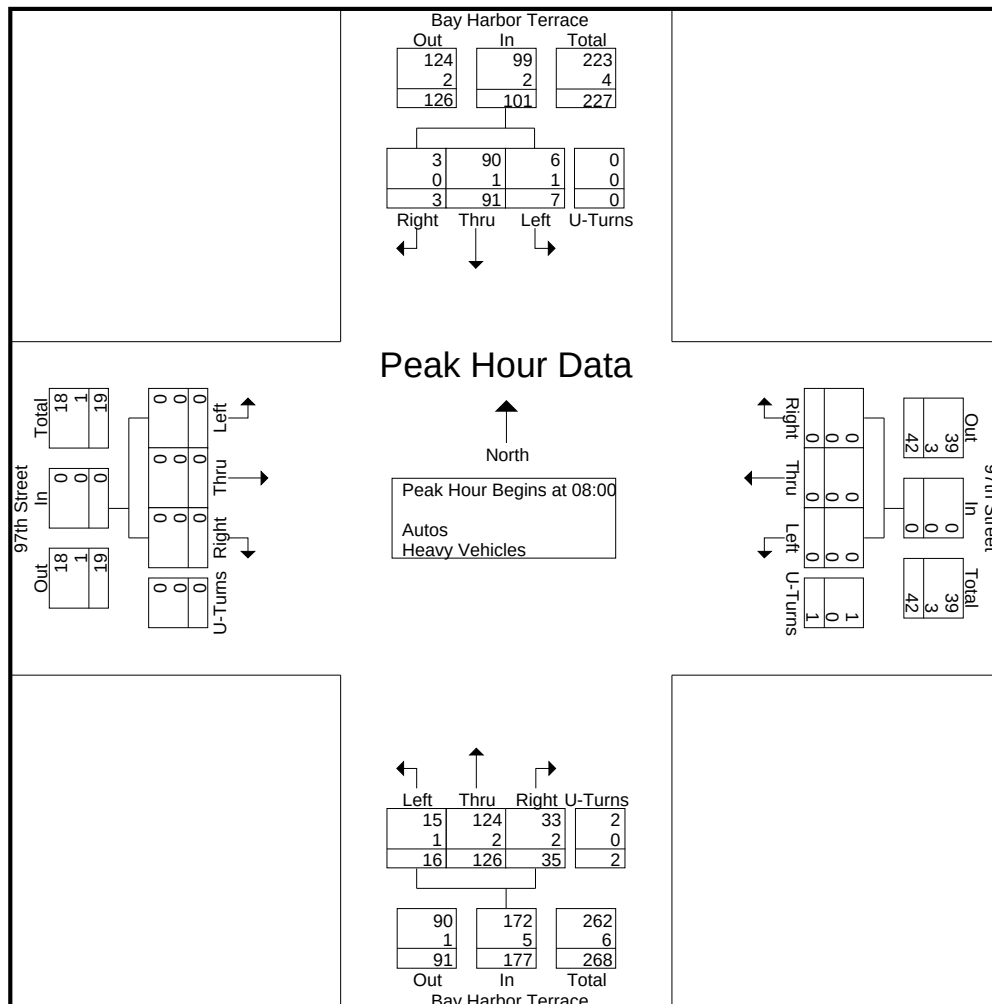
Page No : 4

	Bay Harbor Terrace From North					97th Street From East					Bay Harbor Terrace From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00

08:00	0	33	4	0	37	0	0	0	0	0	2	25	1	0	28	0	0	0	0	0	65
08:15	1	38	1	0	40	0	0	0	0	0	7	18	3	0	28	0	0	0	0	0	68
08:30	1	10	2	0	13	0	0	0	0	0	14	48	5	2	69	0	0	0	0	0	82
08:45	1	10	0	0	11	0	0	0	1	1	12	35	7	0	54	0	0	0	0	0	66
Total Volume	3	91	7	0	101	0	0	0	1	1	35	126	16	2	179	0	0	0	0	0	281
% App. Total	3	90.1	6.9	0		0	0	0	100		19.6	70.4	8.9	1.1		0	0	0	0		
PHF	.750	.599	.438	.000	.631	.000	.000	.000	.250	.250	.625	.656	.571	.250	.649	.000	.000	.000	.000	.000	.857
Autos	3	90	6	0	99	0	0	0	1	1	33	124	15	2	174	0	0	0	0	0	274
% Autos	100	98.9	85.7	0	98.0	0	0	0	100	100	94.3	98.4	93.8	100	97.2	0	0	0	0	0	97.5
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	14.3	0	2.0	0	0	0	0	0	5.7	1.6	6.3	0	2.8	0	0	0	0	0	2.5



Traf Tech Engineering Inc.

File Name : 5-Bay Harbor Ter & Alley

Site Code : 00000000

Start Date : 3/14/2019

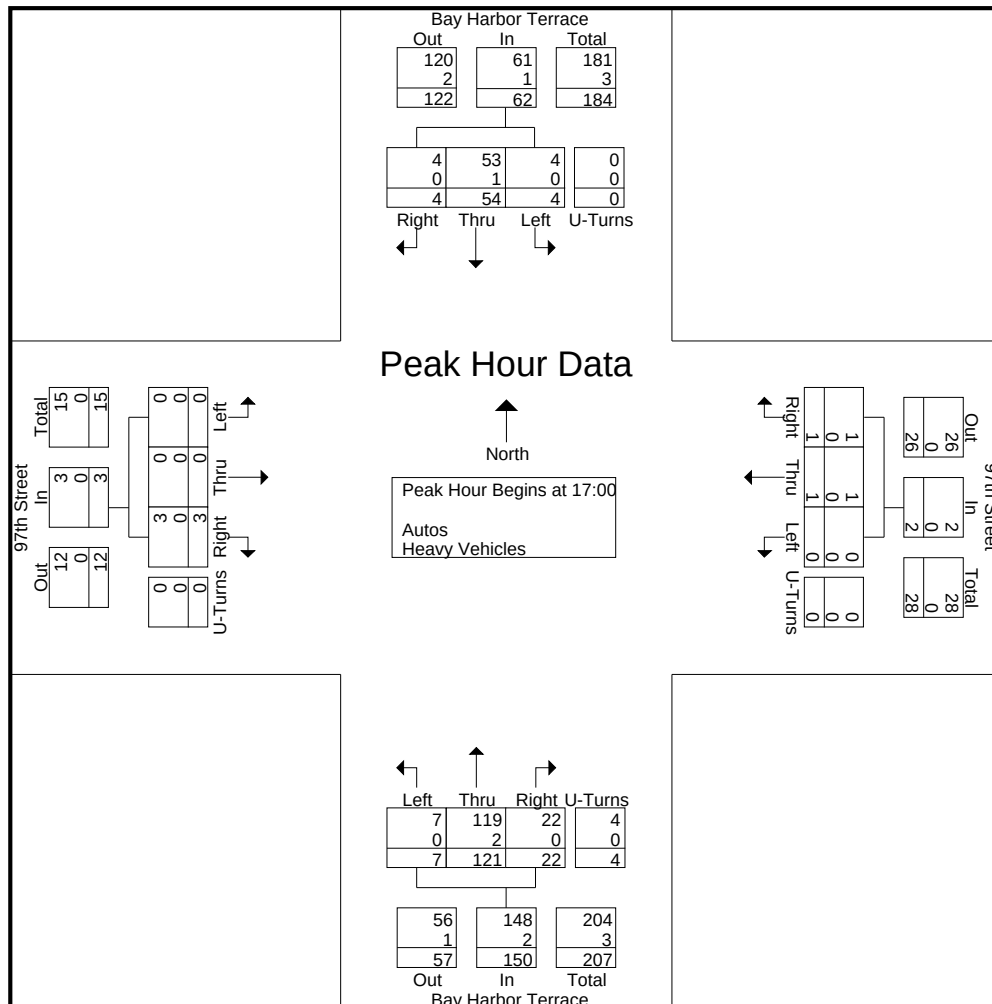
Page No : 5

	Bay Harbor Terrace From North					97th Street From East					Bay Harbor Terrace From South					97th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total

Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00

17:00	1	15	1	0	17	0	0	0	0	0	7	22	0	3	32	2	0	0	0	2	51
17:15	0	13	0	0	13	0	1	0	0	1	1	28	1	0	30	1	0	0	0	1	45
17:30	2	14	0	0	16	0	0	0	0	0	6	37	2	1	46	0	0	0	0	0	62
17:45	1	12	3	0	16	1	0	0	0	1	8	34	4	0	46	0	0	0	0	0	63
Total Volume	4	54	4	0	62	1	1	0	0	2	22	121	7	4	154	3	0	0	0	3	221
% App. Total	6.5	87.1	6.5	0		50	50	0	0		14.3	78.6	4.5	2.6		100	0	0	0		
PHF	.500	.900	.333	.000	.912	.250	.250	.000	.000	.500	.688	.818	.438	.333	.837	.375	.000	.000	.000	.375	.877
Autos	4	53	4	0	61	1	1	0	0	2	22	119	7	4	152	3	0	0	0	3	218
% Autos	100	98.1	100	0	98.4	100	100	0	0	100	100	98.3	100	100	98.7	100	0	0	0	100	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.9	0	0	1.6	0	0	0	0	0	0	1.7	0	0	1.3	0	0	0	0	0	1.4



TrafTech Engineering Inc.

File Name : 6- W Bay Harbor Dr & 96th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Peds & Bikes

	W Bay Harbor Dr From North				96th Street / Kane Concourse From East				W Bay Harbor Dr From South				96th Street / Kane Concourse From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	1	0	0	2	0	0	0	3	4	0	0	0	0	0	0	0	10
07:15	2	0	0	3	1	0	0	6	3	0	0	3	0	0	0	0	18
07:30	1	0	0	1	1	0	0	6	0	0	0	3	0	0	0	2	14
07:45	1	0	0	2	3	0	0	19	1	0	0	4	0	0	0	0	30
Total	5	0	0	8	5	0	0	34	8	0	0	10	0	0	0	2	72
08:00	1	0	0	0	9	1	0	76	0	0	0	0	0	0	0	0	87
08:15	2	0	0	2	10	1	0	74	0	0	0	3	0	0	0	2	94
08:30	2	0	0	2	2	1	0	24	1	0	0	1	0	0	0	0	33
08:45	0	0	0	0	0	0	0	8	1	0	0	2	0	0	0	1	12
Total	5	0	0	4	21	3	0	182	2	0	0	6	0	0	0	3	226
*** BREAK ***																	
14:00	0	0	0	0	2	1	0	9	0	0	0	0	0	0	0	1	13
14:15	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	4
14:30	0	0	0	2	0	0	0	4	1	0	0	2	0	0	0	0	9
14:45	1	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0	11
Total	1	0	0	3	2	1	0	23	2	0	0	3	0	0	0	2	37
15:00	0	0	0	6	13	0	0	104	0	0	0	0	0	0	0	0	123
15:15	0	0	0	7	7	0	0	64	0	0	0	8	0	0	0	0	86
15:30	2	0	0	1	0	0	0	4	1	0	0	3	0	0	0	1	12
15:45	2	0	0	0	0	0	0	10	1	0	0	8	0	0	0	3	24
Total	4	0	0	14	20	0	0	182	2	0	0	19	0	0	0	4	245
16:00	1	0	0	0	1	0	0	6	1	0	0	5	0	0	0	2	16
16:15	1	0	0	1	0	0	0	5	1	0	0	2	0	0	0	1	11
16:30	0	0	0	0	1	0	0	11	0	0	0	2	0	0	0	1	15
16:45	1	0	0	1	2	0	0	7	0	0	0	5	0	0	0	0	16
Total	3	0	0	2	4	0	0	29	2	0	0	14	0	0	0	4	58
17:00	1	0	0	0	2	0	0	8	2	0	0	1	0	0	0	1	15
17:15	1	0	0	1	1	0	0	6	2	0	0	3	0	0	0	1	15
17:30	1	0	0	0	0	0	0	7	0	0	0	1	1	0	0	0	10
17:45	0	0	0	2	2	0	0	11	1	0	0	7	0	0	0	0	23
Total	3	0	0	3	5	0	0	32	5	0	0	12	1	0	0	2	63
Grand Total	21	0	0	34	57	4	0	482	21	0	0	64	1	0	0	17	701
Apprch %	38.2	0	0	61.8	10.5	0.7	0	88.8	24.7	0	0	75.3	5.6	0	0	94.4	
Total %	3	0	0	4.9	8.1	0.6	0	68.8	3	0	0	9.1	0.1	0	0	2.4	

TrafTech Engineering Inc.

File Name : 6- W Bay Harbor Dr & 96th St
 Site Code : 00000000
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Groups Printed- Autos - Heavy Vehicles

	W Bay Harbor Dr From North					96th Street / Kane Concourse From East					W Bay Harbor Dr From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	17	1	1	0	19	0	54	2	0	56	3	2	8	0	13	11	101	0	0	112	200
07:15	14	1	2	0	17	3	64	4	1	72	8	0	9	0	17	21	128	0	0	149	255
07:30	25	1	1	0	27	5	78	11	0	94	11	3	16	0	30	31	149	0	0	180	331
07:45	37	3	2	0	42	4	101	11	0	116	28	3	31	0	62	40	204	0	0	244	464
Total	93	6	6	0	105	12	297	28	1	338	50	8	64	0	122	103	582	0	0	685	1250
08:00	33	14	1	0	48	6	88	19	5	118	42	7	42	0	91	58	189	0	0	247	504
08:15	38	14	3	0	55	2	149	19	12	182	37	15	46	0	98	62	197	0	0	259	594
08:30	32	3	6	0	41	2	158	6	0	166	25	10	36	0	71	32	231	0	0	263	541
08:45	40	3	8	0	51	3	129	8	0	140	5	1	29	0	35	22	210	0	0	232	458
Total	143	34	18	0	195	13	524	52	17	606	109	33	153	0	295	174	827	0	0	1001	2097
*** BREAK ***																					
14:00	32	3	9	0	44	9	186	15	0	210	12	4	25	0	41	23	225	0	0	248	543
14:15	24	3	4	0	31	2	167	19	0	188	9	2	13	0	24	26	185	0	0	211	454
14:30	29	3	7	0	39	3	175	19	0	197	16	1	18	0	35	33	220	0	0	253	524
14:45	26	7	5	0	38	8	191	16	0	215	8	1	26	0	35	40	226	1	0	267	555
Total	111	16	25	0	152	22	719	69	0	810	45	8	82	0	135	122	856	1	0	979	2076
15:00	37	6	6	0	49	9	180	20	1	210	23	5	34	0	62	24	196	0	0	220	541
15:15	40	7	10	0	57	7	226	16	2	251	25	13	43	1	82	27	218	0	0	245	635
15:30	35	3	5	0	43	3	222	10	0	235	14	6	20	0	40	20	227	0	0	247	565
15:45	29	4	11	0	44	1	231	11	0	243	11	5	29	0	45	27	228	0	0	255	587
Total	141	20	32	0	193	20	859	57	3	939	73	29	126	1	229	98	869	0	0	967	2328
16:00	35	4	7	0	46	2	246	17	1	266	14	6	26	0	46	27	196	0	0	223	581
16:15	26	3	12	0	41	6	268	9	0	283	12	4	19	0	35	30	194	0	0	224	583
16:30	43	4	8	0	55	7	266	12	0	285	14	4	26	0	44	27	197	0	0	224	608
16:45	29	2	8	0	39	4	267	15	0	286	7	1	16	0	24	28	239	0	0	267	616
Total	133	13	35	0	181	19	1047	53	1	1120	47	15	87	0	149	112	826	0	0	938	2388
17:00	32	5	5	0	42	6	274	6	0	286	14	1	26	0	41	21	226	0	0	247	616
17:15	41	2	12	0	55	6	243	14	0	263	9	5	10	0	24	27	208	0	0	235	577
17:30	36	1	9	0	46	7	236	17	0	260	8	5	17	0	30	25	232	0	0	257	593
17:45	27	6	3	0	36	4	234	9	1	248	6	5	8	0	19	20	189	1	0	210	513
Total	136	14	29	0	179	23	987	46	1	1057	37	16	61	0	114	93	855	1	0	949	2299
Grand Total	757	103	145	0	1005	109	4433	305	23	4870	361	109	573	1	1044	702	4815	2	0	5519	12438
Apprch %	75.3	10.2	14.4	0		2.2	91	6.3	0.5		34.6	10.4	54.9	0.1		12.7	87.2	0	0		
Total %	6.1	0.8	1.2	0	8.1	0.9	35.6	2.5	0.2	39.2	2.9	0.9	4.6	0	8.4	5.6	38.7	0	0	44.4	
Autos	744	96	140	0	980	108	4337									4726					12202
% Autos	98.3	93.2	96.6	0	97.5	99.1	97.8	98.7	100	97.9	99.4	100	98.8	100	99.1	98.3	98.2	100	0	98.2	98.1
Heavy Vehicles																					
% Heavy Vehicles	1.7	6.8	3.4	0	2.5	0.9	2.2	1.3	0	2.1	0.6	0	1.2	0	0.9	1.7	1.8	0	0	1.8	1.9

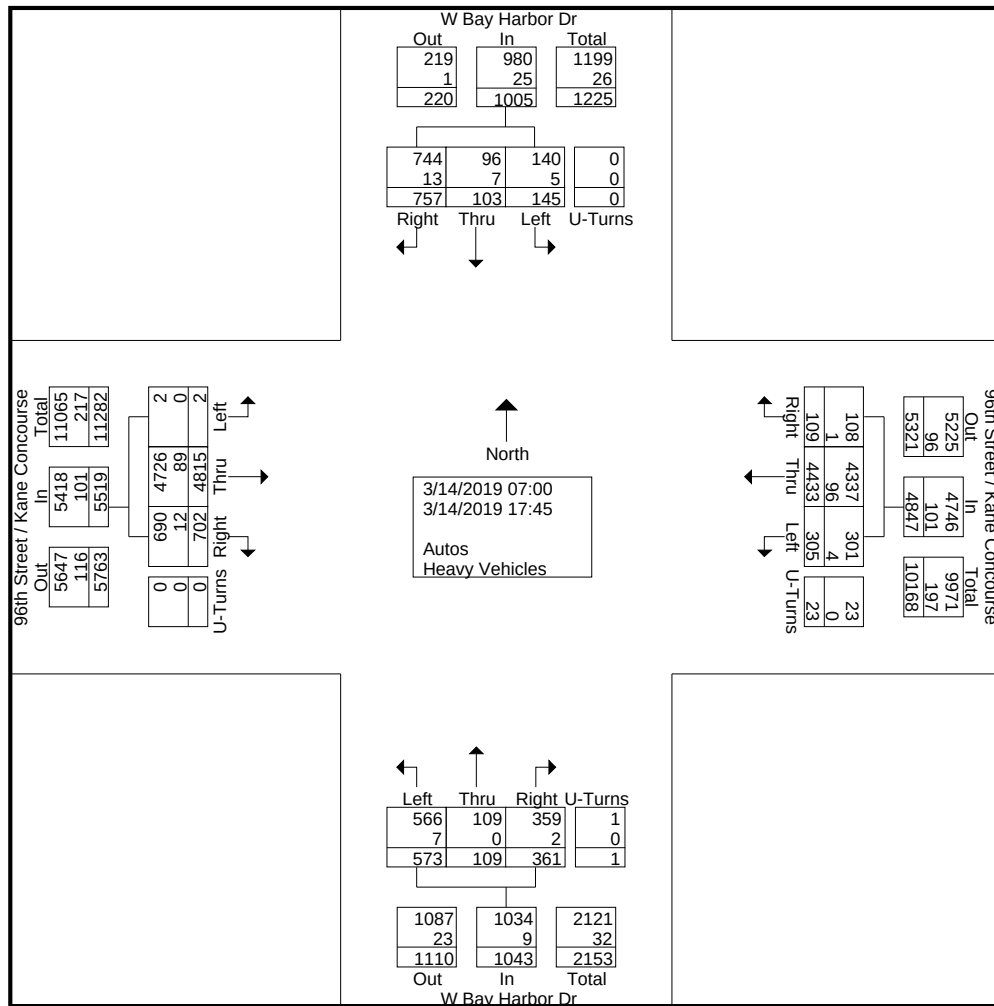
Traf Tech Engineering Inc.

File Name : 6- W Bay Harbor Dr & 96th St

Site Code : 00000000

Start Date : 3/14/2019

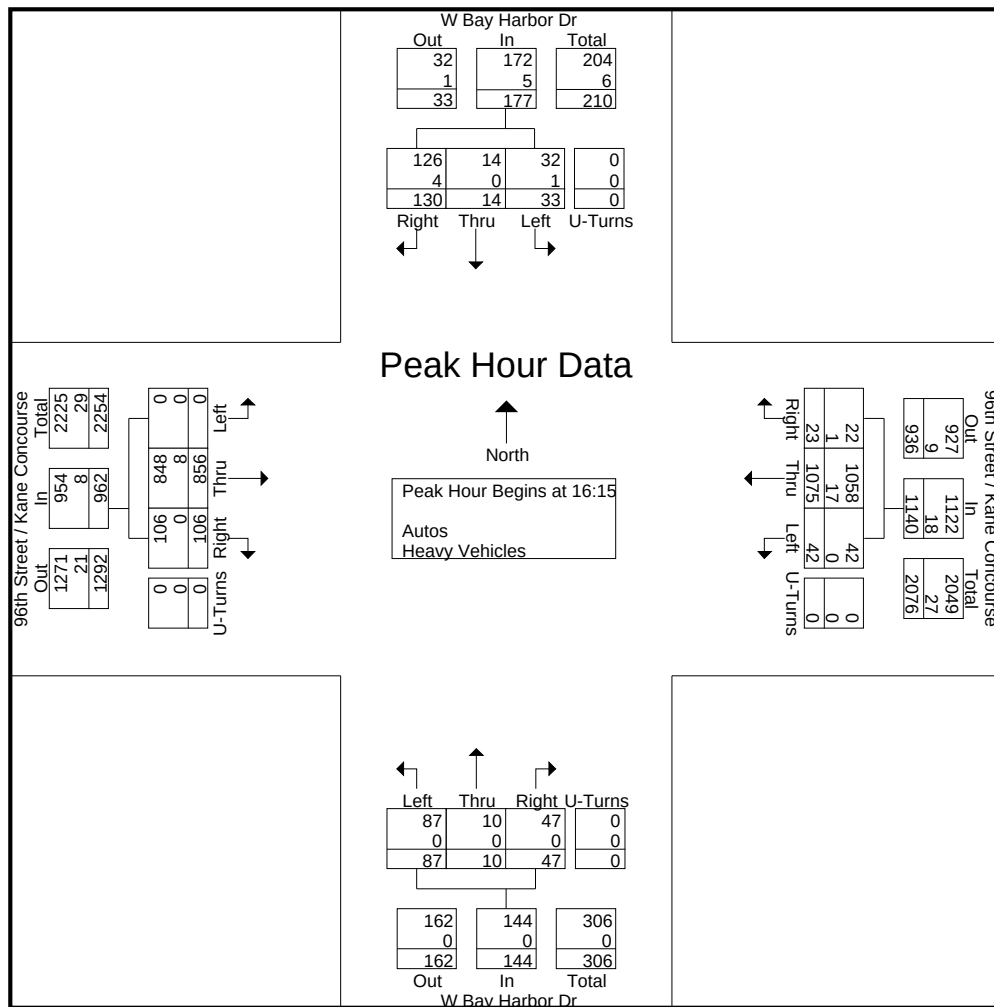
Page No : 2



Traf Tech Engineering Inc.

File Name : 6- W Bay Harbor Dr & 96th St
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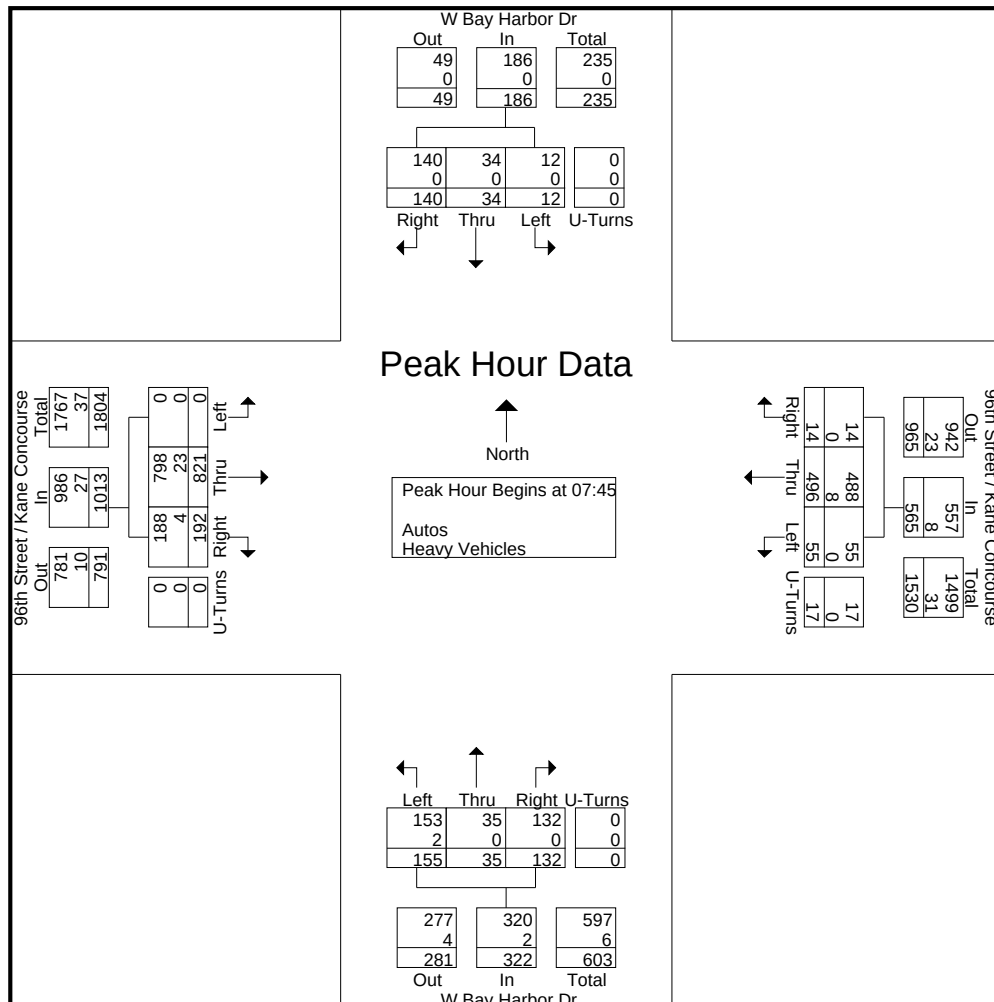
	W Bay Harbor Dr From North					96th Street / Kane Concourse From East					W Bay Harbor Dr From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	26	3	12	0	41	6	268	9	0	283	12	4	19	0	35	30	194	0	0	224	583
16:30	43	4	8	0	55	7	266	12	0	285	14	4	26	0	44	27	197	0	0	224	608
16:45	29	2	8	0	39	4	267	15	0	286	7	1	16	0	24	28	239	0	0	267	616
17:00	32	5	5	0	42	6	274	6	0	286	14	1	26	0	41	21	226	0	0	247	616
Total Volume	130	14	33	0	177	23	1075	42	0	1140	47	10	87	0	144	106	856	0	0	962	2423
% App. Total	73.4	7.9	18.6	0		2	94.3	3.7	0		32.6	6.9	60.4	0		11	89	0	0		
PHF	.756	.700	.688	.000	.805	.821	.981	.700	.000	.997	.839	.625	.837	.000	.818	.883	.895	.000	.000	.901	.983
Autos	126	14	32	0	172	22	1058				100	100	100	0	100	100	99.1	0	0	99.2	98.7
% Autos	96.9	100	97.0	0	97.2	95.7	98.4	100	0	98.4	100	100	100	0	100	100	99.1	0	0	99.2	98.7
Heavy Vehicles																					
% Heavy Vehicles	3.1	0	3.0	0	2.8	4.3	1.6	0	0	1.6	0	0	0	0	0	0	0.9	0	0	0.8	1.3



Traf Tech Engineering Inc.

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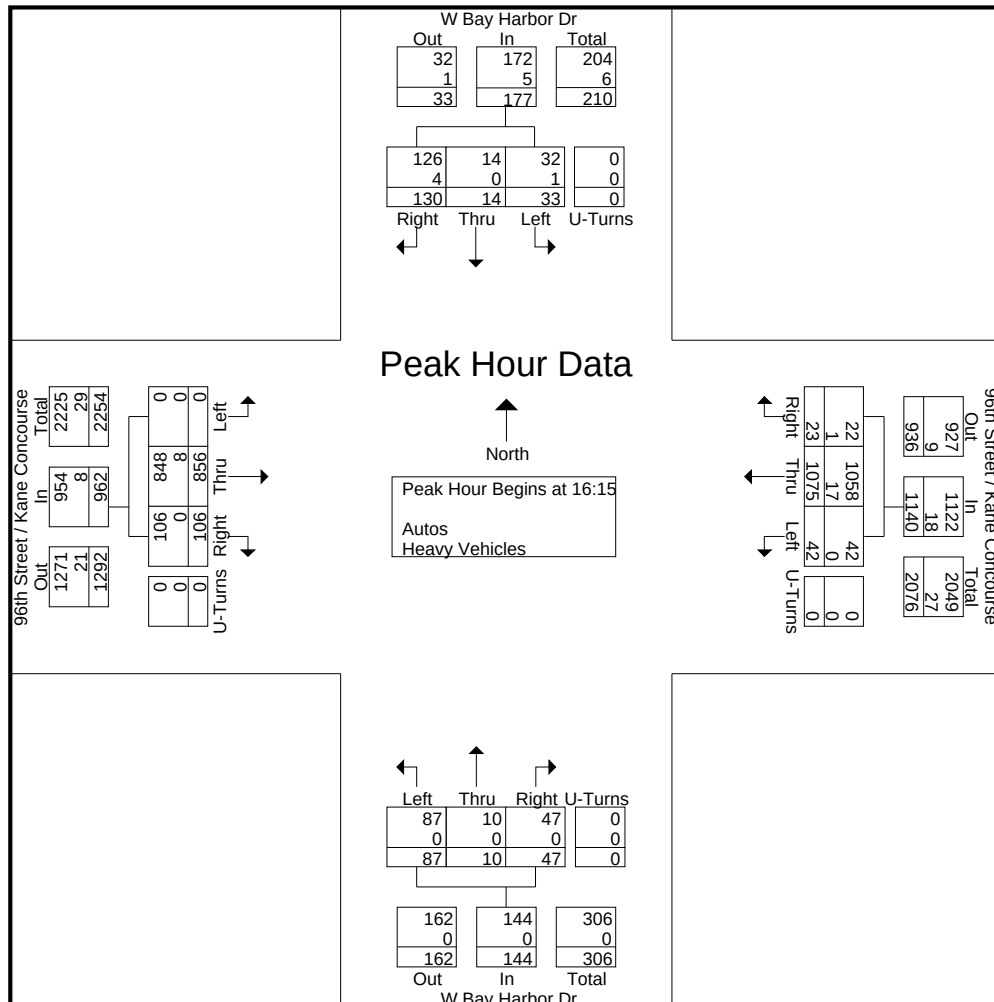
	W Bay Harbor Dr From North					96th Street / Kane Concourse From East					W Bay Harbor Dr From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	37	3	2	0	42	4	101	11	0	116	28	3	31	0	62	40	204	0	0	244	464
08:00	33	14	1	0	48	6	88	19	5	118	42	7	42	0	91	58	189	0	0	247	504
08:15	38	14	3	0	55	2	149	19	12	182	37	15	46	0	98	62	197	0	0	259	594
08:30	32	3	6	0	41	2	158	6	0	166	25	10	36	0	71	32	231	0	0	263	541
Total Volume	140	34	12	0	186	14	496	55	17	582	132	35	155	0	322	192	821	0	0	1013	2103
% App. Total	75.3	18.3	6.5	0		2.4	85.2	9.5	2.9		41	10.9	48.1	0		19	81	0	0		
PHF	.921	.607	.500	.000	.845	.583	.785	.724	.354	.799	.786	.583	.842	.000	.821	.774	.889	.000	.000	.963	.885
Autos	140	34	12	0	186	14	488	55	17	574	132	35	153	0	320	188	798	0	0	986	2066
% Autos	100	100	100	0	100	100	98.4	100	100	98.6	100	100	98.7	0	99.4	97.9	97.2	0	0	97.3	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.6	0	0	1.4	0	0	1.3	0	0.6	2.1	2.8	0	0	2.7	1.8



Traf Tech Engineering Inc.

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	W Bay Harbor Dr From North					96th Street / Kane Concourse From East					W Bay Harbor Dr From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	26	3	12	0	41	6	268	9	0	283	12	4	19	0	35	30	194	0	0	224	583
16:30	43	4	8	0	55	7	266	12	0	285	14	4	26	0	44	27	197	0	0	224	608
16:45	29	2	8	0	39	4	267	15	0	286	7	1	16	0	24	28	239	0	0	267	616
17:00	32	5	5	0	42	6	274	6	0	286	14	1	26	0	41	21	226	0	0	247	616
Total Volume	130	14	33	0	177	23	1075	42	0	1140	47	10	87	0	144	106	856	0	0	962	2423
% App. Total	73.4	7.9	18.6	0		2	94.3	3.7	0		32.6	6.9	60.4	0		11	89	0	0		
PHF	.756	.700	.688	.000	.805	.821	.981	.700	.000	.997	.839	.625	.837	.000	.818	.883	.895	.000	.000	.901	.983
Autos	126	14	32	0	172	22	1058				100	100	100	0	100	100	99.1	0	0	99.2	98.7
% Autos	96.9	100	97.0	0	97.2	95.7	98.4	100	0	98.4	100	100	100	0	100	100	99.1	0	0	99.2	98.7
Heavy Vehicles																					
% Heavy Vehicles	3.1	0	3.0	0	2.8	4.3	1.6	0	0	1.6	0	0	0	0	0	0	0.9	0	0	0.8	1.3



TrafTech Engineering Inc.

File Name : 7-Bay Harbor Ter & 96th St
 Site Code : 00000000
 Start Date : 3/14/2019
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Groups Printed- Peds & Bikes

	Bay Harbor Terrace From North				96th Street / Kane Concourse From East				Bay Harbor Terrace From South				96th Street / Kane Concourse From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	1	0	0	1	0	0	0	1	3	0	0	0	0	0	0	3	9
07:15	2	0	0	4	0	0	0	1	5	0	0	0	0	0	0	2	14
07:30	2	0	0	4	1	0	0	2	0	0	0	0	0	0	0	4	13
07:45	0	0	0	1	0	0	0	4	2	0	0	0	0	0	0	5	12
Total	5	0	0	10	1	0	0	8	10	0	0	0	0	0	0	14	48
08:00	2	0	0	8	0	0	0	3	0	0	0	0	2	0	0	17	32
08:15	3	0	0	4	0	0	0	6	0	0	0	0	0	0	0	10	23
08:30	1	0	0	5	0	0	0	4	1	0	0	0	0	0	0	8	19
08:45	0	0	0	3	0	0	0	10	0	0	0	0	0	0	0	0	13
Total	6	0	0	20	0	0	0	23	1	0	0	0	2	0	0	35	87
*** BREAK ***																	
14:00	0	0	0	1	0	1	0	5	0	0	0	0	0	0	0	7	14
14:15	0	0	0	4	0	0	0	3	0	0	0	0	1	0	0	14	22
14:30	0	0	0	7	0	0	0	10	0	0	0	0	0	0	0	16	33
14:45	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	10	26
Total	0	0	0	20	0	1	0	26	0	0	0	0	1	0	0	47	95
15:00	0	0	0	4	0	0	0	10	0	0	0	0	0	0	0	25	39
15:15	0	0	0	7	0	0	0	11	0	0	0	0	0	0	0	31	49
15:30	2	0	0	4	0	0	0	8	0	0	0	0	0	0	0	6	20
15:45	1	0	0	9	0	0	0	5	0	0	0	0	1	0	0	6	22
Total	3	0	0	24	0	0	0	34	0	0	0	0	1	0	0	68	130
16:00	1	0	0	11	0	0	0	13	2	0	0	0	4	0	0	6	37
16:15	1	0	0	5	0	0	0	3	0	0	0	0	0	0	0	4	13
16:30	0	0	0	6	0	0	0	5	1	0	0	0	1	0	0	10	23
16:45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	7	12
Total	2	0	0	22	0	0	0	26	3	0	0	0	5	0	0	27	85
17:00	1	0	0	2	1	0	0	1	0	0	0	0	1	0	0	9	15
17:15	0	0	0	4	0	0	0	6	2	0	0	0	2	0	0	10	24
17:30	1	0	0	2	0	0	0	5	1	0	0	0	2	0	0	6	17
17:45	1	0	0	6	0	0	0	8	3	0	0	0	0	0	0	5	23
Total	3	0	0	14	1	0	0	20	6	0	0	0	5	0	0	30	79
Grand Total	19	0	0	110	2	1	0	137	20	0	0	0	14	0	0	221	524
Apprch %	14.7	0	0	85.3	1.4	0.7	0	97.9	100	0	0	0	6	0	0	94	
Total %	3.6	0	0	21	0.4	0.2	0	26.1	3.8	0	0	0	2.7	0	0	42.2	

TrafTech Engineering Inc.

File Name : 7-Bay Harbor Ter & 96th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Bay Harbor Terrace From North					96th Street / Kane Concourse From East					Bay Harbor Terrace From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	4	3	0	8	2	53	21	0	76	4	0	3	0	7	8	93	6	0	107	198
07:15	2	2	2	0	6	3	74	29	0	106	12	2	6	0	20	16	102	15	0	133	265
07:30	1	0	3	0	4	4	93	30	0	127	11	1	4	0	16	13	117	21	0	151	298
07:45	0	11	2	0	13	6	100	68	0	174	11	1	8	0	20	13	202	22	0	237	444
Total	4	17	10	0	31	15	320	148	0	483	38	4	21	0	63	50	514	64	0	628	1205
08:00	1	35	4	0	40	4	110	61	0	175	34	5	20	0	59	24	207	21	0	252	526
08:15	1	32	6	0	39	8	133	56	0	197	25	6	23	0	54	24	158	15	1	198	488
08:30	1	7	4	0	12	12	124	40	0	176	22	12	34	0	68	18	196	44	0	258	514
08:45	1	6	3	0	10	16	139	33	0	188	12	2	16	0	30	23	178	33	0	234	462
Total	4	80	17	0	101	40	506	190	0	736	93	25	93	0	211	89	739	113	1	942	1990
*** BREAK ***																					
14:00	2	3	5	0	10	10	180	32	0	222	15	5	16	0	36	16	205	34	1	256	524
14:15	2	2	1	0	5	7	180	28	0	215	13	2	10	0	25	10	172	17	2	201	446
14:30	3	6	4	1	14	9	173	37	0	219	9	3	9	0	21	20	208	26	0	254	508
14:45	6	7	1	0	14	11	195	36	1	243	7	1	19	0	27	19	191	24	1	235	519
Total	13	18	11	1	43	37	728	133	1	899	44	11	54	0	109	65	776	101	4	946	1997
15:00	4	5	3	0	12	7	203	65	0	275	22	4	20	0	46	13	180	27	0	220	553
15:15	5	1	3	0	9	5	201	31	0	237	32	9	32	0	73	18	200	32	1	251	570
15:30	2	2	2	0	6	8	200	32	0	240	18	7	18	0	43	11	234	29	2	276	565
15:45	3	2	4	0	9	4	212	28	0	244	15	2	22	0	39	7	213	20	0	240	532
Total	14	10	12	0	36	24	816	156	0	996	87	22	92	0	201	49	827	108	3	987	2220
16:00	4	6	4	0	14	7	239	40	0	286	22	4	23	0	49	15	183	20	1	219	568
16:15	6	3	4	0	13	7	253	45	0	305	16	10	16	0	42	9	190	18	1	218	578
16:30	6	1	3	0	10	9	252	32	0	293	28	12	44	0	84	23	274	42	0	339	726
16:45	3	1	4	0	8	6	266	28	0	300	8	5	18	0	31	10	213	30	0	253	592
Total	19	11	15	0	45	29	1010	145	0	1184	74	31	101	0	206	57	860	110	2	1029	2464
17:00	6	2	10	0	18	7	234	41	1	283	23	1	28	0	52	11	223	26	0	260	613
17:15	6	2	5	0	13	8	236	37	1	282	14	2	22	0	38	12	180	23	1	216	549
17:30	3	2	10	0	15	6	212	25	0	243	12	7	36	0	55	13	220	32	0	265	578
17:45	3	2	7	0	12	9	222	57	0	288	9	6	26	0	41	9	159	32	1	201	542
Total	18	8	32	0	58	30	904	160	2	1096	58	16	112	0	186	45	782	113	2	942	2282
Grand Total	72	144	97	1	314	175	4284	932	3	5394	394	109	473	0	976	355	4498	609	12	5474	12158
Apprch %	22.9	45.9	30.9	0.3		3.2	79.4	17.3	0.1		40.4	11.2	48.5	0		6.5	82.2	11.1	0.2		
Total %	0.6	1.2	0.8	0	2.6	1.4	35.2	7.7	0	44.4	3.2	0.9	3.9	0	8	2.9	37	5	0.1	45	
Autos	69	142	96	1	308	172	4200									4428					11933
% Autos	95.8	98.6	99	100	98.1	98.3	98	98.4	100	98.1	99.2	96.3	96.8	0	97.7	96.6	98.4	97.9	100	98.3	98.1
Heavy Vehicles																					
% Heavy Vehicles	4.2	1.4	1	0	1.9	1.7	2	1.6	0	1.9	0.8	3.7	3.2	0	2.3	3.4	1.6	2.1	0	1.7	1.9

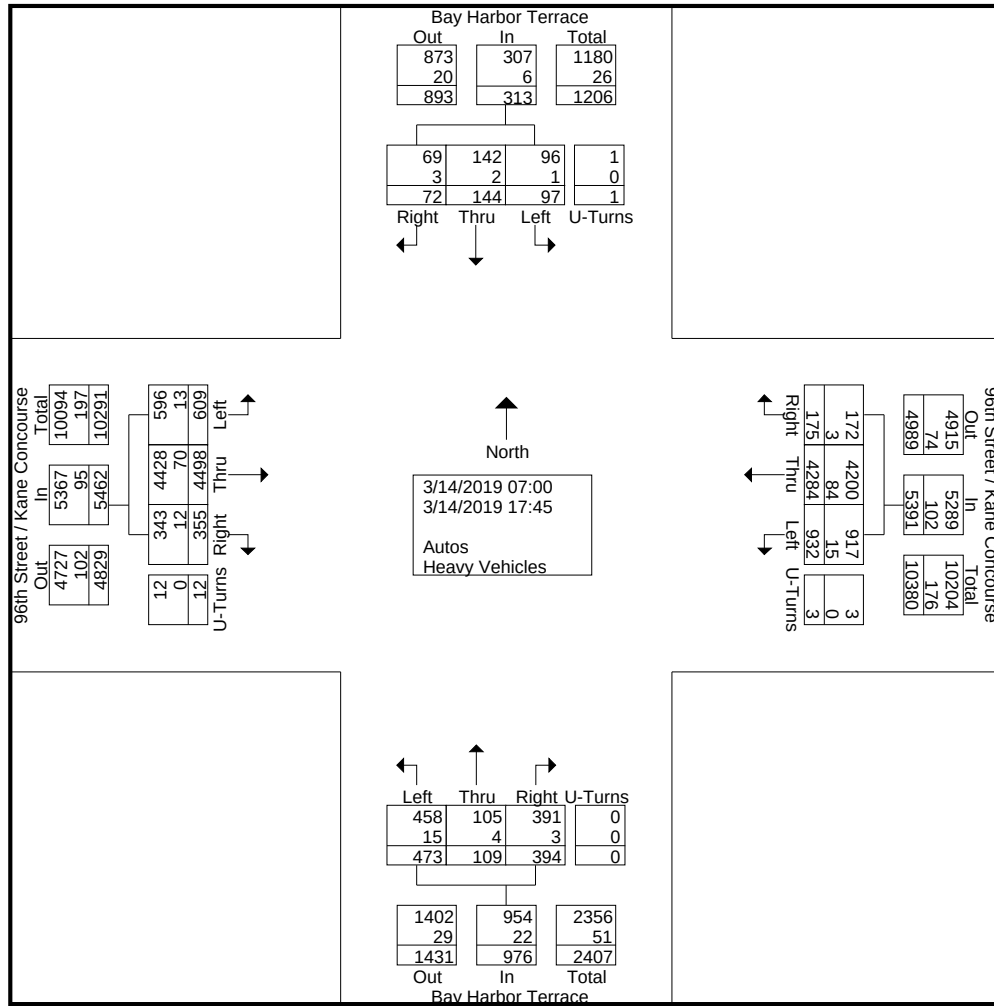
Traf Tech Engineering Inc.

File Name : 7-Bay Harbor Ter & 96th St

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Start Date : 3/14/2019

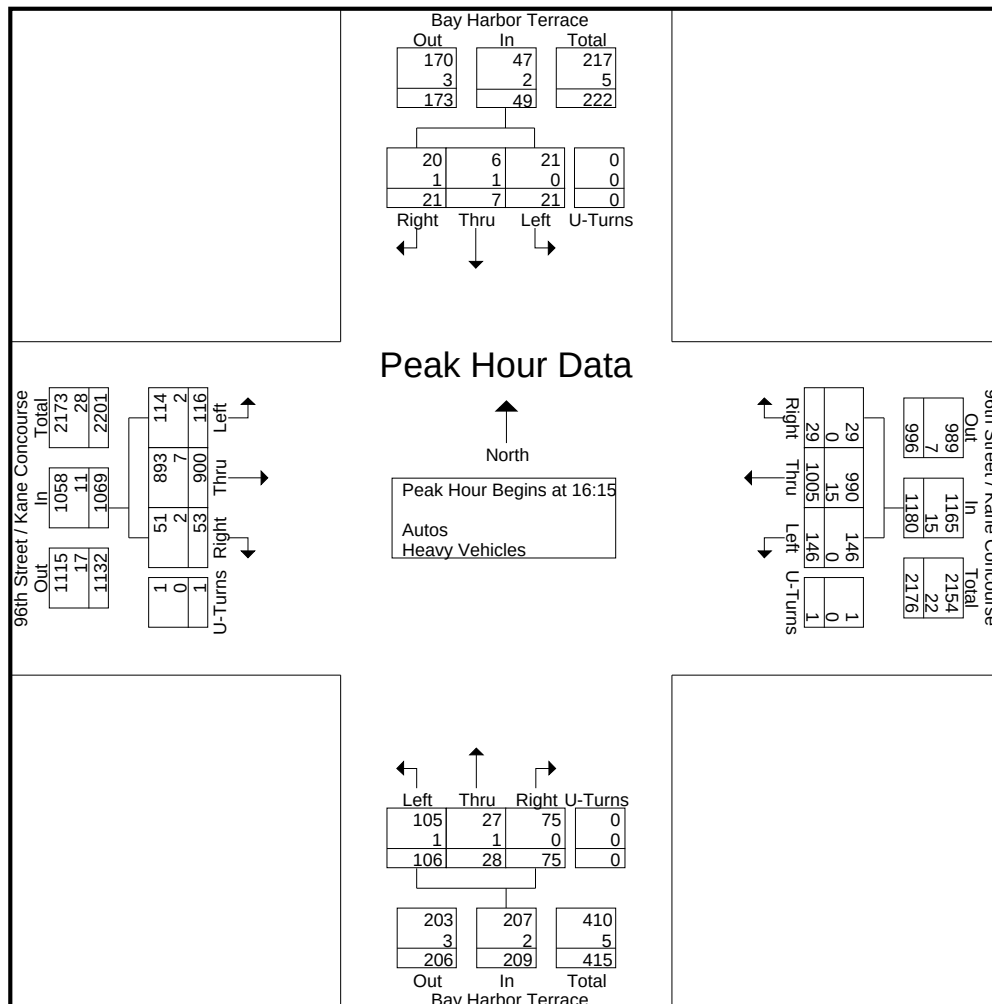
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Traf Tech Engineering Inc.

File Name : 7-Bay Harbor Ter & 96th St
 Site Code : 00000000
 Start Date : 3/14/2019
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	Bay Harbor Terrace From North					96th Street / Kane Concourse From East					Bay Harbor Terrace From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	6	3	4	0	13	7	253	45	0	305	16	10	16	0	42	9	190	18	1	218	578
16:30	6	1	3	0	10	9	252	32	0	293	28	12	44	0	84	23	274	42	0	339	726
16:45	3	1	4	0	8	6	266	28	0	300	8	5	18	0	31	10	213	30	0	253	592
17:00	6	2	10	0	18	7	234	41	1	283	23	1	28	0	52	11	223	26	0	260	613
Total Volume	21	7	21	0	49	29	1005	146	1	1181	75	28	106	0	209	53	900	116	1	1070	2509
% App. Total	42.9	14.3	42.9	0		2.5	85.1	12.4	0.1		35.9	13.4	50.7	0		5	84.1	10.8	0.1		
PHF	.875	.583	.525	.000	.681	.806	.945	.811	.250	.968	.670	.583	.602	.000	.622	.576	.821	.690	.250	.789	.864
Autos	20	6	21	0	47	29	990	146	1	1166	75	27	105	0	207	51	893	114	1	1059	2479
% Autos	95.2	85.7	100	0	95.9	100	98.5	100	100	98.7	100	96.4	99.1	0	99.0	96.2	99.2	98.3	100	99.0	98.8
Heavy Vehicles																					
% Heavy Vehicles	4.8	14.3	0	0	4.1	0	1.5	0	0	1.3	0	3.6	0.9	0	1.0	3.8	0.8	1.7	0	1.0	1.2



Traf Tech Engineering Inc.

