(Space Reserved for Clerk of the Court)

This instrument prepared by and under the supervision of:

Name: Steven A. Landy, Esquire
Address: Greenberg Traurig, P.A.
333 SE 2nd Avenue
Miami, Florida 33131

DECLARATION OF RESTRICTIVE COVENANTS FOR SENIOR HOUSING

This DECLARATION OF RESTRICTIVE COVENANTS FOR SENIOR HOUSING ("**Declaration**") is made as of this _____ day of _____, 2017 by and between **THE GRAHAM COMPANIES**, a Florida corporation ("**Graham**") in favor of **THE TOWN OF MIAMI LAKES**, a Florida municipal corporation ("**Town**").

R E C I T A L S:

A. Graham is the owner of fee simple title to that certain real property located in The Town of Miami Lakes, Miami-Dade County, Florida described in **Exhibit "A"** attached hereto and by this reference made a part hereof (" **Senior Housing Property**").

B. Graham intends to develop and operate "Senior Housing" on the Senior Housing Property in compliance with all applicable federal, state, and local laws, rules and regulations now existing or hereinafter enacted.

C. In connection with the development and operation of Senior Housing on the Senior Housing Property, Graham intends to comply with the requirements ("**Federal 55 and Over Requirements**") for housing designated for persons who are 55 years of age or older within the portion of the Housing for Older Persons exemptions established pursuant to the Housing for Older Persons exemptions established pursuant to the Fair Housing Act, as amended in 1988, 42 U.S.C. § 3607(b), and its regulations, 24 C.F.R. § 100.304; and the Housing for Older Persons Act of 1995, 42 U.S.C. §3607(b)(1995), and its regulations, 24 C.F.R. §§ 100.304-100.308 (1999) ("**Act**") and other applicable laws, rules and regulations.

D. To permit development of Senior Housing on the Senior Housing Property, pursuant to Section 13-306 of the Code of the Town ("**Town Code**"), Graham has applied to amend the Official Zoning Map of the Town to change the designation of the Senior Housing Property from IU-C, Industrial District - Conditional, to RM-36, Medium Density Residential District ("**Zoning Change**").

E. In connection with the operation and use of Senior Housing on the Senior Housing Property, Graham has also agreed to restrict the Senior Housing Property beyond the Federal 55 and Over Requirements, to the extent permitted by law, by requiring that each occupied residential unit on the Senior Housing Property be occupied by at least one

person who is 62 years of age or older and that no residents of the residential units on the Senior Housing Property are under the age of 19.

F. Graham has agreed that the number of residential dwelling units to be located on the Senior Housing Property shall be limited to 220.

G. Graham has agreed that no residential units located on the Senior Housing Property shall be occupied by residents before January 1, 2020.

H. If the Zoning Change is granted by appropriate Ordinance of the Town with all appeal periods having expired without appeal, or if an appeal is filed, then upon a final judicial determination approving the Zoning Change, as applicable (hereinafter referred to as the "**Ordinance Condition**"), Graham voluntarily covenants and agrees that the Senior Housing Property shall be subject to the restrictions identified within this covenant, that are intended to, and shall be deemed to, be a covenant running with the Senior Housing Property and binding upon Graham, and its successors and assigns. This Declaration shall be recorded in the Public Records of Miami-Dade County, Florida upon satisfaction of the Ordinance Condition. This Declaration shall not be effective or recorded unless and until the Ordinance Condition is satisfied

NOW, THEREFORE, for valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Graham hereby voluntarily covenants and agrees as follows:

1. The foregoing recitals are true and correct and are incorporated herein by reference as if set forth at length.

2. Subject to all applicable federal, state and local laws, rules and regulations now existing or hereinafter enacted, each occupied residential unit on the Senior Housing Property must be occupied by at least one person who is 62 years of age or older, and no residents of any of the residential units on the Senior Housing Property shall be under the age of 19. In the event that a unit complies with the restrictions set forth in this paragraph 2 at the commencement of any tenancy, and there is a change in circumstances to a resident or residents during that tenancy (such as divorce or the death or disability of a resident), the owner of the Senior Housing Property shall be permitted to make reasonable accommodations with respect to that unit for the remainder of the tenancy without being in violation of the restrictions contained in this Paragraph 2. In addition, the owner of the Senior Housing Property shall have the right to make reasonable accommodations based upon disability or other accommodations necessary to comply with applicable laws.

3. Beginning, October 1, 2022, and every two (2) years thereafter, Graham agrees to submit with its annual renewal of the business tax receipt ("**BTR**") for the Senior Housing Property, documentation verifying compliance with Paragraph 2 above. In the absence of any requirement regarding BTR, said documentation shall be submitted to the Town Manager. Notwithstanding the reporting period described above, Graham further agrees to provide such verification at Town's request.

4. Notwithstanding the provisions of Paragraph 2 above, in the event that after thirty-six (36) months from January 1, 2020 or receipt of the first certificate of occupancy for the residential units on the Senior Housing Property, whichever comes last, the average vacancy rate of the Senior Housing Property over the prior twelve (12) month period is five percent (5%) below the average vacancy rate of the residential properties within the Town owned by The Graham Companies and/or its affiliates, the requirement in Paragraph 2 above that each occupied residential unit must be occupied by at least one person who is 62 years of age or older shall be reduced to require that each occupied residential unit must be occupied by at least one person who is 55 or older. The owner of the Senior Housing Property shall have the right to petition Town for relaxation of Paragraph 2, and upon good showing of same and with administrative authorization from the Town, shall be permitted to record an addendum to this Declaration indicating the specified restriction reduction from 62 years of age or older to 55 years of age or older.

5. The number of residential units located on the Senior Housing Property shall not exceed 220.

6. No residential units located on the Senior Housing Property shall be occupied by residents before January 1, 2020.

7. In the event of multiple ownership subsequent to said Zoning Change for the Senior Housing Property, each of the subsequent owners, mortgagees and other parties in interest to the Senior Housing Property shall be bound by the terms, provisions and conditions of this Declaration.

8. Enforcement shall be by action against any parties or persons violating or attempting to violate any covenants. The prevailing party to any action or suit pertaining to or arising out of this Declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of their attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

9. In the event of a violation of this Declaration, in addition to any other remedies available, the Town of Miami Lakes is hereby authorized to withhold any future permits with respect to the Senior Housing Property, and refuse to make any inspections or grant any approval with respect to the Senior Housing Property, until such time as this Declaration is complied with.

10. The provisions of this Declaration shall become effective upon their recordation in the public records of Miami-Dade County, Florida, and shall continue in effect for a period of thirty (30) years after the date of such recordation, after which time it shall be extended automatically for three (3) successive periods of ten (10) years each, unless released in writing by the then owners of the Senior Housing Property and the Town Manager of the Town of Miami Lakes, Florida, upon the demonstration and affirmative finding that the same is no longer necessary to preserve and protect the property for the purposes herein intended. This Declaration shall be recorded in the public records of Miami-Dade County at Graham's expense.

11. This Declaration may be modified, amended, derogated, canceled or terminated by the then owner of the Senior Housing Property and the Town, after public hearing, except to the extent set forth in paragraph 3 above. This Declaration shall be deemed to be a covenant running with title to the Senior Housing Property and binding upon Graham, and its successors and assigns.

IN WITNESS WHEREOF, Graham has executed and delivered this Agreement as of the date first above written, to be effective upon the Ordinance Condition being met.

Witnesses:

_____
Print Name: _____

_____
Print Name:_____

GRAHAM:

THE GRAHAM COMPANIES, a Florida corporation

By: _____
Luis O. Martinez, Sr. Executive Vice President

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this _____ day of _____, 2017 by Luis O. Martinez, as Sr. Executive Vice-President of The Graham Companies, a Florida corporation, on behalf of said corporation. He is personally known to me.

[NOTARIAL SEAL]

_____
Notary Public, State of Florida
Print Name:_____
My Commission No.:_____
My Commission Expires:_____

AGREEMENT REGARDING COMMUNITY CENTER

This AGREEMENT REGARDING COMMUNITY CENTER (" **Agreement**") is made as of this _____ day of _____, 2017 by and between **THE GRAHAM COMPANIES**, a Florida corporation ("**Graham**") in favor of **THE TOWN OF MIAMI LAKES**, a Florida municipal corporation ("**Town**").

R E C I T A L S:

A. Graham is the owner of fee simple title to that certain real property located in The Town of Miami Lakes, Miami-Dade County, Florida described in **Exhibit "A"** attached hereto and by this reference made a part hereof ("**Community Center Site**").

B. Graham and/or entities affiliated with Graham, ("**Graham Affiliates**") intend to develop and operate age restricted "Senior Housing" ("**Senior Housing Development**") on the real property ("**Senior Housing Property**") adjacent to the Community Center Site described in **Exhibit "B"** attached hereto and by this reference made a part hereof ("**Senior Housing Property**").

C. In addition to the Senior Housing Development, Graham or Graham Affiliates intend to enter into a long-term ground lease of certain property adjacent to Community Center Site for the development of a Skilled Nursing Facility and an Assisted Living Facility (or other similar senior oriented facilities) ("**Senior Facilities**") on the real property ("**Ground Lease Property**") described in **Exhibit "C"** attached hereto and by this reference made a part hereof.

D. To address potential impacts related to the Senior Housing Development, Graham desires to (i) build an approximately 6000 square foot shell building ("**Community Center Building**") on the Community Center Site for the Town to be used as a community center and designed for the principal enjoyment of the senior community in the Town ("**Senior Community Center**") and Town residents, and (ii) donate and convey the Community Center Site and the Community Center Building to the Town for the interior completion, ownership, use, and operation by the Town.

E. To address potential impacts related to the Senior Housing Development, the Town desires (i) to accept the donation of the Community Center Site and the Community Center Building, (ii) to complete the interior of the Community Center Building, and (iii) to open and operate the Senior Community Center as a community center for the principal enjoyment of the senior community in the Town and its residents.

F. To permit development of Senior Housing on the Senior Housing Property, pursuant to Section _____ of the Code of the Town ("**Town Code**"), Graham has applied to amend the Official Zoning Map of the Town to change the designation of the Senior Housing Property from _____, _____ District, to _____, _____ District ("**Zoning Change**").

G. If the Zoning Change is granted by appropriate Ordinance of the Town with all appeal periods having expired without appeal, or if an appeal is filed, then upon a final judicial determination approving the Zoning Change, as applicable (hereinafter referred to as the "**Ordinance Condition**"), Graham voluntarily covenants and agrees to build the Community Center Building on the Community Center Site and to donate and convey the Community Center Site and the Community Center Building to the Town for the interior completion, ownership, use, and operation by the Town, subject to, and in accordance with, the provisions of this Agreement.

NOW, THEREFORE, for valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Graham hereby voluntarily covenants and agrees as follows:

1. The foregoing recitals are true and correct and are incorporated herein by reference as if set forth at length.

2. Upon satisfaction of the Ordinance Condition and the Town Conditions (as hereinafter defined), Graham agrees to (i) design and build the Community Center Building generally in accordance with the specifications ("**Specifications**") set forth in in **Exhibit "D"** attached hereto and by this reference made a part hereof, and (ii) donate and convey the Community Center Building and the Community Center Site to the Town upon completion of the Community Center Building. The Community Center Building and the Community Center Site will be conveyed and donated to the Town prior to receipt of a certificate of occupancy for the Senior Housing Development, subject to delays caused by Force Majeure. The term "Force Majeure" as used herein shall include acts of God, strikes or other labor disputes, lockouts or other industrial disturbances, terrorism, wars, blockades, riots, acts of armed forces, epidemics, inability to obtain materials, acts of public authorities, governmental restriction, governmental delay, governmental regulation, governmental control, and fire or other casualty.

3. The Community Center Building and the Senior Center Site will be donated and conveyed using the form of that certain Special Warranty Deed ("**Deed**") attached hereto as **Exhibit "D"** and by this reference made a part hereof. The Community Center Site and the Community Center Building will be donated and conveyed for use as a community center for the Town designed for the principal enjoyment of the senior community in the Town and its residents. To the extent permitted under applicable law, the Senior Community Center must be used principally for the enjoyment of the Town's senior resident population (55 and older). As set forth in the Deed, in the event that the Senior Community Center and the Senior Community Site are not open and operating primarily to serve the Town's senior resident population within eighteen (18) months after the conveyance and donation of the Community Center Building and the Community Center Site to the Town, provided that either (i) the Senior Housing Development is then open and operating on the Senior Housing Property, or (ii) the Senior Facilities are then open and operating on the Ground Lease Property, title to the Senior Community Center and the Community Center Site shall revert to Graham. In addition, after opening of the Senior Community Center, in the event that the Senior Community Center is not open and operating continuously to primarily serve the Town's senior resident population (subject to Force Majeure and with closure as necessary for maintenance, repair and similar items), provided that either (i) the Senior Housing Development is then open and operating on the Senior Housing Property, or (ii) the Senior Facilities are then open and operating on the Ground Lease Property, title to the Senior Community

Center and the Community Center Site shall revert to Graham. Notwithstanding the foregoing, in the event that the Senior Community Center is open and operating eighteen (18) months after the conveyance and donation of the Community Center Building and the Community Center Site to the Town as a senior community center primarily serving the senior resident population of the Town or thereafter, and neither (i) the Senior Housing Development is then open and operating on the Senior Housing Property (subject to Force Majeure and with closure as necessary for maintenance, repair and similar items), nor (ii) the Senior Facilities are then open and operating on the Ground Lease Property (subject to Force Majeure and with closure as necessary for maintenance, repair and similar items), the Town shall then have the right to use the Community Center Site and the Senior Community Center for other municipal purposes. In addition to the Ordinance Condition, the obligation of Graham to construct the Community Center Building and to donate and convey the Community Center Building and the Community Center Site to the Town are subject to satisfaction of the following conditions precedent ("**Town Conditions**"): (i) the issuance of all necessary governmental permits and approvals, and (ii) on or before _____, all applicable approvals have been obtained by the Town to permit the Town to accept, own, complete, and operate the Community Center and the Community Center Site, including funding approval ("**Town Ownership Approvals**").

4. In the event (i) that the Town Ownership Approvals have not been obtained on or before _____, or (i) the Town governmental approvals and permits required to commence construction of the Community Center Building are not obtained within __ months after application by Graham, Graham shall have the right to terminate this Agreement whereupon this Agreement shall no longer be of any further force or effect. Graham agrees to apply for Town governmental approvals for the Community Center Building within ___ ( ) months after receipt of a building permit for the Senior Housing Development.

5. The Community Center Site and the Community Center Building shall be donated and conveyed to the Town on an "as is" basis, except as follows: (i) Graham shall convey fee simple title to the Community Center Site and to the Community Center Building free and clear of liens, including mortgages, (ii) the Community Center Site and the Community Center Building will be conveyed and dedicated in general compliance with the Specifications. Graham will not warrant the construction of the Community Center Building or the improvements on the Community Center Site, although Graham will assign all assignable warranties and guarantees obtained in connection with the development of the Community Center Site and the construction of the Community Center Building, without representation or warranty. The Town will have the right to inspect the Community Center Site and the Community Center Building prior to conveyance and dedication to determine that the building is generally in accordance with the Specifications and whether it will accept title to the Community Center Site and the Community Center Building. In addition to the requirement that the Community Center Site not be used for any purpose other than a community center primarily to serve the Town's senior resident population, a restrictive covenant will be placed on the Community Center Site that the Community Center Site cannot be used as an Assisted Living Facility or a Skilled Nursing Facility.

6. The obligations of Graham set forth herein shall be the personal obligations of Graham and shall not encumber any property of Graham, including the Senior Housing Property and the Ground Lease Property.

7. MISCELLANEOUS TO BE ADDED

IN WITNESS WHEREOF, Graham has executed and delivered this Agreement as of the date first above written, to be effective upon the Ordinance Condition being met.

Witnesses:

_____
Print Name: _____

_____
Print Name: _____

GRAHAM:

THE GRAHAM COMPANIES, a Florida corporation

By: _____
Luis O. Martinez, Sr. Executive Vice President

GRAHAM COMPANIES
6843 Main Street • Miami Lakes, Florida 33014 • 305-821-1130 • www.miamilakes.com

May 22, 2017

Mr. Darby DelSalle
Director of Planning
Town of Miami Lakes
6601 Main Street
Miami Lakes, FL 33014

Re: Letter of Mutual Understanding

Dear Mr. DelSalle:

It is our intent to ensure that the "senior village" is a well-coordinated development whereby all components benefit from being next to each other. To that end, we offer this Letter of Mutual Understanding that confirms the following:

1. Graham Companies ("Graham") and The Town of Miami Lakes ("Town") will work towards a mutually agreeable schedule whereby Graham allows access to the pool, fitness center or other areas of the residential community for participants in senior programs sponsored by Town and supervised by the Town.
2. Miami Jewish Health ("MJH") agrees to provide food services to the Town under mutually agreeable terms and conditions where commercially practicable.
3. Town and MJH will coordinate joint events and mobility services under mutually agreeable terms andconditions.
4. Town, MJH and Graham will enter into a mutually agreeable agreement for overflow parking for special events at any of the sites.
5. Town agrees to rent the Community Center to MJH and Graham under mutually agreeable terms and at prevailing rates.

We have reviewed the proposed terms with Miami Jewish Health and confirmed their agreement.

Sincerely,

Luis O. Martinez
Senior Executive Vice President

MIAMI LAKES
Growing Beautifully

VIA EMAIL
stu.wyllie@grahamcos.com

February 17, 2017

Mr. Stu Wyllie
Registered Agent
The Graham Companies
6843 Main Street
Miami Lakes, FL 33014

Re: Extension of Vested Rights Order

Dear Mr. Wyllie:

We have received Ms. Barsh's letters of February 6, 2017, February 9, 2017, and February 15, 2017, and have reviewed them with our land use attorney. The Town confirms that the expiration date of the Miami-Dade County Vested Rights Order is extended on the basis of the emergency Executive Order Nos. 16-149, 16-193, 16-233, 16- 288 and 17-43, for the Zika virus emergency. Pursuant to Section 252.363(1)(a), Florida Statutes, this tolls the time of the Vested Rights Order expiration date for 292 days and 6 months. Your letters were received within the 90 day period required under Section 252.363(1)(b). We confirm that the expiration date is now September 15, 2018. If another executive order is issued, consistent with the statute we will consider another extension.

Sincerely,

Alex Rey
Town Manager

Cc: Andrea Agha, Assistant Town Manager
Raul Gastesi, Esq., Town Attorney
Nancy Stroud, Esq., Town Land Use Attorney
Gina Inguanzu, Town Clerk
Eliezer Palacio, Town Building Official
Darby DelSalle, Town Planning Director
Kerri L. Barsh, Esq., Greenberg Traurig, P.A. for The Graham Companies
Luis Martinez, The Graham Companies

April 7, 2017

Darby Delsalle
Director of Planning and Zoning
Town of Miami Lakes
6601 Main Street
Miami Lakes, FL 33014

RE: TRAFFIC STUDY REVIEW –
BOB GRAHAM OFFICE BUILDING/TGC LAKESIDE SOUTH

Dear Mr. Delsalle:

At the request of the Town of Miami Lakes, Marlin Engineering, Inc. has reviewed the traffic study for the development of parcels known as the Bob Graham Building/Parcel A, Governors Square Senior Community/Parcel B and TGC Lakeside South/Parcel C.

PROJECT INFORMATION

The Traffic Impact Study was prepared by Cathy Sweetapple & Associates to evaluate the transportation impacts of previously vested office, residential and industrial development planned for location on three vacant platted parcels located generally west of SR 826 and south of NW 154 Street, referred to as Parcel A, Parcel B an Parcel C in the report, within the Town of Miami Lakes, Florida. Ultimately, the site is land locked and access can only be obtained through NW 154 Street on the north via, NW 79 Court and NW 82 Avenue or through NW 87 Avenue to the south by crossing I-75 from Hialeah, FL.

Parcel A is known as the “Bob Graham Building” which is located adjacent to and west of Oak Lane/Commerce Way and which is entitled for 28,903 square feet of office space pursuant to the approved Tentative Plat (T-23874). Access to Parcel A will be provided via driveway connections along Governors Square Boulevard and Oak Lane/Commerce Way.

Parcel B is known as “Governors Square Senior Community” which is located adjacent to and west of Commerce Way and which is entitled for 220 Multi-family Age Restricted Senior Apartments, an Assisted Living Facility with 100 beds, a Skilled Nursing Facility with 80 beds and an ancillary Senior Community Center pursuant to the approved Tentative Plat (T-23877). Access to Parcel B will be provided via a single driveway connection along Oak Lane/Commerce Way.

Parcel C is known as “TGC Lakeside South” which is located on the SW corner of Commerce Way and NW 82 Avenue, and which is entitled for 10,000 square feet of office space and 65,420 square feet of warehouse space pursuant to the approved Tentative Plat (T-23876). Access to Parcel C will be provided via driveway connections along NW 82 Avenue and Commerce Way.

The following comments are provided for informational purposes only in relation to the proposed site development:

TRAFFIC IMPACT ANALYSIS COMMENTS:

1. The study utilizes an infrastructure analysis for the year 2020. However, the build-out year for each of parcels is not documented in the report.
2. Trip Generation Analysis: Spot check revealed that some of the calculations are rounded down.

3. Funded Roadway Improvements: Roadway improvements listed in the study are based on more of a regional impact and may not directly reflect improvements in operations of the trips generated by these separate parcels.
4. Site Access and the Adjacent Roadway Network: The study references the NW 69 Court at Oak Lane as a studied intersection. Please correct NW 69 Court to NW 79 Court.
5. Site Access and the Adjacent Roadway Network: The study analyzes four (4) intersection locations that are immediately adjacent to the project parcels.
    a. Oak Lane at NW 79 Court
    b. Commerce Way at NW 148 Street
    c. Commerce Way at NW 146 Street
    d. Commerce Way at NW 82 Avenue
6. Project Trip Assignment: Trip were assigned in accordance to a distribution calculated by TAZ 22 and TAZ 23.
7. Project Trip Distribution: The study utilized TAZ 22 and 23 to obtain an average distribution for the project trips.
8. Capacity Analysis: Intersection and link capacity analysis was completed at count stations near the proposed site and at each of the four (4) studied locations (listed below).
    a. Oak Lane at NW 79 Court
    b. Commerce Way at NW 148 Street
    c. Commerce Way at NW 146 Street
    d. Commerce Way at NW 82 Avenue

    The results of the analysis demonstrate that the analysis meet the adopted level of service standards in the study area.
9. Growth Rate Trends: Table states that growth rate was developed from 3 years of data, however the table appears to utilize 4 years.

Marlin Engineering reserves the right to provide further comment on all future analysis. If you have any questions or concerns, please feel free to contact me at 305-477-7575.

Very truly yours,

MARLIN ENGINEERING, INC.

James E. Spinks III, PE, PTOE
Sr. Vice President
Planning Manager for South Florida

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

LETTER OF TRANSMITTAL

Date: April 11, 2017

To: Darby DelSalle, Planning Director
Susana Alonso, Senior Planner
Planning, Zoning & Code Compliance Department

RE: Traffic Impact Study:
Bob Graham Building - Governors Square Senior Community – TGC Lakeside South

3 Hard Copies delivered on 4-6-2017
Electronic Copies Sent by We File Transfer – 4-6-2017

3 CD's delivered on 4-11-2017 with the following Updates and Revised Pages:

Revised Table of Contents
Revised Page 3 – changed Age Restriction on Apts from 55+ to 62+
Revised Page 11 – corrected typo from 69 Court to 79 Court
Revised Page 29 – corrected typo from 69 Court to 79 Court
Revised Page 30 – Updated and Corrected Table 7A – Summary of the Intersection LOS and Delay
Revised Page 31 – Updated and Corrected Table 7B – Summary of the Intersection LOS and Delay

Please do not hesitate to contact me if you have any questions or concerns with the information provided.

Sincerely,

Cathy Sweetapple, AICP
Cathy Sweetapple & Associates
101 North Gordon Road
Fort Lauderdale, Florida 33301
954-463-8878 office
954-649-8942 cell

CC:

Luis Martinez, The Graham Companies
Steve Williams, The Graham Companies

Bob Graham Building – Governors Square Senior Community
TGC Lakeside South - Traffic Impact Study
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Proposed Development Program

The three collective development sites are approved by plat for the development program outlined in **Table 1A** below.

Table 1A – Summary of Uses Proposed

Development Site	Use	ITE LUC	Scale
Bob Graham Building	Office	82,903 SF	ITE LUC 710
Senior Community	62+ Senior Apartments	220 DU	ITE LUC 252
Senior Community	Assisted Living	100 Beds	ITE LUC 254
Senior Community	Skilled Nursing	80 Beds	ITE LUC 254
Senior Community	Senior Community Center	6,000 SF	ITE LUC 495
TCG Lakeside South	Office	10,000 SF	ITE LUC 710
TCG Lakeside South	Warehouse	65,420 SF	ITE LUC 150

Trip Generation Analysis

A detailed trip generation analysis has been prepared for each of the three development sites to quantify the Daily, AM peak hour and PM peak hour trips resulting from the vested office, warehouse and senior dwelling units**.** The trip generation analysis is summarized below in **Table 1B** and is detailed in attached **Tables 2A, 2B and 2C**. **Table 1B** provides the combined trip generation to establish the consolidated AM and PM peak hour trips generated by the three development sites. The trip generation analysis has been prepared to estimate the Daily, AM peak hour and PM peak hour gross trip impact using the rates and equations from ITE Trip Generation, 9th Edition. The analysis uses the fitted curve equations or the average rates as specified by ITE and as outlined in **Table 1C**.

Table 1B – Trip Generation Summary

Building	Use	ITE LUC	Scale	Daily Trips	AM Trips	PM Trips
Bob Graham Building	Office	710	82,903 SF	**1138**	**165.0**	**171.0**
Senior Community	Senior Apts - Age 62+	252	220 DU	**757**	**44**	**54.4**
Senior Community	Assisted Living	254	100 Beds	**293**	**18**	**29.0**
Senior Community	Skilled Nursing	254	80 Beds	**261**	**16**	**23.2**
Senior Community	Senior Community Center	495	6,000 SF	**203**	**12**	**16.0**
TCG Lakeside South	Office	710	10,000 SF	**228**	**30**	**90.0**
TCG Lakeside South	Warehouse	150	65,420 SF	**342**	**65**	**45.0**
				3,222	**350**	**429**

Funded Roadway Improvements in the Project Study Area

See attached **Table 3** for a summary of the funded County, State, MDX and Turnpike roadway projects providing significant capacity improvements to the regional roadway network serving this study area. Improvements include additional travel lanes, managed lanes, expanding lane geometry and new connections on I-75, SR-826, SR 924 and the HEFT as illustrated on **Figures 3A and 3B**. The funded Improvements were obtained from TIP 2017 approved by the MPO Board on May 19, 2016.

Site Access and the Adjacent Roadway Network

Site Access will be provided using project driveways that will connect to Commerce Way and Oak Lane as illustrated in **Figure 1A**. Commerce Way and Oak Lane connect to NW 148 Street, NW 146 Street and NW 82 Avenue providing access and connectivity to NW 77 Court (the Palmetto Frontage Road). The Applicant has studied four intersections that provide access into and out of the study area as outlined below and as depicted on **Figures 2A and 2B**.

1. NW 79 Court at Oak Lane
2. NW 148 Street at Oak Lane
3. NW 146 Street at Commerce Way
4. Commerce Way at NW 82 Avenue

Intersection Analysis Results – See Table 7A and 7B

The results of the intersection analyses are summarized on attached **Tables 7A and 7B** as outlined below. Acceptable levels of service (pursuant to the CDMP) were largely found to be maintained under future traffic conditions with Project for the overall intersection LOS at each of the study intersections after incorporating the **Total New AM** and **Total New PM** peak hour project trips for the 3 proposed development sites. Two movements at two intersections are recommended for further study or improvements as outlined below.

1. NW 79 Court at Oak Lane
    - Study the feasibility of adding a WB Right Turn Lane

2. NW 148 Street at Oak Lane
    - Study the feasibility of changing the WB Lane Geometry
    - From – 1 Shared WB Lane (for WBL and WBR)
    - To - 1 Lane for WBL and Thru and 1 Lane for WBR

3. NW 146 Street at Commerce Way – No Improvements Needed
4. Commerce Way at NW 82 Avenue – No Improvements Needed

Table 7A - Summary of the Intersection LOS and Delay by Direction							
NW 79 Court at Oak Lane		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	Direction	AM Delay	AM LOS	AM Delay	AM LOS	AM Delay	AM LOS
1L, 1T	Eastbound	**1.8**	**A**	**1.8**	**A**	**1.8**	**A**
1TR	Westbound			**21.7**	**C**		
N/A	Northbound						
1L, 1R	Southbound	**20.2**	**C**			**31.7**	**D**
	Overall LOS	**9.0**	**A**	**9.7**	**A**	**14.5**	**B**
NW 79 Court at Oak Lane		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	Direction	PM Delay	PM LOS	PM Delay	PM LOS	PM Delay	PM LOS
1L, 1T	Eastbound	**5.8**	**A**	**6.0**	**A**	**6.4**	**A**
1TR	Westbound						
N/A	Northbound						
1L, 1R	Southbound	**24.8**	**C**	**27.0**	**D**	**50.2**	**F**
	Southbound	**24.8**	**C**	**27.0**	**D**	**16.0**	**LOS C w/ IMP**
	Overall LOS	**5.3**	**A**	**5.7**	**A**	**9.9**	**A**
NW 148 St at Oak Lane		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	Direction	AM Delay	AM LOS	AM Delay	AM LOS	AM Delay	AM LOS
1LTR	Eastbound						
1LTR	Westbound	14.0	B	14.3	B	23.9	C
Center LTL, 1TR	Northbound						
Center LTL, 1TR	Southbound	1.9	A	1.9	A	1.8	A
	Overall LOS	**1.1**	**A**	**1.1**	**A**	**2.9**	**A**
NW 148 St at Oak Lane		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	Direction	PM Delay	PM LOS	PM Delay	PM LOS	PM Delay	PM LOS
1LTR	Eastbound	20.2	C	21.4	C		**A**
1LTR	Westbound	20.2	C	21.4	C	**78.0**	**F**
1LT, 1R	Westbound					**22.8**	**LOS C w/ IMP**
Center LTL, 1TR	Northbound						
Center LTL, 1TR	Southbound	0.6	A	0.6	A	0.5	A
	Overall LOS	**5.4**	**A**	**5.7**	**A**	**22.2**	**C**
Cathy Sweetapple & Associates							**4/10/2017**

Table 7A - Summary of Results
for 1/2 of the Intersection Analyses
Bob Graham-Senior Community-TGC Lakeside South

Table 7B - Summary of the Intersection LOS and Delay by Direction							
NW 146 St at Commerce Way		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	Direction	AM Delay	AM LOS	AM Delay	AM LOS	AM Delay	AM LOS
1LR	Eastbound						
N/A	Westbound	**15.0**	**C**	**15.3**	**C**	**17.4**	**C**
1TR	Northbound						
1L, 1T	Southbound	**0.5**	**A**	**0.5**	**A**	**1.5**	**A**
	Overall LOS	**0.9**	**A**	**0.9**	**A**	**1.7**	**A**
NW 146 St at Commerce Way		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	Direction	PM Delay	PM LOS	PM Delay	PM LOS	PM Delay	PM LOS
1LR	Eastbound						
N/A	Westbound	**15.1**	**C**	**15.5**	**C**	**19.9**	**C**
1TR	Northbound						
1L, 1T	Southbound	**0.1**	**A**	**0.1**	**A**	**0.8**	**A**
	Overall LOS	**1.9**	**A**	**2.0**	**A**	**3.3**	**A**
NW 82 Ave at Commerce Way		2017 Existing		2020 without Project		2020 with Project	
Lane Geometry	Direction	AM Delay	AM LOS	AM Delay	AM LOS	AM Delay	AM LOS
1T,1R	Eastbound						
1L,1T	Westbound	**0.8**	**A**	**0.8**	**A**	**1.8**	**A**
1L, 1R	Northbound	**16.5**	**C**	**16.9**	**C**	**26.3**	**D**
N/A	Southbound						
	Overall LOS	**0.3**	**A**	**0.3**	**A**	**1.6**	**A**
NW 82 Ave at Commerce Way		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	Direction	PM Delay	PM LOS	PM Delay	PM LOS	PM Delay	PM LOS
1T,1R	Eastbound						
1L,1T	Westbound	**0.3**	**A**	**0.3**	**A**	**0.4**	**A**
1L, 1R	Northbound	**21.1**	**C**	**22.4**	**C**	**30.6**	**D**
	Southbound						
	Overall LOS	**4.3**	**A**	**4.6**	**A**	**6.2**	**A**
Cathy Sweetapple & Associates							**4/10/2017**

Table 7B - Summary of Results
for 1/2 of the Intersection Analyses

Traffic Impact Study

Bob Graham Office Bldg
Governors Square Senior Community
TGC Lakeside South

Prepared for:
The Graham Companies

Lisa S. Bernstein, P.E.
Florida Registration Number 54770 4/5/17

Cathy Sweetapple & Associates
Transportation and Mobility Planning

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Bob Graham Building – Governors Square Senior Community
TGC Lakeside South - Traffic Impact Study
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Bob Graham Building – Governors Square Senior Community
TGC Lakeside South - Traffic Impact Study

Introduction

This Traffic Impact Study has been prepared on behalf of **The Graham Companies** to evaluate the transportation impacts of previously vested office, residential and industrial development planned for location on three vacant platted parcels located generally west of SR 826 and south of NW 154 Street as illustrated on **Figure 1A** and as listed and described below.

Parcel A is known as the "Bob Graham Building" which is located adjacent to and west of Oak Lane/Commerce Way and which is entitled for 28,903 square feet of office space pursuant to the approved Tentative Plat (T-23874).

Parcel B is known as "Governors Square Senior Community" which is located adjacent to and west of Commerce Way and which is entitled for 220 Multi-family Age Restricted Senior Apartments, an Assisted Living Facility with 100 beds, a Skilled Nursing Facility with 80 beds and an ancillary Senior Community Center pursuant to the approved Tentative Plat (T-23877).

Parcel C is known as "TGC Lakeside South" which is located on the SW corner of Commerce Way and NW 82 Avenue, and which is entitled for 10,000 square feet of office space and 65,420 square feet of warehouse space pursuant to the approved Tentative Plat (T-23876). Copies of each of the three Tentative Plats are included in **Attachment 1**. Copies of the site plans for Parcels A, B and C are attached herein to understand the orientation of each of the development sites.

This Traffic Impact Study has been prepared to examine the transportation impacts resulting from the proposed plans of development by evaluating the adequacy of study area intersections which provide access to the development sites and the adequacy of the adjacent and surrounding roadway network to maintain acceptable levels of service.

A – Bob Graham Building – 82,903 SF Office
B - Governor's Square Senior Community – 220 Senior Apts – 100 Beds Assisted Living – 80 Beds – Skilled Nursing – 6000 SF Community Center
C – TGC Lakeside South - 10,000 SF – Office - 65,420 SF Warehouse

Figure 1A
Location Map

Proposed Development Program

The three collective development sites are approved by plat for the development program outlined in **Table 1A** below.

Table 1A – Summary of Uses Proposed

Development Site	Use	ITE LUC	Scale
Bob Graham Building	Office	82,903 SF	ITE LUC 710
Senior Community	55+ Senior Apartments	220 DU	ITE LUC 252
Senior Community	Assisted Living	100 Beds	ITE LUC 254
Senior Community	Skilled Nursing	80 Beds	ITE LUC 254
Senior Community	Senior Community Center	6,000 SF	ITE LUC 495
TCG Lakeside South	Office	10,000 SF	ITE LUC 710
TCG Lakeside South	Warehouse	65,420 SF	ITE LUC 150

Trip Generation Analysis

A detailed trip generation analysis has been prepared for each of the three development sites to quantify the Daily, AM peak hour and PM peak hour trips resulting from the vested office, warehouse and senior dwelling units**.** The trip generation analysis is summarized below in **Table 1B** and is detailed in attached **Tables 2A, 2B and 2C**. **Table 1B** provides the combined trip generation to establish the consolidated AM and PM peak hour trips generated by the three development sites. The trip generation analysis has been prepared to estimate the Daily, AM peak hour and PM peak hour gross trip impact using the rates and equations from ITE Trip Generation, 9th Edition. The analysis uses the fitted curve equations or the average rates as specified by ITE and as outlined in **Table 1C**.

Table 1B – Trip Generation Summary

Building	Use	ITE LUC	Scale	Daily Trips	AM Trips	PM Trips
Bob Graham Building	Office	710	82,903 SF	**1138**	**165.0**	**171.0**
Senior Community	Senior Apts - Age 55+	252	220 DU	**757**	**44**	**54.4**
Senior Community	Assisted Living	254	100 Beds	**293**	**18**	**29.0**
Senior Community	Skilled Nursing	254	80 Beds	**261**	**16**	**23.2**
Senior Community	Senior Community Center	495	6,000 SF	**203**	**12**	**16.0**
TCG Lakeside South	Office	710	10,000 SF	**228**	**30**	**90.0**
TCG Lakeside South	Warehouse	150	65,420 SF	**342**	**65**	**45.0**
				3,222	**350**	**429**

ITE Land Use Codes for the Uses Proposed

A detailed trip generation analysis has been prepared in attached **Tables 2A, 2B and 2C** to estimate the gross Daily, AM peak hour and PM peak hour trip impact for the uses proposed using the rates and equations (where appropriate) from ITE Trip Generation, 9th Edition. See **Table 1C** below to justify the appropriate use of the trip generation rates or equations.

Table 1C

1. **ITE LUC 710** has been used to establish trip generation for the **Office Use.**
2. **ITE LUC 710 - Daily –** A fitted curve equation is provided with more than 20 data points.
3. **ITE LUC 710 - AM Peak Hour –** A fitted curve equation is provided with more than 20 data points.
4. **ITE LUC 710 - PM Peak Hour -** A fitted curve equation is provided with more than 20 data points.

5. **ITE LUC 150** has been used to establish trip generation for the **Warehouse Use.**
6. **ITE LUC 150 - Daily –** A fitted curve equation is provided with 18 data points. The fitted curve has an R^2 of 0.77 and the weighted standard deviation is more than 55% of the weighted average rate [3.14/3.56=0.88]
7. **ITE LUC 150 - AM Peak Hour –** A fitted curve equation is provided with more than 20 data points.
8. **ITE LUC 150 - PM Peak Hour -** A fitted curve equation is provided with more than 20 data points.

9. **ITE LUC 252** has been used to establish trip generation for the **Senior Adult Housing**
10. **ITE LUC 252 - Daily -** The daily average rate is used since the LUC is based on 5 studies and the weighted standard deviation for the average rate is less than 55% of the weighted average rate [0.67/3.44=0.19].
11. **ITE LUC 252 - AM Peak Hour –** A fitted curve equation is provided with an R^2 of 0.98 and 10 data points which fall within the data cluster.
12. **ITE LUC 252 - PM Peak Hour –** A fitted curve equation is provided with an R^2 of 0.96 and 10 data points which fall within the data cluster.

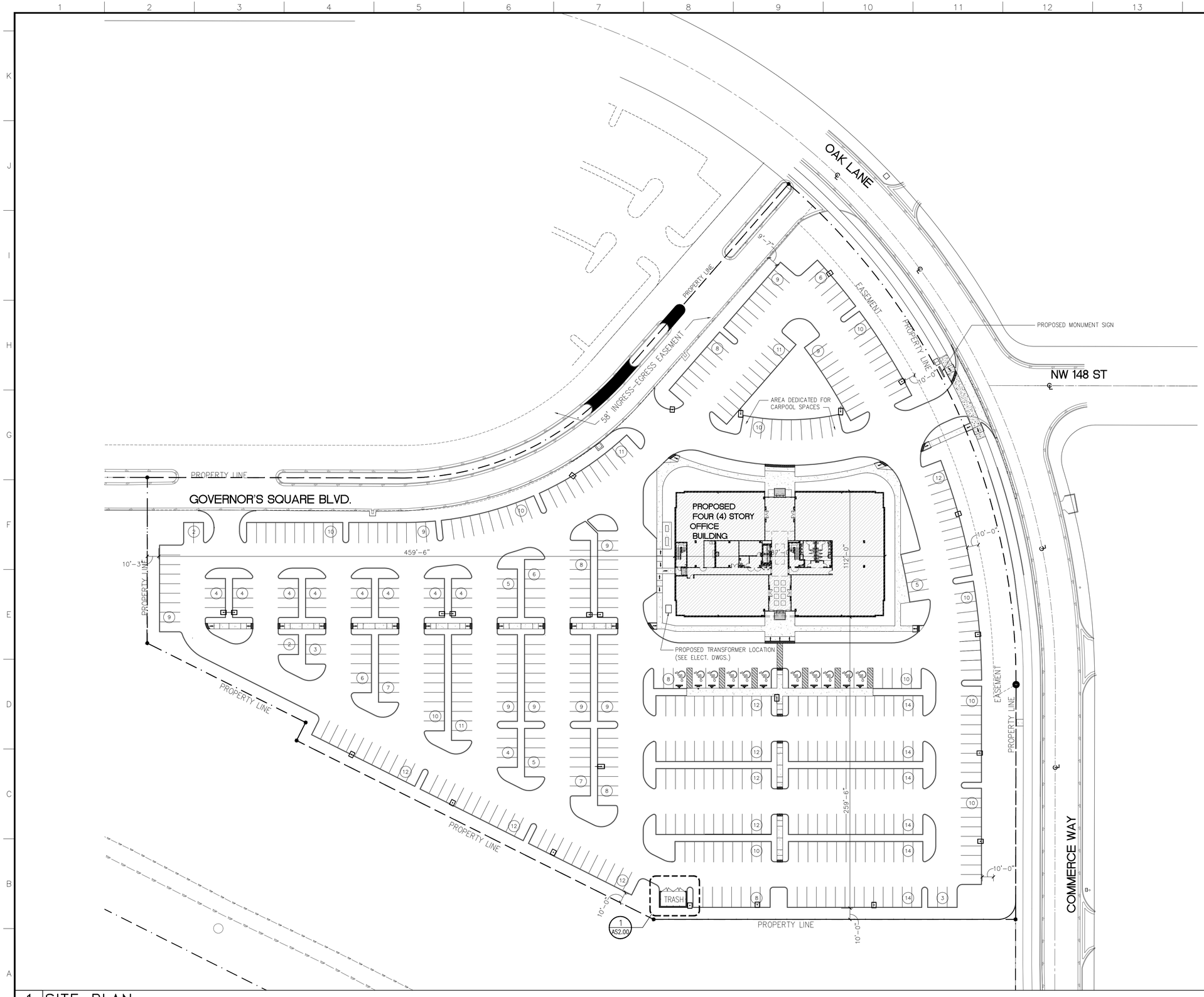
13. **ITE LUC 254** has been used to establish trip generation for the **Assisted Living and Skilled Nursing Care.**
14. **ITE LUC 254 - Daily -** A fitted curve equation is provided with more than 15 data points which fall within the data cluster.
15. **ITE LUC 254 - AM Peak Hour –** The Average Rate is used since there is no fitted curve equation.
16. **ITE LUC 254 - PM Peak Hour –** The Average Rate is used since there is no fitted curve equation.

Table 2A - Bob Graham Building									
LAND USE	**UNITS**		**ITE LUC**	**ITE 9TH EDITION**	**TOTAL TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
OFFICE - DAILY TRIPS	**82,903**	SQ. FT.	710	Ln (T) = 0.76 Ln (X) + 3.68	**1,138**	50%	569	50%	569
OFFICE - AM PEAK HOUR TRIPS	**82,903**	SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.57	**165**	88%	145	12%	20
OFFICE - PM PEAK HOUR TRIPS	**82,903**	SQ. FT.	710	(T) = 1.12 (X) + 78.45	**171**	17%	29	83%	142
Cathy Sweetapple & Associates									**03/31/17**

Table 2B - Governor's Square Senior Community

LAND USE	UNITS		ITE LUC	ITE 9TH EDITION	DAILY TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
SENIOR ADULT HOUSING	220	DU	252	T = 3.44 (X)	**757**	50%	378	50%	379
ASSISTED LIVING	100	BEDS	254	T = 1.61 (X) + 132.16	**293**	50%	147	50%	146
SKILLED NURSING	80	BEDS	254	T = 1.61 (X) + 132.16	**261**	50%	130	50%	131
SENIOR COMMUNITY CENTER	6,000	SF GLA	495	T = 33.82 (X)	**203**	50%	101	50%	102
GROSS DAILY DRIVEWAY TRIPS					**1,514**	50%	**756**	50%	**758**
LAND USE	**UNITS**		**ITE LUC**	**ITE 9TH EDITION**	**AM TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
SENIOR ADULT HOUSING	220	DU	252	T = 0.20 (X) - 0.13	**44**	34%	15	66%	29
ASSISTED LIVING	100	BEDS	254	T = 0.18 (X)	**18**	68%	12	32%	6
SKILLED NURSING	80	BEDS	254	T = 0.18 (X)	**16**	34%	5	66%	11
SENIOR COMMUNITY CENTER	6,000	SF GLA	495	T = 2.05 (X)	**12**	66%	8	34%	4
GROSS AM PEAK HOUR DRIVEWAY TRIPS					**90**	44%	**40**	56%	**50**
LAND USE	**UNITS**		**ITE LUC**	**ITE 9TH EDITION**	**PM TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
SENIOR ADULT HOUSING	220	DU	252	T = 0.24 (X) + 1.64	**54**	54%	29	46%	25
ASSISTED LIVING	100	BEDS	254	T = 0.29 (X)	**29**	50%	15	50%	14
SKILLED NURSING	80	BEDS	254	T = 0.29 (X)	**23**	50%	12	50%	11
SENIOR COMMUNITY CENTER	6,000	SF GLA	495	T = 2.74 (X)	**16**	49%	8	51%	8
GROSS DRIVEWAY TRIPS					**123**	52%	**64**	48%	**59**
Cathy Sweetapple & Associates									**04/01/17**

Table 2C - TGC Lakeside South									
LAND USE	**UNITS**		**ITE LUC**	**ITE 9TH EDITION**	**DAILY TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
OFFICE	10,000	SQ. FT.	710	Ln (T) = 0.76 Ln (X) + 3.68	228	50%	114	50%	114
WAREHOUSE	65,420	SQ. FT.	150	Ln (T) = 0.86 Ln (X) + 2.24	342	50%	171	50%	171
GROSS DAILY DRIVEWAY TRIPS					**570**	50%	**285**	50%	**285**
LAND USE	**UNITS**		**ITE LUC**	**ITE 9TH EDITION**	**AM TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
OFFICE	10,000	SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.57	30	88%	26	12%	4
WAREHOUSE	65,420	SQ. FT.	150	Ln (T) = 0.55 Ln (X) + 1.88	65	79%	51	21%	14
GROSS AM PEAK HOUR DRIVEWAY TRIPS					**95**	81%	**77**	19%	**18**
LAND USE	**UNITS**		**ITE LUC**	**ITE 9TH EDITION**	**PM TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
OFFICE	10,000	SQ. FT.	710	(T) = 1.12 (X) + 78.45	90	17%	15	83%	75
WAREHOUSE	65,420	SQ. FT.	150	Ln (T) = 0.64 Ln (X) + 1.14	45	25%	11	75%	34
GROSS PM PEAK HOUR DRIVEWAY TRIPS					**135**	19%	**26**	81%	**109**
Cathy Sweetapple & Associates									**04/01/17**



1 SITE PLAN

AS1.00 SCALE: 1"=40'-0"

SITE PLAN NOTES

1. SITE PLAN FOR REFERENCE ONLY, SEE CIVIL PLANS FOR DETAILED SITE INFORMATION
2. COORDINATE WITH LANDSCAPE PLANS FOR LANDSCAPE AND HARDSCAPE DETAILS
3. COORDINATE WITH CIVIL AND MEP PLANS FOR SYSTEMS LOCATIONS AND DETAILS
4. COORDINATE WITH ARCHITECTURAL SPECIFICATIONS FOR ADDITIONAL SITE INFORMATION
5. COORDINATE WITH STRUCTURAL PLANS FOR FOUNDATIONS AND ADDITIONAL INFORMATION
6. SEE ARCHITECTURAL PLANS FOR ADDITIONAL BUILDING INFORMATION
7. COMPLY WITH SITE PLAN APPROVAL PACKAGE

SITE PLAN DATA

ZONING	IU-C	
PROPOSED USE	OFFICE	
SITE AREA	6.60 ACRES	287,671.00 S.F.
BUILDING AREA	GROSS AREA	NET AREA
FIRST FLOOR	20,427.45	19,645.54
SECOND FLOOR	20,628.71	18,989.34
THRID FLOOR	20,623.71	19,812.41
FOURTH FLOOR	20,611.34	19,800.04
TOTAL AREA	82,286.21	78,247.33

LOT COVERAGE	MAXIMUM		PROPOSED	
	%	(S.F.)	%	(S.F.)
			7%	20,427.45

OPEN SPACE	MINIMUM		PROPOSED	
	%	(S.F.)	%	(S.F.)
	20%	57,534	21.66%	62,301

BUILDING HEIGHT	MAX. ALLOWABLE	PROVIDED
	63'-0"	58'-5"

PARKING CALCULATIONS

	REQUIRED		PROVIDED	
STANDARD	1/300 =	275	STANDARD	516
ADA COMPLIANT	2%	11	ADA	11
TOTAL			6.2 PER 1000	527
Bicycle Parking		16		16

PLAN NORTH

ISSUE FOR PERMIT DOCUMENTS 12/12/2016

RLC Architects
14 SE 4th Street, Boca Raton, FL 33432
tel 561.395.1555 fax 561.395.0007
Web www.rlcarchitects.com

BRUCE W. RETZSCH, AIA

REVISIONS

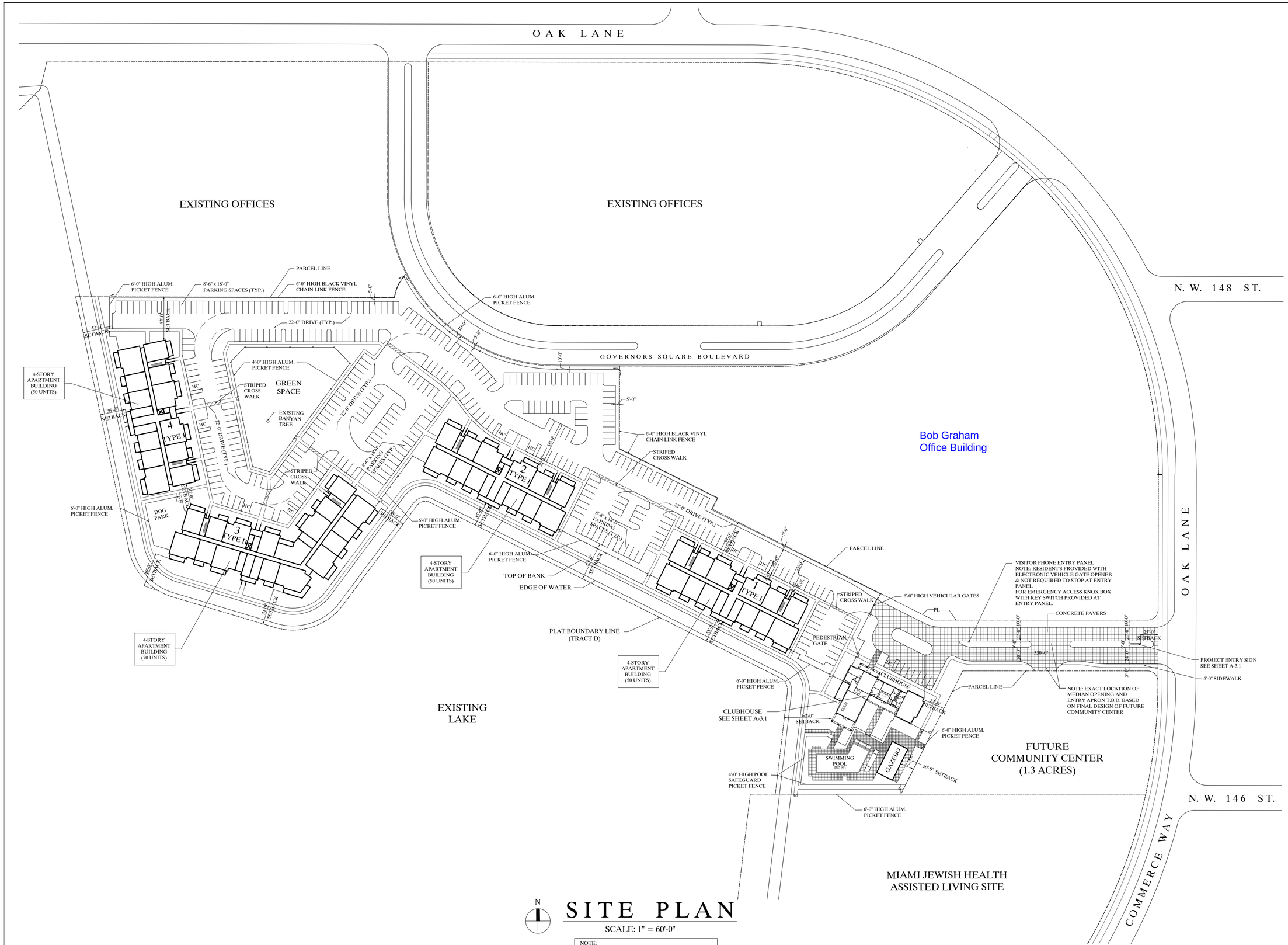
BOB GRAHAM OFFICE BUILDING
14800 OAK LANE
MIAMI LAKES, FLORIDA 33016

Drawing Title
SITE PLAN

Scale	AS NOTED
Project No.	16053.01
Date	12/12/2016

Principal:	BR
Project Director:	MB
Project Manager:	AB
Drafted by:	RLC
Checked by:	AB

Sheet No.
AS1.00



SITE PLAN

SCALE: 1" = 60'-0"

NOTE:
FOR ALL SITE GEOMETRY AT PARKING LOTS & DRIVEWAYS, SEE CIVIL DRAWINGS SHEET SP-1

SITE PLAN APPROVAL

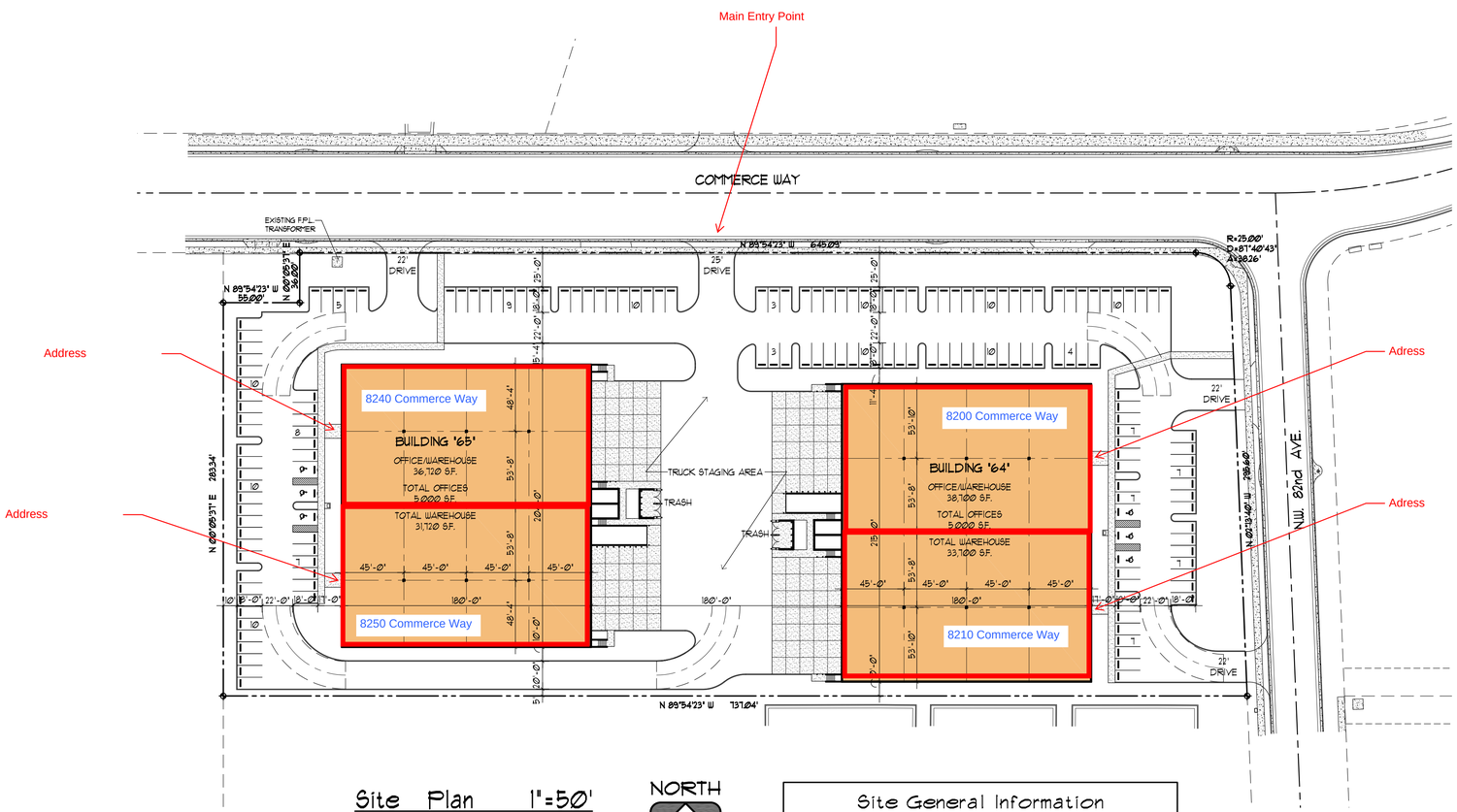
THE RESIDENCES AT
GOVERNORS SQUARE

MIAMI LAKES, FLORIDA

THE GRAHAM COMPANIES

ROGER FRY & ASSOCIATES ARCHITECTS, P.A.
AA 26000598
ROGER FRY, ARCHITECT
AR 7534
2791 BIRD AVENUE
COCONUT GROVE, FL. 33133
TEL. 305-446-7787
rfry@rogerfry.com

DATE	SHEET NUMBER
12/12/2016	A-0.2



Site Plan 1"=50'

NORTH

Site General Information

ZONING	IU-C
LAND AREA	231,198 S.F. 5.30 ACRES
BUILDING AREA	
OFFICES	10,000 S.F.
WAREHOUSE	65,420 S.F.
TOTAL BUILDING AREA (32.62%)	75,420 S.F.
PARKING REQUIREMENTS	
BUILDING '64'	
OFFICE AREA (5,000 S.F. @ 1 SPACE/300 SF.)	17 SPACES
WAREHOUSE AREA (33,700 S.F. @ 1/1000 SF. UP TO 10,000 S.F. AND 1/2000 SF. THEREAFTER)	22 SPACES
TOTAL REQUIRED	39 SPACES
TOTAL PROVIDED	99 SPACES
BUILDING '65'	
OFFICE AREA (5,000 S.F. @ 1 SPACE/300 SF.)	17 SPACES
WAREHOUSE AREA (31,720 S.F. @ 1/1000 SF. UP TO 10,000 S.F. AND 1/2000 SF. THEREAFTER)	21 SPACES
TOTAL REQUIRED	38 SPACES
TOTAL PROVIDED	72 SPACES
TOTAL PARKING REQUIRED (BOTH BLDGS)	77 SPACES
TOTAL PARKING PROVIDED (BOTH BLDGS)	164 SPACES
LANDSCAPE/OPEN SPACE REQ. (20% + 10 SF./P.S.)	47,880 S.F.
LANDSCAPE/OPEN SPACE PROV. (20.63%)	50,386 S.F.

Architecture
Planning &
Urban Design
Space Planning
Interior Design
Corp. Lic. # AA-C001984

Rodriguez Pereira Architects, Inc.
8000 NW 7th. Street - Suite 103 - Miami, Fl. 33126
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WWW.RODRIGUEZPEREIRA.COM

OFFICE/WAREHOUSE FACILITY FOR:
BLDG 64 & 65
THE GRAHAM COMPANIES
NW 82nd AVENUE & COMMERCE WAY
TOWN OF MIAMI LAKES, FLORIDA.
Owner: THE GRAHAM COMPANIES
6843 MAIN STREET MIAMI LAKES, FLORIDA
PHONE : (305) 821-1130

REVISIONS	BY

NOT VALID FOR CONSTRUCTION UNLESS SIGNED & SEAL IN THIS BOX & ALL BUILDING DEPARTMENT APPROVALS ARE OBTAINED AND COMMENTS INCORPORATED INTO THESE DWGS.

Date	08-26-16
Scale	
Drawn	
Job	
Sheet	A-1
Of	Sheets

Funded Roadway Improvements in the Project Study Area

See attached **Table 3** for a summary of the funded County, State, MDX and Turnpike roadway projects providing significant capacity improvements to the regional roadway network serving this study area. Improvements include additional travel lanes, managed lanes, expanding lane geometry and new connections on I-75, SR-826, SR 924 and the HEFT as illustrated on **Figures 3A and 3B**. The funded Improvements were obtained from TIP 2017 approved by the MPO Board on May 19, 2016.

Site Access and the Adjacent Roadway Network

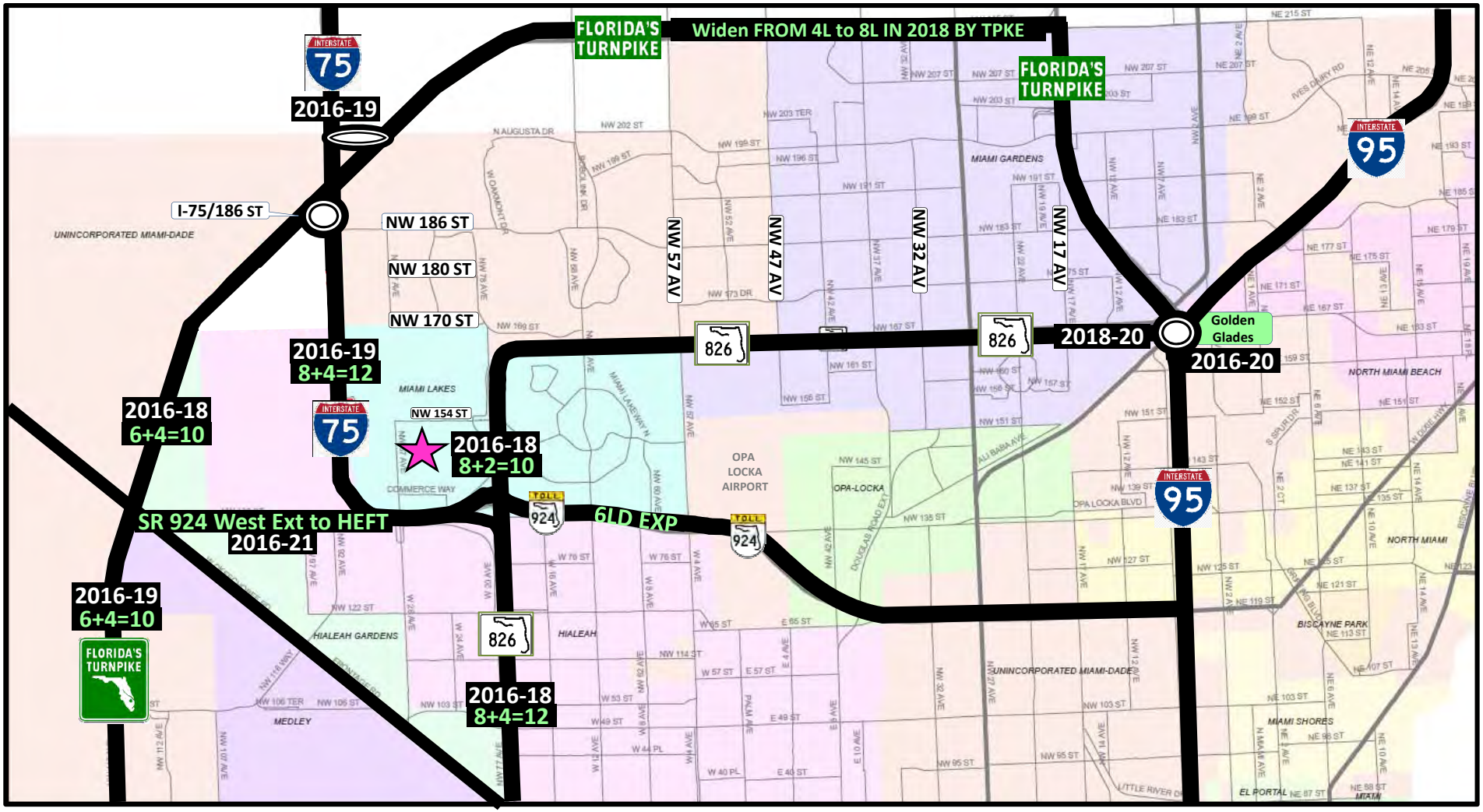
Site Access will be provided using project driveways that will connect to Commerce Way and Oak Lane as illustrated in **Figure 1A**. Commerce Way and Oak Lane connect to NW 148 Street, NW 146 Street and NW 82 Avenue providing access and connectivity to NW 77 Court (the Palmetto Frontage Road). The Applicant has studied four intersections that provide access into and out of the study area as outlined below and as depicted on **Figures 2A and 2B**.

1. NW 69 Court at Oak Lane
2. NW 148 Street at Oak Lane
3. NW 146 Street at Commerce Way
4. Commerce Way at NW 82 Avenue

TABLE 3 - Funded Roadway Improvements in the Study Area

TIP Project and Page No	TIP No.	Roadway	Limits - From	Limits - To	Status	Improvement	Timeframe
FDOT District 4	DT4326871	Interstate 75	I-595	NW 170 Street	Under CST	Add Managed Lanes from 8 to 12 Lanes	2016-2018
4326871 - A1-456	DT4326871	Interstate 75	NW 170 Street	Palmetto Expwy/SR 826	Under CST	Add Managed Lanes from 8 to 12 Lanes	2016-2018
4326871 - A1-456	DT4326871	Palmetto Expwy/SR 826	NW 154 Street	West Flagler Street	Under CST	Add 2 to 4 Managed Lanes to SR-826	2016-2018
TP4355421- A2-22	TP4355421	HEFT	NW 106 Street	I-75	Under CST	Widen - 6L to 10L w Express Lanes	2016-2018
TP4355431 - A2-24	TP4355431	HEFT	SR 836 - Dolphin	NW 106 Street	Under CST	Widen - 6L to 10L w Express Lanes	2016-2019
TP41505414 - A2-6	TP41505414	HEFT	SR Bird Road	SR 836 - Dolphin	Under CST	Widen - 6L to 10L w Express Lanes	2017-2018
438864-1-22-01	438864-1-22-01	NW 186 Street	Interstate-75	NW 57 Avenue	Underway	Corridor Planning Study by FDOT	2017-2018
XA92404 - A3-5	XA92404	SR 924-Gratigny	HEFT	SR-826 / I-75	PD&E Study	Gratigny West Extension to HEFT	2016-2017
PW0000110 - A5-50	PW0000110	NW 97 Avenue	NW 138 Street	NW 154 St	Construction	New 4 lane divided roadway	Completed
PW000961 - A5-50	PW000961	NW 97 Avenue	NW 154 Street	NW 170 Street	Construction	New 2L ; Add 2L to Create 4LD	2017-2019
PW000962 - A5-51	PW000962	NW 107 Avenue	NW 138 Street	NW 170 Street	Construction	New 5 lanes	2017-2021
PW000782 - A5-123	PW000782	W 24 Avenue	West 60 Street	West 76 Street	Construction	Widen from 2 to 3 lanes	2017-2018
PW000783 -A5-123	PW000783	W 76 Street	West 36 Ave	Hialeah Gardens Blvd	Construction	Widen from 2 to 3 lanes	2017-2021
PW000783 -A5-123	PW000783	W 76 Street	Hialeah Gardens Blvd	West 28 Ave	Construction	Widen from 2 to 5 lanes	2017-2021
PW000783 -A5-123	PW000783	W 76 Street	West 28 Ave	West 20 Ave	Construction	Widen from 2 to 3 lanes	2017-2021
Note: TIP 2017 was adopted by the MPO Board on May 19, 2016							**3/31/2017**

Cathy Sweetapple & Associates



New or Improved Interchange

HEFT - I-75 Ramps

Site Location

2016-18 Construction Date

8+4=12 Existing + New Lanes

3/8/2017

Figure 3A
Expressway Improvements and Timing of Construction

The Graham Companies

Source – Miami-Dade MPO - TIP 2017, TENTATIVE TPK WORK PROGRAM 2018, 2040 LRTP, FDOT I-75 and Palmetto Expressway Website