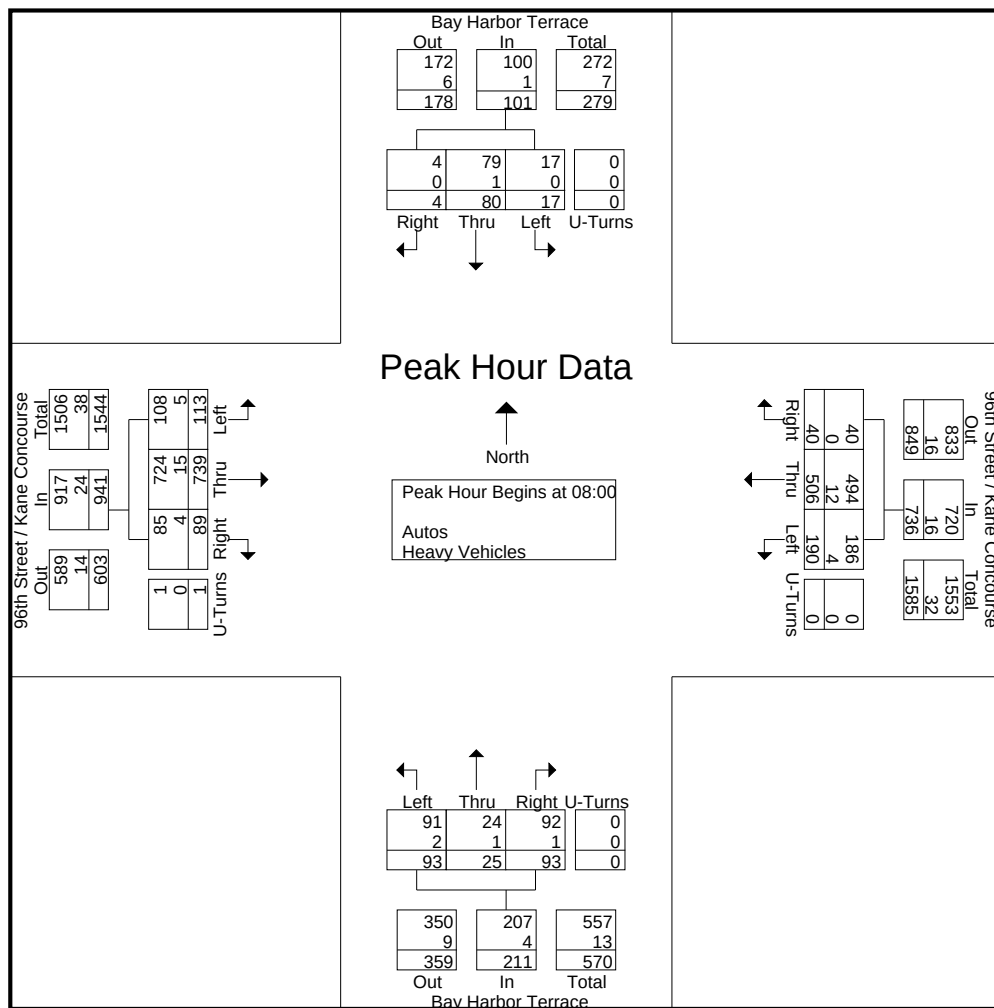
File Name : 7-Bay Harbor Ter & 96th St
 Site Code : 00000000
 Start Date : 3/14/2019
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	Bay Harbor Terrace From North					96th Street / Kane Concourse From East					Bay Harbor Terrace From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00

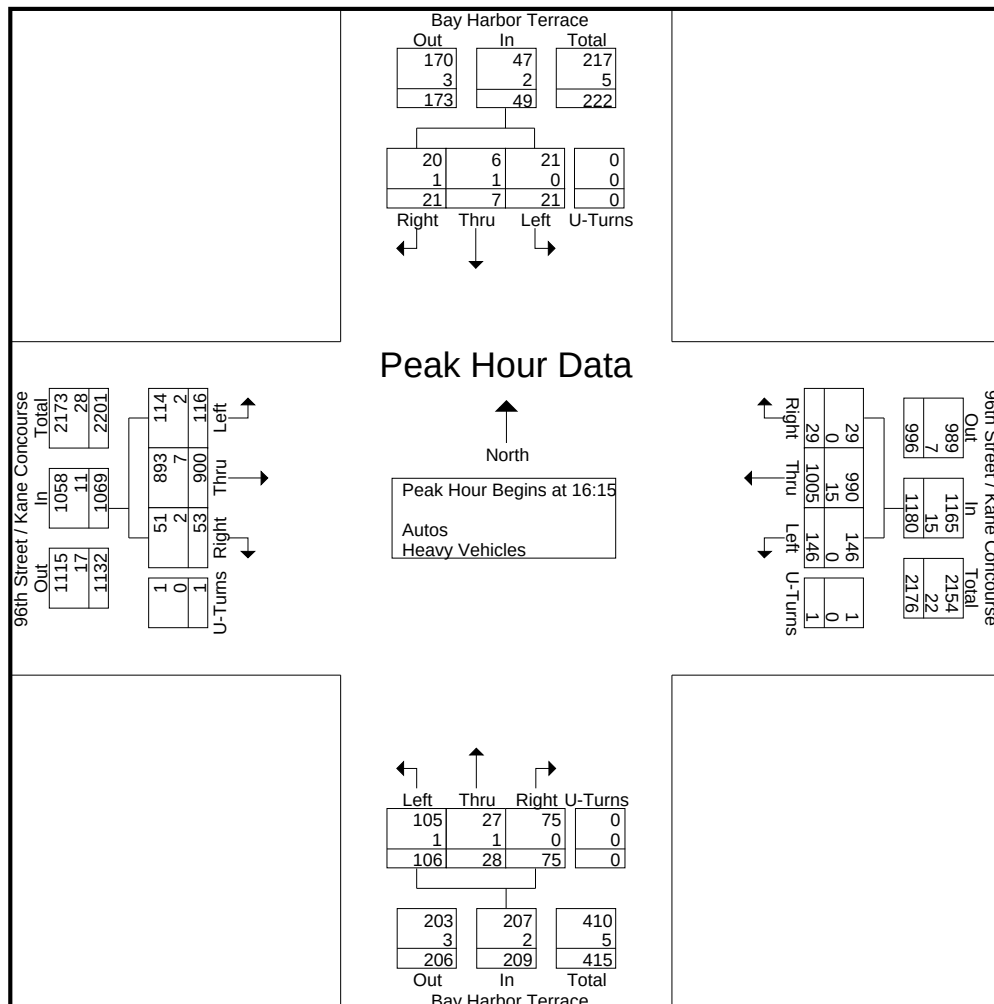
08:00	1	35	4	0	40	4	110	61	0	175	34	5	20	0	59	24	207	21	0	252	526
08:15	1	32	6	0	39	8	133	56	0	197	25	6	23	0	54	24	158	15	1	198	488
08:30	1	7	4	0	12	12	124	40	0	176	22	12	34	0	68	18	196	44	0	258	514
08:45	1	6	3	0	10	16	139	33	0	188	12	2	16	0	30	23	178	33	0	234	462
Total Volume	4	80	17	0	101	40	506	190	0	736	93	25	93	0	211	89	739	113	1	942	1990
% App. Total	4	79.2	16.8	0		5.4	68.8	25.8	0		44.1	11.8	44.1	0		9.4	78.5	12	0.1		
PHF	1.00	.571	.708	.000	.631	.625	.910	.779	.000	.934	.684	.521	.684	.000	.776	.927	.893	.642	.250	.913	.946
Autos	4	79	17	0	100	40	494	186	0	720	92	24	91	0	207	85	724	108	1	918	1945
% Autos	100	98.8	100	0	99.0	100	97.6	97.9	0	97.8	98.9	96.0	97.8	0	98.1	95.5	98.0	95.6	100	97.5	97.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	0	0	1.0	0	2.4	2.1	0	2.2	1.1	4.0	2.2	0	1.9	4.5	2.0	4.4	0	2.5	2.3



Traf Tech Engineering Inc.

File Name : 7-Bay Harbor Ter & 96th St
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	Bay Harbor Terrace From North					96th Street / Kane Concourse From East					Bay Harbor Terrace From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	6	3	4	0	13	7	253	45	0	305	16	10	16	0	42	9	190	18	1	218	578
16:30	6	1	3	0	10	9	252	32	0	293	28	12	44	0	84	23	274	42	0	339	726
16:45	3	1	4	0	8	6	266	28	0	300	8	5	18	0	31	10	213	30	0	253	592
17:00	6	2	10	0	18	7	234	41	1	283	23	1	28	0	52	11	223	26	0	260	613
Total Volume	21	7	21	0	49	29	1005	146	1	1181	75	28	106	0	209	53	900	116	1	1070	2509
% App. Total	42.9	14.3	42.9	0		2.5	85.1	12.4	0.1		35.9	13.4	50.7	0		5	84.1	10.8	0.1		
PHF	.875	.583	.525	.000	.681	.806	.945	.811	.250	.968	.670	.583	.602	.000	.622	.576	.821	.690	.250	.789	.864
Autos	20	6	21	0	47	29	990	146	1	1166	75	27	105	0	207	51	893	114	1	1059	2479
% Autos	95.2	85.7	100	0	95.9	100	98.5	100	100	98.7	100	96.4	99.1	0	99.0	96.2	99.2	98.3	100	99.0	98.8
Heavy Vehicles																					
% Heavy Vehicles	4.8	14.3	0	0	4.1	0	1.5	0	0	1.3	0	3.6	0.9	0	1.0	3.8	0.8	1.7	0	1.0	1.2



TrafTech Engineering Inc.

File Name : 8-E Bay Harbor Dr & 96th St

Site Code : 00000000

Start Date : 3/14/2019

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Groups Printed- Peds & Bikes

	E Bay Harbor Dr From North				96th Street / Kane Concourse From East				E Bay Harbor Dr From South				96th Street / Kane Concourse From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	1	0	0	0	0	0	0	0	5	0	0	2	0	0	0	0	8
07:15	2	0	0	2	0	0	0	3	3	0	0	2	0	0	0	0	12
07:30	1	0	0	3	0	0	0	1	2	0	0	4	1	0	0	1	13
07:45	0	0	0	4	0	0	0	0	5	0	0	13	0	0	0	3	25
Total	4	0	0	9	0	0	0	4	15	0	0	21	1	0	0	4	58
08:00	1	0	0	7	0	0	0	2	28	0	0	15	0	0	0	0	53
08:15	4	0	0	2	0	0	0	4	9	0	0	27	1	0	0	0	47
08:30	1	0	0	7	0	0	0	4	5	0	0	8	0	0	0	0	25
08:45	0	0	0	3	0	0	0	3	1	0	0	7	0	0	0	0	14
Total	6	0	0	19	0	0	0	13	43	0	0	57	1	0	0	0	139
*** BREAK ***																	
14:00	0	0	0	7	0	0	0	0	2	0	0	5	0	0	0	5	19
14:15	0	0	0	2	1	0	0	1	1	0	0	11	0	0	0	7	23
14:30	0	0	0	7	0	0	0	1	1	0	0	6	0	0	0	10	25
14:45	0	0	0	2	0	0	0	1	1	0	0	12	0	0	0	9	25
Total	0	0	0	18	1	0	0	3	5	0	0	34	0	0	0	31	92
15:00	0	0	0	2	0	0	0	2	31	0	0	15	0	0	0	2	52
15:15	0	0	0	9	2	0	0	15	6	0	0	47	0	0	0	0	79
15:30	2	0	0	5	0	0	0	5	5	0	0	15	0	0	0	3	35
15:45	2	0	0	6	3	0	0	3	2	0	0	8	0	0	0	0	24
Total	4	0	0	22	5	0	0	25	44	0	0	85	0	0	0	5	190
16:00	1	0	0	10	2	0	0	3	0	0	0	12	1	0	0	1	30
16:15	1	0	0	1	1	0	0	1	0	0	0	4	0	0	0	3	11
16:30	0	0	0	9	2	0	0	8	1	0	0	6	0	0	0	3	29
16:45	1	0	0	8	0	0	0	7	1	0	0	9	1	0	0	5	32
Total	3	0	0	28	5	0	0	19	2	0	0	31	2	0	0	12	102
17:00	0	0	0	7	0	0	0	0	1	0	0	6	1	0	0	4	19
17:15	0	0	0	14	0	0	0	0	1	0	0	12	0	0	0	7	34
17:30	2	0	0	6	0	0	0	3	2	0	0	14	0	0	0	0	27
17:45	1	0	0	18	0	0	0	6	4	0	0	12	1	0	0	3	45
Total	3	0	0	45	0	0	0	9	8	0	0	44	2	0	0	14	125
Grand Total	20	0	0	141	11	0	0	73	117	0	0	272	6	0	0	66	706
Apprch %	12.4	0	0	87.6	13.1	0	0	86.9	30.1	0	0	69.9	8.3	0	0	91.7	
Total %	2.8	0	0	20	1.6	0	0	10.3	16.6	0	0	38.5	0.8	0	0	9.3	

TrafTech Engineering Inc.

File Name : 8-E Bay Harbor Dr & 96th St
 Site Code : 00000000
 Start Date : 3/14/2019
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

	E Bay Harbor Dr From North					96th Street / Kane Concourse From East					E Bay Harbor Dr From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	2	2	34	0	38	18	72	0	0	90	24	1	3	0	28	4	93	2	0	99	255
07:15	2	5	43	0	50	17	105	0	0	122	28	3	0	0	31	4	105	2	0	111	314
07:30	4	9	40	0	53	31	119	1	0	151	20	0	3	0	23	4	125	3	0	132	359
07:45	3	23	39	0	65	62	178	0	0	240	42	2	4	1	49	7	193	11	1	212	566
Total	11	39	156	0	206	128	474	1	0	603	114	6	10	1	131	19	516	18	1	554	1494
08:00	3	42	49	0	94	98	167	1	0	266	54	4	5	1	64	9	217	3	0	229	653
08:15	4	45	43	0	92	92	199	1	0	292	69	4	10	2	85	10	180	4	0	194	663
08:30	5	15	47	0	67	41	174	0	0	215	60	2	3	0	65	9	196	13	0	218	565
08:45	6	5	37	0	48	40	169	0	0	209	34	2	7	0	43	5	180	7	1	193	493
Total	18	107	176	0	301	271	709	2	0	982	217	12	25	3	257	33	773	27	1	834	2374
*** BREAK ***																					
14:00	11	7	24	0	42	38	218	1	0	257	28	3	7	0	38	7	217	13	1	238	575
14:15	12	3	42	0	57	27	171	2	0	200	14	4	9	0	27	4	145	11	0	160	444
14:30	11	2	31	0	44	34	210	0	0	244	32	1	11	0	44	4	215	12	0	231	563
14:45	13	9	36	0	58	52	229	0	0	281	24	2	11	0	37	8	187	8	0	203	579
Total	47	21	133	0	201	151	828	3	0	982	98	10	38	0	146	23	764	44	1	832	2161
15:00	22	13	43	0	78	43	211	0	0	254	43	4	5	0	52	8	193	10	0	211	595
15:15	13	3	34	0	50	48	281	1	0	330	54	2	8	1	65	4	195	12	1	212	657
15:30	15	5	30	0	50	35	187	0	0	222	29	5	5	0	39	2	255	15	0	272	583
15:45	20	8	25	0	53	32	215	0	0	247	36	3	2	0	41	0	215	12	0	227	568
Total	70	29	132	0	231	158	894	1	0	1053	162	14	20	1	197	14	858	49	1	922	2403
16:00	15	6	44	0	65	49	290	0	0	339	31	2	11	0	44	3	198	9	1	211	659
16:15	11	7	24	0	42	36	246	0	0	282	49	4	15	0	68	1	199	14	0	214	606
16:30	9	0	36	0	45	36	281	1	0	318	35	1	5	0	41	7	196	14	0	217	621
16:45	12	5	42	0	59	53	283	0	0	336	27	4	5	0	36	3	182	9	0	194	625
Total	47	18	146	0	211	174	1100	1	0	1275	142	11	36	0	189	14	775	46	1	836	2511
17:00	17	2	39	0	58	47	297	2	0	346	40	3	8	0	51	2	263	17	0	282	737
17:15	7	6	33	0	46	44	234	0	1	279	44	3	5	0	52	5	171	12	0	188	565
17:30	10	3	37	0	50	53	227	0	0	280	39	2	7	0	48	2	226	13	0	241	619
17:45	15	1	44	0	60	58	274	0	0	332	30	2	1	0	33	4	169	9	0	182	607
Total	49	12	153	0	214	202	1032	2	1	1237	153	10	21	0	184	13	829	51	0	893	2528
Grand Total	242	226	896	0	1364	1084	5037	10	1	6132	886	63	150	5	1104	116	4515	235	5	4871	13471
Apprch %	17.7	16.6	65.7	0		17.7	82.1	0.2	0		80.3	5.7	13.6	0.5		2.4	92.7	4.8	0.1		
Total %	1.8	1.7	6.7	0	10.1	8	37.4	0.1	0	45.5	6.6	0.5	1.1	0	8.2	0.9	33.5	1.7	0	36.2	
Autos	236	224	891	0	1351	1071	4948									4452					13268
% Autos	97.5	99.1	99.4	0	99	98.8	98.2	100	100	98.3	99.2	93.7	96	100	98.5	97.4	98.6	97.9	100	98.5	98.5
Heavy Vehicles																					
% Heavy Vehicles	2.5	0.9	0.6	0	1	1.2	1.8	0	0	1.7	0.8	6.3	4	0	1.5	2.6	1.4	2.1	0	1.5	1.5

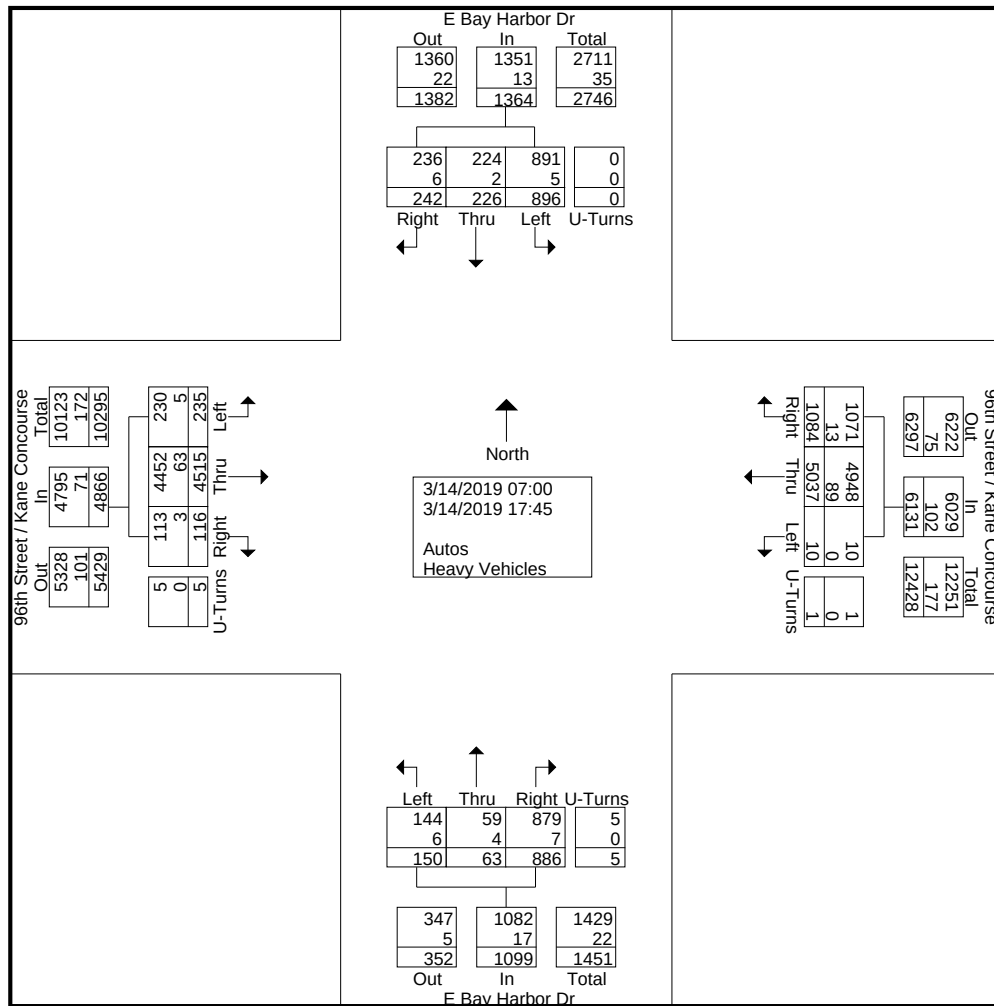
Traf Tech Engineering Inc.

File Name : 8-E Bay Harbor Dr & 96th St

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Traf Tech Engineering Inc.

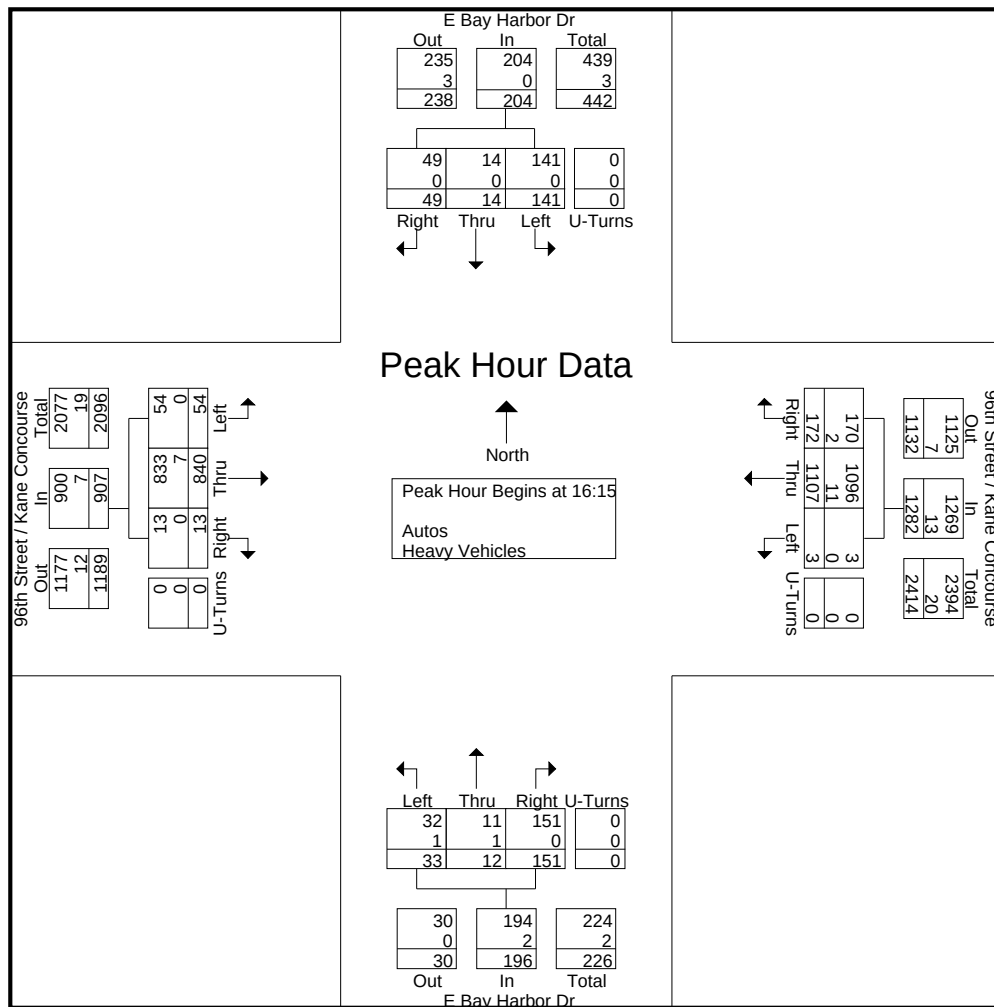
File Name : 8-E Bay Harbor Dr & 96th St

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	E Bay Harbor Dr From North					96th Street / Kane Concourse From East					E Bay Harbor Dr From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	11	7	24	0	42	36	246	0	0	282	49	4	15	0	68	1	199	14	0	214	606
16:30	9	0	36	0	45	36	281	1	0	318	35	1	5	0	41	7	196	14	0	217	621
16:45	12	5	42	0	59	53	283	0	0	336	27	4	5	0	36	3	182	9	0	194	625
17:00	17	2	39	0	58	47	297	2	0	346	40	3	8	0	51	2	263	17	0	282	737
Total Volume	49	14	141	0	204	172	1107	3	0	1282	151	12	33	0	196	13	840	54	0	907	2589
% App. Total	24	6.9	69.1	0		13.4	86.3	0.2	0		77	6.1	16.8	0		1.4	92.6	6	0		
PHF	.721	.500	.839	.000	.864	.811	.932	.375	.000	.926	.770	.750	.550	.000	.721	.464	.798	.794	.000	.804	.878
Autos	49	14	141	0	204	170	1096				100	91.7	97.0	0	99.0	100	99.2	100	0	99.2	99.2
% Autos	100	100	100	0	100	98.8	99.0	100	0	99.0	100	91.7	97.0	0	99.0	100	99.2	100	0	99.2	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.2	1.0	0	0	1.0	0	8.3	3.0	0	1.0	0	0.8	0	0	0.8	0.8



Traf Tech Engineering Inc.

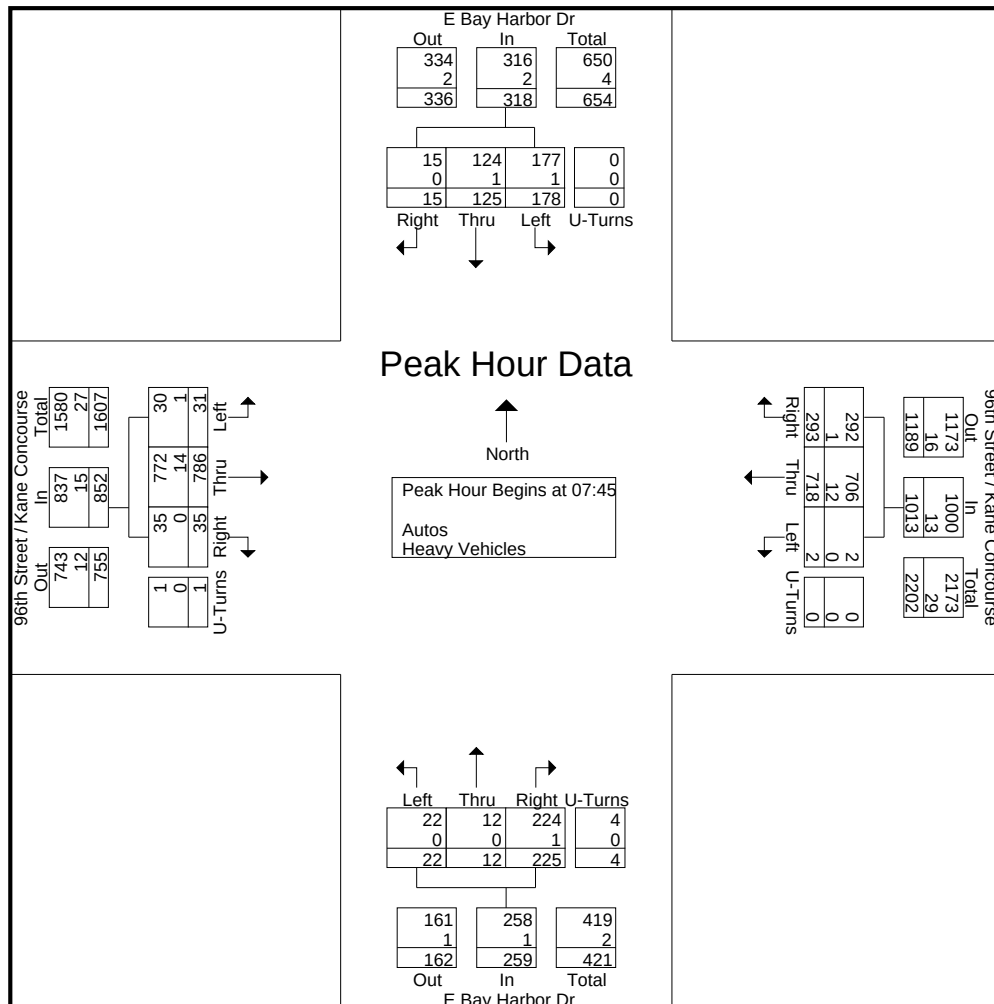
File Name : 8-E Bay Harbor Dr & 96th St

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	E Bay Harbor Dr From North					96th Street / Kane Concourse From East					E Bay Harbor Dr From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	3	23	39	0	65	62	178	0	0	240	42	2	4	1	49	7	193	11	1	212	566
08:00	3	42	49	0	94	98	167	1	0	266	54	4	5	1	64	9	217	3	0	229	653
08:15	4	45	43	0	92	92	199	1	0	292	69	4	10	2	85	10	180	4	0	194	663
08:30	5	15	47	0	67	41	174	0	0	215	60	2	3	0	65	9	196	13	0	218	565
Total Volume	15	125	178	0	318	293	718	2	0	1013	225	12	22	4	263	35	786	31	1	853	2447
% App. Total	4.7	39.3	56	0		28.9	70.9	0.2	0		85.6	4.6	8.4	1.5		4.1	92.1	3.6	0.1		
PHF	.750	.694	.908	.000	.846	.747	.902	.500	.000	.867	.815	.750	.550	.500	.774	.875	.906	.596	.250	.931	.923
Autos	15	124	177	0	316	292	706	2	0	1000	224	12	22	4	262	35	772	30	1	838	2416
% Autos	100	99.2	99.4	0	99.4	99.7	98.3	100	0	98.7	99.6	100	100	100	99.6	100	98.2	96.8	100	98.2	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0.6	0	0.6	0.3	1.7	0	0	1.3	0.4	0	0	0	0.4	0	1.8	3.2	0	1.8	1.3



Traf Tech Engineering Inc.

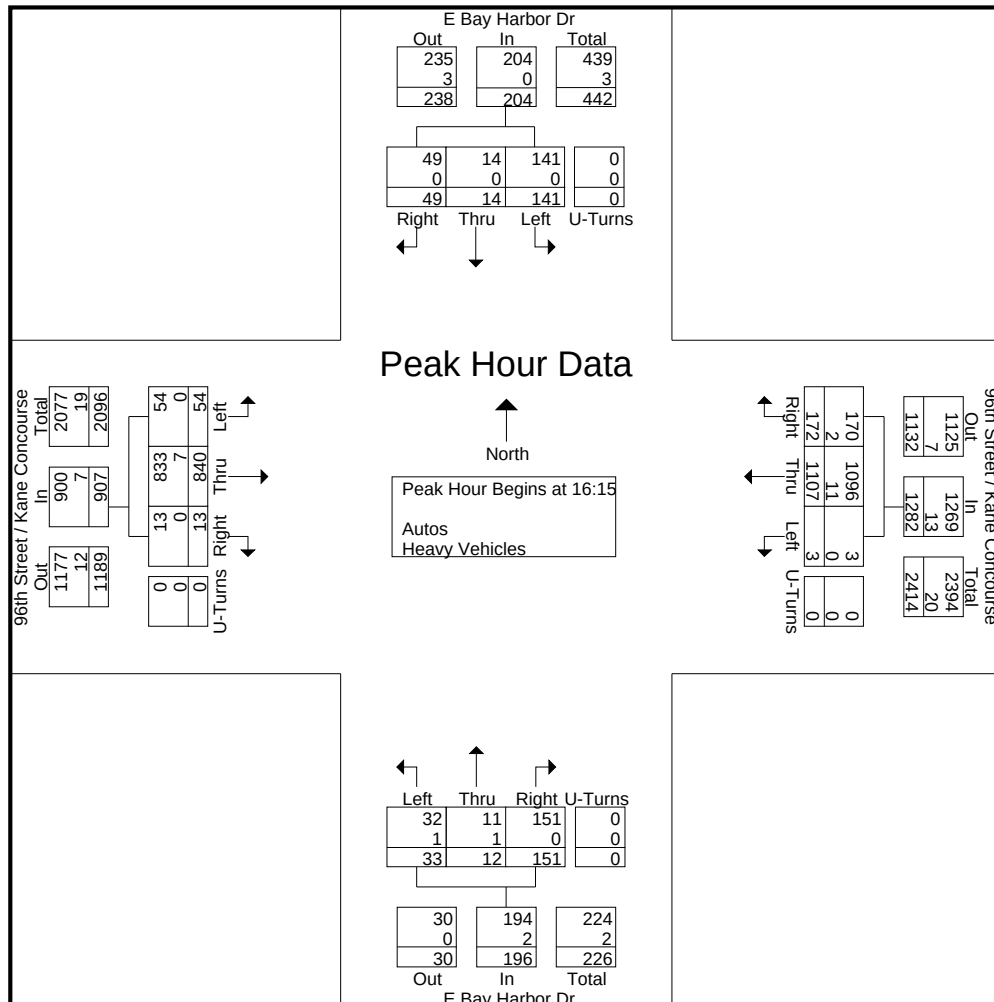
File Name : 8-E Bay Harbor Dr & 96th St

Site Code : 00000000

Start Date : 3/14/2019

Page No : 5

	E Bay Harbor Dr From North					96th Street / Kane Concourse From East					E Bay Harbor Dr From South					96th Street / Kane Concourse From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	11	7	24	0	42	36	246	0	0	282	49	4	15	0	68	1	199	14	0	214	606
16:30	9	0	36	0	45	36	281	1	0	318	35	1	5	0	41	7	196	14	0	217	621
16:45	12	5	42	0	59	53	283	0	0	336	27	4	5	0	36	3	182	9	0	194	625
17:00	17	2	39	0	58	47	297	2	0	346	40	3	8	0	51	2	263	17	0	282	737
Total Volume	49	14	141	0	204	172	1107	3	0	1282	151	12	33	0	196	13	840	54	0	907	2589
% App. Total	24	6.9	69.1	0		13.4	86.3	0.2	0		77	6.1	16.8	0		1.4	92.6	6	0		
PHF	.721	.500	.839	.000	.864	.811	.932	.375	.000	.926	.770	.750	.550	.000	.721	.464	.798	.794	.000	.804	.878
Autos	49	14	141	0	204	170	1096				100	91.7	97.0	0	99.0	100	99.2	100	0	99.2	99.2
% Autos	100	100	100	0	100	98.8	99.0	100	0	99.0	100	91.7	97.0	0	99.0	100	99.2	100	0	99.2	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.2	1.0	0	0	1.0	0	8.3	3.0	0	1.0	0	0.8	0	0	0.8	0.8



Traf Tech Engineering Inc.

Date Start: 14-Mar-19
97th Street W of Bay Harbor Terrace

Start Time	14-Mar-19 Thu	Lane 1	Lane 2	Combined Total	
12:00 AM		2	10	12	
01:00		0	2	2	
02:00		1	0	1	
03:00		1	2	3	
04:00		0	3	3	
05:00		1	8	9	
06:00		6	17	23	
07:00		22	44	66	
08:00		40	108	148	
09:00		25	71	96	
10:00		33	60	93	
11:00		18	59	77	
12:00 PM		24	64	88	
01:00		21	72	93	
02:00		34	71	105	
03:00		25	91	116	
04:00		32	82	114	
05:00		52	100	152	
06:00		23	85	108	
07:00		10	62	72	
08:00		9	45	54	
09:00		3	34	37	
10:00		3	27	30	
11:00		4	14	18	
Total		389	1131	1520	
Percent		25.6%	74.4%		

Traf Tech Engineering Inc.

Date Start: 14-Mar-19
97th Street W of Bay Harbor Terrace

Start Time	15-Mar-19 Fri	Lane 1	Lane 2	Combined Total	
12:00 AM		1	18	19	
01:00		0	7	7	
02:00		1	2	3	
03:00		1	3	4	
04:00		1	1	2	
05:00		1	5	6	
06:00		5	17	22	
07:00		22	35	57	
08:00		40	65	105	
09:00		29	67	96	
10:00		22	50	72	
11:00		33	53	86	
12:00 PM		26	53	79	
01:00		24	64	88	
02:00		28	59	87	
03:00		27	99	126	
04:00		16	100	116	
05:00		26	97	123	
06:00		16	87	103	
07:00		12	54	66	
08:00		5	40	45	
09:00		7	37	44	
10:00		4	27	31	
11:00		3	21	24	
Total		350	1061	1411	
Percent		24.8%	75.2%		

Traf Tech Engineering Inc.

Date Start: 14-Mar-19
97th Street W of Bay Harbor Terrace

Start Time	16-Mar-19 Sat	Lane 1	Lane 2	Combined Total	
12:00 AM		0	10	10	■
01:00		0	3	3	■
02:00		0	7	7	■
03:00		1	3	4	■
04:00		1	2	3	■
05:00		1	5	6	■
06:00		1	3	4	■
07:00		3	4	7	■
08:00		7	17	24	■■■■
09:00		10	17	27	■■■■■
10:00		11	24	35	■■■■■■
11:00		17	32	49	■■■■■■■
12:00 PM		19	36	55	■■■■■■■
01:00		14	53	67	■■■■■■■■
02:00		10	49	59	■■■■■■■■
03:00		7	39	46	■■■■■■■
04:00		8	39	47	■■■■■■■
05:00		8	45	53	■■■■■■■
06:00		7	51	58	■■■■■■■
07:00		11	42	53	■■■■■■■
08:00		8	41	49	■■■■■■■
09:00		8	43	51	■■■■■■■
10:00		2	27	29	■■■■■
11:00		4	17	21	■■■■
Total		158	609	767	
Percent		20.6%	79.4%		
Grand Total		897	2801		
Percentage		24.3%	75.7%		

ADT

ADT 1,093

AADT 1,093

Traf Tech Engineering Inc.

Date Start: 14-Mar-19
W Bay Harbor Dr S of 97th Street

Start Time	14-Mar-19 Thu	Lane 1	Lane 2	Combined Total	
12:00 AM		10	20	30	
01:00		3	7	10	
02:00		0	1	1	
03:00		1	5	6	
04:00		2	11	13	
05:00		2	22	24	
06:00		9	72	81	
07:00		19	107	126	
08:00		58	193	251	
09:00		30	164	194	
10:00		29	143	172	
11:00		25	138	163	
12:00 PM		32	130	162	
01:00		30	137	167	
02:00		28	132	160	
03:00		55	171	226	
04:00		41	166	207	
05:00		42	177	219	
06:00		27	127	154	
07:00		28	111	139	
08:00		20	73	93	
09:00		17	55	72	
10:00		18	34	52	
11:00		14	24	38	
Total		540	2220	2760	
Percent		19.6%	80.4%		

Traf Tech Engineering Inc.

Date Start: 14-Mar-19
W Bay Harbor Dr S of 97th Street

Start Time	15-Mar-19 Fri	Lane 1	Lane 2	Combined Total	
12:00 AM		6	21	27	
01:00		3	11	14	
02:00		7	8	15	
03:00		2	7	9	
04:00		1	8	9	
05:00		2	27	29	
06:00		5	61	66	
07:00		20	107	127	
08:00		68	222	290	
09:00		27	139	166	
10:00		29	142	171	
11:00		42	142	184	
12:00 PM		44	117	161	
01:00		35	128	163	
02:00		34	137	171	
03:00		55	170	225	
04:00		36	197	233	
05:00		32	172	204	
06:00		19	144	163	
07:00		24	104	128	
08:00		22	81	103	
09:00		19	69	88	
10:00		10	30	40	
11:00		12	36	48	
Total		554	2280	2834	
Percent		19.5%	80.5%		

Traf Tech Engineering Inc.

Date Start: 14-Mar-19
W Bay Harbor Dr S of 97th Street

Start Time	16-Mar-19 Sat	Lane 1	Lane 2	Combined Total	
12:00 AM		8	24	32	
01:00		2	16	18	
02:00		5	11	16	
03:00		3	4	7	
04:00		1	7	8	
05:00		4	17	21	
06:00		7	24	31	
07:00		4	44	48	
08:00		20	80	100	
09:00		27	133	160	
10:00		42	135	177	
11:00		50	128	178	
12:00 PM		35	114	149	
01:00		13	93	106	
02:00		16	94	110	
03:00		26	91	117	
04:00		13	87	100	
05:00		18	81	99	
06:00		12	102	114	
07:00		21	98	119	
08:00		18	74	92	
09:00		24	78	102	
10:00		19	43	62	
11:00		12	29	41	
Total		400	1607	2007	
Percent		19.9%	80.1%		
Grand Total		1494	6107		
Percentage		19.7%	80.3%		

ADT

ADT 2,528

AADT 2,528

TOD Schedule Report
for 3010: Bay Harbor Dr E&Kane Conc

Print Date:
5/22/2018

Print Time:
11:48 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
3010	Bay Harbor Dr E&Kane Conc	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red													
Phase Bank																																	
1		2		3		1		2		3		1		2		3		1		2		3											
1	EBL	0	-	0	-	0	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2	7	-	7	-	7	15	-	10	-	7	4	2.3
2	WBT	0	-	7	-	7	0	-	15	-	15	16	-	7	-	7	1	-	1	-	1	25	-	35	-	35	0	-	35	-	35	4	2.3
3	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
4	NBT	0	-	7	-	7	0	-	22	-	22	10	-	7	-	7	2.5	-	2.5	-	2.5	10	-	10	-	10	25	-	22	-	15	4	3.1
5	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
6	EBT	0	-	7	-	7	0	-	15	-	15	16	-	7	-	7	1	-	1	-	1	25	-	35	-	35	0	-	35	-	35	4	2.3
7	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
8	SBT	0	-	7	-	7	0	-	22	-	22	10	-	7	-	7	2.5	-	2.5	-	2.5	10	-	10	-	10	25	-	22	-	15	4	3.1

Last In Service Date: unknown

Permitted Phases

12345678

Default 1234-6-8
External Permit 0 -----
External Permit 1 -2-4-6-8
External Permit 2 -2-4-6-8

TOD Schedule Report

for 3010: Bay Harbor Dr E&Kane Conc

Print Date:

5/22/2018

Print Time:

11:48 AM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT		
1		70	6	24	0	21	0	36	0	21	0	69
2		70	6	24	0	21	0	36	0	21	0	69
3		100	6	33	0	42	0	45	0	42	0	0
4		100	6	46	0	29	0	58	0	29	0	61
5		90	6	44	0	21	0	56	0	21	0	35
6		90	6	41	0	24	0	53	0	24	0	46
7		90	6	48	0	17	0	60	0	17	0	42
8		100	6	32	0	43	0	44	0	43	0	55
9		90	6	48	0	17	0	60	0	17	0	42
10		70	6	24	0	21	0	36	0	21	0	52
11		100	6	46	0	29	0	58	0	29	0	56
12		100	6	33	0	42	0	45	0	42	0	58
15		70	6	24	0	21	0	36	0	21	0	52
20		70	6	24	0	21	0	36	0	21	0	52
23		70	6	24	0	21	0	36	0	21	0	52
24		100	6	46	0	29	0	58	0	29	0	35
26		160	6	117	0	18	0	129	0	18	0	0
27		90	8	52	0	11	0	66	0	11	0	34
28		90	8	52	0	11	0	66	0	11	0	34
29		90	8	52	0	11	0	66	0	11	0	62

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	23	Su S
0130	Flash	M T W Th F
0200	Flash	Su S
0600	2	M T W Th F
0700	3	M T W Th F
0700	20	Su S
0845	4	M T W Th F
0930	24	M T W Th F
1330	8	M T W Th F
1430	11	W
1530	11	M T Th F
1800	15	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7--4---	Su M T W Th F S
0700	TOD OUTPUTS	-----	M T W Th F
0845	TOD OUTPUTS	-7---2-	M T W Th F
1330	TOD OUTPUTS	-----	M T W Th F
1530	TOD OUTPUTS	-7---2-	M T Th F
2000	TOD OUTPUTS	-7--4---	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7--4---	Su M T W Th F S
0700	TOD OUTPUTS	-----	M T W Th F
0845	TOD OUTPUTS	-7---2-	M T W Th F
1330	TOD OUTPUTS	-----	M T W Th F
1430	TOD OUTPUTS	-7---2-	W
1530	TOD OUTPUTS	-7---2-	M T Th F
2000	TOD OUTPUTS	-7--4---	Su M T W Th F S

* Settings

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

TOD Schedule Report

for 3010: Bay Harbor Dr E&Kane Conc

Print Date:

5/22/2018

Print Time:

11:48 AM

TOD Central Schedule Day-Type for Current Day

Day Type: SS

SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[15] EVENING/NIGHT (15)	70
30	FLASH (63)	0
600	[02] PRE-AM PEAK (2)	70
730	[03] AM PEAK (3)	100
845	[04] HEAVY AM PEAK (4)	100
930	[24] AVG/OFF-PEAK (24)	100
1330	[08] EARLY AFTERNOON (8)	100
1530	[11] PM PEAK (11)	100
1800	[15] EVENING/NIGHT (15)	70

TOD Schedule Report
for 3011: Bay Harbor Dr W&Kane Conc

Print Date:
5/22/2018

Print Time:
11:48 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
3011	Bay Harbor Dr W&Kane Conc	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0
2 WBT	7	-	7	15	-	15	7	-	7	1	-	1	25	-	25	0	-	0	4	2
3 -	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0
4 NBT	7	-	7	22	-	22	7	-	7	2.5	-	2.5	22	-	22	28	-	28	4	2
5 WBL	0	-	0	0	-	0	5	-	5	2	-	2	5	-	7	6	-	30	3.7	2
6 EBT	7	-	7	15	-	15	7	-	7	1	-	1	25	-	25	0	-	0	4	2
7 -	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0
8 SBT	7	-	7	22	-	22	7	-	7	2.5	-	2.5	22	-	22	28	-	28	4	2

Last In Service Date: unknown

Permitted Phases

12345678

Default -2-456-8
External Permit 0 -----
External Permit 1 -2-4-6-8
External Permit 2 -2-4-6-8

TOD Schedule Report

for 3011: Bay Harbor Dr W&Kane Conc

Print Date:

5/22/2018

Print Time:

11:48 AM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT		
1		70	0	46	0	12	6	34	0	12	0	30
2		70	0	46	0	12	6	34	0	12	0	30
3		100	0	59	0	29	16	37	0	29	0	46
4		100	0	59	0	29	16	37	0	29	0	49
5		90	0	61	0	17	9	46	0	17	0	31
6		90	0	66	0	12	16	44	0	12	0	46
7		90	0	49	0	29	16	27	0	29	0	71
8		100	0	59	0	29	16	37	0	29	0	27
9		90	0	61	0	17	9	46	0	17	0	71
10		70	0	46	0	12	6	34	0	12	0	13
11		100	0	59	0	29	16	37	0	29	0	71
12		70	0	46	0	12	6	34	0	12	0	30
15		70	0	36	0	22	6	24	0	22	0	13
20		70	0	46	0	12	6	34	0	12	0	13
23		70	0	34	0	24	6	22	0	24	0	13
24		100	0	59	0	29	17	36	0	29	0	31
26		160	0	129	0	19	0	129	0	19	0	0
27		90	0	65	0	13	9	50	0	13	0	6
28		90	0	65	0	13	9	50	0	13	0	55
29		90	0	65	0	13	9	50	0	13	0	21

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	23	Su S
0130	Flash	M T W Th F
0200	Flash	Su S
0600	2	M T W Th F
0700	3	M T W Th F
0700	20	Su S
0845	4	M T W Th F
0930	24	M T W Th F
1330	8	M T W Th F
1430	11	W
1530	11	M T Th F
1800	15	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

* Settings

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

TOD Schedule Report

for 3011: Bay Harbor Dr W&Kane Conc

Print Date:

5/22/2018

Print Time:

11:48 AM

TOD Central Schedule Day-Type for Current Day

Day Type: SS

SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[15] EVENING/NIGHT (15)	70
30	FLASH (63)	0
600	[02] PRE-AM PEAK (2)	70
730	[03] AM PEAK (3)	100
845	[04] HEAVY AM PEAK (4)	100
930	[24] AVG/OFF-PEAK (24)	100
1330	[08] EARLY AFTERNOON (8)	100
1530	[11] PM PEAK (11)	100
1800	[15] EVENING/NIGHT (15)	70

TOD Schedule Report

for 3721: Bay Harbor Ter&Kane Conc

Print Date:
5/22/2018

Print Time:
1:25 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
3721	Bay Harbor Ter&Kane Conc	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red							
	Phase Bank																										
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3									
1 EBL	0	-	0	0	-	0	0	-	0	5	-	5	5	2	-	2	7	-	7	19	-	19	3.7	2.4			
2 WBT	7	-	7	7	-	7	16	-	16	16	7	-	7	7	1	-	1	25	-	25	25	0	-	0	4	2.4	
3 -	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	
4 NBT	6	-	6	6	-	6	21	-	21	21	7	-	7	7	2.5	-	2.5	24	-	24	24	30	-	30	30	4	3.1
5 WBL	0	-	0	0	-	0	0	-	0	0	5	-	5	5	2	-	2	7	-	7	7	30	-	30	30	3.7	2.4
6 EBT	7	-	7	7	-	7	16	-	16	16	7	-	7	7	1	-	1	25	-	25	25	0	-	0	0	4	2.4
7 -	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	
8 SBT	6	-	6	6	-	6	21	-	21	21	7	-	7	7	2.5	-	2.5	24	-	24	24	30	-	30	30	4	3.1

Last In Service Date: unknown

Permitted Phases

12345678

Default 12-456-8
 External Permit 0 -----
 External Permit 1 -2-4-6-8
 External Permit 2 -2-4-6-8

TOD Schedule Report

for 3721: Bay Harbor Ter&Kane Conc

Print Date:

5/22/2018

Print Time:

1:25 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT		
1		90	6	38	0	27	6	38	0	27	0	29
2		90	6	38	0	27	6	38	0	27	0	29
3		100	13	41	0	27	13	41	0	27	0	49
4		100	13	41	0	27	13	41	0	27	0	40
5		90	6	38	0	27	6	38	0	27	0	27
6		90	6	38	0	27	6	38	0	27	0	44
7		90	6	38	0	27	6	38	0	27	0	75
8		100	6	48	0	27	6	48	0	27	0	64
9		90	6	38	0	27	6	38	0	27	0	79
10		90	6	38	0	27	6	38	0	27	0	11
11		100	6	48	0	27	6	48	0	27	0	79
12		90	6	38	0	27	6	38	0	27	0	29
15		90	6	38	0	27	6	38	0	27	0	11
20		90	6	38	0	27	6	38	0	27	0	11
23		90	6	38	0	27	6	38	0	27	0	11
24		100	6	48	0	27	6	48	0	27	0	27
26		160	6	105	0	30	6	105	0	30	0	0
27		90	6	38	0	27	6	38	0	27	0	56
28		90	6	38	0	27	6	38	0	27	0	57
29		90	6	38	0	27	6	38	0	27	0	41

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	23	Su S
0130	Flash	M T W Th F
0200	Flash	Su S
0600	2	M T W Th F
0700	3	M T W Th F
0700	20	Su S
0845	4	M T W Th F
0930	24	M T W Th F
1330	8	M T W Th F
1430	11	W
1530	11	M T Th F
1800	15	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

* Settings

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

TOD Schedule Report

for 3721: Bay Harbor Ter&Kane Conc

Print Date:

5/22/2018

Print Time:

1:25 PM

TOD Central Schedule Day-Type for Current Day

Day Type: SS

SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[15] EVENING/NIGHT (15)	90
30	FLASH (63)	0
600	[02] PRE-AM PEAK (2)	90
730	[03] AM PEAK (3)	100
845	[04] HEAVY AM PEAK (4)	100
930	[24] AVG/OFF-PEAK (24)	100
1330	[08] EARLY AFTERNOON (8)	100
1530	[11] PM PEAK (11)	100
1800	[15] EVENING/NIGHT (15)	90

APPENDIX B
Peak Season Conversion Factors,
Historical Traffic Counts, Growth Rate
and Committed Developments

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.07	1.11
2	01/08/2017 - 01/14/2017	1.04	1.08
3	01/15/2017 - 01/21/2017	1.01	1.05
4	01/22/2017 - 01/28/2017	1.00	1.04
5	01/29/2017 - 02/04/2017	0.99	1.03
6	02/05/2017 - 02/11/2017	0.98	1.02
7	02/12/2017 - 02/18/2017	0.97	1.01
* 8	02/19/2017 - 02/25/2017	0.97	1.01
* 9	02/26/2017 - 03/04/2017	0.96	1.00
*10	03/05/2017 - 03/11/2017	0.95	0.99
*11	03/12/2017 - 03/18/2017	0.95	0.99
*12	03/19/2017 - 03/25/2017	0.95	0.99
*13	03/26/2017 - 04/01/2017	0.96	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.01
*16	04/16/2017 - 04/22/2017	0.97	1.01
*17	04/23/2017 - 04/29/2017	0.97	1.01
*18	04/30/2017 - 05/06/2017	0.97	1.01
*19	05/07/2017 - 05/13/2017	0.97	1.01
*20	05/14/2017 - 05/20/2017	0.97	1.01
21	05/21/2017 - 05/27/2017	0.98	1.02
22	05/28/2017 - 06/03/2017	0.98	1.02
23	06/04/2017 - 06/10/2017	0.99	1.03
24	06/11/2017 - 06/17/2017	0.99	1.03
25	06/18/2017 - 06/24/2017	1.00	1.04
26	06/25/2017 - 07/01/2017	1.00	1.04
27	07/02/2017 - 07/08/2017	1.01	1.05
28	07/09/2017 - 07/15/2017	1.01	1.05
29	07/16/2017 - 07/22/2017	1.01	1.05
30	07/23/2017 - 07/29/2017	1.01	1.05
31	07/30/2017 - 08/05/2017	1.00	1.04
32	08/06/2017 - 08/12/2017	1.00	1.04
33	08/13/2017 - 08/19/2017	1.00	1.04
34	08/20/2017 - 08/26/2017	1.04	1.08
35	08/27/2017 - 09/02/2017	1.07	1.11
36	09/03/2017 - 09/09/2017	1.11	1.16
37	09/10/2017 - 09/16/2017	1.14	1.19
38	09/17/2017 - 09/23/2017	1.12	1.17
39	09/24/2017 - 09/30/2017	1.10	1.15
40	10/01/2017 - 10/07/2017	1.08	1.13
41	10/08/2017 - 10/14/2017	1.06	1.10
42	10/15/2017 - 10/21/2017	1.04	1.08
43	10/22/2017 - 10/28/2017	1.05	1.09
44	10/29/2017 - 11/04/2017	1.06	1.10
45	11/05/2017 - 11/11/2017	1.07	1.11
46	11/12/2017 - 11/18/2017	1.07	1.11
47	11/19/2017 - 11/25/2017	1.07	1.11
48	11/26/2017 - 12/02/2017	1.07	1.11
49	12/03/2017 - 12/09/2017	1.07	1.11
50	12/10/2017 - 12/16/2017	1.07	1.11
51	12/17/2017 - 12/23/2017	1.05	1.09
52	12/24/2017 - 12/30/2017	1.03	1.07
53	12/31/2017 - 12/31/2017	1.01	1.05

* PEAK SEASON

02-MAR-2018 15:35:06

830UPD

6_8700_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0132 - SR 922/NE 96 ST. 89' W OF ABO TT AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2017	29000	C	E 15500		W 13500	9.00	55.00	12.40
2016	29500	C	E 14000		W 15500	9.00	54.50	12.60
2015	25500	C	E 13500		W 12000	9.00	54.70	8.80
2014	25500	C	E 13000		W 12500	9.00	54.50	6.20
2013	22100	C	E 12500		W 9600	9.00	52.40	6.80
2012	26000	C	E 13500		W 12500	9.00	55.70	4.60
2011	25500	C	E 13000		W 12500	9.00	55.10	4.20
2010	25500	C	E 14000		W 11500	8.98	54.08	4.20
2009	28500	C	E 15500		W 13000	8.99	53.24	7.20
2008	28000	C	E 15000		W 13000	9.09	55.75	7.90
2007	24000	F	E 13000		W 11000	8.01	54.34	7.20
2006	24000	C	E 13000		W 11000	7.97	54.22	7.20
2005	26000	C	E 14000		W 12000	8.80	53.80	7.80
2004	26500	C	E 13000		W 13500	9.00	53.30	7.80
2003	25000	C	E 12500		W 12500	8.80	53.40	3.20
2002	24500	C	E 12000		W 12500	9.80	52.30	2.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8608 - BROAD CSWY, 200 FT E OF GAS STATION ACCESS

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2017	24000 F	E	12000	W	12000	9.00	55.70	3.50
2016	24000 C	E	12000	W	12000	9.00	56.10	4.00
2015	19300 T	E	9700	W	9600	9.00	57.40	4.80
2014	19500 S	E	9800	W	9700	9.00	59.30	5.20
2013	19700 F	E	9900	W	9800	9.00	58.90	16.20
2012	19900 C	E	10000	W	9900	9.00	59.70	16.00

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

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

APPENDIX C

Projected Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & 97 Street AM Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)		35	25	16	148					73		53
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	0	35	25	16	148	0	0	0	0	73	0	53
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		12			38							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	0	47	25	16	186	0	0	0	0	73	0	53
Project Trips			15	3						25		1
2022 Total Traffic	0	47	40	19	186	0	0	0	0	98	0	54

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & 97 Street MD Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)		41	21	8	117					43		38
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	0	41	21	8	117	0	0	0	0	43	0	38
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		38			23							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	0	79	21	8	140	0	0	0	0	43	0	38
Project Trips			16	2						62		2
2022 Total Traffic	0	79	37	10	140	0	0	0	0	105	0	40

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & 97 Street PM Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)		15	27	15	142					52		51
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	0	15	27	15	142	0	0	0	0	52	0	51
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		38			23							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	0	53	27	15	165	0	0	0	0	52	0	51
Project Trips			16	2						62		2
2022 Total Traffic	0	53	43	17	165	0	0	0	0	114	0	53

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & 97 Street AM Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	65	45	16	3	16	3	1	29	16	72	66	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	65	45	16	3	16	3	1	29	16	72	66	0
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		1			2							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	65	46	16	3	18	3	1	29	16	72	66	0
Project Trips	74							5	20		16	
2022 Total Traffic	139	46	16	3	18	3	1	34	36	72	82	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & 97 Street MD Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	57	50	18	2	5	3		16	13	17	24	6
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	57	50	18	2	5	3	0	16	13	17	24	6
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		2			1							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	57	52	18	2	6	3	0	16	13	17	24	6
Project Trips	38							12	49		10	
2022 Total Traffic	95	52	18	2	6	3	0	28	62	17	34	6

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & 97 Street PM Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	62	41	18	2	9	0	0	24	33	20	26	6
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	62	41	18	2	9	0	0	24	33	20	26	6
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		4			13							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	62	45	18	2	22	0	0	24	33	20	26	6
Project Trips	38							12	49		10	
2022 Total Traffic	100	45	18	2	22	0	0	36	82	20	36	6

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E. Bay Harbor Drive & 97 Street AM Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	144	159			233	8	6		40			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	144	159	0	0	233	8	6	0	40	0	0	0
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		4			13							
Grand Beach Hotel		27			19							
One Kane Concourse												
2022 Background Traffic	144	190	0	0	265	8	6	0	40	0	0	0
Project Trips	14					2	1		4			
2022 Total Traffic	158	190	0	0	265	10	7	0	44	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E. Bay Harbor Drive & 97 Street MD Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	43	148			177	8	8		28			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	43	148	0	0	177	8	8	0	28	0	0	0
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		13			8							
Grand Beach Hotel		31			28							
One Kane Concourse												
2022 Background Traffic	43	192	0	0	213	8	8	0	28	0	0	0
Project Trips	9					1	2		10			
2022 Total Traffic	52	192	0	0	213	9	10	0	38	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E. Bay Harbor Drive & 97 Street PM Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	57	182			149	4	1		45			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	57	182	0	0	149	4	1	0	45	0	0	0
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		13			8							
Grand Beach Hotel		31			28							
One Kane Concourse												
2022 Background Traffic	57	226	0	0	185	4	1	0	45	0	0	0
Project Trips	9					1	2		10			
2022 Total Traffic	66	226	0	0	185	5	3	0	55	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & Alley AM Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			Alley Eastbound			Alley Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	1	51			191		1	1		3		2
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	1	51	0	0	191	0	1	1	0	3	0	2
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		12			38							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	1	63	0	0	229	0	1	1	0	3	0	2
Project Trips		12			25							3
2022 Total Traffic	1	75	0	0	254	0	1	1	0	3	0	5

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & Alley MD Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			Alley Eastbound			Alley Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)		56			159					17		5
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	0	56	0	0	159	0	0	0	0	17	0	5
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		38			23							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	0	94	0	0	182	0	0	0	0	17	0	5
Project Trips		8			62							8
2022 Total Traffic	0	102	0	0	244	0	0	0	0	17	0	13

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & Alley PM Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			Alley Eastbound			Alley Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)		39			177					24		6
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	0	39	0	0	177	0	0	0	0	24	0	6
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		38			23							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	0	77	0	0	200	0	0	0	0	24	0	6
Project Trips		8			62							8
2022 Total Traffic	0	85	0	0	262	0	0	0	0	24	0	14

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & Alley AM Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			Alley Eastbound			Alley Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	16	126	35	7	91	3						
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	16	126	35	7	91	3	0	0	0	0	0	0
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		1			2							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	16	127	35	7	93	3	0	0	0	0	0	0
Project Trips	4	74			20							
2022 Total Traffic	20	201	35	7	113	3	0	0	0	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & Alley MD Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			Alley Eastbound			Alley Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	19	94	38	7	39	11			1	1		
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	19	94	38	7	39	11	0	0	1	1	0	0
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		2			1							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	19	96	38	7	40	11	0	0	1	1	0	0
Project Trips	11	38			49							
2022 Total Traffic	30	134	38	7	89	11	0	0	1	1	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & Alley PM Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			Alley Eastbound			Alley Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	7	121	22	4	54	4			3		1	1
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	7	121	22	4	54	4	0	0	3	0	1	1
Annual Growth Rate												
Comitted Developments												
Other Residential Dev.		2			1							
Grand Beach Hotel												
One Kane Concourse												
2022 Background Traffic	7	123	22	4	55	4	0	0	3	0	1	1
Project Trips	11	38			49							
2022 Total Traffic	18	161	22	4	104	4	0	0	3	0	1	1

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & 96 Street AM Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			96 Street Eastbound			96 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	155	35	132	12	34	140		821	192	72	498	14
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	155	35	132	12	34	140	0	821	192	72	498	14
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.				11		27	8	4			10	4
Grand Beach Hotel								14			10	
One Kane Concourse								43			7	
2022 Background Traffic	155	35	132	23	34	167	8	917	192	72	546	18
Project Trips			2		1	24		70			9	12
2022 Total Traffic	155	35	134	23	35	191	8	987	192	72	555	30

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & 96 Street MD Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			96 Street Eastbound			96 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	127	29	73	32	20	141		869	98	62	859	20
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	127	29	73	32	20	141	0	869	98	62	859	20
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.				7		16	27	10			7	11
Grand Beach Hotel								15			14	
One Kane Concourse								19			57	
2022 Background Traffic	127	29	73	39	20	157	27	950	98	62	974	31
Project Trips			1		3	59		44			21	8
2022 Total Traffic	127	29	74	39	23	216	27	994	98	62	995	39

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

W Bay Harbor Drive & 96 Street MD Peak Hour

Description	W Bay Harbor Drive Northbound			W Bay Harbor Drive Southbound			96 Street Eastbound			96 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	87	10	47	33	14	130		856	106	42	1,075	23
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	87	10	47	33	14	130	0	856	106	42	1,075	23
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.				7		16	27	10			7	11
Grand Beach Hotel								15			14	
One Kane Concourse								19			57	
2022 Background Traffic	87	10	47	40	14	146	27	936	106	42	1,199	34
Project Trips			1		3	59		44			21	8
2022 Total Traffic	87	10	48	40	17	205	27	980	106	42	1,220	42

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & Alley AM Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			96 Street Eastbound			96 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	93	25	93	17	80	4	113	739	89	190	506	40
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	93	25	93	17	80	4	113	739	89	190	506	40
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.				1		1	1	14			13	
Grand Beach Hotel								14			10	
One Kane Concourse								43		36	7	
2022 Background Traffic	93	25	93	18	80	5	114	841	89	226	558	40
Project Trips				11		9	72				12	6
2022 Total Traffic	93	25	93	29	80	14	186	841	89	226	570	46

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & Alley MD Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			96 Street Eastbound			96 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	92	22	87	12	10	14	156	816	24	111	827	49
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	92	22	87	12	10	14	156	816	24	111	827	49
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.						1	1	16			17	1
Grand Beach Hotel								15			14	
One Kane Concourse								19		16	57	
2022 Background Traffic	92	22	87	12	10	15	157	901	24	127	950	50
Project Trips				28		21	45				8	4
2022 Total Traffic	92	22	87	40	10	36	202	901	24	127	958	54

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Bay Harbor Terrace & Alley PM Peak Hour

Description	Bay Harbor Terrace Northbound			Bay Harbor Terrace Southbound			96 Street Eastbound			96 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	106	28	75	21	7	21	116	900	54	147	1,005	29
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	106	28	75	21	7	21	116	900	54	147	1,005	29
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.						1	1	16			17	1
Grand Beach Hotel								15			14	
One Kane Concourse								19		16	57	
2022 Background Traffic	106	28	75	21	7	22	117	988	54	163	1,136	30
Project Trips				28		21	45				8	4
2022 Total Traffic	106	28	75	49	7	43	162	988	54	163	1,144	34

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E. Bay Harbor Drive & 96 Street AM Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	26	12	225	178	125	15	32	786	35		718	293
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	26	12	225	178	125	15	32	786	35	0	718	293
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.				4		9	3	12			4	1
Grand Beach Hotel				9		10	14					13
One Kane Concourse	7		5						43		36	
2022 Background Traffic	33	12	230	191	125	34	49	831	78	0	789	307
Project Trips	2				1	3		11			16	14
2022 Total Traffic	35	12	230	191	126	37	49	842	78	0	805	321

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E. Bay Harbor Drive & 96 Street MD Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	20	14	162	132	29	70	50	858	14		894	158
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	20	14	162	132	29	70	50	858	14	0	894	158
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.				2		6	9	7			12	4
Grand Beach Hotel				14		14	15					16
One Kane Concourse	57		47						19		16	
2022 Background Traffic	77	14	209	148	29	90	74	902	33	0	960	178
Project Trips	1				2	8		28			11	9
2022 Total Traffic	78	14	209	148	31	98	74	930	33	0	971	187

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E. Bay Harbor Drive & 96 Street MD Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			97 Street Eastbound			97 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/14/2019)	33	12	151	141	14	49	54	840	13		1,107	172
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2019 Peak Season Traffic	33	12	151	141	14	49	54	840	13	0	1,107	172
Annual Growth Rate							1.40%			1.40%		
Comitted Developments												
Other Residential Dev.				2		6	9	7			12	4
Grand Beach Hotel				14		14	15					16
One Kane Concourse	57		47						19		16	
2022 Background Traffic	90	12	198	157	14	69	78	883	32	0	1,182	192
Project Trips	1				2	8		28			11	9
2022 Total Traffic	91	12	198	157	16	77	78	911	32	0	1,193	201

APPENDIX D

Intersection Capacity Analyses

Timings

101: W. Bay Harbor Drive & 96 Street

	→	↖	←	↙	↑	↗	↘	↓	↕
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑		↑	↗		↑	↗
Traffic Volume (vph)	821	72	498	155	35	132	12	34	140
Future Volume (vph)	821	72	498	155	35	132	12	34	140
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	57.1	67.2	67.2		20.8	20.8		20.8	20.8
Actuated g/C Ratio	0.57	0.67	0.67		0.21	0.21		0.21	0.21
v/c Ratio	0.62	0.28	0.26		0.77	0.40		0.16	0.35
Control Delay	17.8	9.5	7.6		54.5	8.2		30.9	7.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	17.8	9.5	7.6		54.5	8.2		30.9	7.0
LOS	B	A	A		D	A		C	A
Approach Delay	17.8		7.8		35.5			13.0	
Approach LOS	B		A		D			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 46 (46%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 17.3

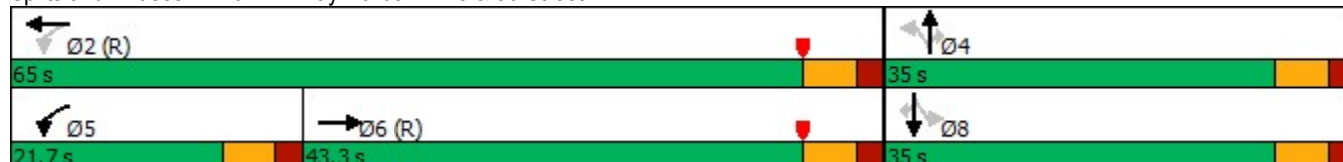
Intersection LOS: B

Intersection Capacity Utilization 75.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

							
Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1151	82	582	216	150	53	159
v/c Ratio	0.62	0.28	0.26	0.77	0.40	0.16	0.35
Control Delay	17.8	9.5	7.6	54.5	8.2	30.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	9.5	7.6	54.5	8.2	30.9	7.0
Queue Length 50th (ft)	244	16	68	131	0	28	0
Queue Length 95th (ft)	384	40	116	188	43	53	43
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1865	428	2250	393	464	464	565
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.19	0.26	0.55	0.32	0.11	0.28
Intersection Summary							

HCM 2010 Signalized Intersection Summary 101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	821	192	72	498	14	155	35	132	12	34	140
Future Volume (veh/h)	0	821	192	72	498	14	155	35	132	12	34	140
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.92		0.78	0.92		0.80
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
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	0	933	218	82	566	16	176	40	150	14	39	159
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1373	320	264	2072	59	65	0	358	46	103	367
Arrive On Green	0.00	0.49	0.49	0.04	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	2924	660	1774	3512	99	0	0	1235	0	354	1267
Grp Volume(v), veh/h	0	583	568	82	285	297	216	0	150	53	0	159
Grp Sat Flow(s),veh/h/ln	0	1770	1722	1774	1770	1841	0	0	1235	354	0	1267
Q Serve(g_s), s	0.0	25.3	25.4	2.2	7.9	7.9	0.0	0.0	9.8	0.0	0.0	10.2
Cycle Q Clear(g_c), s	0.0	25.3	25.4	2.2	7.9	7.9	29.0	0.0	9.8	29.0	0.0	10.2
Prop In Lane	0.00		0.38	1.00		0.05	0.81		1.00	0.26		1.00
Lane Grp Cap(c), veh/h	0	858	835	264	1044	1086	65	0	358	148	0	367
V/C Ratio(X)	0.00	0.68	0.68	0.31	0.27	0.27	3.31	0.00	0.42	0.36	0.00	0.43
Avail Cap(c_a), veh/h	0	858	835	463	1044	1086	65	0	358	148	0	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.8	19.8	15.1	10.0	10.0	50.0	0.0	28.7	28.7	0.0	28.8
Incr Delay (d2), s/veh	0.0	4.3	4.5	0.2	0.5	0.5	1075.9	0.0	0.6	1.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.3	13.0	1.1	4.0	4.1	21.3	0.0	3.4	1.1	0.0	3.6
LnGrp Delay(d),s/veh	0.0	24.1	24.2	15.3	10.5	10.5	1125.9	0.0	29.3	29.8	0.0	29.4
LnGrp LOS		C	C	B	B	B	F		C	C		C
Approach Vol, veh/h	1151			664			366			212		
Approach Delay, s/veh	24.1			11.1			676.4			29.5		
Approach LOS	C			B			F			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	65.0		35.0		10.5		54.5		35.0			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+I1), s	9.9		31.0		4.2		27.4		31.0			
Green Ext Time (p_c), s	1.2		0.0		0.1		2.4		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay	120.8											
HCM 2010 LOS	F											
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	113	739	190	506	93	25	93	17	80	4
Future Volume (vph)	113	739	190	506	93	25	93	17	80	4
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	19.1	47.4	19.1	47.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	19.0%	47.1%	19.0%	47.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	68.0	31.0	68.0	31.0	12.7	12.7	12.7	12.7	12.7	12.7
Actuated g/C Ratio	0.68	0.31	0.68	0.31	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.14	0.84	0.27	0.55	0.61	0.12	0.34	0.11	0.39	0.01
Control Delay	5.0	39.5	8.5	30.0	56.9	37.9	9.8	37.8	44.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	39.5	8.5	30.0	56.9	37.9	9.8	37.8	44.5	0.0
LOS	A	D	A	C	E	D	A	D	D	A
Approach Delay		35.4		24.4		33.9			41.6	
Approach LOS		D		C		C			D	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 49 (49%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 31.5

Intersection LOS: C

Intersection Capacity Utilization 68.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street

 Ø1 (R)	 Ø2	 Ø4
19.1 s	47.4 s	34.1 s
 Ø5 (R)	 Ø6	 Ø8
19.1 s	47.4 s	34.1 s

Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	118	863	198	569	97	26	97	18	83	4
v/c Ratio	0.14	0.84	0.27	0.55	0.61	0.12	0.34	0.11	0.39	0.01
Control Delay	5.0	39.5	8.5	30.0	56.9	37.9	9.8	37.8	44.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	39.5	8.5	30.0	56.9	37.9	9.8	37.8	44.5	0.0
Queue Length 50th (ft)	18	265	31	156	60	15	0	10	50	0
Queue Length 95th (ft)	42	306	91	187	107	37	38	30	91	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	838	1354	735	1354	339	449	486	360	449	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.64	0.27	0.42	0.29	0.06	0.20	0.05	0.18	0.01
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	739	89	190	506	40	93	25	93	17	80	4
Future Volume (veh/h)	113	739	89	190	506	40	93	25	93	17	80	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	1.00		0.94	0.96		0.95	0.96		0.94
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	118	770	93	198	527	42	97	26	97	18	83	4
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
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	762	862	104	651	918	73	297	404	327	321	404	322
Arrive On Green	0.31	0.27	0.27	0.63	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	3157	381	1774	3303	262	1254	1863	1507	1213	1863	1486
Grp Volume(v), veh/h	118	432	431	198	282	287	97	26	97	18	83	4
Grp Sat Flow(s),veh/h/ln	1774	1770	1768	1774	1770	1796	1254	1863	1507	1213	1863	1486
Q Serve(g_s), s	3.0	23.7	23.7	3.3	10.5	10.6	6.9	1.1	5.4	1.2	3.7	0.2
Cycle Q Clear(g_c), s	3.0	23.7	23.7	3.3	10.5	10.6	10.6	1.1	5.4	2.3	3.7	0.2
Prop In Lane	1.00		0.22	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	762	483	483	651	492	499	297	404	327	321	404	322
V/C Ratio(X)	0.15	0.89	0.89	0.30	0.57	0.58	0.33	0.06	0.30	0.06	0.21	0.01
Avail Cap(c_a), veh/h	762	718	718	651	718	729	361	498	403	382	498	397
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	35.3	35.3	6.9	18.5	18.5	36.8	31.4	33.1	32.3	32.4	31.1
Incr Delay (d2), s/veh	0.0	5.7	5.8	0.0	0.0	0.0	0.5	0.0	0.4	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	12.3	12.3	1.5	5.1	5.2	2.4	0.6	2.3	0.4	1.9	0.1
LnGrp Delay(d),s/veh	10.1	41.0	41.1	6.9	18.5	18.6	37.2	31.5	33.5	32.4	32.6	31.1
LnGrp LOS	B	D	D	A	B	B	D	C	C	C	C	C
Approach Vol, veh/h		981			767			220			105	
Approach Delay, s/veh		37.3			15.5			34.9			32.5	
Approach LOS		D			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.5	34.5		29.0	38.0	34.0		29.0				
Change Period (Y+Rc), s	6.4	6.4		7.1	6.4	6.4		7.1				
Max Green Setting (Gmax), s	12.7	41.0		27.0	12.7	41.0		27.0				
Max Q Clear Time (g_c+I1), s	5.0	12.6		12.6	5.3	25.7		5.7				
Green Ext Time (p_c), s	0.1	1.2		0.5	0.2	1.9		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				28.8								
HCM 2010 LOS				C								

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	32	786	718	26	12	178	125
Future Volume (vph)	32	786	718	26	12	178	125
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	51.6	39.3	49.1	49.1	49.1	49.1
Total Split (%)	12.2%	51.2%	39.0%	48.8%	48.8%	48.8%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	63.0	63.0	33.0	24.3	24.3	24.3	24.3
Actuated g/C Ratio	0.63	0.63	0.33	0.24	0.24	0.24	0.24
v/c Ratio	0.07	0.43	1.02	0.09	0.61	0.95	0.34
Control Delay	10.1	11.7	65.2	26.5	30.9	86.7	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	11.7	65.2	26.5	30.9	86.7	30.1
LOS	B	B	E	C	C	F	C
Approach Delay		11.6	65.2		30.4		61.8
Approach LOS		B	E		C		E

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 42.3

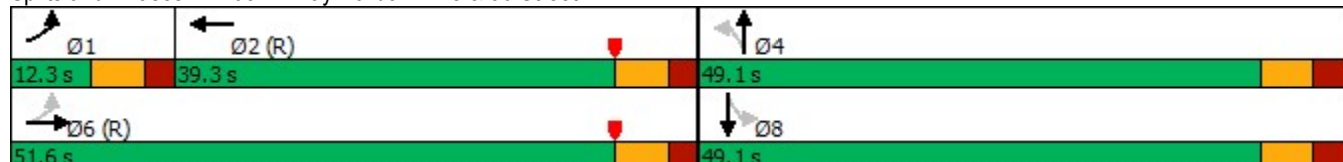
Intersection LOS: D

Intersection Capacity Utilization 74.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	892	1098	28	258	193	152
v/c Ratio	0.07	0.43	1.02	0.09	0.61	0.95	0.34
Control Delay	10.1	11.7	65.2	26.5	30.9	86.7	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	11.7	65.2	26.5	30.9	86.7	30.1
Queue Length 50th (ft)	8	140	~367	14	114	122	77
Queue Length 95th (ft)	26	244	#513	32	168	188	114
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	491	2076	1076	511	687	354	767
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.43	1.02	0.05	0.38	0.55	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.

HCM 2010 Signalized Intersection Summary 103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	786	35	0	718	293	26	12	225	178	125	15
Future Volume (veh/h)	32	786	35	0	718	293	26	12	225	178	125	15
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.95	0.99		0.99	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	854	38	0	780	318	28	13	245	193	136	16
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	247	1849	82	0	1008	410	398	26	493	291	537	63
Arrive On Green	0.06	0.54	0.54	0.00	0.42	0.42	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1774	3431	153	0	2509	984	1222	80	1502	1112	1634	192
Grp Volume(v), veh/h	35	440	452	0	571	527	28	0	258	193	0	152
Grp Sat Flow(s),veh/h/ln	1774	1770	1814	0	1770	1630	1222	0	1581	1112	0	1827
Q Serve(g_s), s	1.0	15.4	15.4	0.0	28.0	28.1	1.7	0.0	13.2	17.0	0.0	6.2
Cycle Q Clear(g_c), s	1.0	15.4	15.4	0.0	28.0	28.1	7.9	0.0	13.2	30.2	0.0	6.2
Prop In Lane	1.00		0.08	0.00		0.60	1.00		0.95	1.00		0.11
Lane Grp Cap(c), veh/h	247	953	977	0	738	680	398	0	520	291	0	600
V/C Ratio(X)	0.14	0.46	0.46	0.00	0.77	0.78	0.07	0.00	0.50	0.66	0.00	0.25
Avail Cap(c_a), veh/h	247	953	977	0	738	680	505	0	658	388	0	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.9	14.3	14.3	0.0	25.3	25.4	27.7	0.0	27.2	39.3	0.0	24.8
Incr Delay (d2), s/veh	0.6	0.9	0.8	0.0	7.8	8.4	0.1	0.0	0.5	1.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.7	7.9	0.0	15.2	14.2	0.6	0.0	5.8	5.4	0.0	3.1
LnGrp Delay(d),s/veh	18.5	15.2	15.1	0.0	33.1	33.8	27.8	0.0	27.8	41.3	0.0	25.0
LnGrp LOS	B	B	B		C	C	C		C	D		C
Approach Vol, veh/h		927			1098			286			345	
Approach Delay, s/veh		15.3			33.4			27.8			34.1	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.3	48.4		40.3		60.7		40.3				
Change Period (Y+Rc), s	* 6.3	* 6.3		7.1		* 6.3		7.1				
Max Green Setting (Gmax), s	* 6	* 33		42.0		* 45		42.0				
Max Q Clear Time (g_c+I1), s	3.0	30.1		15.2		17.4		32.2				
Green Ext Time (p_c), s	0.0	1.1		1.5		2.1		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				26.6								
HCM 2010 LOS				C								
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	51	0	0	191
Future Vol, veh/h	3	2	51	0	0	191
Conflicting Peds, #/hr	2	4	0	110	110	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	62	0	0	233
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	407	176	0	0	-	-
Stage 1	172	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	600	867	-	-	0	-
Stage 1	858	-	-	-	0	-
Stage 2	804	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	536	773	-	-	-	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	611	-	-	-
HCM Lane V/C Ratio	-	-	0.01	-	-	-
HCM Control Delay (s)	-	-	11	-	-	-
HCM Lane LOS	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	-	0	-	-	-

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	53	35	25	16	148
Future Vol, veh/h	73	53	35	25	16	148
Conflicting Peds, #/hr	1	2	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	56	37	26	17	156
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	259	70	0	0	81	0
Stage 1	68	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	730	993	-	-	1517	-
Stage 1	955	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	708	974	-	-	1491	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.4	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	800		1491	-	
HCM Lane V/C Ratio	-	0.166		0.011	-	
HCM Control Delay (s)	-	10.4		7.4	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.6		0	-	

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	16	72	66	0	65	45	16	3	16	3
Future Vol, veh/h	1	29	16	72	66	0	65	45	16	3	16	3
Conflicting Peds, #/hr	4	0	12	12	0	4	12	0	9	9	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	36	20	90	83	0	81	56	20	4	20	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	316	289	46	307	281	79	36	0	0	85	0	0
Stage 1	42	42	-	237	237	-	-	-	-	-	-	-
Stage 2	274	247	-	70	44	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	637	621	1023	645	627	981	1575	-	-	1512	-	-
Stage 1	972	860	-	766	709	-	-	-	-	-	-	-
Stage 2	732	702	-	940	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	536	575	1000	565	581	969	1557	-	-	1499	-	-
Mov Cap-2 Maneuver	536	575	-	565	581	-	-	-	-	-	-	-
Stage 1	911	848	-	720	666	-	-	-	-	-	-	-
Stage 2	606	659	-	869	846	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.8		14			3.8			1			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1557	-	-	673	573	1499	-	-				
HCM Lane V/C Ratio	0.052	-	-	0.085	0.301	0.003	-	-				
HCM Control Delay (s)	7.4	-	-	10.8	14	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	1.3	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	40	144	159	233	8
Future Vol, veh/h	6	40	144	159	233	8
Conflicting Peds, #/hr	3	2	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	47	169	187	274	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	818	292	294	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	346	747	1268	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	288	738	1255	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.4	4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1255	-	613	-	-	
HCM Lane V/C Ratio	0.135	-	0.088	-	-	
HCM Control Delay (s)	8.3	0	11.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.5	-	0.3	-	-	

Timings

101: W. Bay Harbor Drive & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	916	72	546	155	35	132	23	34	167
Future Volume (vph)	8	916	72	546	155	35	132	23	34	167
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	6	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)		57.0	67.1	67.1		20.9	20.9		20.9	20.9
Actuated g/C Ratio		0.57	0.67	0.67		0.21	0.21		0.21	0.21
v/c Ratio		0.72	0.32	0.29		0.77	0.40		0.22	0.40
Control Delay		20.9	10.4	7.8		54.8	8.1		32.2	6.9
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		20.9	10.4	7.8		54.8	8.1		32.2	6.9
LOS		C	B	A		D	A		C	A
Approach Delay		20.9		8.1		35.7			13.3	
Approach LOS		C		A		D			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 46 (46%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 18.7

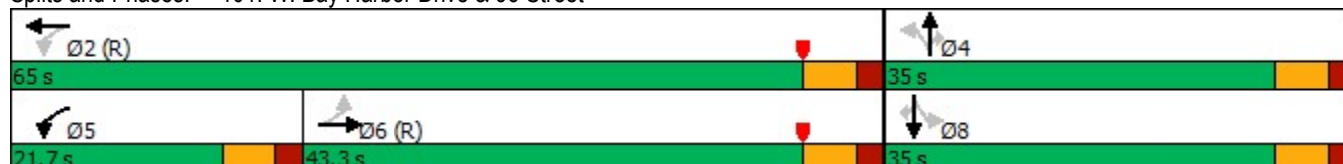
Intersection LOS: B

Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1268	82	640	216	150	65	190
v/c Ratio	0.72	0.32	0.29	0.77	0.40	0.22	0.40
Control Delay	20.9	10.4	7.8	54.8	8.1	32.2	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	10.4	7.8	54.8	8.1	32.2	6.9
Queue Length 50th (ft)	300	16	77	131	0	35	0
Queue Length 95th (ft)	#486	40	130	188	43	64	47
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1771	399	2243	388	464	411	587
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.21	0.29	0.56	0.32	0.16	0.32

Intersection Summary

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

HCM 2010 Signalized Intersection Summary

101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	916	192	72	546	18	155	35	132	23	34	167
Future Volume (veh/h)	8	916	192	72	546	18	155	35	132	23	34	167
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.93		0.78	0.92		0.80
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	9	1041	218	82	620	20	176	40	150	26	39	190
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1372	285	231	2062	66	65	0	358	50	56	367
Arrive On Green	0.49	0.49	0.49	0.04	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	8	2828	586	1774	3495	113	0	0	1235	0	193	1267
Grp Volume(v), veh/h	684	0	584	82	314	326	216	0	150	65	0	190
Grp Sat Flow(s),veh/h/ln	1852	0	1570	1774	1770	1838	0	0	1235	193	0	1267
Q Serve(g_s), s	0.0	0.0	30.5	2.2	8.8	8.8	0.0	0.0	9.8	0.0	0.0	12.5
Cycle Q Clear(g_c), s	29.9	0.0	30.5	2.2	8.8	8.8	29.0	0.0	9.8	29.0	0.0	12.5
Prop In Lane	0.01		0.37	1.00		0.06	0.81		1.00	0.40		1.00
Lane Grp Cap(c), veh/h	935	0	762	231	1044	1085	65	0	358	106	0	367
V/C Ratio(X)	0.73	0.00	0.77	0.36	0.30	0.30	3.31	0.00	0.42	0.61	0.00	0.52
Avail Cap(c_a), veh/h	935	0	762	430	1044	1085	65	0	358	106	0	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	21.1	17.1	10.2	10.2	50.0	0.0	28.7	29.5	0.0	29.7
Incr Delay (d2), s/veh	5.0	0.0	7.2	0.3	0.6	0.6	1075.9	0.0	0.6	8.8	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	0.0	14.7	1.1	4.4	4.6	21.3	0.0	3.4	1.6	0.0	4.5
LnGrp Delay(d),s/veh	26.0	0.0	28.3	17.4	10.8	10.8	1125.9	0.0	29.3	38.3	0.0	30.6
LnGrp LOS	C		C	B	B	B	F		C	D		C
Approach Vol, veh/h		1268			722			366			255	
Approach Delay, s/veh		27.1			11.6			676.4			32.6	
Approach LOS		C			B			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.5	54.5		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	15.7	37.3		29.0				
Max Q Clear Time (g_c+I1), s		10.8		31.0	4.2	32.5		31.0				
Green Ext Time (p_c), s		1.4		0.0	0.1	1.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				114.3								
HCM 2010 LOS				F								
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	114	841	226	557	93	25	93	18	80	5
Future Volume (vph)	114	841	226	557	93	25	93	18	80	5
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	19.1	47.4	19.1	47.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	19.0%	47.1%	19.0%	47.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	68.0	34.2	68.0	34.2	12.7	12.7	12.7	12.7	12.7	12.7
Actuated g/C Ratio	0.68	0.34	0.68	0.34	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.15	0.86	0.35	0.55	0.61	0.12	0.34	0.11	0.40	0.02
Control Delay	5.0	38.4	13.5	27.9	57.0	37.9	9.8	37.9	44.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	38.4	13.5	27.9	57.0	37.9	9.8	37.9	44.5	0.2
LOS	A	D	B	C	E	D	A	D	D	A
Approach Delay		34.7		23.9		33.9			41.3	
Approach LOS		C		C		C			D	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 49 (49%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 30.9

Intersection LOS: C

Intersection Capacity Utilization 73.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street

	Ø1 (R)		Ø2		Ø4
19.1 s		47.4 s		34.1 s	
	Ø5 (R)		Ø6		Ø8
19.1 s		47.4 s		34.1 s	

Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	969	235	622	97	26	97	19	83	5
v/c Ratio	0.15	0.86	0.35	0.55	0.61	0.12	0.34	0.11	0.40	0.02
Control Delay	5.0	38.4	13.5	27.9	57.0	37.9	9.8	37.9	44.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	38.4	13.5	27.9	57.0	37.9	9.8	37.9	44.5	0.2
Queue Length 50th (ft)	18	297	51	165	60	15	0	11	50	0
Queue Length 95th (ft)	42	341	139	197	107	37	38	31	91	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	791	1356	674	1355	339	449	486	360	449	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.71	0.35	0.46	0.29	0.06	0.20	0.05	0.18	0.01
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	114	841	89	226	557	40	93	25	93	18	80	5						
Future Volume (veh/h)	114	841	89	226	557	40	93	25	93	18	80	5						
Number	1	6	16	5	2	12	7	4	14	3	8	18						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	0.99		0.95	1.00		0.94	0.96		0.95	0.96		0.94						
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						
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863						
Adj Flow Rate, veh/h	119	876	93	235	580	42	97	26	97	19	83	5						
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1						
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	721	970	103	598	1063	77	297	404	327	321	404	322						
Arrive On Green	0.27	0.30	0.30	0.57	0.64	0.64	0.22	0.22	0.22	0.22	0.22	0.22						
Sat Flow, veh/h	1774	3209	341	1774	3332	241	1253	1863	1507	1213	1863	1486						
Grp Volume(v), veh/h	119	483	486	235	307	315	97	26	97	19	83	5						
Grp Sat Flow(s),veh/h/ln	1774	1770	1780	1774	1770	1803	1253	1863	1507	1213	1863	1486						
Q Serve(g_s), s	3.1	26.5	26.5	4.5	9.7	9.8	6.9	1.1	5.4	1.3	3.7	0.3						
Cycle Q Clear(g_c), s	3.1	26.5	26.5	4.5	9.7	9.8	10.6	1.1	5.4	2.4	3.7	0.3						
Prop In Lane	1.00		0.19	1.00		0.13	1.00		1.00	1.00		1.00						
Lane Grp Cap(c), veh/h	721	535	538	598	565	575	297	404	327	321	404	322						
V/C Ratio(X)	0.17	0.90	0.90	0.39	0.54	0.55	0.33	0.06	0.30	0.06	0.21	0.02						
Avail Cap(c_a), veh/h	721	718	723	598	718	732	360	498	403	382	498	397						
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.67	0.67	0.67	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	10.4	33.8	33.8	8.4	14.2	14.2	36.8	31.4	33.1	32.4	32.4	31.1						
Incr Delay (d2), s/veh	0.0	7.2	7.2	0.0	0.0	0.0	0.5	0.0	0.4	0.1	0.2	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.5	14.0	14.0	2.1	4.7	4.8	2.4	0.6	2.3	0.4	1.9	0.1						
LnGrp Delay(d),s/veh	10.5	41.0	41.0	8.4	14.2	14.2	37.2	31.5	33.5	32.4	32.6	31.1						
LnGrp LOS	B	D	D	A	B	B	D	C	C	C	C	C						
Approach Vol, veh/h	1088			857			220			107								
Approach Delay, s/veh	37.7			12.6			34.9			32.5								
Approach LOS	D			B			C			C								
Timer	1	2	3	4	5	6	7	8										
Assigned Phs	1	2			4	5	6	8										
Phs Duration (G+Y+Rc), s	33.4	38.6			29.0	35.1	36.9	29.0										
Change Period (Y+Rc), s	6.4	6.4			7.1	6.4	6.4	7.1										
Max Green Setting (Gmax), s	12.7	41.0			27.0	12.7	41.0	27.0										
Max Q Clear Time (g_c+l1), s	5.1	11.8			12.6	6.5	28.5	5.7										
Green Ext Time (p_c), s	0.1	1.4			0.5	0.2	2.1	0.3										
Intersection Summary																		
HCM 2010 Ctrl Delay					27.7													
HCM 2010 LOS					C													

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	49	831	788	33	12	191	125
Future Volume (vph)	49	831	788	33	12	191	125
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	51.6	39.3	49.1	49.1	49.1	49.1
Total Split (%)	12.2%	51.2%	39.0%	48.8%	48.8%	48.8%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	61.4	61.4	33.0	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.61	0.61	0.33	0.26	0.26	0.26	0.26
v/c Ratio	0.11	0.50	1.11	0.12	0.60	0.94	0.36
Control Delay	11.1	13.4	93.6	25.7	30.4	81.5	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	13.4	93.6	25.7	30.4	81.5	27.7
LOS	B	B	F	C	C	F	C
Approach Delay		13.3	93.6		29.9		57.0
Approach LOS		B	F		C		E

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 53.5

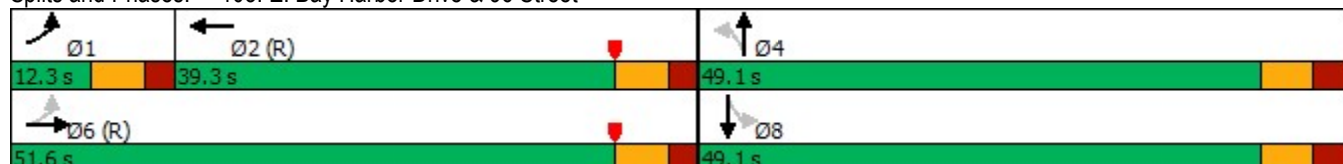
Intersection LOS: D

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	988	1191	36	263	208	173
v/c Ratio	0.11	0.50	1.11	0.12	0.60	0.94	0.36
Control Delay	11.1	13.4	93.6	25.7	30.4	81.5	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	13.4	93.6	25.7	30.4	81.5	27.7
Queue Length 50th (ft)	13	170	~448	18	119	131	82
Queue Length 95th (ft)	38	293	#582	37	171	198	119
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	461	1993	1075	485	681	359	759
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.50	1.11	0.07	0.39	0.58	0.23

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.

HCM 2010 Signalized Intersection Summary 103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	831	78	0	788	307	33	12	230	191	125	34
Future Volume (veh/h)	49	831	78	0	788	307	33	12	230	191	125	34
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.95	0.99		0.99	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	53	903	85	0	857	334	36	13	250	208	136	37
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	214	1694	159	0	988	383	398	27	516	306	483	131
Arrive On Green	0.06	0.52	0.52	0.00	0.40	0.40	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1774	3230	304	0	2547	952	1200	78	1504	1107	1408	383
Grp Volume(v), veh/h	53	495	493	0	617	574	36	0	263	208	0	173
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	0	1770	1636	1200	0	1582	1107	0	1791
Q Serve(g_s), s	1.6	18.6	18.6	0.0	32.3	32.6	2.3	0.0	13.2	18.4	0.0	7.1
Cycle Q Clear(g_c), s	1.6	18.6	18.6	0.0	32.3	32.6	9.4	0.0	13.2	31.6	0.0	7.1
Prop In Lane	1.00		0.17	0.00		0.58	1.00		0.95	1.00		0.21
Lane Grp Cap(c), veh/h	214	928	926	0	713	659	398	0	542	306	0	614
V/C Ratio(X)	0.25	0.53	0.53	0.00	0.87	0.87	0.09	0.00	0.48	0.68	0.00	0.28
Avail Cap(c_a), veh/h	214	928	926	0	713	659	486	0	658	387	0	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	15.9	15.9	0.0	27.7	27.8	27.5	0.0	26.2	38.6	0.0	24.1
Incr Delay (d2), s/veh	1.4	1.1	1.1	0.0	13.4	14.7	0.1	0.0	0.5	2.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.4	9.3	0.0	18.4	17.4	0.8	0.0	5.8	5.8	0.0	3.5
LnGrp Delay(d),s/veh	22.1	17.0	17.0	0.0	41.0	42.5	27.6	0.0	26.7	41.4	0.0	24.3
LnGrp LOS	C	B	B		D	D	C		C	D		C
Approach Vol, veh/h	1041			1191			299			381		
Approach Delay, s/veh	17.2			41.7			26.8			33.6		
Approach LOS	B			D			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	12.3	47.0	41.7		59.3		41.7					
Change Period (Y+Rc), s	* 6.3	* 6.3	7.1		* 6.3		7.1					
Max Green Setting (Gmax), s	* 6	* 33	42.0		* 45		42.0					
Max Q Clear Time (g_c+I1), s	3.6	34.6	15.2		20.6		33.6					
Green Ext Time (p_c), s	0.0	0.0	1.6		2.4		1.0					
Intersection Summary												
HCM 2010 Ctrl Delay				30.4								
HCM 2010 LOS				C								
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	63	0	0	229
Future Vol, veh/h	3	2	63	0	0	229
Conflicting Peds, #/hr	2	4	0	110	110	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	77	0	0	279

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	468	191	0
Stage 1	187	-	-
Stage 2	281	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	553	851	-
Stage 1	845	-	-
Stage 2	767	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	494	759	-
Mov Cap-2 Maneuver	494	-	-
Stage 1	756	-	-
Stage 2	765	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	574
HCM Lane V/C Ratio	-	-	0.011
HCM Control Delay (s)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	53	47	25	16	186
Future Vol, veh/h	73	53	47	25	16	186
Conflicting Peds, #/hr	1	2	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	56	49	26	17	196
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	311	82	0	0	93	0
Stage 1	80	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	681	978	-	-	1501	-
Stage 1	943	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	660	959	-	-	1475	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.7	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	760	1475	-	
HCM Lane V/C Ratio	-	-	0.175	0.011	-	
HCM Control Delay (s)	-	-	10.7	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	16	72	66	0	65	46	16	3	18	3
Future Vol, veh/h	1	29	16	72	66	0	65	46	16	3	18	3
Conflicting Peds, #/hr	4	0	12	12	0	4	12	0	9	9	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	36	20	90	83	0	81	58	20	4	23	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	321	294	49	312	286	81	39	0	0	87	0	0
Stage 1	45	45	-	239	239	-	-	-	-	-	-	-
Stage 2	276	249	-	73	47	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	632	617	1020	641	623	979	1571	-	-	1509	-	-
Stage 1	969	857	-	764	708	-	-	-	-	-	-	-
Stage 2	730	701	-	937	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	532	571	997	562	577	967	1553	-	-	1496	-	-
Mov Cap-2 Maneuver	532	571	-	562	577	-	-	-	-	-	-	-
Stage 1	908	845	-	718	665	-	-	-	-	-	-	-
Stage 2	604	658	-	866	844	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.9		14.1			3.8			0.9			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1553	-	-	669	569	1496	-	-				
HCM Lane V/C Ratio	0.052	-	-	0.086	0.303	0.003	-	-				
HCM Control Delay (s)	7.4	-	-	10.9	14.1	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	1.3	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	40	144	190	265	8
Future Vol, veh/h	6	40	144	190	265	8
Conflicting Peds, #/hr	3	2	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	47	169	224	312	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	893	330	332	0	-	0
Stage 1	328	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	312	712	1227	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	257	703	1214	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.9	3.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1214	-	573	-	-	
HCM Lane V/C Ratio	0.14	-	0.094	-	-	
HCM Control Delay (s)	8.4	0	11.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.5	-	0.3	-	-	

Timings

101: W. Bay Harbor Drive & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	987	72	555	155	35	134	23	35	191
Future Volume (vph)	8	987	72	555	155	35	134	23	35	191
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	6	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)		57.0	67.1	67.1		20.9	20.9		20.9	20.9
Actuated g/C Ratio		0.57	0.67	0.67		0.21	0.21		0.21	0.21
v/c Ratio		0.76	0.35	0.30		0.77	0.40		0.22	0.44
Control Delay		22.4	11.2	7.9		54.8	8.1		32.2	6.9
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		22.4	11.2	7.9		54.8	8.1		32.2	6.9
LOS		C	B	A		D	A		C	A
Approach Delay		22.4		8.2		35.5			12.8	
Approach LOS		C		A		D			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 46 (46%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 19.3

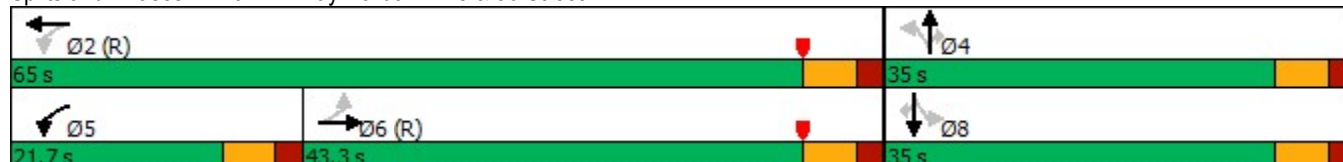
Intersection LOS: B

Intersection Capacity Utilization 91.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1349	82	665	216	152	66	217
v/c Ratio	0.76	0.35	0.30	0.77	0.40	0.22	0.44
Control Delay	22.4	11.2	7.9	54.8	8.1	32.2	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	11.2	7.9	54.8	8.1	32.2	6.9
Queue Length 50th (ft)	334	16	80	131	0	35	0
Queue Length 95th (ft)	#563	40	135	188	43	64	49
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1774	381	2236	388	466	413	606
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.22	0.30	0.56	0.33	0.16	0.36

Intersection Summary

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

HCM 2010 Signalized Intersection Summary

101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	987	192	72	555	30	155	35	134	23	35	191
Future Volume (veh/h)	8	987	192	72	555	30	155	35	134	23	35	191
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.93		0.78	0.92		0.80
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	9	1122	218	82	631	34	176	40	152	26	40	217
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1393	268	212	2011	108	65	0	358	50	57	367
Arrive On Green	0.49	0.49	0.49	0.04	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	7	2871	552	1774	3409	183	0	0	1235	0	198	1267
Grp Volume(v), veh/h	726	0	623	82	327	338	216	0	152	66	0	217
Grp Sat Flow(s),veh/h/ln	1852	0	1577	1774	1770	1823	0	0	1235	198	0	1267
Q Serve(g_s), s	0.0	0.0	33.7	2.2	9.3	9.3	0.0	0.0	10.0	0.0	0.0	14.7
Cycle Q Clear(g_c), s	32.8	0.0	33.7	2.2	9.3	9.3	29.0	0.0	10.0	29.0	0.0	14.7
Prop In Lane	0.01		0.35	1.00		0.10	0.81		1.00	0.39		1.00
Lane Grp Cap(c), veh/h	935	0	765	212	1044	1076	65	0	358	107	0	367
V/C Ratio(X)	0.78	0.00	0.81	0.39	0.31	0.31	3.31	0.00	0.42	0.61	0.00	0.59
Avail Cap(c_a), veh/h	935	0	765	411	1044	1076	65	0	358	107	0	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	21.9	18.6	10.3	10.3	50.0	0.0	28.7	29.5	0.0	30.4
Incr Delay (d2), s/veh	6.3	0.0	9.3	0.3	0.6	0.6	1075.9	0.0	0.6	8.9	0.0	2.2
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	18.4	0.0	16.5	1.1	4.7	4.9	21.3	0.0	3.4	1.6	0.0	5.3
LnGrp Delay(d),s/veh	28.0	0.0	31.2	18.9	10.9	10.9	1125.9	0.0	29.3	38.4	0.0	32.6
LnGrp LOS	C		C	B	B	B	F		C	D		C
Approach Vol, veh/h	1349			747			368			283		
Approach Delay, s/veh	29.5			11.8			672.9			34.0		
Approach LOS	C			B			F			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	65.0		35.0		10.5		54.5		35.0			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+l1), s	11.3		31.0		4.2		35.7		31.0			
Green Ext Time (p_c), s	1.5		0.0		0.1		0.8		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay			111.3									
HCM 2010 LOS			F									
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	186	841	226	570	93	25	93	29	80	14
Future Volume (vph)	186	841	226	570	93	25	93	29	80	14
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	19.1	47.4	19.1	47.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	19.0%	47.1%	19.0%	47.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	68.0	34.2	68.0	34.2	12.7	12.7	12.7	12.7	12.7	12.7
Actuated g/C Ratio	0.68	0.34	0.68	0.34	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.25	0.86	0.35	0.57	0.61	0.12	0.34	0.18	0.40	0.05
Control Delay	5.6	38.4	13.5	28.2	57.0	37.9	9.8	39.5	44.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.6	38.4	13.5	28.2	57.0	37.9	9.8	39.5	44.5	0.4
LOS	A	D	B	C	E	D	A	D	D	A
Approach Delay		32.9		24.3		33.9			38.2	
Approach LOS		C		C		C			D	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 49 (49%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street

 Ø1 (R)	 Ø2	 Ø4
19.1 s	47.4 s	34.1 s
 Ø5 (R)	 Ø6	 Ø8
19.1 s	47.4 s	34.1 s

Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	194	969	235	642	97	26	97	30	83	15
v/c Ratio	0.25	0.86	0.35	0.57	0.61	0.12	0.34	0.18	0.40	0.05
Control Delay	5.6	38.4	13.5	28.2	57.0	37.9	9.8	39.5	44.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.6	38.4	13.5	28.2	57.0	37.9	9.8	39.5	44.5	0.4
Queue Length 50th (ft)	31	297	51	172	60	15	0	18	50	0
Queue Length 95th (ft)	65	341	139	204	107	37	38	43	91	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	783	1356	674	1354	339	449	486	360	449	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.71	0.35	0.47	0.29	0.06	0.20	0.08	0.18	0.03
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	186	841	89	226	570	46	93	25	93	29	80	14						
Future Volume (veh/h)	186	841	89	226	570	46	93	25	93	29	80	14						
Number	1	6	16	5	2	12	7	4	14	3	8	18						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	0.99		0.95	1.00		0.94	0.96		0.95	0.96		0.94						
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						
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863						
Adj Flow Rate, veh/h	194	876	93	235	594	48	97	26	97	30	83	15						
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1						
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	725	970	103	598	982	79	296	404	327	321	404	323						
Arrive On Green	0.29	0.30	0.30	0.57	0.60	0.60	0.22	0.22	0.22	0.22	0.22	0.22						
Sat Flow, veh/h	1774	3209	341	1774	3299	266	1242	1863	1507	1213	1863	1486						
Grp Volume(v), veh/h	194	483	486	235	318	324	97	26	97	30	83	15						
Grp Sat Flow(s),veh/h/ln	1774	1770	1780	1774	1770	1796	1242	1863	1507	1213	1863	1486						
Q Serve(g_s), s	5.1	26.5	26.5	4.6	11.5	11.5	7.0	1.1	5.4	2.0	3.7	0.8						
Cycle Q Clear(g_c), s	5.1	26.5	26.5	4.6	11.5	11.5	10.7	1.1	5.4	3.2	3.7	0.8						
Prop In Lane	1.00		0.19	1.00		0.15	1.00		1.00	1.00		1.00						
Lane Grp Cap(c), veh/h	725	535	538	598	527	534	296	404	327	321	404	323						
V/C Ratio(X)	0.27	0.90	0.90	0.39	0.60	0.61	0.33	0.06	0.30	0.09	0.21	0.05						
Avail Cap(c_a), veh/h	725	718	723	598	718	729	358	498	403	382	498	397						
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.62	0.62	0.62	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	10.6	33.8	33.8	8.4	16.7	16.7	36.8	31.4	33.1	32.6	32.4	31.3						
Incr Delay (d2), s/veh	0.0	6.7	6.7	0.0	0.0	0.0	0.5	0.0	0.4	0.1	0.2	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	2.4	13.9	14.0	2.1	5.4	5.5	2.4	0.6	2.3	0.7	1.9	0.3						
LnGrp Delay(d),s/veh	10.6	40.5	40.5	8.4	16.7	16.7	37.3	31.4	33.5	32.7	32.6	31.3						
LnGrp LOS	B	D	D	A	B	B	D	C	C	C	C	C						
Approach Vol, veh/h	1163			877				220			128							
Approach Delay, s/veh	35.5			14.5				34.9			32.5							
Approach LOS	D			B				C			C							
Timer	1	2	3	4	5	6	7	8										
Assigned Phs	1	2			4	5	6	8										
Phs Duration (G+Y+Rc), s	35.5	36.5			29.0	35.1	36.9	29.0										
Change Period (Y+Rc), s	6.4	6.4			7.1	6.4	6.4	7.1										
Max Green Setting (Gmax), s	12.7	41.0			27.0	12.7	41.0	27.0										
Max Q Clear Time (g_c+l1), s	7.1	13.5			12.7	6.6	28.5	5.7										
Green Ext Time (p_c), s	0.1	1.4			0.5	0.2	2.1	0.4										
Intersection Summary																		
HCM 2010 Ctrl Delay 27.6																		
HCM 2010 LOS C																		

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	49	842	805	35	12	191	126
Future Volume (vph)	49	842	805	35	12	191	126
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	51.6	39.3	49.1	49.1	49.1	49.1
Total Split (%)	12.2%	51.2%	39.0%	48.8%	48.8%	48.8%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	61.4	61.4	33.0	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.61	0.61	0.33	0.26	0.26	0.26	0.26
v/c Ratio	0.11	0.50	1.14	0.13	0.60	0.94	0.37
Control Delay	11.1	13.5	105.2	25.9	30.8	81.5	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	13.5	105.2	25.9	30.8	81.5	27.7
LOS	B	B	F	C	C	F	C
Approach Delay		13.4	105.2		30.2		56.8
Approach LOS		B	F		C		E

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 58.6

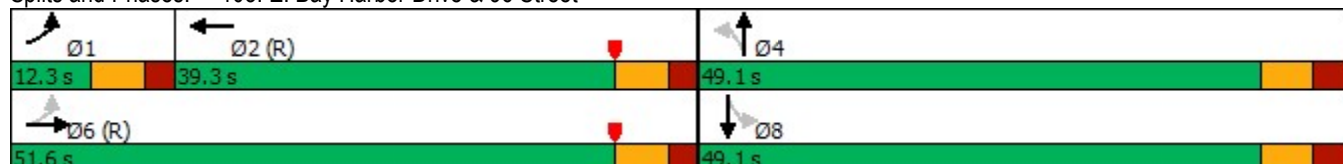
Intersection LOS: E

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	1000	1224	38	263	208	177
v/c Ratio	0.11	0.50	1.14	0.13	0.60	0.94	0.37
Control Delay	11.1	13.5	105.2	25.9	30.8	81.5	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	13.5	105.2	25.9	30.8	81.5	27.7
Queue Length 50th (ft)	13	173	~472	19	120	131	83
Queue Length 95th (ft)	38	298	#606	38	172	198	121
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	461	1993	1075	479	680	359	758
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.50	1.14	0.08	0.39	0.58	0.23
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.							