Source: Cathy Sweetapple & Associates

I-75 EXPRESS

ADDING

4 EXPRESS

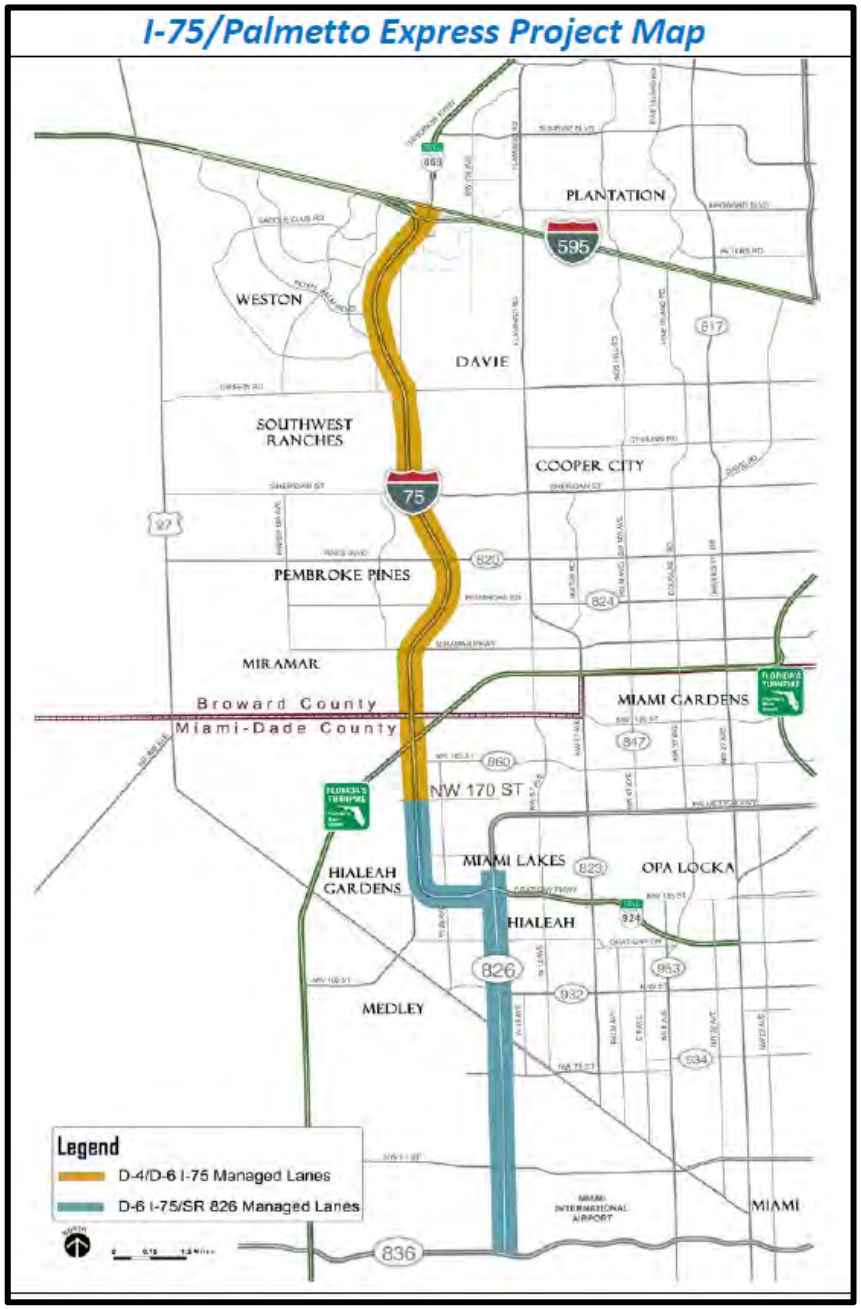
LANES

CONSTRUCTION

UNDERWAY

FOR A

TOTAL OF 12 LANES



PALMETTO

EXPRESS

ADDING 2 TO 4

EXPRESS

LANES

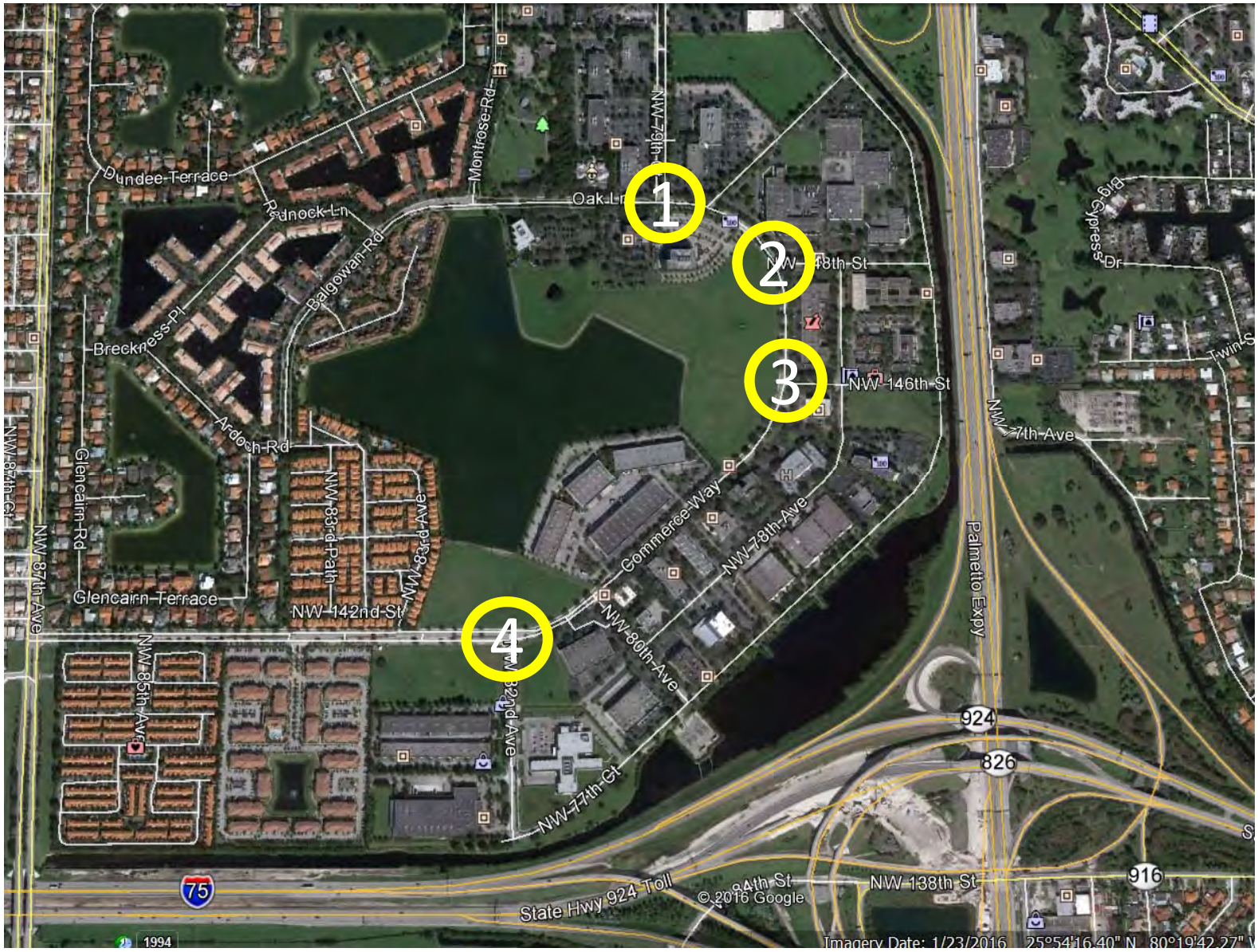
CONSTRUCTION

UNDERWAY

TOTAL OF 10 to 12

LANES

Figure 3B



AM and PM TMC's

1 - Oak Lane at NW 79 Court

2 – Commerce Way At NW 148 Street

3 – Commerce Way At NW 146 Street

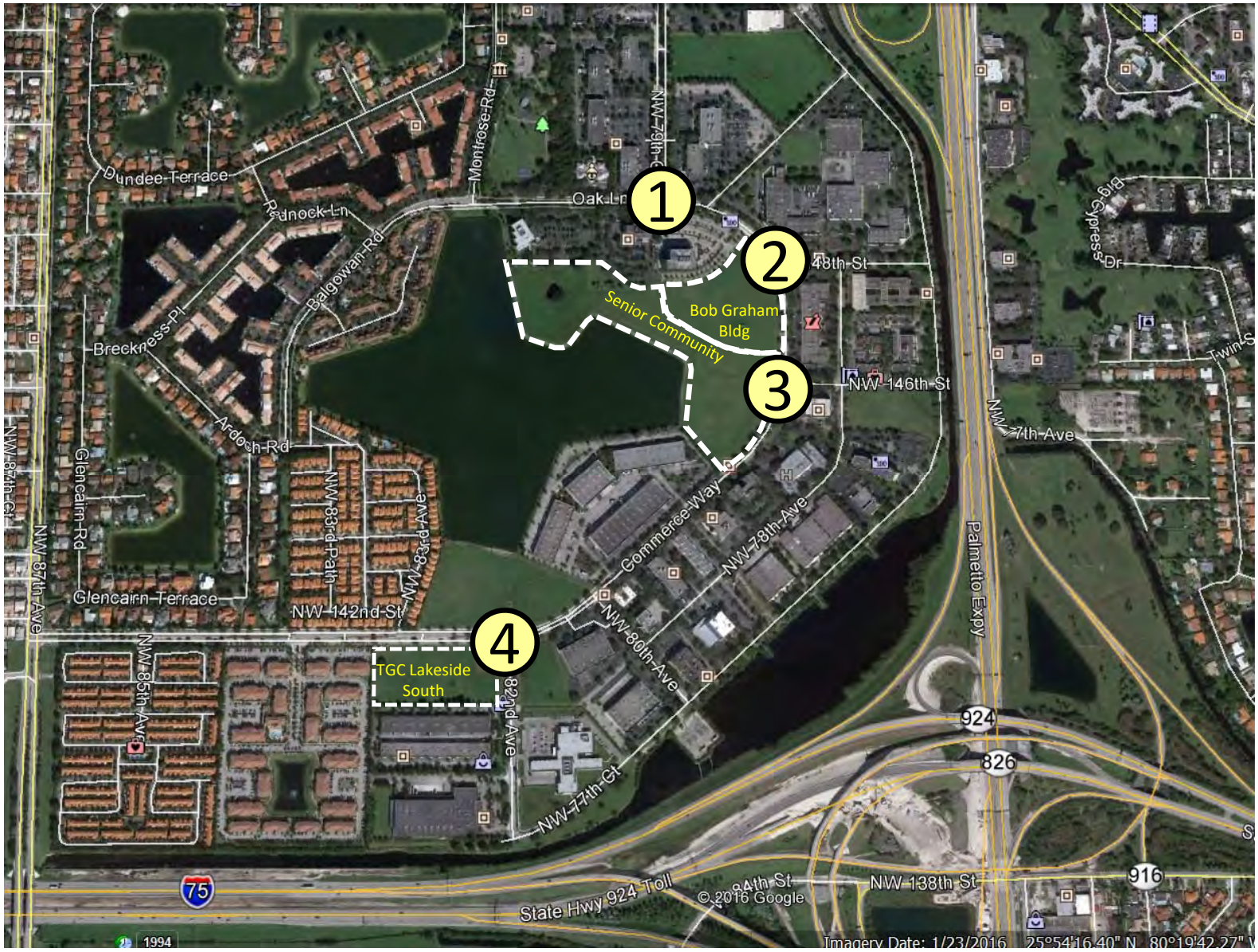
4 – Commerce Way At NW 82 Avenue

Figure 2A Count Locations

Bob Graham Senior Community TGC Lakeside South

1

Count Locations



AM and PM TMC's

1 - Oak Lane at NW 79 Court

2 – Commerce Way At NW 148 Street

3 – Commerce Way At NW 146 Street

4 – Commerce Way At NW 82 Avenue

Figure 2B
Count Locations With Development Site Boundaries

Bob Graham Senior Community TGC Lakeside South

Traffic Concurrency Infrastructure Analysis for the Year 2020

A Traffic Concurrency infrastructure analysis for the Year 2020 has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County traffic concurrency criteria and guidelines. The analysis includes the information outlined below.

Traffic Count Data

Traffic counts for roadways under both County and State jurisdiction reflect peak hour period traffic count data from the years 2014 or 2015 using the highest volumes available from the most recent traffic data and concurrency database obtained from Miami-Dade County and FDOT.

Adopted LOS Standards and the Maximum Service Volumes

The adopted level of service standards for each County count station are provided by Miami-Dade County in their traffic concurrency database. The maximum service volumes for the County count stations have been obtained from the Miami-Dade County ArtPlan calculations provided in the Traffic Concurrency Count Station Database obtained from Miami-Dade County RER on February 3, 2017. The maximum service volumes for the State count stations are based upon Table 4 for the Two-Way Peak Hour from the FDOT 2012 Quality/LOS Handbook. The adopted levels of service for each state count station is provided by Miami-Dade County in their Traffic Concurrency Count Station database for State Roads.

Development Order Trips

The development order trips for each count station has been obtained from Miami-Dade County using the Committed Development Data included in the updated Traffic Concurrency Count Station Databases for County and State Roadways obtained from Miami-Dade County RER on February 3, 2017.

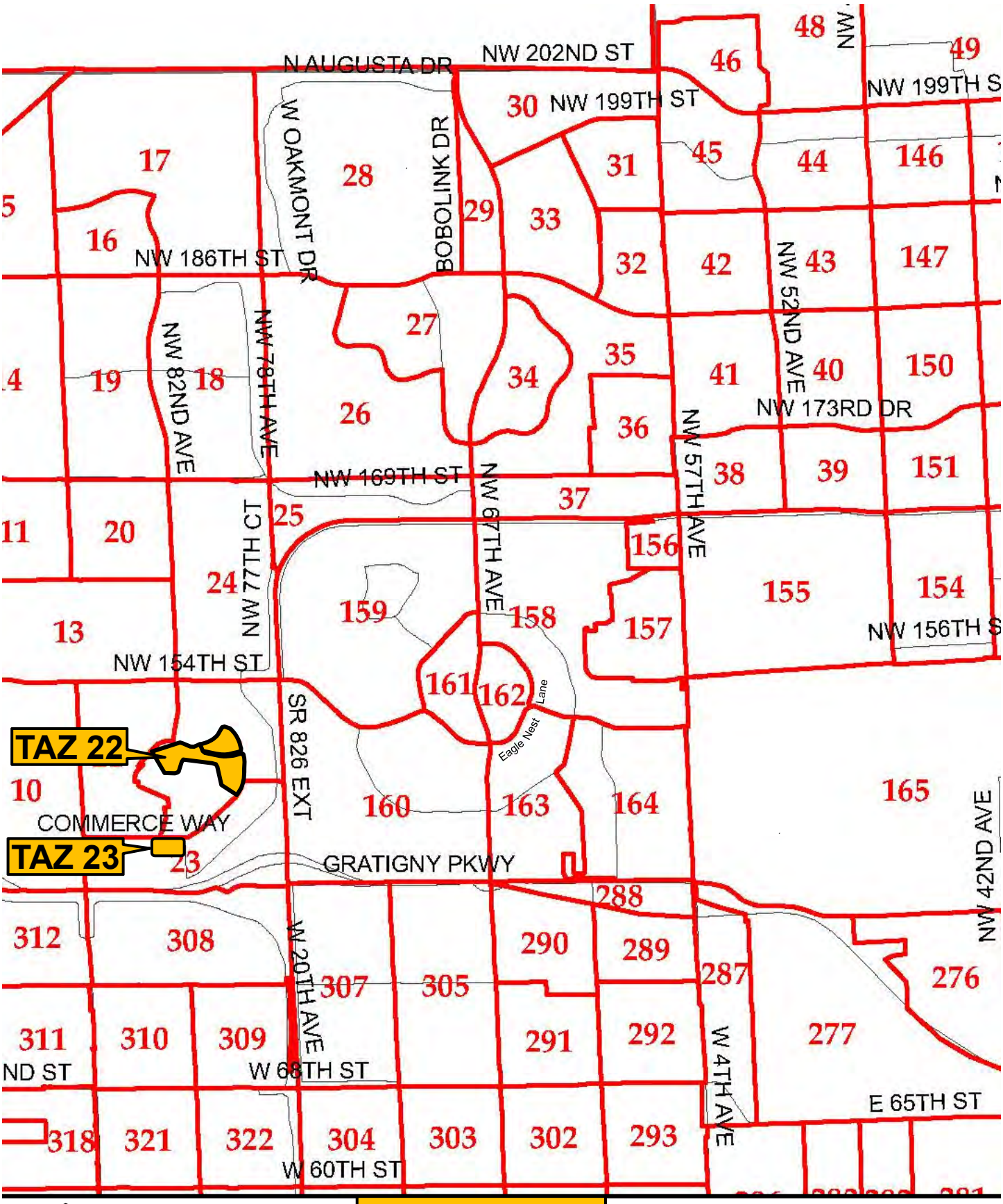
Project Traffic Assignment

The project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for **Project Zones 22 and 23** as obtained through interpolation for the Year 2020 using the 2010 and 2040 Cardinal Directions from the updated Directional Trip Distributions Report. This data has been obtained from the 2040 Long Range Transportation Plan which was adopted by the MPO Board in October of 2014.

The assignment and distribution of the **429 gross PM Peak Hour Trips** is provided using the figures and tables outlined below.

- **Figure 4A**-Location of Project Zones 22-23 on the 2010 TAZ Map for Miami-Dade County
- **Figure 4B-**Cardinal Distribution for Zones 22-23 from Year 2010 of the 2040 LRTP
- **Figure 4C-**Cardinal Distribution for Zones 22-23 from Year 2040 of the 2040 LRTP
- **Figure 4D-**Interpolated Year 2020 Cardinal Distribution for Zones 22-23 for the AM Peak Hour
- **Figure 4E-**Interpolated Year 2020 Cardinal Distribution for Zones 22-23 for the PM Peak Hour

- **See Figure 5A - Traffic Concurrency Count Stations and Distribution**
- **See Figure 5B – County and State Traffic Count Stations Used in the Analysis**
- **See Table 5 – Traffic Concurrency Analysis**
- **See Table 6 – Growth Trends in the Study Area**



N

Project Zone = **TAZ 22 and 23**

Figure 4A
Location of Project Zones 22 and 23
Bob Graham Bldg – Senior Community – TGC Lakeside South

Source: Cathy Sweetapple & Associates

Base map reflects the Miami-Dade County Year 2010 TAZ Map.

Miami-Dade 2010 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
21	2921	PERCENT	15.3	16.0	13.8	30.7	13.0	6.4	0.2	4.6	
22	2922	TRIPS	999	764	379	902	693	288	54	449	4,528
22	2922	PERCENT	22.1	16.9	8.4	19.9	15.3	6.4	1.2	9.9	
23	2923	TRIPS	414	266	286	568	351	144	42	259	2,330
23	2923	PERCENT	17.8	11.4	12.3	24.4	15.1	6.2	1.8	11.1	
24	2924	TRIPS	1,119	873	987	2,363	1,478	413	271	977	8,481
24	2924	PERCENT	13.2	10.3	11.6	27.9	17.4	4.9	3.2	11.5	
25	2925	TRIPS	695	613	485	574	452	72	202	311	3,404
25	2925	PERCENT	20.4	18.0	14.3	16.9	13.3	2.1	5.9	9.1	
26	2926	TRIPS	3,216	2,440	2,963	4,173	3,783	698	475	1,412	19,160
26	2926	PERCENT	16.8	12.7	15.5	21.8	19.7	3.6	2.5	7.4	
27	2927	TRIPS	2,159	2,263	2,269	3,261	3,360	451	1,181	1,071	16,015
27	2927	PERCENT	13.5	14.1	14.2	20.4	21.0	2.8	7.4	6.7	
28	2928	TRIPS	817	664	964	1,664	857	328	116	412	5,822
28	2928	PERCENT	14.0	11.4	16.6	28.6	14.7	5.6	2.0	7.1	
29	2929	TRIPS	317	347	569	580	856	53	191	197	3,110
29	2929	PERCENT	10.2	11.2	18.3	18.7	27.5	1.7	6.1	6.3	
30	2930	TRIPS	395	367	516	673	728	103	97	362	3,241
30	2930	PERCENT	12.2	11.3	15.9	20.8	22.5	3.2	3.0	11.2	
31	2931	TRIPS	204	204	326	376	376	83	71	131	1,771
31	2931	PERCENT	11.5	11.5	18.4	21.2	21.2	4.7	4.0	7.4	
32	2932	TRIPS	727	672	693	992	1,230	645	343	414	5,716
32	2932	PERCENT	12.7	11.8	12.1	17.4	21.5	11.3	6.0	7.2	
33	2933	TRIPS	358	399	518	689	1,003	345	260	361	3,933
33	2933	PERCENT	9.1	10.1	13.2	17.5	25.5	8.8	6.6	9.2	
34	2934	TRIPS	508	300	268	451	533	176	301	205	2,742
34	2934	PERCENT	18.5	10.9	9.8	16.5	19.4	6.4	11.0	7.5	
35	2935	TRIPS	2,034	1,855	1,800	2,083	1,956	1,397	1,094	920	13,139
35	2935	PERCENT	15.5	14.1	13.7	15.9	14.9	10.6	8.3	7.0	
36	2936	TRIPS	386	366	358	371	399	199	262	236	2,577
36	2936	PERCENT	15.0	14.2	13.9	14.4	15.5	7.7	10.2	9.2	
37	2937	TRIPS	1,010	1,356	594	820	1,575	823	955	1,375	8,508
37	2937	PERCENT	11.9	15.9	7.0	9.6	18.5	9.7	11.2	16.2	
38	2938	TRIPS	972	1,022	1,037	1,104	1,201	755	1,042	1,211	8,344
38	2938	PERCENT	11.7	12.3	12.4	13.2	14.4	9.1	12.5	14.5	
39	2939	TRIPS	473	387	308	401	466	360	456	217	3,068
39	2939	PERCENT	15.4	12.6	10.0	13.1	15.2	11.7	14.9	7.1	
40	2940	TRIPS	482	491	478	541	755	459	308	364	3,878
40	2940	PERCENT	12.4	12.7	12.3	14.0	19.5	11.8	7.9	9.4	
41	2941	TRIPS	271	199	315	483	433	172	207	222	2,302
41	2941	PERCENT	11.8	8.6	13.7	21.0	18.8	7.5	9.0	9.6	

Project Zone = TAZ 22 and 23 - 2010 TAZ Map

Figure 4B
2010 Cardinal Distribution for Zone 22 and 23
Bob Graham Bldg – Senior Housing – TGC Lakeside South

Source: Cathy Sweetapple & Associates

Miami-Dade 2040 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
21	2921	PERCENT	17.0	18.2	13.2	28.5	12.1	3.6	0.8	6.7	
22	2922	TRIPS	1,303	1,238	663	1,179	905	304	100	813	6,505
22	2922	PERCENT	20.0	19.0	10.2	18.1	13.9	4.7	1.5	12.5	
23	2923	TRIPS	616	558	369	1,136	750	235	116	320	4,100
23	2923	PERCENT	15.0	13.6	9.0	27.7	18.3	5.7	2.8	7.8	
24	2924	TRIPS	1,120	1,093	1,117	1,901	1,527	445	316	792	8,311
24	2924	PERCENT	13.5	13.2	13.4	22.9	18.4	5.4	3.8	9.5	
25	2925	TRIPS	562	593	452	597	574	126	145	323	3,372
25	2925	PERCENT	16.7	17.6	13.4	17.7	17.0	3.7	4.3	9.6	
26	2926	TRIPS	3,683	3,676	3,263	4,667	4,505	838	574	1,586	22,792
26	2926	PERCENT	16.2	16.1	14.3	20.5	19.8	3.7	2.5	7.0	
27	2927	TRIPS	2,453	3,609	2,491	3,622	4,107	685	1,227	1,732	19,926
27	2927	PERCENT	12.3	18.1	12.5	18.2	20.6	3.4	6.2	8.7	
28	2928	TRIPS	1,044	967	1,202	1,973	1,104	397	163	503	7,353
28	2928	PERCENT	14.2	13.2	16.4	26.8	15.0	5.4	2.2	6.8	
29	2929	TRIPS	507	506	771	598	948	108	187	307	3,932
29	2929	PERCENT	12.9	12.9	19.6	15.2	24.1	2.8	4.8	7.8	
30	2930	TRIPS	420	439	675	635	820	135	136	323	3,583
30	2930	PERCENT	11.7	12.3	18.8	17.7	22.9	3.8	3.8	9.0	
31	2931	TRIPS	259	289	460	479	585	44	60	240	2,416
31	2931	PERCENT	10.7	12.0	19.0	19.8	24.2	1.8	2.5	9.9	
32	2932	TRIPS	868	882	823	1,065	1,341	756	330	602	6,667
32	2932	PERCENT	13.0	13.2	12.3	16.0	20.1	11.3	5.0	9.0	
33	2933	TRIPS	491	353	620	805	1,416	556	282	367	4,890
33	2933	PERCENT	10.0	7.2	12.7	16.5	29.0	11.4	5.8	7.5	
34	2934	TRIPS	484	366	316	419	590	193	332	206	2,906
34	2934	PERCENT	16.7	12.6	10.9	14.4	20.3	6.6	11.4	7.1	
35	2935	TRIPS	2,945	2,920	2,857	2,910	2,628	2,224	1,351	1,566	19,401
35	2935	PERCENT	15.2	15.1	14.7	15.0	13.6	11.5	7.0	8.1	
36	2936	TRIPS	643	828	612	527	630	233	453	683	4,609
36	2936	PERCENT	14.0	18.0	13.3	11.4	13.7	5.1	9.8	14.8	
37	2937	TRIPS	1,328	1,840	850	1,114	1,914	720	1,093	1,616	10,475
37	2937	PERCENT	12.7	17.6	8.1	10.6	18.3	6.9	10.4	15.4	
38	2938	TRIPS	1,181	1,480	933	949	1,254	770	1,344	1,226	9,137
38	2938	PERCENT	12.9	16.2	10.2	10.4	13.7	8.4	14.7	13.4	
39	2939	TRIPS	372	506	237	327	338	302	385	221	2,688
39	2939	PERCENT	13.8	18.8	8.8	12.2	12.6	11.2	14.3	8.2	
40	2940	TRIPS	578	700	473	492	737	590	354	435	4,359
40	2940	PERCENT	13.3	16.1	10.9	11.3	16.9	13.5	8.1	10.0	
41	2941	TRIPS	262	413	207	503	446	157	257	276	2,521
41	2941	PERCENT	10.4	16.4	8.2	20.0	17.7	6.2	10.2	11.0	

Project Zone = TAZ 22 and 23 - 2040 TAZ Map

Figure 4C
2040 Cardinal Distribution for Zone 22 and 23
Bob Graham Bldg – Senior Community – TGC Lakeside South

Source: Cathy Sweetapple & Associates

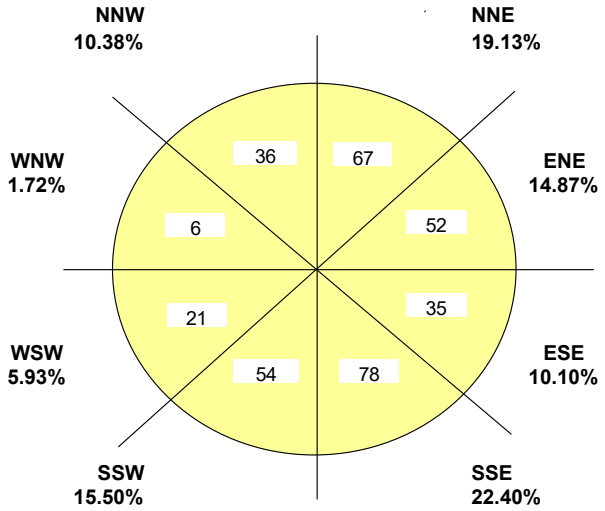
Bob Graham Building – Senior Community – TGC Lakeside South

CARDINAL DISTRIBUTION

Bob Graham - Senior Community - TGC Lakeside South

TAZ #	# 22 and 23	
Trips	350	AM Trips
NNE	19.13%	67
ENE	14.87%	52
ESE	10.10%	35
SSE	22.40%	78
SSW	15.50%	54
WSW	5.93%	21
WNW	1.72%	6
NNW	10.38%	36
	100.03%	350

TRIP DISTRIBUTION



TAZ 22 and 23
CARDINAL DISTRIBUTION FOR YEAR 2020

Cardinal Direction	2010 Zone 22 Cardinal Distribution	2010 Zone 23 Cardinal Distribution	2010 Ave 22-23 Cardinal Distribution	2040 Zone 22 Cardinal Distribution	2040 Zone 23 Cardinal Distribution	2040 Ave 22-23 Cardinal Distribution	2040-2010 Difference	Rate Per Year 30 Years	10 Years	2020 Zone 22-23 Cardinal Distribution	Gross AM Peak Hour Project Trips 350
NNE	22.10%	17.80%	19.95%	20.00%	15.00%	17.50%	-2.45%	-0.08%	-0.82%	19.13%	67
ENE	16.90%	11.40%	14.15%	19.00%	13.60%	16.30%	2.15%	0.07%	0.72%	14.87%	52
ESE	8.40%	12.30%	10.35%	10.20%	9.00%	9.60%	-0.75%	-0.03%	-0.25%	10.10%	35
SSE	19.90%	24.40%	22.15%	18.10%	27.70%	22.90%	0.75%	0.03%	0.25%	22.40%	78
SSW	15.30%	15.10%	15.20%	13.90%	18.30%	16.10%	0.90%	0.03%	0.30%	15.50%	54
WSW	6.40%	6.20%	6.30%	4.70%	5.70%	5.20%	-1.10%	-0.04%	-0.37%	5.93%	21
WNW	1.20%	1.80%	1.50%	1.50%	2.80%	2.15%	0.65%	0.02%	0.22%	1.72%	6
NNW	9.90%	11.10%	10.50%	12.50%	7.80%	10.15%	-0.35%	-0.01%	-0.12%	10.38%	36
	100.10%	100.10%	100.10%	99.90%	99.90%	99.90%				100.03%	

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

350

The TAZ assignments reflect rounding by Miami-Dade County.

Project Zone = TAZ 22 and 23 from the 2010 TAZ Map

Cardinal Distribution for the Year 2020
Gross AM Peak Hour Trips = 350

Figure 4D
Project Assignment Using the Cardinal Distribution for TAZ 22 and 23 – AM Peak Hour
Bob Graham Bldg – Senior Community – TGC Lakeside South

Source: Cathy Sweetapple & Associates

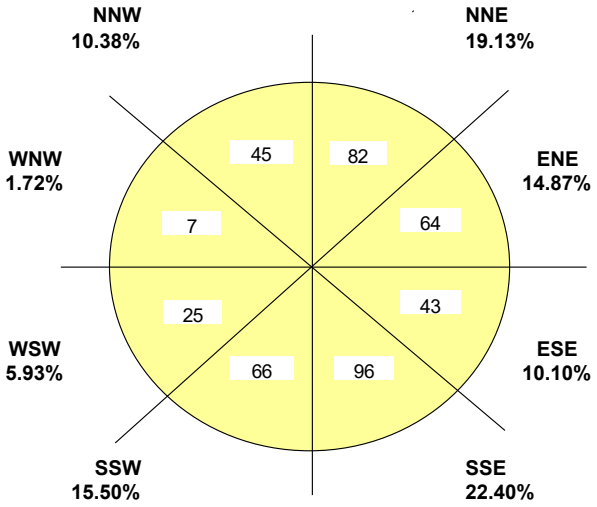
Bob Graham Building – Senior Community – TGC Lakeside South

CARDINAL DISTRIBUTION

Bob Graham - Senior Community - TGC Lakeside South

TAZ #	# 22 and 23	
Trips	429	PM Trips
NNE	19.13%	82
ENE	14.87%	64
ESE	10.10%	43
SSE	22.40%	96
SSW	15.50%	66
WSW	5.93%	25
WNW	1.72%	7
NNW	10.38%	45
	100.03%	429

TRIP DISTRIBUTION



TAZ 22 and 23
CARDINAL DISTRIBUTION FOR YEAR 2020

Cardinal Direction	2010 Zone 22 Cardinal Distribution	2010 Zone 23 Cardinal Distribution	2010 Ave 22-23 Cardinal Distribution	2040 Zone 22 Cardinal Distribution	2040 Zone 23 Cardinal Distribution	2040 Ave 22-23 Cardinal Distribution	2040-2010 Difference	Rate Per Year 30 Years	10 Years	2020 Zone 22-23 Cardinal Distribution	Gross PM Peak Hour Project Trips 429
NNE	22.10%	17.80%	19.95%	20.00%	15.00%	17.50%	-2.45%	-0.08%	-0.82%	19.13%	82
ENE	16.90%	11.40%	14.15%	19.00%	13.60%	16.30%	2.15%	0.07%	0.72%	14.87%	64
ESE	8.40%	12.30%	10.35%	10.20%	9.00%	9.60%	-0.75%	-0.03%	-0.25%	10.10%	43
SSE	19.90%	24.40%	22.15%	18.10%	27.70%	22.90%	0.75%	0.03%	0.25%	22.40%	96
SSW	15.30%	15.10%	15.20%	13.90%	18.30%	16.10%	0.90%	0.03%	0.30%	15.50%	66
WSW	6.40%	6.20%	6.30%	4.70%	5.70%	5.20%	-1.10%	-0.04%	-0.37%	5.93%	25
WNW	1.20%	1.80%	1.50%	1.50%	2.80%	2.15%	0.65%	0.02%	0.22%	1.72%	7
NNW	9.90%	11.10%	10.50%	12.50%	7.80%	10.15%	-0.35%	-0.01%	-0.12%	10.38%	45
	100.10%	100.10%	100.10%	99.90%	99.90%	99.90%				100.03%	

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

429

The TAZ assignments reflect rounding by Miami-Dade County.

Project Zone = TAZ 22 and 23 from the 2010 TAZ Map

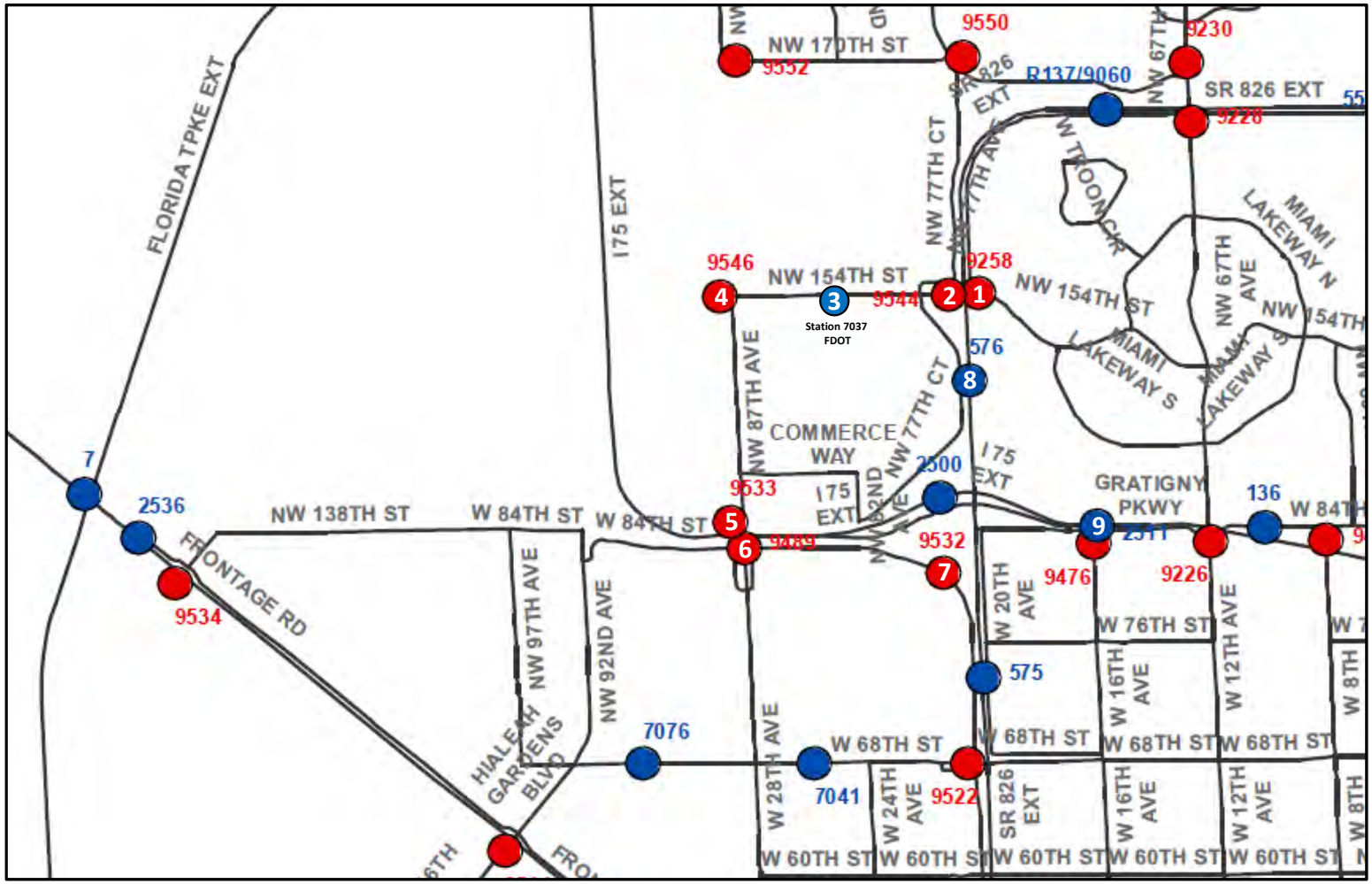
Cardinal Distribution for the Year 2020
Gross PM Peak Hour Trips = 429

Figure 4E
Project Assignment Using the Cardinal Distribution for TAZ 22 and 23 – PM Peak Hour
Bob Graham Bldg – Senior Community – TGC Lakeside South

Source: Cathy Sweetapple & Associates

XXXX	First Directly Accessed Traffic Concurrency Count Stations
XX.XX %	Distribution % for the Average of TAZ 22 and 23

Figure 5A – Traffic Concurrency Analysis



X County Count Station

X FDOT Count Station

Figure 5B – County and State Traffic Count Stations Used in the Concurrency Analysis

Bob Graham - Senior Community - TGC Lakeside South
Table 5 - Traffic Concurrency Capacity Analysis

3/31/2017

		[1]	[2]	[3]		[4]			[5]		Project Traffic				[8]	[8]	[8]
			Two Way			Growth	Adjusted	Capacity	Concurrency	Capacity	Zone	Total	Total	Capacity		Estimated	Meets
			Peak			Rate	Volume	Available	Database	Available	22-23	Gross	PHP Vol	Available		Year	Adopted
Count		Existing	Hour	PHP	Count	Per	to 2020	after 2020	D.O. Trips	after	Cardinal	PM Trips	with	With	Adopted	2020	Standard
Station	LOCATION	Lanes	Capacity	Vol	Year	Year	PHP Vol	PHP Vol	9/16/2014	D.O.'s	Dist %	429	Project	Project	LOS	LOS	Yes/No
	First Directly Accessed Count Stations:										[6] [7]						
9258	NW 154 St, E of SR 826 to NW 67 Ave	4	3,160	2,397	2014	0.98%	2,541	619	3	616	14.87%	64	2,608	552	E	B	Yes
9544	NW 154 St, E of 79 Ave to NW 84 Ave	4	2,540	1,797	2014	0.98%	1,905	635	0	635	19.13%	82	1,987	553	D	B	Yes
7037	NW 154 St, E of NW 82 Ave	4	2,540	2,036	2015	0.98%	2,138	402	0	402	10.38%	45	2,182	358	D	C	Yes
9546	NW 154 St, W of NW 87 Ave	2	710	202	2014	0.98%	214	496	1	495	1.72%	7	223	487	D	B	Yes
9533	SW 138 St, West of NW 82 Ave	4	3,222	1,160	2015	0.98%	1,218	2,004	0	2,004	5.93%	25	1,243	1,979	D	C	Yes
9489	NW 87 Ave from NW 154 St to 122 St	4	3,222	1,864	2015	0.98%	1,957	1,265	0	1,265	15.50%	66	2,024	1,198	D	C	Yes
9532	SW 138 St, W of SR 826 to NW 87 Ave	2	1,820	939	2014	0.98%	996	824	10	814	22.40%	96	1,102	718	D	B	Yes
576	SR 826 1000 feet N of NW 138 St	6	10,060	9,407	2015	0.98%	9,877	183	0	183	10.10%	43	9,920	140	D	D	Yes
	Total with Project										100.03%	429					

Notes:

[1] Lane geometry has been obtained from site visits, aerial photography, and the Miami-Dade County Public Works Concurrency Database.

[2] Source for the maximum service volumes and adopted LOS for County Count Stations are based on the MDC Public Works Concurrency Database where available.
Source for the maximum service volumes for State Count Stations are based on Table 4 of the 2012 FDOT Quality/LOS Handbook last updated 12/18/2012.
Table 4 from the 2012 FDOT Quality/LOS Handbook is used to provide maximum service volumes for County Count Stations not inlculed in the Concurrency Database.

[3] Source for the PHP counts: Miami-Dade County Public Works for County Stations and the 2015 Florida Transportation Information DVD for the State Count Stations.

[4] See **Table 6** for the growth rate calculations for the study area.
A **0.98% per year** positive historic growth rate has been used in the analysis to grow the study area traffic counts from Years 2014 and 2015 to the Year 2020.

[5] The DO Trips have been obtained from the most recent version of the Miami-Dade County Traffic Concurrency Database (see relevant pages in Attachment 2).

[6] The Cardinal Distribution reflects the average of Project Zones 22 and 23 consistent with the location of each of the development sites.

[7] See **Figures 4D and 4E** for the 2010 and 2040 Cardinal Distribution for TAZ 22 and TAZ 23 to establish the average forecast for Year 2020.

[8] Source for the adopted LOS for County and State Roads are based on the MDC Transportation Element (see Attachment 1).

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TABLE 6 - GROWTH TRENDS AT ADJACENT COUNT STATIONS

3/31/2017

ROADWAY	SEGMENT	DIR	COUNT STATION	AADT 2012	AADT 2013	AADT 2014	AADT 2015	3 Year Growth 2012 to 2015
Gratigny Pkwy	200 Feet EO NW 67 Ave	E/W	FDOT-2511	47,000	56,500	60,000	50,500	2.42%
SW 67 Avenue	South of NW 122 Street	N/S	FDOT-8346	23,000	23,000	23,000	24,000	1.43%
NW 67 Avenue	North of 174 Lane	N/S	FDOT-8347	21,500	21,300	21,400	22,000	0.77%
NW 67 Avenue	South of SR 826	N/S	FDOT-8348	32,000	31,000	31,000	32,000	0.00%
Miami Lakeway E	500 Feet SO Lewis Road	E/W	FDOT-7032	5,000	4,000	4,000	3,900	-7.95%
N Miami Lakeway	200 Feet WO NW 67 Ave	E/W	FDOT-7033	8,800	6,500	6,500	6,700	-8.69%
NW 154 Street	East of NW 82 Avenue	E/W	FDOT-7037	24,000	27,000	27,000	27,000	4.00%
	Overall Growth			**161,300**	**169,300**	**172,900**	**166,100**	**0.98%**

Traffic Concurrency Analysis Results

Pursuant to the analysis performed herein, adequate capacity has been found to exist at the first directly accessed and secondary traffic count stations located adjacent to and within the study area for the three development sites. Each traffic count station has been found to maintain adequate available capacity for the study year 2020 to accommodate the traffic impacts for the Bob Graham Office Building, the Governors Square Senior Community and the industrial and office building known as TGC Lakeside South.

The addition of **429 Gross Total PM Peak Hour Trips** from the three development sites do not exceed the available roadway capacity assigned to the surrounding traffic count stations by Miami-Dade County and FDOT using the highest updated traffic count data available for Years 2014 and 2015. The Traffic Concurrency infrastructure analysis includes updated committed development data as provided by Miami-Dade County and the application of an annual growth rate which has been applied to the Year 2014 and Year 2015 traffic counts to forecast Year 2020 traffic conditions.

See **Figures 5A and 5B** for the Count Station Locations and Cardinal Distribution.

See **Tables 5 and 6** for the Traffic Concurrency Infrastructure Analysis and the documentation of the 0.98% per year growth rate used in the Traffic Concurrency Analysis.

Intersection Analysis Results – See Table 7A and 7B

The results of the intersection analyses are summarized on attached **Tables 7A and 7B** as outlined below. Acceptable levels of service (pursuant to the CDMP) were largely found to be maintained under future traffic conditions with Project for the overall intersection LOS at each of the study intersections after incorporating the **Total New AM** and **Total New PM** peak hour project trips for the 3 proposed development sites. Two movements at two intersections are recommended for further study or improvements as outlined below.

1. NW 69 Court at Oak Lane
    - Study the feasibility of adding a WB Right Turn Lane

2. NW 148 Street at Oak Lane
    - Study the feasibility of changing the WB Lane Geometry
    - From – 1 Shared WB Lane (for WBL and WBR)
    - To - 1 Lane for WBL and Thru and 1 Lane for WBR

3. NW 146 Street at Commerce Way – No Improvements Needed
4. Commerce Way at NW 82 Avenue – No Improvements Needed

Table 7A - Summary of Results for the Intersection Analyses

4/5/2017

Table 7A - Summary of the Intersection LOS and Delay by Direction - NW 79 Court at Oak Lane							
NW 79 Court at Oak Lane		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	**Direction**	**AM Delay**	**AM LOS**	**AM Delay**	**AM LOS**	**AM Delay**	**AM LOS**
1L, 1T	Eastbound	1.8	A	1.8	A	1.8	A
1L, 1T	Westbound	20.2	C	21.7	C	31.7	D
	Northbound						
1L, 1R	Southbound						
	Overall LOS	**9.0**	**A**	**9.7**	**A**	**14.5**	**B**

Table 7B - Summary of the Intersection LOS and Delay by Direction - NNW 79 Court at Oak Lane							
NW 79 Court at Oak Lane		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	**Direction**	**PM Delay**	**PM LOS**	**PM Delay**	**PM LOS**	**PM Delay**	**PM LOS**
1L, 1T	Eastbound	5.8	A	6.0	A	6.4	A
1L, 1T	Westbound						
	Northbound						
1L, 1R	Southbound	24.8	C	27.0	D	**50.2**	**F**
1L, 1R	Southbound	24.8	C	27.0	D	**16.0**	**LOS C with IMP**
	Overall LOS	**5.3**	**A**	**5.7**	**A**	**9.9**	**A**

Table 7C - Summary of the Intersection LOS and Delay by Direction - NW 148 Street at Oak Lane							
NW 148 Street at Oak Lane		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	**Direction**	**AM Delay**	**AM LOS**	**AM Delay**	**AM LOS**	**AM Delay**	**AM LOS**
1LTR	Eastbound						
1LTR	Westbound	14.0	B	14.3	B	23.9	C
Center LTL, 1TR	Northbound						
Center LTL, 1TR	Southbound	1.9	A	1.9	A	1.8	A
	Overall LOS	**1.1**	**A**	**1.1**	**A**	**2.9**	**A**

Table 7D - Summary of the Intersection LOS and Delay by Direction - NW 148 Street at Oak Lane							
NW 148 Street at Oak Lane		**2017 Existing**		**2020 without Project**		**2020 with Project**	
Lane Geometry	**Direction**	**PM Delay**	**PM LOS**	**PM Delay**	**PM LOS**	**PM Delay**	**PM LOS**
1LTR	Eastbound						
1LTR	Westbound	20.2	C	21.4	C	78.0	F
1LT, 1R	Westbound	20.2	C	21.4	C	**22.0**	**LOS C with IMP**
Center LTL, 1TR	Northbound						
Center LTL, 1TR	Southbound	0.6	A	0.6	A	0.5	A
	Overall LOS	**5.4**	**A**	**5.7**	**A**	**22.2**	**C**

Table 4 - Summary of Results
for the Intersection Analyses
Bob Gragaham - Senior Community - TGC Lakeside South

Table 7B - Summary of Results for the Intersection Analyses

Table 7E - Summary of the Intersection LOS and Delay by Direction - NW 146 Street at Commerce Way

NW 146 Street at Commerce Way		2017 Existing		2020 without Project		2020 with Project	
Lane Geometry	**Direction**	**AM Delay**	**AM LOS**	**AM Delay**	**AM LOS**	**AM Delay**	**AM LOS**
1LTR	Eastbound						
1LTR	Westbound	15.0	C	15.3	C	17.4	C
1T, 1R	Northbound						
1T	Southbound	0.5	A	0.5	A	1.5	A
	Overall LOS	**0.9**	**A**	**0.9**	**A**	**1.7**	**A**

Table 7F - Summary of the Intersection LOS and Delay by Direction - NW 146 Street at Commerce Way

NW 146 Street at Commerce Way		2017 Existing		2020 without Project		2020 with Project	
Lane Geometry	**Direction**	**PM Delay**	**PM LOS**	**PM Delay**	**PM LOS**	**PM Delay**	**PM LOS**
1LTR	Eastbound						
1LTR	Westbound	15.1	C	15.5	C	19.9	C
1T, 1R	Northbound						
1T	Southbound	0.1	A	0.1	A	0.8	A
	Overall LOS	**1.9**	**A**	**2.0**	**A**	**3.3**	**A**

Table 7G - Summary of the Intersection LOS and Delay by Direction - NW 82 Avenue at Commerce Way

NW 82 Ave at Commerce Way		2017 Existing		2020 without Project		2020 with Project	
Lane Geometry	**Direction**	**AM Delay**	**AM LOS**	**AM Delay**	**AM LOS**	**AM Delay**	**AM LOS**
1T, 1R	Eastbound						
1L, 1T	Westbound	0.8	A	0.8	A	1.8	A
1L, 1R	Northbound	16.5	C	16.9	C	26.3	D
	Southbound						
	Overall LOS	**0.3**	**A**	**0.3**	**A**	**1.6**	**A**

Table 7H - Summary of the Intersection LOS and Delay by Direction - NW 82 Avenue at Commerce Way

NW 82 Ave at Commerce Way		2017 Existing		2020 without Project		2020 with Project	
Lane Geometry	**Direction**	**PM Delay**	**PM LOS**	**PM Delay**	**PM LOS**	**PM Delay**	**PM LOS**
1T, 1R	Eastbound						
1L, 1T	Westbound	0.3	A	0.3	A	0.4	A
1L, 1R	Northbound	21.1	C	22.4	C	30.6	D
	Southbound						
	Overall LOS	**4.3**	**A**	**4.6**	**A**	**6.2**	**A**

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LIST OF ATTACHMENTS

1- Adopted LOS Standards
   Maximum Service Volumes,
   Roadway Functional Classification
   T-Plats
2 - Traffic Data Collected
3 - Growth Trends
4-Intersection Turning Movement Worksheets
4A-Intersection Analyses - AM Existing
4B-Intersection Analyses - PM Existing
4C-Intersection Analyses-AM 2020 WO Project
4D-Intersection Analyses-PM 2020 WO Project
4E-Intersection Analyses-AM 2020 With Project
4F-Intersection Analyses-PM 2020 With Project

Attachment 1

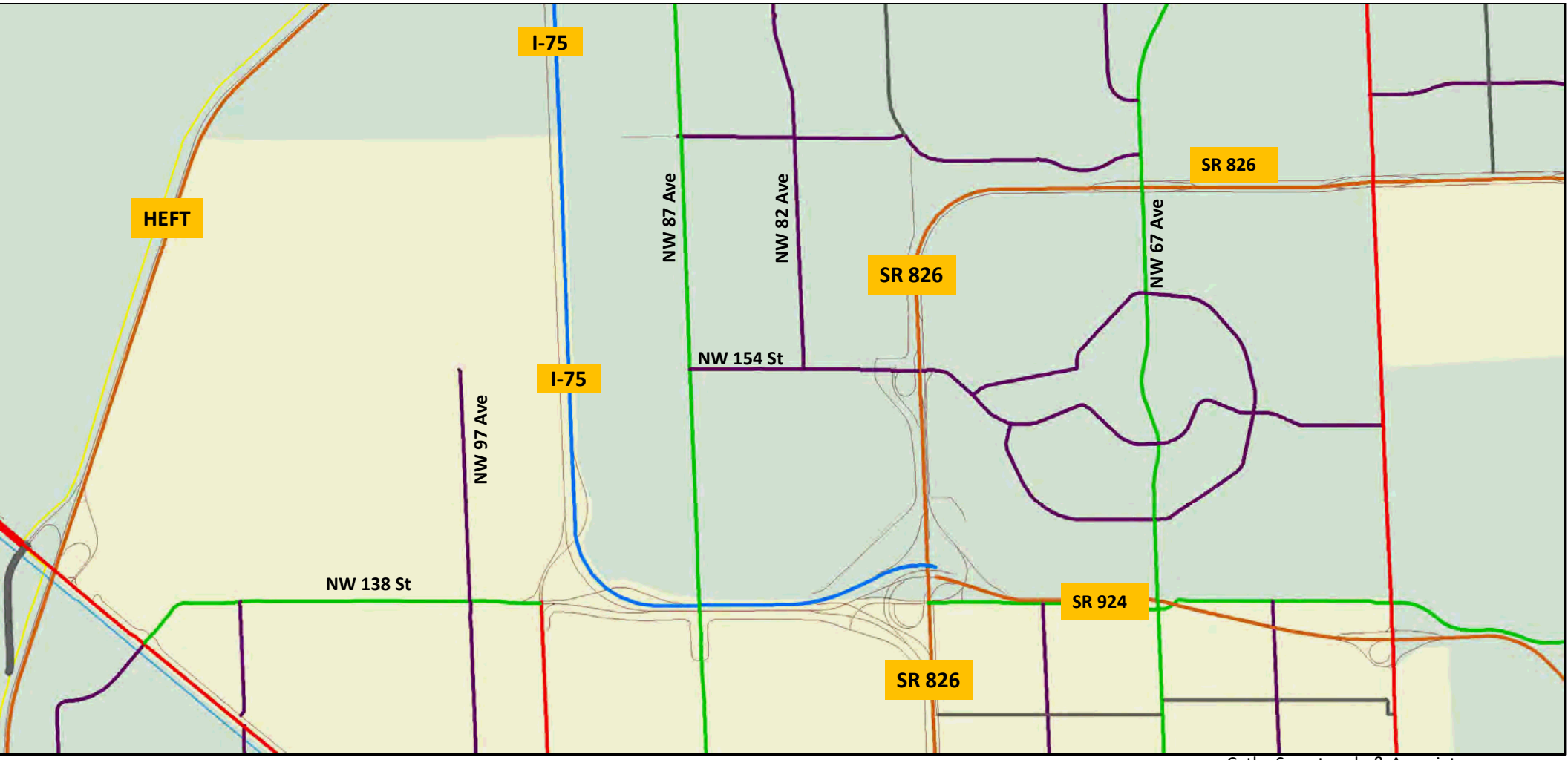
Adopted LOS Standards

Maximum Service Volumes

Roadway Functional Classification

T-PLATS

T-Plat No.	T-Plat Name
T-23874	Bob Graham Building
T-23877	Governors Square Senior Community
T-23876	TGC Lakeside South



Base Map from 2015 FDOT Transportation Information DVD

Urban Collector
Urban Arterial
Urban Principal Arterial Interstate
Urban Principal Arterial – Freeway/Expressway

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Roadway Functional Classification

SUMMARY
MIAMI-DADE COUNTY
TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARDS

Peak Period* LOS Standards
Non-SIS Roadways

Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail, Metrorail, People Mover, Bus Rapid Transit, Express Bus, or Enhanced Bus Service)
Outside UDB	LOS C-State Minor Arterials LOS C-County Roads and State Principal Arterials		
Between UIA and UDB	LOS D (90% of Capacity); or LOS E (100% Capacity) on SUMAs	LOS E (100% of Capacity)	120% of Capacity
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

SIS Roadways

SIS Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	C	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities	C	D	E	E	Manage

NOTES: LOS inside of [brackets] applies to general use lanes only when exclusive thru lanes exist.
SIS= Strategic Intermodal System
UIA= Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), and excluding the area north of SR 826 and west of I-95.
UDB=Urban Development Boundary
SUMA=State Urban Minor Arterial

*Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

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
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

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%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

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%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way 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

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

- TENTATIVE PLAT -
BOB GRAHAM BUILDING

BEING A REPLAT OF A PORTION OF TRACT "A", "MIAMI LAKES OFFICE PARK SECTION ONE", PLAT BOOK 125 AT PAGE 56, AND A PORTION OF TRACTS 22 AND 23 IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, "CHAMBERS LAND COMPANY SUBDIVISION", PLAT BOOK 2 AT PAGE 68, BOTH OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
LYING AND BEING IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA

PREPARED BY:

Schwebke-Shiskin & Associates, Inc.

LAND PLANNERS • ENGINEERS • LAND SURVEYORS
BUSINESS LICENSE No. LB # 87
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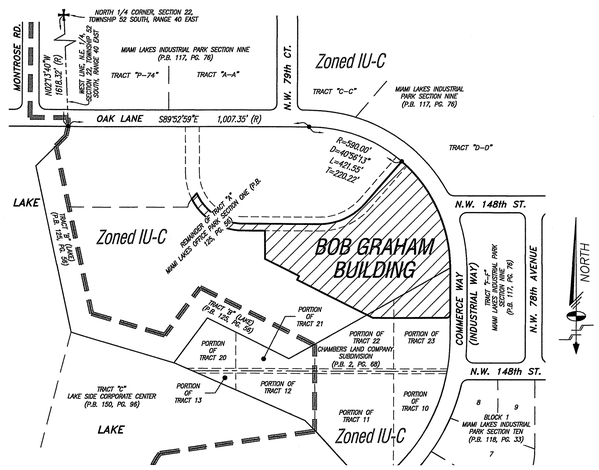
ORDER NO: 205787 DATE: MAY 9, 2016 FIELD BOOK: 2020/T, PG. 70



LOCATION SKETCH

A PORTION OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA.
SCALE: 1' =300'

SURVEYOR'S NOTES:

1. THIS SKETCH REPRESENTS AN "A.L.T.A./N.S.P.S. LAND TITLE SURVEY" FOR "TENTATIVE PLAT" PURPOSES.
2. THERE ARE NO VISIBLE ENCROACHMENTS, OTHER THAN THOSE SHOWN HEREON.
3. THE ELEVATIONS SHOWN HEREON RELATE TO THE NATIONAL GEODETIC VERTICAL DATUM (N.G.V.D.) OF 1929 AND ARE EXPRESSED IN FEET.
4. VISIBLE INDICATORS OF UTILITIES ARE SHOWN HEREON, HOWEVER, THE SURVEYOR HAS MADE NO ATTEMPT TO AS-BUILT ANY UNDERGROUND UTILITIES EITHER SERVICING OR APPURTENANT TO ANY OF THE UTILITY IMPROVEMENTS SERVING THE SUBJECT SITE. (WATER, SEWER, DRAINAGE OR SITE LIGHTING).
5. NO ATTEMPT WAS MADE BY THIS FIRM TO LOCATE WALL OR FENCE FOOTERS/FOUNDATIONS.
6. THE DISTANCES SHOWN ALONG THE PROPERTY LINES HEREON ARE RECORD AND MEASURED, UNLESS NOTED OTHERWISE.
7. THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (BASE FLOOD ELEVATION 6) PER FLOOD INSURANCE RATE MAP NO. 12086C0112L, COMMUNITY NO.120686, PANEL NO. 0112, SUFFIX L, MAP PANEL AND INDEX MAP DATED SEPTEMBER 11, 2009.
8. THIS SKETCH HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE ENTITY (ENTITIES) NAMED HEREON. THE CERTIFICATION SHOWN HEREON DOES NOT EXTEND TO ANY UNNAMED PARTIES.
9. THIS SKETCH IS SUBJECT TO EASEMENTS, RIGHTS-OF-WAY AND OTHER MATTERS THAT MAY BE REFLECTED BY A SEARCH OF TITLE TO THE SUBJECT LANDS.
10. APPLICABLE BUILDING SETBACK LINES AFFECTING THE SUBJECT PROPERTY, UNLESS NOTED OTHERWISE, ARE NOT SHOWN HEREON. VARIANCES FROM CURRENT ZONING CODES MAY EXIST BASED ON SITE PLAN APPROVALS OBTAINED DURING PERMITTING PROCESSES.
11. BENCHMARK A: NAME: N-626, MIAMI-DADE COUNTY P-K NAIL & BRASS DISC IN CONCRETE GUTTER ACROSS FROM F.P.L. SUBD=STATION AT THE INTERSECTION OF N.W. 138TH STREET (PALMETTO FRONTAGE ROAD) AND N.W. 80TH AVENUE. ELEVATION=7.27 N.G.V.D. 1929.
12. BENCHMARK B: NAME: N-632, MIAMI-DADE COUNTY P-K NAIL & BRASS WASHER IN CONCRETE SIDEWALK 12' EAST OF FIRE HYDRANT ON THE S.W. CORNER OF THE INTERSECTION OF N.W. 146TH STREET AND N.W. 77TH AVENUE. ELEVATION=7.28 N.G.V.D. 1929.
13. UNLESS STATED OTHERWISE, THIS FIRM DOES NOT CERTIFY THE EXTENT TO WHICH THE SUBJECT PROPERTY COMPLIES WITH APPLICABLE ZONING REQUIREMENTS, REGULATIONS AND/OR RESTRICTIONS.
14. THE BEARINGS SHOWN HEREON RELATE TO AN ASSUMED BEARING (N00°07'01"E) ALONG THE CENTERLINE OF INDUSTRIAL WAY PER PLAT BOOK 117 AT PAGE 76.
15. THE REVIEW AND EXAMINATION OF TITLE EXCEPTIONS, WHEN CONDUCTED BY THIS FIRM, HAS BEEN PERFORMED UNDER THE SUPERVISION OF A LICENSED LAND SURVEYOR AND MAPPER. THE ATTESTING SURVEYOR AND MAPPER IS NEITHER TRAINED NOR LICENSED TO PROVIDE LEGAL ANALYSIS, INTERPRETATION, OR CONCLUSIONS ABOUT THE DOCUMENTS AND INSTRUMENTS REFERENCED IN ANY SUCH TITLE EXCEPTIONS AND THEREFORE NO SUCH LEGAL ANALYSIS, INTERPRETATION OR CONCLUSIONS SHOULD BE IMPLIED.
16. THERE ARE NO UNDERGROUND PUBLIC UTILITIES LYING WITHIN THE BOUNDARY OF THE SUBJECT PROPERTY. ALL PUBLIC UTILITIES (EXCLUDING SERVICE LINES SERVING THE SUBJECT PROPERTY) LIE WHOLLY WITHIN PUBLICLY DEDICATED RIGHTS-OF-WAY. ALL UNDERGROUND INFORMATION, WHEN PROVIDED BY OTHERS, IS SUBJECT TO THE ACCURACY OF THE INFORMATION PROVIDED. LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.
17. THE SUBJECT SITE HAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
18. THE SUBJECT SITE HAS NO OBSERVED EVIDENCE OF HAVING BEEN USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
19. TO THE BEST OF MY KNOWLEDGE AND BELIEF, THERE ARE NO DESIGNATED WETLANDS LOCATED ON THE SUBJECT SITE.
20. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO COMMERCE WAY (INDUSTRIAL WAY), A DEDICATED PUBLIC RIGHT-OF-WAY.

LEGAL DESCRIPTION:

A PORTION OF TRACT "A," ACCORDING TO THE PLAT OF "MIAMI LAKES OFFICE PARK SECTION ONE," AS RECORDED IN PLAT BOOK 125 AT PAGE 56; TOGETHER WITH A PORTION OF TRACTS 22 AND 23 IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, "CHAMBERS LAND COMPANY SUBDIVISION," AS RECORDED IN PLAT BOOK 2 AT PAGE 68, BOTH OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE MOST EASTERLY CORNER OF SAID TRACT "A," AS SHOWN ON THE SAID PLAT OF "MIAMI LAKES OFFICE PARK SECTION ONE;" THENCE SOUTH 00 DEGREES 07 MINUTES 01 SECONDS WEST, ALONG THE WEST RIGHT-OF-WAY LINE OF INDUSTRIAL WAY (COMMERCE WAY), AS SHOWN ON THE PLAT OF "MIAMI LAKES INDUSTRIAL PARK SECTION NINE," AS RECORDED IN PLAT BOOK 117 AT PAGE 76, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FOR 194.26 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY AND WESTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 15.00 FEET AND A CENTRAL ANGLE OF 89 DEGREES 52 MINUTES 59 SECONDS FOR AN ARC DISTANCE OF 23.53 FEET TO A POINT OF TANGENCY; THENCE WEST FOR 307.37 FEET; THENCE NORTH 63 DEGREES 22 MINUTES 29 SECONDS WEST FOR 355.60 FEET; THENCE NORTH 26 DEGREES 37 MINUTES 31 SECONDS EAST, AT RIGHT ANGLES TO THE LAST AND NEXT DESCRIBED COURSES, FOR 18.00 FEET; THENCE NORTH 63 DEGREES 22 MINUTES 29 SECONDS WEST FOR 158.04 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 01 SECONDS EAST FOR 118.53 FEET; THENCE NORTH 89 DEGREES 52 MINUTES 59 SECONDS WEST FOR A DISTANCE OF 90.90 FEET TO A POINT OF CURVATURE; THENCE WESTERLY AND NORTHWESTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 243.00 FEET AND A CENTRAL ANGLE OF 62 DEGREES 48 MINUTES 30 SECONDS, FOR AN ARC DISTANCE OF 266.38 FEET TO A POINT (FROM SAID POINT A LINE BEARS NORTH 62 DEGREES 55 MINUTES 31 SECONDS EAST TO THE RADIUS POINT OF THE LAST DESCRIBED COURSE); THENCE RUN NORTH 41 DEGREES 07 MINUTES 01 SECONDS EAST FOR A DISTANCE OF 31.58 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE (FROM SAID POINT A LINE BEARS NORTH 66 DEGREES 04 MINUTES 05 SECONDS EAST TO THE RADIUS POINT OF THE NEXT DESCRIBED COURSE); THENCE RUN SOUTHEASTERLY AND EASTERLY ALONG THE ARC OF A CIRCULAR CURVE TO THE LEFT, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 214.00 AND A CENTRAL ANGLE OF 65 DEGREES 57 MINUTES 04 SECONDS, FOR AN ARC DISTANCE OF 246.33 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 52 MINUTES 59 SECONDS EAST FOR 318.48 FEET TO A POINT OF CURVATURE; THENCE RUN EASTERLY AND NORTHEASTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE LEFT, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 250.00 FEET AND A CENTRAL ANGLE OF 49 DEGREES 03 MINUTES 47 SECONDS FOR AN ARC DISTANCE OF 214.08 FEET TO A POINT OF TANGENCY; THENCE NORTH 41 DEGREES 03 MINUTES 14 SECONDS EAST, RADIAL TO THE NEXT DESCRIBED CIRCULAR CURVE, FOR 233.86 FEET TO A POINT ON THE FOLLOWING DESCRIBED CIRCULAR CURVE; SAID LAST DESCRIBED FOUR COURSES BEING ALONG THE CENTERLINE OF A 58.00 FOOT WIDE INGRESS-EGRESS EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 27060 AT PAGE 2827 AND OFFICIAL RECORDS BOOK 13809 AT PAGE 3459, BOTH OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE SOUTHEASTERLY, SOUTHERLY AND SOUTHWESTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 590.00 FEET AND A CENTRAL ANGLE OF 49 DEGREES 03 MINUTES 47 SECONDS FOR AN ARC DISTANCE OF 505.22 FEET TO THE POINT OF BEGINNING; SAID LAST DESCRIBED COURSE BEING ALONG THE WEST RIGHT-OF-WAY LINE OF THE AFORESAID INDUSTRIAL WAY (COMMERCE WAY), ALL LYING AND BEING IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA.

EXCEPTIONS PER SPECIAL EXCEPTIONS
CHICAGO TITLE INSURANCE LOAN POLICY No. 10146202000040
EFFECTIVE DATE: APRIL 7, 1992
ATTORNEYS' TITLE FUND SERVICES, LLC
EFFECTIVE DATE: SEPTEMBER 28, 2016 AT 11:00 PM

1) RESTRICTIONS, DEDICATIONS AND EASEMENTS SET FORTH IN PLAT OF MIAMI LAKES OFFICE PARK SECTION ONE, RECORDED IN PLAT BOOK 125, AT PAGE 56, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
AFFECTS - ALL PLOTTABLE ITEMS SHOWN ON SURVEY

2) RESERVATIONS CONTAINED IN DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED AUGUST 6, 1925, IN DEED BOOK 560, PAGE 285 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
AFFECTS - NOT PLOTTABLE

3) RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY, IF ANY, IN THE PLAT OF CHAMBER'S LAND COMPANY SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, AT PAGE 68, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
AFFECTS - ALL PLOTTABLE ITEMS SHOWN ON SURVEY

4) EASEMENT TO MIAMI-DADE COUNTY RECORDED NOVEMBER 15, 1989, IN OFFICIAL RECORDS BOOK 14326, AT PAGE 1751, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
AFFECTS - SHOWN ON SURVEY

5) EASEMENT AGREEMENT RECORDED SEPTEMBER 2, 1998, IN OFFICIAL RECORDS BOOK 13809, AT PAGE 3459, AS AMENDED BY AMENDMENT TO EASEMENT RECORDED JUNE 23, 1989, IN OFFICIAL RECORDS BOOK 14154, AT PAGE 1367, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FURTHER AMENDED BY SECOND AMENDMENT TO EASEMENT RECORDED SEPTEMBER 25, 1992 IN OFFICIAL RECORDS BOOK 15661, PAGE 861 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, AND FURTHER AMENDED BY THIRD AMENDMENT TO EASEMENT RECORDED OCTOBER 26, 2009 IN OFFICIAL RECORDS BOOK 27060, PAGE 2827 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY.
AFFECTS - SHOWN ON SURVEY

ELEVATIONS RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 1929)

DEVELOPMENT INFORMATION:
WAIVER OF PLAT DATA:

OWNER: THE GRAHAM COMPANIES
6843 MAIN STREET
MIAMI LAKES, FLORIDA 33014-2048

- NUMBER OF PARCELS: 1
- AREA OF PARCEL: 7.294± NET ACRES (317,727 NET SQUARE FEET)
- PROPOSED USE: 4-STORY OFFICE BUILDING (82,903 SQUARE FEET)
- UTILITY SERVICE: MIAMI-DADE WATER AND SEWER DEPARTMENT (W.A.S.D.)
- CURRENT ZONING: IU-C (INDUSTRIAL DISTRICT-CONDITIONAL)
- MIAMI-DADE COUNTY, FLORIDA, FLOOD CRITERIA: 6.5 (PER PLAT BOOK 120, PAGE 13, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA)
- THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (BASE FLOOD ELEVATION 6) PER FLOOD INSURANCE RATE MAP NO. 12086C0112L, COMMUNITY NO.120686, PANEL NO. 0112, SUFFIX L, MAP PANEL AND INDEX MAP DATED SEPTEMBER 11, 2009.
- MIAMI-DADE COUNTY, FLORIDA, TAX FOLIO NO'S: PORTIONS OF 32-2022-008-0013; 32-2022-001-0230; 32-2022-001-0220

PROPOSED USE: TRACT "A"

82,903 SQUARE FEET OFFICE SPACE

AREA TABULATION:

NET AREA (LIMIT OF PLAT) - 317,727± NET SQUARE FEET / 7.294± NET ACRES

CONTACT INFORMATION:

NAME: STUART S. WYLLIE, PRESIDENT
C/O THE GRAHAM COMPANIES

TELEPHONE: (305) 821-1130 (BUSINESS)

FAX NUMBER: (305) 820-1655

E-MAIL ADDRESS: stu.wyllie@grahamcos.com

CURRENT ZONING: IU-C (INDUSTRIAL DISTRICT-CONDITIONAL)
SINGLE FAMILY ATTACHED UNITS: 0
SINGLE FAMILY DETACHED UNITS: 0
MULTI-FAMILY UNITS: 0
NET AREA OF LAND (LIMIT OF PLAT)
317,727± SQUARE FEET
7.294± ACRES
GROSS AREA (TO ℄ OF ADJACENT R/W): 343,304± SQUARE FEET
7.881± ACRES

CERTIFIED TO:

1. TGC GOVERNORS SQUARE LLC, A FLORIDA LIMITED LIABILITY COMPANY
2. THE GRAHAM COMPANIES, A FLORIDA CORPORATION

SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. THE FIELDWORK WAS COMPLETED ON JUNE 29, 2016.

I FURTHER CERTIFY TO THE HEREIN NAMED FIRM(S) AND/OR PERSON(S) THAT THE "BOUNDARY SURVEY", ALSO BEING A "TENTATIVE PLAT", OF THE HEREIN DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS RECENTLY SURVEYED AND DRAWN UNDER MY SUPERVISION AND DIRECTION ON JUNE 29, 2016. THIS SURVEY COMPLIES WITH THE STANDARDS FOR PRACTICE REQUIREMENTS AS SET FORTH IN RULES 5J-17.051 AND 5J-17.052, AS ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 472.027, FLORIDA STATUTES.

Schwebke-Shiskin and Associates, Inc. (BUSINESS LICENSE LB#87)
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 TEL: (954) 435-7010 FAX: (954) 438-3288

BY: _____
MARK STEVEN JOHNSON, PRINCIPAL
PROFESSIONAL SURVEYOR & MAPPER NO. 4775
STATE OF FLORIDA

REVISIONS

DATE	ORDER	F.B./PG.	REMARKS	BY
10-14-16	206146	N/A	OPINION/TOWN COMMENTS	R.A.F.

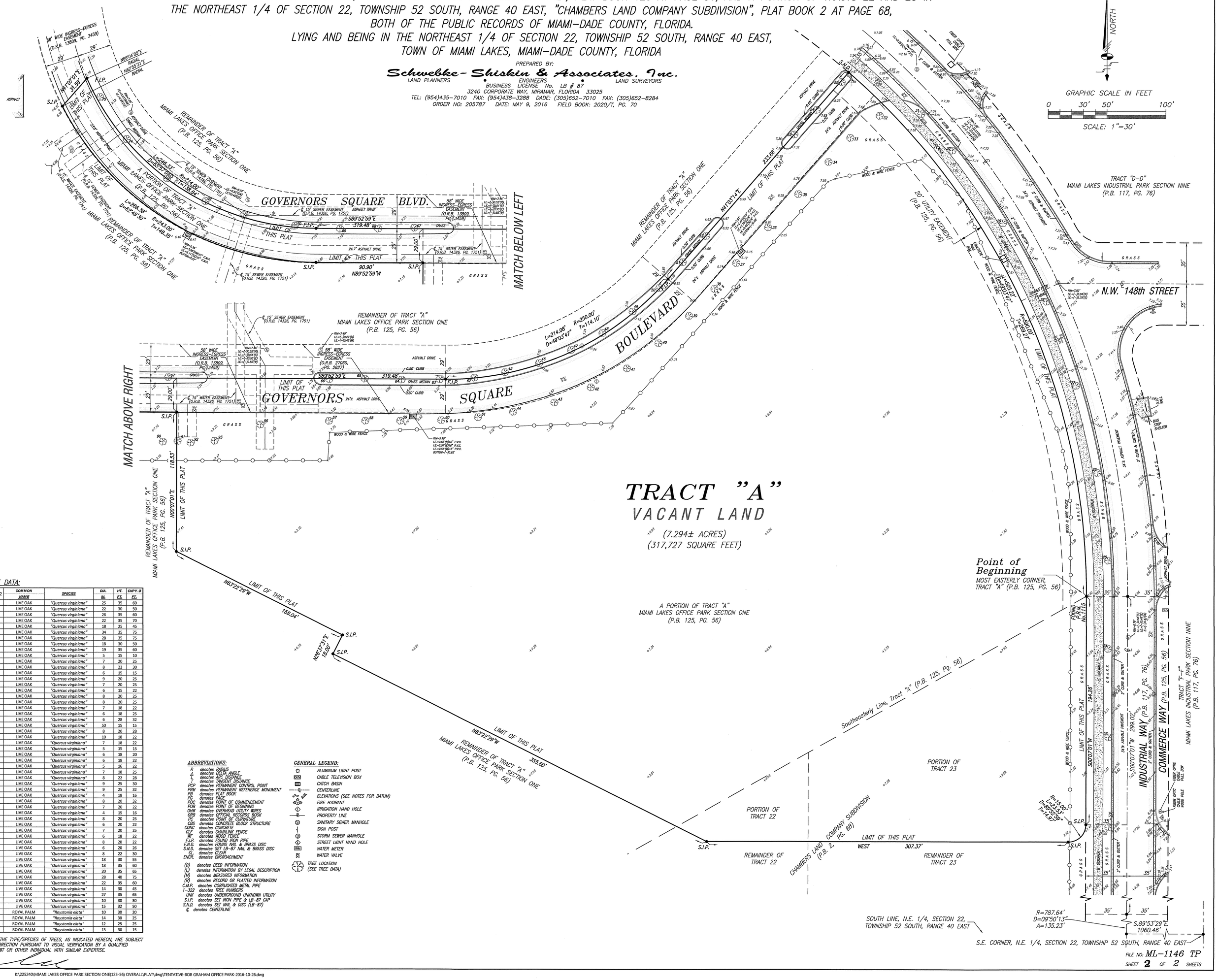
FILE NO: ML-1146 TP

K:\225240\MIAMI LAKES OFFICE PARK SECTION ONE(125-56) OVERALL\PLAT\dwg\TENTATIVE-BOB GRAHAM OFFICE PARK-2016-10-26.dwg

- TENTATIVE PLAT -
BOB GRAHAM BUILDING

BEING A REPLAT OF A PORTION OF TRACT "A", "MIAMI LAKES OFFICE PARK SECTION ONE", PLAT BOOK 125 AT PAGE 56, AND A PORTION OF TRACTS 22 AND 23 IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, "CHAMBERS LAND COMPANY SUBDIVISION", PLAT BOOK 2 AT PAGE 68, BOTH OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
LYING AND BEING IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA

PREPARED BY:
Schwebke-Shiskin & Associates, Inc.
LAND PLANNERS • ENGINEERS • LAND SURVEYORS
BUSINESS LICENSE No. LB # 87
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025
TEL: (954)435-7010 FAX: (954)438-3288 DADE: (305)652-7010 FAX: (305)652-8284
ORDER NO: 205787 DATE: MAY 9, 2016 FIELD BOOK: 2020/T, PG. 70



TREE DATA:

TREE NO	COMMON NAME	SPECIES	DIA. IN.	HT. FT.	CNPY. Ø FT.
22	LIVE OAK	"Quercus virginiana"	25	35	60
23	LIVE OAK	"Quercus virginiana"	22	30	50
24	LIVE OAK	"Quercus virginiana"	26	35	60
25	LIVE OAK	"Quercus virginiana"	22	35	70
26	LIVE OAK	"Quercus virginiana"	18	25	45
27	LIVE OAK	"Quercus virginiana"	34	35	75
28	LIVE OAK	"Quercus virginiana"	28	35	75
29	LIVE OAK	"Quercus virginiana"	18	30	50
30	LIVE OAK	"Quercus virginiana"	19	35	60
31	LIVE OAK	"Quercus virginiana"	5	15	10
32	LIVE OAK	"Quercus virginiana"	7	20	25
33	LIVE OAK	"Quercus virginiana"	8	22	30
34	LIVE OAK	"Quercus virginiana"	6	15	15
36	LIVE OAK	"Quercus virginiana"	9	20	25
37	LIVE OAK	"Quercus virginiana"	7	20	25
38	LIVE OAK	"Quercus virginiana"	6	15	22
39	LIVE OAK	"Quercus virginiana"	8	20	25
40	LIVE OAK	"Quercus virginiana"	8	20	25
41	LIVE OAK	"Quercus virginiana"	7	18	22
42	LIVE OAK	"Quercus virginiana"	6	18	25
43	LIVE OAK	"Quercus virginiana"	6	28	32
44	LIVE OAK	"Quercus virginiana"	50	15	15
45	LIVE OAK	"Quercus virginiana"	8	20	28
46	LIVE OAK	"Quercus virginiana"	10	18	22
47	LIVE OAK	"Quercus virginiana"	7	18	22
48	LIVE OAK	"Quercus virginiana"	5	15	15
49	LIVE OAK	"Quercus virginiana"	6	18	20
50	LIVE OAK	"Quercus virginiana"	6	18	22
51	LIVE OAK	"Quercus virginiana"	5	16	22
52	LIVE OAK	"Quercus virginiana"	7	18	25
53	LIVE OAK	"Quercus virginiana"	8	22	28
54	LIVE OAK	"Quercus virginiana"	9	25	30
55	LIVE OAK	"Quercus virginiana"	9	25	32
56	LIVE OAK	"Quercus virginiana"	4	18	16
57	LIVE OAK	"Quercus virginiana"	8	20	32
58	LIVE OAK	"Quercus virginiana"	7	20	22
59	LIVE OAK	"Quercus virginiana"	4	15	16
60	LIVE OAK	"Quercus virginiana"	8	20	25
61	LIVE OAK	"Quercus virginiana"	6	20	22
62	LIVE OAK	"Quercus virginiana"	7	20	25
63	LIVE OAK	"Quercus virginiana"	6	18	22
64	LIVE OAK	"Quercus virginiana"	8	20	22
65	LIVE OAK	"Quercus virginiana"	6	20	26
66	LIVE OAK	"Quercus virginiana"	8	22	30
67	LIVE OAK	"Quercus virginiana"	18	30	55
68	LIVE OAK	"Quercus virginiana"	18	35	60
69	LIVE OAK	"Quercus virginiana"	20	35	65
70	LIVE OAK	"Quercus virginiana"	28	40	75
71	LIVE OAK	"Quercus virginiana"	22	35	60
72	LIVE OAK	"Quercus virginiana"	14	30	45
73	LIVE OAK	"Quercus virginiana"	27	35	65
74	LIVE OAK	"Quercus virginiana"	10	30	30
75	LIVE OAK	"Quercus virginiana"	15	32	50
90	ROYAL PALM	"Roystonia elata"	10	30	20
91	ROYAL PALM	"Roystonia elata"	14	30	25
92	ROYAL PALM	"Roystonia elata"	12	25	25
93	ROYAL PALM	"Roystonia elata"	13	30	15

NOTE: THE TYPE/SPECIES OF TREES, AS INDICATED HEREON, ARE SUBJECT TO CORRECTION PURSUANT TO VISUAL VERIFICATION BY A QUALIFIED BOTANIST OR OTHER INDIVIDUAL WITH SIMILAR EXPERTISE.