HCM 2010 Signalized Intersection Summary 103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	842	78	0	805	321	35	12	230	191	126	37
Future Volume (veh/h)	49	842	78	0	805	321	35	12	230	191	126	37
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.95	0.99		0.99	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	53	915	85	0	875	349	38	13	250	208	137	40
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	206	1696	158	0	981	389	395	27	516	306	475	139
Arrive On Green	0.06	0.52	0.52	0.00	0.40	0.40	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1774	3235	301	0	2530	966	1196	78	1504	1107	1383	404
Grp Volume(v), veh/h	53	501	499	0	634	590	38	0	263	208	0	177
Grp Sat Flow(s),veh/h/ln	1774	1770	1766	0	1770	1633	1196	0	1582	1107	0	1787
Q Serve(g_s), s	1.6	18.9	18.9	0.0	33.7	34.1	2.4	0.0	13.2	18.4	0.0	7.3
Cycle Q Clear(g_c), s	1.6	18.9	18.9	0.0	33.7	34.1	9.7	0.0	13.2	31.6	0.0	7.3
Prop In Lane	1.00		0.17	0.00		0.59	1.00		0.95	1.00		0.23
Lane Grp Cap(c), veh/h	206	928	926	0	712	657	395	0	543	306	0	613
V/C Ratio(X)	0.26	0.54	0.54	0.00	0.89	0.90	0.10	0.00	0.48	0.68	0.00	0.29
Avail Cap(c_a), veh/h	206	928	926	0	712	657	482	0	658	387	0	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	15.9	15.9	0.0	28.1	28.2	27.7	0.0	26.1	38.6	0.0	24.2
Incr Delay (d2), s/veh	1.5	1.2	1.2	0.0	15.6	17.4	0.1	0.0	0.5	2.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.5	9.5	0.0	19.5	18.4	0.8	0.0	5.8	5.8	0.0	3.6
LnGrp Delay(d),s/veh	22.8	17.1	17.1	0.0	43.7	45.6	27.8	0.0	26.6	41.4	0.0	24.4
LnGrp LOS	C	B	B		D	D	C		C	D		C
Approach Vol, veh/h	1053			1224			301			385		
Approach Delay, s/veh	17.4			44.6			26.8			33.6		
Approach LOS	B			D			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	12.3	47.0	41.7		59.3		41.7					
Change Period (Y+Rc), s	* 6.3	* 6.3	7.1		* 6.3		7.1					
Max Green Setting (Gmax), s	* 6	* 33	42.0		* 45		42.0					
Max Q Clear Time (g_c+I1), s	3.6	36.1	15.2		20.9		33.6					
Green Ext Time (p_c), s	0.0	0.0	1.6		2.4		1.0					
Intersection Summary												
HCM 2010 Ctrl Delay				31.7								
HCM 2010 LOS				C								
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	75	0	0	254
Future Vol, veh/h	3	5	75	0	0	254
Conflicting Peds, #/hr	2	4	0	110	110	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	6	91	0	0	310

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	513	205	0
Stage 1	201	-	-
Stage 2	312	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	521	836	-
Stage 1	833	-	-
Stage 2	742	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	465	746	-
Mov Cap-2 Maneuver	465	-	-
Stage 1	746	-	-
Stage 2	741	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	608
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s)	-	-	11
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	98	54	47	40	19	186
Future Vol, veh/h	98	54	47	40	19	186
Conflicting Peds, #/hr	1	2	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	57	49	42	20	196
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	325	90	0	0	109	0
Stage 1	88	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	669	968	-	-	1481	-
Stage 1	935	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	647	950	-	-	1456	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.3	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 730		1456	-	
HCM Lane V/C Ratio	-	- 0.219		0.014	-	
HCM Control Delay (s)	-	- 11.3		7.5	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.8		0	-	

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	11.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	34	36	72	82	0	139	46	16	3	18	3
Future Vol, veh/h	1	34	36	72	82	0	139	46	16	3	18	3
Conflicting Peds, #/hr	4	0	12	12	0	4	12	0	9	9	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	43	45	90	103	0	174	58	20	4	23	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	517	480	49	514	472	81	39	0	0	87	0	0
Stage 1	45	45	-	425	425	-	-	-	-	-	-	-
Stage 2	472	435	-	89	47	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	469	485	1020	471	490	979	1571	-	-	1509	-	-
Stage 1	969	857	-	607	586	-	-	-	-	-	-	-
Stage 2	573	580	-	918	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	344	421	997	372	425	967	1553	-	-	1496	-	-
Mov Cap-2 Maneuver	344	421	-	372	425	-	-	-	-	-	-	-
Stage 1	851	845	-	534	516	-	-	-	-	-	-	-
Stage 2	406	510	-	820	844	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.1		22.2		5.3		0.9					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1553	-	-	593	398	1496	-	-				
HCM Lane V/C Ratio	0.112	-	-	0.15	0.484	0.003	-	-				
HCM Control Delay (s)	7.6	-	-	12.1	22.2	7.4	0	-				
HCM Lane LOS	A	-	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	0.5	2.6	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	44	158	190	265	10
Future Vol, veh/h	7	44	158	190	265	10
Conflicting Peds, #/hr	3	2	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	52	186	224	312	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	928	331	335	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	297	711	1224	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	240	702	1211	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.3	3.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1211	-	555	-	-	
HCM Lane V/C Ratio	0.153	-	0.108	-	-	
HCM Control Delay (s)	8.5	0	12.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-	

HCM 2010 TWSC
301: West Driveway & 97 Street

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	15	81	134	26	19
Future Vol, veh/h	44	15	81	134	26	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	16	88	146	28	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	378	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	624	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	585	1011
Mov Cap-2 Maneuver	-	-	-	-	585	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	735	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.8		10.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	712	-	-	1538	-	
HCM Lane V/C Ratio	0.069	-	-	0.057	-	
HCM Control Delay (s)	10.4	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-	

HCM 2010 TWSC
302: East Driveway & 97 Street

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↕		↗
Traffic Vol, veh/h	63	0	9	215	0	3
Future Vol, veh/h	63	0	9	215	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	0	10	234	0	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	68	0	-	68
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1533	-	0	995
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1533	-	-	995
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1		EBT	WBL	WBT	
Capacity (veh/h)	995		-	1533	-	
HCM Lane V/C Ratio	0.003		-	0.006	-	
HCM Control Delay (s)	8.6		-	7.4	0	
HCM Lane LOS	A		-	A	A	
HCM 95th %tile Q(veh)	0		-	0	-	

Timings

101: W. Bay Harbor Drive & 96 Street

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	8	987	72	555	155	35	23	35	191
Future Volume (vph)	8	987	72	555	155	35	23	35	191
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases		6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)		59.7	69.7	69.7	18.3	18.3		18.3	18.3
Actuated g/C Ratio		0.60	0.70	0.70	0.18	0.18		0.18	0.18
v/c Ratio		0.73	0.33	0.29	0.73	0.52		0.26	0.47
Control Delay		19.6	9.7	6.7	54.8	14.2		35.3	7.8
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		19.6	9.7	6.7	54.8	14.2		35.3	7.8
LOS		B	A	A	D	B		D	A
Approach Delay		19.6		7.0		33.6		14.2	
Approach LOS		B		A		C		B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 46 (46%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 17.5

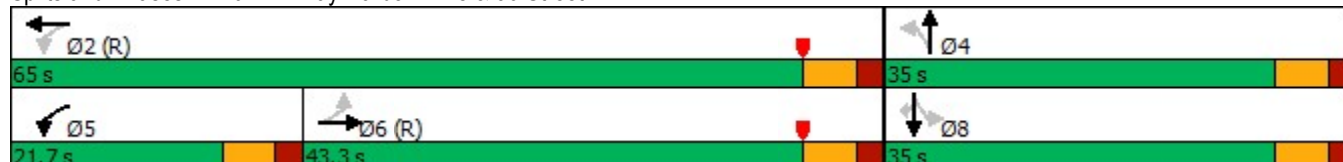
Intersection LOS: B

Intersection Capacity Utilization 91.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1349	82	665	176	192	66	217
v/c Ratio	0.73	0.33	0.29	0.73	0.52	0.26	0.47
Control Delay	19.6	9.7	6.7	54.8	14.2	35.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	9.7	6.7	54.8	14.2	35.3	7.8
Queue Length 50th (ft)	307	14	72	107	22	37	0
Queue Length 95th (ft)	#506	37	125	159	75	66	51
Internal Link Dist (ft)	158		707		433	120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1859	395	2324	384	500	404	606
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.21	0.29	0.46	0.38	0.16	0.36

Intersection Summary

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

HCM 2010 Signalized Intersection Summary

101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	987	192	72	555	30	155	35	134	23	35	191
Future Volume (veh/h)	8	987	192	72	555	30	155	35	134	23	35	191
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.89		0.78	0.88		0.80
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	9	1122	218	82	631	34	176	40	152	26	40	217
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1393	268	212	2011	108	237	80	305	145	204	367
Arrive On Green	0.49	0.49	0.49	0.04	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	7	2871	552	1774	3409	183	995	277	1052	328	703	1267
Grp Volume(v), veh/h	726	0	623	82	327	338	176	0	192	66	0	217
Grp Sat Flow(s),veh/h/ln	1852	0	1577	1774	1770	1823	995	0	1328	1031	0	1267
Q Serve(g_s), s	0.0	0.0	33.7	2.2	9.3	9.3	16.6	0.0	12.0	0.4	0.0	14.7
Cycle Q Clear(g_c), s	32.8	0.0	33.7	2.2	9.3	9.3	29.0	0.0	12.0	12.4	0.0	14.7
Prop In Lane	0.01		0.35	1.00		0.10	1.00		0.79	0.39		1.00
Lane Grp Cap(c), veh/h	935	0	765	212	1044	1076	237	0	385	349	0	367
V/C Ratio(X)	0.78	0.00	0.81	0.39	0.31	0.31	0.74	0.00	0.50	0.19	0.00	0.59
Avail Cap(c_a), veh/h	935	0	765	411	1044	1076	237	0	385	349	0	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	21.9	18.6	10.3	10.3	42.2	0.0	29.5	26.5	0.0	30.4
Incr Delay (d2), s/veh	6.3	0.0	9.3	0.4	0.8	0.8	11.4	0.0	0.7	0.2	0.0	2.2
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	18.4	0.0	16.5	1.1	4.8	4.9	5.6	0.0	4.5	1.4	0.0	5.3
LnGrp Delay(d),s/veh	28.0	0.0	31.2	19.0	11.1	11.1	53.6	0.0	30.2	26.7	0.0	32.6
LnGrp LOS	C		C	B	B	B	D		C	C		C
Approach Vol, veh/h	1349			747				368			283	
Approach Delay, s/veh	29.5			12.0				41.4			31.2	
Approach LOS	C			B				D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	65.0		35.0		10.5		54.5		35.0			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+l1), s	11.3		31.0		4.2		35.7		16.7			
Green Ext Time (p_c), s	1.5		0.0		0.1		0.8		0.8			
Intersection Summary												
HCM 2010 Ctrl Delay	26.5											
HCM 2010 LOS	C											
Notes												

Timings

101: W. Bay Harbor Drive & 96 Street

	→	↖	←	↗	↑	↘	↓	↙	
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑		↑	↗		↑	↗
Traffic Volume (vph)	869	62	859	127	29	73	32	20	141
Future Volume (vph)	869	62	859	127	29	73	32	20	141
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	61.6	71.2	71.2		16.8	16.8		16.8	16.8
Actuated g/C Ratio	0.62	0.71	0.71		0.17	0.17		0.17	0.17
v/c Ratio	0.50	0.18	0.38		0.71	0.26		0.27	0.39
Control Delay	13.2	6.6	6.9		55.5	6.1		37.3	9.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	13.2	6.6	6.9		55.5	6.1		37.3	9.7
LOS	B	A	A		E	A		D	A
Approach Delay	13.2		6.9		39.8			17.1	
Approach LOS	B		A		D			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 27 (27%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 13.6

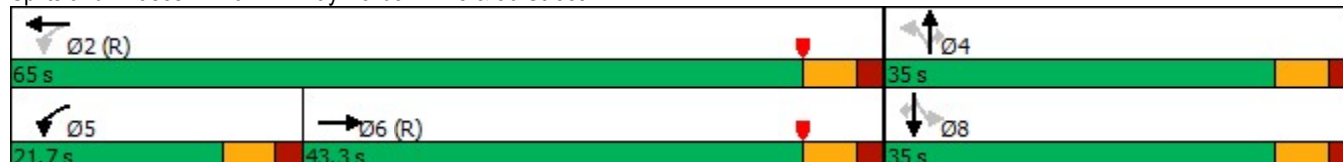
Intersection LOS: B

Intersection Capacity Utilization 74.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

							
Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1007	65	916	162	76	54	147
v/c Ratio	0.50	0.18	0.38	0.71	0.26	0.27	0.39
Control Delay	13.2	6.6	6.9	55.5	6.1	37.3	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	6.6	6.9	55.5	6.1	37.3	9.7
Queue Length 50th (ft)	180	11	105	99	0	30	4
Queue Length 95th (ft)	290	29	177	156	24	61	53
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	2030	499	2383	392	433	349	550
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.13	0.38	0.41	0.18	0.15	0.27
Intersection Summary							

HCM 2010 Signalized Intersection Summary 101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	869	98	62	859	20	127	29	73	32	20	141
Future Volume (veh/h)	0	869	98	62	859	20	127	29	73	32	20	141
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.93		0.79	0.92		0.81
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
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	0	905	102	65	895	21	132	30	76	33	21	147
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
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, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1558	176	305	2083	49	65	8	364	58	24	373
Arrive On Green	0.00	0.49	0.49	0.04	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3284	360	1774	3531	83	0	29	1256	0	82	1285
Grp Volume(v), veh/h	0	502	505	65	449	467	162	0	76	54	0	147
Grp Sat Flow(s),veh/h/ln	0	1770	1781	1774	1770	1844	29	0	1256	82	0	1285
Q Serve(g_s), s	0.0	20.3	20.3	1.7	13.9	13.9	0.0	0.0	4.6	0.0	0.0	9.2
Cycle Q Clear(g_c), s	0.0	20.3	20.3	1.7	13.9	13.9	29.0	0.0	4.6	29.0	0.0	9.2
Prop In Lane	0.00		0.20	1.00		0.04	0.81		1.00	0.61		1.00
Lane Grp Cap(c), veh/h	0	864	870	305	1044	1088	74	0	364	82	0	373
V/C Ratio(X)	0.00	0.58	0.58	0.21	0.43	0.43	2.20	0.00	0.21	0.66	0.00	0.39
Avail Cap(c_a), veh/h	0	864	870	510	1044	1088	74	0	364	82	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.3	18.3	13.3	11.3	11.3	46.7	0.0	26.8	37.5	0.0	28.5
Incr Delay (d2), s/veh	0.0	2.8	2.8	0.1	0.7	0.6	579.4	0.0	0.2	16.7	0.0	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	0.0	10.6	10.6	0.8	6.9	7.2	13.9	0.0	1.6	1.9	0.0	3.3
LnGrp Delay(d),s/veh	0.0	21.1	21.1	13.4	11.9	11.9	626.1	0.0	27.0	54.2	0.0	29.0
LnGrp LOS		C	C	B	B	B	F		C	D		C
Approach Vol, veh/h	1007				981			238			201	
Approach Delay, s/veh	21.1				12.0			434.8			35.7	
Approach LOS	C				B			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	65.0		35.0		10.2		54.8		35.0			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+I1), s	15.9		31.0		3.7		22.3		31.0			
Green Ext Time (p_c), s	2.1		0.0		0.0		2.3		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay			59.2									
HCM 2010 LOS			E									
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	156	816	111	827	92	22	87	12	10	14
Future Volume (vph)	156	816	111	827	92	22	87	12	10	14
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	12.1	54.4	12.1	54.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	12.0%	54.1%	12.0%	54.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	68.4	33.3	68.4	33.3	12.3	12.3	12.3	12.3	12.3	12.3
Actuated g/C Ratio	0.68	0.33	0.68	0.33	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.23	0.78	0.16	0.82	0.60	0.11	0.32	0.07	0.05	0.05
Control Delay	6.7	35.1	5.1	36.9	56.5	38.1	8.7	37.3	36.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	35.1	5.1	36.9	56.5	38.1	8.7	37.3	36.6	0.4
LOS	A	D	A	D	E	D	A	D	D	A
Approach Delay		30.7		33.3		33.8			22.8	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 64 (64%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 32.0

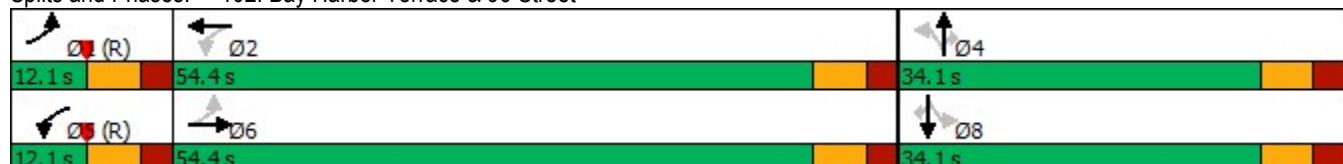
Intersection LOS: C

Intersection Capacity Utilization 70.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street



Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	161	866	114	904	95	23	90	12	10	14
v/c Ratio	0.23	0.78	0.16	0.82	0.60	0.11	0.32	0.07	0.05	0.05
Control Delay	6.7	35.1	5.1	36.9	56.5	38.1	8.7	37.3	36.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	35.1	5.1	36.9	56.5	38.1	8.7	37.3	36.6	0.4
Queue Length 50th (ft)	24	260	17	275	59	13	0	7	6	0
Queue Length 95th (ft)	60	293	39	310	106	35	33	23	20	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	706	1600	719	1588	347	449	481	357	449	465
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.54	0.16	0.57	0.27	0.05	0.19	0.03	0.02	0.03
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	156	816	24	111	827	49	92	22	87	12	10	14						
Future Volume (veh/h)	156	816	24	111	827	49	92	22	87	12	10	14						
Number	1	6	16	5	2	12	7	4	14	3	8	18						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	0.92		0.92	0.93		0.90						
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						
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863						
Adj Flow Rate, veh/h	161	841	25	114	853	51	95	23	90	12	10	14						
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1						
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	578	1024	30	592	977	58	373	451	351	347	451	347						
Arrive On Green	0.27	0.29	0.29	0.09	0.10	0.10	0.24	0.24	0.24	0.24	0.24	0.24						
Sat Flow, veh/h	1774	3505	104	1774	3378	202	1270	1863	1450	1185	1863	1432						
Grp Volume(v), veh/h	161	425	441	114	447	457	95	23	90	12	10	14						
Grp Sat Flow(s),veh/h/ln	1774	1770	1839	1774	1770	1811	1270	1863	1450	1185	1863	1432						
Q Serve(g_s), s	4.4	22.6	22.6	3.7	25.2	25.2	6.2	1.0	5.1	0.8	0.4	0.8						
Cycle Q Clear(g_c), s	4.4	22.6	22.6	3.7	25.2	25.2	6.6	1.0	5.1	1.8	0.4	0.8						
Prop In Lane	1.00		0.06	1.00		0.11	1.00		1.00	1.00		1.00						
Lane Grp Cap(c), veh/h	578	517	537	592	512	524	373	451	351	347	451	347						
V/C Ratio(X)	0.28	0.82	0.82	0.19	0.87	0.87	0.25	0.05	0.26	0.03	0.02	0.04						
Avail Cap(c_a), veh/h	578	841	874	592	841	861	406	498	388	377	498	383						
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.87	0.87	0.87	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	14.6	33.3	33.3	17.2	43.8	43.8	31.7	29.4	30.9	30.0	29.2	29.3						
Incr Delay (d2), s/veh	0.1	1.2	1.2	0.0	0.3	0.3	0.3	0.0	0.3	0.0	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	2.1	11.1	11.6	1.8	12.4	12.7	2.2	0.5	2.1	0.3	0.2	0.3						
LnGrp Delay(d),s/veh	14.7	34.5	34.5	17.2	44.1	44.1	32.0	29.4	31.2	30.1	29.2	29.3						
LnGrp LOS	B	C	C	B	D	D	C	C	C	C	C	C						
Approach Vol, veh/h	1027		1018				208		36									
Approach Delay, s/veh	31.4		41.1				31.4		29.5									
Approach LOS	C		D				C		C									
Timer	1	2	3	4	5	6	7	8										
Assigned Phs	1	2			4	5	6	8										
Phs Duration (G+Y+Rc), s	33.8	35.6			31.5	33.6	35.9	31.5										
Change Period (Y+Rc), s	6.4	6.4			7.1	6.4	6.4	7.1										
Max Green Setting (Gmax), s	5.7	48.0			27.0	5.7	48.0	27.0										
Max Q Clear Time (g_c+I1), s	6.4	27.2			8.6	5.7	24.6	3.8										
Green Ext Time (p_c), s	0.0	2.1			0.5	0.0	1.9	0.1										
Intersection Summary																		
HCM 2010 Ctrl Delay					35.7													
HCM 2010 LOS					D													

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	50	858	894	20	14	132	29
Future Volume (vph)	50	858	894	20	14	132	29
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	50.6	38.3	50.1	50.1	50.1	50.1
Total Split (%)	12.2%	50.2%	38.0%	49.8%	49.8%	49.8%	49.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	69.4	69.4	32.0	17.9	17.9	17.9	17.9
Actuated g/C Ratio	0.69	0.69	0.32	0.18	0.18	0.18	0.18
v/c Ratio	0.09	0.42	1.11	0.10	0.63	0.84	0.31
Control Delay	6.8	8.3	94.3	32.2	39.5	74.8	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	8.3	94.3	32.2	39.5	74.8	14.3
LOS	A	A	F	C	D	E	B
Approach Delay		8.2	94.3		38.8		48.8
Approach LOS		A	F		D		D

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 55 (55%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 52.3

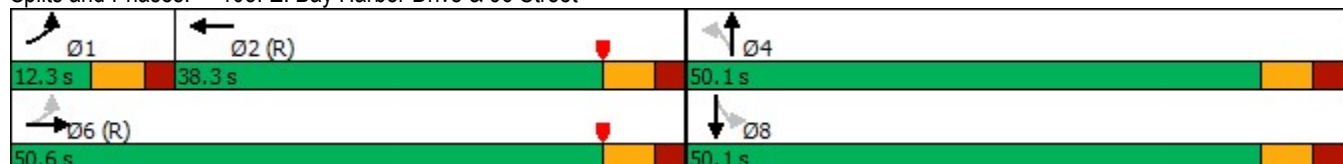
Intersection LOS: D

Intersection Capacity Utilization 84.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	958	1156	22	193	145	109
v/c Ratio	0.09	0.42	1.11	0.10	0.63	0.84	0.31
Control Delay	6.8	8.3	94.3	32.2	39.5	74.8	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	8.3	94.3	32.2	39.5	74.8	14.3
Queue Length 50th (ft)	10	123	~443	12	94	91	17
Queue Length 95th (ft)	29	211	#577	30	152	149	58
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	620	2304	1046	544	680	417	746
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.42	1.11	0.04	0.28	0.35	0.15

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.

HCM 2010 Signalized Intersection Summary 103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	858	14	0	894	158	20	14	162	132	29	70
Future Volume (veh/h)	50	858	14	0	894	158	20	14	162	132	29	70
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.95	0.98		0.96	0.98		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	55	943	15	0	982	174	22	15	178	145	32	77
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	282	2125	34	0	1418	251	343	32	383	264	129	309
Arrive On Green	0.06	0.60	0.60	0.00	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1774	3557	57	0	3075	528	1252	119	1418	1165	476	1146
Grp Volume(v), veh/h	55	469	489	0	582	574	22	0	193	145	0	109
Grp Sat Flow(s),veh/h/ln	1774	1770	1844	0	1770	1740	1252	0	1537	1165	0	1622
Q Serve(g_s), s	1.4	14.7	14.7	0.0	26.0	26.1	1.4	0.0	10.6	12.0	0.0	5.3
Cycle Q Clear(g_c), s	1.4	14.7	14.7	0.0	26.0	26.1	6.7	0.0	10.6	22.6	0.0	5.3
Prop In Lane	1.00		0.03	0.00		0.30	1.00		0.92	1.00		0.71
Lane Grp Cap(c), veh/h	282	1057	1102	0	842	828	343	0	415	264	0	438
V/C Ratio(X)	0.20	0.44	0.44	0.00	0.69	0.69	0.06	0.00	0.47	0.55	0.00	0.25
Avail Cap(c_a), veh/h	282	1057	1102	0	842	828	538	0	654	445	0	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	11.1	11.1	0.0	20.7	20.7	31.5	0.0	30.8	40.2	0.0	28.9
Incr Delay (d2), s/veh	0.9	0.8	0.8	0.0	4.6	4.8	0.1	0.0	0.6	1.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.4	7.7	0.0	13.7	13.5	0.5	0.0	4.6	4.0	0.0	2.4
LnGrp Delay(d),s/veh	15.7	12.0	11.9	0.0	25.3	25.5	31.5	0.0	31.4	41.5	0.0	29.1
LnGrp LOS	B	B	B		C	C	C		C	D		C
Approach Vol, veh/h	1013			1156			215			254		
Approach Delay, s/veh	12.1			25.4			31.4			36.2		
Approach LOS	B			C			C			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	12.3	54.3	34.4		66.6		34.4					
Change Period (Y+Rc), s	* 6.3	* 6.3	7.1		* 6.3		7.1					
Max Green Setting (Gmax), s	* 6	* 32	43.0		* 44		43.0					
Max Q Clear Time (g_c+l1), s	3.4	28.1	12.6		16.7		24.6					
Green Ext Time (p_c), s	0.0	1.4	1.1		2.2		0.9					
Intersection Summary												
HCM 2010 Ctrl Delay				21.8								
HCM 2010 LOS				C								
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	5	56	0	0	159
Future Vol, veh/h	17	5	56	0	0	159
Conflicting Peds, #/hr	0	4	0	102	102	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	6	64	0	0	183

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	349	170	0
Stage 1	166	-	-
Stage 2	183	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	648	874	-
Stage 1	863	-	-
Stage 2	848	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	585	786	-
Mov Cap-2 Maneuver	585	-	-
Stage 1	779	-	-
Stage 2	848	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	621
HCM Lane V/C Ratio	-	-	0.041
HCM Control Delay (s)	-	-	11
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	38	41	21	8	117
Future Vol, veh/h	43	38	41	21	8	117
Conflicting Peds, #/hr	0	0	0	72	72	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	48	51	26	10	146
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	302	136	0	0	149	0
Stage 1	136	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	690	913	-	-	1432	-
Stage 1	890	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	638	850	-	-	1334	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.8	0	0.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	723	1334	-	
HCM Lane V/C Ratio	-	-	0.14	0.007	-	
HCM Control Delay (s)	-	-	10.8	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	13	17	24	6	57	50	18	2	5	3
Future Vol, veh/h	0	16	13	17	24	6	57	50	18	2	5	3
Conflicting Peds, #/hr	4	0	8	8	0	4	22	0	5	5	0	22
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	15	20	28	7	66	57	21	2	6	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	255	249	38	241	240	77	31	0	0	83	0	0
Stage 1	34	34	-	205	205	-	-	-	-	-	-	-
Stage 2	221	215	-	36	35	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	698	654	1034	713	661	984	1582	-	-	1514	-	-
Stage 1	982	867	-	797	732	-	-	-	-	-	-	-
Stage 2	781	725	-	980	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	631	609	1005	655	615	976	1549	-	-	1507	-	-
Mov Cap-2 Maneuver	631	609	-	655	615	-	-	-	-	-	-	-
Stage 1	920	848	-	760	697	-	-	-	-	-	-	-
Stage 2	710	690	-	936	847	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.1		10.9		3.4		1.5					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1549	-	-	740	661	1507	-	-				
HCM Lane V/C Ratio	0.042	-	-	0.045	0.082	0.002	-	-				
HCM Control Delay (s)	7.4	-	-	10.1	10.9	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	28	43	148	177	8
Future Vol, veh/h	8	28	43	148	177	8
Conflicting Peds, #/hr	0	1	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	30	47	161	192	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	462	208	211	0	-	0
Stage 1	207	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	558	832	1360	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	526	823	1347	-	-	-
Mov Cap-2 Maneuver	526	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.2	1.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1347	-	731	-	-	
HCM Lane V/C Ratio	0.035	-	0.054	-	-	
HCM Control Delay (s)	7.8	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Timings

101: W. Bay Harbor Drive & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	27	950	62	974	127	29	73	39	20	157
Future Volume (vph)	27	950	62	974	127	29	73	39	20	157
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	6	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)		61.5	71.1	71.1		16.9	16.9		16.9	16.9
Actuated g/C Ratio		0.62	0.71	0.71		0.17	0.17		0.17	0.17
v/c Ratio		0.61	0.20	0.44		0.71	0.26		0.34	0.47
Control Delay		15.6	7.0	7.4		55.7	6.1		39.5	18.3
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		15.6	7.0	7.4		55.7	6.1		39.5	18.3
LOS		B	A	A		E	A		D	B
Approach Delay		15.6		7.4		39.8			24.1	
Approach LOS		B		A		D			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 27 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 15.1

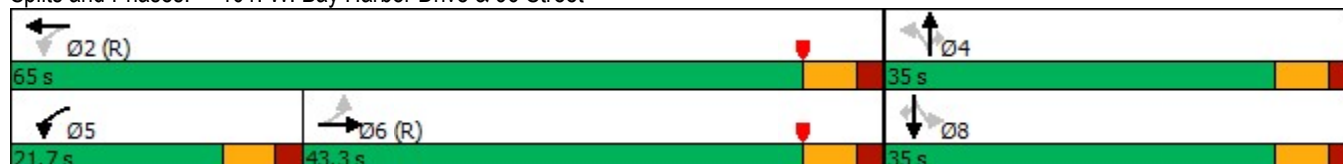
Intersection LOS: B

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

							
Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1120	65	1047	162	76	62	164
v/c Ratio	0.61	0.20	0.44	0.71	0.26	0.34	0.47
Control Delay	15.6	7.0	7.4	55.7	6.1	39.5	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	7.0	7.4	55.7	6.1	39.5	18.3
Queue Length 50th (ft)	224	11	127	99	0	35	33
Queue Length 95th (ft)	364	30	213	156	24	69	86
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1831	463	2375	389	433	317	526
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.14	0.44	0.42	0.18	0.20	0.31
Intersection Summary							

HCM 2010 Signalized Intersection Summary

101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	950	98	62	974	31	127	29	73	39	20	157
Future Volume (veh/h)	27	950	98	62	974	31	127	29	73	39	20	157
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.93		0.79	0.92		0.81
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	28	990	102	65	1015	32	132	30	76	41	21	164
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
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	60	1476	150	267	2064	65	65	8	364	60	19	373
Arrive On Green	0.49	0.49	0.49	0.04	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	45	3023	308	1774	3497	110	0	29	1256	0	66	1285
Grp Volume(v), veh/h	582	0	538	65	514	533	162	0	76	62	0	164
Grp Sat Flow(s),veh/h/ln	1751	0	1625	1774	1770	1838	29	0	1256	66	0	1285
Q Serve(g_s), s	2.2	0.0	25.4	1.7	16.8	16.8	0.0	0.0	4.6	0.0	0.0	10.4
Cycle Q Clear(g_c), s	23.6	0.0	25.4	1.7	16.8	16.8	29.0	0.0	4.6	29.0	0.0	10.4
Prop In Lane	0.05		0.19	1.00		0.06	0.81		1.00	0.66		1.00
Lane Grp Cap(c), veh/h	893	0	794	267	1044	1084	74	0	364	79	0	373
V/C Ratio(X)	0.65	0.00	0.68	0.24	0.49	0.49	2.20	0.00	0.21	0.79	0.00	0.44
Avail Cap(c_a), veh/h	893	0	794	471	1044	1084	74	0	364	79	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.50	0.50	0.50	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	19.6	14.8	11.8	11.8	46.7	0.0	26.8	41.2	0.0	28.9
Incr Delay (d2), s/veh	3.7	0.0	4.6	0.1	0.8	0.8	579.4	0.0	0.2	38.4	0.0	0.6
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	12.9	0.0	12.4	0.8	8.4	8.7	13.9	0.0	1.6	2.5	0.0	3.8
LnGrp Delay(d),s/veh	22.7	0.0	24.2	14.9	12.7	12.6	626.1	0.0	27.0	79.6	0.0	29.5
LnGrp LOS	C		C	B	B	B	F		C	E		C
Approach Vol, veh/h	1120			1112			238			226		
Approach Delay, s/veh	23.4			12.8			434.8			43.2		
Approach LOS	C			B			F			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	65.0		35.0		10.2		54.8		35.0			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+l1), s	18.8		31.0		3.7		27.4		31.0			
Green Ext Time (p_c), s	2.5		0.0		0.0		2.4		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay	57.0											
HCM 2010 LOS	E											
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	157	901	127	950	92	22	87	12	10	15
Future Volume (vph)	157	901	127	950	92	22	87	12	10	15
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	12.1	54.4	12.1	54.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	12.0%	54.1%	12.0%	54.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	68.4	37.4	68.4	37.4	12.3	12.3	12.3	12.3	12.3	12.3
Actuated g/C Ratio	0.68	0.37	0.68	0.37	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.26	0.76	0.20	0.83	0.60	0.11	0.32	0.07	0.05	0.06
Control Delay	8.8	31.6	5.5	34.6	56.5	38.1	8.7	37.3	36.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	31.6	5.5	34.6	56.5	38.1	8.7	37.3	36.6	0.4
LOS	A	C	A	C	E	D	A	D	D	A
Approach Delay		28.3		31.3		33.8			22.2	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 64 (64%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 30.0

Intersection LOS: C

Intersection Capacity Utilization 74.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street

					
Ø1 (R)	Ø2	Ø3	Ø4	Ø5	Ø6
12.1 s	54.4 s		34.1 s		
					
Ø7 (R)	Ø8	Ø9	Ø10	Ø11	Ø12
12.1 s	54.4 s		34.1 s		

Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	162	954	131	1031	95	23	90	12	10	15
v/c Ratio	0.26	0.76	0.20	0.83	0.60	0.11	0.32	0.07	0.05	0.06
Control Delay	8.8	31.6	5.5	34.6	56.5	38.1	8.7	37.3	36.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	31.6	5.5	34.6	56.5	38.1	8.7	37.3	36.6	0.4
Queue Length 50th (ft)	24	277	19	309	59	13	0	7	6	0
Queue Length 95th (ft)	78	310	45	345	106	35	33	23	20	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	628	1600	651	1589	347	449	481	357	449	465
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.60	0.20	0.65	0.27	0.05	0.19	0.03	0.02	0.03
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	901	24	127	950	50	92	22	87	12	10	15
Future Volume (veh/h)	157	901	24	127	950	50	92	22	87	12	10	15
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	0.92		0.92	0.93		0.90
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	162	929	25	131	979	52	95	23	90	12	10	15
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
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	511	1148	31	537	1112	59	373	451	351	347	451	347
Arrive On Green	0.23	0.33	0.33	0.08	0.11	0.11	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1774	3517	95	1774	3406	181	1269	1863	1450	1185	1863	1432
Grp Volume(v), veh/h	162	467	487	131	509	522	95	23	90	12	10	15
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1817	1269	1863	1450	1185	1863	1432
Q Serve(g_s), s	4.5	24.4	24.4	4.0	28.6	28.6	6.2	1.0	5.1	0.8	0.4	0.8
Cycle Q Clear(g_c), s	4.5	24.4	24.4	4.0	28.6	28.6	6.6	1.0	5.1	1.8	0.4	0.8
Prop In Lane	1.00		0.05	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	511	578	601	537	578	593	373	451	351	347	451	347
V/C Ratio(X)	0.32	0.81	0.81	0.24	0.88	0.88	0.25	0.05	0.26	0.03	0.02	0.04
Avail Cap(c_a), veh/h	511	841	875	537	841	864	405	498	388	377	498	383
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	31.1	31.1	17.7	43.1	43.1	31.7	29.4	30.9	30.0	29.2	29.3
Incr Delay (d2), s/veh	0.1	1.8	1.8	0.0	0.6	0.5	0.3	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.2	12.7	1.9	14.1	14.5	2.2	0.5	2.1	0.3	0.2	0.3
LnGrp Delay(d),s/veh	15.9	33.0	32.9	17.7	43.7	43.7	32.0	29.4	31.2	30.1	29.2	29.4
LnGrp LOS	B	C	C	B	D	D	C	C	C	C	C	C
Approach Vol, veh/h	1116				1162				208			
Approach Delay, s/veh	30.5				40.7				31.4			
Approach LOS	C				D				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.1	39.4		31.5	30.1	39.4		31.5				
Change Period (Y+Rc), s	6.4	6.4		7.1	6.4	6.4		7.1				
Max Green Setting (Gmax), s	5.7	48.0		27.0	5.7	48.0		27.0				
Max Q Clear Time (g_c+I1), s	6.5	30.6		8.6	6.0	26.4		3.8				
Green Ext Time (p_c), s	0.0	2.4		0.5	0.0	2.2		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay	35.2											
HCM 2010 LOS	D											

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	74	902	960	77	14	148	29
Future Volume (vph)	74	902	960	77	14	148	29
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	50.6	38.3	50.1	50.1	50.1	50.1
Total Split (%)	12.2%	50.2%	38.0%	49.8%	49.8%	49.8%	49.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	66.4	66.4	32.0	20.9	20.9	20.9	20.9
Actuated g/C Ratio	0.66	0.66	0.32	0.21	0.21	0.21	0.21
v/c Ratio	0.14	0.47	1.20	0.33	0.71	0.96	0.31
Control Delay	8.4	10.4	130.0	35.0	42.9	98.7	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	10.4	130.0	35.0	42.9	98.7	11.5
LOS	A	B	F	C	D	F	B
Approach Delay		10.2	130.0		40.8		59.9
Approach LOS		B	F		D		E

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 55 (55%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 68.7

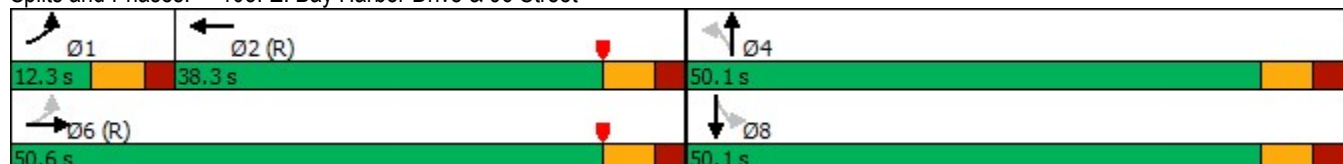
Intersection LOS: E

Intersection Capacity Utilization 87.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	1027	1251	85	245	163	131
v/c Ratio	0.14	0.47	1.20	0.33	0.71	0.96	0.31
Control Delay	8.4	10.4	130.0	35.0	42.9	98.7	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	10.4	130.0	35.0	42.9	98.7	11.5
Queue Length 50th (ft)	17	152	~512	47	129	104	17
Queue Length 95th (ft)	44	263	#647	80	188	#181	58
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	568	2190	1045	532	675	350	753
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.47	1.20	0.16	0.36	0.47	0.17

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.

HCM 2010 Signalized Intersection Summary

103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	902	33	0	960	178	77	14	209	148	29	90
Future Volume (veh/h)	74	902	33	0	960	178	77	14	209	148	29	90
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.95	0.98		0.96	0.99		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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	81	991	36	0	1055	196	85	15	230	163	32	99
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	235	1954	71	0	1308	242	369	29	438	262	119	369
Arrive On Green	0.06	0.56	0.56	0.00	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1774	3464	126	0	3049	547	1231	94	1444	1116	394	1218
Grp Volume(v), veh/h	81	506	521	0	630	621	85	0	245	163	0	131
Grp Sat Flow(s),veh/h/ln	1774	1770	1820	0	1770	1734	1231	0	1538	1116	0	1611
Q Serve(g_s), s	2.3	17.6	17.6	0.0	31.1	31.4	5.7	0.0	13.3	14.3	0.0	6.2
Cycle Q Clear(g_c), s	2.3	17.6	17.6	0.0	31.1	31.4	11.9	0.0	13.3	27.7	0.0	6.2
Prop In Lane	1.00		0.07	0.00		0.32	1.00		0.94	1.00		0.76
Lane Grp Cap(c), veh/h	235	998	1027	0	783	767	369	0	466	262	0	488
V/C Ratio(X)	0.35	0.51	0.51	0.00	0.80	0.81	0.23	0.00	0.53	0.62	0.00	0.27
Avail Cap(c_a), veh/h	235	998	1027	0	783	767	520	0	655	399	0	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	13.4	13.4	0.0	24.4	24.5	31.2	0.0	29.2	40.6	0.0	26.7
Incr Delay (d2), s/veh	2.5	1.2	1.1	0.0	8.6	9.0	0.2	0.0	0.7	1.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.9	9.1	0.0	17.1	16.9	2.0	0.0	5.7	4.5	0.0	2.8
LnGrp Delay(d),s/veh	21.4	14.6	14.6	0.0	33.0	33.5	31.4	0.0	29.9	42.4	0.0	26.9
LnGrp LOS	C	B	B		C	C	C		C	D		C
Approach Vol, veh/h	1108			1251				330			294	
Approach Delay, s/veh	15.1			33.2				30.3			35.5	
Approach LOS	B			C				C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		6			8				
Phs Duration (G+Y+Rc), s	12.3	51.0	37.7		63.3			37.7				
Change Period (Y+Rc), s	* 6.3	* 6.3	7.1		* 6.3			7.1				
Max Green Setting (Gmax), s	* 6	* 32	43.0		* 44			43.0				
Max Q Clear Time (g_c+I1), s	4.3	33.4	15.3		19.6			29.7				
Green Ext Time (p_c), s	0.0	0.0	1.6		2.4			1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			26.4									
HCM 2010 LOS			C									
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	5	94	0	0	182
Future Vol, veh/h	17	5	94	0	0	182
Conflicting Peds, #/hr	0	4	0	102	102	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	6	108	0	0	209

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	419	214	0
Stage 1	210	-	-
Stage 2	209	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	591	826	-
Stage 1	825	-	-
Stage 2	826	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	534	743	-
Mov Cap-2 Maneuver	534	-	-
Stage 1	745	-	-
Stage 2	826	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	570
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	11.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	38	79	21	8	140
Future Vol, veh/h	43	38	79	21	8	140
Conflicting Peds, #/hr	0	0	0	72	72	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	48	99	26	10	175
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	379	184	0	0	197	0
Stage 1	184	-	-	-	-	-
Stage 2	195	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	623	858	-	-	1376	-
Stage 1	848	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	575	799	-	-	1282	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.4	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	662	1282	-
HCM Lane V/C Ratio		-	-	0.153	0.008	-
HCM Control Delay (s)		-	-	11.4	7.8	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	0.5	0	-

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗			↕	
Traffic Vol, veh/h	0	16	13	17	24	6	57	52	18	2	6	3
Future Vol, veh/h	0	16	13	17	24	6	57	52	18	2	6	3
Conflicting Peds, #/hr	4	0	8	8	0	4	22	0	5	5	0	22
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	15	20	28	7	66	60	21	2	7	3
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	259	253	39	245	244	80	32	0	0	86	0	0
Stage 1	35	35	-	208	208	-	-	-	-	-	-	-
Stage 2	224	218	-	37	36	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	694	650	1033	709	658	980	1580	-	-	1510	-	-
Stage 1	981	866	-	794	730	-	-	-	-	-	-	-
Stage 2	779	723	-	978	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	627	605	1004	652	613	972	1547	-	-	1503	-	-
Mov Cap-2 Maneuver	627	605	-	652	613	-	-	-	-	-	-	-
Stage 1	919	847	-	757	695	-	-	-	-	-	-	-
Stage 2	708	688	-	934	846	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	10.1		11		3.3			1.3				
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1547	-	-	736	658	1503	-	-				
HCM Lane V/C Ratio	0.042	-	-	0.045	0.082	0.002	-	-				
HCM Control Delay (s)	7.4	-	-	10.1	11	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	28	43	192	213	8
Future Vol, veh/h	8	28	43	192	213	8
Conflicting Peds, #/hr	0	1	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	30	47	209	232	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	550	248	251	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	496	791	1314	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	466	783	1301	-	-	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.6	1.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1301	-	680	-	-	
HCM Lane V/C Ratio	0.036	-	0.058	-	-	
HCM Control Delay (s)	7.9	0	10.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Timings

101: W. Bay Harbor Drive & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	27	994	62	995	127	29	74	39	23	216
Future Volume (vph)	27	994	62	995	127	29	74	39	23	216
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	6	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)		61.4	71.0	71.0		17.0	17.0		17.0	17.0
Actuated g/C Ratio		0.61	0.71	0.71		0.17	0.17		0.17	0.17
v/c Ratio		0.64	0.21	0.45		0.71	0.26		0.34	0.65
Control Delay		16.2	7.1	7.6		55.6	6.3		39.6	29.2
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		16.2	7.1	7.6		55.6	6.3		39.6	29.2
LOS		B	A	A		E	A		D	C
Approach Delay		16.2		7.6		39.8			31.5	
Approach LOS		B		A		D			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 27 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 16.3

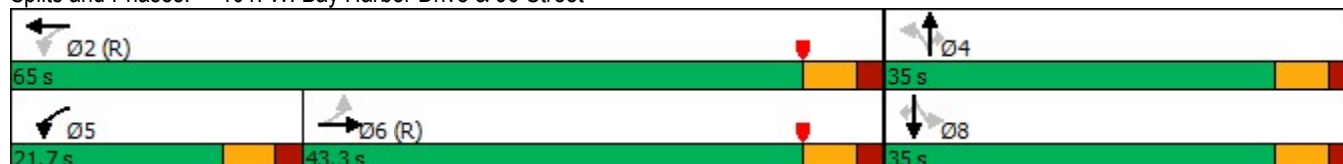
Intersection LOS: B

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

							
Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1165	65	1077	162	77	65	225
v/c Ratio	0.64	0.21	0.45	0.71	0.26	0.34	0.65
Control Delay	16.2	7.1	7.6	55.6	6.3	39.6	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	7.1	7.6	55.6	6.3	39.6	29.2
Queue Length 50th (ft)	240	11	133	99	0	37	73
Queue Length 95th (ft)	389	30	222	156	25	72	141
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1829	450	2370	388	433	324	522
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.14	0.45	0.42	0.18	0.20	0.43
Intersection Summary							

HCM 2010 Signalized Intersection Summary

101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	994	98	62	995	39	127	29	74	39	23	216
Future Volume (veh/h)	27	994	98	62	995	39	127	29	74	39	23	216
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.93		0.79	0.92		0.81
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	28	1035	102	65	1036	41	132	30	77	41	24	225
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
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	59	1484	145	254	2044	81	65	8	364	59	22	373
Arrive On Green	0.49	0.49	0.49	0.04	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	43	3039	296	1774	3465	137	0	29	1256	0	75	1285
Grp Volume(v), veh/h	604	0	561	65	529	548	162	0	77	65	0	225
Grp Sat Flow(s),veh/h/ln	1751	0	1628	1774	1770	1832	29	0	1256	75	0	1285
Q Serve(g_s), s	3.8	0.0	26.9	1.7	17.5	17.5	0.0	0.0	4.6	0.0	0.0	15.1
Cycle Q Clear(g_c), s	25.2	0.0	26.9	1.7	17.5	17.5	29.0	0.0	4.6	29.0	0.0	15.1
Prop In Lane	0.05		0.18	1.00		0.07	0.81		1.00	0.63		1.00
Lane Grp Cap(c), veh/h	893	0	795	254	1044	1081	74	0	364	81	0	373
V/C Ratio(X)	0.68	0.00	0.71	0.26	0.51	0.51	2.20	0.00	0.21	0.81	0.00	0.60
Avail Cap(c_a), veh/h	893	0	795	459	1044	1081	74	0	364	81	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.51	0.51	0.51	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	20.0	15.3	12.0	12.0	46.7	0.0	26.9	40.5	0.0	30.6
Incr Delay (d2), s/veh	4.1	0.0	5.2	0.1	0.9	0.9	579.4	0.0	0.2	42.5	0.0	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	13.6	0.0	13.1	0.8	8.8	9.1	13.9	0.0	1.6	2.7	0.0	5.6
LnGrp Delay(d),s/veh	23.5	0.0	25.2	15.4	12.9	12.9	626.1	0.0	27.1	83.0	0.0	33.0
LnGrp LOS	C		C	B	B	B	F		C	F		C
Approach Vol, veh/h	1165			1142			239			290		
Approach Delay, s/veh	24.3			13.0			433.1			44.2		
Approach LOS	C			B			F			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	65.0		35.0		10.2		54.8		35.0			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+I1), s	19.5		31.0		3.7		28.9		31.0			
Green Ext Time (p_c), s	2.6		0.0		0.0		2.3		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay	56.3											
HCM 2010 LOS	E											
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	202	901	127	958	92	22	87	40	10	36
Future Volume (vph)	202	901	127	958	92	22	87	40	10	36
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	12.1	54.4	12.1	54.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	12.0%	54.1%	12.0%	54.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	68.4	37.8	68.4	37.8	12.3	12.3	12.3	12.3	12.3	12.3
Actuated g/C Ratio	0.68	0.38	0.68	0.38	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.33	0.76	0.20	0.83	0.60	0.11	0.32	0.25	0.05	0.14
Control Delay	12.8	31.0	5.5	34.4	56.5	38.1	8.7	41.9	36.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	31.0	5.5	34.4	56.5	38.1	8.7	41.9	36.6	1.1
LOS	B	C	A	C	E	D	A	D	D	A
Approach Delay		27.8		31.2		33.8			24.1	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 64 (64%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 29.7

Intersection LOS: C

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street

			
Ø1 (R)	Ø2	Ø3	Ø4
12.1 s	54.4 s		34.1 s
			
Ø5 (R)	Ø6	Ø7	Ø8
12.1 s	54.4 s		34.1 s

Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	208	954	131	1044	95	23	90	41	10	37
v/c Ratio	0.33	0.76	0.20	0.83	0.60	0.11	0.32	0.25	0.05	0.14
Control Delay	12.8	31.0	5.5	34.4	56.5	38.1	8.7	41.9	36.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	31.0	5.5	34.4	56.5	38.1	8.7	41.9	36.6	1.1
Queue Length 50th (ft)	37	275	19	313	59	13	0	24	6	0
Queue Length 95th (ft)	120	307	45	347	106	35	33	54	20	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	621	1600	647	1589	347	449	481	357	449	465
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.60	0.20	0.66	0.27	0.05	0.19	0.11	0.02	0.08
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	901	24	127	958	54	92	22	87	40	10	36
Future Volume (veh/h)	202	901	24	127	958	54	92	22	87	40	10	36
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	0.92		0.92	0.93		0.90
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	208	929	25	131	988	56	95	23	90	41	10	37
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
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	503	1163	31	532	1121	64	368	451	351	347	451	347
Arrive On Green	0.23	0.33	0.33	0.08	0.11	0.11	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1774	3517	95	1774	3392	192	1247	1863	1450	1185	1863	1432
Grp Volume(v), veh/h	208	467	487	131	515	529	95	23	90	41	10	37
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1815	1247	1863	1450	1185	1863	1432
Q Serve(g_s), s	5.9	24.3	24.3	4.0	29.0	29.0	6.3	1.0	5.1	2.8	0.4	2.0
Cycle Q Clear(g_c), s	5.9	24.3	24.3	4.0	29.0	29.0	6.8	1.0	5.1	3.7	0.4	2.0
Prop In Lane	1.00		0.05	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	585	609	532	585	600	368	451	351	347	451	347
V/C Ratio(X)	0.41	0.80	0.80	0.25	0.88	0.88	0.26	0.05	0.26	0.12	0.02	0.11
Avail Cap(c_a), veh/h	503	841	875	532	841	862	400	498	388	377	498	383
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	30.8	30.8	17.5	43.0	43.0	31.7	29.4	30.9	30.8	29.2	29.8
Incr Delay (d2), s/veh	0.2	1.7	1.6	0.0	0.6	0.6	0.3	0.0	0.3	0.1	0.0	0.1
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	2.9	12.1	12.6	2.0	14.3	14.7	2.2	0.5	2.1	0.9	0.2	0.8
LnGrp Delay(d),s/veh	16.5	32.4	32.3	17.6	43.6	43.6	32.0	29.4	31.2	30.9	29.2	29.9
LnGrp LOS	B	C	C	B	D	D	C	C	C	C	C	C
Approach Vol, veh/h	1162			1175				208		88		
Approach Delay, s/veh	29.5			40.7				31.4		30.3		
Approach LOS	C			D				C		C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	29.6	39.8	31.6		29.6	39.8	31.6					
Change Period (Y+Rc), s	6.4	6.4	7.1		6.4	6.4	7.1					
Max Green Setting (Gmax), s	5.7	48.0	27.0		5.7	48.0	27.0					
Max Q Clear Time (g_c+I1), s	7.9	31.0	8.8		6.0	26.3	5.7					
Green Ext Time (p_c), s	0.0	2.4	0.5		0.0	2.2	0.2					
Intersection Summary												
HCM 2010 Ctrl Delay	34.7											
HCM 2010 LOS	C											

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	74	930	971	78	14	148	31
Future Volume (vph)	74	930	971	78	14	148	31
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	50.6	38.3	50.1	50.1	50.1	50.1
Total Split (%)	12.2%	50.2%	38.0%	49.8%	49.8%	49.8%	49.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	66.4	66.4	32.0	20.9	20.9	20.9	20.9
Actuated g/C Ratio	0.66	0.66	0.32	0.21	0.21	0.21	0.21
v/c Ratio	0.14	0.48	1.22	0.34	0.72	0.96	0.34
Control Delay	8.4	10.6	137.6	35.1	43.7	98.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	10.6	137.6	35.1	43.7	98.1	11.3
LOS	A	B	F	D	D	F	B
Approach Delay		10.4	137.6		41.4		57.7
Approach LOS		B	F		D		E

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 55 (55%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 71.6

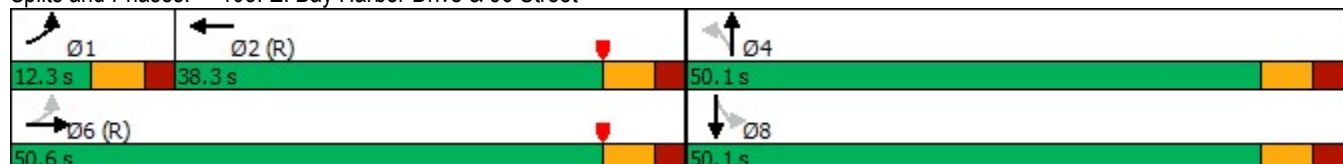
Intersection LOS: E

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	1058	1272	86	245	163	142
v/c Ratio	0.14	0.48	1.22	0.34	0.72	0.96	0.34
Control Delay	8.4	10.6	137.6	35.1	43.7	98.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	10.6	137.6	35.1	43.7	98.1	11.3
Queue Length 50th (ft)	17	159	~527	47	131	104	18
Queue Length 95th (ft)	44	274	#663	81	190	#181	60
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	567	2189	1046	527	673	350	757
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.48	1.22	0.16	0.36	0.47	0.19

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.