ABBREVIATIONS:

R	denotes RADIUS
Δ	denotes DELTA ANGLE
L	denotes ARC DISTANCE
T	denotes TANGENT DISTANCE
PCP	denotes PERMANENT CONTROL POINT
PRM	denotes PERMANENT REFERENCE MONUMENT
PB	denotes PLAT BOOK
PG	denotes PAGE
POC	denotes POINT OF COMMENCEMENT
POB	denotes POINT OF BEGINNING
OHW	denotes OVERHEAD UTILITY WIRES
ORB	denotes OFFICIAL RECORDS BOOK
PC	denotes POINT OF CURVATURE
CBS	denotes CONCRETE BLOCK STRUCTURE
CONC	denotes CONCRETE
CLF	denotes CHAINLINK FENCE
WF	denotes WOOD FENCE
F.I.P.	denotes FOUND IRON PIPE
F.N.D.	denotes FOUND NAIL & BRASS DISC
S.N.D.	denotes SET LB-87 NAIL & BRASS DISC
CL.	denotes CLEAR
ENCR.	denotes ENCROACHMENT
(D)	denotes DEED INFORMATION
(L)	denotes INFORMATION BY LEGAL DESCRIPTION
(M)	denotes MEASURED INFORMATION
(R)	denotes RECORD OR PLATTED INFORMATION
C.M.P.	denotes CORRUGATED METAL PIPE
1-322	denotes TREE NUMBERS
UNK	denotes UNDERGROUND UNKNOWN UTILITY
S.I.P.	denotes SET IRON PIPE & LB-87 CAP
S.N.D.	denotes SET NAIL & DISC (LB-87)
℄	denotes CENTERLINE

GENERAL LEGEND:

- ALUMINUM LIGHT POST
- CATV CABLE TELEVISION BOX
- CB CATCH BASIN
- CENTERLINE
- 9.0 ELEVATIONS (SEE NOTES FOR DATUM)
- FIRE HYDRANT
- IRRIGATION HAND HOLE
- PROPERTY LINE
- S SANITARY SEWER MANHOLE
- SIGN POST
- D STORM SEWER MANHOLE
- STREET LIGHT HAND HOLE
- WM WATER METER
- WATER VALVE
- TREE LOCATION (SEE TREE DATA)

FILE NO: ML-1146 TP
SHEET 2 OF 2 SHEETS

K:\225240\MIAMI LAKES OFFICE PARK SECTION ONE(125-56) OVERALL\PLAT\dwg\TENTATIVE-BOB GRAHAM OFFICE PARK-2016-10-26.dwg

- TENTATIVE PLAT -
GOVERNORS SQUARE SENIOR COMMUNITY

A REPLAT OF A PORTION OF TRACT "A," "MIAMI LAKES OFFICE PARK SECTION ONE," PLAT BOOK 125 AT PAGE 56, TRACTS 20, 21, 22 AND 23 IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST; A PORTION OF TRACTS 10, 11, 12 AND 13, IN THE SOUTHEAST 1/4, "CHAMBERS LAND COMPANY SUBDIVISION", PLAT BOOK 2 AT PAGE 68, BOTH OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
LYING AND BEING IN OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA

PREPARED BY:
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ORDER NO. 205880 SCALE: 1"= 30' JUNE 29, 2016

LEGAL DESCRIPTION:

A PORTION OF TRACT "A", ACCORDING TO THE PLAT OF "MIAMI LAKES OFFICE PARK SECTION ONE", AS RECORDED IN PLAT BOOK 125 AT PAGE 56 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; TOGETHER WITH A PORTION OF TRACTS 20, 21, 22 AND 23 IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST; ALSO TOGETHER WITH A PORTION OF TRACTS 10, 11, 12 AND 13 IN THE SOUTHEAST 1/4 OF SECTION 22 TOWNSHIP 52 SOUTH, RANGE 40 EAST; AND ALSO TOGETHER WITH THAT PORTION OF THAT CERTAIN UNNAMED RIGHT-OF-WAY LYING WITHIN THE FOLLOWING DESCRIBED PARCEL, ACCORDING TO THE PLAT OF "CHAMBERS LAND COMPANY SUBDIVISION", AS RECORDED IN PLAT BOOK 2 AT PAGE 68 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE MOST EASTERLY CORNER OF SAID TRACT "A", AS SHOWN ON THE SAID PLAT OF "MIAMI LAKES OFFICE PARK SECTION ONE"; THENCE SOUTH 00 DEGREES 07 MINUTES 01 SECONDS WEST, ALONG THE WEST RIGHT-OF-WAY LINE OF INDUSTRIAL WAY (COMMERCE WAY), AS SHOWN ON THE PLAT OF "MIAMI LAKES INDUSTRIAL PARK SECTION NINE", AS RECORDED IN PLAT BOOK 117 AT PAGE 76 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FOR 194.26 FEET TO THE POINT OF BEGINNING OF THE HEREINAFTER DESCRIBED PARCEL; THENCE CONTINUE SOUTH 00 DEGREES 07 MINUTES 01 SECONDS WEST, ALONG THE LAST DESCRIBED COURSE, FOR 104.67 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 752.64 FEET AND A CENTRAL ANGLE OF 47 DEGREES 23 MINUTES 42 SECONDS FOR AN ARC DISTANCE OF 622.58 FEET TO A POINT OF TANGENCY; THENCE SOUTH 47 DEGREES 30 MINUTES 43 SECONDS WEST FOR 121.45 FEET; SAID LAST DESCRIBED TWO COURSES BEING ALONG THE SAID WESTERLY RIGHT-OF-WAY LINE OF SAID INDUSTRIAL WAY (COMMERCE WAY) AS SHOWN ON THE SAID PLAT OF "MIAMI LAKES INDUSTRIAL PARK SECTION NINE" AND AS SHOWN ON THE PLAT OF "MIAMI LAKES INDUSTRIAL PARK SECTION TEN", AS RECORDED IN PLAT BOOK 118 AT PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE NORTH 42 DEGREES 29 MINUTES 17 SECONDS WEST, ALONG THE NORTHEASTERLY LINE OF TRACT "A", AS SHOWN ON THE PLAT OF "MIAMI LAKES LAKESIDE CORPORATE CENTER", AS RECORDED IN PLAT BOOK 150 AT PAGE 96, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FOR 339.77 FEET; THENCE NORTH 44 DEGREES 42 MINUTES 10 SECONDS WEST FOR 62.17 FEET; THENCE NORTH 66 DEGREES 08 MINUTES 36 SECONDS WEST FOR 598.70 FEET; SAID LAST DESCRIBED TWO COURSES BEING ALONG THE NORTHEASTERLY LINES OF TRACT "C", AS SHOWN ON THE SAID PLAT OF "MIAMI LAKES LAKESIDE CORPORATE CENTER" ; THENCE NORTH 36 DEGREES 37 MINUTES 31 SECONDS EAST FOR 234.16 FEET; THENCE SOUTH 63 DEGREES 22 MINUTES 29 SECONDS EAST FOR 381.15 FEET; THENCE NORTH 60 DEGREES 34 MINUTES 32 SECONDS EAST FOR 120.55 FEET; SAID LAST DESCRIBED THREE COURSES BEING COINCIDENT WITH THE SOUTHEASTERLY, SOUTHWESTERLY AND EASTERLY LINES, RESPECTIVELY, OF TRACT "B", AS SHOWN ON THE SAID PLAT OF "MIAMI LAKES OFFICE PARK SECTION ONE"; THENCE NORTH 63 DEGREES 22 MINUTES 29 SECONDS WEST FOR 532.38 FEET; THENCE SOUTH 36 DEGREES 37 MINUTES 31 SECONDS WEST FOR 248.05 FEET; THENCE NORTH 73 DEGREES 22 MINUTES 29 SECONDS WEST FOR 319.75 FEET; THENCE NORTH 11 DEGREES 52 MINUTES 29 SECONDS WEST FOR 455.41 FEET; SAID LAST DESCRIBED FOUR COURSES BEING COINCIDENT WITH THE SOUTHWESTERLY, SOUTHEASTERLY, SOUTHERLY AND WESTERLY LINES OF SAID TRACT "A", AS SHOWN ON THE SAID PLAT OF "MIAMI LAKES OFFICE PARK SECTION ONE"; THENCE SOUTH 89 DEGREES 52 MINUTES 59 SECONDS EAST FOR 496.51 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE, SAID POINT BEARS NORTH 82 DEGREES 33 MINUTES 49 SECONDS WEST FROM THE RADIUS POINT OF FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE TO THE EAST, HAVING A RADIUS OF 57.00 FEET AND A CENTRAL ANGLE OF 33 DEGREES 40 MINUTES 48 SECONDS FOR AN ARC DISTANCE OF 33.51 FEET TO A POINT OF TANGENCY; THENCE NORTH 41 DEGREES 07 MINUTES 01 SECONDS EAST FOR 5.05 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID POINT BEARS SOUTH 62 DEGREES 55 MINUTES 31 SECONDS WEST FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE LEFT, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 243.00 FEET AND A CENTRAL ANGLE OF 62 DEGREES 48 MINUTES 30 SECONDS FOR AN ARC DISTANCE OF 266.38 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 52 MINUTES 59 SECONDS EAST FOR 90.90 FEET; SAID LAST DESCRIBED TWO COURSES BEING ALONG THE SOUTHERLY LIMITS OF A 58.00 FOOT WIDE INGRESS-EGRESS EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 13809 AT PAGE 3459, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE SOUTH 00 DEGREES 07 MINUTES 01 SECONDS WEST, AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE, FOR 118.53 FEET; THENCE SOUTH 63 DEGREES 22 MINUTES 29 SECONDS EAST FOR 158.04 FEET; THENCE SOUTH 26 DEGREES 37 MINUTES 31 SECONDS WEST, AT RIGHT ANGLES TO THE LAST AND NEXT DESCRIBED COURSES, FOR 18.00 FEET; THENCE SOUTH 63 DEGREES 22 MINUTES 29 SECONDS EAST FOR 355.60 FEET; THENCE EAST FOR 307.37 FEET TO A POINT OF CURVATURE; THENCE EASTERLY AND NORTHEASTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE LEFT, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 15.00 FEET AND A CENTRAL ANGLE OF 89 DEGREES 52 MINUTES 59 SECONDS FOR AN ARC DISTANCE OF 23.53 FEET TO THE POINT OF BEGINNING, ALL LYING AND BEING IN PORTIONS OF THE NORTHEAST 1/4, THE NORTHWEST 1/4, AND THE SOUTHEAST 1/4 OF SECTION 22 TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA.

SURVEYOR'S NOTES:

1. THIS SKETCH REPRESENTS AN "A.L.T.A./N.S.P.S. LAND TITLE SURVEY" WITH ELEVATIONS FOR "TENTATIVE PLAT" PURPOSES.
2. THERE ARE NO VISIBLE ENCROACHMENTS, OTHER THAN THOSE SHOWN HEREON.
3. THE ELEVATIONS SHOWN HEREON RELATE TO THE NATIONAL GEODETIC VERTICAL DATUM (N.G.V.D.) OF 1929 AND ARE EXPRESSED IN FEET.
4. VISIBLE INDICATORS OF UTILITIES ARE SHOWN HEREON, HOWEVER, THE SURVEYOR HAS MADE NO ATTEMPT TO AS-BUILT ANY UNDERGROUND UTILITIES EITHER SERVICING OR APPURTENANT TO ANY OF THE UTILITY IMPROVEMENTS SERVING THE SUBJECT SITE. (WATER, SEWER, DRAINAGE OR SITE LIGHTING).
5. NO ATTEMPT WAS MADE BY THIS FIRM TO LOCATE WALL OR FENCE FOOTERS/FOUNDATIONS.
6. THE DISTANCES SHOWN ALONG THE PROPERTY LINES HEREON ARE RECORD AND MEASURED, UNLESS NOTED OTHERWISE.
7. THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (BASE FLOOD ELEVATION 6) PER FLOOD INSURANCE RATE MAP NO'S. 12086C0112L AND 12086C0114L, COMMUNITY NO.120686, PANEL NO'S. 0112 AND 0114, SUFFIX L, MAP PANELS AND INDEX MAP DATED SEPTEMBER 11, 2009.
8. THIS SKETCH HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE ENTITY (ENTITIES) NAMED HEREON. THE CERTIFICATION SHOWN HEREON DOES NOT EXTEND TO ANY UNNAMED PARTIES.
9. THIS "BOUNDARY SURVEY" REFLECTS EASEMENTS, RIGHTS-OF-WAY AND OTHER MATTERS THAT ARE LISTED AS EXCEPTIONS IN SCHEDULE B-II IN THE OPINION OF TITLE PREPARED BY CHICAGO TITLE INSURANCE LOAN POLICY NO. 10146202000040 WITH AN EFFECTIVE DATE OF APRIL 7, 1992, AND ATTORNEYS' TITLE FUND SERVICES, LLC CERTIFIED ATTORNEY TITLE INFORMATION WITH AN EFFECTIVE DATE OF AUGUST 23, 2016 AT 11:00 PM.
10. APPLICABLE BUILDING SETBACK LINES AFFECTING THE SUBJECT PROPERTY, UNLESS NOTED OTHERWISE, ARE NOT SHOWN HEREON. VARIANCES FROM CURRENT ZONING CODES MAY EXIST BASED ON SITE PLAN APPROVALS OBTAINED DURING PERMITTING PROCESSES.
11. BENCHMARK A: NAME: N-626, MIAMI-DADE COUNTY P-K NAIL & BRASS DISC IN CONCRETE GUTTER ACROSS FROM F.P.L. SUBD=STATION AT THE INTERSECTION OF N.W. 138TH STREET (PALMETTO FRONTAGE ROAD) AND N.W. 80TH AVENUE. ELEVATION=7.27 N.G.V.D. 1929.
12. BENCHMARK B: NAME: N-632, MIAMI-DADE COUNTY P-K NAIL & BRASS WASHER IN CONCRETE SIDEWALK 12' EAST OF FIRE HYDRANT ON THE S.W. CORNER OF THE INTERSECTION OF N.W. 146TH STREET AND N.W. 77TH AVENUE. ELEVATION=7.28 N.G.V.D. 1929.
13. UNLESS STATED OTHERWISE, THIS FIRM DOES NOT CERTIFY THE EXTENT TO WHICH THE SUBJECT PROPERTY COMPLIES WITH APPLICABLE ZONING REQUIREMENTS, REGULATIONS AND/OR RESTRICTIONS.
14. THE BEARINGS SHOWN HEREON RELATE TO AN ASSUMED BEARING (N00°07'01"E) ALONG THE CENTERLINE OF INDUSTRIAL WAY PER PLAT BOOK 117 AT PAGE 76.
15. THE REVIEW AND EXAMINATION OF TITLE EXCEPTIONS, WHEN CONDUCTED BY THIS FIRM, HAS BEEN PERFORMED UNDER THE SUPERVISION OF A LICENSED LAND SURVEYOR AND MAPPER. THE ATTESTING SURVEYOR AND MAPPER IS NEITHER TRAINED NOR LICENSED TO PROVIDE LEGAL ANALYSIS, INTERPRETATION, OR CONCLUSIONS ABOUT THE DOCUMENTS AND INSTRUMENTS REFERENCED IN ANY SUCH TITLE EXCEPTIONS AND THEREFORE NO SUCH LEGAL ANALYSIS, INTERPRETATION OR CONCLUSIONS SHOULD BE IMPLIED.
16. THERE ARE NO UNDERGROUND PUBLIC UTILITIES LYING WITHIN THE BOUNDARY OF THE SUBJECT PROPERTY. ALL PUBLIC UTILITIES (EXCLUDING SERVICE LINES SERVING THE SUBJECT PROPERTY) LIE WHOLLY WITHIN PUBLICLY DEDICATED RIGHTS-OF-WAY. ALL UNDERGROUND INFORMATION, WHEN PROVIDED BY OTHERS, IS SUBJECT TO THE ACCURACY OF THE INFORMATION PROVIDED. LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.
17. THE SUBJECT SITE HAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
18. THE SUBJECT SITE HAS NO OBSERVED EVIDENCE OF HAVING BEEN USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
19. TO THE BEST OF MY KNOWLEDGE AND BELIEF, THERE ARE NO DESIGNATED WETLANDS LOCATED ON THE SUBJECT SITE.
20. MIAMI-DADE COUNTY FLORIDA, TAX FOLIO NO'S. 32-2022-008-0013; 32-2022-001-0200; 32-2022-001-0210; 32-2022-001-0220; 32-2022-001-0230; 32-2022-001-0750; 32-2022-001-0830; AND 32-2022-001-840.
21. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO AND FROM COMMERCE WAY, A DEDICATED PUBLIC RIGHT-OF-WAY.
22. AN EXPRESS PURPOSE OF THIS PLAT IS TO CLOSE, ABANDON, VACATE AND DISCONTINUE FROM PUBLIC USE THAT CERTAIN UNNAMED 20.00 FOOT WIDE RIGHT-OF-WAY LYING WITHIN THE BOUNDARY OF THE SUBJECT SITE AS SHOWN ON THE PLAT OF "CHAMBERS LAND COMPANY SUBDIVISION," PLAT BOOK 2 AT PAGE 68, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, SAID LANDS CONTAINING 21,314 SQUARE FEET, MORE OR LESS (0.489 ACRES, MORE OR LESS).

CERTIFIED TO:

1. TGC GOVERNORS SQUARE LLC, A FLORIDA LIMITED LIABILITY COMPANY
2. THE GRAHAM COMPANIES, A FLORIDA CORPORATION

SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. THE FIELDWORK WAS COMPLETED ON JUNE 29, 2016.

I FURTHER CERTIFY TO THE HEREIN NAMED FIRM(S) AND/OR PERSON(S) THAT THE "BOUNDARY SURVEY", ALSO BEING A "TENTATIVE PLAT", OF THE HEREIN DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS RECENTLY SURVEYED AND DRAWN UNDER MY SUPERVISION AND DIRECTION ON JUNE 29, 2016. THIS SURVEY COMPLIES WITH THE STANDARDS FOR PRACTICE REQUIREMENTS AS SET FORTH IN RULES 5J-17.051 AND 5J-17.052, AS ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 472.027, FLORIDA STATUTES.

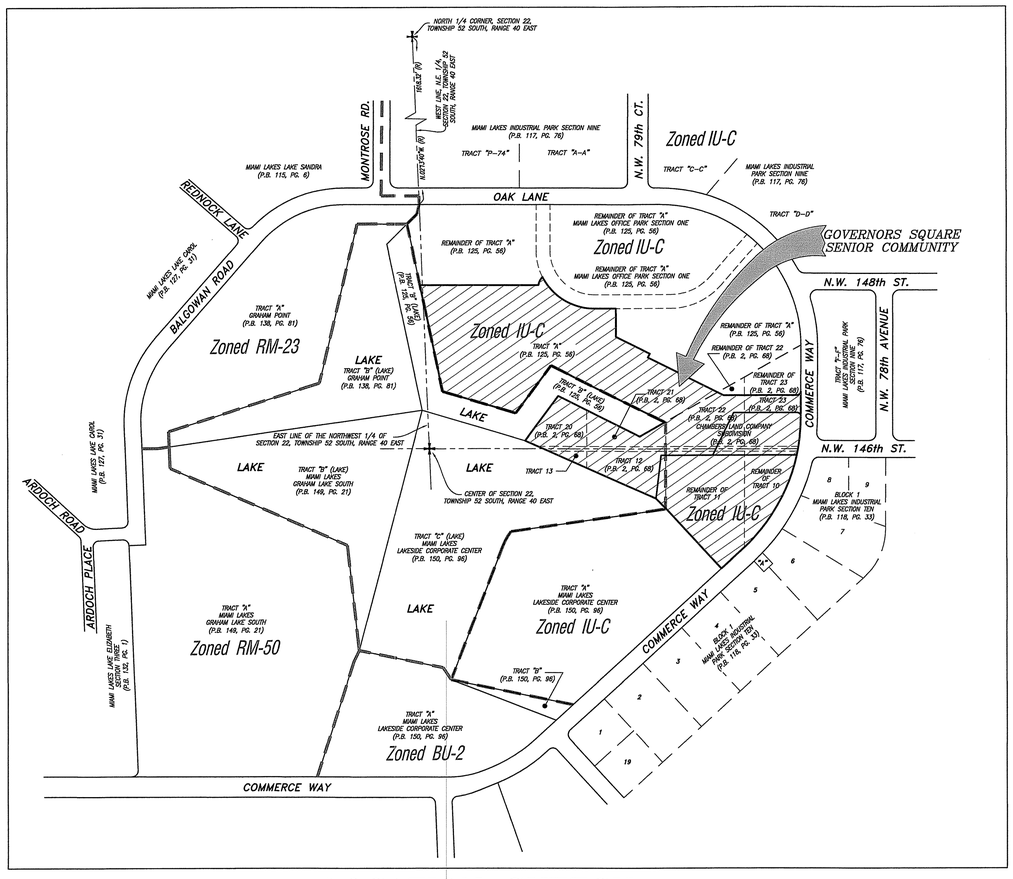
Schwebke-Shiskin and Associates, Inc. (BUSINESS LICENSE LB#87)
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 TEL: (954) 435-7010 FAX: (954) 438-3288

BY: _____
MARK STEVEN JOHNSON, PRINCIPAL
PROFESSIONAL SURVEYOR & MAPPER NO. 4775
STATE OF FLORIDA

TREE TABULATION:

TREE NO	COMMON NAME	SPECIES	DIA. IN.	HT. FT.	CNPY. Ø FT.
1	LIVE OAK	"Quercus virginiana"	28	35	75
2	LIVE OAK	"Quercus virginiana"	24	30	55
3	LIVE OAK	"Quercus virginiana"	30	35	70
4	LIVE OAK	"Quercus virginiana"	19	30	50
5	LIVE OAK	"Quercus virginiana"	30	30	50
6	LIVE OAK	"Quercus virginiana"	20	35	60
7	LIVE OAK	"Quercus virginiana"	18	30	60
8	LIVE OAK	"Quercus virginiana"	17	30	55
9	LIVE OAK	"Quercus virginiana"	21	32	60
10	LIVE OAK	"Quercus virginiana"	12	28	45
11	LIVE OAK	"Quercus virginiana"	22	30	55
12	LIVE OAK	"Quercus virginiana"	18	30	45
13	LIVE OAK	"Quercus virginiana"	12	25	40
14	LIVE OAK	"Quercus virginiana"	10	25	35
15	LIVE OAK	"Quercus virginiana"	12	25	25
16	SILK OAK	"Grevillea robusta"	10	30	25
17	SILK OAK	"Grevillea robusta"	10	30	35
18	LIVE OAK	"Quercus virginiana"	27	35	70
19	LIVE OAK	"Quercus virginiana"	10	25	25
20	LIVE OAK	"Quercus virginiana"	24	70	32
21	LIVE OAK	"Quercus virginiana"	15	30	50
22	LIVE OAK	"Quercus virginiana"	25	35	60
23	LIVE OAK	"Quercus virginiana"	22	30	50
76	ROYAL PALM	"Roystonia elata"	10	30	25
77	ROYAL PALM	"Roystonia elata"	12	30	30
78	LIVE OAK	"Quercus virginiana"	11	30	25
79	LIVE OAK	"Quercus virginiana"	14	30	30
80	LIVE OAK	"Quercus virginiana"	10	30	25
81	LIVE OAK	"Quercus virginiana"	15	30	30
82	LIVE OAK	"Quercus virginiana"	15	30	30
83	LIVE OAK	"Quercus virginiana"	10	30	20
84	SILK OAK	"Grevillea robusta"	6	25	30
85	SILK OAK	"Grevillea robusta"	6	22	15
86	ROYAL PALM	"Roystonia elata"	15	30	20
87	SILK OAK	"Grevillea robusta"	7	22	20
88	SILK OAK	"Grevillea robusta"	9	25	30
89	ROYAL PALM	"Roystonia elata"	15	30	25
90	ROYAL PALM	"Roystonia elata"	10	30	20
91	ROYAL PALM	"Roystonia elata"	14	30	25
92	ROYAL PALM	"Roystonia elata"	12	25	25
95	BRAZILIAN PEPPER	"Schinus terebinthifolius"	7	15	25
96	LIVE OAK	"Quercus virginiana"	14	28	40
98	LIVE OAK	"Quercus virginiana"	20	30	50
99	LIVE OAK	"Quercus virginiana"	20	30	55
101	LIVE OAK	"Quercus virginiana"	30	35	70

Note: The type/species of trees, as indicated hereon, are subject to correction pursuant to visual verification by a qualified botanist or other individual with similar expertise.



LOCATION SKETCH

SCALE: 1"=300'
A PORTION OF SECTION 22-TOWNSHIP 52 SOUTH-RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA

DEVELOPMENT INFORMATION:
TENTATIVE PLAT DATA:

OWNER: THE GRAHAM COMPANIES
6843 MAIN STREET
MIAMI LAKES, FLORIDA 33014-2048

- NUMBER OF PARCELS: 4
- UTILITY SERVICE: MIAMI-DADE COUNTY WATER AND SEWER DEPARTMENT (WASD)
- CURRENT ZONING: IU-C (INDUSTRIAL DISTRICT-CONDITIONAL)
- MIAMI-DADE COUNTY, FLORIDA, FLOOD CRITERIA: 6.5 (PER PLAT BOOK 120, PAGE 13, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA)
- THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (BASE FLOOD ELEVATION 6) PER FLOOD INSURANCE RATE MAP NO. 12086C0112L, COMMUNITY NO.120686, PANEL NO. 0112, SUFFIX L, MAP PANEL AND INDEX MAP DATED SEPTEMBER 11, 2009.
- MIAMI-DADE COUNTY, FLORIDA, TAX FOLIO NO'S: 32-2022-008-0013; 32-2022-001-0200; 32-2022-001-0210; 32-2022-001-0220; 32-2022-001-0230; 32-2022-001-0750; 32-2022-001-0830; AND 32-2022-001-0840;

AREA TABULATION:

TOTAL GROSS AREA - 867,063± SQUARE FEET / 19.905± ACRES
(INCLUDES WEST HALF OF THE RIGHT-OF-WAY OF INDUSTRIAL WAY (COMMERCE WAY) ADJACENT TO SUBJECT PROPERTY:

TOTAL PLAT LIMITS - NET AREA - 19.213± ACRES / 836,939± SQUARE FEET

1) TRACT "A" - TOTAL NET AREA - 411,434± SQUARE FEET / 9.445± ACRES
TOTAL GROSS AREA - 415,039± SQUARE FEET / 9.528± ACRES
[INCLUDING WEST HALF OF THE RIGHT-OF-WAY OF INDUSTRIAL WAY (COMMERCE WAY) ADJACENT TO SUBJECT TRACT]

2) TRACT "B" - TOTAL NET AREA - 56,495± SQUARE FEET / 1.297± ACRES
TOTAL GROSS AREA - 62,340± SQUARE FEET / 1.431± ACRES
[INCLUDING WEST HALF OF THE RIGHT-OF-WAY OF INDUSTRIAL WAY (COMMERCE WAY) ADJACENT TO SUBJECT TRACT]

3) TRACT "C" - TOTAL NET AREA - 181,373± SQUARE FEET / 4.164± ACRES
TOTAL GROSS AREA - 202,137± SQUARE FEET / 4.640± ACRES
[INCLUDING WEST HALF OF THE RIGHT-OF-WAY OF INDUSTRIAL WAY (COMMERCE WAY) ADJACENT TO SUBJECT PROPERTY]

4) TRACT "D" - TOTAL NET AREA - 4.308± ACRES / 187,637± SQUARE FEET

CONTACT INFORMATION:

NAME: STU WYLLIE, CEO, PRESIDENT
C/O THE GRAHAM COMPANIES

TELEPHONE: (305) 821-1130 (BUSINESS)

FAX NUMBER: (305) 820-1655

E-MAIL ADDRESS: stu.wyllie@grahamcos.com

PROPOSED USE:

CURRENT ZONING: IU-C (INDUSTRIAL DISTRICT-CONDITIONAL), TRACT "A" TO BE REZONED TO RM-36. TRACTS "B", "C" AND "D" TO REMAIN IU-C.

SINGLE FAMILY ATTACHED UNITS: 0

SINGLE FAMILY DETACHED UNITS: 0

1) TRACT "A" (ONLY) - A) 220 UNITS MULTI-FAMILY APARTMENTS
(SENIOR AGE RESTRICTED LIVING FACILITY)
B) 8,000 SQUARE FOOT PRIVATE RECREATION BUILDING
(NO COOKING FACILITIES)

2) TRACT "B" - COMMUNITY CENTER
8,000 SQUARE FOOT RECREATION BUILDING (NO COOKING FACILITIES)

3) TRACT "C" - HEALTH SERVICES/ASSISTED LIVING FACILITY
ASSISTED LIVING FACILITY - 100 BEDS
SKILLED NURSING FACILITY - 80 BEDS

4) TRACT "D" - NOT A BUILDING SITE (LAKE) - NO PROPOSED DEVELOPMENT

EXCEPTIONS PER SPECIAL EXCEPTIONS
CHICAGO TITLE INSURANCE LOAN POLICY No. 10146202000040
EFFECTIVE DATE: APRIL 7, 1992
ATTORNEYS' TITLE FUND SERVICES, LLC
EFFECTIVE DATE: AUGUST 23, 2016 AT 11:00 P.M.

1) RESTRICTIONS, DEDICATIONS AND EASEMENTS SET FORTH IN PLAT OF MIAMI LAKES OFFICE PARK SECTION ONE, RECORDED IN PLAT BOOK 125, AT PAGE 56, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
AFFECTS - ALL PLOTTABLE ITEMS SHOWN ON SURVEY

2) RESERVATIONS CONTAINED IN DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED AUGUST 6, 1925, IN DEED BOOK 560, PAGE 285 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
AFFECTS - NOT PLOTTABLE

3) RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY, IF ANY, IN THE PLAT OF CHAMBER'S LAND COMPANY SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, AT PAGE 68, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
AFFECTS - ALL PLOTTABLE ITEMS SHOWN ON SURVEY

4) EASEMENT TO MIAMI-DADE COUNTY RECORDED NOVEMBER 15, 1989, IN OFFICIAL RECORDS BOOK 14326, AT PAGE 1751, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
AFFECTS - SHOWN ON SURVEY

5) EASEMENT TO FLORIDA POWER & LIGHT COMPANY RECORDED OCTOBER 18, 2007, IN OFFICIAL RECORDS BOOK 25996, AT PAGE 1458, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
DOES NOT AFFECT PROPERTY

6) EASEMENT AGREEMENT RECORDED SEPTEMBER 2, 1998, IN OFFICIAL RECORDS BOOK 13809, AT PAGE 3459, AS AMENDED BY AMENDMENT TO EASEMENT RECORDED JUNE 23, 1989, IN OFFICIAL RECORDS BOOK 14154, AT PAGE 1367, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FURTHER AMENDED BY SECOND AMENDMENT TO EASEMENT RECORDED SEPTEMBER 25, 1992 IN OFFICIAL RECORDS BOOK 15661, PAGE 861 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, AND FURTHER AMENDED BY THIRD AMENDMENT TO EASEMENT RECORDED OCTOBER 26, 2009 IN OFFICIAL RECORDS BOOK 27060, PAGE 2827 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY.
AFFECTS - SHOWN ON SURVEY

REVISIONS

DATE	ORDER	F.B./PG.	REMARKS	BY
10-14-16	206145	N/A	OPINION/TOWN COMMENTS	R.A.F.

FILE NO: ML-1147 TP SHEET 1 OF 6 SHEETS

- TENTATIVE PLAT -
GOVERNORS SQUARE SENIOR COMMUNITY

A REPLAT OF A PORTION OF TRACT "A," "MIAMI LAKES OFFICE PARK SECTION ONE," PLAT BOOK 125 AT PAGE 56, TRACTS 20, 21, 22 AND 23 IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST; A PORTION OF TRACTS 10, 11, 12 AND 13, IN THE SOUTHEAST 1/4, "CHAMBERS LAND COMPANY SUBDIVISION", PLAT BOOK 2 AT PAGE 68, BOTH OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
LYING AND BEING IN OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA

PREPARED BY:
Schwebke-Shiskin & Associates, Inc.
LAND PLANNERS • ENGINEERS • LAND SURVEYORS
BUSINESS LICENSE No. LB # 87
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 TEL: (954)435-7010 FAX: (954)438-3288 DADE: (305)652-7010 FAX: (305)652-8284

ORDER NO. 205880 SCALE: 1"= 30' JUNE 29, 2016

NORTH

GRAPHIC SCALE IN FEET
0 30' 50' 100' 150'
SCALE: 1"=30'

REFER TO SHEET 4 OF 6 FOR CONTINUATION

NOT-A-PART
A PORTION OF TRACT "A"
MIAMI LAKES OFFICE PARK SECTION ONE
(P.B. 125, PG. 56)

TRACT "A"
9.445+/- ACRES
VACANT LAND

TRACT "D"
4.308+/- ACRES

LAKE

TRACT "B"
1.297+/- ACRES
VACANT LAND

TRACT "C"
4.164+/- ACRES
VACANT LAND

NOT-A-PART
A PORTION OF TRACT 23
(P.B. 2, PG. 68)

NOT-A-PART
A PORTION OF TRACT 22
(P.B. 2, PG. 68)

A PORTION OF TRACT 21
(P.B. 2, PG. 68)

A PORTION OF TRACT 12
(P.B. 2, PG. 68)

A PORTION OF TRACT 11
(P.B. 2, PG. 68)

A PORTION OF TRACT 10
(P.B. 2, PG. 68)

CHAMBERS LAND COMPANY SUBDIVISION
(P.B. 2, PG. 68)

NOT-A-PART
TRACT "B" (LAKE)
(P.B. 125, PG. 56)

P.O.C.
MOST EASTERLY CORNER;
TRACT "A" (P.B. 125, PG. 56)

P.O.B.

S.63°22'29"E.
158.04' (TOTAL)
LIMIT OF PLAT

S.26°37'31"W.
18.00'

S.63°22'29"E.
LIMIT OF PLAT
355.60'

SOUTHEASTERLY LINE; TRACT "A"
(P.B. 125, PG. 56)

EAST 307.37'
LIMIT OF PLAT

N.89°52'59"E.
35.00'

S.00°07'01"W.
194.26'

S.00°07'01"W.
104.76'

S.00°07'01"W.
103.00'

S.00°07'01"W.
1.76'

R=15.00'
D=89°52'59"
A=23.53'

R=15.00'
D=90°07'01"
A=23.59'

EAST 265.42'

S.89°52'59"E.
RADIAL

R=752.64'
D=12°17'35"
A=161.48'

A=622.58'

A=651.53'

D=4°23'42"

D=4°23'42"

R=752.64'

A=651.53'

R=781.64'

COMMERCE WAY
(INDUSTRIAL WAY BY P.B. 117, PG. 76)

TRACT "F-F"
MIAMI LAKES INDUSTRIAL PARK SECTION NINE
(P.B. 117, PG. 76)

COMMERCE WAY
(INDUSTRIAL WAY BY P.B. 118, PG. 33)

LOT 8 - BLOCK 1
MIAMI LAKES INDUSTRIAL PARK
SECTION TEN
(P.B. 118, PG. 33)

N.W. 146th ST.
1060.46'
N.89°53'29"W.

EAST 1/4 CORNER;
SECTION 22-52S-40E

NORTH LINE; SOUTHEAST 1/4;
SECTION 22-52S-40E

SOUTH LINE; NORTHEAST 1/4;
SECTION 22-52S-40E

NORTH LINE; SOUTHEAST 1/4;
SECTION 22-52S-40E

CENTER LINE 20' R/W
(P.B. 2, PG. 68)

20' R/W TO BE CLOSED, ABANDONED, VACATED AND DISCONTINUED FROM PUBLIC USE

N.63°22'29"W. (TOTAL) 584.36'
SURVEY TIE LINE

N.63°22'29"W. (TOTAL) 561.93'
SOUTHWESTERLY LINE; TRACT "A"
(P.B. 125, PG. 56)

N.63°22'29"W. (TOTAL) 532.38'
NORTHEASTERLY LINE; TRACT "B"
(P.B. 125, PG. 56)

S.63°22'29"E. 381.15' (TOTAL)
N.60°34'32"E. 120.55'
EASTERLY LINE; TRACT "B"
(P.B. 125, PG. 56)
LIMIT OF PLAT

R=35.00'
D=70°09'13"
A=42.85'

R=20.00'
D=70°09'13"
A=24.49'

N.26°37'31"E.
198.00'

N.06°46'44"E.
148.00'

N.06°46'44"E.
157.89'
SURVEY TIE LINE

WEST 36.00'

WEST (NOT RADIAL) 180.45'

EAST (NOT RADIAL) 568.02'

WEST (NOT RADIAL) 351.56'

RADIAL S.77°35'24"E.

71.25'

70.75'

247.99'

181.82' (TOTAL)
N.06°46'44"E.

N.06°46'44"E. (TOTAL)
SURVEY TIE LINE

(TOTAL TRACT "C")
R=752.64'
D=35°06'07"
A=461.10'

REFER TO SHEET 3 OF 6 FOR CONTINUATION

GENERAL LEGEND:
- ALUMINUM LIGHT POST
- CABLE TELEVISION BOX
- CATCH BASIN
- CENTERLINE
- ELEVATIONS (SEE NOTES FOR DATUM)
- FIRE HYDRANT
- IRRIGATION HAND HOLE
- PROPERTY LINE
- SANITARY SEWER MANHOLE
- SIGN POST
- STORM SEWER MANHOLE
- STREET LIGHT HAND HOLE
- WATER METER
- WATER VALVE
- TREE LOCATION (SEE TREE DATA)

ABBREVIATIONS:
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- ORB denotes OFFICIAL RECORDS BOOK
- PC denotes POINT OF CURVATURE
- CBS denotes CONCRETE BLOCK STRUCTURE
- CONC denotes CONCRETE
- CLF denotes CHAINLINK FENCE
- WF denotes WOOD FENCE
- F.I.P. denotes FOUND IRON PIPE
- F.N.D. denotes FOUND NAIL & BRASS DISC
- S.N.D. denotes SET L.B.-87 NAIL & BRASS DISC
- CL denotes CLEAR
- ENCR denotes ENCROACHMENT

- (D) denotes DEED INFORMATION
- (L) denotes INFORMATION BY LEGAL DESCRIPTION
- (M) denotes MEASURED INFORMATION
- (R) denotes RECORD OR PLATTED INFORMATION
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- 1-322 denotes TREE NUMBERS
- UNK denotes UNDERGROUND UNKNOWN UTILITY
- S.I.P. denotes SET IRON PIPE & LB-87 CAP
- T.O.B. denotes TOP OF BANK

ELEVATIONS RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 1929)

- TENTATIVE PLAT -
GOVERNORS SQUARE SENIOR COMMUNITY

A REPLAT OF A PORTION OF TRACT "A," "MIAMI LAKES OFFICE PARK SECTION ONE," PLAT BOOK 125 AT PAGE 56, TRACTS 20, 21, 22 AND 23 IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST; A PORTION OF TRACTS 10, 11, 12 AND 13, IN THE SOUTHEAST 1/4, "CHAMBERS LAND COMPANY SUBDIVISION", PLAT BOOK 2 AT PAGE 68, BOTH OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
LYING AND BEING IN OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA

PREPARED BY:
Schwebke-Shiskin & Associates, Inc.
LAND PLANNERS • ENGINEERS • LAND SURVEYORS
BUSINESS LICENSE No. LB # 87
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 TEL: (954)435-7010 FAX: (954)438-3288 DADE: (305)652-7010 FAX: (305)652-8284

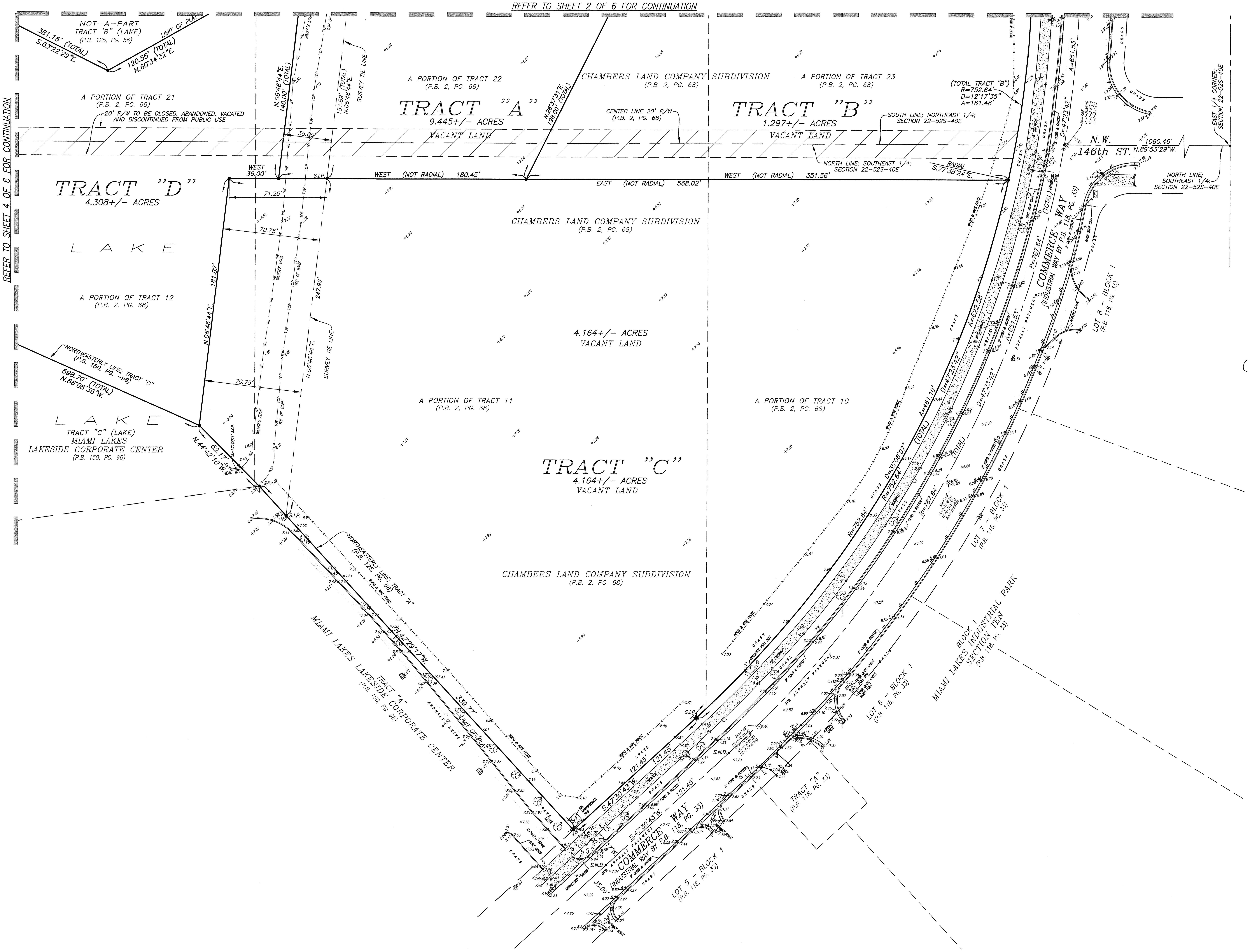
ORDER NO. 205880 SCALE: 1"= 30' JUNE 29, 2016

NORTH

GRAPHIC SCALE IN FEET
0 30' 50' 100' 150'
SCALE: 1"=30'

REFER TO SHEET 2 OF 6 FOR CONTINUATION

REFER TO SHEET 4 OF 6 FOR CONTINUATION



GENERAL LEGEND:

- ALUMINUM LIGHT POST
- CATV CABLE TELEVISION BOX
- CATCH BASIN
- CENTERLINE
- 9.0 or 9.00 ELEVATIONS (SEE NOTES FOR DATUM)
- FIRE HYDRANT
- IRRIGATION HAND HOLE
- PROPERTY LINE
- SANITARY SEWER MANHOLE
- SIGN POST
- STORM SEWER MANHOLE
- STREET LIGHT HAND HOLE
- WM WATER METER
- WV WATER VALVE
- TREE LOCATION (SEE TREE DATA)

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ELEVATIONS RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 1929)

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NORTH

GRAPHIC SCALE IN FEET
0 30' 50' 100' 150'
SCALE: 1"=30'

REFER TO SHEET 6 OF 6 FOR CONTINUATION
REFER TO SHEET 5 OF 6 FOR CONTINUATION
REFER TO SHEET 2 OF 6 FOR CONTINUATION
REFER TO SHEET 3 OF 6 FOR CONTINUATION

TRACT "A"
9.445+/- ACRES
VACANT LAND

A PORTION OF TRACT "A"
MIAMI LAKES OFFICE PARK SECTION ONE
(P.B. 125, PG. 56)

TRACT "D"
4.308+/- ACRES

NOT-A-PART
A PORTION OF TRACT "A"
MIAMI LAKES OFFICE PARK SECTION ONE
(P.B. 125, PG. 56)

NOT-A-PART
A PORTION OF TRACT "B"
MIAMI LAKES OFFICE PARK SECTION ONE
(P.B. 125, PG. 56)

NOT-A-PART
TRACT "B" (LAKE)
(P.B. 125, PG. 56)

A PORTION OF TRACT 20
(P.B. 2, PG. 68)

A PORTION OF TRACT 21
(P.B. 2, PG. 68)

A PORTION OF TRACT 13
(P.B. 2, PG. 68)

A PORTION OF TRACT 12
(P.B. 2, PG. 68)

CHAMBERS LAND COMPANY SUBDIVISION
(P.B. 2, PG. 68)

TRACT "C" (LAKE)
MIAMI LAKES LAKESIDE CORPORATE CENTER
(P.B. 150, PG. 96)

LAKE

SURVEY TIE LINE
N.36°37'31"E. 175.61'
N.73°22'29"W. 137.50' (TOTAL)
R=70.00' D=70°00'00" A=85.52'
R=15.00' D=80°00'00" A=20.94'
R=40.00' D=80°00'00" A=55.85'
R=90.00' D=70°00'00" A=109.96'
R=35.00' D=70°09'13" A=42.85'
R=20.00' D=70°09'13" A=24.49'
N.63°22'29"W. 584.36'
N.63°22'29"W. 561.93'
N.63°22'29"W. 532.38'
N.73°22'29"W. 153.96' (TOTAL)
N.73°22'29"W. 319.75' (TOTAL)
S.36°37'31"W. 248.05'
S.63°22'29"E. 381.15'
S.63°22'29"E. 355.60' (TOTAL)
S.63°22'29"E. 158.04' (TOTAL)
S.26°37'31"W. 18.00'
N.60°34'32"E. 120.55'
N.06°46'44"E. 148.00'
N.06°46'44"E. 157.89'
N.06°46'44"E. 181.82'
N.06°46'44"E. 247.99' (TOTAL)
N.66°08'36"W. 598.70'
N.44°42'10"W. 62.17' (TOTAL)
WEST 36.00'
WEST 180.45' (TOTAL)
EAST (TOTAL) 568.02'
71.25'
70.75'
35.00'
38.00'
S.I.P.
LIMIT OF PLAT
CENTER LINE 20' R/W (P.B. 2, PG. 68)
SOUTH LINE; NORTHEAST 1/4; SECTION 22-52S-40E
NORTH LINE; SOUTHEAST 1/4; SECTION 22-52S-40E
20' R/W TO BE CLOSED, ABANDONED, VACATED AND DISCONTINUED FROM PUBLIC USE
SOUTHERLY LINE; TRACT "A" (P.B. 125, PG. 56)
NORTHERLY LINE; TRACT "B" (P.B. 125, PG. 56)
SOUTHWESTERLY LINE; TRACT "A" (P.B. 125, PG. 56)
NORTHWESTERLY LINE; TRACT "B" (P.B. 125, PG. 56)
SOUTHWESTERLY LINE; TRACT "B" (P.B. 125, PG. 56)
EASTERLY LINE; TRACT "B" (P.B. 125, PG. 56)
NORTHEASTERLY LINE; TRACT "C" (P.B. 150, PG. 96)
HEAD WALL

GENERAL LEGEND:

- ALUMINUM LIGHT POST
- CATV CABLE TELEVISION BOX
- CB CATCH BASIN
- CENTERLINE
- ELEVATIONS (SEE NOTES FOR DATUM)
- FIRE HYDRANT
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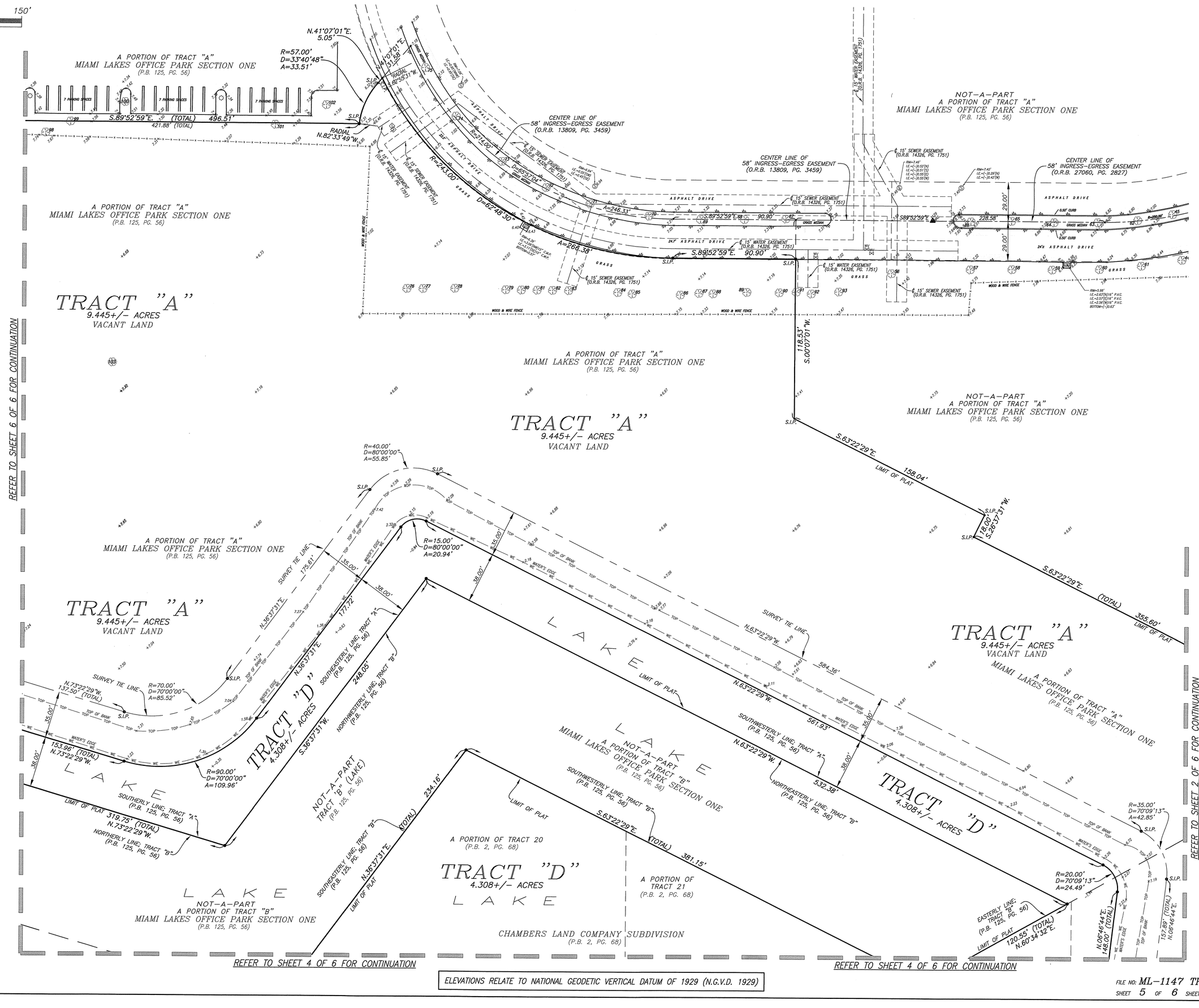

GENERAL LEGEND:

- ALUMINUM LIGHT POST
- CABLE TELEVISION BOX
- CATCH BASIN
- CENTERLINE
- ELEVATIONS (SEE NOTES FOR DATUM)
- FIRE HYDRANT
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ELEVATIONS RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 1929)

FILE NO: ML-1147 TP
SHEET 5 OF 6 SHEETS

- TENTATIVE PLAT -
GOVERNORS SQUARE SENIOR COMMUNITY

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LYING AND BEING IN OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA

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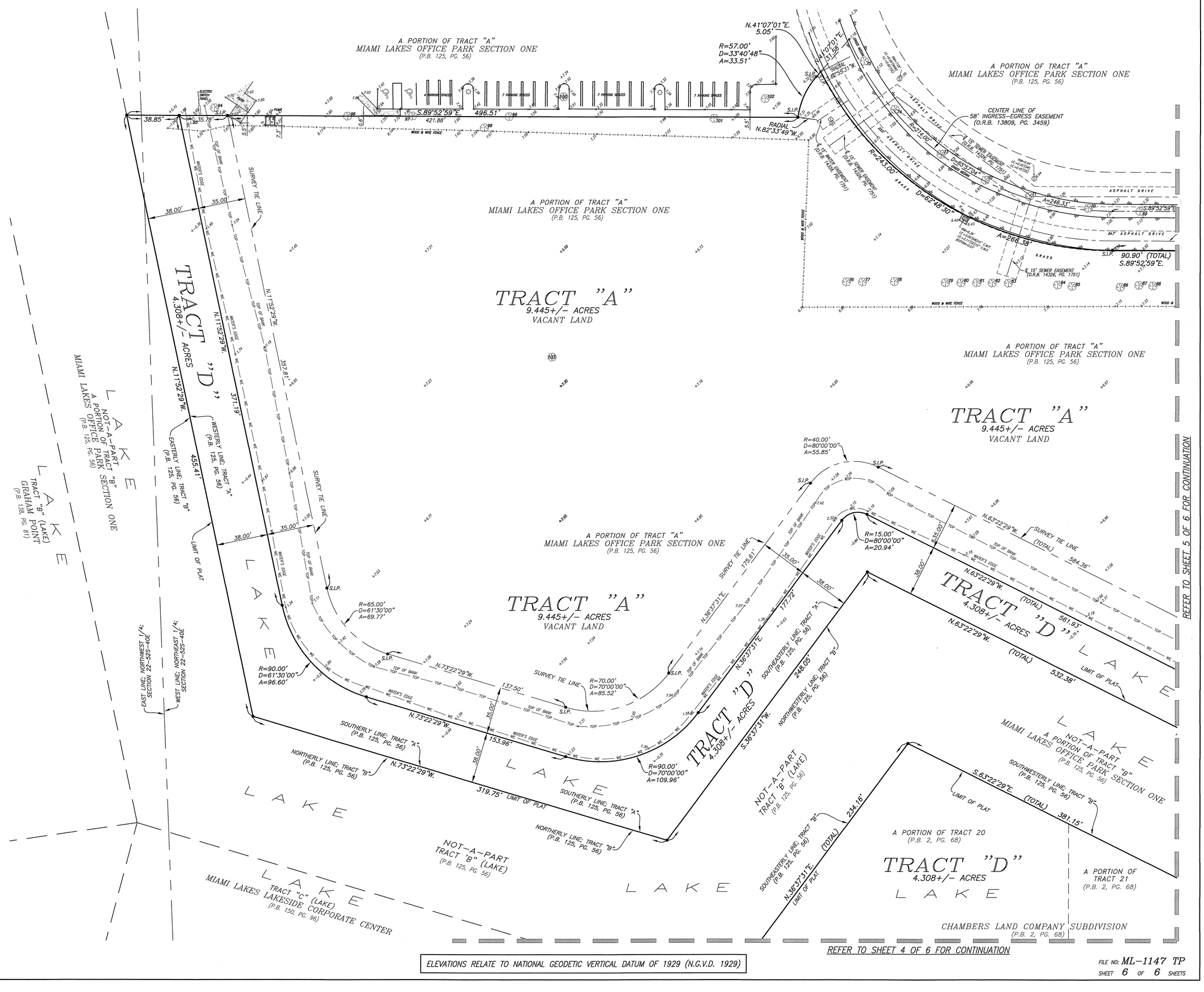

GENERAL LEGEND:

- ALUMINUM LIGHT POST
- CATV CABLE TELEVISION BOX
- CB CATCH BASIN
- CENTERLINE
- ELEVATIONS (SEE NOTES FOR DATUM)
- FIRE HYDRANT
- IRRIGATION HAND HOLE
- PROPERTY LINE
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ELEVATIONS RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 1929)

FILE NO: ML-1147 TP
SHEET 6 OF 6 SHEETS

TENTATIVE PLAT T-23876-2-CORR
NAME: TGC LAKESIDE SOUTH
SEC: 22 TWP: 52 RGE: 40 / DIST. 13
ZONING: / MIAMI LAKE

TENTATIVE PLAT
TGC LAKESIDE SOUTH

A REPLAT OF PORTIONS OF TRACTS 5, 6 AND 24 IN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, "CHAMBERS LAND COMPANY SUBDIVISION", AS RECORDED IN PLAT BOOK 2 AT PAGE 68, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. LYING AND BEING IN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA.

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ORDER NO. 205774 F.B. NO. 2020/Y, PG.12 SCALE: 1"= 30' JUNE 9, 2016

LEGAL DESCRIPTION:

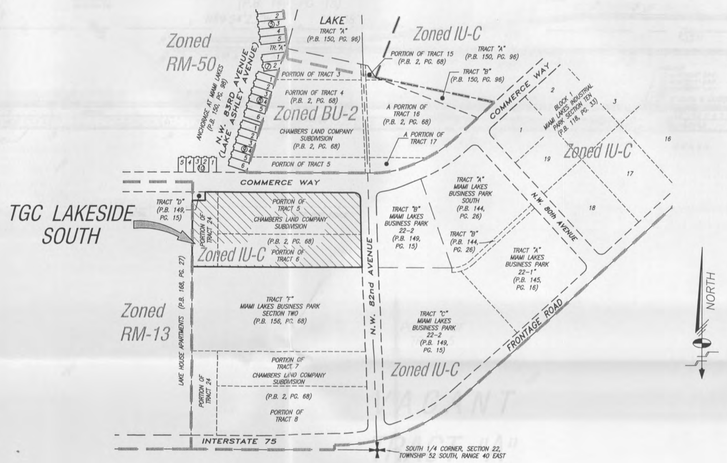
A PORTION OF TRACTS 5, 6 AND 24 IN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST AS SHOWN ON THE PLAT OF "CHAMBERS LAND COMPANY SUBDIVISION," AS RECORDED IN PLAT BOOK 2 AT PAGE 68 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF TRACT "F", "MIAMI LAKES BUSINESS PARK SECTION TWO", AS RECORDED IN PLAT BOOK 156 AT PAGE 68, IN THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE NORTH 02 DEGREES 13 MINUTES 40 SECONDS WEST FOR 295.60 FEET TO A POINT OF CURVATURE; THENCE NORTHERLY AND NORTHWESTERLY ALONG A CIRCULAR CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 87 DEGREES 40 MINUTES 43 SECONDS FOR AN ARC DISTANCE OF 38.26 FEET TO A POINT OF TANGENCY; THENCE NORTH 89 DEGREES 54 MINUTES 23 SECONDS WEST FOR 645.09 FEET; (SAID LAST THREE COURSES BEING ALONG THE WEST RIGHT-OF-WAY LINE FOR N. W. 82ND AVENUE AND THE SOUTH RIGHT-OF-WAY LINE OF COMMERCE WAY AS SHOWN ON THE PLAT OF "MIAMI LAKES BUSINESS PARK 22-2", AS RECORDED IN PLAT BOOK 149 AT PAGE 15, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA); THENCE SOUTH 0 DEGREES 05 MINUTES 37 SECONDS WEST FOR 36.00 FEET; THENCE NORTH 89 DEGREES 54 MINUTES 23 SECONDS WEST FOR 55.00 FEET; (SAID LAST TWO COURSES BEING ALONG THE EASTERLY AND SOUTHERLY LINES OF TRACT "D" OF THE SAID PLAT OF "MIAMI LAKES BUSINESS PARK 22-2); THENCE SOUTH 0 DEGREES 05 MINUTES 37 SECONDS WEST ALONG THE EAST LINE OF THE PLAT OF "LAKE HOUSE APARTMENTS", AS RECORDED IN PLAT BOOK 168 AT PAGE 27 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA FOR 283.34 FEET; THENCE SOUTH 89 DEGREES 54 MINUTES 23 SECONDS EAST ALONG THE NORTH LINE OF THE AFORESAID TRACT "F", "MIAMI LAKES BUSINESS PARK SECTION TWO" FOR 737.04 FEET TO THE POINT OF BEGINNING, ALL LYING AND BEING IN THE TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA.

MIAMI-DADE COUNTY, FLORIDA, TAX FOLIO NO.'S 32-2022-001-0530 AND 32-2022-001-0650

SURVEYOR'S NOTES:

1. THIS SKETCH REPRESENTS AN "A.L.T.A./N.S.P.S. LAND TITLE SURVEY" WITH ELEVATIONS FOR "TENTATIVE PLAT" PURPOSES.
2. THERE ARE NO VISIBLE ENCROACHMENTS, OTHER THAN THOSE SHOWN HEREON.
3. THE ELEVATIONS SHOWN HEREON RELATE TO THE NATIONAL GEODETIC VERTICAL DATUM (N.G.V.D.) OF 1929 AND ARE EXPRESSED IN FEET.
4. VISIBLE INDICATORS OF UTILITIES ARE SHOWN HEREON, HOWEVER, THE SURVEYOR HAS MADE NO ATTEMPT TO AS-BUILT ANY UNDERGROUND UTILITIES EITHER SERVICING OR APPURTENANT TO ANY OF THE UTILITY IMPROVEMENTS SERVING THE SUBJECT SITE. (WATER, SEWER, DRAINAGE OR SITE LIGHTING)
5. NO ATTEMPT WAS MADE BY THIS FIRM TO LOCATE WALL OR FENCE FOOTERS/FOUNDATIONS.
6. THE DISTANCES SHOWN ALONG THE PROPERTY LINES HEREON ARE RECORD AND MEASURED, UNLESS NOTED OTHERWISE.
7. THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (BASE FLOOD ELEVATION 6) PER FLOOD INSURANCE RATE MAP NO. 12086C0114L, COMMUNITY NO.120686, PANEL NO. 0114, SUFFIX L, MAP PANEL AND INDEX MAP DATED SEPTEMBER 11, 2009.
8. THIS SKETCH HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE ENTITY (ENTITIES) NAMED HEREON. THE CERTIFICATION SHOWN HEREON DOES NOT EXTEND TO ANY UNNAMED PARTIES.
9. THIS "TENTATIVE PLAT" REFLECTS EASEMENTS, RIGHTS-OF-WAY AND OTHER MATTERS THAT ARE LISTED AS EXCEPTIONS IN SCHEDULE B-II IN THE OPINION OF TITLE PREPARED BY: CHICAGO TITLE INSURANCE LOAN POLICY NO. 10146202000040 WITH AN EFFECTIVE DATE OF APRIL 7, 1992, AND ATTORNEYS' TITLE FUND SERVICES, LLC CERTIFIED ATTORNEY TITLE INFORMATION WITH AN EFFECTIVE DATE OF OCTOBER 17, 2016 AT 11:00 PM.
10. APPLICABLE BUILDING SETBACK LINES AFFECTING THE SUBJECT PROPERTY, UNLESS NOTED OTHERWISE, ARE NOT SHOWN HEREON. VARIANCES FROM CURRENT ZONING CODES MAY EXIST BASED ON SITE PLAN APPROVALS OBTAINED DURING PERMITTING PROCESSES.
11. BENCHMARK A: NAME: N-626, MIAMI-DADE COUNTY P-K NAIL & BRASS DISC IN CONCRETE GUTTER ACROSS FROM F.P.L. SUBD=STATION AT THE INTERSECTION OF N.W. 138TH STREET (PALMETTO FRONTAGE ROAD) AND N.W. 80TH AVENUE. ELEVATION=7.27 N.G.V.D. 1929.
12. BENCHMARK B: NAME: N-632, MIAMI-DADE COUNTY P-K NAIL & BRASS WASHER IN CONCRETE SIDEWALK 12' EAST OF FIRE HYDRANT ON THE S.W. CORNER OF THE INTERSECTION OF N.W. 146TH STREET AND N.W. 77TH AVENUE. ELEVATION=7.28 N.G.V.D. 1929.
13. UNLESS STATED OTHERWISE, THIS FIRM DOES NOT CERTIFY THE EXTENT TO WHICH THE SUBJECT PROPERTY COMPLIES WITH APPLICABLE ZONING REQUIREMENTS, REGULATIONS AND/OR RESTRICTIONS.
14. THE BEARINGS SHOWN HEREON RELATE TO AN ASSUMED BEARING (S02°13'40"E) ALONG THE CENTERLINE OF S.W. 82nd AVENUE PER PLAT BOOK 149 AT PAGE 15.
15. THE REVIEW AND EXAMINATION OF TITLE EXCEPTIONS, WHEN CONDUCTED BY THIS FIRM, HAS BEEN PERFORMED UNDER THE SUPERVISION OF A LICENSED LAND SURVEYOR AND MAPPER. THE ATTESTING SURVEYOR AND MAPPER IS NEITHER TRAINED NOR LICENSED TO PROVIDE LEGAL ANALYSIS, INTERPRETATION, OR CONCLUSIONS ABOUT THE DOCUMENTS AND INSTRUMENTS REFERENCED IN ANY SUCH TITLE EXCEPTIONS AND THEREFORE NO SUCH LEGAL ANALYSIS, INTERPRETATION OR CONCLUSIONS SHOULD BE IMPLIED.
16. THERE ARE NO UNDERGROUND PUBLIC UTILITIES LYING WITHIN THE BOUNDARY OF THE SUBJECT PROPERTY. ALL PUBLIC UTILITIES (EXCLUDING SERVICE LINES SERVING THE SUBJECT PROPERTY) LIE WHOLLY WITHIN PUBLICLY DEDICATED RIGHTS-OF-WAY. ALL UNDERGROUND INFORMATION, WHEN PROVIDED BY OTHERS, IS SUBJECT TO THE ACCURACY OF THE INFORMATION PROVIDED. LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.
17. THE SUBJECT SITE HAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
18. THE SUBJECT SITE HAS NO OBSERVED EVIDENCE OF HAVING BEEN USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
19. TO THE BEST OF MY KNOWLEDGE AND BELIEF, THERE ARE NO DESIGNATED WETLANDS LOCATED ON THE SUBJECT SITE.
20. MIAMI-DADE COUNTY, FLORIDA, TAX FOLIO No. 32-2022-001-0530 AND 32-2022-001-0650.
21. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO COMMERCE WAY, A DEDICATED PUBLIC RIGHT-OF-WAY.



LOCATION SKETCH

A PORTION OF THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA.
SCALE: 1' =300'

DEVELOPMENT INFORMATION:

TENTATIVE PLAT DATA:

OWNER: TGC BPW SOUTH, LLC
6843 MAIN STREET
MIAMI LAKES, FLORIDA 33014-2048

- NUMBER OF TRACTS: 1
- UTILITY SERVICE: MIAMI-DADE COUNTY WATER AND SEWER DEPARTMENT (WASD)
- CURRENT ZONING: IU-C (INDUSTRIAL DISTRICT-CONDITIONAL)
- CURRENT ZONING LAND USE: IMPROVED PASTURES, VACANT LAND
- MIAMI-DADE COUNTY, FLORIDA, FLOOD CRITERIA: 6.5 (PER PLAT BOOK 120, PAGE 13, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA)
- THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (BASE FLOOD ELEVATION 6) PER FLOOD INSURANCE RATE MAP NO. 12086C0112L, COMMUNITY NO.120686, PANEL NO. 0112, SUFFIX L, MAP PANEL AND INDEX MAP DATED SEPTEMBER 11, 2009.
- MIAMI-DADE COUNTY, FLORIDA, TAX FOLIO NO'S: 32-2022-001-0530
  32-2022-001-0650

PROPOSED USE:

TRACT "A"
BUILDING "A" : 33,700 SQUARE FEET WAREHOUSE SPACE
5,000 SQUARE FEET OFFICE SPACE
BUILDING "B" : 31,720 SQUARE FEET WAREHOUSE SPACE
5,00 SQUARE FEET OFFICE SPACE

AREA TABULATION:

NET AREA (PLAT LIMITS) - 5.308± NET ACRES / 231,198± NET SQUARE FEET

CONTACT INFORMATION:

NAME: STUART S. WYLLIE, PRESIDENT
C/O THE GRAHAM COMPANIES

TELEPHONE: (305) 821-1130 (BUSINESS)

FAX NUMBER: (305) 820-1655

E-MAIL ADDRESS: stu.wyllie@grahamcos.com

CURRENT ZONING: IU-C (INDUSTRIAL DISTRICT-CONDITIONAL)
SINGLE FAMILY ATTACHED UNITS: 0
SINGLE FAMILY DETACHED UNITS: 0
MULTI-FAMILY UNITS: 0
GROSS AREA (TO CENTERLINE OF ADJACENT R/W): 272,746± GROSS SQUARE FEET
6.261± GROSS ACRES

EXCEPTIONS PER SPECIAL EXCEPTIONS
CHICAGO TITLE INSURANCE LOAN POLICY No. 10146202000040
EFFECTIVE DATE: APRIL 7, 1992
ATTORNEYS' TITLE FUND SERVICES, LLC
EFFECTIVE DATE: OCTOBER 17, 2016 AT 11:00 P.M.

1) RESERVATIONS AND EASEMENTS CONTAINED IN DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED AUGUST 6, 1925, IN DEED BOOK 560, PAGE 285 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
   AFFECTS - NOT PLOTTABLE

2) RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY, IF ANY, IN THE PLAT OF CHAMBER'S LAND COMPANY SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, AT PAGE 68, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
   AFFECTS - ALL PLOTTABLE ITEMS SHOWN ON SURVEY

3) AGREEMENT WITH MIAMI-DADE WATER AND SEWER AUTHORITY REGARDING SEWAGE FACILITIES RECORDED MAY 12, 1976, IN OFFICIAL RECORDS BOOK 9322, AT PAGE 813 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
   AFFECTS - NOT PLOTTABLE

4) AGREEMENT WITH MIAMI-DADE WATER AND SEWER AUTHORITY REGARDING WATER FACILITIES RECORDED MAY 12, 1976, IN OFFICIAL RECORDS BOOK 9322, AT PAGE 837 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
   AFFECTS - NOT PLOTTABLE

CERTIFIED TO:

1. TGC BPW SOUTH LLC, A FLORIDA LIMITED LIABILITY COMPANY
2. THE GRAHAM COMPANIES, A FLORIDA CORPORATION

SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. THE FIELDWORK WAS COMPLETED ON JUNE 29, 2016.

I FURTHER CERTIFY TO THE HEREIN NAMED FIRM(S) AND/OR PERSON(S) THAT THE ATTACHED "BOUNDARY SURVEY", ALSO BEING A "TENTATIVE PLAT" OF THE HEREIN DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS RECENTLY SURVEYED AND DRAWN UNDER MY SUPERVISION AND DIRECTION ON OCTOBER 14, 2016. THIS SURVEY COMPLIES WITH THE STANDARDS OF PRACTICE REQUIREMENTS AS SET FORTH IN RULES 5J-17.051 AND 5J-17.052, AS ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 472.027, FLORIDA STATUTES.

Schwebke-Shiskin and Associates, Inc.

BY: _____

MARK STEVEN JOHNSON, PRINCIPAL
PROFESSIONAL SURVEYOR & MAPPER NO. 4775
STATE OF FLORIDA

REVISIONS

DATE	ORDER	F.B./PG.	REMARKS	BY
10-14-16	206160	N/A	OPINION/TOWN COMMENTS	R.A.F.
10-17-16	206160	N/A	UPDATE OPINION	R.A.F.
12-30-16			REVISE NAME	

(Application Fomerly Known As: TGC BUILDING 64 AND 65)

FILE NO: ML-1151 TP SHEET 1 OF 2 SHEETS

K:\22524\BUILDING 64 & 65\PLAT\DWG\LOTS 5 6 AND 24 TENTATIVE PLAT -20160725.dwg, 12/30/2016 11:44:25 AM

TENTATIVE PLAT
TGC LAKESIDE SOUTH

A REPLAT OF PORTIONS OF TRACTS 5, 6 AND 24 IN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, "CHAMBERS LAND COMPANY SUBDIVISION", AS RECORDED IN PLAT BOOK 2 AT PAGE 68, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. LYING AND BEING IN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 52 SOUTH, RANGE 40 EAST, TOWN OF MIAMI LAKES, MIAMI-DADE COUNTY, FLORIDA.