HCM 2010 Signalized Intersection Summary 103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	930	33	0	971	187	78	14	209	148	31	98
Future Volume (veh/h)	74	930	33	0	971	187	78	14	209	148	31	98
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.95	0.98		0.96	0.99		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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	81	1022	36	0	1067	205	86	15	230	163	34	108
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	229	1956	69	0	1299	248	359	29	438	263	117	372
Arrive On Green	0.06	0.56	0.56	0.00	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1774	3469	122	0	3031	562	1220	94	1444	1116	386	1225
Grp Volume(v), veh/h	81	521	537	0	641	631	86	0	245	163	0	142
Grp Sat Flow(s),veh/h/ln	1774	1770	1821	0	1770	1730	1220	0	1538	1116	0	1610
Q Serve(g_s), s	2.3	18.4	18.4	0.0	32.0	32.3	5.9	0.0	13.3	14.3	0.0	6.8
Cycle Q Clear(g_c), s	2.3	18.4	18.4	0.0	32.0	32.3	12.7	0.0	13.3	27.6	0.0	6.8
Prop In Lane	1.00		0.07	0.00		0.32	1.00		0.94	1.00		0.76
Lane Grp Cap(c), veh/h	229	998	1027	0	782	765	359	0	467	263	0	489
V/C Ratio(X)	0.35	0.52	0.52	0.00	0.82	0.82	0.24	0.00	0.52	0.62	0.00	0.29
Avail Cap(c_a), veh/h	229	998	1027	0	782	765	508	0	655	399	0	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	13.6	13.6	0.0	24.7	24.7	31.7	0.0	29.1	40.6	0.0	26.9
Incr Delay (d2), s/veh	2.7	1.3	1.2	0.0	9.4	9.9	0.3	0.0	0.7	1.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	9.3	9.6	0.0	17.5	17.5	2.0	0.0	5.7	4.5	0.0	3.1
LnGrp Delay(d),s/veh	22.1	14.9	14.9	0.0	34.0	34.6	32.0	0.0	29.8	42.4	0.0	27.1
LnGrp LOS	C	B	B		C	C	C		C	D		C
Approach Vol, veh/h	1139			1272				331			305	
Approach Delay, s/veh	15.4			34.3				30.4			35.3	
Approach LOS	B			C				C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4			6		8				
Phs Duration (G+Y+Rc), s	12.3	50.9	37.8			63.2		37.8				
Change Period (Y+Rc), s	* 6.3	* 6.3	7.1			* 6.3		7.1				
Max Green Setting (Gmax), s	* 6	* 32	43.0			* 44		43.0				
Max Q Clear Time (g_c+I1), s	4.3	34.3	15.3			20.4		29.6				
Green Ext Time (p_c), s	0.0	0.0	1.6			2.5		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay	26.9											
HCM 2010 LOS	C											
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	13	102	0	0	244
Future Vol, veh/h	17	13	102	0	0	244
Conflicting Peds, #/hr	0	4	0	102	102	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	15	117	0	0	280
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	499	223	0	0	-	-
Stage 1	219	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	531	817	-	-	0	-
Stage 1	817	-	-	-	0	-
Stage 2	767	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	479	735	-	-	-	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.8	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	564			
HCM Lane V/C Ratio	-	-	0.061			
HCM Control Delay (s)	-	-	11.8			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.2			

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	105	40	79	37	10	140
Future Vol, veh/h	105	40	79	37	10	140
Conflicting Peds, #/hr	0	0	0	72	72	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	131	50	99	46	13	175
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	395	194	0	0	217	0
Stage 1	194	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	610	847	-	-	1353	-
Stage 1	839	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	562	789	-	-	1260	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.4	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	610	1260	-	
HCM Lane V/C Ratio	-	-	0.297	0.01	-	
HCM Control Delay (s)	-	-	13.4	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.2	0	-	

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	28	62	17	34	6	95	52	18	2	6	3
Future Vol, veh/h	0	28	62	17	34	6	95	52	18	2	6	3
Conflicting Peds, #/hr	4	0	8	8	0	4	22	0	5	5	0	22
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	32	71	20	39	7	109	60	21	2	7	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	351	339	39	366	330	80	32	0	0	86	0	0
Stage 1	35	35	-	294	294	-	-	-	-	-	-	-
Stage 2	316	304	-	72	36	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	604	582	1033	590	589	980	1580	-	-	1510	-	-
Stage 1	981	866	-	714	670	-	-	-	-	-	-	-
Stage 2	695	663	-	938	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	522	527	1004	488	533	972	1547	-	-	1503	-	-
Mov Cap-2 Maneuver	522	527	-	488	533	-	-	-	-	-	-	-
Stage 1	893	847	-	660	620	-	-	-	-	-	-	-
Stage 2	599	613	-	831	846	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.3		12.5		4.3		1.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1547	-	-	783	544	1503	-	-				
HCM Lane V/C Ratio	0.071	-	-	0.132	0.12	0.002	-	-				
HCM Control Delay (s)	7.5	-	-	10.3	12.5	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.4	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	38	52	192	213	9
Future Vol, veh/h	10	38	52	192	213	9
Conflicting Peds, #/hr	0	1	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	41	57	209	232	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	570	248	252	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	483	791	1313	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	450	783	1300	-	-	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.8	1.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1300	-	678	-	-	
HCM Lane V/C Ratio	0.043	-	0.077	-	-	
HCM Control Delay (s)	7.9	0	10.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

HCM 2010 TWSC
301: West Driveway & 97 Street

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	10	41	84	64	46
Future Vol, veh/h	37	10	41	84	64	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	11	45	91	70	50
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	51	0	227	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1555	-	761	1023
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1555	-	738	1023
Mov Cap-2 Maneuver	-	-	-	-	738	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	850	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.4		10		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	835	-	-	1555	-	
HCM Lane V/C Ratio	0.143	-	-	0.029	-	
HCM Control Delay (s)	10	-	-	7.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	

HCM 2010 TWSC
302: East Driveway & 97 Street

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↕		↗
Traffic Vol, veh/h	83	0	7	125	0	7
Future Vol, veh/h	83	0	7	125	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	0	8	136	0	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	90	0	-	90
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1505	-	0	968
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1505	-	-	968
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	968	-	1505	-		
HCM Lane V/C Ratio	0.008	-	0.005	-		
HCM Control Delay (s)	8.7	-	7.4	0		
HCM Lane LOS	A	-	A	A		
HCM 95th %tile Q(veh)	0	-	0	-		

Timings

101: W. Bay Harbor Drive & 96 Street

04/05/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↑↑	↱	↑		↱	↱
Traffic Volume (vph)	27	994	62	995	127	29	39	23	216
Future Volume (vph)	27	994	62	995	127	29	39	23	216
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases		6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)		63.7	73.2	73.2	14.8	14.8		14.8	14.8
Actuated g/C Ratio		0.64	0.73	0.73	0.15	0.15		0.15	0.15
v/c Ratio		0.61	0.20	0.44	0.67	0.39		0.35	0.71
Control Delay		14.3	6.2	6.5	56.3	17.3		41.8	34.3
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		14.3	6.2	6.5	56.3	17.3		41.8	34.3
LOS		B	A	A	E	B		D	C
Approach Delay		14.3		6.5		38.9		36.0	
Approach LOS		B		A		D		D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 27 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 15.4

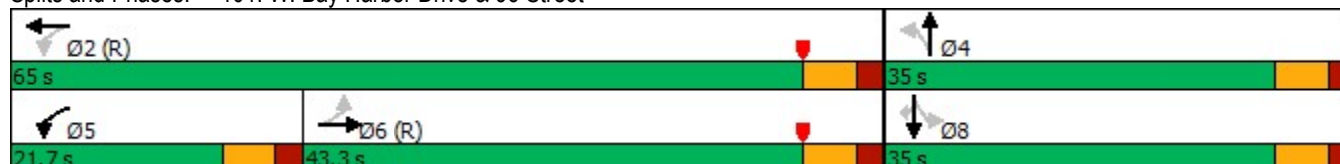
Intersection LOS: B

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

04/05/2019



Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1165	65	1077	132	107	65	225
v/c Ratio	0.61	0.20	0.44	0.67	0.39	0.35	0.71
Control Delay	14.3	6.2	6.5	56.3	17.3	41.8	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	6.2	6.5	56.3	17.3	41.8	34.3
Queue Length 50th (ft)	224	10	120	81	17	38	75
Queue Length 95th (ft)	362	27	201	134	61	74	146
Internal Link Dist (ft)	158		707		433	120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1899	464	2443	384	464	361	522
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.14	0.44	0.34	0.23	0.18	0.43
Intersection Summary							

HCM 2010 Signalized Intersection Summary

101: W. Bay Harbor Drive & 96 Street

04/05/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	994	98	62	995	39	127	29	74	39	23	216
Future Volume (veh/h)	27	994	98	62	995	39	127	29	74	39	23	216
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.89		0.79	0.85		0.81
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	28	1035	102	65	1036	41	132	30	77	41	24	225
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	0	1	1
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	59	1485	145	255	2045	81	278	112	288	246	131	372
Arrive On Green	0.49	0.49	0.49	0.04	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	43	3039	296	1774	3465	137	997	387	994	647	454	1285
Grp Volume(v), veh/h	604	0	561	65	529	548	132	0	107	65	0	225
Grp Sat Flow(s),veh/h/ln	1751	0	1628	1774	1770	1832	997	0	1382	1101	0	1285
Q Serve(g_s), s	3.8	0.0	26.9	1.7	17.5	17.5	12.1	0.0	6.0	2.3	0.0	15.1
Cycle Q Clear(g_c), s	25.2	0.0	26.9	1.7	17.5	17.5	20.4	0.0	6.0	8.3	0.0	15.1
Prop In Lane	0.05		0.18	1.00		0.07	1.00		0.72	0.63		1.00
Lane Grp Cap(c), veh/h	893	0	795	255	1045	1082	278	0	400	378	0	372
V/C Ratio(X)	0.68	0.00	0.70	0.26	0.51	0.51	0.47	0.00	0.27	0.17	0.00	0.60
Avail Cap(c_a), veh/h	893	0	795	459	1045	1082	279	0	401	378	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	19.9	15.3	12.0	12.0	36.2	0.0	27.3	28.3	0.0	30.6
Incr Delay (d2), s/veh	4.1	0.0	5.2	0.2	1.8	1.7	0.9	0.0	0.3	0.2	0.0	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	13.6	0.0	13.1	0.8	9.0	9.3	3.4	0.0	2.3	1.4	0.0	5.6
LnGrp Delay(d),s/veh	23.5	0.0	25.1	15.5	13.7	13.7	37.2	0.0	27.6	28.5	0.0	33.0
LnGrp LOS	C		C	B	B	B	D		C	C		C
Approach Vol, veh/h		1165			1142			239			290	
Approach Delay, s/veh		24.3			13.8			32.9			32.0	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	10.2	54.9		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	15.7	37.3		29.0				
Max Q Clear Time (g_c+I1), s		19.5		22.4	3.7	28.9		17.1				
Green Ext Time (p_c), s		2.6		0.6	0.0	2.3		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				21.6								
HCM 2010 LOS				C								
Notes												

Timings

101: W. Bay Harbor Drive & 96 Street

	→	↖	←	↙	↑	↗	↘	↓	↕
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑		↑	↗		↑	↗
Traffic Volume (vph)	856	42	1075	87	10	47	33	14	130
Future Volume (vph)	856	42	1075	87	10	47	33	14	130
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	5	2		4			8	
Permitted Phases		2		4		4	8		8
Detector Phase	6	5	2	4	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	68.6	75.6	75.6		12.4	12.4		12.4	12.4
Actuated g/C Ratio	0.69	0.76	0.76		0.12	0.12		0.12	0.12
v/c Ratio	0.43	0.11	0.44		0.60	0.18		0.29	0.48
Control Delay	9.1	4.4	5.5		55.9	1.8		42.6	18.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	9.1	4.4	5.5		55.9	1.8		42.6	18.7
LOS	A	A	A		E	A		D	B
Approach Delay	9.1		5.5		38.2			25.0	
Approach LOS	A		A		D			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 27 (27%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 10.3

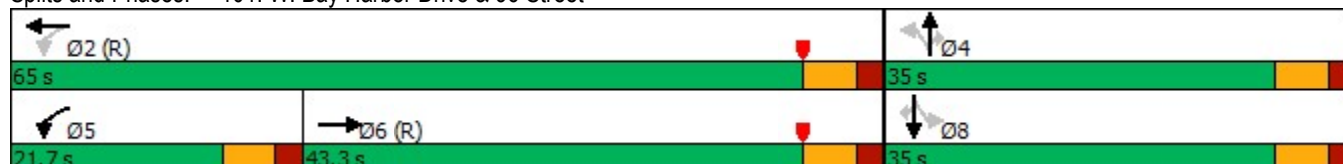
Intersection LOS: B

Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

							
Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	981	43	1120	99	48	48	133
v/c Ratio	0.43	0.11	0.44	0.60	0.18	0.29	0.48
Control Delay	9.1	4.4	5.5	55.9	1.8	42.6	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	4.4	5.5	55.9	1.8	42.6	18.7
Queue Length 50th (ft)	147	6	112	61	0	28	20
Queue Length 95th (ft)	234	17	187	108	3	59	71
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	2262	541	2532	384	507	385	521
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.08	0.44	0.26	0.09	0.12	0.26
Intersection Summary							

HCM 2010 Signalized Intersection Summary 101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	856	106	42	1075	23	87	10	47	33	14	130
Future Volume (veh/h)	0	856	106	42	1075	23	87	10	47	33	14	130
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.95	0.99		0.97
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
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	0	873	108	43	1097	23	89	10	48	34	14	133
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1563	193	306	2090	44	68	4	438	62	15	444
Arrive On Green	0.00	0.50	0.50	0.03	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	0	3251	391	1774	3542	74	0	14	1509	0	53	1533
Grp Volume(v), veh/h	0	489	492	43	548	572	99	0	48	48	0	133
Grp Sat Flow(s),veh/h/ln	0	1770	1779	1774	1770	1847	14	0	1509	53	0	1533
Q Serve(g_s), s	0.0	19.3	19.3	1.1	18.4	18.4	0.0	0.0	2.3	0.0	0.0	6.7
Cycle Q Clear(g_c), s	0.0	19.3	19.3	1.1	18.4	18.4	29.0	0.0	2.3	29.0	0.0	6.7
Prop In Lane	0.00		0.22	1.00		0.04	0.90		1.00	0.71		1.00
Lane Grp Cap(c), veh/h	0	876	881	306	1044	1090	73	0	438	77	0	444
V/C Ratio(X)	0.00	0.56	0.56	0.14	0.52	0.52	1.36	0.00	0.11	0.62	0.00	0.30
Avail Cap(c_a), veh/h	0	876	881	523	1044	1090	73	0	438	77	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.46	0.46	0.46	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	17.6	12.8	12.2	12.2	48.3	0.0	26.0	40.9	0.0	27.6
Incr Delay (d2), s/veh	0.0	2.6	2.6	0.0	0.9	0.8	230.2	0.0	0.1	13.4	0.0	0.3
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	0.0	10.0	10.0	0.5	9.1	9.5	6.6	0.0	1.0	1.6	0.0	2.9
LnGrp Delay(d),s/veh	0.0	20.2	20.2	12.9	13.0	13.0	278.6	0.0	26.1	54.2	0.0	27.9
LnGrp LOS		C	C	B	B	B	F		C	D		C
Approach Vol, veh/h		981			1163			147			181	
Approach Delay, s/veh		20.2			13.0			196.1			34.9	
Approach LOS		C			B			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.0		35.0	9.5	55.5		35.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		59.0		29.0	15.7	37.3		29.0				
Max Q Clear Time (g_c+I1), s		20.4		31.0	3.1	21.3		31.0				
Green Ext Time (p_c), s		2.8		0.0	0.0	2.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				28.3								
HCM 2010 LOS				C								
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	116	900	147	1005	106	28	75	21	7	21
Future Volume (vph)	116	900	147	1005	106	28	75	21	7	21
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	12.1	54.4	12.1	54.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	12.0%	54.1%	12.0%	54.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	66.7	42.2	66.7	42.2	14.0	14.0	14.0	14.0	14.0	14.0
Actuated g/C Ratio	0.66	0.42	0.66	0.42	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.27	0.79	0.32	0.86	0.65	0.14	0.29	0.13	0.03	0.08
Control Delay	11.5	29.6	10.7	33.0	56.3	37.0	7.3	37.0	34.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	29.6	10.7	33.0	56.3	37.0	7.3	37.0	34.6	0.5
LOS	B	C	B	C	E	D	A	D	C	A
Approach Delay		27.6		30.3		36.2			21.0	
Approach LOS		C		C		D			C	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 64 (64%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 29.4

Intersection LOS: C

Intersection Capacity Utilization 70.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street

					
Ø1 (R)	Ø2	Ø3	Ø4	Ø5	Ø6
12.1 s	54.4 s		34.1 s		
					
Ø7 (R)	Ø8	Ø9	Ø10	Ø11	Ø12
12.1 s	54.4 s		34.1 s		

Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	135	1110	171	1203	123	33	87	24	8	24
v/c Ratio	0.27	0.79	0.32	0.86	0.65	0.14	0.29	0.13	0.03	0.08
Control Delay	11.5	29.6	10.7	33.0	56.3	37.0	7.3	37.0	34.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	29.6	10.7	33.0	56.3	37.0	7.3	37.0	34.6	0.5
Queue Length 50th (ft)	22	312	28	354	76	19	0	14	5	0
Queue Length 95th (ft)	72	333	81	374	121	42	26	34	16	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	506	1592	529	1596	364	449	485	357	449	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.70	0.32	0.75	0.34	0.07	0.18	0.07	0.02	0.05
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	116	900	54	147	1005	29	106	28	75	21	7	21						
Future Volume (veh/h)	116	900	54	147	1005	29	106	28	75	21	7	21						
Number	1	6	16	5	2	12	7	4	14	3	8	18						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	0.96		0.96	0.97		0.94						
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						
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863						
Adj Flow Rate, veh/h	135	1047	63	171	1169	34	123	33	87	24	8	24						
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86						
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2						
Cap, veh/h	506	1249	75	537	1314	38	324	364	297	293	364	292						
Arrive On Green	0.23	0.37	0.37	0.08	0.12	0.12	0.20	0.20	0.20	0.20	0.20	0.20						
Sat Flow, veh/h	1774	3380	203	1774	3506	102	1318	1863	1518	1224	1863	1492						
Grp Volume(v), veh/h	135	548	562	171	590	613	123	33	87	24	8	24						
Grp Sat Flow(s),veh/h/ln	1774	1770	1814	1774	1770	1838	1318	1863	1518	1224	1863	1492						
Q Serve(g_s), s	3.3	28.6	28.6	4.8	33.1	33.2	8.4	1.5	4.9	1.7	0.4	1.3						
Cycle Q Clear(g_c), s	3.3	28.6	28.6	4.8	33.1	33.2	8.8	1.5	4.9	3.1	0.4	1.3						
Prop In Lane	1.00		0.11	1.00		0.06	1.00		1.00	1.00		1.00						
Lane Grp Cap(c), veh/h	506	654	670	537	663	689	324	364	297	293	364	292						
V/C Ratio(X)	0.27	0.84	0.84	0.32	0.89	0.89	0.38	0.09	0.29	0.08	0.02	0.08						
Avail Cap(c_a), veh/h	506	841	862	537	841	874	419	498	406	381	498	399						
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.91	0.91	0.91	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	15.2	29.1	29.1	17.8	42.2	42.2	36.4	33.3	34.7	34.5	32.8	33.2						
Incr Delay (d2), s/veh	0.1	4.4	4.3	0.0	0.9	0.8	0.5	0.1	0.4	0.1	0.0	0.1						
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	1.6	14.6	15.0	2.3	16.4	17.1	3.1	0.8	2.1	0.6	0.2	0.6						
LnGrp Delay(d),s/veh	15.3	33.4	33.4	17.8	43.1	43.1	36.9	33.3	35.1	34.6	32.8	33.3						
LnGrp LOS	B	C	C	B	D	D	D	C	D	C	C	C						
Approach Vol, veh/h	1245		1374				243		56									
Approach Delay, s/veh	31.4		39.9				35.8		33.8									
Approach LOS	C		D				D		C									
Timer	1	2	3	4	5	6	7	8										
Assigned Phs	1	2			4	5	6	8										
Phs Duration (G+Y+Rc), s	29.9	44.2			26.9	30.4	43.7	26.9										
Change Period (Y+Rc), s	6.4	6.4			7.1	6.4	6.4	7.1										
Max Green Setting (Gmax), s	5.7	48.0			27.0	5.7	48.0	27.0										
Max Q Clear Time (g_c+I1), s	5.3	35.2			10.8	6.8	30.6	5.1										
Green Ext Time (p_c), s	0.0	2.7			0.6	0.0	2.6	0.1										
Intersection Summary																		
HCM 2010 Ctrl Delay 35.8																		
HCM 2010 LOS D																		

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	54	840	1107	33	12	141	14
Future Volume (vph)	54	840	1107	33	12	141	14
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	50.6	38.3	50.1	50.1	50.1	50.1
Total Split (%)	12.2%	50.2%	38.0%	49.8%	49.8%	49.8%	49.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	68.2	68.2	32.0	19.1	19.1	19.1	19.1
Actuated g/C Ratio	0.68	0.68	0.32	0.19	0.19	0.19	0.19
v/c Ratio	0.10	0.43	1.40	0.15	0.56	0.84	0.21
Control Delay	7.5	9.1	216.4	32.3	32.2	70.4	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	9.1	216.4	32.3	32.2	70.4	12.7
LOS	A	A	F	C	C	E	B
Approach Delay		9.0	216.4		32.2		52.6
Approach LOS		A	F		C		D

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 55 (55%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 116.7

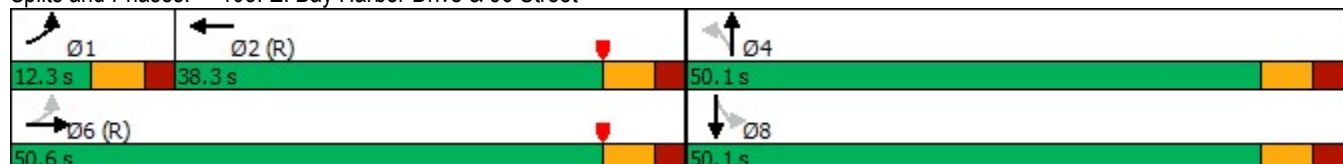
Intersection LOS: F

Intersection Capacity Utilization 87.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	981	1470	38	188	162	72
v/c Ratio	0.10	0.43	1.40	0.15	0.56	0.84	0.21
Control Delay	7.5	9.1	216.4	32.3	32.2	70.4	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	9.1	216.4	32.3	32.2	70.4	12.7
Queue Length 50th (ft)	12	134	~670	21	81	101	8
Queue Length 95th (ft)	32	217	#769	43	129	153	39
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	598	2269	1048	556	694	438	719
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.43	1.40	0.07	0.27	0.37	0.10

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.

HCM 2010 Signalized Intersection Summary 103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	840	13	0	1107	172	33	12	151	141	14	49
Future Volume (veh/h)	54	840	13	0	1107	172	33	12	151	141	14	49
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	0.98		0.97	0.99		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	966	15	0	1272	198	38	14	174	162	16	56
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	211	2129	33	0	1451	224	378	31	388	271	96	335
Arrive On Green	0.06	0.60	0.60	0.00	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1774	3564	55	0	3144	471	1303	116	1438	1177	355	1242
Grp Volume(v), veh/h	62	480	501	0	733	737	38	0	188	162	0	72
Grp Sat Flow(s),veh/h/ln	1774	1770	1850	0	1770	1752	1303	0	1553	1177	0	1597
Q Serve(g_s), s	1.6	15.1	15.1	0.0	37.4	38.5	2.3	0.0	10.2	13.4	0.0	3.5
Cycle Q Clear(g_c), s	1.6	15.1	15.1	0.0	37.4	38.5	5.8	0.0	10.2	23.5	0.0	3.5
Prop In Lane	1.00		0.03	0.00		0.27	1.00		0.93	1.00		0.78
Lane Grp Cap(c), veh/h	211	1057	1105	0	842	833	378	0	419	271	0	431
V/C Ratio(X)	0.29	0.45	0.45	0.00	0.87	0.88	0.10	0.00	0.45	0.60	0.00	0.17
Avail Cap(c_a), veh/h	211	1057	1105	0	842	833	581	0	661	454	0	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	11.2	11.2	0.0	23.7	24.0	30.4	0.0	30.6	40.4	0.0	28.2
Incr Delay (d2), s/veh	2.1	0.8	0.8	0.0	12.0	13.2	0.1	0.0	0.6	1.6	0.0	0.1
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	0.9	7.6	7.9	0.0	20.9	21.5	0.8	0.0	4.4	4.5	0.0	1.6
LnGrp Delay(d),s/veh	22.2	12.1	12.0	0.0	35.7	37.2	30.5	0.0	31.2	42.0	0.0	28.3
LnGrp LOS	C	B	B		D	D	C		C	D		C
Approach Vol, veh/h	1043			1470			226			234		
Approach Delay, s/veh	12.6			36.4			31.1			37.8		
Approach LOS	B			D			C			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	12.3	54.3	34.4		66.6		34.4					
Change Period (Y+Rc), s	* 6.3	* 6.3	7.1		* 6.3		7.1					
Max Green Setting (Gmax), s	* 6	* 32	43.0		* 44		43.0					
Max Q Clear Time (g_c+I1), s	3.6	40.5	12.2		17.1		25.5					
Green Ext Time (p_c), s	0.0	0.0	1.1		2.3		0.7					
Intersection Summary												
HCM 2010 Ctrl Delay			27.8									
HCM 2010 LOS			C									
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	6	39	0	0	177
Future Vol, veh/h	24	6	39	0	0	177
Conflicting Peds, #/hr	0	1	0	33	33	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	7	45	0	0	203

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	281	79	0
Stage 1	78	-	-
Stage 2	203	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	709	981	-
Stage 1	945	-	-
Stage 2	831	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	687	949	-
Mov Cap-2 Maneuver	687	-	-
Stage 1	916	-	-
Stage 2	831	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 727	-
HCM Lane V/C Ratio	-	- 0.047	-
HCM Control Delay (s)	-	- 10.2	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.1	-

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	51	15	27	15	142
Future Vol, veh/h	52	51	15	27	15	142
Conflicting Peds, #/hr	1	0	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	58	17	31	17	161
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	247	51	0	0	66	0
Stage 1	51	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	1017	-	-	1536	-
Stage 1	971	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	719	1000	-	-	1510	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	835		1510	-	
HCM Lane V/C Ratio	-	0.14		0.011	-	
HCM Control Delay (s)	-	10		7.4	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.5		0	-	

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	24	33	20	26	6	62	41	18	2	9	0
Future Vol, veh/h	0	24	33	20	26	6	62	41	18	2	9	0
Conflicting Peds, #/hr	1	0	10	10	0	1	23	0	5	5	0	23
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	36	22	29	7	68	45	20	2	10	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	247	243	43	251	233	61	33	0	0	70	0	0
Stage 1	37	37	-	196	196	-	-	-	-	-	-	-
Stage 2	210	206	-	55	37	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	707	659	1027	702	667	1004	1579	-	-	1531	-	-
Stage 1	978	864	-	806	739	-	-	-	-	-	-	-
Stage 2	792	731	-	957	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	640	612	995	623	620	998	1544	-	-	1524	-	-
Mov Cap-2 Maneuver	640	612	-	623	620	-	-	-	-	-	-	-
Stage 1	914	844	-	767	703	-	-	-	-	-	-	-
Stage 2	721	695	-	884	844	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10		11.1			3.8			1.3			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1544	-	-	787	650	1524	-	-				
HCM Lane V/C Ratio	0.044	-	-	0.08	0.088	0.001	-	-				
HCM Control Delay (s)	7.4	-	-	10	11.1	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	45	57	182	149	4
Future Vol, veh/h	1	45	57	182	149	4
Conflicting Peds, #/hr	0	2	25	0	0	25
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	51	64	204	167	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	526	196	196	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	512	845	1377	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	461	823	1344	-	-	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	1.9		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1344	-	809	-	-	
HCM Lane V/C Ratio	0.048	-	0.064	-	-	
HCM Control Delay (s)	7.8	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Timings

101: W. Bay Harbor Drive & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	27	936	42	1199	87	10	47	40	14	146
Future Volume (vph)	27	936	42	1199	87	10	47	40	14	146
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	6	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)		68.6	75.5	75.5		12.5	12.5		12.5	12.5
Actuated g/C Ratio		0.69	0.76	0.76		0.12	0.12		0.12	0.12
v/c Ratio		0.54	0.12	0.50		0.60	0.18		0.34	0.53
Control Delay		10.7	4.6	6.1		55.9	1.8		44.0	22.4
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		10.7	4.6	6.1		55.9	1.8		44.0	22.4
LOS		B	A	A		E	A		D	C
Approach Delay		10.7		6.0		38.3			28.2	
Approach LOS		B		A		D			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 27 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 11.3

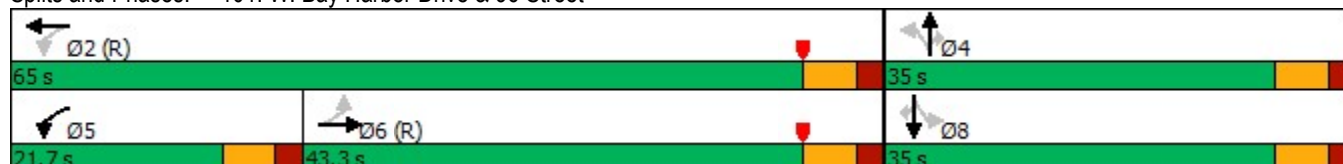
Intersection LOS: B

Intersection Capacity Utilization 78.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

							
Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1091	43	1258	99	48	55	149
v/c Ratio	0.54	0.12	0.50	0.60	0.18	0.34	0.53
Control Delay	10.7	4.6	6.1	55.9	1.8	44.0	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.7	4.6	6.1	55.9	1.8	44.0	22.4
Queue Length 50th (ft)	185	6	134	61	0	33	30
Queue Length 95th (ft)	296	17	225	108	3	66	85
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	2009	505	2528	381	507	379	521
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.09	0.50	0.26	0.09	0.15	0.29
Intersection Summary							

HCM 2010 Signalized Intersection Summary 101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	936	106	42	1199	34	87	10	47	40	14	146
Future Volume (veh/h)	27	936	106	42	1199	34	87	10	47	40	14	146
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.95	0.99		0.97
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	28	955	108	43	1223	35	89	10	48	41	14	149
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	1468	164	266	2071	59	68	4	438	63	13	444
Arrive On Green	0.50	0.50	0.50	0.03	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	45	2965	331	1774	3511	100	0	14	1509	0	44	1533
Grp Volume(v), veh/h	561	0	530	43	616	642	99	0	48	55	0	149
Grp Sat Flow(s),veh/h/ln	1717	0	1624	1774	1770	1841	14	0	1509	44	0	1533
Q Serve(g_s), s	0.1	0.0	24.4	1.1	21.9	21.9	0.0	0.0	2.3	0.0	0.0	7.6
Cycle Q Clear(g_c), s	21.8	0.0	24.4	1.1	21.9	21.9	29.0	0.0	2.3	29.0	0.0	7.6
Prop In Lane	0.05		0.20	1.00		0.05	0.90		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	888	0	804	266	1044	1086	73	0	438	76	0	444
V/C Ratio(X)	0.63	0.00	0.66	0.16	0.59	0.59	1.36	0.00	0.11	0.73	0.00	0.34
Avail Cap(c_a), veh/h	888	0	804	483	1044	1086	73	0	438	76	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.38	0.38	0.38	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	18.9	14.2	12.9	12.9	48.3	0.0	26.0	43.4	0.0	27.9
Incr Delay (d2), s/veh	3.4	0.0	4.2	0.0	0.9	0.9	230.2	0.0	0.1	28.1	0.0	0.3
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	11.9	0.0	11.8	0.5	10.9	11.3	6.6	0.0	1.0	2.1	0.0	3.3
LnGrp Delay(d),s/veh	21.7	0.0	23.1	14.2	13.8	13.8	278.6	0.0	26.1	71.5	0.0	28.2
LnGrp LOS	C		C	B	B	B	F		C	E		C
Approach Vol, veh/h	1091				1301				147		204	
Approach Delay, s/veh	22.4				13.8				196.1		39.9	
Approach LOS	C				B				F		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	65.0		35.0		9.5		55.5		35.0			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+l1), s	23.9		31.0		3.1		26.4		31.0			
Green Ext Time (p_c), s	3.3		0.0		0.0		2.5		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay			28.9									
HCM 2010 LOS			C									
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	117	988	163	1136	106	28	75	21	7	22
Future Volume (vph)	117	988	163	1136	106	28	75	21	7	22
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	12.1	54.4	12.1	54.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	12.0%	54.1%	12.0%	54.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	66.7	45.3	66.7	45.3	14.0	14.0	14.0	14.0	14.0	14.0
Actuated g/C Ratio	0.66	0.45	0.66	0.45	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.30	0.81	0.41	0.90	0.65	0.14	0.29	0.13	0.03	0.09
Control Delay	13.3	28.4	15.6	34.6	56.3	37.0	7.3	37.0	34.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	28.4	15.6	34.6	56.3	37.0	7.3	37.0	34.6	0.5
LOS	B	C	B	C	E	D	A	D	C	A
Approach Delay		26.9		32.2		36.2			20.3	
Approach LOS		C		C		D			C	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 64 (64%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street

			
Ø1 (R)	Ø2	Ø3	Ø4
12.1 s	54.4 s		34.1 s
			
Ø5 (R)	Ø6	Ø7	Ø8
12.1 s	54.4 s		34.1 s

Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	136	1212	190	1356	123	33	87	24	8	26
v/c Ratio	0.30	0.81	0.41	0.90	0.65	0.14	0.29	0.13	0.03	0.09
Control Delay	13.3	28.4	15.6	34.6	56.3	37.0	7.3	37.0	34.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	28.4	15.6	34.6	56.3	37.0	7.3	37.0	34.6	0.5
Queue Length 50th (ft)	22	330	35	397	76	19	0	14	5	0
Queue Length 95th (ft)	78	377	109	450	121	42	26	34	16	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	451	1593	469	1597	364	449	485	357	449	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.76	0.41	0.85	0.34	0.07	0.18	0.07	0.02	0.05
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	988	54	163	1136	30	106	28	75	21	7	22
Future Volume (veh/h)	117	988	54	163	1136	30	106	28	75	21	7	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	0.96		0.96	0.97		0.94
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	136	1149	63	190	1321	35	123	33	87	24	8	26
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	1400	77	470	1464	39	324	364	297	293	364	292
Arrive On Green	0.19	0.41	0.41	0.06	0.14	0.14	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1774	3402	186	1774	3517	93	1315	1863	1518	1224	1863	1492
Grp Volume(v), veh/h	136	597	615	190	664	692	123	33	87	24	8	26
Grp Sat Flow(s),veh/h/ln	1774	1770	1819	1774	1770	1841	1315	1863	1518	1224	1863	1492
Q Serve(g_s), s	3.3	30.3	30.3	5.1	37.3	37.4	8.4	1.5	4.9	1.7	0.4	1.4
Cycle Q Clear(g_c), s	3.3	30.3	30.3	5.1	37.3	37.4	8.8	1.5	4.9	3.1	0.4	1.4
Prop In Lane	1.00		0.10	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	728	748	470	737	766	324	364	297	293	364	292
V/C Ratio(X)	0.32	0.82	0.82	0.40	0.90	0.90	0.38	0.09	0.29	0.08	0.02	0.09
Avail Cap(c_a), veh/h	429	841	864	470	841	875	418	498	406	381	498	399
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	26.4	26.4	18.7	41.5	41.6	36.4	33.3	34.7	34.5	32.8	33.3
Incr Delay (d2), s/veh	0.1	4.2	4.1	0.0	1.2	1.2	0.5	0.1	0.4	0.1	0.0	0.1
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	1.6	15.6	16.1	2.5	18.6	19.4	3.1	0.8	2.1	0.6	0.2	0.6
LnGrp Delay(d),s/veh	17.0	30.6	30.5	18.7	42.7	42.7	36.9	33.3	35.1	34.6	32.8	33.3
LnGrp LOS	B	C	C	B	D	D	D	C	D	C	C	C
Approach Vol, veh/h	1348		1546				243		58			
Approach Delay, s/veh	29.2		39.8				35.8		33.8			
Approach LOS	C		D				D		C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	25.7	48.4	26.9		26.2	48.0	26.9					
Change Period (Y+Rc), s	6.4	6.4	7.1		6.4	6.4	7.1					
Max Green Setting (Gmax), s	5.7	48.0	27.0		5.7	48.0	27.0					
Max Q Clear Time (g_c+I1), s	5.3	39.4	10.8		7.1	32.3	5.1					
Green Ext Time (p_c), s	0.0	2.7	0.6		0.0	2.9	0.1					
Intersection Summary												
HCM 2010 Ctrl Delay			34.9									
HCM 2010 LOS			C									

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	78	883	1182	90	12	157	14
Future Volume (vph)	78	883	1182	90	12	157	14
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	50.6	38.3	50.1	50.1	50.1	50.1
Total Split (%)	12.2%	50.2%	38.0%	49.8%	49.8%	49.8%	49.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	65.0	65.0	32.0	22.3	22.3	22.3	22.3
Actuated g/C Ratio	0.65	0.65	0.32	0.22	0.22	0.22	0.22
v/c Ratio	0.17	0.49	1.51	0.36	0.64	0.94	0.23
Control Delay	9.2	11.4	262.3	34.5	35.8	88.5	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	11.4	262.3	34.5	35.8	88.5	9.8
LOS	A	B	F	C	D	F	A
Approach Delay		11.2	262.3		35.4		61.3
Approach LOS		B	F		D		E

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 55 (55%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.51

Intersection Signal Delay: 136.5

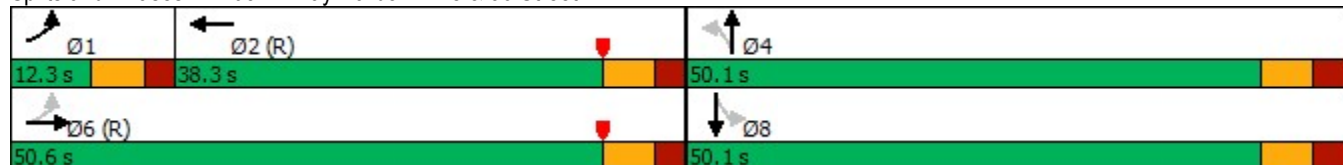
Intersection LOS: F

Intersection Capacity Utilization 92.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	90	1052	1580	103	242	180	95
v/c Ratio	0.17	0.49	1.51	0.36	0.64	0.94	0.23
Control Delay	9.2	11.4	262.3	34.5	35.8	88.5	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	11.4	262.3	34.5	35.8	88.5	9.8
Queue Length 50th (ft)	20	165	~750	56	117	114	8
Queue Length 95th (ft)	48	270	#847	89	165	171	40
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	542	2153	1047	545	688	369	725
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.49	1.51	0.19	0.35	0.49	0.13

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.

HCM 2010 Signalized Intersection Summary

103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	883	32	0	1182	192	90	12	198	157	14	69
Future Volume (veh/h)	78	883	32	0	1182	192	90	12	198	157	14	69
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	0.99		0.97	0.99		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	90	1015	37	0	1359	221	103	14	228	180	16	79
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	177	1935	71	0	1318	211	413	28	455	278	83	409
Arrive On Green	0.06	0.56	0.56	0.00	0.43	0.43	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1774	3476	127	0	3124	486	1280	90	1463	1124	267	1318
Grp Volume(v), veh/h	90	517	535	0	785	795	103	0	242	180	0	95
Grp Sat Flow(s),veh/h/ln	1774	1770	1834	0	1770	1747	1280	0	1553	1124	0	1585
Q Serve(g_s), s	2.6	18.5	18.5	0.0	43.9	43.9	6.5	0.0	12.9	15.7	0.0	4.4
Cycle Q Clear(g_c), s	2.6	18.5	18.5	0.0	43.9	43.9	10.9	0.0	12.9	28.6	0.0	4.4
Prop In Lane	1.00		0.07	0.00		0.28	1.00		0.94	1.00		0.83
Lane Grp Cap(c), veh/h	177	985	1021	0	769	760	413	0	482	278	0	492
V/C Ratio(X)	0.51	0.52	0.52	0.00	1.02	1.05	0.25	0.00	0.50	0.65	0.00	0.19
Avail Cap(c_a), veh/h	177	985	1021	0	769	760	560	0	661	407	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	14.0	14.0	0.0	28.5	28.5	29.5	0.0	28.4	40.1	0.0	25.5
Incr Delay (d2), s/veh	5.8	1.1	1.1	0.0	37.8	45.3	0.2	0.0	0.6	1.9	0.0	0.1
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	1.5	9.2	9.5	0.0	29.4	30.7	2.3	0.0	5.6	5.0	0.0	2.0
LnGrp Delay(d),s/veh	28.8	15.2	15.1	0.0	66.3	73.8	29.8	0.0	29.0	42.0	0.0	25.7
LnGrp LOS	C	B	B		F	F	C		C	D		C
Approach Vol, veh/h		1142			1580			345			275	
Approach Delay, s/veh		16.2			70.1			29.2			36.3	
Approach LOS		B			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.3	50.2		38.5		62.5		38.5				
Change Period (Y+Rc), s	* 6.3	* 6.3		7.1		* 6.3		7.1				
Max Green Setting (Gmax), s	* 6	* 32		43.0		* 44		43.0				
Max Q Clear Time (g_c+I1), s	4.6	45.9		14.9		20.5		30.6				
Green Ext Time (p_c), s	0.0	0.0		1.6		2.5		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				44.7								
HCM 2010 LOS				D								
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	6	77	0	0	200
Future Vol, veh/h	24	6	77	0	0	200
Conflicting Peds, #/hr	0	1	0	33	33	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	7	89	0	0	230
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	352	123	0	0	-	-
Stage 1	122	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	646	928	-	-	0	-
Stage 1	903	-	-	-	0	-
Stage 2	808	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	626	898	-	-	-	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.7	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	666			
HCM Lane V/C Ratio	-	-	0.052			
HCM Control Delay (s)	-	-	10.7			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.2			

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	51	53	27	15	165
Future Vol, veh/h	52	51	53	27	15	165
Conflicting Peds, #/hr	1	0	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	58	60	31	17	188
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	317	94	0	0	109	0
Stage 1	94	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	676	963	-	-	1481	-
Stage 1	930	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	655	946	-	-	1456	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.5	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 773		1456	-	
HCM Lane V/C Ratio	-	- 0.151		0.012	-	
HCM Control Delay (s)	-	- 10.5		7.5	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.5		0	-	

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	24	33	20	26	6	62	45	18	2	22	0
Future Vol, veh/h	0	24	33	20	26	6	62	45	18	2	22	0
Conflicting Peds, #/hr	1	0	10	10	0	1	23	0	5	5	0	23
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	36	22	29	7	68	49	20	2	24	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	265	261	57	269	251	65	47	0	0	74	0	0
Stage 1	51	51	-	200	200	-	-	-	-	-	-	-
Stage 2	214	210	-	69	51	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	688	644	1009	684	652	999	1560	-	-	1526	-	-
Stage 1	962	852	-	802	736	-	-	-	-	-	-	-
Stage 2	788	728	-	941	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	621	598	977	606	605	993	1526	-	-	1519	-	-
Mov Cap-2 Maneuver	621	598	-	606	605	-	-	-	-	-	-	-
Stage 1	899	832	-	763	699	-	-	-	-	-	-	-
Stage 2	717	692	-	868	832	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.1			11.2			3.7			0.6		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1526	-	-	771	634	1519	-	-				
HCM Lane V/C Ratio	0.045	-	-	0.081	0.09	0.001	-	-				
HCM Control Delay (s)	7.5	-	-	10.1	11.2	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	45	57	226	185	4
Future Vol, veh/h	1	45	57	226	185	4
Conflicting Peds, #/hr	0	2	25	0	0	25
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	51	64	254	208	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	617	237	237	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	453	802	1330	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	407	781	1298	-	-	-
Mov Cap-2 Maneuver	407	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	1.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1298	-	766	-	-	
HCM Lane V/C Ratio	0.049	-	0.067	-	-	
HCM Control Delay (s)	7.9	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	

Timings

101: W. Bay Harbor Drive & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	27	980	42	1220	87	10	48	40	17	205
Future Volume (vph)	27	980	42	1220	87	10	48	40	17	205
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	6	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)		68.0	75.0	75.0		13.0	13.0		13.0	13.0
Actuated g/C Ratio		0.68	0.75	0.75		0.13	0.13		0.13	0.13
v/c Ratio		0.57	0.13	0.51		0.58	0.17		0.34	0.73
Control Delay		11.7	5.0	6.6		53.2	2.0		42.7	35.7
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		11.7	5.0	6.6		53.2	2.0		42.7	35.7
LOS		B	A	A		D	A		D	D
Approach Delay		11.7		6.5		36.2			37.3	
Approach LOS		B		A		D			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 27 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 12.9

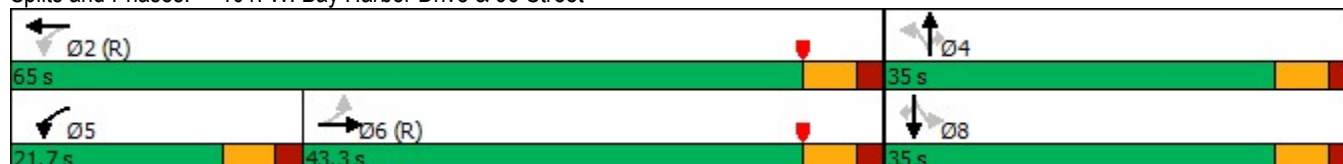
Intersection LOS: B

Intersection Capacity Utilization 81.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

							
Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1136	43	1288	99	49	58	209
v/c Ratio	0.57	0.13	0.51	0.58	0.17	0.34	0.73
Control Delay	11.7	5.0	6.6	53.2	2.0	42.7	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	5.0	6.6	53.2	2.0	42.7	35.7
Queue Length 50th (ft)	198	6	141	61	0	34	68
Queue Length 95th (ft)	334	19	251	105	4	68	136
Internal Link Dist (ft)	158		707	433		120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1995	487	2507	380	507	385	521
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.09	0.51	0.26	0.10	0.15	0.40
Intersection Summary							

HCM 2010 Signalized Intersection Summary

101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	980	106	42	1220	42	87	10	48	40	17	205
Future Volume (veh/h)	27	980	106	42	1220	42	87	10	48	40	17	205
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.95	0.99		0.97
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	28	1000	108	43	1245	43	89	10	49	41	17	209
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1477	158	253	2057	71	68	4	438	61	15	444
Arrive On Green	0.50	0.50	0.50	0.03	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	43	2982	318	1774	3486	120	0	14	1509	0	53	1533
Grp Volume(v), veh/h	584	0	552	43	631	657	99	0	49	58	0	209
Grp Sat Flow(s),veh/h/ln	1717	0	1626	1774	1770	1837	14	0	1509	53	0	1533
Q Serve(g_s), s	1.7	0.0	25.9	1.1	22.7	22.8	0.0	0.0	2.4	0.0	0.0	11.2
Cycle Q Clear(g_c), s	23.4	0.0	25.9	1.1	22.7	22.8	29.0	0.0	2.4	29.0	0.0	11.2
Prop In Lane	0.05		0.20	1.00		0.07	0.90		1.00	0.71		1.00
Lane Grp Cap(c), veh/h	888	0	805	253	1044	1084	73	0	438	77	0	444
V/C Ratio(X)	0.66	0.00	0.69	0.17	0.60	0.61	1.36	0.00	0.11	0.75	0.00	0.47
Avail Cap(c_a), veh/h	888	0	805	470	1044	1084	73	0	438	77	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.39	0.39	0.39	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	19.3	14.6	13.1	13.1	48.3	0.0	26.1	42.4	0.0	29.2
Incr Delay (d2), s/veh	3.8	0.0	4.7	0.0	1.0	1.0	230.2	0.0	0.1	32.6	0.0	0.6
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	12.8	0.0	12.5	0.5	11.3	11.8	6.6	0.0	1.0	2.3	0.0	4.8
LnGrp Delay(d),s/veh	22.4	0.0	24.0	14.7	14.1	14.1	278.6	0.0	26.1	75.0	0.0	29.8
LnGrp LOS	C		C	B	B	B	F		C	E		C
Approach Vol, veh/h	1136			1331			148			267		
Approach Delay, s/veh	23.2			14.1			195.0			39.6		
Approach LOS	C			B			F			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	65.0		35.0		9.5		55.5		35.0			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+l1), s	24.8		31.0		3.1		27.9		31.0			
Green Ext Time (p_c), s	3.4		0.0		0.0		2.5		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay			29.3									
HCM 2010 LOS			C									
Notes												

Timings

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	162	988	163	1144	106	28	75	49	7	43
Future Volume (vph)	162	988	163	1144	106	28	75	49	7	43
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	29.4	11.4	29.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (s)	12.1	54.4	12.1	54.4	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	12.0%	54.1%	12.0%	54.1%	33.9%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.1	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	66.7	45.5	66.7	45.5	14.0	14.0	14.0	14.0	14.0	14.0
Actuated g/C Ratio	0.66	0.45	0.66	0.45	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.42	0.80	0.41	0.90	0.65	0.14	0.29	0.31	0.03	0.17
Control Delay	19.5	28.1	15.4	34.8	56.3	37.0	7.3	41.4	34.6	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	28.1	15.4	34.8	56.3	37.0	7.3	41.4	34.6	1.2
LOS	B	C	B	C	E	D	A	D	C	A
Approach Delay		26.9		32.5		36.2			23.5	
Approach LOS		C		C		D			C	

Intersection Summary

Cycle Length: 100.6

Actuated Cycle Length: 100.6

Offset: 64 (64%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 76.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 102: Bay Harbor Terrace & 96 Street

					
Ø1 (R)	Ø2	Ø3	Ø4	Ø5	Ø6
12.1 s	54.4 s		34.1 s		
					
Ø7 (R)	Ø8	Ø9	Ø10	Ø11	Ø12
12.1 s	54.4 s		34.1 s		

Queues

102: Bay Harbor Terrace & 96 Street

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	188	1212	190	1370	123	33	87	57	8	50
v/c Ratio	0.42	0.80	0.41	0.90	0.65	0.14	0.29	0.31	0.03	0.17
Control Delay	19.5	28.1	15.4	34.8	56.3	37.0	7.3	41.4	34.6	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	28.1	15.4	34.8	56.3	37.0	7.3	41.4	34.6	1.2
Queue Length 50th (ft)	50	327	35	401	76	19	0	33	5	0
Queue Length 95th (ft)	123	377	109	457	121	42	26	64	16	0
Internal Link Dist (ft)		707		590		416			119	
Turn Bay Length (ft)	110		115		90			100		
Base Capacity (vph)	447	1593	465	1596	364	449	485	357	449	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.76	0.41	0.86	0.34	0.07	0.18	0.16	0.02	0.10
Intersection Summary										

HCM 2010 Signalized Intersection Summary 102: Bay Harbor Terrace & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	988	54	163	1144	34	106	28	75	49	7	43
Future Volume (veh/h)	162	988	54	163	1144	34	106	28	75	49	7	43
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	0.96		0.96	0.97		0.94
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	188	1149	63	190	1330	40	123	33	87	57	8	50
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	1429	78	459	1472	44	320	366	298	294	366	293
Arrive On Green	0.19	0.42	0.42	0.06	0.14	0.14	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1774	3402	186	1774	3502	105	1289	1863	1518	1224	1863	1492
Grp Volume(v), veh/h	188	597	615	190	671	699	123	33	87	57	8	50
Grp Sat Flow(s),veh/h/ln	1774	1770	1819	1774	1770	1838	1289	1863	1518	1224	1863	1492
Q Serve(g_s), s	4.7	29.8	29.9	5.1	37.7	37.8	8.6	1.5	4.9	4.0	0.4	2.8
Cycle Q Clear(g_c), s	4.7	29.8	29.9	5.1	37.7	37.8	8.9	1.5	4.9	5.5	0.4	2.8
Prop In Lane	1.00		0.10	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	744	764	459	744	772	320	366	298	294	366	293
V/C Ratio(X)	0.45	0.80	0.80	0.41	0.90	0.90	0.38	0.09	0.29	0.19	0.02	0.17
Avail Cap(c_a), veh/h	420	841	864	459	841	874	411	498	406	381	498	399
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	25.6	25.6	18.6	41.5	41.5	36.4	33.2	34.6	35.4	32.7	33.7
Incr Delay (d2), s/veh	0.2	3.6	3.6	0.0	1.2	1.2	0.6	0.1	0.4	0.2	0.0	0.2
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	2.3	15.2	15.8	2.6	18.8	19.6	3.1	0.8	2.1	1.4	0.2	1.2
LnGrp Delay(d),s/veh	17.7	29.2	29.2	18.6	42.7	42.7	36.9	33.3	35.0	35.7	32.8	33.9
LnGrp LOS	B	C	C	B	D	D	D	C	C	D	C	C
Approach Vol, veh/h	1400				1560		243				115	
Approach Delay, s/veh	27.7				39.8		35.7				34.7	
Approach LOS	C				D		D				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	25.2	48.8	26.9		25.2	48.8	26.9					
Change Period (Y+Rc), s	6.4	6.4	7.1		6.4	6.4	7.1					
Max Green Setting (Gmax), s	5.7	48.0	27.0		5.7	48.0	27.0					
Max Q Clear Time (g_c+l1), s	6.7	39.8	10.9		7.1	31.9	7.5					
Green Ext Time (p_c), s	0.0	2.6	0.6		0.0	2.9	0.2					
Intersection Summary												
HCM 2010 Ctrl Delay			34.2									
HCM 2010 LOS			C									

Timings

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	78	911	1193	91	12	157	16
Future Volume (vph)	78	911	1193	91	12	157	16
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	1	6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	1	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.3	28.3	28.3	36.1	36.1	36.1	36.1
Total Split (s)	12.3	50.6	38.3	50.1	50.1	50.1	50.1
Total Split (%)	12.2%	50.2%	38.0%	49.8%	49.8%	49.8%	49.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	7.1	7.1	7.1	7.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	65.0	65.0	32.0	22.3	22.3	22.3	22.3
Actuated g/C Ratio	0.65	0.65	0.32	0.22	0.22	0.22	0.22
v/c Ratio	0.17	0.50	1.53	0.38	0.65	0.94	0.25
Control Delay	9.2	11.6	272.0	34.9	36.7	88.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	11.6	272.0	34.9	36.7	88.5	9.6
LOS	A	B	F	C	D	F	A
Approach Delay		11.4	272.0		36.2		59.1
Approach LOS		B	F		D		E

Intersection Summary

Cycle Length: 100.7

Actuated Cycle Length: 100.7

Offset: 55 (55%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 140.4

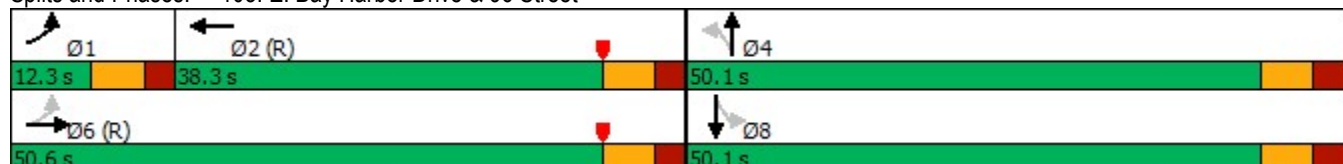
Intersection LOS: F

Intersection Capacity Utilization 93.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 103: E. Bay Harbor Drive & 96 Street



Queues

103: E. Bay Harbor Drive & 96 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	90	1084	1602	105	242	180	107
v/c Ratio	0.17	0.50	1.53	0.38	0.65	0.94	0.25
Control Delay	9.2	11.6	272.0	34.9	36.7	88.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	11.6	272.0	34.9	36.7	88.5	9.6
Queue Length 50th (ft)	20	174	~765	58	120	114	9
Queue Length 95th (ft)	48	281	#863	90	168	171	43
Internal Link Dist (ft)		590	312		306		289
Turn Bay Length (ft)	80			70		90	
Base Capacity (vph)	542	2153	1046	539	685	369	730
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.50	1.53	0.19	0.35	0.49	0.15

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.

HCM 2010 Signalized Intersection Summary 103: E. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	911	32	0	1193	201	91	12	198	157	16	77
Future Volume (veh/h)	78	911	32	0	1193	201	91	12	198	157	16	77
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	0.99		0.97	0.99		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	90	1047	37	0	1371	231	105	14	228	180	18	89
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	177	1936	68	0	1309	217	402	28	455	278	83	410
Arrive On Green	0.06	0.56	0.56	0.00	0.43	0.43	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1774	3481	123	0	3107	500	1266	90	1463	1124	267	1318
Grp Volume(v), veh/h	90	532	552	0	796	806	105	0	242	180	0	107
Grp Sat Flow(s),veh/h/ln	1774	1770	1834	0	1770	1744	1266	0	1553	1124	0	1585
Q Serve(g_s), s	2.6	19.3	19.3	0.0	43.9	43.9	6.7	0.0	12.8	15.7	0.0	5.0
Cycle Q Clear(g_c), s	2.6	19.3	19.3	0.0	43.9	43.9	11.8	0.0	12.8	28.6	0.0	5.0
Prop In Lane	1.00		0.07	0.00		0.29	1.00		0.94	1.00		0.83
Lane Grp Cap(c), veh/h	177	984	1020	0	769	758	402	0	483	278	0	493
V/C Ratio(X)	0.51	0.54	0.54	0.00	1.04	1.06	0.26	0.00	0.50	0.65	0.00	0.22
Avail Cap(c_a), veh/h	177	984	1020	0	769	758	547	0	661	407	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	14.2	14.2	0.0	28.6	28.6	30.1	0.0	28.4	40.0	0.0	25.7
Incr Delay (d2), s/veh	6.0	1.2	1.2	0.0	42.0	51.0	0.3	0.0	0.6	1.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	9.7	10.0	0.0	30.3	31.8	2.4	0.0	5.6	5.0	0.0	2.2
LnGrp Delay(d),s/veh	29.0	15.5	15.4	0.0	70.5	79.6	30.3	0.0	29.0	41.9	0.0	25.9
LnGrp LOS	C	B	B		F	F	C		C	D		C
Approach Vol, veh/h	1174				1602				347			
Approach Delay, s/veh	16.5				75.1				29.4			
Approach LOS	B				E				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		6			8				
Phs Duration (G+Y+Rc), s	12.3	50.2	38.5		62.5			38.5				
Change Period (Y+Rc), s	* 6.3	* 6.3	7.1		* 6.3			7.1				
Max Green Setting (Gmax), s	* 6	* 32	43.0		* 44			43.0				
Max Q Clear Time (g_c+I1), s	4.6	45.9	14.8		21.3			30.6				
Green Ext Time (p_c), s	0.0	0.0	1.6		2.6			0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			47.0									
HCM 2010 LOS			D									
Notes												

HCM 2010 TWSC

201: W. Bay Harbor Drive/W. Bay Harbor Drive & Alley

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	14	85	0	0	262
Future Vol, veh/h	24	14	85	0	0	262
Conflicting Peds, #/hr	0	1	0	33	33	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	16	98	0	0	301

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	432	132	0
Stage 1	131	-	-
Stage 2	301	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	581	917	-
Stage 1	895	-	-
Stage 2	751	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	563	887	-
Mov Cap-2 Maneuver	563	-	-
Stage 1	867	-	-
Stage 2	751	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	651
HCM Lane V/C Ratio	-	-	0.067
HCM Control Delay (s)	-	-	10.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 2010 TWSC
202: W. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	53	53	43	17	165
Future Vol, veh/h	114	53	53	43	17	165
Conflicting Peds, #/hr	1	0	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	60	60	49	19	188
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	330	103	0	0	127	0
Stage 1	103	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	665	952	-	-	1459	-
Stage 1	921	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	643	936	-	-	1434	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.9	0	0.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	714	1434	-	
HCM Lane V/C Ratio	-	-	0.266	0.013	-	
HCM Control Delay (s)	-	-	11.9	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.1	0	-	

HCM 2010 TWSC
204: Bay Barbor Terrace & 97 Street

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	36	82	20	36	6	100	45	18	2	22	0
Future Vol, veh/h	0	36	82	20	36	6	100	45	18	2	22	0
Conflicting Peds, #/hr	1	0	10	10	0	1	23	0	5	5	0	23
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	40	90	22	40	7	110	49	20	2	24	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	355	345	57	387	335	65	47	0	0	74	0	0
Stage 1	51	51	-	284	284	-	-	-	-	-	-	-
Stage 2	304	294	-	103	51	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	600	578	1009	572	585	999	1560	-	-	1526	-	-
Stage 1	962	852	-	723	676	-	-	-	-	-	-	-
Stage 2	705	670	-	903	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	519	521	977	455	528	993	1526	-	-	1519	-	-
Mov Cap-2 Maneuver	519	521	-	455	528	-	-	-	-	-	-	-
Stage 1	873	832	-	667	624	-	-	-	-	-	-	-
Stage 2	608	618	-	773	832	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.6		12.9		4.6		0.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1526	-	-	771	525	1519	-	-				
HCM Lane V/C Ratio	0.072	-	-	0.168	0.13	0.001	-	-				
HCM Control Delay (s)	7.5	-	-	10.6	12.9	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.4	0	-	-				

HCM 2010 TWSC
205: E. Bay Harbor Drive & 97 Street

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	55	66	226	185	5
Future Vol, veh/h	3	55	66	226	185	5
Conflicting Peds, #/hr	0	2	25	0	0	25
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	62	74	254	208	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	638	238	239	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	441	801	1328	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	392	780	1296	-	-	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	1.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1296	-	742	-	-	
HCM Lane V/C Ratio	0.057	-	0.088	-	-	
HCM Control Delay (s)	7.9	0	10.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

HCM 2010 TWSC
301: West Driveway & 97 Street

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	10	41	88	64	46
Future Vol, veh/h	50	10	41	88	64	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	11	45	96	70	50
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	246	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1537	-	742	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	719	1005
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	846	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		10.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	816	-	-	1537	-	
HCM Lane V/C Ratio	0.147	-	-	0.029	-	
HCM Control Delay (s)	10.2	-	-	7.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	

HCM 2010 TWSC
302: East Driveway & 97 Street

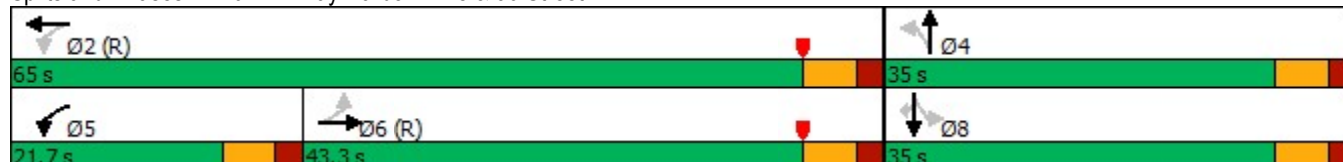
Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↕		↗
Traffic Vol, veh/h	0	96	7	129	0	7
Future Vol, veh/h	0	96	7	129	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	104	8	140	0	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	104	0	-	52
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1488	-	0	1016
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1488	-	-	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1016	-	-	1488	-	
HCM Lane V/C Ratio	0.007	-	-	0.005	-	
HCM Control Delay (s)	8.6	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Timings

101: W. Bay Harbor Drive & 96 Street

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	27	980	42	1220	87	10	40	17	205
Future Volume (vph)	27	980	42	1220	87	10	40	17	205
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases		6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	11.0	28.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	43.3	43.3	21.7	65.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	43.3%	43.3%	21.7%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)		68.1	75.1	75.1	12.9	12.9		12.9	12.9
Actuated g/C Ratio		0.68	0.75	0.75	0.13	0.13		0.13	0.13
v/c Ratio		0.57	0.13	0.51	0.52	0.24		0.33	0.73
Control Delay		11.6	5.0	6.5	49.9	15.7		42.5	36.2
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		11.6	5.0	6.5	49.9	15.7		42.5	36.2
LOS		B	A	A	D	B		D	D
Approach Delay		11.6		6.5		36.2		37.6	
Approach LOS		B		A		D		D	
Intersection Summary									
Cycle Length: 100									
Actuated Cycle Length: 100									
Offset: 27 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow									
Natural Cycle: 80									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.73									
Intersection Signal Delay: 12.9					Intersection LOS: B				
Intersection Capacity Utilization 81.8%					ICU Level of Service D				
Analysis Period (min) 15									

Splits and Phases: 101: W. Bay Harbor Drive & 96 Street



Queues

101: W. Bay Harbor Drive & 96 Street

							
Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1136	43	1288	89	59	58	209
v/c Ratio	0.57	0.13	0.51	0.52	0.24	0.33	0.73
Control Delay	11.6	5.0	6.5	49.9	15.7	42.5	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	5.0	6.5	49.9	15.7	42.5	36.2
Queue Length 50th (ft)	198	6	141	54	6	34	68
Queue Length 95th (ft)	334	19	251	96	39	68	136
Internal Link Dist (ft)	158		707		433	120	
Turn Bay Length (ft)		90					
Base Capacity (vph)	1999	489	2511	387	488	398	521
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.09	0.51	0.23	0.12	0.15	0.40
Intersection Summary							

HCM 2010 Signalized Intersection Summary

101: W. Bay Harbor Drive & 96 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	980	106	42	1220	42	87	10	48	40	17	205
Future Volume (veh/h)	27	980	106	42	1220	42	87	10	48	40	17	205
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.97		0.94	0.97		0.96
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	28	1000	108	43	1245	43	89	10	49	41	17	209
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1652	176	298	2261	78	272	61	297	263	99	352
Arrive On Green	0.55	0.55	0.55	0.03	0.65	0.65	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	43	2984	319	1774	3487	120	1120	262	1285	871	428	1520
Grp Volume(v), veh/h	584	0	552	43	631	657	89	0	59	58	0	209
Grp Sat Flow(s),veh/h/ln	1719	0	1627	1774	1770	1837	1120	0	1547	1300	0	1520
Q Serve(g_s), s	0.0	0.0	22.9	1.0	19.5	19.6	7.1	0.0	3.0	2.3	0.0	12.3
Cycle Q Clear(g_c), s	20.4	0.0	22.9	1.0	19.5	19.6	12.4	0.0	3.0	5.3	0.0	12.3
Prop In Lane	0.05		0.20	1.00		0.07	1.00		0.83	0.71		1.00
Lane Grp Cap(c), veh/h	989	0	901	298	1147	1191	272	0	358	362	0	352
V/C Ratio(X)	0.59	0.00	0.61	0.14	0.55	0.55	0.33	0.00	0.16	0.16	0.00	0.59
Avail Cap(c_a), veh/h	989	0	901	515	1147	1191	337	0	449	445	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	15.1	11.2	9.6	9.6	36.7	0.0	30.7	31.8	0.0	34.2
Incr Delay (d2), s/veh	2.6	0.0	3.1	0.1	1.9	1.8	0.5	0.0	0.2	0.2	0.0	1.2
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	11.1	0.0	11.0	0.5	10.1	10.5	2.2	0.0	1.3	1.3	0.0	5.3
LnGrp Delay(d),s/veh	17.1	0.0	18.2	11.3	11.5	11.5	37.2	0.0	30.9	32.0	0.0	35.4
LnGrp LOS	B		B	B	B	B	D		C	C		D
Approach Vol, veh/h	1136				1331				148		267	
Approach Delay, s/veh	17.6				11.5				34.7		34.7	
Approach LOS	B				B				C		C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	70.8		29.2		9.5		61.4		29.2			
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0			
Max Green Setting (Gmax), s	59.0		29.0		15.7		37.3		29.0			
Max Q Clear Time (g_c+I1), s	21.6		14.4		3.0		24.9		14.3			
Green Ext Time (p_c), s	3.4		0.4		0.0		2.7		0.7			
Intersection Summary												
HCM 2010 Ctrl Delay	17.2											
HCM 2010 LOS	B											
Notes												

Mr. Michael J. Miller, AICP
Town of Bay Harbor Islands
Consultant Town Planner
c/o Michael Miller Planning Associates, Inc.
7522 Wiles Road #203
Coral Springs, Florida 33067

April 15, 2019

**Re: 1177 Kane Concourse –Shared Parking Study Review Memorandum
Bay Harbor Islands, Florida**

Dear Michael:

As requested by the Town of Bay Harbor Islands, Traf Tech Engineering, Inc. reviewed the shared parking analysis prepared by David Plummer & Associates (report dated August 27, 2018) in connection with a proposed mixed-use development planned to be located on the north side of Kane Concourse (96th Street) just east of West Bay Harbor Drive in the Town of Bay Harbor Islands. The project site will be re-developed with the following land uses and intensities:

- o 104 multi-family residential units
- o 86,700 square feet of office use
- o 7,565 square feet of retail use
- o 10,278 square feet of fine / casual restaurant use (plus 2,523 square feet of outdoor seating area)

The following is a summary of our findings:

- o We generally concur with the conclusions reached in David Plummer & Associates' Shared Parking Analysis. That is, approximately 519 parking spaces (without ride-sharing and parking management strategies) are adequate to accommodate the peak parking demands of this facility.

Based on the Town's code, the sum of the parking requirements of each individual land use results in a need for 631 parking spaces. With shared parking principles, the proposed mixed-use development requires approximately 519 parking spaces. Shared parking is defined as parking spaces that are shared between different land uses, especially when the land uses have parking peaks that occur at different times of the day. For this project, the office use requires parking on weekdays between 8AM and 5PM (with peak parking demands at 10 AM and 2PM), while the restaurant uses generally have parking peak after 5PM on weekdays and on weekends.

Hence, mixed-use developments require less parking than the sum of the required parking of the individual land uses, because of shared parking.

Additionally, the 519 required shared-parking spaces were reduced further by approximately 7% in order to account for pedestrian/bicycle and transit trips (non-auto trips), in the David Plummer study. Moreover, the future employer of the 1177 Kane Concourse mixed-use development is committed to encourage ridesharing in order to reduce parking needs. With the assumed 7% non-auto trips and ridesharing, the 1177 Kane Concourse mixed-use development requires 483 parking spaces, according to the David Plummer study.

Attached is an independent shared parking analysis conducted by Traf Tech Engineering, Inc. in connection with the subject mixed-use development. As indicated in the attached table, with shared-parking principles alone, approximately 523 parking spaces are required. Taking into account internal capture and the potential for non-automobile trips to the retail/restaurant uses, approximately 500 parking spaces are sufficient to accommodate the peak parking demands of this project. The Town's parking garage and several public surface parking lots, all within walking distance from the 1177 Kane Concourse development, supports less parking needs for this project.

Finally, it is important to note that the Town's parking requirements for residential uses include two (2) parking spaces per dwelling unit. It is Traf Tech Engineering's experience that in South Florida, the actual parking consumption for multi-family residential developments consists of approximately 1.6 to 1.8 parking space per unit. Hence, at the discretion of the Town of Bay Harbor Islands, the number of parking spaces for the 1177 Kane Concourse mixed-use development could be reduced to 485 parking stalls.

In summary, the David Plummer report concludes that 483 parking spaces are sufficient. Traf Tech Engineering, Inc. recommends 500 parking stalls with an absolute minimum of 485 parking spaces for the 1177 Kane Concourse mixed-use development.

Please give me a call if you have any questions.

TRAF TECH ENGINEERING, INC.

A handwritten signature in green ink, appearing to read 'J. E. Vargas', is written over the company name and the engineer's name.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

TABLE 1 1177 Kane Concourse Weekday Shared Parking Analysis - Sharing Residential Parking, Except for 104 Parking Spaces																	
Hour of Day	Spaces = 266 Office (Employees)		Spaces = 23 Office (Visitors)		Spaces = 21 Retail (Customers)		Spaces = 5 Retail (Employees)		Spaces = 83 Restaurant (Customer)		Spaces = 15 Restaurant (Employee)		Spaces = 196 Residential (Residents)		Spaces = 22 Residential (Guests)		631
	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Total
6:00 AM	3%	8	0%	0	1%	0	10%	1	0%	0	0%	0	100%	196	0%	0	205
7:00 AM	30%	80	1%	0	5%	1	15%	1	0%	0	20%	3	90%	176	10%	2	263
8:00 AM	75%	200	20%	5	15%	3	40%	2	0%	0	50%	8	85%	167	20%	4	388
9:00 AM	95%	253	60%	14	35%	7	75%	4	0%	0	75%	11	80%	157	20%	4	450
10:00 AM	100%	266	100%	23	65%	14	85%	4	15%	12	90%	14	75%	147	20%	4	484
11:00 AM	100%	266	45%	10	85%	18	95%	5	40%	33	90%	14	70%	137	20%	4	487
12:00 PM	90%	239	15%	3	95%	20	100%	5	75%	62	90%	14	65%	127	20%	4	475
1:00 PM	90%	239	45%	10	100%	21	100%	5	75%	62	90%	14	70%	137	20%	4	493
2:00 PM	100%	266	100%	23	95%	20	100%	5	65%	54	90%	14	70%	137	20%	4	523
3:00 PM	100%	266	45%	10	90%	19	100%	5	40%	33	75%	11	70%	137	20%	4	486
4:00 PM	90%	239	15%	3	90%	19	100%	5	50%	42	75%	11	75%	147	20%	4	471
5:00 PM	50%	133	10%	2	95%	20	95%	5	75%	62	100%	15	85%	167	40%	9	413
6:00 PM	25%	67	5%	1	95%	20	95%	5	95%	79	100%	15	90%	176	60%	13	375
7:00 PM	10%	27	2%	0	95%	20	95%	5	100%	83	100%	15	97%	190	100%	22	362
8:00 PM	7%	19	1%	0	80%	17	90%	5	100%	83	100%	15	98%	192	100%	22	352
9:00 PM	3%	8	0%	0	50%	11	75%	4	100%	83	100%	15	99%	194	100%	22	336
10:00 PM	1%	3	0%	0	30%	6	40%	2	95%	79	100%	15	100%	196	100%	22	323
11:00 PM	0%	0	0%	0	10%	2	15%	1	75%	62	85%	13	100%	196	80%	18	291
12:00 AM	0%	0	0%	0	0%	0	0%	0	25%	21	35%	5	100%	196	50%	11	233

Source: Institute of Transportation Engineers and Urban Land Institute's Shared Parking

Land Use	Size	Pkg Rate	Total Parking Spaces	Employee/Resident		Customer/Visitor	
				% (1)	Spaces	% (1)	Spaces
Office	86,700 sq. ft.	300 sf / space	289 Spaces	92%	266	8%	23
Restaurant	9,718 sq. ft.	100 sf / space	98 Spaces	15%	15	85%	83
- Inside	7,195 sq. ft.						
- Outside	2,523 sq. ft.						
Retail	7,565 sq. ft.	300 sf / space	26 Spaces	20%	5	80%	21
Residential			218 Spaces	90%	196	10%	22
- Units	104 units	2.00 /unit	208 Spaces				
- Visitors	10 lots	1.00 /unit	10 Spaces				
Total			631 Spaces				

Shared Spaces =	523
Internal (2) =	-16
Multimodal (3) =	-5
Required Spaces =	502

- (1) Per ULI
- (2) Internal Trip Capture 3%
- (3) Multimodal Trips 1%

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



Segment	Existing Sewer Diameter	Proposed Sewer Diameter	Length of Sewer Replacement	Estimated Project Cost
1 - Manhole 76-77	15"	18"	325	\$ 164,688.45
2 - Manhole 76-67	15"	18"	325	\$ 154,958.69
3 - Manhole 67-66	15"	18"	200	\$ 113,264.35
4 - Manhole 66-73	12"	15"	401	\$ 127,154.82
5 - Manhole 66-66A	18"	21"	50	\$ 40,721.80
6 - Manhole 73-75	10"	12"	157	\$ 42,050.28
General Conditions	-	-	-	\$ 218,000.00
Contingency	-	-	-	\$ 172,167.68

Total Estimated Program Cost = \$ 1,033,006.06

This rough order of magnitude (ROM) engineer's opinion of probable cost (EOPC) has been prepared for the Town of Bay Harbor Islands based on the understanding of Chen Moore & Associates (CMA) of the proposed project as conveyed through the contract documents and additional email and phone conversations. From these conversations, CMA has prepared this ROM EOPC assuming that all sanitary manholes and lateral lines directly impacted by this project shall be removed and replaced. Upon examination of the areas in which these existing gravity sanitary sewer mains are located, it was assumed that runs 76-77 and 76-67 will be constructed in the same trench as the lines are currently located. Given the constraints associated with the existing ground cover and existing utilities between manholes 67 and 73, CMA assumed that the proposed gravity sewer main to replace runs 67-66 and 73-75 would be constructed approximately 25-ft south of the current alignment to be near the centerline of 96th Street between Bay Harbor Terrace and East Bay Harbor Drive. It was assumed that this would be accomplished by installing an additional manhole to the southeast of MH 67 and shifting the location of MH 73 south along the path of the existing gravity sanitary sewer main. This also lead to the assumption that MH 66 would be 25-ft south of its current location which therefore lengthened the run MH 66-66A. Based on these assumptions, CMA estimates the total cost of this sewer replacement program to be \$1,033,006.06.

The costs presented above are estimates based on field data from similar projects and are based on 2019 values. The costs incurred by the owner to construct this project may vary from the above estimate.

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
GENERAL CONDITIONS				
Project Design and Engineering	1	LS	\$ 110,000.00	\$ 110,000.00
Permit Fees	1	LS	\$ 20,000.00	\$ 20,000.00
Performance and Payment Guarantee and Insurance	1	LS	\$ 10,000.00	\$ 10,000.00
Mobilization/Staging	1	LS	\$ 30,000.00	\$ 30,000.00
Maintenance of Traffic	1	LS	\$ 30,000.00	\$ 30,000.00
Surveying, Stake-out, and As-built Drawings	1	LS	\$ 18,000.00	\$ 18,000.00
GENERAL CONDITIONS SUBTOTAL				\$ 218,000.00
CONSTRUCTION				
Segment 1 - MH 77-76	1	EA	\$ 164,688.45	\$ 164,688.45
Segment 2 - MH 76-67	1	EA	\$ 154,958.69	\$ 154,958.69
Segment 3 - MH67-66	1	EA	\$ 113,264.35	\$ 113,264.35
Segment 4 - MH 66-73	1	EA	\$ 127,154.82	\$ 127,154.82
Segment 5 - MH 73-75	1	EA	\$ 40,721.80	\$ 40,721.80
Segment 6 - MH 66-66A	1	EA	\$ 42,050.28	\$ 42,050.28
CONSTRUCTION SUBTOTAL				\$ 642,838.39
CONTINGENCY				
20% Contingency	1	AL	\$ 172,167.68	\$ 172,167.68
TOTAL ESTIMATED COST				\$ 1,033,006.06

The costs presented above are estimates based on field data from similar projects and are based on 2019 values. The costs incurred by the owner to construct this project may vary from the above estimate.

Project General Conditions

CMA Project No. 326.006
8/8/2019
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ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
DEMOLITION & ABANDONMENT					
7	Remove and Dispose Existing Sanitary Sewer Laterals	3	EA	\$ 150.00	\$ 450.00
8	Abandon and Grout Sanitary Sewer Main	0	LF	\$ 9.50	\$ -
9	Remove and Dispose Sanitary Sewer Pipe	325	LF	\$ 7.50	\$ 2,437.50
10	Abandon and Grout Sanitary Sewer Manhole	0	EA	\$ 910.00	\$ -
11	Remove and Dispose Sanitary Sewer Manhole	1	EA	\$ 1,280.00	\$ 1,280.00
DEMOLITION & ABANDONMENT SUBTOTAL					\$ 4,167.50
SANITARY SEWER					
12	Furnish and Install 6'-8' Sanitary Manhole	1	EA	\$ 5,200.00	\$ 5,200.00
13	Furnish and Install 8" PVC C-900 Sanitary Sewer Main	0	EA	\$ 83.14	\$ -
14	Furnish and Install 12" PVC C-900 Sanitary Sewer Main	0	LF	\$ 179.28	\$ -
15	Furnish and Install 15" PVC C-900 Sanitary Sewer Main	0	LF	\$ 211.56	\$ -
16	Furnish and Install 18" PVC C-900 Sanitary Sewer Main	325	LF	\$ 314.97	\$ 102,365.25
17	Furnish and Install 21" PVC C-900 Sanitary Sewer Main	0	LF	\$ 405.37	\$ -
18	Furnish and Install 6" Sanitary Lateral and Cleanout	3	EA	\$ 1,800.00	\$ 5,400.00
19	Furnish, Install, and Remove Single Temporary Sewer Bypass System	0	DAYS	\$ 1,000.00	\$ -
20	Furnish, Install, and Remove Double Temporary Sewer Bypass System	15	DAYS	\$ 2,000.00	\$ 30,000.00
SANITARY SEWER SUBTOTAL					\$ 142,965.25
ROADWAY RESTORATION					
21	Asphalt Roadway Restoration	372	SY	\$ 38.00	\$ 14,144.44
22	Furnish and Install Concrete Valley Gutter	10	LF	\$ 23.15	\$ 231.50
23	Furnish and Install 6" Thick Concrete Sidewalk	0	SY	\$ 48.00	\$ -
24	Furnish and Install Roadway Striping	80	LF	\$ 2.00	\$ 160.00
25	Furnish and Install Sod Restoration	0	SF	\$ 10.00	\$ -
ROADWAY RESTORATION SUBTOTAL					\$ 14,535.94

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



ITEM #	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
STORMWATER POLLUTION PREVENTION					
26	Install and Remove Inlet Protection System	2	EA	\$ 109.88	\$ 219.76
27	Install and Remove Silt Fence	700	LF	\$ 4.00	\$ 2,800.00
STORMWATER POLLUTION PREVENTION SUBTOTAL					\$ 3,019.76
SEGMENT CONSTRUCTION SUBTOTAL					\$ 164,688.45

The costs presented above are estimates based on field data from similar projects and are based on 2019 values. The costs incurred by the owner to construct this project may vary from the above estimate

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
DEMOLITION & ABANDONMENT					
7	Remove and Dispose Existing Sanitary Sewer Laterals	6	EA	\$ 150.00	\$ 900.00
8	Abandon and Grout Sanitary Sewer Main	0	LF	\$ 9.50	\$ -
9	Remove and Dispose Sanitary Sewer Pipe	325	LF	\$ 7.50	\$ 2,437.50
10	Abandon and Grout Sanitary Sewer Manhole	0	EA	\$ 910.00	\$ -
11	Remove and Dispose Sanitary Sewer Manhole	1	EA	\$ 1,280.00	\$ 1,280.00
DEMOLITION & ABANDONMENT SUBTOTAL					\$ 4,617.50
SANITARY SEWER					
12	Furnish and Install 6-8' Sanitary Manhole	1	EA	\$ 5,200.00	\$ 5,200.00
13	Furnish and Install 8" PVC C-900 Sanitary Sewer Main	0	EA	\$ 83.14	\$ -
14	Furnish and Install 12" PVC C-900 Sanitary Sewer Main	0	LF	\$ 179.28	\$ -
15	Furnish and Install 15" PVC C-900 Sanitary Sewer Main	0	LF	\$ 211.56	\$ -
16	Furnish and Install 18" PVC C-900 Sanitary Sewer Main	325	LF	\$ 314.97	\$ 102,365.25
17	Furnish and Install 21" PVC C-900 Sanitary Sewer Main	0	LF	\$ 405.37	\$ -
18	Furnish and Install 6" Sanitary Lateral and Cleanout	6	EA	\$ 1,800.00	\$ 10,800.00
19	Furnish, Install, and Remove Single Temporary Sewer Bypass System	15	DAYS	\$ 1,000.00	\$ 15,000.00
20	Furnish, Install, and Remove Double Temporary Sewer Bypass System	0	DAYS	\$ 2,000.00	\$ -
SANITARY SEWER SUBTOTAL					\$ 133,365.25
ROADWAY RESTORATION					
21	Asphalt Roadway Restoration	372	SY	\$ 38.00	\$ 14,144.44
22	Furnish and Install Concrete Valley Gutter	10	LF	\$ 23.15	\$ 231.50
23	Furnish and Install 6" Thick Concrete Sidewalk	0	SY	\$ 48.00	\$ -
24	Furnish and Install Roadway Striping	100	LF	\$ 2.00	\$ 200.00
25	Furnish and Install Sod Restoration	0	SF	\$ 10.00	\$ -
ROADWAY RESTORATION SUBTOTAL					\$ 14,575.94

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



ITEM #	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
STORMWATER POLLUTION PREVENTION					
26	Install and Remove Inlet Protection System	0	EA	\$ 109.88	\$ -
27	Install and Remove Silt Fence	600	LF	\$ 4.00	\$ 2,400.00
STORMWATER POLLUTION PREVENTION SUBTOTAL					\$ 2,400.00
SEGMENT CONSTRUCTION SUBTOTAL					\$ 154,958.69

The costs presented above are estimates based on field data from similar projects and are based on 2019 values. The costs incurred by the owner to construct this project may vary from the above estimate

Segment 2 - MH 76-67

CMA Project No. 326.006
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ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
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<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
DEMOLITION & ABANDONMENT					
7	Remove and Dispose Existing Sanitary Sewer Laterals	2	EA	\$ 150.00	\$ 300.00
8	Abandon and Grout Sanitary Sewer Main	200	LF	\$ 9.50	\$ 1,900.00
9	Remove and Dispose Sanitary Sewer Pipe	0	LF	\$ 7.50	\$ -
10	Abandon and Grout Sanitary Sewer Manhole	0	EA	\$ 910.00	\$ -
11	Remove and Dispose Sanitary Sewer Manhole	2	EA	\$ 1,280.00	\$ 2,560.00
DEMOLITION & ABANDONMENT SUBTOTAL					\$ 4,760.00
SANITARY SEWER					
12	Furnish and Install 6-8' Sanitary Manhole	3	EA	\$ 5,200.00	\$ 15,600.00
13	Furnish and Install 8" PVC C-900 Sanitary Sewer Main	0	EA	\$ 83.14	\$ -
14	Furnish and Install 12" PVC C-900 Sanitary Sewer Main	0	LF	\$ 179.28	\$ -
15	Furnish and Install 15" PVC C-900 Sanitary Sewer Main	0	LF	\$ 211.56	\$ -
16	Furnish and Install 18" PVC C-900 Sanitary Sewer Main	245	LF	\$ 314.97	\$ 77,167.65
17	Furnish and Install 21" PVC C-900 Sanitary Sewer Main	0	LF	\$ 405.37	\$ -
18	Furnish and Install 6" Sanitary Lateral and Cleanout	2	EA	\$ 1,800.00	\$ 3,600.00
19	Furnish, Install, and Remove Single Temporary Sewer Bypass System	0	DAYS	\$ 1,000.00	\$ -
20	Furnish, Install, and Remove Double Temporary Sewer Bypass System	8	DAYS	\$ 2,000.00	\$ 16,000.00
SANITARY SEWER SUBTOTAL					\$ 96,367.65
ROADWAY RESTORATION					
21	Asphalt Roadway Restoration	294	SY	\$ 38.00	\$ 11,188.89
22	Furnish and Install Concrete Valley Gutter	10	LF	\$ 23.15	\$ 231.50
23	Furnish and Install 6" Thick Concrete Sidewalk	6	SY	\$ 48.00	\$ 266.67
24	Furnish and Install Roadway Striping	60	LF	\$ 2.00	\$ 120.00
25	Furnish and Install Sod Restoration	0	SF	\$ 10.00	\$ -
ROADWAY RESTORATION SUBTOTAL					\$ 11,807.06

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
STORMWATER POLLUTION PREVENTION					
26	Install and Remove Inlet Protection System	3	EA	\$ 109.88	\$ 329.64
27	Install and Remove Silt Fence	0	LF	\$ 4.00	\$ -
STORMWATER POLLUTION PREVENTION SUBTOTAL					\$ 329.64
SEGMENT CONSTRUCTION SUBTOTAL					\$ 113,264.35

The costs presented above are estimates based on field data from similar projects and are based on 2019 values. The costs incurred by the owner to construct this project may vary from the above estimate.

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
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<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
DEMOLITION & ABANDONMENT					
7	Remove and Dispose Existing Sanitary Sewer Laterals	6	EA	\$ 150.00	\$ 900.00
8	Abandon and Grout Sanitary Sewer Main	401	LF	\$ 9.50	\$ 3,809.50
9	Remove and Dispose Sanitary Sewer Pipe	0	LF	\$ 7.50	\$ -
10	Abandon and Grout Sanitary Sewer Manhole	0	EA	\$ 910.00	\$ -
11	Remove and Dispose Sanitary Sewer Manhole	1	EA	\$ 1,280.00	\$ 1,280.00
DEMOLITION & ABANDONMENT SUBTOTAL					\$ 5,989.50
SANITARY SEWER					
12	Furnish and Install 6-8' Sanitary Manhole	1	EA	\$ 5,200.00	\$ 5,200.00
13	Furnish and Install 8" PVC C-900 Sanitary Sewer Main	25	EA	\$ 83.14	\$ 2,078.50
14	Furnish and Install 12" PVC C-900 Sanitary Sewer Main	0	LF	\$ 179.28	\$ -
15	Furnish and Install 15" PVC C-900 Sanitary Sewer Main	401	LF	\$ 211.56	\$ 84,835.56
16	Furnish and Install 18" PVC C-900 Sanitary Sewer Main	0	LF	\$ 314.97	\$ -
17	Furnish and Install 21" PVC C-900 Sanitary Sewer Main	0	LF	\$ 405.37	\$ -
18	Furnish and Install 6" Sanitary Lateral and Cleanout	6	EA	\$ 1,800.00	\$ 10,800.00
19	Furnish, Install, and Remove Single Temporary Sewer Bypass System	0	DAYS	\$ 1,000.00	\$ -
20	Furnish, Install, and Remove Double Temporary Sewer Bypass System	15	DAYS	\$ 2,000.00	\$ 30,000.00
SANITARY SEWER SUBTOTAL					\$ 102,914.06
ROADWAY RESTORATION					
21	Asphalt Roadway Restoration	457	SY	\$ 38.00	\$ 17,353.33
22	Furnish and Install Concrete Valley Gutter	10	LF	\$ 23.15	\$ 231.50
23	Furnish and Install 6" Thick Concrete Sidewalk	9	SY	\$ 48.00	\$ 426.67
24	Furnish and Install Roadway Striping	10	LF	\$ 2.00	\$ 20.00
25	Furnish and Install Sod Restoration	0	SF	\$ 10.00	\$ -
ROADWAY RESTORATION SUBTOTAL					\$ 18,031.50

ENGINEER'S OPINION OF PROBABLE COST
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<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
STORMWATER POLLUTION PREVENTION					
26	Install and Remove Inlet Protection System	2	EA	\$ 109.88	\$ 219.76
27	Install and Remove Silt Fence		LF	\$ 4.00	\$ -
STORMWATER POLLUTION PREVENTION SUBTOTAL					\$ 219.76
SEGMENT CONSTRUCTION SUBTOTAL					\$ 127,154.82

The costs presented above are estimates based on field data from similar projects and are based on 2019 values. The costs incurred by the owner to construct this project may vary from the above estimate.

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
DEMOLITION & ABANDONMENT					
7	Remove and Dispose Existing Sanitary Sewer Laterals	0	EA	\$ 150.00	\$ -
8	Abandon and Grout Sanitary Sewer Main	0	LF	\$ 9.50	\$ -
9	Remove and Dispose Sanitary Sewer Pipe	75	LF	\$ 7.50	\$ 562.50
10	Abandon and Grout Sanitary Sewer Manhole	0	EA	\$ 910.00	\$ -
11	Remove and Dispose Sanitary Sewer Manhole	1	EA	\$ 1,280.00	\$ 1,280.00
DEMOLITION & ABANDONMENT SUBTOTAL					\$ 1,842.50
SANITARY SEWER					
12	Furnish and Install 6-8' Sanitary Manhole	1	EA	\$ 5,200.00	\$ 5,200.00
13	Furnish and Install 8" PVC C-900 Sanitary Sewer Main	0	EA	\$ 83.14	\$ -
14	Furnish and Install 12" PVC C-900 Sanitary Sewer Main	0	LF	\$ 179.28	\$ -
15	Furnish and Install 15" PVC C-900 Sanitary Sewer Main	0	LF	\$ 211.56	\$ -
16	Furnish and Install 18" PVC C-900 Sanitary Sewer Main	0	LF	\$ 314.97	\$ -
17	Furnish and Install 21" PVC C-900 Sanitary Sewer Main	75	LF	\$ 405.37	\$ 30,402.75
18	Furnish and Install 6" Sanitary Lateral and Cleanout	0	EA	\$ 1,800.00	\$ -
19	Furnish, Install, and Remove Single Temporary Sewer Bypass System	0	DAYS	\$ 1,000.00	\$ -
20	Furnish, Install, and Remove Double Temporary Sewer Bypass System	10	DAYS	\$ 2,000.00	\$ 20,000.00
SANITARY SEWER SUBTOTAL					\$ 35,602.75
ROADWAY RESTORATION					
21	Asphalt Roadway Restoration	83	SY	\$ 38.00	\$ 3,166.67
22	Furnish and Install Concrete Valley Gutter	0	LF	\$ 23.15	\$ -
23	Furnish and Install 6" Thick Concrete Sidewalk	0	SY	\$ 48.00	\$ -
24	Furnish and Install Roadway Striping	0	LF	\$ 2.00	\$ -
25	Furnish and Install Sod Restoration	0	SF	\$ 10.00	\$ -
ROADWAY RESTORATION SUBTOTAL					\$ 3,166.67

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ENGINEER'S OPINION OF PROBABLE COST
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<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
STORMWATER POLLUTION PREVENTION					
26	Install and Remove Inlet Protection System	1	EA	\$ 109.88	\$ 109.88
27	Install and Remove Silt Fence	0	LF	\$ 4.00	\$ -
STORMWATER POLLUTION PREVENTION SUBTOTAL					\$ 109.88
SEGMENT CONSTRUCTION SUBTOTAL					\$ 40,721.80

The costs presented above are estimates based on field data from similar projects and are based on 2019 values. The costs incurred by the owner to construct this project may vary from the above estimate

ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
DEMOLITION & ABANDONMENT					
7	Remove and Dispose Existing Sanitary Sewer Laterals	2	EA	\$ 150.00	\$ 300.00
8	Abandon and Grout Sanitary Sewer Main	0	LF	\$ 9.50	\$ -
9	Remove and Dispose Sanitary Sewer Pipe	132	LF	\$ 7.50	\$ 990.00
10	Abandon and Grout Sanitary Sewer Manhole	0	EA	\$ 910.00	\$ -
11	Remove and Dispose Sanitary Sewer Manhole	1	EA	\$ 1,280.00	\$ 1,280.00
DEMOLITION & ABANDONMENT SUBTOTAL					\$ 2,570.00
SANITARY SEWER					
12	Furnish and Install 6-8' Sanitary Manhole	1	EA	\$ 5,200.00	\$ 5,200.00
13	Furnish and Install 8" PVC C-900 Sanitary Sewer Main	0	EA	\$ 83.14	\$ -
14	Furnish and Install 12" PVC C-900 Sanitary Sewer Main	132	LF	\$ 179.28	\$ 23,664.96
15	Furnish and Install 15" PVC C-900 Sanitary Sewer Main	0	LF	\$ 211.56	\$ -
16	Furnish and Install 18" PVC C-900 Sanitary Sewer Main	0	LF	\$ 314.97	\$ -
17	Furnish and Install 21" PVC C-900 Sanitary Sewer Main	0	LF	\$ 405.37	\$ -
18	Furnish and Install 6" Sanitary Lateral and Cleanout	2	EA	\$ 1,800.00	\$ 3,600.00
19	Furnish, Install, and Remove Single Temporary Sewer Bypass System	0	DAYS	\$ 1,000.00	\$ -
20	Furnish, Install, and Remove Double Temporary Sewer Bypass System	15	DAYS	\$ 2,000.00	\$ 30,000.00
SANITARY SEWER SUBTOTAL					\$ 32,464.96
ROADWAY RESTORATION					
21	Asphalt Roadway Restoration	158	SY	\$ 38.00	\$ 5,995.56
22	Furnish and Install Concrete Valley Gutter	0	LF	\$ 23.15	\$ -
23	Furnish and Install 6" Thick Concrete Sidewalk	0	SY	\$ 48.00	\$ -
24	Furnish and Install Roadway Striping	400	LF	\$ 2.00	\$ 800.00
25	Furnish and Install Sod Restoration	0	SF	\$ 10.00	\$ -
ROADWAY RESTORATION SUBTOTAL					\$ 6,795.56

Segment 6 - MH 73-75

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ENGINEER'S OPINION OF PROBABLE COST
Rough Order of Magnitude Cost for Sewer Upgrades
Town of Bay Harbor Islands, FL 33154



<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
STORMWATER POLLUTION PREVENTION					
26	Install and Remove Inlet Protection System	2	EA	\$ 109.88	\$ 219.76
27	Install and Remove Silt Fence	0	LF	\$ 4.00	\$ -
STORMWATER POLLUTION PREVENTION SUBTOTAL					\$ 219.76
SEGMENT CONSTRUCTION SUBTOTAL					\$ 42,050.28

The costs presented above are estimates based on field data from similar projects and are based on 2019 values. The costs incurred by the owner to construct this project may vary from the above estimate

RESOLUTION NO. 2171

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF
BAY HARBOR ISLANDS, FLORIDA, UPDATING AND ADOPTING
NEW VALUES FOR THE TOWN-OWNED TDR DWELLING UNITS;
PROVIDING FOR SEVERABILITY; PROVIDING FOR
CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the Town of Bay Harbor Islands is a municipality located within Miami-Dade County, Florida; and

WHEREAS, the Town has adopted amendments to its Comprehensive Plan that included, among other items, a Density Averaging System that provides for a Transfer of Development Rights (TDR) program; and

WHEREAS, the Florida Department of Community Affairs (DCA) found the Town's Phase 1 EAR-Based Comprehensive Plan amendments "in Compliance" on March 21st, 2005; and

WHEREAS, the Town adopted Land Development Regulations to implement the provisions contained within the adopted Comprehensive Plan including a Density Monitoring System (DMS) and Transfer of Development Rights (TDR) program; and

WHEREAS, as part of the implementation of the new Land Development Regulations, the Town is required to adopt a methodology and establish the value of Town-owned dwelling units that are capable of being conveyed through the Transfer of Development Rights (TDR) program to private parties; and

WHEREAS, the Town adopted a methodology to determine the value of a Town-owned Transfer of Development Rights (TDR) dwelling units in 2006 and established initial values for Town-owned TDR units; and

WHEREAS, the methodology includes provisions to periodically review and update the values for town-owned TDR units to reflect real estate market trends; and

WHEREAS, the Town retained a qualified professional Appraiser to assist the Town in analyzing current real estate sales, comparable values, other municipal TDR programs and establishing a value for Town-owned TDR dwelling units; and

WHEREAS, the Town Council has considered the staff input and the findings and recommendations found in the Appraiser's dated November 2017 TDR study and held a public meeting to consider the proposed Transfer of Development Rights (TDR) valuation methodology and updated values and took public input.

**NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF
BAY HARBOR ISLANDS, FLORIDA:**

SECTION 1. The Town Council hereby adopts the updated TDR values set forth in the attached Exhibit A.

SECTION 2. Severability. That a decision by a court of competent jurisdiction declaring invalid any section, paragraph, sentence, clause, phrase or other part of this Resolution shall not affect the validity of this Resolution as a whole or any parts thereof, other than the part so declared to be invalid.

SECTION 3. Conflict. That all Sections or parts of Sections of the Code of Ordinances, all Ordinances or parts of Ordinances, and all Resolutions, or parts of Resolutions, in conflict are hereby repealed to the extent of such conflict.