GRAPHIC SCALE IN FEET
0 30' 50' 100'
SCALE: 1"=30'

PREPARED BY:
Schwebke-Shiskin & Associates, Inc.
LAND PLANNERS • ENGINEERS • LAND SURVEYORS
BUSINESS LICENSE No. LB # 87
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 TEL: (954)435-7010 FAX: (954)438-3288 DADE: (305)652-7010 FAX: (305)652-8284

ORDER NO. 205774 F.B. NO. 2020/Y, PG.12 SCALE: 1"= 30' JUNE 9, 2016

NORTH

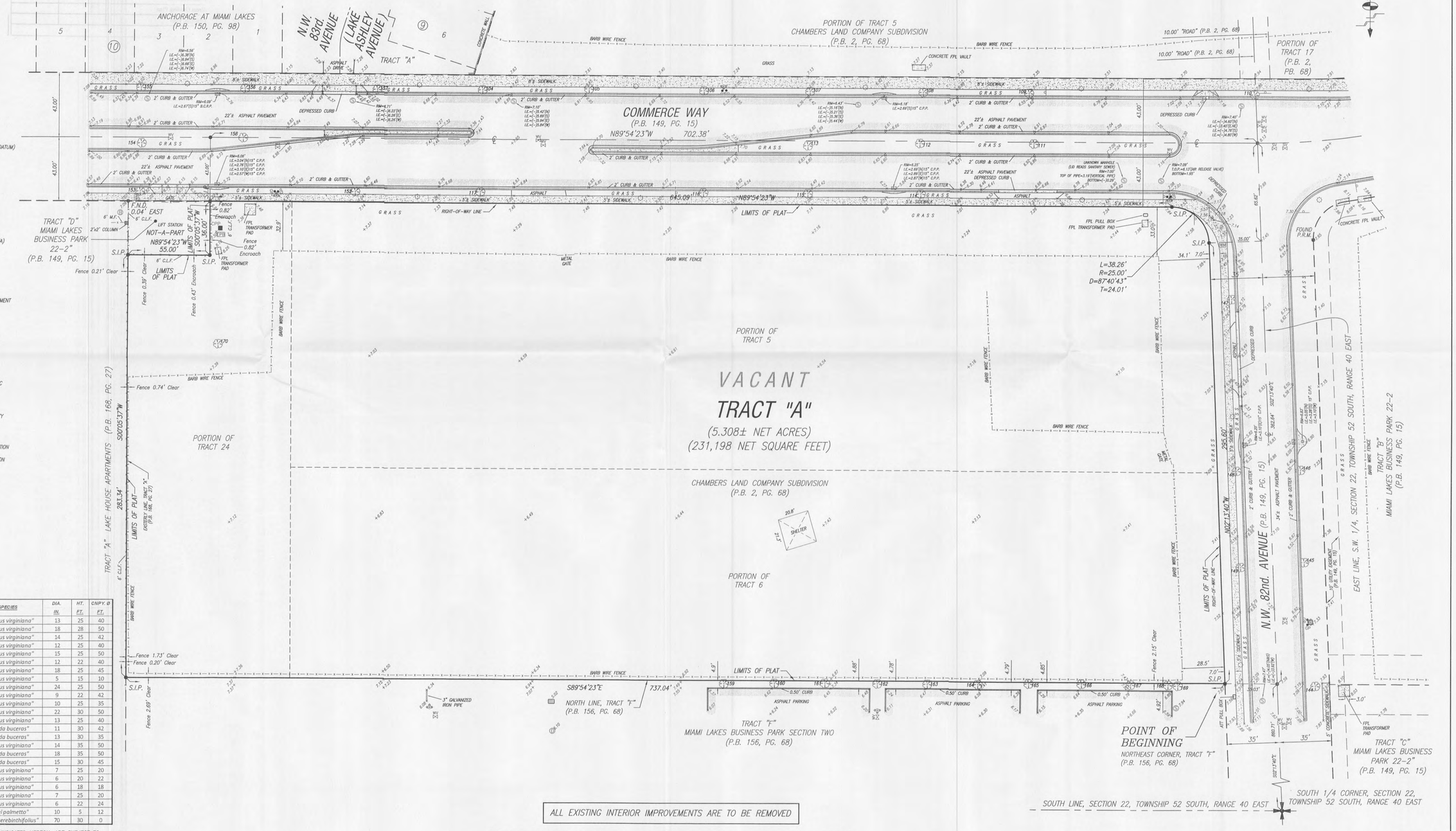
GENERAL LEGEND:

- ALUMINUM LIGHT POST
- BELLSOUTH MANHOLE
- CABLE TELEVISION BOX
- CATCH BASIN
- CENTERLINE
- CHECK VALVE ASSEMBLY
- CONCRETE POWER POLE
- CURB INLET
- ELECTRIC PULLBOX
- ELEVATIONS (SEE NOTES FOR DATUM)
- FIRE HYDRANT
- GUARD POST
- IRRIGATION HAND HOLE
- PROPERTY LINE
- SANITARY SEWER MANHOLE
- SIGN POST
- STORM SEWER MANHOLE
- STREET LIGHT HAND HOLE
- WATER METER
- WATER VALVE
- TREE LOCATION (SEE TREE DATA)

ABBREVIATIONS:

R denotes RADIUS
Δ denotes DELTA ANGLE
L denotes ARC DISTANCE
T denotes TANGENT DISTANCE
Ch.B denotes CHORD BEARING
Ch.D denotes CHORD DISTANCE
PCP denotes PERMANENT CONTROL POINT
PRM denotes PERMANENT REFERENCE MONUMENT
P.B. denotes PLAT BOOK
PG. denotes PAGE
POC denotes POINT OF COMMENCEMENT
POB denotes POINT OF BEGINNING
OHW denotes OVERHEAD UTILITY WIRES
ORB denotes OFFICIAL RECORDS BOOK
PC denotes POINT OF CURVATURE
CBS denotes CONCRETE BLOCK STRUCTURE
CONC denotes CONCRETE
CLF denotes CHAINLINK FENCE
I.E. denotes INVERT ELEVATION
MF denotes METAL FENCE
WF denotes WOOD FENCE
F.I.P. denotes FOUND IRON PIPE
F.N.D. denotes FOUND NAIL & BRASS DISC
S.N.D. denotes SET LB-87 NAIL & BRASS DISC
T.O.P. denotes TOP OF PIPE
CL denotes CLEAR
ENCR. denotes ENCROACHMENT
C.P.P. denotes CORRUGATED PLASTIC PIPE
C.M.P. denotes CORRUGATED METAL PIPE
UNK denotes UNDERGROUND UNKNOWN UTILITY
S.I.P. denotes SET IRON PIPE & LB-87 CAP
℄ denotes CENTERLINE

(D) denotes DEED INFORMATION
(L) denotes INFORMATION BY LEGAL DESCRIPTION
(M) denotes MEASURED INFORMATION
(R) denotes RECORD OR PLATTED INFORMATION



TREE DATA:

TREE NO	COMMON NAME	SPECIES	DIA. IN.	HT. FT.	CNPY. Ø FT.
111	LIVE OAK	"Quercus virginiana"	13	25	40
112	LIVE OAK	"Quercus virginiana"	18	28	50
113	LIVE OAK	"Quercus virginiana"	14	25	42
114	LIVE OAK	"Quercus virginiana"	12	25	40
115	LIVE OAK	"Quercus virginiana"	15	25	50
116	LIVE OAK	"Quercus virginiana"	12	22	40
117	LIVE OAK	"Quercus virginiana"	18	25	45
147	LIVE OAK	"Quercus virginiana"	5	15	10
148	LIVE OAK	"Quercus virginiana"	24	25	50
149	LIVE OAK	"Quercus virginiana"	9	22	42
152	LIVE OAK	"Quercus virginiana"	10	25	35
153	LIVE OAK	"Quercus virginiana"	22	30	50
154	LIVE OAK	"Quercus virginiana"	13	25	40
159	BLACK OLIVE	"Bucida buceras"	11	30	42
160	BLACK OLIVE	"Bucida buceras"	13	30	35
161	LIVE OAK	"Quercus virginiana"	14	35	50
162	BLACK OLIVE	"Bucida buceras"	18	35	50
163	BLACK OLIVE	"Bucida buceras"	15	30	45
164	LIVE OAK	"Quercus virginiana"	7	25	20
165	LIVE OAK	"Quercus virginiana"	6	20	22
166	LIVE OAK	"Quercus virginiana"	6	18	18
167	LIVE OAK	"Quercus virginiana"	7	25	20
168	LIVE OAK	"Quercus virginiana"	6	22	24
169	CABBAGE PALM	"Sabal palmetto"	10	5	12
170	BRAZILIAN PEPPER	"Schinus terebinthifolius"	70	30	0

NOTE: THE TYPE/SPECIES OF TREES, AS INDICATED HEREON, ARE SUBJECT TO CORRECTION PURSUANT TO VISUAL VERIFICATION BY A QUALIFIED BOTANIST OR OTHER INDIVIDUAL WITH SIMILAR EXPERTISE.

ALL EXISTING INTERIOR IMPROVEMENTS ARE TO BE REMOVED

ELEVATIONS RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 1929)

(Application Fomerly Known As: TGC BUILDING 64 AND 65)

FILE NO: ML-1151 TP
SHEET 2 OF 2 SHEETS

K:\225240\BUILDING 64 & 65\PLAT\DWG\LOTS 5 6 AND 24 TENTATIVE PLAT- 20160725.dwg, 12/30/2016 11:32:43 AM

Attachment 2

Traffic Data Collected

Intersection Turning Movement Counts
with Vehicular, Bike and Pedestrian Data

Int. No.	N/S Street	E/W Street
2A	NW 79 Court	Oak Lane
2B	Oak Lane	NW 148 St
2C	Commerce Way	NW 146 St
2D	Commerce Way	NW 82 Ave

FDOT Year 2014 and 2015 Peak Season
Conversion Factors (PSCF)

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2014 - 01/04/2014	1.03	1.06
2	01/05/2014 - 01/11/2014	1.03	1.06
3	01/12/2014 - 01/18/2014	1.03	1.06
4	01/19/2014 - 01/25/2014	1.02	1.05
5	01/26/2014 - 02/01/2014	1.01	1.04
6	02/02/2014 - 02/08/2014	0.99	1.02
* 7	02/09/2014 - 02/15/2014	0.98	1.01
* 8	02/16/2014 - 02/22/2014	0.97	1.00
* 9	02/23/2014 - 03/01/2014	0.97	1.00
*10	03/02/2014 - 03/08/2014	0.97	1.00
*11	03/09/2014 - 03/15/2014	0.97	1.00
*12	03/16/2014 - 03/22/2014	0.97	1.00
*13	03/23/2014 - 03/29/2014	0.97	1.00
*14	03/30/2014 - 04/05/2014	0.97	1.00
*15	04/06/2014 - 04/12/2014	0.97	1.00
*16	04/13/2014 - 04/19/2014	0.97	1.00
*17	04/20/2014 - 04/26/2014	0.98	1.01
*18	04/27/2014 - 05/03/2014	0.98	1.01
*19	05/04/2014 - 05/10/2014	0.99	1.02
20	05/11/2014 - 05/17/2014	0.99	1.02
21	05/18/2014 - 05/24/2014	1.00	1.03
22	05/25/2014 - 05/31/2014	1.00	1.03
23	06/01/2014 - 06/07/2014	1.00	1.03
24	06/08/2014 - 06/14/2014	1.01	1.04
25	06/15/2014 - 06/21/2014	1.01	1.04
26	06/22/2014 - 06/28/2014	1.02	1.05
27	06/29/2014 - 07/05/2014	1.02	1.05
28	07/06/2014 - 07/12/2014	1.03	1.06
29	07/13/2014 - 07/19/2014	1.04	1.07
30	07/20/2014 - 07/26/2014	1.03	1.06
31	07/27/2014 - 08/02/2014	1.03	1.06
32	08/03/2014 - 08/09/2014	1.02	1.05
33	08/10/2014 - 08/16/2014	1.02	1.05
34	08/17/2014 - 08/23/2014	1.01	1.04
35	08/24/2014 - 08/30/2014	1.01	1.04
36	08/31/2014 - 09/06/2014	1.01	1.04
37	09/07/2014 - 09/13/2014	1.02	1.05
38	09/14/2014 - 09/20/2014	1.02	1.05
39	09/21/2014 - 09/27/2014	1.01	1.04
40	09/28/2014 - 10/04/2014	1.01	1.04
41	10/05/2014 - 10/11/2014	1.00	1.03
42	10/12/2014 - 10/18/2014	0.99	1.02
43	10/19/2014 - 10/25/2014	1.01	1.04
44	10/26/2014 - 11/01/2014	1.03	1.06
45	11/02/2014 - 11/08/2014	1.05	1.08
46	11/09/2014 - 11/15/2014	1.07	1.10
47	11/16/2014 - 11/22/2014	1.09	1.12
48	11/23/2014 - 11/29/2014	1.08	1.11
49	11/30/2014 - 12/06/2014	1.06	1.09
50	12/07/2014 - 12/13/2014	1.05	1.08
51	12/14/2014 - 12/20/2014	1.03	1.06
52	12/21/2014 - 12/27/2014	1.03	1.06
53	12/28/2014 - 12/31/2014	1.03	1.06

* PEAK SEASON

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.99

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	1.01	1.02
2	01/04/2015 - 01/10/2015	1.03	1.04
3	01/11/2015 - 01/17/2015	1.05	1.06
4	01/18/2015 - 01/24/2015	1.04	1.05
5	01/25/2015 - 01/31/2015	1.02	1.03
6	02/01/2015 - 02/07/2015	1.01	1.02
* 7	02/08/2015 - 02/14/2015	0.99	1.00
* 8	02/15/2015 - 02/21/2015	0.99	1.00
* 9	02/22/2015 - 02/28/2015	0.99	1.00
*10	03/01/2015 - 03/07/2015	0.99	1.00
*11	03/08/2015 - 03/14/2015	0.98	0.99
*12	03/15/2015 - 03/21/2015	0.98	0.99
*13	03/22/2015 - 03/28/2015	0.99	1.00
*14	03/29/2015 - 04/04/2015	0.99	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.00
*16	04/12/2015 - 04/18/2015	0.99	1.00
*17	04/19/2015 - 04/25/2015	0.99	1.00
*18	04/26/2015 - 05/02/2015	0.99	1.00
*19	05/03/2015 - 05/09/2015	1.00	1.01
20	05/10/2015 - 05/16/2015	1.00	1.01
21	05/17/2015 - 05/23/2015	1.00	1.01
22	05/24/2015 - 05/30/2015	1.00	1.01
23	05/31/2015 - 06/06/2015	1.01	1.02
24	06/07/2015 - 06/13/2015	1.01	1.02
25	06/14/2015 - 06/20/2015	1.01	1.02
26	06/21/2015 - 06/27/2015	1.02	1.03
27	06/28/2015 - 07/04/2015	1.02	1.03
28	07/05/2015 - 07/11/2015	1.03	1.04
29	07/12/2015 - 07/18/2015	1.03	1.04
30	07/19/2015 - 07/25/2015	1.02	1.03
31	07/26/2015 - 08/01/2015	1.02	1.03
32	08/02/2015 - 08/08/2015	1.01	1.02
33	08/09/2015 - 08/15/2015	1.01	1.02
34	08/16/2015 - 08/22/2015	1.01	1.02
35	08/23/2015 - 08/29/2015	1.01	1.02
36	08/30/2015 - 09/05/2015	1.00	1.01
37	09/06/2015 - 09/12/2015	1.00	1.01
38	09/13/2015 - 09/19/2015	0.99	1.00
39	09/20/2015 - 09/26/2015	0.99	1.00
40	09/27/2015 - 10/03/2015	0.98	0.99
41	10/04/2015 - 10/10/2015	0.98	0.99
42	10/11/2015 - 10/17/2015	0.97	0.98
43	10/18/2015 - 10/24/2015	0.98	0.99
44	10/25/2015 - 10/31/2015	0.99	1.00
45	11/01/2015 - 11/07/2015	0.99	1.00
46	11/08/2015 - 11/14/2015	1.00	1.01
47	11/15/2015 - 11/21/2015	1.00	1.01
48	11/22/2015 - 11/28/2015	1.00	1.01
49	11/29/2015 - 12/05/2015	1.00	1.01
50	12/06/2015 - 12/12/2015	1.01	1.02
51	12/13/2015 - 12/19/2015	1.02	1.03
52	12/20/2015 - 12/26/2015	1.04	1.05
53	12/27/2015 - 12/31/2015	1.05	1.06

* PEAK SEASON

TRAFFIC SURVEY SPECIALISTS, INC.

OAK LANE & NW 79TH COURT
MIAMI LAKES, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : OAK_79CT
Page : 1

ALL VEHICLES

	NW 79TH COURT From North				OAK LANE From East				----- From South				OAK LANE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
07:00	0	35	0	6	0	0	18	18	0	0	0	0	0	12	68	0	157
07:15	0	42	0	7	0	0	34	31	0	0	0	0	0	16	53	0	183
07:30	0	47	0	13	0	0	29	21	0	0	0	0	0	16	37	0	163
07:45	0	59	0	25	0	0	35	27	0	0	0	0	0	14	49	0	209
Hr Total	0	183	0	51	0	0	116	97	0	0	0	0	0	58	207	0	712
08:00	0	78	0	28	0	0	35	36	0	0	0	0	0	8	52	0	237
08:15	0	83	0	24	0	0	40	31	0	0	0	0	0	14	45	0	237
08:30	0	63	0	29	0	0	32	40	0	0	0	0	1	20	53	0	238
08:45	1	54	0	24	1	0	21	20	0	0	0	0	0	18	56	0	195
Hr Total	1	278	0	105	1	0	128	127	0	0	0	0	1	60	206	0	907
---------- * BREAK * ----------																	
16:00	0	26	0	15	0	0	36	29	0	0	0	0	0	13	12	0	131
16:15	0	27	0	24	0	0	34	23	0	0	0	0	0	18	17	0	143
16:30	0	27	0	19	0	0	45	48	0	0	0	0	0	31	20	0	190
16:45	1	29	0	19	0	0	50	48	0	0	0	0	0	20	18	0	185
Hr Total	1	109	0	77	0	0	165	148	0	0	0	0	0	82	67	0	649
17:00	1	20	0	22	0	0	91	131	0	0	0	0	0	36	20	0	321
17:15	1	38	0	18	0	0	65	94	0	0	0	0	0	15	16	0	247
17:30	0	24	0	13	0	0	66	100	0	0	0	0	0	19	20	0	242
17:45	0	13	0	28	0	0	69	55	0	0	0	0	0	22	16	0	203
Hr Total	2	95	0	81	0	0	291	380	0	0	0	0	0	92	72	0	1013
TOTAL	4	665	0	314	1	0	700	752	0	0	0	0	1	292	552	0	3281

TRAFFIC SURVEY SPECIALISTS, INC.

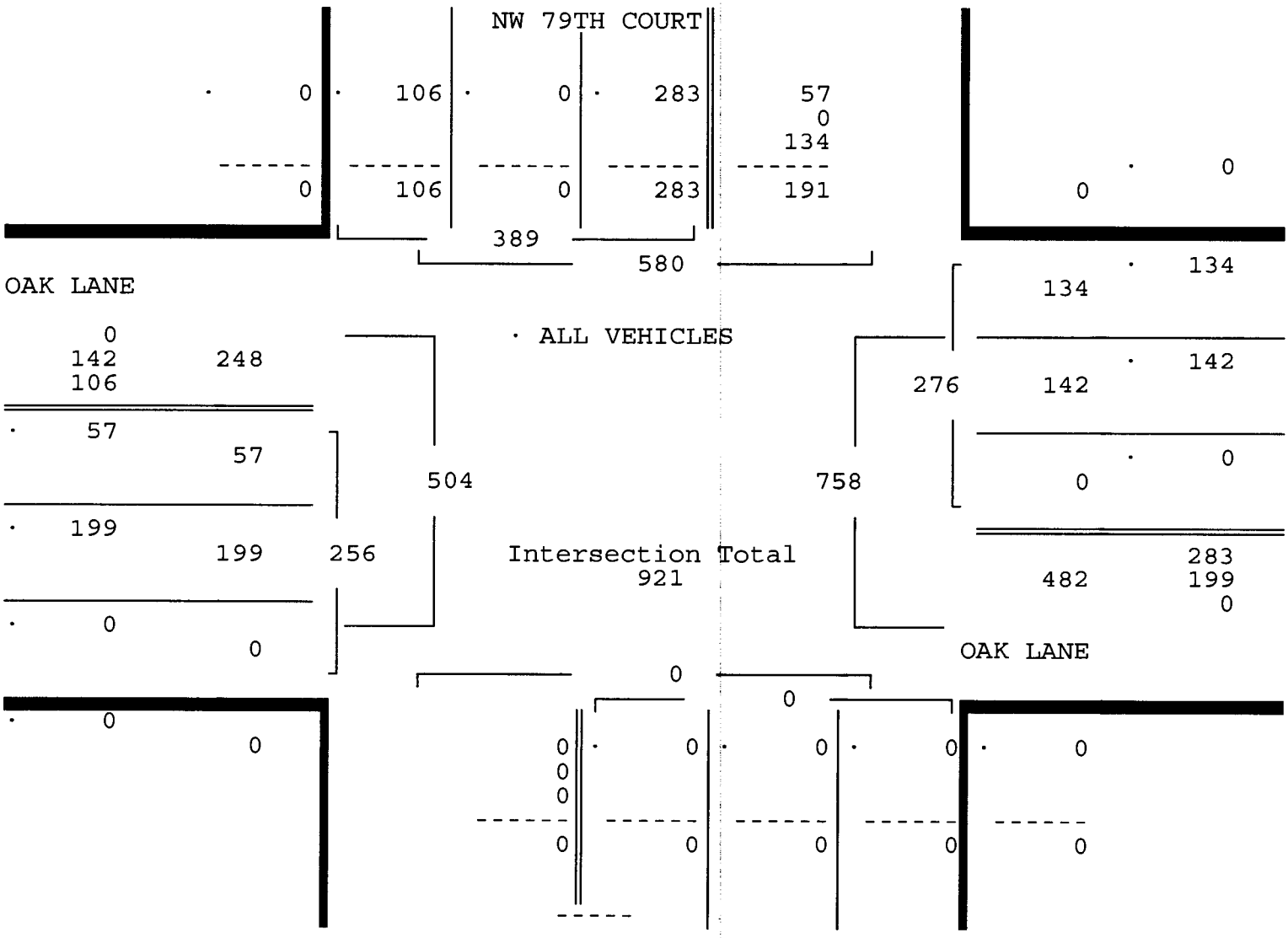
OAK LANE & NW 79TH COURT
MIAMI LAKES, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : OAK_79CT
Page : 2

ALL VEHICLES

	NW 79TH COURT From North				OAK LANE From East				----- From South				OAK LANE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	283	0	106	0	0	142	134	0	0	0	0	1	56	199	0	
Percent	0%	73%	0%	27%	0%	0%	51%	49%	0%	0%	0%	0%	0%	22%	78%	0%	
Pk total	389				276				0				256				
Highest	08:15				08:30				07:00				08:30				
Volume	0	83	0	24	0	0	32	40	0	0	0	0	1	20	53	0	
Hi total	107				72				0				74				
PHF	.91				.96				.0				.86				



TRAFFIC SURVEY SPECIALISTS, INC.

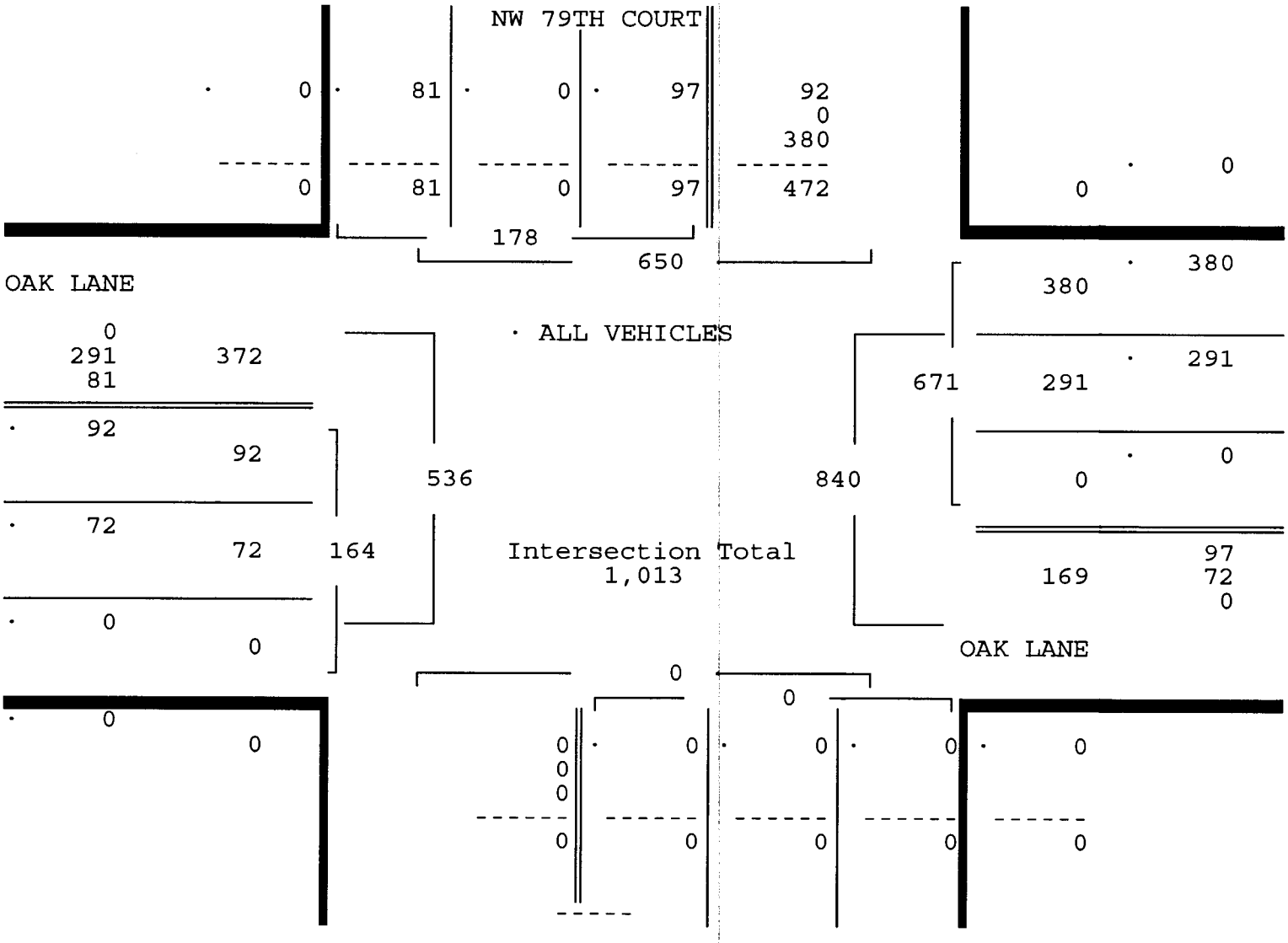
OAK LANE & NW 79TH COURT
MIAMI LAKES, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : OAK_79CT
Page : 3

ALL VEHICLES

	NW 79TH COURT From North				OAK LANE From East				----- From South				OAK LANE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/16/17																	
Peak start	17:00				17:00				17:00				17:00				
Volume	2	95	0	81	0	0	291	380	0	0	0	0	0	92	72	0	
Percent	1%	53%	0%	46%	0%	0%	43%	57%	0%	0%	0%	0%	0%	56%	44%	0%	
Pk total	178				671				0				164				
Highest	17:15				17:00				07:00				17:00				
Volume	1	38	0	18	0	0	91	131	0	0	0	0	0	36	20	0	
Hi total	57				222				0				56				
PHF	.78				.76				.0				.73				



TRAFFIC SURVEY SPECIALISTS, INC.

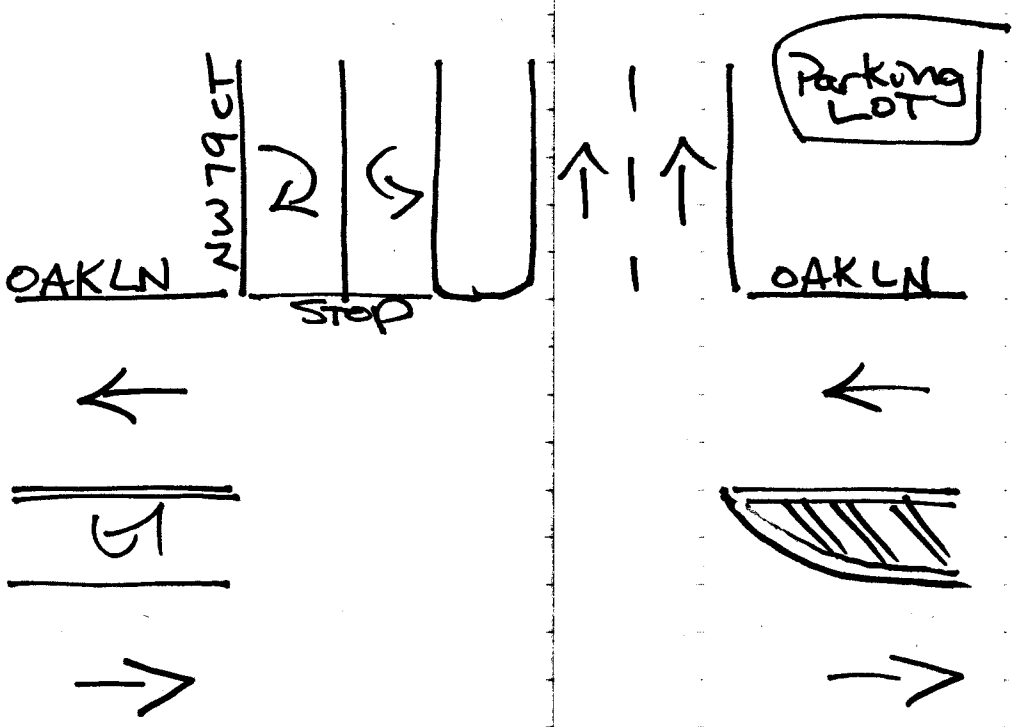
OAK LANE & NW 79TH COURT
MIAMI LAKES, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : OAK_79CT
Page : 1

PEDESTRIANS & BIKES

	NW 79TH COURT From North				OAK LANE From East				----- From South				OAK LANE From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/16/17																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	5
07:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	2	0	2	0	1	0	0	0	0	0	0	0	1	0	2	8
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
---------- * BREAK * ----------																	
16:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	4
---------- * BREAK * ----------																	
TOTAL	0	4	0	4	0	1	0	0	0	0	0	0	0	2	0	3	14



Miami Lakes, Florida

February 16, 2017

drawn by: Luis Palomino

NOT signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NW 148TH STREET & OAK LANE
MIAMI LAKES, FLORIDA
COUNTED BY: RALPHAEL MARTINEZ
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : 148S_OAK
Page : 1

ALL VEHICLES

	OAK LANE From North				NW 148TH STREET From East				OAK LANE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
07:00	0	1	57	0	0	8	0	0	0	0	37	13	0	0	0	0	116
07:15	0	13	55	0	0	5	0	0	0	0	77	15	0	0	0	0	165
07:30	0	8	55	0	0	6	0	0	0	0	58	20	0	0	0	0	147
07:45	0	11	75	0	0	1	0	1	0	0	83	22	0	0	0	0	193
Hr Total	0	33	242	0	0	20	0	1	0	0	255	70	0	0	0	0	621
08:00	0	22	63	0	0	6	0	3	0	0	94	30	0	0	0	0	218
08:15	0	22	70	0	0	7	0	1	0	0	98	48	0	0	0	0	246
08:30	0	18	68	0	0	3	0	1	0	0	94	35	0	0	0	0	219
08:45	0	20	59	0	0	7	0	1	0	0	67	27	0	0	0	0	181
Hr Total	0	82	260	0	0	23	0	6	0	0	353	140	0	0	0	0	864
---------- * BREAK * ----------																	
16:00	0	3	36	0	0	4	0	6	0	0	58	8	0	0	0	0	115
16:15	0	1	45	0	0	5	0	6	0	0	49	12	0	0	0	0	118
16:30	0	6	51	0	0	9	0	18	0	0	68	7	0	0	0	0	159
16:45	0	3	44	0	0	5	0	10	0	0	70	2	0	0	0	0	134
Hr Total	0	13	176	0	0	23	0	40	0	0	245	29	0	0	0	0	526
17:00	0	2	55	0	0	17	0	59	0	0	134	4	0	0	0	0	271
17:15	0	3	60	0	0	12	0	46	0	0	98	6	0	0	0	0	225
17:30	0	6	43	0	0	14	0	45	0	0	103	3	0	0	0	0	214
17:45	0	4	32	0	0	19	0	17	0	0	91	6	0	0	0	0	169
Hr Total	0	15	190	0	0	62	0	167	0	0	426	19	0	0	0	0	879
TOTAL	0	143	868	0	0	128	0	214	0	0	1279	258	0	0	0	0	2890

TRAFFIC SURVEY SPECIALISTS, INC.

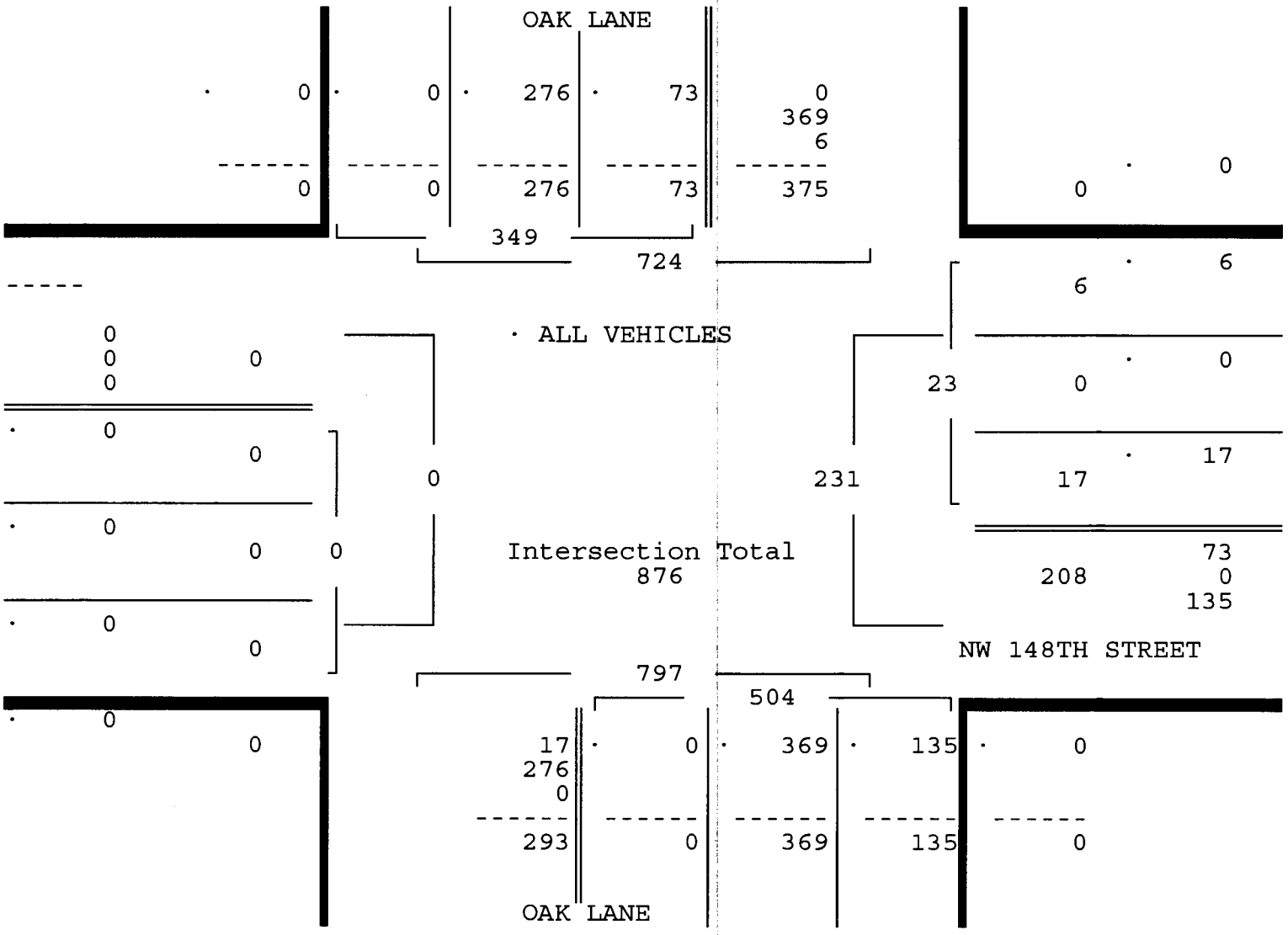
NW 148TH STREET & OAK LANE
MIAMI LAKES, FLORIDA
COUNTED BY: RALPHAEL MARTINEZ
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : 148S_OAK

ALL VEHICLES

	OAK LANE From North				NW 148TH STREET From East				OAK LANE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/16/17																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	73	276	0	0	17	0	6	0	0	369	135	0	0	0	0	
Percent	0%	21%	79%	0%	0%	74%	0%	26%	0%	0%	73%	27%	0%	0%	0%	0%	
Pk total	349				23				504				0				
Highest	08:15				08:00				08:15				07:00				
Volume	0	22	70	0	0	6	0	3	0	0	98	48	0	0	0	0	
Hi total	92				9				146				0				
PHF	.95				.64				.86				.0				



TRAFFIC SURVEY SPECIALISTS, INC.