SECTION 4. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED this 11 day of March, 2019.


STEPHANIE BRUDER,
MAYOR

ATTEST:


MARLENE M. SIEGEL,
TOWN CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:


CRAIG B. SHERMAN, *Frank Simone*
Asst TOWN ATTORNEY

EXHIBIT A

TOWN OF BAY HARBOR ISLANDS

TRANSFER OF DEVELOPMENT RIGHT (TDR) DWELLING UNIT VALUES

The Town of Bay Harbor Islands, Florida hereby adopts the following values for each Town-owned Transfer of Development Rights (TDR) dwelling unit:

Town-owned TDR dwelling units transferred to Waterfront properties:

\$75,000.00

Town-owned TDR dwelling units transferred to Non-waterfront properties:

\$65,000.00

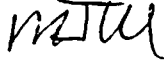
Town-owned TDR dwelling units transferred to Commercial Mixed Use Sites:

\$65,000.00

**TOWN OF BAY HARBOR ISLANDS
COMMUNITY DEVELOPMENT
MEMORANDUM**

To: Town Council
 Town of Bay Harbor Islands

CC: J.C. Jimenez – Town Manager
 Marlene Siegel - Town Clerk
 Town Attorney Office

From: Michael J. Miller, AICP 
 Consultant Town Planner

Date: November 15th, 2019

Subject: 1177 Kane Concourse Mixed-Use Development (90 DU / Commercial)
 NE Corner of Kane Concourse / West Bay Harbor Drive
 Project Summary / Required Approvals – Updated Per Revisions
 Bay Harbor Islands Acct. No. SPR18-00004
 MMPA Acct. No. 01-0702-1063B

RECOMMENDED ACTION

MMPA recommends the Town Council review the contents of this staff report as related to a Site Development Plan application that has been approved by the Planning & Zoning Board at the above location for a proposed mixed-use development (90 DU / Office & Retail Commercial). Certain actions are required to be taken by the Town Council to allow the development to be built as designed, including: (1) the abandonment of a portion of the public alley in Block 21, (2) acceptance of a replacement vehicular access easement and new utility easements, (3) the acquisition of 24 Town-owned TDR units, (4) a Parking Reduction request, and (5) approval of a 10-foot building height increase that requires participation in the Town's Public Benefit Program (PBP) which requires consideration of a Developers Agreement with suggested public benefits, and, if found acceptable as is or with modifications, **APPROVE** the various items.

BACKGROUND INFORMATION

In June of 2018 the property owner, N/R Wharton Kane Concourse, Northwood Investors LLC, submitted a Site Development Plan application for the construction a mixed-used / mid-rise development consisting of 104 dwelling units (DU), 86,408 sq. ft. of office use, 7,100 sq. ft. of restaurant use, 2,523 sq. ft. of sidewalk café / outdoor dining use and 7,804 sq. ft. of retail use.

Town of Bay Harbor Islands
1177 Kane Concourse Mixed-Use Development
Project Summary / Required Approvals
November 15th, 2019
Page 2

The building is a "U" shaped design with its commercial components located in the southern portion of the site facing onto Kane Concourse with transparent storefronts as required and outdoor dining space with four (4) stories of office above for a total of five (5) stories with rooftop canopies and landscaping. The residential portion of the complex fronts 97th Street with seven (7) floors of residential use over a lobby with a rooftop recreational area and parking, accessory uses that support the residential units, and ground level parking areas underneath the building. The open "U" area faces westerly onto West Bay Harbor Drive and includes a landscaped courtyard on the second level connecting the commercial and residential portions of the building. At ground level north of the commercial components are accessory uses that support the residential units and ground level parking areas underneath the building. There are also seven (7) levels of parking garage on the east side of the property.

The maximum height allowed in the B-1, Business District is normally 65 feet above Base Flood Elevation (BFE). However, the structure is proposed to be 75 feet above BFE, which may be allowed by an approval by the Town Council, through a Developer Agreement using the Town's recently adopted Public Benefits Program. The initial 104 dwelling units consisted of seven (7) dwelling unit types: Studio units; 1-BR / 1 Bath units; 1-BR / 1 Bath + Den; 2-BR / 2 Bath; 2-BR / 2 Bath + Den; 3-BR / 2 Bath; and 3-BR / 2 Bath + Den. All of the dwelling units met the Town's current minimum square footage requirements for the B-1 District.

The site is comprised of 10 platted lots and assumes they can vacate / add / not replace a portion of the Town's platted 20' alley in Block 21. The existing alley corridor will be maintained for access to the parking areas and loading areas under the building from W. Bay Harbor Drive to Bay Harbor Terrace. A new access easement under the building is proposed at the east end of the property with adequate truck turning radius northerly to 97th Street. The one-way alley opening to W. Bay Harbor Drive is being modified to a right-out only (northbound) to W. Bay Harbor Drive, due to possible traffic congestion issues at the signalized intersection at Kane Concourse. Along Kane Concourse 3 existing parking spaces are proposed for valet drop-off, which requires an agreement with Town. As required by the Town Code there is a proposed pedestrian walkway from Kane Concourse through the building to the parking and valet area to the under-building parking areas / service areas.

On 97th Street there is a pick-up and drop off area for the residential portion of the development with 2 guest spaces located near the street. At the pick-up / drop-off area there is enough room for a vehicle to be temporarily parked and another vehicle can pass. A waiver from the PZB was required for the location of some of the guest spaces. Since there are 10 platted lots, 10 guest / drop-off spaces are technically required to be placed "in the front setback" - but only 2 are shown within this setback - a reduction is requested - and the balance are proposed in the garage. The entrance to the garage is shown from 97th Street between the pick-up / drop off area and the new alley access easement. The plans show the existing paver sidewalk system on W. Bay Harbor Drive being continued onto 97th Street to the eastern limits of the project. W. Bay Harbor Drive is shown to be modified by eliminating the on-street parking spaces and bicycle pay station with the streetscape being redone with the Town's required street trees. 2 private bike racks will be provided near the W. Bay Harbor Drive residential entrance stairs.

There are 48 ground level parking spaces provided under the building. Within the adjoining Kane Concourse road right-of-way there are ten (10) existing on-street parking spaces with three (3) being proposed for future valet service. In addition, additional on-street parking is available in the area along roadways and in municipal parking lots (95th St. garage / 97th St. lot). On the ground floor level 6 parking spaces on lifts are proposed for a total of 12 parking spaces, which was approved by the Planning and Zoning Board.

DRC / PZB Reviews - The Town's DRC met with the applicant's design team on three occasions, and many more conversations occurred to work through the basic Code compliance issues. The PZB held meetings on 10/16/18, 11/12/18 and approved the project in general on 1/15/19 (5-2 vote), subject to addressing a few items prior to final approval. Additional PZB meetings were held on 4/02/19 and lastly on 8/20/19 to address the final issue (east bldg. façade). During the time period when the DRC and the PZB was processing / reviewing the project, a series of meetings occurred between the developer / their representatives and the Town's Administrative staff to negotiate the details of a Public Benefits Program package.

Town Council Initial Review Sept. 17th, 2019 - On September 17th, 2019 the Town Council met to listen to the developer's presentation, to discuss various details of the request, and to take public comments. Concerns were raised about the intensity of the project and Public Benefit Program / Developer Agreement issues. Since that time a number of meetings / negotiations occurred between the developer / their representatives and the Town's Administrative staff to further negotiate and acceptable Developer Agreement. The developer instructed the project architect to revise the Site Development Plans to decrease the number of DU and reallocate those portions of the building to increase office space. The latest revised plans now include 90 DU (was 104), 98,900 sq. ft. of office space (was 86,400 sq. ft.), 7,804 sq. ft. of retail and the same amount of indoor / outdoor restaurant seating area (9,623 sq. ft.). The number of proposed on-site parking spaces has been increased from 493 to 498.

Note: Because the PZB approved as specific set of plans we believe if the Town Council agrees to this set of revised plans or further changes, the PZB will need to re-review / re-approve the revised plans per Sec. 5-23.1(c).

Abandonment of a Portion of the Alley in Block 21 – As stated above the developer is seeking to vacate that portion of the platted 20-foot wide alley between their lots. The area of the alley requested to be vacated is 6,000 square feet (300' x 20'). While their request is made to vacate the "ownership" of the alley the reality is the corridor will remain for access, deliveries and utilities. Replacement access / utility easements are proposed both over the alley and via a new north/south corridor from the alley to 97th Street near the east end of the site. The alley in this Block is a one-way flow in a westerly direction between Bay Harbor Terrace and West Bay Harbor Drive. Landowners / tenants / service vehicles east of the redevelopment site and the public in general rely on this route to exit to perimeter roads (WBHD / 97 Street). Within the alley are several types of infrastructure facilities (sanitary sewer / gas / electric / telecommunication / etc.). The draft Development Agreement includes details on the alley vacation, replacement easements and utility relocations, including a new upsized sanitary sewer line that will benefit the Town in general. The accessway will have structures elevated enough to allow tall vehicles to maneuver to the exterior roads. Many years ago, the Ocean Cadillac

developer was granted approval to vacate a portion the alley behind their building and build a replacement alley at a 90-degree angle to 95th Street, which remains today.

Acquisition of 24 TDR Units – The survey indicates the total area of the ten (10) lots, including the alley proposed to be vacated (6,000 sq. ft. / .14 acre), is 84,942 sq. ft. / 1.95 acres in size. This would allow a maximum of 66 dwelling units on the property at the allowable base density of 34 DU/AC. The revised proposal is to build 90 DU (46.15 DU/AC) which would require the developer to acquire 24 TDR units. It appears from the survey that no right-of-way for on-street parking was ever dedicated, so the lots are full lots, except for the early dedication of 15 feet of additional right-of-way for the Kane Concourse parking areas. The applicant has indicated they will be requesting the 24 TDR units from the Town's reserve bank of "commercial" TDR units. The Town's commercial land area allows up to 758 DU per the Comprehensive Plan density allowance. To date no dwelling units have ever been developed in the commercial areas of the Town. Of that total the Town owns the rights to 216 DU while all of the private property owners own the rights to 542 DU. TDR units in the commercial areas of the Town must stay there – they cannot be transferred to the residential areas (and vice versa). Appraisals were prepared by both the Town and developer. The Development Agreement includes a suggested cost for the TDR units for this transaction (\$65,000 per TDR unit / \$1,560,000).

Parking Reduction - The applicant is seeking a shared parking / parking reduction for this mixed-use development and submitted a study with this application. MMPA reviewed the applicant's initial submittal and prepared a report in November 2018 agreeing in principal with the request. Subsequently the Town retained the Traffic Engineering firm Traf-Tech (Joaquin Vargas, P.E.) to prepare an independent parking analysis for the project (and full-scale Traffic Study). In April 2019 Traf-Tech concluded the applicant's request was reasonable based on the mix of land uses, expected internalization based on other similar developments and ULI studies. Pursuant to the Town's Zoning Code requirements 645 parking spaces are required - the applicant's study states 483 spaces are needed and 498 are provided on-site (23% reduction). This does not include on-street parking / other municipal parking opportunities (garage / lots). Traf-Tech concluded that not less than 485 parking spaces should be provided for peak parking demand. There is flexibility and estimations being made regarding restaurant and retail space buildouts (exact % unknown and will change over time). Although the Town Code has included provisions for developers to seek parking reductions since 2006, as most municipal codes allow, this is the first formal request received. The Urban Land Institute (ULI) Shared Parking publication is to be used to guide an applicant's request.

The theory of parking reductions for mixed-use developments (multiple uses in the same complex) is that there is internal interaction between land uses that reduces the need for parking for each land use. For example, if a development has upper floors with residential / office uses and the ground floor has commercial uses (retail / restaurant / etc.), some people will walk to the stores to shop or obtain services. This is common in urban centers / downtowns where a great deal of mixed land use occurs.

The applicant retained the transportation engineering firm of David Plummer & Associates, a well-recognized traffic / transportation engineer firm based in Coral Gables, to prepare a parking study justifying a reduction in the number of parking spaces for the development. This study was prepared in August 2018. The study sets for the intended development program by land use type, an analysis of the Town's normal off-street parking requirements, an explanation of

what shared is about, analysis of the development utilizing the ULI's recommended criteria, a section analyzing the impact of ride-sharing services (Uber / LYFT / Others), a discussion on pedestrian / bicycle / mass transit use, and a section on parking management strategies. The firm's conclusion is that 519 parking spaces are technically required using the ULI formula; but an addition 7% reduction be approved resulting in 483 required spaces due to ever increasing ride-sharing services and recommended parking management strategies.

Section 23-24 provides for the minimum Off-Street Parking requirements for all land uses in the Town. The Town's Code requires the provision of two (2) parking spaces per each multifamily unit, regardless of the number of bedrooms, plus guest parking. For office / retail commercial uses, one (1) parking space is required per each 300 square feet of gross floor area. For restaurant uses, one (1) parking space is required per each 100 square feet of patron area. Based on the latest plan revisions this would result in a Code requirement 190 parking spaces for the dwelling units, 357 parking spaces for the office / retail areas, and 98 parking spaces for the restaurant / café uses, or a total of 645 parking spaces based on the revised plans.

The Town's Code requires individual calculations for all land uses and does not give any internalization credit. That is, people may walk to the commercial uses instead of drive in a mixed-use development.

The Institute of Transportation Engineers (ITE) is the most recognized expert for transportation issues in the United States. The request appears to be consistent with recommended quantities of parking spaces for these types of mixed-use land uses. The review of shared parking between mixed-use projects relies on the Urban Land Institute (ULI) data and would show that the peak parking times for commercial usage and residential usage is at different times; therefore, shared usage of the same parking spaces can be accommodated. Also, during the day many of the residents will leave the site and travel to their workplaces. The office / commercial workers will arrive for the workday and leave at the end of the day. In the evening most of the office / retail will be closed, but the cafes / restaurants may be open. Finally, the Town has several surface parking lots and on-street parking, and the Town Parking Garage is located a short distance away.

Some studies suggest that when mass transit is available, some municipalities allow for a reduction in required parking by 15% and 50% respectively. The applicant notes Miami-Dade Transit Route #107 runs along Kane Concourse and a bus stop is directly in front of the site. Despite this no credit is being requested for mass transit. Some future residents / workers may choose to use mass transit. In Miami-Dade County as a whole, the typical bus rider modal split is about 2% for mass transit and 98% for vehicles.

MMPA researched several other municipal parking codes and notes the following average parking requirement for residential uses. The Town Code requires 2 parking spaces per DU regardless of the number of bedrooms, plus guest spaces at 1 per lot. The applicant's request will result in about 1.42 parking spaces per DU; however, access to the other shared parking spaces in the complex will occur.

This site is somewhat unique as it contains both narrower (50-foot width) platted lots along the Kane Concourse frontage while the lots fronting on 97th Street are more normal widths (75-foot widths). There are 10 total lots in the development site; however, only the 4 lots fronting on 97th Street will have residential uses on them. The Town Code requires 1 guest space per platted lot and does not differentiate – which would be 10 guest spaces. But this unfairly affects the site – really 4 guest spaces should be required. The applicant site plan shows 2 guest / loading spaces near the residential lobby entrance. Guests will also be able to park in the parking garage or on-street spaces. MMPA feels this should be sufficient.

MMPA recommends that the Town consider **APPROVAL** of a reduction in the parking space requirements for this project based on the David Plummer & Associates study, the Traf-Tech independent study, and the MMPA analysis. MMPA recommends that prior to CO / occupancy / operating a Parking Management Strategy Plan to regulate the parking be submitted and approved by the Town Administration.

Building Height Increase (from 65' to 75') Using Town's Public Benefits Program (PBP) – The applicant is requesting permission to allow a 75-foot tall building vs. the “standard” 65-foot allowance in the B-1 Business District by utilizing the Town's revised Code provision adopted in 2017. In 2002 the Town Charter was amended to limit building heights in the Town to no more than 75 feet, unless voters approved otherwise at a referendum. Also, between 2002-04 the Town retained two outside consultants to study (1) the Town's overall urban design, and (2) the 4-Block “downtown” area on the Town along Kane Concourse. Prior to 2006 the Town's Zoning Code limited the height of buildings in the commercial areas to 6-stories. In 2006 the Town updated the B-1 Business and revised the maximum building height to 65 feet. In 2017, at the request of this developer, the Town revised the Zoning Code to allow developers to individually request building height increase up to 75 feet, if the developer participated in a Public Benefits Program (PBP). The Code includes a listing of preferred “benefits” but other unlisted “benefits” may be considered. A Development Agreement (following Sec. 163.3239 F.S. Florida Local Government Development Agreement Act) is required to memorialize the project design approval, tradeoff in building height and the proposed “benefits”. Public hearings are required to approve the Development Agreement. The documents are required to be recorded in the public records. The term of the Development Agreement is initially 10 years – but it can be extended upon mutual consent. The primary reason stated by the applicant for the additional building height is related to a desire to build a higher-quality development with taller interior ceiling heights (ground floor commercial @ 19' / Class “A” office space @ 14' / MFR @ 9'-8"). Over the last several months the developer's representatives met with the Town's administrative / legal staff to discuss the terms and craft an initial Development Agreement for consideration. Following is a brief summary of updated current provisions:

- **Term - 10-Years–** can be extended by mutual consent.
- **Development Plan Vested –** During the term of the agreement the density / intensity / height cannot be changed (down-zoned) by the Town.
- **Vacation Rentals –** Prohibited.

- **Plan Modifications** – Only Staff Approval Necessary. No PZB re-approval if the building permit plans are consistent with the approved PZB development plans.
- **Park Site Dedication** – Prior to the issuance of a building permit the “park site” (Lot 32 / Block 3) must be conveyed to the Town (value \$2,550,000).
- **Park Development Funds** – Developer must pay \$500,000 to the Town to assist in the development of the above referenced park. The funds would need to be paid in full prior to the issuance of the first building permit.
- **TDR Acquisition from Town** – Based on the current development plans the developer must acquire 24 TDR units to build 90 DU (66 base DU + 24 TDR units = 90 DU). The amount for each Town-owned TDR unit was increased to \$65,000. The overall cost for 24 TDR units would be \$1,560,000. The Town-owned 216 TDR units in the “Commercial Area” would be reduced to 192 DU.
- **Alley Vacation / Access & Utility Easements** – The Town will vacate the portion of the 20-foot wide alley requested (value \$1,500,000). A utility easement for the existing sanitary sewer in the alley will be reserved (value \$225,000). A new access easement will be granted from the alley termination north to 97th Street under the building (value \$841,000).
- **Sanitary Sewer Upgrade** – Although not necessary to serve the development the developer will upgrade the existing 15” VCP sanitary sewer line to an 18” sanitary sewer line between Bay Harbor Terrace and W. Bay Harbor Drive during the construction of the project (est. cost \$513,000).
- **Green Building** - The project must be built to meet at least a “Silver” USGBC / LEED level.
- **Self-Parking** – For clarity self-parking is allowed for all residents and tenants.
- **Valet Parking** – Valet parking will only be allowed in the Town's Kane Concourse parallel parking spaces after receiving approval from the Town Council.
- **Temporary Town Emergency Operations Center** – A new provision was added that would allow the Town to temporarily occupy portions of the office area during hurricanes / natural disasters.
- **Construction Staging** – Changes were made to the location from the initial draft. This would not be allowed on the “park” site.
- **Existing Utility Relocation** – Within the alley area to be vacated there are a number of existing utility facilities (electric / communication / gas / etc.). The developer is solely responsible for their relocation / replacement.

- **Concurrency** – The developer is responsible for satisfying all concurrency matters and addressing any required mitigation (pay impact fees / other).
- **Annual Review of Development Agreement** – Pursuant to Sec. 163.3235 F.S. the Town will review the development every 12 months to determine if the project is in-compliance with the terms of the agreement.
- **Performance / Demolition Bond** – As a condition of the Master Building Permit issuance the developer must post a reasonable bond / letter of credit / other in a form acceptable the Town to ensure that if the project begins construction but is abandoned funds are available to restore the site (demolish / clear / regrade).

SUMMARY

Initial Submittal - In June of 2018 the property owner, N/R Wharton Kane Concourse, Northwood Investors LLC, initially submitted a formal Site Development Plan application for the construction a mixed-used / mid-rise development consisting at this time of 104 dwelling units (DU), 86,408 sq. ft. of office use, 7,100 sq. ft. of restaurant use, 2,523 sq. ft. of sidewalk café / outdoor dining use and 7,804 sq. ft. of retail use. Since that time the Town's DRC staff and the Planning and Zoning Board have reviewed the Site Development Plan application on numerous occasions and approved the development, subject to several conditions. Some of the conditions of approval require actions by the Town Council. As the current draft of the Development Agreement is based on the Site Development Plans approved by the PZB, if any of the Town Council actions are not approved, or if the design of the project is required to be altered (density / intensity / height / parking / etc.) additional DRC staff / PZB review may be required.

Revised Submittal – On September 17th, 2019 the Town Council met to listen to the developer's presentation, to discuss various details of the request, and to take public comments. Concerns were raised about the intensity of the project and Public Benefit Program / Developer Agreement issues. Since that time a number of meetings / negotiations occurred between the developer / their representatives and the Town's Administrative staff to further negotiate and acceptable Developer Agreement. The developer instructed the project architect to revise the Site Development Plans to decrease the number of DU and reallocate those portions of the building to increase office space. The latest revised plans now include 90 DU (was 104), 98,900 sq. ft. of office space (was 86,400 sq. ft.), 7,804 sq. ft. of retail (same) and the same amount of outdoor café seating area (9,623 sq. ft.). The number of proposed on-site parking spaces was increased from 493 to 498 (does not include on-street / other municipal parking).

Note: Because the PZB approved as specific set of plans we believe if the Council agrees to this set of revised plans or further changes, the PZB will need to re-review / re-approve the revised plans per Sec. 5-23.1(c).

This report attempts to describe the currently proposed project and summarize the issues that need to be addressed in order for the project to move forward.

REVISED 11-12-18

THE LANDINGS OF PARKLAND HOMEOWNERS ASSOCIATION

ARCHITECTURAL REVIEW BOARD

REQUEST FOR APPROVAL TO IMPROVE OR MODIFY PROPERTY

OWNER'S NAME: William / Rechele Rousseau

PROPERTY ADDRESS: 5945 NW 96 Dr

DAYTIME PHONE# 954 805-4525 EVENING PHONE# SAME

E-MAIL: billro2@msn.com

IN ACCORDANCE WITH THE REQUIREMENTS OF THE ARCHITECTURAL REVIEW BOARD OF THE DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS OF THE ASSOCIATION DOCUMENTS FOR THE HOMEOWNERS ASSOCIATION, TO WHICH I BELONG, I HEREBY REQUEST APPROVAL FOR THE FOLLOWING IMPROVEMENTS OR MODIFICATION TO THE ABOVE NAMED ADDRESS: (BRIEFLY DESCRIBE IMPROVEMENTS) NEED LICENSE AND INSURANCE FOR CONTRACTORS. IF ROOF REPLACEMENT - NEED ROOF TILE SAMPLE. owner installed.

install 4 - 3" PVC posts with Finials 40" TALL in Gloss Black Finish, removable to prevent vehicles from driving through my driveway and damaging property. Modification of original request, no chain, 1 less post

NOTE: REQUESTS FOR EXTERIOR PAINTING MUST BE ACCOMPANIED BY A COLOR CHIP SAMPLE! NO COLOR CHANGES TO BE DONE WITHOUT BOD APPROVAL.

IF YOU ARE SUBMITTING AN ARC FORM FOR ROOF REPAIR OR REPLACEMENT, YOU MUST PAINT THE ROOF VENTS AND STACKS TO MATCH THE ROOF TILES.

INSTRUCTIONS:

1. Complete all items. Sign where required.
2. Please consult the Architectural Section of your documents for proper approval procedures.
3. ☒ Two complete sets of plans and specifications prepared by an architect, landscape architect, engineer or other qualified person shall be attached to this application.
4. Information contained in these plans and specifications must show the nature, kind, shape, height, materials, color scheme and location of the requested change or alteration, depending on the type of modification requested.
5. As a condition precedent to granting any request for a change, alteration or addition, the applicant, his heirs and assigns, hereby assumes sole responsibility for the repair, maintenance or replacement of any such addition, alteration or change.
6. The applicant assumes all responsibility for any infringement on or interference with the existing facilities and easements on the property.
7. An approval or denial will be delivered within 30 days after request received.
8. Approval of this request does not constitute approval of the structural integrity of the requested modification and is intended solely to maintain harmonious visual aesthetics within the community.
9. All applicable governmental permits or approvals must be obtained by the applicant and a copy furnished to the Architectural Review Committee before work is to begin.

William F. Rousseau 11-12-19
APPLICANT SIGNATURE DATE

Rechele M. Rousseau 11-12-19
APPLICANT SIGNATURE DATE

YOUR REQUEST IS: APPROVED _____

DENIED _____

CONDITIONALLY APPROVED _____

INCOMPLETE _____

Lynsay Matthews

Digitally signed by Lynsay Matthews
DN: cn=Lynsay Matthews, o=United Community Management Corp, c=US
Date: 2019.11.15 10:52:27Z

COMMITTEE

DATE

COMMITTEE

DATE

11/15/19

UNITED COMMUNITY MANAGEMENT CORP
11784 WEST SAMPLE ROAD
CORAL SPRINGS, FL 33065
OFFICE: (954) 752-8119
FAX: (954) 752-3352

AGENDA ITEM REPORT

January 7, 2020

ITEM NUMBER: 4.

ITEM: Approval of an **ordinance** on **second** reading approving a development agreement as authorized under the Florida Statutes Section 163.3220-163.3243 between N/R Wharton Kane Concourse Property Owner, LLC and the Town. The agreement will authorize the development of approximately 1.96 Acres at 1177 Kane Concourse of a mixed use project consisting of 90 residential units, 98,800 square feet of office space and approximately 15,000 square feet of commercial use. Enclosed is a copy of the proposed ordinance.

DESCRIPTION:

RECOMMENDED ACTION:

Council Discretion

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk

ATTACHMENTS

1. Ordinance - 1177 Kane Concourse
2. 1177 KC - Development Agreement Redline (12-11-19)

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS, FLORIDA, APPROVING A DEVELOPMENT AGREEMENT AS AUTHORIZED UNDER THE FLORIDA LOCAL GOVERNMENT DEVELOPMENT AGREEMENT ACT, SECTIONS 163.3220 – 163.3243 OF THE FLORIDA STATUTES, IN SUBSTANTIALLY THE ATTACHED FORM, BETWEEN N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC (“OWNER”) AND THE TOWN OF BAY HARBOR ISLANDS (“TOWN”), RELATING TO THE DEVELOPMENT OF APPROXIMATELY 1.96 ACRES OF LAND GENERALLY LOCATED AT 1177 KANE CONCOURSE, AS MORE PARTICULARLY DESCRIBED IN EXHIBIT “A,” ATTACHED AND INCORPORATED, FOR THE PURPOSE OF REDEVELOPMENT OF SUCH LAND FOR MIXED USES PERMITTED BY THE BAY HARBOR ISLANDS COMPREHENSIVE PLAN – FUTURE LAND USE MAP DESIGNATION AND TOWN’S ZONING AND PLANNING CODE, AS AMENDED, WITH SAID DEVELOPMENT TO BE IN ACCORDANCE WITH THE SITE PLAN APPROVED BY THE TOWN AND TO CONSIST OF UP TO 90 RESIDENTIAL DWELLING UNITS, UP TO 98,800 SQUARE FEET OF OFFICE SPACE, UP TO 15,000 SQUARE FEET OF COMMERCIAL SPACE, AND 503 PARKING SPACES IN A BUILDING WITH A MAXIMUM HEIGHT OF 75 FEET; AND WITH SAID DEVELOPMENT AGREEMENT HAVING A TERM OF 10 YEARS AND ALSO MEMORIALIZING: (1) OWNER’S CONVEYANCE OF A WATERFRONT LOT AT 9600 WEST BAY HARBOR DRIVE TO THE TOWN FOR USE AS A PUBLIC PARK, (2) TOWN’S CONVEYANCE OF 24 TRANSFERRABLE DEVELOPMENT RIGHTS (TDRS) TO OWNER FOR USE AT 1177 KANE CONCOURSE, (3) CONDITIONS FOR THE TOWN’S PARTIAL ALLEY CLOSURE BETWEEN WEST BAY HARBOR DRIVE AND BAY HARBOR TERRACE AND OWNER’S PROVISION OF APPROPRIATE ACCESS EASEMENTS WITHIN SAID ALLEY, (4) TOWN’S APPROVAL OF A HEIGHT INCREASE FROM 65 FEET TO 75 FEET UNDER THE TOWN’S PUBLIC BENEFIT PROGRAM IN TOWN CODE SECTION 23-11(C)(8), BASED ON THE LISTED PUBLIC BENEFITS FROM OWNER; AUTHORIZING THE TOWN MANAGER TO EXECUTE THE DEVELOPMENT AGREEMENT, IN SUBSTANTIALLY THE ATTACHED FORM; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town is desirous of improving and revitalizing the stretch of Kane Concourse on the East Island of Bay Harbor Islands, which is the commercial core of the Town and where businesses serve residents of the entire surrounding community; and

WHEREAS, N/R Wharton Kane Concourse Property Owner, LLC (“Owner”) owns certain real property located at 1177 Kane Concourse and 9600 West Bay Harbor Drive, in the Town of Bay Harbor Islands, Florida, as more particularly described in **Exhibit A** attached hereto and incorporated herein (collectively, the “Property”); and

WHEREAS, Owner is proposing to redevelop the Property with a mixed-use development consisting of 90 residential units, 98,800 square feet of office space, 14,900 square feet of commercial space, and significant building amenities and ground-level outdoor improvements (collectively, the “Project”); and

WHEREAS, on August 20, 2019, the Planning and Zoning Board of the Town of Bay Harbor Islands issued site development plan approval for the Project; and

WHEREAS, the Town is authorized to entered into development agreements pursuant to the Florida Local Government Development Agreement Act, Sections 163.3220 – 163.3243 of the Florida Statutes; and

WHEREAS, the Town Manager and Owner have negotiated the terms of a proposed development agreement for development of the Project, a copy of which is attached hereto as **Exhibit B** and incorporated herein (“Development Agreement”); and

WHEREAS, the Development Agreement provides, among other provisions, the following terms and conditions:

- 1) Development of the Project will be in accordance with the site development plans approved by the Planning and Zoning Board.
- 2) The term of the Development Agreement is 10 years, and Owner must submit plans for a building permit within 18 months of the effective date.

- 3) The Owner will convey the waterfront lot at 9600 West Bay Harbor Drive to the Town for use as a public park.
- 4) The Town will convey 24 transferrable development rights ("TDRs") to Owner for use in development of the Project, from the Town's commercial bank of TDRs.
- 5) The Town will vacate and close that portion of the public right-of-way alley between West Bay Harbor Drive and Bay Harbor Terrace that lies within the Project, and Owner will provide appropriate easements to the Town and public for vehicular access and underground utilities.
- 6) The Town will approve a height increase from 65 feet to 75 feet under the Town's Public Benefit Program in Town Code Section 23-11(c)(8), based on the following listed public benefits from the Owner:
 - a. Owner to upgrade sewer line in alley (estimated cost of \$513,000).
 - b. Owner to contribute a total of \$500,000 for park improvements at the new public waterfront park at 9600 West Bay Harbor Drive.

WHEREAS, the Town has determined that the Project will benefit the Town and the public and will serve as a catalyst in the Town's continuing efforts to revitalize that stretch of Kane Concourse on the Town's East Island, the Project is compatible with the mixed-use character of this commercial core, and the Project will beautify the western entrance to the East Island by providing a new waterfront park open to the public; and

WHEREAS, lack of certainty in development approvals can result in a waste of economic and land resources, discourage sound capital improvement planning and financing, escalate the cost of housing and development, and discourage commitment to comprehensive planning; and

WHEREAS, assurance to a developer that it may proceed in accordance with existing laws and policies, subject to the conditions of a development agreement,

strengthens the public planning process, encourages sound capital improvement planning and financing, assists in assuring there are adequate capital facilities for the development, encourages private participation in comprehensive planning, and reduces the economic costs of development; and

WHEREAS, having fully considered the Development Agreement at two duly noticed public hearings in compliance with the Florida Local Government Development Agreement Act, having determined that the Project and the Development Agreement are in compliance with the Bay Harbor Islands Comprehensive Plan and the Town's Zoning and Planning Code as of the effective date, and having further determined that it is in the Town's best interest to address the issues covered by the Development Agreement in a comprehensive manner, in compliance with all applicable laws, ordinances, plans, rules and regulations of the Town, the Town has agreed to enter into the Development Agreement with Owner.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS, FLORIDA:

Section 1: That the recitals and findings contained in the Preamble to this Ordinance are adopted by reference and incorporated as if fully set forth in this Section.

Section 2: That the Development Agreement pursuant to Chapter 163, Florida Statutes, between Owner and the Town to govern the development of the Project is hereby approved.

Section 3: That the Town Manager is hereby authorized to execute the Development Agreement, in substantially the attached form, for said purpose.

Section 4: That if any section, paragraph, sentence or word of this Ordinance or the application thereof to any person or circumstance is held invalid, that the invalidity shall not affect the other sections, paragraphs, sentences, words or application of this Ordinance.

Section 5: That all Ordinances, parts of Ordinances, Resolutions or parts of Resolutions in conflict herewith be and the same are hereby repealed to the extent of such conflict.

Section 6: That this Ordinance shall be in full force and take effect immediately upon its passage and adoption.

PASSED on First Reading this ____ day of _____, 2019.

PASSED on Second Reading this ____ day of _____, 2019.

STEPHANIE BRUDER
Mayor

ATTEST:

MARLENE M. SIEGEL, CMC
Town Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

CRAIG SHERMAN, ESQ.
Town Attorney

EXHIBIT A
Legal Description of the Property

PARCEL A:

LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 9, 10 AND 11 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

PARCEL B:

LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

PARCEL C:

LOT 32, BLOCK 3 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

EXHIBIT B
Development Agreement

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (the "Agreement") is made and entered into as of this ____ day of _____, ~~2019~~, 2020, by and between TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation (hereinafter, the "Town"), and N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company (hereinafter, the "Owner") (the Town and Owner are together referred to as the "Parties").

Recitals:

WHEREAS, the Town is a municipal corporation of the State of Florida with powers and authority conferred unto it under the Florida Constitution, the Municipal Home Rule Powers Act, the Florida Statutes, the Town of Bay Harbor Islands Charter, and the Town of Bay Harbor Islands Code of Ordinances; and

WHEREAS, the Town is desirous of improving and revitalizing the stretch of Kane Concourse on the East Island of Bay Harbor Islands, which is the commercial core of the Town and where businesses serve residents of the entire surrounding community; and

WHEREAS, the Owner owns that certain real property located at 1177 Kane Concourse, in the Town of Bay Harbor Islands, Florida, 9600 West Bay Harbor Drive, in the Town of Bay Harbor Islands, Florida, and other abutting properties, as are more particularly described in **Exhibit A** attached hereto (collectively, the "Property") and intends to redevelop the Property with a mixed-use development consisting of 90 residential units, 98,800 square feet of office space, 14,900 square feet of commercial space, and significant building amenities and ground-level outdoor improvements (collectively, the "Project"); and

WHEREAS, the Town has determined that the Project will benefit the Town and the public and will serve as a catalyst in the Town's continuing efforts to revitalize that stretch of Kane Concourse on the Town's East Island, the Project is compatible with the mixed-use character of this commercial core, and the Project will beautify the western entrance to the East Island by providing a new waterfront park open to the public; and

WHEREAS, lack of certainty in development approvals can result in a waste of economic and land resources, discourage sound capital improvement planning and financing, escalate the cost of housing and development, and discourage commitment to comprehensive planning; and

WHEREAS, assurance to a developer that it may proceed in accordance with existing laws and policies, subject to the conditions of a development agreement, strengthens the public planning process, encourages sound capital improvement planning and financing, assists in assuring there are adequate capital facilities for the development, encourages private participation in comprehensive planning, and reduces the economic costs of development; and

WHEREAS, having fully considered this Agreement at two duly noticed public hearings in compliance with the Florida Local Government Development Agreement Act, having

determined that the Project and this Agreement are in compliance with the Town's Comprehensive Plan and Land Development Regulations as of the Effective Date, and having further determined that it is in the Town's best interest to address the issues covered by this Agreement in a comprehensive manner, in compliance with all applicable laws, ordinances, plans, rules and regulations of the Town, the Town has agreed to enter into this Agreement with the Owner.

NOW, THEREFORE, in consideration of the foregoing, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby-agree as follows:

1. Recitals. The foregoing recitals are true and correct and are incorporated herein by this reference.

2. Authority. This Agreement is entered into pursuant to the authority and procedures provided by the Act.

3. Definitions. All capitalized terms in this Agreement shall have the definitions set forth in this Section unless such terms are defined elsewhere in the body of this Agreement.

3.1 "Act" shall mean the Florida Local Government Development Agreement Act (Sections 163.3220 - 163.3243, Florida Statutes (2019)).

3.2 "Comprehensive Plan" shall mean the comprehensive plan that the Town has adopted and implemented for the redevelopment and continuing development of the Town pursuant to Chapter 163 Part II, of the Florida Statutes (2019).

3.3 "Development Order" shall mean any order granting, denying, or granting with conditions an application for a Development Permit.

3.4 "Development Permit" shall have the meaning set forth in Section 163.3221(5), Florida Statutes (2019).

3.5 "Effective Date" is the date when the Town records the executed Agreement in the Public Records of Miami-Dade County, as provided for in Section 163.3239, Florida Statutes (2019), and Section 5 of this Agreement.

3.6 "Existing Zoning" means all ordinances, resolutions, regulations, the Comprehensive Plan, Land Development Regulations, and rules adopted by a local government having jurisdiction affecting the development of the Property, in effect as of _____, 2019, which comprise the effective zoning regulations governing development of the Property as of the date of recordation of this Agreement.

3.7 "Land Development Regulations" shall have the meaning set forth in Section 163.3221(8), Florida Statutes (2019) and shall also include, without limitation, the definition of "land development regulations" in Section 11-1 of the Town Code.

3.8 “Park Parcel” shall mean that portion of the Property known as 9600 West Bay Harbor Drive, as is more particularly described on **Exhibit B** hereto, and which Owner shall convey to the Town for a public park, as set forth in Section 8 herein.

3.9 “Parties” shall mean the Town and Owner, as defined herein, where both the Town and Owner may each be individually referred to as a Party herein.

3.10 “Project” shall mean the construction and development of the Property with a mixed-use development consisting of 90 residential units, 98,800 square feet of office space, 14,900 square feet of commercial space, activated roof deck, and significant building amenities and ground-level outdoor improvements, as is more particularly described in plans for the Project entitled *1177 Kane Concourse* and dated _____, 2019, approved by the Town’s Planning and Zoning Board under the Site Plan Approval and incorporated herein by reference.

3.11 “Property” shall mean those parcels of real property legally described in **Exhibit A** hereto. From and after the partial alley closure pursuant to Section 10 herein, the Property shall also explicitly include all of the Owner’s right, title and interest in and to that portion of public right-of-way closed, vacated, abandoned, and discontinued for public use.

3.12 “Public Facilities” means major capital improvements, including, but not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, streets, parking, and health systems and facilities.

3.13 “Town Charter” shall mean that version of the Charter of the Town of Bay Harbor Islands, Florida, which is in effect as of the Effective Date.

3.14 “Town Code” shall mean that version of the Code of Ordinances, Bay Harbor Islands, Florida, which is in effect as of the Effective Date.

3.15 “TDRs” shall mean transferable development rights in the Town, the use of which is governed by procedures set forth in Section 23-22.2 of the Town Code. TDRs for the purposes of this Agreement shall explicitly include TDRs in the Town’s reserve bank.

3.16 “Site Plan Approval” shall mean Resolution No. 2185 of the Planning and Zoning Board of the Town of Bay Harbor Islands, Florida, approving the site development plan application for the Project, which is incorporated herein by reference.

4. Purpose and Intent. The purpose of this Agreement is for the Town to authorize Owner to develop the Project on the Property, in accordance with the Town’s Comprehensive Plan and Land Development Regulations. This Agreement will establish the applicable Land Development Regulations, referred to as the “Existing Zoning,” that will govern development of the Project, thereby providing the Parties with additional certainty during the development process. This Agreement, among other things, is intended to and shall constitute a development agreement between the Parties pursuant to the Act.

5. Term of Agreement; Effective Date and Binding Effect. Within fourteen (14) days following approval at two public hearings and execution by all Parties, the Town shall record the Agreement in the Public Records of Miami-Dade County, Florida (the “Effective

Date”). This Agreement shall have a term of ten (10) years from the Effective Date (the “Term”) and shall be filed with the Town Clerk. The Term of this Agreement may be extended by mutual consent of the Parties subject to a public hearing, pursuant to Section 163.3229, Florida Statutes (2019). This Agreement shall become effective on the Effective Date and shall constitute a covenant running with the land that shall be binding upon, and inure to, the benefit of the Parties, their successors, assigns, heirs, legal representatives, and personal representatives.

6. Permitted Development.

6.1 Permitted Uses. The Property, excluding the Park Parcel, has a future land use designation of Commercial under the Town’s Comprehensive Plan. The Property, excluding the Park Parcel, has a zoning designation of B-1 Business District under the Town’s Land Development Regulations. The land use and zoning designations of the Property permit, among other things, multiple-family dwellings or apartments, hotels and related accessory uses, business and professional offices, retail, personal services, and restaurants. The Property may be used for all purposes permitted and regulated in these land use and zoning designations, as further set forth in the Town’s Comprehensive Plan and Land Development Regulations. The Town finds that the Project, as proposed, is consistent with the uses permitted under this Agreement. Notwithstanding anything to the contrary in this Agreement, the permitted uses in the Project are subject to the following regulations:

(a) Owner voluntarily agrees to prohibit the use of “short-term” or “transient” rentals in the Project, which means any unit or group of units rented to guests for periods of less than six (6) months, or which is advertised or held out to the public as a place regularly rented to guests for periods of less than six (6) months. This short-term rental prohibition shall constitute a restrictive covenant that is binding on the Property and runs with the land to the Owner’s successors and assigns.

(b) The Project shall be at a minimum certified as Silver by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standards or equivalent sustainability standards.

(c) Owner shall allow a self-parking option for all residents and office tenants in the parking garage of the Project, in addition to valet services.

(d) The Project shall not include any valet parking in existing on-street parallel parking spaces along Kane Concourse without separate Town approval.

(e) The Project shall not allow vehicles to make left turns from the parking garage outbound onto 97th Street. The Project shall not allow vehicles to make left turns from the alley outbound onto West Bay Harbor Drive.

(f) Owner shall allow customers of the commercial uses in the Project to have up to one (1) hour of free parking in the Project’s parking garage, for at least the first ten (10) years after the Project obtains a certificate of occupancy.

(g) After completion, if the Project is at least 75% occupied and the Town Manager has a reasonable belief that the number of parking spaces provided in the garage is not sufficient for the Project, then Owner shall enter into an agreement with the Town to rent supplemental parking spaces in the Town's parking garage at 1165 95th Street equal to the demonstrated deficiency in the Project ("Overflow Parking"), unless in the opinion of the Town Manager Owner provides satisfactory evidence that there is no need for Overflow Parking through a parking occupancy study. If there is a demonstrated need for Overflow Parking, Owner shall also have the option to reduce the number of off-site rental spaces by constructing additional parking stackers in the Project garage. In no case shall the amount of Overflow Parking required exceed 142 spaces. If required, Owner shall establish the Overflow Parking spaces as the preferred valet parking location so as to free up to maximum number of on-site spaces in the Project garage for self-parking.

(h) ~~(e)~~ In the event of a hurricane, tropical storm, or other natural disaster, the Town may be permitted to use reasonable portions of the office space in the Project for a temporary emergency operation center if necessary and if adequate office space is available at the time of the event.

6.2 Density, Intensity, and Height. The maximum density, intensity, and height for any development on the Property shall be regulated by the Town's Comprehensive Plan and Land Development Regulations. At the Property, the maximum residential density is 80 dwelling units per acre and the maximum height is 75 feet, pursuant to relevant procedures for TDRs and bonus height. The intensity of development is limited by setbacks, height, building length, and other provisions of the Land Development Regulations. The Town finds that the Project, as proposed, is consistent with the density, intensity, and height permitted under this Agreement.

6.3 Development Approval. Owner shall be permitted to develop the Project for the duration of this Agreement. No further review by the Planning and Zoning Board shall be required for the Project to obtain building permits from the Town so long as "final working plans" for the Project, as defined in the Town Code, are submitted to the Town within eighteen (18) months of the Effective Date, and the final working plans are substantially in accordance with the plans for the Project approved by the Planning and Zoning Board. Modifications to the Project shall be permissible pursuant to procedures set forth in the Site Plan Approval and Town Code.

6.4 Performance/Demolition Bond. Owner agrees that, as a condition of master building permit issuance for the Project, Owner shall post a reasonable performance/demolition bond, letter of credit, or its equivalent in a form approved by the Town, to ensure that if construction of the Project commences but is later abandoned and not completed during the Term, then the Town may elect to use the posted amount for demolition of any partially-completed improvements on the Property and to restore the Property to its condition on the Effective Date (the "Bond"). Any obligations under the Bond shall be null and void and of no further effect once the Project receives its first temporary/permanent certificate of occupancy. It is further understood and agreed that the time at which the Project is deemed "abandoned" for purposes of the Bond may be extended beyond the expiration of the Term by the Town for good and sufficient cause.

6.5 Construction Staging. During construction of the Project, the Town shall allow Owner to temporarily use a nearby lot for construction staging and lay-down purposes, pursuant to an executed lease mutually agreed upon by the Parties, which requires no rent payments, has Owner indemnifying and holding harmless the Town for any acts or omissions during Owner's temporary use of the lot, and requires that Owner restore the lot to its previous condition (including resurfacing, if necessary) after the Owner's construction staging use ends. Notwithstanding the above, Owner's construction staging shall not occur on the Park Parcel.

7. Prohibition on Downzoning.

7.1 The Comprehensive Plan in effect on the Effective Date, the Existing Zoning, and this Agreement shall govern development of the Project for the duration of this Agreement. The Town's laws and policies adopted after the Effective Date may be applied to the Project only if the determinations required by Section 163.3233(2), Florida Statutes (2019) have been made after thirty (30) days written notice to the Owner and following a public hearing or as otherwise provided herein.

7.2 Pursuant to the Act, this prohibition on downzoning supplements, rather than supplants, any rights that may vest to the Owner under Florida or Federal law. As a result, the Owner reserves the right to challenge any subsequently adopted changes to the Land Development Regulations that are in conflict with this Agreement based on (a) common law principles including, but not limited to, equitable estoppel and vested rights, or (b) statutory rights which may accrue by virtue of Chapter 70, Florida Statutes (2019).

8. Park Conveyance. Owner shall convey the Park Parcel to the Town, granting all right, title, and interest in the Park Parcel to the Town, said conveyance to occur by deed in substantially the form attached hereto as **Exhibit C** (the "Park Conveyance").

9. Transfer of Development Rights. The Town shall provide Owner with twenty-four (24) TDRs from the Town's reserve bank of commercial TDRs for Owner to utilize to develop the Project (the "TDR Transfer"). Pursuant to Town Code Section 23-22.2(c), the Council may develop an alternative value method for reserve bank TDRs consistent with the goals, objectives, and vision of the Town; which in this case is based on the value added by establishing a new public waterfront park on the Park Parcel.

10. Alley Closure. The Town shall permanently vacate and close the public right-of-way within the Property, in accordance with the below terms (the "Alley Closure"):

10.1 The Town shall close, vacate, abandon, and discontinue for public use that certain portion of public right-of-way 20 feet in width between West Bay Harbor Drive and Bay Harbor Terrace, within Block 21, according to the Plat of Bay Harbor Island, as recorded at Plat Book 46, Page 5, which is more particularly described on **Exhibit D** hereto (the "Partial Alley"). When closed and vacated, the Town agrees that all reversionary rights to the Partial Alley shall accrue to the Owner as the owner of all platted subdivision lots abutting the Partial Alley.

10.2 Following the Alley Closure, Owner shall allow continued vehicular and pedestrian access to the Partial Alley consistent with its use on the Effective Date until such time that construction commences on the Project.

10.3 As a condition of approving the vacation and closure of the Partial Alley, the Town hereby reserves an easement interest in the sanitary sewer line running under the Partial Alley, and Owner agrees to execute an easement to memorialize the perpetual rights of the Town to access, maintain, and repair the sanitary sewer line running under the Partial Alley within the Project, with Owner retaining the obligation to restore areas of work to a condition at least equal to its prior condition after the Town fills in any portions of the Partial Alley excavated to complete work on the sewer (the “Sewer Easement”). Owner shall deliver the executed Sewer Easement prior to issuance of a building permit for the Project.

10.4 As a condition of approving the vacation and closure of the Partial Alley, prior to the date that Owner obtains a building permit for the Project, Owner shall also grant the Town a perpetual easement for alternative ingress/egress to the alley on Block 21, to be held open to the public for vehicular use, said easement to be in substantially the form attached hereto as **Exhibit E** (the “Access Easement”).

11. Terms of Park Conveyance, TDR Transfer, and Alley Closure. Prior to final Town Council approval of this Agreement, Owner shall deliver to the Town an executed deed for the Park Conveyance (“Park Deed”). The Town agrees to hold the Park Deed in escrow and not record the deed until this Agreement is final and all applicable periods to challenge or appeal the validity or legality of this Agreement have expired without any such challenge or appeal being filed or initiated. After receipt of the Park Deed and simultaneously to Town Council consideration of this Agreement, the Town shall consider separate resolution(s) approving the Alley Closure and the TDR Transfer as may be necessary, it being understood that the Park Deed shall not be taken out of escrow and recorded until the Alley Transfer and the TDR Transfer are also finalized and non-appealable. Owner and Town agree that the Park Conveyance shall constitute the consideration for the TDR Transfer and Alley Closure, based on the following valuations:

	Town to Receive	Value	Owner to Receive	Value
	Park Parcel	\$2,550,000	24 Commercial TDRs (\$65,000 per TDR)	\$1,560,000
			Partial Alley (net)	\$841,000
Totals		\$2,550,000		\$2,401,000

12. Public Benefits for Bonus Height. Pursuant to Town Code Section 23-11(c)(8), Owner seeks to utilize the Town’s Public Benefits Program to obtain an additional 10 feet of bonus height for the Project up to a maximum 75 feet of “building height,” as defined in the Town Code. The Town shall consider the following as public benefits that serve a public purpose in Owner’s request for 10 feet of bonus height:

12.1 Sewer Upgrade. Although it is not necessary to increase sanitary sewer capacity to service the Project, Owner agrees to be solely responsible for upgrading the existing 15-inch VCP sanitary line that runs in the Partial Alley to a new 18-inch sanitary line during construction of the Project (the “Sewer Upgrade”). The Sewer Upgrade shall extend from

Manhole 77 in West Bay Harbor Drive to Manhole 67 in Bay Harbor Terrace. The estimated cost of the Sewer Upgrade is Five Hundred Thirteen Thousand Dollars (\$513,000).

12.2 Park Contribution. Owner shall pay the Town a total of Five Hundred Thousand Dollars (\$500,000) to be used exclusively for design, planning and/or development of a new waterfront park on the Park Parcel (the “Park Contribution”). The Park Contribution shall be paid in full prior to issuance of a building permit for the Project.

12.3 Surplus Park Contribution. Under the terms of the Park Conveyance set forth in Section 11 herein, the Town is receiving One Hundred Forty Nine Thousand Dollars (\$149,000) in net surplus value. In addition to the cash payment of \$500,000 described in Section 12.2 above, Owner shall allow the Town to retain this net surplus value for design, planning and/or development of a new waterfront park on the Park Parcel.

13. Development Permits. Provisions of this Agreement may require that the Town and its boards, departments or agencies, take certain governmental actions, acting in their governmental capacity, to issue certain Development Permits for the Owner to develop the Project in accordance with the Existing Zoning and this Agreement. The Project may also require additional permits or approvals from County, State or Federal governments or any division thereof. Subject to required legal processes and approvals, the Town shall make a good faith effort to take all reasonable steps to cooperate with and facilitate all such approvals. Such permits and approvals for the Project may include, without limitation, the following:

13.1 Town Site Plan Approval;

13.2 Town approval of Partial Alley closure;

13.3 Town approval of TDR transfer;

13.4 Town approval of Owner’s contributions to the Town’s Public Benefit Program in exchange for 10 feet of additional bonus height;

13.5 A Covenant-in-Lieu of Unity of Title and/or Unity of Title and/or Declaration of Restrictions for the Property;

13.6 Water and sanitary sewage agreement(s);

13.7 Paving and drainage plans and permits;

13.8 Demolition permits;

13.9 County transit approvals;

13.10 State of Florida Department of Transportation (FDOT) right-of-way permits or other approvals;

13.11 Building permits;

13.12 Certificates of use and/or occupancy;

13.13 Stormwater permits; and

13.14 Any other official action of the Town or other government agency having the effect of permitting or authorizing the Project on the Property.

14. Applications for Development Approvals and Permits. Following the Effective Date of this Agreement, the Owner will initiate and diligently pursue all applications for Development Orders and Development Permits that may be necessary for the Project but that were not previously initiated or completed. The Town shall process any such Development Permit and Development Order applications in a timely fashion and join in application(s) as may be necessary. Notwithstanding the foregoing, Owner shall be solely responsible for obtaining all final, non-appealable Development Orders and Development Permits for the Project.

15. Compliance with Local Regulations Regarding Development Permits. The Owner and the Town agree that the failure of this Agreement to address a particular permit, approval, procedure, condition, fee, term or restriction in effect on the Effective Date of this Agreement shall not relieve Owner of the necessity of complying with the law or regulation governing said permitting requirements, conditions, fees, terms or restrictions, subject to the terms of Section 7 of this Agreement.

16. Reservation of Rights. This Agreement shall not affect any rights that may have accrued to any party to this Agreement under applicable laws and each party hereto reserves any and all of such rights.

17. Consistency with the Town's Comprehensive Plan. The Town has adopted and implemented the Comprehensive Plan. The Town hereby finds and declares that the provisions of this Agreement dealing with the Property and the Project are consistent with the Town's Comprehensive Plan and Land Development Regulations (subject to all applicable requirements, permits and approvals).

18. Concurrency. As of the Effective Date, Owner is conducting an extensive analysis of the Public Facilities available to serve the Project. In the event that the Existing Zoning or the Comprehensive Plan requires Owner to provide additional Public Facilities to accommodate the Project, Owner will provide such Public Facilities consistent with the timing requirements of Section 163.3180, Florida Statutes (2019). Owner shall be solely responsible for obtaining all land use permits, including, but not limited to, all permits and approvals required pursuant to Section 163.3180, Florida Statutes (2019), with respect to concurrency requirements for roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and schools (the "Concurrency Requirements"). Prior to obtaining its building permit for the Project, Owner shall apply to the appropriate governmental authorities and obtain letters or other evidence that Owner has obtained all applicable Concurrency Requirements, and shall diligently and in good faith obtain such letters or other evidence that the Project meets all applicable Concurrency Requirements and shall pay such impact fees as may then be due or applicable to meet Concurrency Requirements.

19. Annual Review. Pursuant to Section 163.3235, Florida Statutes (2019), the Town shall review the Property subject to this Agreement once every twelve (12) months, commencing 12 months after the Effective Date. The Town shall begin the review process by giving notice to Owner, a minimum of thirty (30) days prior to the anniversary date of the Agreement, of its intention to undertake the annual review of this Agreement. Any information

required of Owner during an annual review shall be limited to that necessary to determine the extent to which the Owner is proceeding in good faith to comply with the terms of this Agreement.

20. Default. A Party shall be in default under this Agreement if said Party fails to perform or breaches any term(s), covenant(s) or condition(s) of this Agreement, which breach is not cured within thirty (30) days after receipt of written notice from another Party specifying the nature of such breach; provided, however, that if such breach cannot reasonably be cured within thirty (30) days, then the Party shall not be in default if it commences to cure such breach within said thirty (30) day period and diligently prosecutes such cure to completion. It shall not be a default under this Agreement if any Party is declared bankrupt by a court of competent jurisdiction. All rights and obligations in this Agreement shall survive such bankruptcy of any Party. The Parties hereby forfeit any right to terminate this Agreement upon the bankruptcy of a Party. For purposes of clarity, the Project may be developed by multiple parties in multiple phases. Any actual or alleged default by a developer of a portion(s) or phase(s) of the Project, including without limitation the Owner, shall not cause, nor be treated, deemed, or construed as a default by another developer or Party with respect to any other portion(s), phase(s) or component(s) of the Project. Neither Party may terminate this Agreement upon the default by another Party, but shall have all remedies enumerated herein. Upon occurrence of a default by a Party to this Agreement not cured within the applicable grace period, the Town and Owner agree that any Party may seek specific performance of this Agreement, and that seeking specific performance shall not waive any right of such Party to also seek monetary damages, injunctive relief or any relief other than termination of this Agreement. The Town hereby acknowledges that any claim against the Town for damages under this Agreement is not limited by sovereign immunity or similar liability limitation.

21. Strict Performance; Waiver. No failure by the Town or Owner to insist upon strict performance of any covenant, agreement, term or condition of this Agreement or to exercise any right or remedy available to such party by reason of the other party's default or an event of default hereunder shall constitute a waiver of any such default, event of default or of such other covenant, agreement, term or condition hereunder.

22. Notices. Any notices required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given if delivered by hand, sent by recognized overnight courier (such as Federal Express) or mailed by certified or registered mail, return receipt requested, in a postage prepaid envelope, and addressed as follows:

If to the Town at: Attn: J.C. Jimenez

Town Manager

Town of Bay Harbor Islands

9665 Bay Harbor Terrace

Bay Harbor Islands, Florida 33154

With a copy to: Attn: Frank C. Simone, Esq.,
Assistant Town Attorney
Town of Bay Harbor Islands

701 Brickell Avenue, Suite 1550

Miami, Florida 33131

If to Owner at:	Attn: David E. Eisenberg	Attn: Benjamin Yorker
	Chief Executive Officer	Vice President, Development
	Wharton Equity Partners, LLC	Northwood Ravin
	3250 NE 1 st Avenue, Suite 211	127 Scaleybark Road
	Miami, FL 33137	Charlotte, NC 28209

With a copy to: Attn: Neisen O. Kasdin, Esq.

Akerman LLP

Three Brickell City Centre

98 SE 7th Street, Suite 1100

Miami, FL 33131

Notices personally delivered or sent by overnight courier shall be deemed given on the date of delivery and notices mailed in accordance with the foregoing shall be deemed given three (3) days after deposit in U.S. mails. Terms of this Section shall survive the termination of this Agreement.

23. Governing Laws, Construction and Litigation. This Agreement shall be governed and construed in accordance with the laws of the State of Florida, both substantive and remedial, without regard to principles of conflict of laws. The Owner and the Town agree that Miami-Dade County, Florida is the appropriate and exclusive state court venue, and that the U.S. District Court, Southern Division of Florida is the appropriate and exclusive federal court venue, in connection with any litigation between the Parties with respect to this Agreement. All of the Parties to this Agreement have participated fully in the negotiation and preparation hereof; and accordingly, this Agreement shall not be more strictly construed against any of the Parties hereto. In construing this Agreement, captions, and section and paragraph headings shall be disregarded and the use of any gender shall include every other and all genders. All of the exhibits referenced in this Agreement are incorporated in, and made a part of, this Agreement. In the event of any litigation between the Parties under this Agreement for a breach thereof, the prevailing party shall be entitled to reasonable attorney's fees and court costs at all trial and appellate levels. BY

ENTERING INTO THIS AGREEMENT THE TOWN AND OWNER EXPRESSLY WAIVE ANY RIGHTS EITHER MAY HAVE TO A TRIAL BY JURY WITH RESPECT TO ANY CIVIL LITIGATION RELATED TO, OR ARISING OUT OF, THIS AGREEMENT.

24. Severability. In the event any term or provision of this Agreement be determined by appropriate judicial authority to be illegal or otherwise invalid, such provision shall be given its nearest legal meaning or construed as deleted as such authority determines, and the remainder of this Agreement shall be construed to be in full force and effect.

25. Time of Essence. Time shall be of the essence for each and every provision hereof.

26. Entire Agreement. This Agreement, together with the documents referenced herein, constitutes the entire agreement and understanding among the Parties with respect to the subject matter hereof, and there are no other agreements, representations or warranties other than as set forth herein. Neither party shall be bound by any agreement, condition, warranty nor representation other than as expressly stated in this Agreement. This Agreement may not be changed, altered or modified except by an instrument in writing signed by both Parties hereto, subject to the requirements for the amendment of development agreements in the Act.

27. Assignment and Transfer. This Agreement shall be binding on the Owner and its heirs, successors and assigns, including the successor to or assignee of any interest in the Property. The Owner, in its sole discretion, may assign, in whole or in part, this Agreement or any of its rights and obligations hereunder, or may extend the benefits of this Agreement, to any holder of any interest in the Property without the prior written consent or any other approval of the Town. The Owner shall provide written notice of any such assignment to the Town in accordance with the requirements of this Agreement. Any such assignee shall in writing in a legal form acceptable to the Town assume all applicable rights and obligations under this Agreement, and upon such assumption, the assignor shall be released from all obligations assumed by such assignee.

28. Police Power.

28.1 The Parties hereto recognize and agree that certain provisions of this Agreement require the Town and its boards, departments or agencies, acting in their governmental capacity, to consider governmental actions, as set forth in this Agreement. All such considerations and actions shall be undertaken in accordance with established requirements of state statutes and municipal ordinances, in the exercise of the Town's jurisdiction under the police power. Nothing contained in this Agreement shall entitle the Owner to compel the Town to take any such actions, save and except the consents, if applicable, to the filing of such applications for Development Permits or Development Orders, as more fully set forth herein, and to timely process such applications.

28.2 The Parties further recognize and agree that these proceedings shall be conducted openly, fully, freely and fairly in full accordance with law and with both procedural and substantive due process to be accorded the applicant and any member of the public. Nothing in this Agreement shall be construed to prohibit the Town from duly acting under its police

power to approve, approve with conditions, or reject any public hearing application dealing with the Project or the Property.

[SIGNATURE PAGES TO FOLLOW]

EXECUTED as of the date first above written in several counterparts, each of which shall be deemed an original, but all constituting only one agreement.

Signed, sealed and delivered
in the presence of:

TOWN OF BAY HARBOR ISLANDS,
a Florida municipal corporation

Print Name: _____

By: _____

Print Name: _____

Name: _____

Attest: _____
Town Clerk

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

The foregoing instrument was acknowledged before me this _____ day of _____, ~~2019~~, 2020, by _____, as _____ of the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation, on behalf of the municipal corporation. He/She is personally known to me or has produced _____ as identification and who did (or did not) take an oath.

NOTARY PUBLIC

Typed or Printed Name of Notary
My Commission expires:
Serial No., if any: _____

EXECUTED as of the date first above written in several counterparts, each of which shall be deemed

Signed, sealed and delivered
in the presence of:

**N/R WHARTON KANE CONCOURSE
PROPERTY OWNER, LLC,**
a Delaware limited liability company

Print Name: _____

By: _____

Print Name: _____

Name: _____

Title: _____

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

The foregoing instrument was acknowledged before me this ____ day of _____, ~~2019~~2020, by _____, as _____ of N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company, on behalf of the company. He/She is personally known to me or has produced _____ as identification and who did (or did not) take an oath.

NOTARY PUBLIC

Typed or Printed Name of Notary
My Commission expires:
Serial No., if any: _____

EXHIBIT A

LEGAL DESCRIPTION:

PARCEL A:

LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 9, 10 AND 11 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

PARCEL B:

LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

PARCEL C:

LOT 32, BLOCK 3 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS, FLORIDA.

EXHIBIT B

LEGAL DESCRIPTION:

LOT 32, BLOCK 3 OF "BAY HARBOR ISLAND", ACCORDING TO THE
PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF
THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS,
FLORIDA.

EXHIBIT C

Prepared by:
Nicholas J. Barshel, Esq.
Akerman LLP
98 Southeast Seventh Street
Miami, FL 33131

After recording, return to:
Town Clerk
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154

Folio Number: 13-2227-001-0790

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made this _____ day of _____, 20____, by N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company (the “**Grantor**”), whose mailing address is 1819 Wazee Street, 2nd Floor, Denver, CO 80202, to the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation (the “**Grantee**”), whose address is 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

W I T N E S S E T H:

THAT GRANTOR, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, does hereby grant, bargain, sell, transfer and deliver to Grantee, its successors and assigns forever, the real property located in Bay Harbor Islands, Miami-Dade County, Florida (the “**Property**”) described in **Exhibit A** attached hereto.

TOGETHER WITH all improvements, easements, licenses, privileges, tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the Property, unto Grantee, and Grantee’s successor and assigns, in fee simple forever.

SUBJECT TO the easements, restrictions, agreements, reservations and other matters of record, none of which are deemed to be extended or re-imposed by this reference, and all real estate taxes for 20____ and all subsequent years.

AND GRANTOR does hereby covenant with and warrant to Grantee that Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to

sell and convey the Property; and that Grantor does fully warrant the title to the Property subject to the matters referred to above and will defend the same against the lawful claims of all persons whomsoever claiming by, through or under Grantor, but none others.

EXHIBIT A
LEGAL DESCRIPTION OF LAND

LOT 32, BLOCK 3 OF "BAY HARBOR ISLAND", ACCORDING TO THE
PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF
THE PUBLIC RECORDS OF MIAMI/DADE COUNTY RECORDS,
FLORIDA.

EXHIBIT D

3921 SW 47TH AVENUE, SUITE 1011
DAVIE, FLORIDA 33314
CERTIFICATE OF AUTHORIZATION : LB # 6448
PHONE (954) 689-7766 FAX (954) 689-7799

CLIENT :

DSS

LAND DESCRIPTION:

THAT 20.00 FOOT ALLEY LOCATED SOUTH OF AND ADJACENT WITH LOTS 5, 6, 7 AND 8, BLOCK 21, AND NORTH OF AND ADJACENT WITH LOTS 9, 10, 11, 12, 13 AND 14, BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MAHON/DADE COUNTY, FLORIDA.

SAND LANDS SITUATE, LYING AND BEING IN MIAMI/DADE COUNTY FLORIDA, CONTAINING 8,000 SQUARE FEET MORE OR LESS.

LEGEND:

CND	CHECKED BY
DWN	DRAWN BY
FB/PG	FIELD BOOK AND PAGE
P.B.	PLAT BOOK
B.C.R.	BROWARD COUNTY RECORDS
PCB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT

NOTES

1. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.
3. DATA SHOWN HEREON DOES NOT CONSTITUTE A FIELD SURVEY AS SUCH.
4. THE LAND DESCRIPTION SHOWN HEREON WAS PREPARED BY THE SURVEYOR.
5. BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF LOT 15, BLOCK 23 "RAY HARBOR ISLAND", P.B. 46, PG. 5, M/D.C.R. SAID LINE BEARS N23°38'50"W.

I HEREBY CERTIFY THAT THE ATTACHED "LAND DESCRIPTION AND SKETCH" IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS PREPARED UNDER MY COMMISSION IN JUNE, 2018. I FURTHER CERTIFY THAT THIS "LAND DESCRIPTION AND SKETCH" MEETS THE STANDARD OF PRACTICE FOR SURVEYING IN THE STATE OF FLORIDA ACCORDING TO CHAPTER 50-17 OF THE FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

FOR THE FIRM, BY:

RICHARD E. COUSINS
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. 4188

REVISIONS	DATE	FB/PG	DWN	CKD
LAND DESCRIPTION AND SHEET	06/21/18	-----	JB	REC

LAND DESCRIPTION
AND SKETCH FOR
A PORTION OF A
20 FOOT ALLEY
(TO BE VACATED)

PROPERTY ADDRESS :
1177 KANE CONCOURSE

SCALE: 1" = 40'

SHEET 1 OF 1

EXHIBIT E

**This instrument prepared by and
after recording return to:**

*Nicholas J. Barshel, Esq.
Akerman LLP
98 Southeast Seventh Street
Miami, FL 33131*

(Reserved for Clerk of Court)

PUBLIC ACCESS EASEMENT

THIS PUBLIC ACCESS EASEMENT (the “Easement”) is made this ____ day of _____, 20____ by N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company (“Grantor”), in favor of the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation (“Grantee”).

WITNESSETH:

WHEREAS, Grantor is the fee simple owner of certain real property located in the Town of Bay Harbor Islands, Miami-Dade County, Florida, which is more particularly described in the attached **Exhibit A** (“Property”); and

WHEREAS, Grantor is constructing a mixed-use development on the Property, consisting of multifamily dwelling units, office space, commercial space, and significant other building amenities and ground-level outdoor improvements, as is depicted in that plan set entitled *1177 Kane Concourse*, and dated August 15, 2019, which is on file with the Town of Bay Harbor Islands and incorporated herein by reference; and

WHEREAS, in furtherance of the Project, Grantee has agreed to vacate, abandon, and discontinue for public use a portion of the 20 foot-wide public alley extending between West Bay Harbor Drive and Bay Harbor Terrace (“Alley”), which lies within the Property; and

WHEREAS, Grantor has agreed to grant a non-exclusive perpetual easement to Grantee with respect to the Easement Area (defined below) for the purpose of maintaining a vehicular access route from the Alley to the public right-of-way known as 97th Street; and

NOW THEREFORE, Grantor, for and in consideration of the sum of One Dollar and other valuable considerations paid, the receipt and sufficiency of which are hereby acknowledged, hereby grants unto Grantee, its successors and assigns, a non-exclusive perpetual easement for the benefit of the Grantee and of the general public, in, upon, and through the land in Miami-Dade County, Florida, more particularly described in **Exhibit B** attached hereto and made part hereof ("Easement Area"), for the express purpose of public access and use as a vehicular egress route from the Alley to 97th Street along a paved driveway.

It is understood and agreed that, in conjunction with Grantor's development of the Project, Grantor shall construct on and improve the Easement Area with a paved driveway in accordance with the plans approved by the Grantee as part of the Project. Grantor's maintenance obligations in the Easement Area shall include, but are not to be limited to, all maintenance and repair of all improvements constructed under a duly issued permit from the Grantee, and ensuring that the same are maintained in a safe and well-kept manner, so as not to pose a safety hazard to the public and to be aesthetically pleasing in this highly visible location.

Grantor shall maintain the right to construct and install features and improvements of the Project over, under, around, and within the Easement Area; provided, however, that a continuous, unobstructed way of vehicular passage, extending horizontally twenty (20) feet in width and vertically fourteen (14) feet in height, shall remain at all times ("Alley Egress"). No improvements, features, obstructions or encroachments of any kind shall be permitted within the Alley Egress, except for (i) protrusions and other improvements required by law (e.g. life safety apparatus), (ii) temporary obstructions for such periods of time as may be reasonably required for repairs and maintenance to the Easement Area and/or the improvements located therein, or (iii) temporary closures under emergency circumstances.

Grantor, its successors and/or assigns, do hereby indemnify, defend and hold harmless, at Grantor's sole cost and expense, Grantee, its officials and employees, from and against any and all claims, actions, proceedings, damages, losses, liabilities, costs and expenses (including, without limitation, reasonable attorneys' fees and costs of suit incurred in connection with such claims), arising out of, or resulting from, the injury to or the death of any person, or damage or loss to the property of any person, caused by the negligent or wrongful act or omission of Grantor, its authorized agents or employees, in performing (or failing to perform) its maintenance obligations with respect to the Easement Area as required herein, and/or by the failure of Grantee to comply with all applicable laws, rules, codes and regulations relative to arising by virtue of the relocation of a public right-of-way from the Alley onto the Property in certain locations, including, without limitation, the Florida Building Code.

TO HAVE AND TO HOLD the same unto Grantee, its successors and assigns forever, and Grantor will defend the title to the lands within the Easement Area against all persons claiming by, through or under Grantor. Grantor hereby reserves the right to use the Easement Area for Grantor's own benefit and all other rights of ownership in and to the Easement Area, including without limitation the right to grant further easements therein so long as the same are consistent with the use and rights granted to Grantee hereunder; providing, however, that the benefits herein granted to the general public shall not be interfered with or diminished except in

some minor or incidental manner when necessary, and those rights exercised by Grantor are not inconsistent with the use and rights granted to Grantee hereunder.

The Easement is to be governed by and construed under the laws of the State of Florida. Any claims, actions or proceedings arising between the Grantor and Grantee under the Easement shall be instituted and maintained in Miami-Dade County, Florida. Each party shall bear their own attorney's fees.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed in its name, by its proper officers thereunto duly authorized, the day and year first above written.

Signed, sealed and delivered
in the presence of:

GRANTOR:

**N/R WHARTON KANE CONCOURSE
PROPERTY OWNER, LLC,**
a Delaware limited liability company

Print Name: _____

By: _____

Print Name: _____

Name: _____

Title: _____

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

The foregoing instrument was acknowledged before me this ____ day of _____, ~~2019~~2020, by _____, as _____ of N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC, a Delaware limited liability company, on behalf of the company. He/She is personally known to me or has produced _____ as identification and who did (or did not) take an oath.

NOTARY PUBLIC

Typed or Printed Name of Notary

My Commission expires:

Serial No., if any: _____

IN WITNESS WHEREOF, Grantee has caused these presents to be executed in its name, by its proper officers thereunto duly authorized, the day and year first above written.

Signed, sealed and delivered
in the presence of:

GRANTEE:

TOWN OF BAY HARBOR ISLANDS,
a Florida municipal corporation

Print Name: _____

By: _____

Print Name: _____

Name: _____

Attest: _____
Town Clerk

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

The foregoing instrument was acknowledged before me this ____ day of _____, ~~2019~~2020, by _____, as _____ of the TOWN OF BAY HARBOR ISLANDS, a Florida municipal corporation, on behalf of the municipal corporation. He/She is personally known to me or has produced _____ as identification and who did (or did not) take an oath.

NOTARY PUBLIC

Typed or Printed Name of Notary
My Commission expires:
Serial No., if any: _____

EXHIBIT A
LEGAL DESCRIPTION OF THE PROPERTY

PARCEL A:

LOTS 7, 8, 9, 10 AND 11, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 9, 10 AND 11 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY, FLORIDA.

PARCEL B:

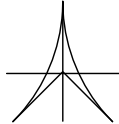
LOTS 5, 6, 12, 13 AND 14, LESS THE SOUTH FIFTEEN (15') FEET OF LOTS 12, 13 AND 14 OF BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY, FLORIDA.

AND

THAT 20.00 FOOT ALLEY LOCATED SOUTH OF AND ADJACENT WITH LOTS 5, 6, 7 AND 8, BLOCK 21, AND NORTH OF AND ADJACENT WITH LOTS 9, 10, 11, 12, 13 AND 14, BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY, FLORIDA.

[illegible]46218010;~~12~~13

COUSINS SURVEYORS & ASSOCIATES, INC.



3921 SW 47TH AVENUE, SUITE 1011
DAVIE, FLORIDA 33314
CERTIFICATE OF AUTHORIZATION : LB # 6448
PHONE (954) 689-7766 FAX (954) 689-7799

PROJECT NUMBER : 8194-16

CLIENT :
DSS

LAND DESCRIPTION AND SKETCH

LAND DESCRIPTION:

A PORTION OF LOT 5 AND LOT 14, BLOCK 21 AND THE PORTION OF THAT 20.00 FOOT ALLEY (TO BE VACATED) LOCATED SOUTH OF AND ADJACENT WITH LOT 5, BLOCK 21, AND NORTH OF AND ADJACENT WITH LOT 14, BLOCK 21 OF "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MAIMI/DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID LOT 5;

THENCE SOUTH 87°21'10" WEST ALONG THE NORTH LINE OF SAID LOT 5, A DISTANCE OF 19.13 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 02°38'50" EAST, A DISTANCE OF 109.75 FEET TO A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST (A RADIAL LINE THROUGH SAID CURVE BEARS SOUTH 76°58'09" WEST);

THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 25.58 FEET, A CENTRAL ANGLE OF 65°58'30" AND AN ARC DISTANCE OF 29.46 FEET;

THENCE SOUTH 02°38'50" EAST ALONG THE EAST LINE OF SAID LOT 14 AND ITS NORTHERLY EXTENSION, A DISTANCE OF 23.17 FEET;

THENCE SOUTH 87°21'10" WEST, A DISTANCE OF 42.13 FEET;

THENCE NORTH 02°38'50" WEST, A DISTANCE OF 153.17 FEET;

THENCE NORTH 87°21'10" EAST ALONG THE NORTH LINE OF SAID LOT 5, A DISTANCE OF 23.00 FEET TO THE POINT OF BEGINNING.

THE DESCRIBED LINES OF THIS INGRESS/EGRESS EASEMENT ARE TO BE EXTENDED VERTICALLY UPWARDS TO A LIMIT OF 14.00 FEET ABOVE THE FINISHED GROUND FLOOR LEVEL, THESE UPPER VERTICAL LIMITS TOGETHER WITH THE COURSES AND DISTANCES AROUND THE SAID INGRESS/EGRESS EASEMENT DEFINE THOSE CERTAIN RIGHTS TO MAINTAIN AND OPERATE WITHIN SAID EASEMENT.

SAID LANDS SITUATE, LYING AND BEING IN MIAMI/DADE COUNTY FLORIDA.

NOTES:

1. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.
3. DATA SHOWN HEREON DOES NOT CONSTITUTE A FIELD SURVEY AS SUCH.
4. THE LAND DESCRIPTION SHOWN HEREON WAS PREPARED BY THE SURVEYOR.
5. BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF LOT 5, BLOCK 21 "BAY HARBOR ISLAND", P.B. 46, PG. 5, M/D.C.R. SAID LINE BEARS N2°38'50"W.

I HEREBY CERTIFY THAT THE ATTACHED "LAND DESCRIPTION AND SKETCH" IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS PREPARED UNDER MY DIRECTION IN JANUARY, 2019. I FURTHER CERTIFY THAT THIS "LAND DESCRIPTION AND SKETCH" MEETS THE STANDARD OF PRACTICE FOR SURVEYING IN THE STATE OF FLORIDA ACCORDING TO CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE. PURSUANT TO SECTION 472.027, FLORIDA STATUTES. SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

FOR THE FIRM, BY: 

RICHARD E. COUSINS
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. 4188

REVISIONS	DATE	FB/PG	DWN	CKD
LAND DESCRIPTION AND SKETCH	01/21/19	-----	AM	REC

LAND DESCRIPTION
AND SKETCH FOR
INGRESS/EGRESS
EASEMENT

PROPERTY ADDRESS :
1177 KANE CONCOURSE

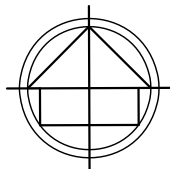
SCALE: N/A

SHEET 1 OF 2

PHONE (954) 689-7766 FAX (954) 689-7799

DSS

CENTERLINE OF
RIGHT-OF-WAY



**NORTHEAST CORNER
LOT 5, BLOCK 21**

23.00'

POB

NORTH LINE-LOT 5

S87°21'10"W
19.13'

WEST LINE-LOT 5

LOT 5
BLOCK 21

153.17' NW 28.50"W

INGRESS/EGRESS EASEMENT
AREA: 4,082 SQ.FT.
0.0937 ACRES

109 75'

FAST LINE-LOT 5

LOT 4
BLOCK 21

CKD	CHECKED BY
DWN	DRAWN BY
FB/PG	FIELD BOOK AND PAGE
P.B.	PLAT BOOK
M/D.C.R.	MIAMI/DADE COUNTY RECORDS
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT

SOUTH LINE-LOT 5

$$R=25.58'$$
$$\Delta = 65^{\circ}58'30''$$
$$A=29.46'$$

20' ALLEY
(TO BE VACATED)

NORTH LINE-LOT 5

S87°21'10"W
42.13'

LOT 13
BLOCK 21

LOT 14
BLOCK 21

S02°38'50"E
23.17'

LOT 15
BLOCK 21

REVISIONS	DATE	FB/PG	DWN	CKD
LAND DESCRIPTION AND SKETCH	01/21/19	-----	AM	REC

SHEET 2 OF 2

AGENDA ITEM REPORT

January 7, 2020

ITEM NUMBER: 5.

ITEM: Approval of a **resolution** pursuant to the terms and conditions set forth in the Development Agreement approving the closure, vacation, abandonment, and discontinuance for public use of that portion of the platted alleyway bounded by West Bay Harbor Drive on the West and Bay Harbor Terrace on the East, which consists of a 20-foot wide Right-of-Way containing 6,000 square feet in total land area, In favor of the abutting property owner, N/R Wharton Kane Concourse Property Owner, LLC. Enclosed is a copy of the resolution.

DESCRIPTION:

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS APPROVING, WITH CONDITIONS, THE CLOSURE, VACATION, ABANDONMENT, AND DISCONTINUANCE FOR PUBLIC USE OF THAT PORTION OF THE PLATTED ALLEYWAY BOUNDED BY WEST BAY HARBOR DRIVE ON THE WEST AND BAY HARBOR TERRACE ON THE EAST, WHICH CONSISTS OF A 20-FOOT WIDE RIGHT-OF-WAY CONTAINING 6,000 SQUARE FEET IN TOTAL LAND AREA, AS MORE PARTICULARLY DESCRIBED IN EXHIBIT A ATTACHED HERETO ("PARTIAL ALLEY"), IN FAVOR OF THE ABUTTING PROPERTY OWNER, N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC ("OWNER"), CONDITIONING THE ALLEY CLOSURE ON OWNER'S SATISFACTION OF CERTAIN TERMS AND CONDITIONS SET FORTH IN THE DEVELOPMENT AGREEMENT BETWEEN THE TOWN AND OWNER, WHICH CONDITIONS SHALL, AMONG OTHER TERMS, REQUIRE UTILITY AND PUBLIC ACCESS EASEMENTS IN THE ALLEY, UTILITY ACCESS EASEMENTS IN THE PARTIAL ALLEY, AND ON OWNER'S PROPERTY, AND PAYMENT OF CONSIDERATION IN THE AMOUNT OF EIGHT HUNDRED AND FORTY ONE THOUSAND DOLLARS (\$841,000) FOR THE PARTIAL ALLEY UNDER THE TERMS OF THE DEVELOPMENT AGREEMENT; PROVIDING FOR AN EFFECTIVE DATE.

RECOMMENDED ACTION:

Council Discretion

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk

ATTACHMENTS

1. Resolution -Alley Closure

RESOLUTION NO. _____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS APPROVING, WITH CONDITIONS, THE CLOSURE, VACATION, ABANDONMENT, AND DISCONTINUANCE FOR PUBLIC USE OF THAT PORTION OF THE PLATTED ALLEYWAY BOUNDED BY WEST BAY HARBOR DRIVE ON THE WEST AND BAY HARBOR TERRACE ON THE EAST, WHICH CONSISTS OF A 20-FOOT WIDE RIGHT-OF-WAY CONTAINING 6,000 SQUARE FEET IN TOTAL LAND AREA, AS MORE PARTICULARLY DESCRIBED IN EXHIBIT A ATTACHED HERETO (“PARTIAL ALLEY”), IN FAVOR OF THE ABUTTING PROPERTY OWNER, N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC (“OWNER”), CONDITIONING THE ALLEY CLOSURE ON OWNER’S SATISFACTION OF CERTAIN TERMS AND CONDITIONS SET FORTH IN THE DEVELOPMENT AGREEMENT BETWEEN THE TOWN AND OWNER, WHICH CONDITIONS SHALL, AMONG OTHER TERMS, REQUIRE UTILITY AND PUBLIC ACCESS EASEMENTS IN THE ALLEY, UTILITY ACCESS EASEMENTS IN THE PARTIAL ALLEY, AND ON OWNER’S PROPERTY, AND PAYMENT OF CONSIDERATION IN THE AMOUNT OF EIGHT HUNDRED AND FORTY ONE THOUSAND DOLLARS (\$841,000) FOR THE PARTIAL ALLEY UNDER THE TERMS OF THE DEVELOPMENT AGREEMENT; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Bay Harbor Islands (“Town”) holds a right-of-way dedication to an alley that is bounded by West Bay Harbor Drive on the west and Bay Harbor Terrace on the east, consisting of a twenty (20) foot wide right-of-way, and containing approximately 12,000 square feet in total area (“Alley”); as shown as the alleyway bisecting Block 21 on the Plat of Bay Harbor Island, recorded in Plat Book 46, Page 5 of the Public Records of Miami-Dade County, Florida (“Plat”); and

WHEREAS, N/R Wharton Kane Concourse Property Owner, LLC (“Owner”) owns certain real property located at 1177 Kane Concourse, in the Town of Bay Harbor Islands, Florida, more particularly described as Lots 5 – 14 of Block 21 on the Plat, which spans both the north and south sides of the Alley (collectively, the “Property”); and

WHEREAS, Owner is proposing to redevelop the Property with a mixed-use development consisting of up to 90 residential dwelling units, up to 98,800 square feet of office space, and up to 15,000 square feet of commercial space, in a unified site that also incorporates portions of the Alley (collectively, the “Project”); pursuant to a Florida Statutes Chapter 163 development agreement entered into between the Town and Owner (“Development Agreement”); and

WHEREAS, the Town has determined that the Project will benefit the Town and the public and will serve as a catalyst in the Town’s continuing efforts to revitalize that stretch of Kane Concourse on the Town’s East Island, the Project is compatible with the mixed-use character of this commercial core, and the Project will beautify the western entrance to the East Island by providing a new waterfront park open to the public; and

WHEREAS, on August 20, 2019, the Planning and Zoning Board of the Town of Bay Harbor Islands issued site development plan approval for the Project; and

WHEREAS, on _____, 2020, the Town Council of the Town of Bay Harbor Islands adopted Ordinance No. _____, approving the Development Agreement for the Project and authorizing the Town Manager to execute same; and

WHEREAS, as a component of the Development Agreement, Owner requested that the Town permanently close, vacate, abandon, and discontinue for public use that certain portion of the Alley that abuts the Property, containing 6,000 square feet in total area, and is more particularly described in **Exhibit A** attached hereto (“Partial Alley”); and

WHEREAS, closure of the Partial Alley will allow Owner to construct one cohesive development that improves vehicular and pedestrian circulation in the Town’s commercial core by internalizing all parking and loading operations for the Project, providing designated loading berths outside of the Alley, and allowing public access and re-routing traffic utilizing the Alley onto 97th Street; with public access to existing utilities in the Alley and Partial Alley and a new alternative egress route being preserved through corresponding easements granted to the Town and the public in the Alley under the Development Agreement; and

WHEREAS, pursuant to the Town's appraisals of the Partial Alley and the access easement rights that will be granted by Owner on the Property, the net value of the portion of the Alley being closed is \$841,000, and Owner has provided consideration for the closure in that amount under the terms of the Development Agreement; and

WHEREAS, Florida law requires that, upon vacation and closure, a right-of-way reverts to the abutting property owner(s) and/or the holder(s) of any interest in any reversionary rights to the vacated area; and

WHEREAS, as owner of the Property, the real property known as the Partial Alley shall accrue to Owner because Owner owns all platted subdivision lots in Block 21 abutting the Partial Alley as set forth on the Plat, and therefore holds all reversionary interests to the Partial Alley when the right-of-way is discontinued under the terms of the Plat; and

WHEREAS, after careful consideration of the Project, the Town Council deems it advisable and in the best interest of the health, safety, and general welfare of the Town and its residents to approve, with conditions, the closing, vacating, abandoning, and discontinuing for public use the right-of-way that constitutes the Partial Alley.

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Bay Harbor Islands as follows:

Section 1: That the recitals and findings contained in the preamble to this Resolution are adopted by reference and incorporated as if fully set forth in this Section.

Section 2: The portion of public right-of-way known as the Partial Alley and legally described in **Exhibit A** is hereby closed, vacated, abandoned and discontinued for public use, except for the Town's right to access the Partial Alley for utilities.

Section 3. The conditions of the closure, vacation, abandonment, and discontinuance for public use of the Partial Alley are set forth in the Development Agreement between the Town and Owner. Those conditions are adopted by reference and incorporated as if fully set forth in this Section.

Section 4. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED this ____ day of _____, 2020.

TOWN OF BAY HARBOR ISLANDS

BY: _____
STEPHANIE BRUDER
Mayor

ATTEST:

MARLENE M. SIEGEL, CMC
Town Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

FRANK C. SIMONE, ESQ.
Town Attorney

EXHIBIT A

COUSINS SURVEYORS & ASSOCIATES, INC. 5801 SW 40TH AVENUE, SUITE 100 DAVIE, FLORIDA 33314 CERTIFICATE OF AUTHORIZATION: LR # 6448 PHONE (954) 489-7766 FAX (954) 489-7769	PROJECT NUMBER: 8194-18 CLIENT: EGS
--	---

WEST BAY HARBOR DRIVE

LAND DESCRIPTION AND SKETCH

N

LAND DESCRIPTION

THAT 25.00 FOOT WIDE ALLEY LOCATED SOUTH OF AND ADJACENT TO LOT 9, 10, 11, 12, 13, 14, AND NORTH OF AND ADJACENT TO LOT 15, 16, 17, 18, 19 AND 20, BLOCK 21 OF "WEST BAY HARBOR DRIVE" ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF HARRIS COUNTY, TEXAS.

THIS ALLEY, HEREBY, OPEN AND BOUND BY HARRIS COUNTY, TEXAS, CONTAINS ALSO SQUARE FEET MORE OR LESS.

NOTES

1. LOT 15, 16, 17, 18, 19, AND 20, BLOCK 21, IS A PART OF A TRACT OF LAND OWNED BY THE STATE OF TEXAS.
2. LOTS 9, 10, 11, 12, 13, 14, AND 15, BLOCK 21, ARE PART OF A TRACT OF LAND OWNED BY THE STATE OF TEXAS.
3. THIS ALLEY, HEREBY, OPEN AND BOUND BY HARRIS COUNTY, TEXAS, CONTAINS ALSO SQUARE FEET MORE OR LESS.
4. THE LAND DESCRIPTION HEREIN HAS BEEN REVIEWED BY THE ENGINEER.
5. HARRIS COUNTY, TEXAS, HAS BEEN REVIEWED BY THE ENGINEER.

I, **Richard E. Cousins**, being duly sworn, depose and say that the foregoing is a true and correct copy of the original and correct copy of the survey as shown to me by the owner of the same, and that I am a duly licensed Professional Engineer and Surveyor in the State of Texas, and that I am the author of the foregoing survey.

FOR THE ENGINEER: *Richard E. Cousins*
 RICHARD E. COUSINS
 PROFESSIONAL ENGINEER AND SURVEYOR
 LICENSE NO. 4188

REVISIONS	DATE	BY/TO	OWN	ENG	LAND DESCRIPTION AND SKETCH FOR A PORTION OF A 25 FOOT ALLEY (TO BE VACATED)	PROPERTY ADDRESS & CITY NAME CONCERNED

AGENDA ITEM REPORT

January 7, 2020

ITEM NUMBER: 6.

ITEM: Approval of a **resolution** pursuant to the terms and conditions set forth in the Development Agreement approving the transfer of (24) Transfer of Development Rights (TDR) to N/R Wharton Kane Concourse Property Owner, LLC for its project located at 1177 Kane Concourse from the Town's pool of commercial mixed use TDR's. Enclosed is a copy of the proposed resolution.

DESCRIPTION:

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS, FLORIDA, AUTHORIZING THE UTILIZATION OF TRANSFER OF DEVELOPMENT RIGHTS (TDRs) TO N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC FOR ITS PROJECT 1177 KANE CONCOURSE, LOCATED AT 1177 KANE CONCOURSE, BAY HARBOR ISLANDS, FLORIDA (RECEIVING SITE), FROM THE TOWN OF BAY HARBOR ISLANDS' POOL OF COMMERCIAL MIXED USE TDRs (DONOR), AUTHORIZING THE TOWN MANAGER TO MAKE THE APPROPRIATE NOTATIONS IN THE PUBLIC RECORDS AS TO THE DONOR AND RECEIVING SITE.

RECOMMENDED ACTION:

Council Discretion

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk

ATTACHMENTS

1. Resolution 24 TDRs to 1177 Kane Concourse

RESOLUTION NO. _____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS, FLORIDA, AUTHORIZING THE UTILIZATION OF TRANSFER OF DEVELOPMENT RIGHTS (TDRs) TO N/R WHARTON KANE CONCOURSE PROPERTY OWNER, LLC FOR ITS PROJECT 1177 KANE CONCOURSE, LOCATED AT 1177 KANE CONCOURSE, BAY HARBOR ISLANDS, FLORIDA (RECEIVING SITE), FROM THE TOWN OF BAY HARBOR ISLANDS' POOL OF COMMERCIAL MIXED USE TDRs (DONOR), AUTHORIZING THE TOWN MANAGER TO MAKE THE APPROPRIATE NOTATIONS IN THE PUBLIC RECORDS AS TO THE DONOR AND RECEIVING SITE.

WHEREAS, that pursuant to the Town's Code of Ordinances (Ordinance No. 769 and Section 23-22.2), the Town has established a system of Transfer of Development Rights; and

WHEREAS, the 1177 Kane Concourse Project ("Project") received site plan approval from the Town's Planning and Zoning Board as codified by Resolution Number 2185 ("Site Plan Approval");

WHEREAS, the Site Plan Approval contained a condition that the Property Owner, N/A Wharton Kane Concourse Property Owner, LLC ("Property Owner") obtain twenty-four (24) Commercial Mixed Use TDRs;

WHEREAS, on January 7, 2020, the Town approved the Development Agreement between the Property Owner and the Town concerning the Project;

WHEREAS, the Development Agreement provides for the Town to transfer twenty-four (24) Commercial Mixed Use TDRs to the Property for its property located at 1177 Kane Concourse, Bay Harbor Islands (as Receiving Site), from the Town of Bay Harbor Islands pool of Commercial Mixed Use TDRs; and

WHEREAS, the Town has conducted a public meeting in accordance with law on January 7, 2020, and a total of twenty-four (24) Commercial Mixed Use TDRs has been permitted to be transferred from the Town (as the Donor) to the Receiving Site for a purchase price of \$65,000.00 for each Commercial Mixed Use TDR in the manner provided for in the Development Agreement; and

NOW THEREFORE, be it resolved that:

1. Pursuant to the terms and conditions set forth in the Development Agreement, a Transfer of twenty-four (24) Commercial Mixed Use TDRs from the Town's pool of TDRs (as the Donor) to the Property Owner for its Project located at 1177 Kane Concourse, Bay Harbor Islands (as Receiving Site), is hereby authorized and approved.
2. The Town Council hereby authorizes the Town Manager and the Town Planner to make the appropriate notations in the Public Record memorializing the Transfer of twenty-four (24) Commercial Mixed Use TDRs from the Town to the Receiving Site, for a purchase price of \$65,000.00 for each Commercial Mixed Use TDR in the manner set forth in the Development Agreement.

3. This Resolution shall become effective immediately upon its adoption.

PASSED this _____ day of _____, 2020.

TOWN OF BAY HARBOR ISLANDS

BY: _____
STEPHANIE BRUDER, MAYOR

ATTEST:

TOWN CLERK

AGENDA ITEM REPORT

January 7, 2020

ITEM NUMBER: 7.

ITEM: Approval of a **resolution** pursuant to the terms and conditions set forth in the Development Agreement to approve ten feet (10') of bonus height up to the maximum height of seventy five feet (75') for the development project located at 1177 Kane Concourse, under the Town Public Benefit Program. Enclosed is a copy of the proposed resolution.

DESCRIPTION:

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS APPROVING TEN FEET (10') OF BONUS HEIGHT UP TO THE MAXIMUM HEIGHT OF SEVENTY FIVE FEET (75') FOR THE DEVELOPMENT PROJECT LOCATED AT 1177 KANE CONCOURSE (B-1 BUSINESS DISTRICT) PURSUANT TO SECTION 23-11(C)(8) OF THE TOWN CODE, BASED UPON THE DEVELOPER'S CONTRIBUTIONS TO THE TOWN FOR THE PUBLIC BENEFIT AS FULLY SET FORTH IN THE APPROVED DEVELOPMENT AGREEMENT, AND PROVIDING FOR AN EFFECTIVE DATE.

RECOMMENDED ACTION:

Council Discretion

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk

ATTACHMENTS

1. Resolution- Bonus Height

RESOLUTION NO. _____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS APPROVING TEN FEET (10') OF BONUS HEIGHT UP TO THE MAXIMUM HEIGHT OF SEVENTY FIVE FEET (75') FOR THE DEVELOPMENT PROJECT LOCATED AT 1177 KANE CONCOURSE (B-1 BUSINESS DISTRICT) PURSUANT TO SECTION 23-11(C)(8) OF THE TOWN CODE, BASED UPON THE DEVELOPER'S CONTRIBUTIONS TO THE TOWN FOR THE PUBLIC BENEFIT AS FULLY SET FORTH IN THE APPROVED DEVELOPMENT AGREEMENT, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Section 23-11(C)(8) of the Town of Bay Harbor Islands' ("Town") Code of Ordinances (the "Code"), developments located in the B-1 District may be increased with ten feet (10') of bonus height up to a maximum height of seventy-five feet (75') based upon the developer's participation and contribution in the Town's public benefits program; and

WHEREAS, on or about October 26, 2018, N/R Wharton Kane Concourse Property Owner, LLC (the "Developer") filed an application for site plan approval for a mixed-use development (commercial, office, and residential) at the property generally located at 1177 Kane Concourse, Bay Harbor Islands, Florida in the B-1 Business District (the "Project"); and

WHEREAS, on August 20, 2019, the Town's Planning and Zoning Board approved the Applicant's site development plans for the Project pursuant to Resolution No. 2185, which is incorporated herein by reference (the "Site Plan Approval"); and

WHEREAS, as a condition of the Site Plan Approval, the Developer must obtain Town Council approval of ten feet (10') of bonus height up to the maximum height of seventy-five feet (75') based upon the Developer's participation and contribution in the Town's public benefits program; and

WHEREAS, on _____, 2020, the Town Council adopted Ordinance No. _____, approving a Development Agreement for the Project between the Town and Developer (the "Development Agreement"); and

WHEREAS, the Town Council finds that the Developer's contributions to the Town for the public benefit set forth in the Development Agreement which is incorporated herein by reference warrants the extra ten feet (10') of bonus height up to a maximum of seventy five feet (75') for the Project, to wit: the Sewer Upgrade (in the amount of \$513,000.00), the park contribution (in the amount of \$500,000 upon land provided by the Developer), and, surplus park contribution (in the amount of \$149,000.00).

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Bay Harbor Islands as follows:

Section 1: That the recitals and findings contained in the preamble to this Resolution are adopted by reference and incorporated as if fully set forth in this Section.

Section 2: The Developer's contributions to the Town for the public benefit set forth in the Development Agreement which is incorporated herein by reference warrant the extra ten feet (10') of bonus height up to a maximum of seventy five feet (75') for the Project, to wit: the Sewer Upgrade (in the amount of \$513,000.00), the park contribution (in the amount of \$500,000 upon land provided by the Developer), and, surplus park contribution (in the amount of \$149,000.00).

Section 3: The bonus height of 10 feet (10') up to a maximum height of seventy-five feet (75') for the Project is approved pursuant to Section 23-11(C)(8) of the Code.

Section 4. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED this ____ day of _____, 2020.

TOWN OF BAY HARBOR ISLANDS

BY: _____
STEPHANIE BRUDER
Mayor

ATTEST:

MARLENE M. SIEGEL, CMC
Town Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

FRANK C. SIMONE, ESQ.
Town Attorney

AGENDA ITEM REPORT

January 7, 2020

ITEM NUMBER: 8.

ITEM: Approval of a **resolution** pursuant to the terms and conditions set forth in the Development Agreement approving a shared parking arrangement for the mixed-use development located at 1177 Kane Concourse, based on the shared parking study that concludes 503 parking spaces are sufficient spaces for the proposed development. Enclosed is a copy of the proposed resolution.

DESCRIPTION:

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS APPROVING A SHARED PARKING ARRANGEMENT FOR THE MIXED-USE DEVELOPMENT LOCATED AT 1177 KANE CONCOURSE, UNDER THE TERMS OF SECTION 23-11(C)(15) OF THE TOWN'S CODE OF ORDINANCES, BASED ON THE PROVIDED SHARED PARKING STUDY THAT CONCLUDES 503 PARKING SPACES ARE SUFFICIENT FOR THE PROPOSED DEVELOPMENT PROGRAM SUBJECT TO OVERFLOW PARKING REQUIREMENTS; FINDING THAT THE SHARED PARKING ARRANGEMENT SUBJECT TO OVERFLOW PARKING WILL PROVIDE ADEQUATE PARKING FOR THE MIXED-USE DEVELOPMENT AND ANY REASONABLY FORESEEABLE FUTURE USER(S) OF THE SITE; PROVIDING FOR AN EFFECTIVE DATE.

RECOMMENDED ACTION:

Council Discretion

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk

ATTACHMENTS

1. Resolution - Shared Parking

RESOLUTION NO. _____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BAY HARBOR ISLANDS APPROVING A SHARED PARKING ARRANGEMENT FOR THE MIXED-USE DEVELOPMENT LOCATED AT 1177 KANE CONCOURSE, UNDER THE TERMS OF SECTION 23-11(C)(15) OF THE TOWN'S CODE OF ORDINANCES, BASED ON THE PROVIDED SHARED PARKING STUDY THAT CONCLUDES 503 PARKING SPACES ARE SUFFICIENT FOR THE PROPOSED DEVELOPMENT PROGRAM SUBJECT TO OVERFLOW PARKING REQUIREMENTS; FINDING THAT THE SHARED PARKING ARRANGEMENT SUBJECT TO OVERFLOW PARKING WILL PROVIDE ADEQUATE PARKING FOR THE MIXED-USE DEVELOPMENT AND ANY REASONABLY FORESEEABLE FUTURE USER(S) OF THE SITE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Section 23-11(C)(15) of the Town of Bay Harbor Islands' Code of Ordinances (the "Code"), mixed-use developments may require less parking than indicated by traditional parking rates due to varying parking demands for each land use; and

WHEREAS, the Code authorizes the Town Council of Bay Harbor Islands ("Town Council") to approve shared parking arrangements that reduce the parking required for a mixed-use development below standard Code requirements based on results of a shared parking study; and

WHEREAS, on or about October 26, 2018, N/R Wharton Kane Concourse Property Owner, LLC (the "Applicant") filed an application for site plan approval for a mixed-use development (commercial, office, and residential) at the property generally located at 1177 Kane Concourse, Bay Harbor Islands, Florida (the "Project"); and

WHEREAS, on August 20, 2019, the Town's Planning and Zoning Board approved the Applicant's site development plans for the Project under Resolution No. 2185, which is incorporated herein by reference (the "Site Plan Approval"); and

WHEREAS, as a condition of the Site Plan Approval, Applicant must obtain Town Council approval of the Applicant's proposed mixed-use development shared parking reduction for the Project under the procedures set forth in Section 23-11(C)(15); and

WHEREAS, plans for the Project submitted to the Town Council include: 90 residential units, 98,732 square feet of office space, 14,904 square feet of commercial space, and 2,523 square feet of sidewalk café; which generates a base parking requirement of 645 spaces for the Project under the Code's off-street parking regulations; and

WHEREAS, Applicant is proposing to include 503 parking spaces in the Project based on the conclusion that 503 spaces will satisfy the parking demands for this mixed-use development, as set forth in that certain *1177 Kane Concourse Shared Parking Analysis*, prepared by Juan Espinosa, P.E. of David Plummer & Associates, dated November 25, 2019 and incorporated herein by reference (the "Shared Parking Study"); and

WHEREAS, the Shared Parking Study complies with the methodology in the Urban Land Institute's "Shared Parking" manual, as amended, and meets the criteria for a shared parking study on a mixed-use development set forth in Code Section 23-11(C)(15); and

WHEREAS, the Town retained a professional traffic engineer (Traf Tech Engineering, Inc.) to review and comment on the Shared Parking Study provided by the Applicant;

WHEREAS, on _____, 2020, the Town Council adopted Ordinance No. _____, approving a Development Agreement for the Project between the Town and Owner (hereinafter the "Development Agreement"); and

WHEREAS, based on the Shared Parking Study, the Town Council finds that the shared parking arrangements for the Project will provide adequate parking for the development and any reasonably foreseeable future user(s) of the site, subject to the Overflow Parking requirements set forth in the Development Agreement which is incorporated herein by reference.

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Bay Harbor Islands as follows:

Section 1: That the recitals and findings contained in the preamble to this Resolution are adopted by reference and incorporated as if fully set forth in this Section.

Section 2: The Shared Parking Study for the Project is approved.

Section 3: The shared parking arrangement set forth in the Shared Parking Study, which concludes that 503 parking spaces are required, is hereby approved and deemed sufficient to meet Code requirements for off-street parking at the Project under Code Section 23-11(C)(15), subject to the Overflow Parking requirements set forth in the Development Agreement which is incorporated herein by reference.

Section 4. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED this ____ day of _____, 2020.

TOWN OF BAY HARBOR ISLANDS

BY: _____
STEPHANIE BRUDER
Mayor

ATTEST:

MARLENE M. SIEGEL, CMC
Town Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

FRANK C. SIMONE, ESQ.
Town Attorney