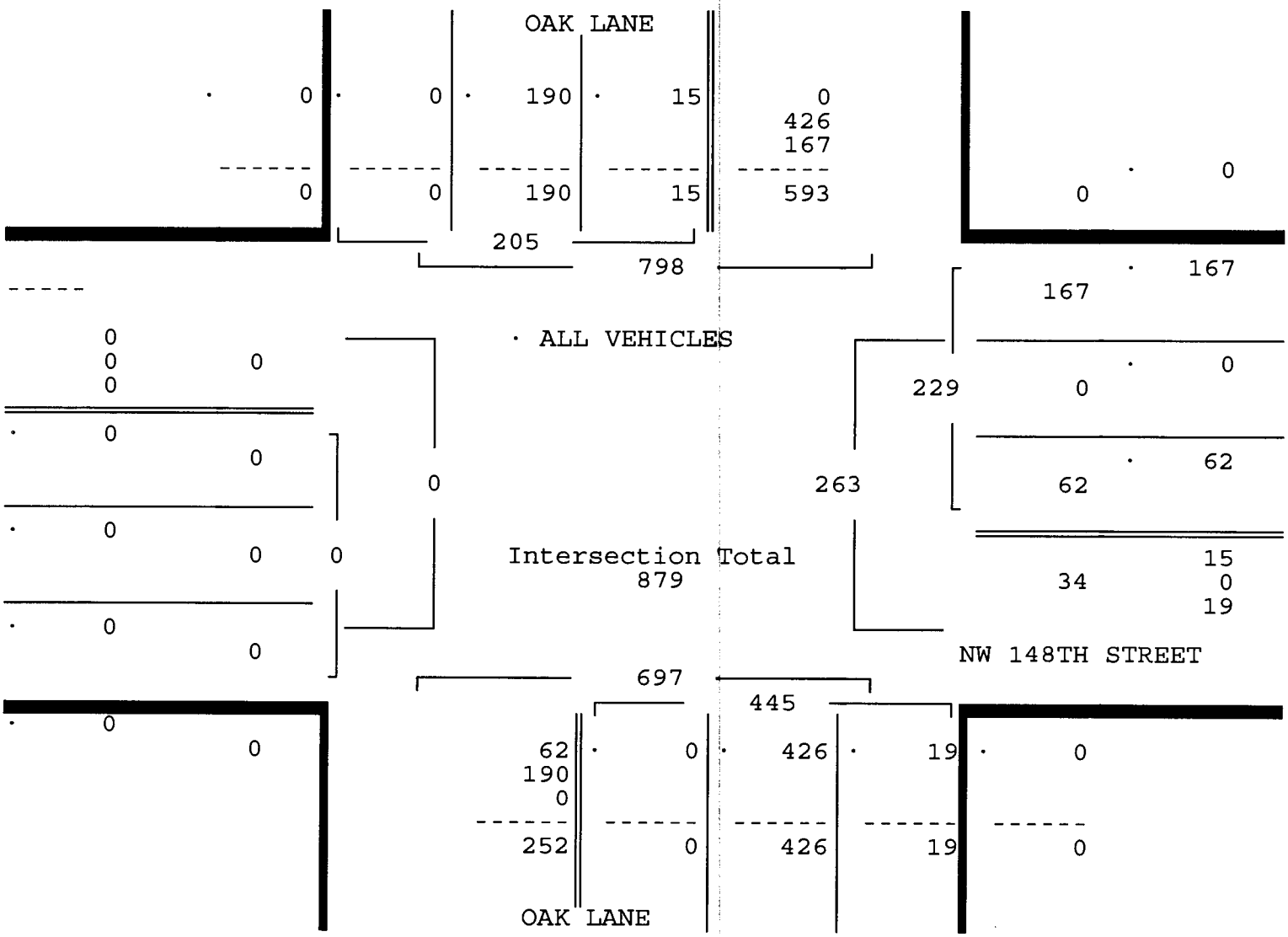
NW 148TH STREET & OAK LANE
MIAMI LAKES, FLORIDA
COUNTED BY: RALPHAEL MARTINEZ
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : 148S_OAK
Page : 3

ALL VEHICLES

	OAK LANE From North				NW 148TH STREET From East				OAK LANE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/16/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	15	190	0	0	62	0	167	0	0	426	19	0	0	0	0	
Percent	0%	7%	93%	0%	0%	27%	0%	73%	0%	0%	96%	4%	0%	0%	0%	0%	
Pk total	205				229				445				0				
Highest	17:15				17:00				17:00				07:00				
Volume	0	3	60	0	0	17	0	59	0	0	134	4	0	0	0	0	
Hi total	63				76				138				0				
PHF	.81				.75				.81				.0				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 148TH STREET & OAK LANE
MIAMI LAKES, FLORIDA
COUNTED BY: RALPHAEL MARTINEZ
NOT SIGNALIZED

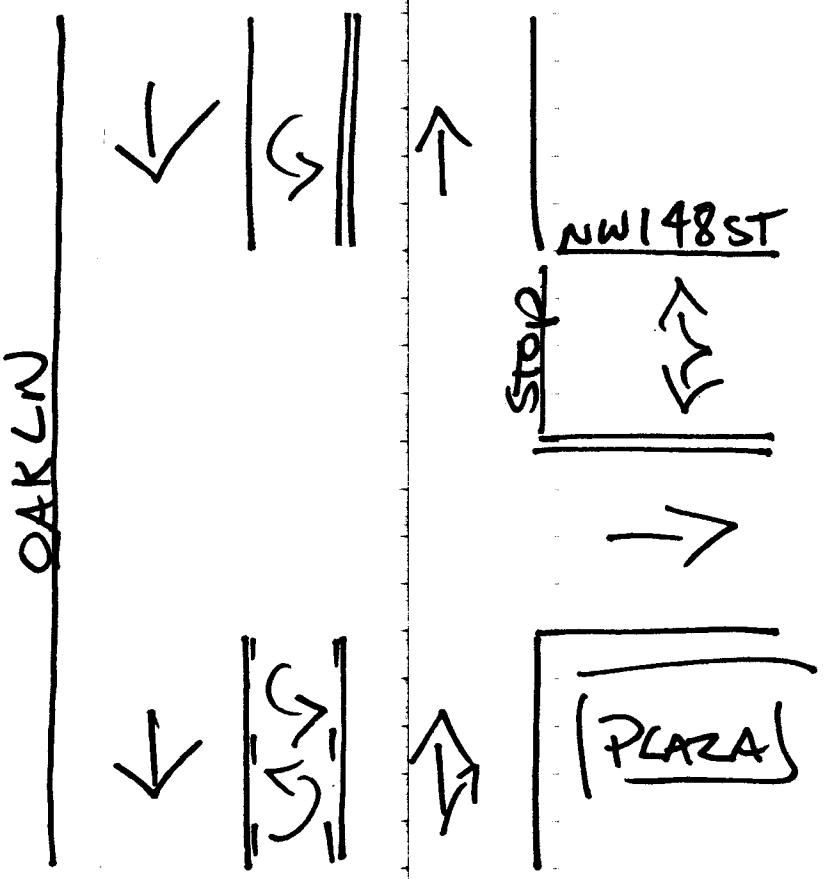
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170043
Start Date: 02/16/17
File I.D. : 148S_OAK
Page : 1

PEDESTRIANS & BIKES

	OAK LANE From North				NW 148TH STREET From East				OAK LANE From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/16/17																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
---------- * BREAK * ----------																	
TOTAL	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	6

North



Miami Lakes, Florida
February 16, 2017
drawn by: Luis Palomino
not signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NW 146TH STREET & OAK LANE/COMMERCE WAY
MIAMI LAKES, FLORIDA
COUNTED BY: MICHAEL MALONE
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : 146SCOMM
Page : 1

ALL VEHICLES

	OAK LANE From North				NW 146TH STREET From East				COMMERCE WAY From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
07:00	0	1	62	0	0	14	0	0	0	0	50	24	0	0	0	0	151
07:15	0	4	54	0	0	10	0	0	0	0	95	28	0	0	0	0	191
07:30	0	1	59	0	0	7	0	2	0	0	79	26	0	0	0	0	174
07:45	0	7	64	0	0	11	0	2	0	0	112	40	0	0	0	0	236
Hr Total	0	13	239	0	0	42	0	4	0	0	336	118	0	0	0	0	752
08:00	0	1	66	0	0	11	0	1	1	0	127	35	0	0	0	0	242
08:15	0	3	67	0	0	11	0	0	0	0	151	32	0	0	0	0	264
08:30	0	4	67	0	1	9	0	3	0	0	128	35	0	0	0	0	247
08:45	0	7	59	0	0	10	0	0	0	0	97	24	0	0	0	0	197
Hr Total	0	15	259	0	1	41	0	4	1	0	503	126	0	0	0	0	950
---------- * BREAK * ----------																	
16:00	0	4	36	0	0	5	0	1	0	0	57	20	0	0	0	0	123
16:15	0	4	47	0	0	7	0	0	0	0	58	15	0	0	0	0	131
16:30	0	3	59	0	1	15	0	6	0	0	71	17	0	0	0	0	172
16:45	0	0	50	0	0	6	0	6	0	0	63	12	0	0	0	0	137
Hr Total	0	11	192	0	1	33	0	13	0	0	249	64	0	0	0	0	563
17:00	0	1	74	0	0	26	0	13	0	0	112	22	0	0	0	0	248
17:15	0	1	71	0	0	15	0	8	0	0	97	4	0	0	0	0	196
17:30	0	0	61	0	0	17	0	14	0	0	92	9	0	0	0	0	193
17:45	0	1	52	0	0	5	0	3	0	0	91	11	0	0	0	0	163
Hr Total	0	3	258	0	0	63	0	38	0	0	392	46	0	0	0	0	800
TOTAL	0	42	948	0	2	179	0	59	1	0	1480	354	0	0	0	0	3065

TRAFFIC SURVEY SPECIALISTS, INC.

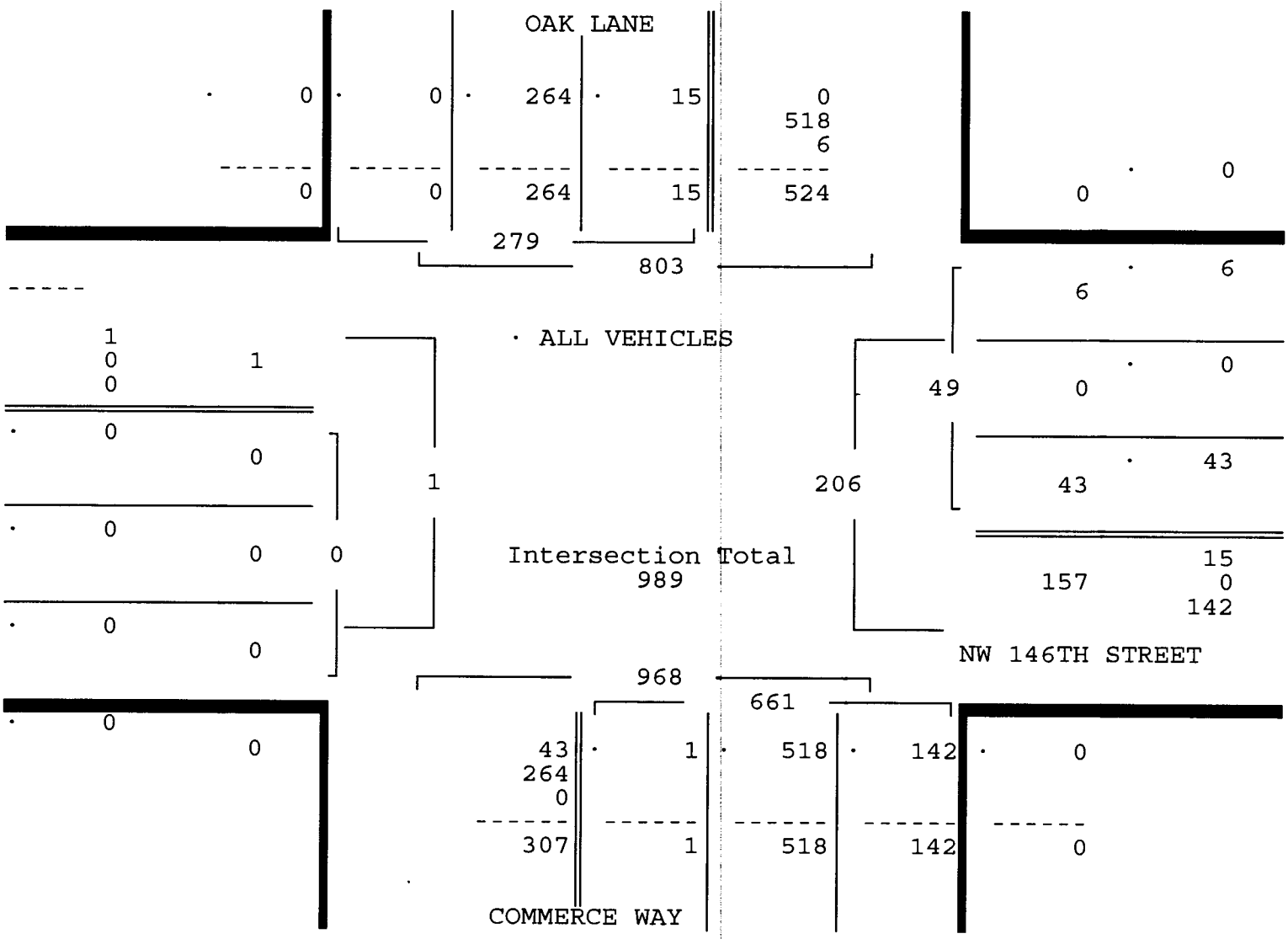
NW 146TH STREET & OAK LANE/COMMERCE WAY
MIAMI LAKES, FLORIDA
COUNTED BY: MICHAEL MALONE
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : 146SCOMM
Page : 2

ALL VEHICLES

	OAK LANE From North				NW 146TH STREET From East				COMMERCE WAY From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/16/17																	
Peak start 07:45					07:45				07:45				07:45				
Volume	0	15	264	0	1	42	0	6	1	0	518	142	0	0	0	0	
Percent	0%	5%	95%	0%	2%	86%	0%	12%	0%	0%	78%	21%	0%	0%	0%	0%	
Pk total	279				49				661				0				
Highest	07:45				07:45				08:15				07:00				
Volume	0	7	64	0	0	11	0	2	0	0	151	32	0	0	0	0	
Hi total	71				13				183				0				
PHF	.98				.94				.90				.0				



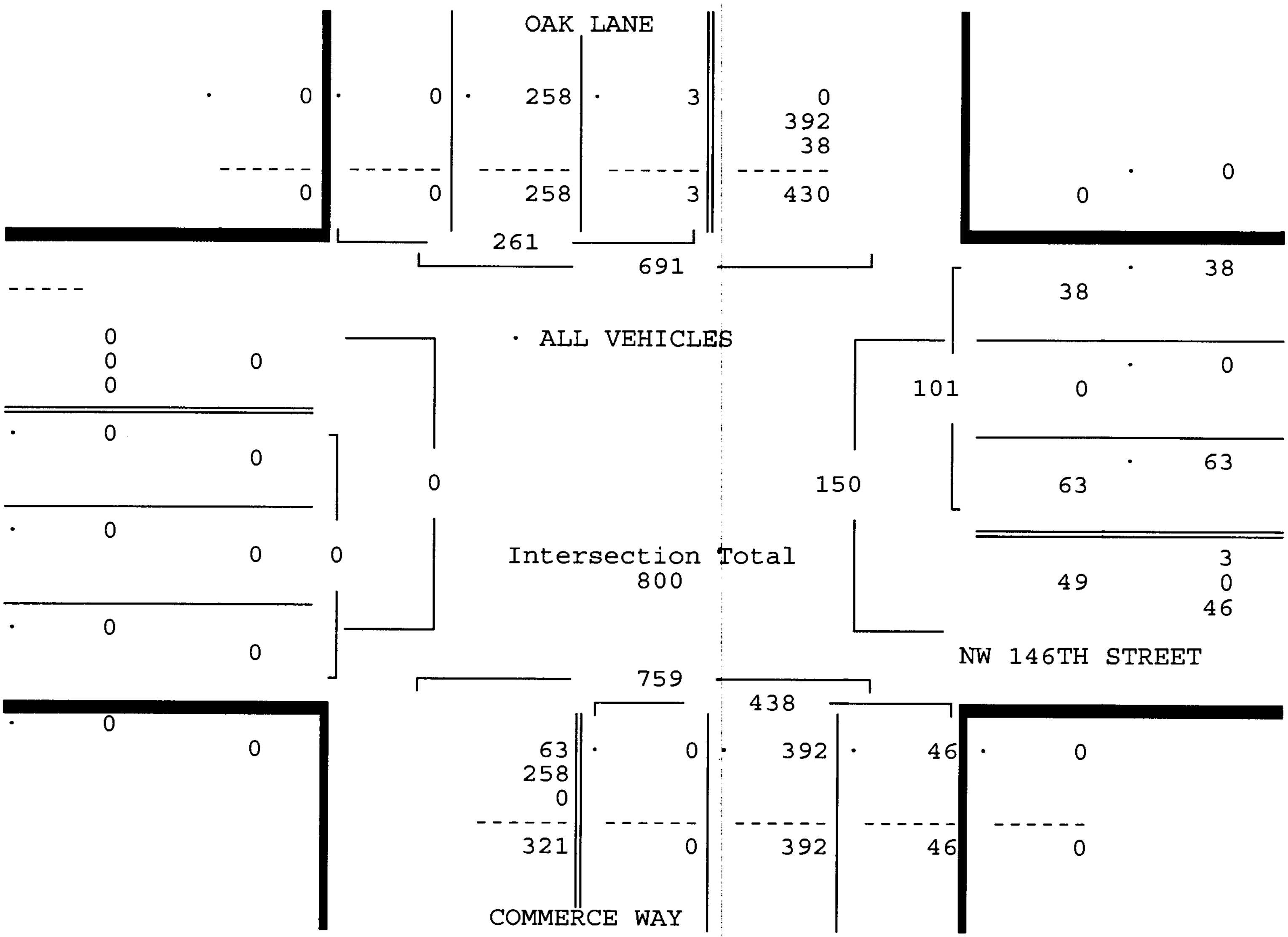
NW 146TH STREET & OAK LANE/COMMERCE WAY
MIAMI LAKES, FLORIDA
COUNTED BY: MICHAEL MALONE
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/16/17
File I.D. : 146SCOMM
Page : 3

ALL VEHICLES

	OAK LANE From North				NW 146TH STREET From East				COMMERCE WAY From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/16/17																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	3	258	0	0	63	0	38	0	0	392	46	0	0	0	0	
Percent	0%	1%	99%	0%	0%	62%	0%	38%	0%	0%	89%	11%	0%	0%	0%	0%	
Pk total	261				101				438				0				
Highest	17:00				17:00				17:00				07:00				
Volume	0	1	74	0	0	26	0	13	0	0	112	22	0	0	0	0	
Hi total	75				39				134				0				
PHF	.87				.65				.82				.0				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 146TH STREET & OAK LANE/COMMERCE WAY
MIAMI LAKES, FLORIDA
COUNTED BY: MICHAEL MALONE
NOT SIGNALIZED

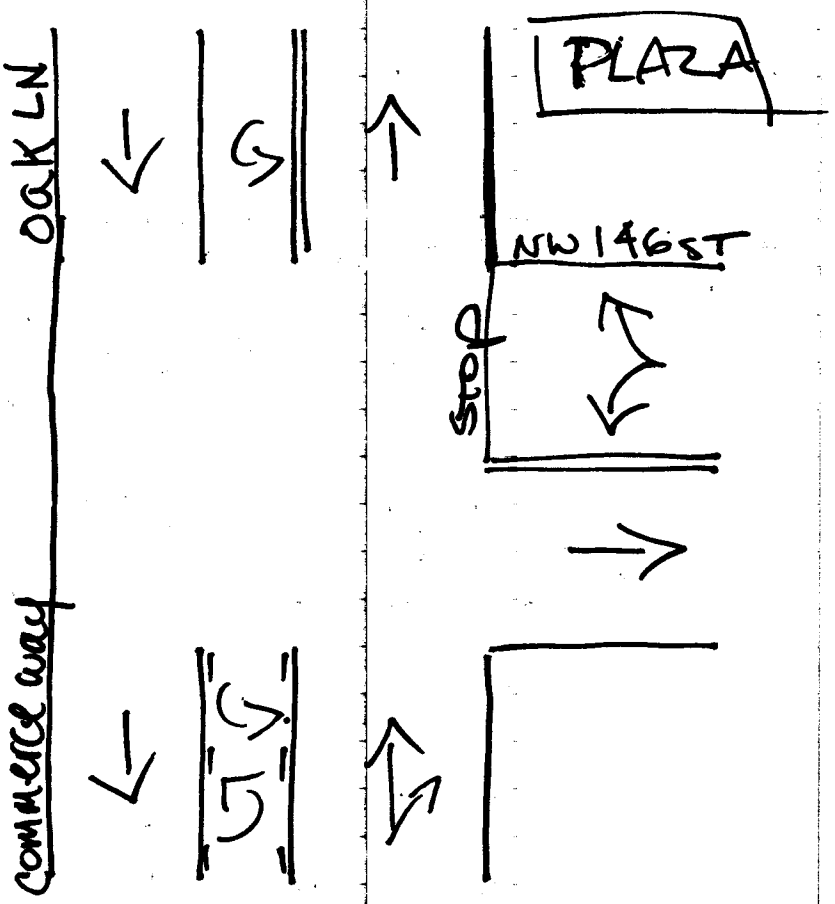
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170043
Start Date: 02/16/17
File I.D. : 146SCOMM
Page : 1

PEDESTRIANS & BIKES

	OAK LANE From North				NW 146TH STREET From East				COMMERCE WAY From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/16/17																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
07:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Hr Total	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	14	18
08:00	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	2	6
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Hr Total	0	0	0	0	0	2	0	0	0	1	0	0	0	9	0	3	15
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
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	1	0	0	0	1	0	0	0	2	0	7	11
Hr Total	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	13	19
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	6	9
17:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	7	10
Hr Total	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	17	24
TOTAL	0	0	0	0	0	5	0	0	0	2	0	5	0	17	0	47	76

North



Miami Lakes, Florida
February 16, 2017
drawn by: Luis Palomino
NOT signalized

TRAFFIC SURVEY SPECIALISTS, INC.

COMMERCE WAY & NW 82ND AVENUE
MIAMI LAKES, FLORIDA
COUNTED BY: MICHAEL MALONE
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/21/17
File I.D. : COMM_82A
Page : 1

ALL VEHICLES

	----- From North				COMMERCE WAY From East				NW 82ND AVENUE From South				COMMERCE WAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
07:00	0	0	0	0	0	3	69	0	0	20	0	2	0	0	99	24	217
07:15	0	0	0	0	0	0	54	0	0	13	0	0	0	0	156	31	254
07:30	0	0	0	0	0	3	38	0	0	13	0	2	0	0	125	37	218
07:45	0	0	0	0	0	1	48	0	0	5	0	0	0	0	185	49	288
Hr Total	0	0	0	0	0	7	209	0	0	51	0	4	0	0	565	141	977
08:00	0	0	0	0	0	7	36	0	0	9	0	5	0	0	214	64	335
08:15	0	0	0	0	0	5	43	0	0	14	0	5	0	0	240	48	355
08:30	0	0	0	0	0	3	48	0	0	22	0	0	0	0	206	38	317
08:45	0	0	0	0	0	5	35	0	0	14	0	3	0	0	175	35	267
Hr Total	0	0	0	0	0	20	162	0	0	59	0	13	0	0	835	185	1274
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	5	67	0	0	19	0	4	0	0	55	10	160
16:15	0	0	0	0	0	7	43	0	0	17	0	3	0	0	40	18	128
16:30	0	0	0	0	0	2	72	0	0	27	0	7	0	0	51	15	174
16:45	0	0	0	0	0	9	75	0	0	38	0	8	0	0	47	12	189
Hr Total	0	0	0	0	0	23	257	0	0	101	0	22	0	0	193	55	651
17:00	0	0	0	0	0	6	138	0	1	36	0	17	0	0	57	10	265
17:15	0	0	0	0	0	0	104	0	0	30	0	11	0	0	50	9	204
17:30	0	0	0	0	0	5	87	0	0	30	0	7	0	0	43	14	186
17:45	0	0	0	0	0	4	81	0	0	26	0	3	0	0	85	14	213
Hr Total	0	0	0	0	0	15	410	0	1	122	0	38	0	0	235	47	868
TOTAL	0	0	0	0	0	65	1038	0	1	333	0	77	0	0	1828	428	3770

TRAFFIC SURVEY SPECIALISTS, INC.

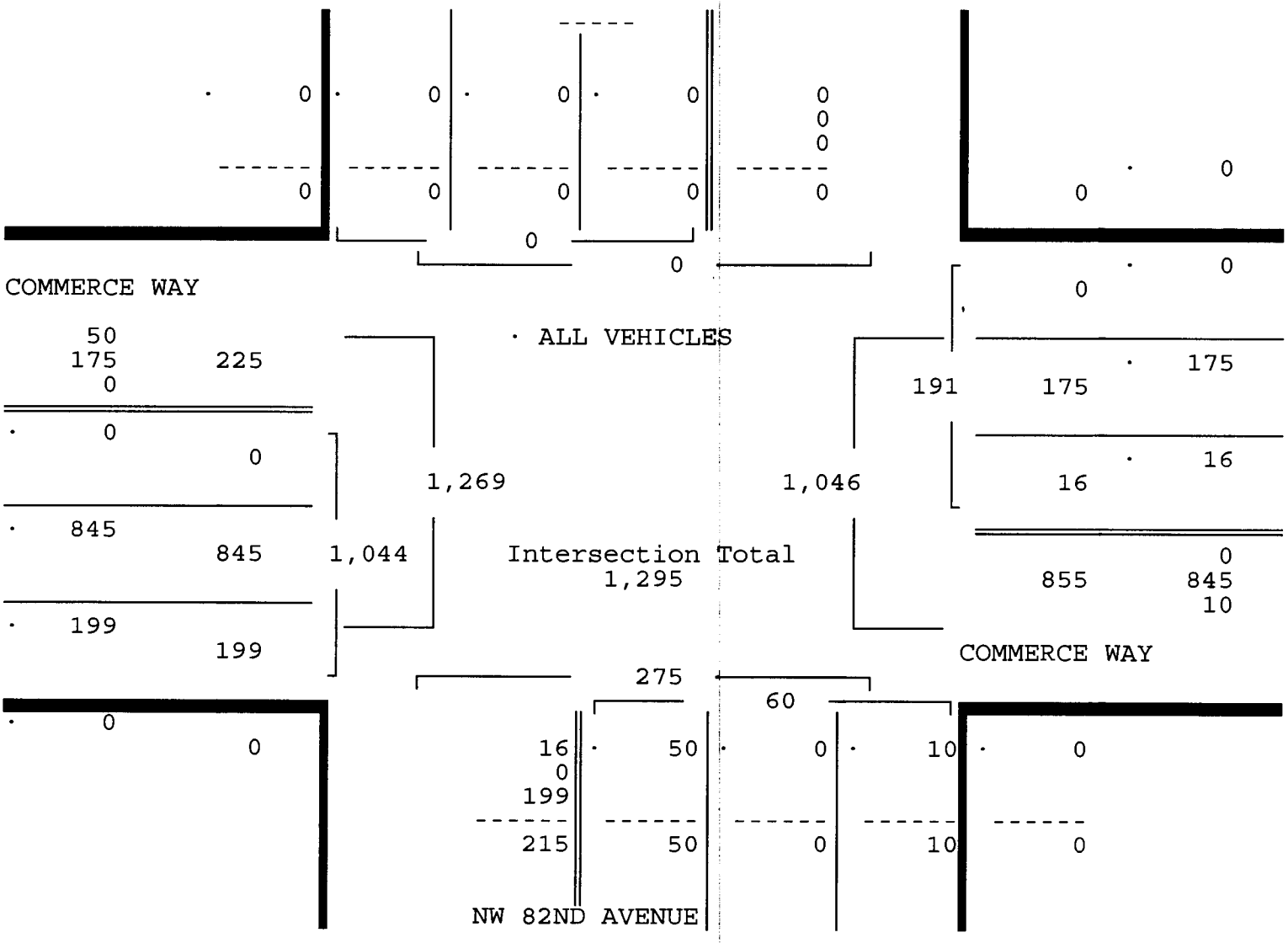
COMMERCE WAY & NW 82ND AVENUE
MIAMI LAKES, FLORIDA
COUNTED BY: MICHAEL MALONE
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/21/17
File I.D. : COMM_82A
Page : 2

ALL VEHICLES

	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 02/21/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/21/17																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	0	0	0	0	16	175	0	0	50	0	10	0	0	845	199	
Percent	0%	0%	0%	0%	0%	8%	92%	0%	0%	83%	0%	17%	0%	0%	81%	19%	
Pk total	0				191				60				1044				
Highest	07:00				08:30				08:30				08:15				
Volume	0	0	0	0	0	3	48	0	0	22	0	0	0	0	240	48	
Hi total	0				51				22				288				
PHF	.0				.94				.68				.91				



TRAFFIC SURVEY SPECIALISTS, INC.

COMMERCE WAY & NW 82ND AVENUE
MIAMI LAKES, FLORIDA
COUNTED BY: MICHAEL MALONE
NOT SIGNALIZED

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

Site Code : 00170043
Start Date: 02/21/17
File I.D. : COMM_82A
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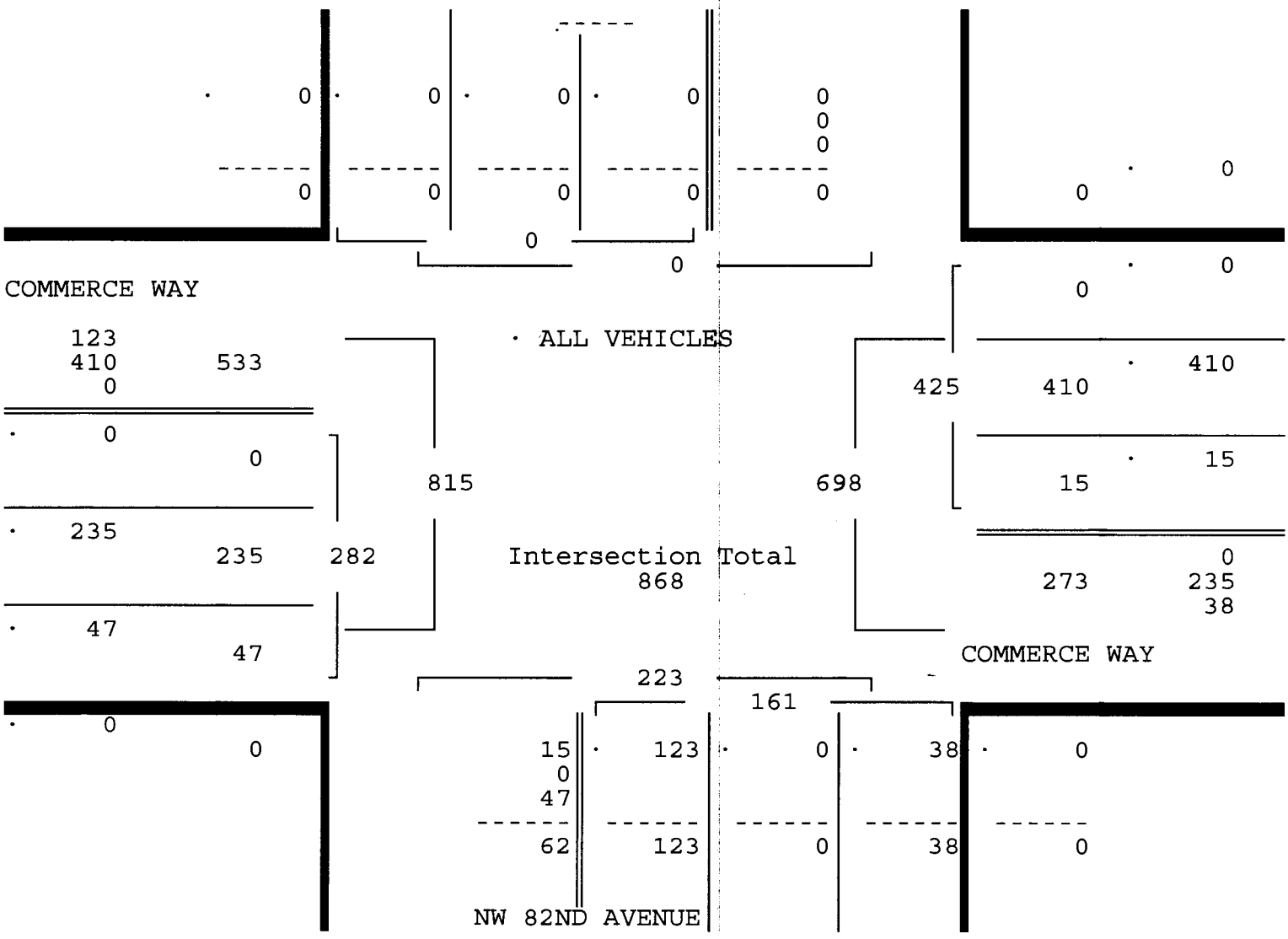
ALL VEHICLES

	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 02/21/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/21/17																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	0	0	0	15	410	0	1	122	0	38	0	0	235	47	
Percent	0%	0%	0%	0%	0%	4%	96%	0%	1%	76%	0%	24%	0%	0%	83%	17%	
Pk total	0				425				161				282				
Highest	07:00				17:00				17:00				17:45				
Volume	0	0	0	0	0	6	138	0	1	36	0	17	0	0	85	14	
Hi total	0				144				54				99				
PHF	.0				.74				.75				.71				



TRAFFIC SURVEY SPECIALISTS, INC.

COMMERCE WAY & NW 82ND AVENUE
MIAMI LAKES, FLORIDA
COUNTED BY: MICHAEL MALONE
NOT SIGNALIZED

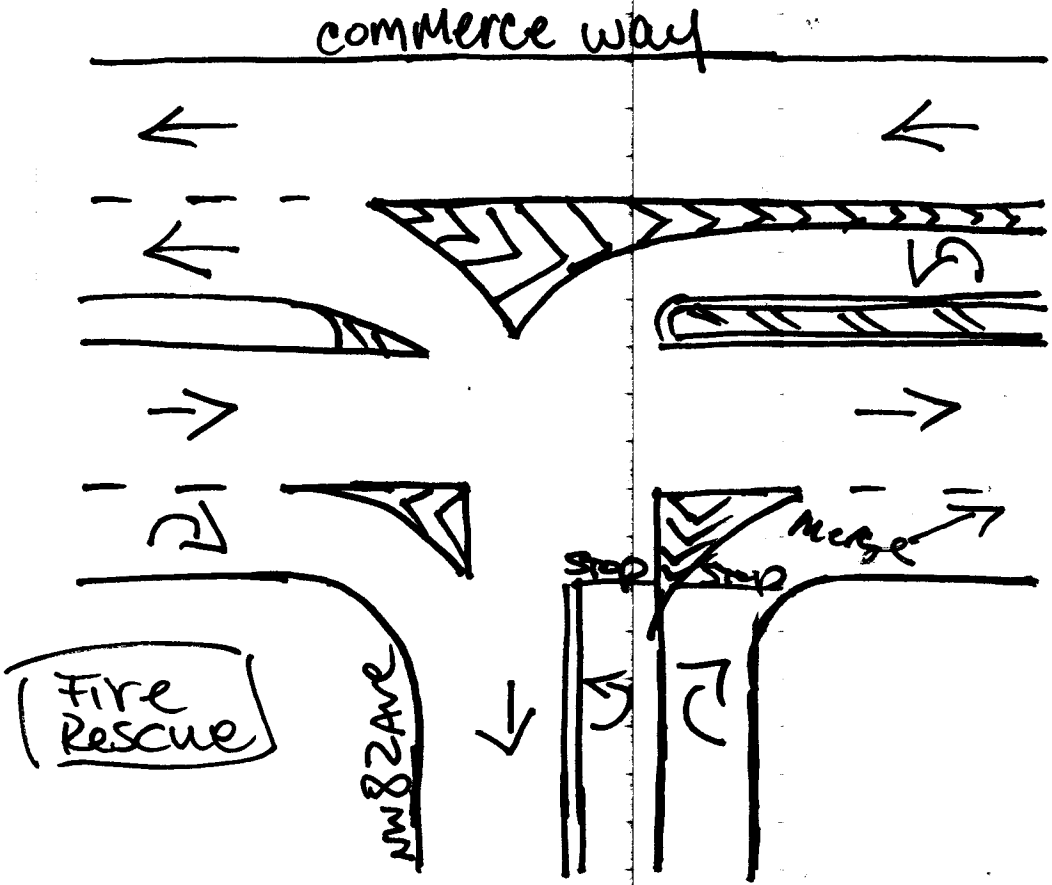
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170043
Start Date: 02/21/17
File I.D. : COMM_82A
Page : 1

PEDESTRIANS & BIKES

	From North				COMMERCE WAY From East				NW 82ND AVENUE From South				COMMERCE WAY From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/21/17																	
07:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	1	0	9	0	0	0	0	0	0	0	2	0	0	0	1	13
07:30	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
Hr Total	0	3	0	15	0	0	0	0	0	0	0	4	0	0	0	1	23
08:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
Hr Total	0	6	0	8	0	0	0	0	0	1	0	0	0	0	0	0	15
* BREAK *																	
16:00	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
16:45	0	1	0	6	0	0	0	0	0	0	0	1	0	0	0	0	8
Hr Total	0	1	0	10	0	0	0	0	0	1	0	3	0	0	0	1	16
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	1	0	4	0	0	0	0	0	0	0	2	0	0	0	0	7
17:30	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
17:45	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6
Hr Total	0	6	0	14	0	0	0	0	0	0	0	2	0	0	0	3	25
TOTAL	0	16	0	47	0	0	0	0	0	2	0	9	0	0	0	5	79

North



Miami Lakes, Florida
February 16, 2017
drawn by: Luis Palomino
NOT signalized

COUNTY: 87
STATION: 7037
DESCRIPTION: NW 154TH STREET E OF NW 82ND AVE
START DATE: 01/20/2015
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	24	23	13	13	73	55	31	20	20	126	199
0100	6	6	13	9	34	12	12	12	15	51	85
0200	3	8	0	6	17	12	4	8	3	27	44
0300	3	5	17	14	39	7	4	8	6	25	64
0400	10	13	15	21	59	8	3	4	8	23	82
0500	31	54	64	70	219	4	13	16	27	60	279
0600	97	152	228	246	723	34	55	85	169	343	1066
0700	209	149	125	191	674	216	142	155	165	678	1352
0800	193	135	173	217	718	173	159	166	146	644	1362
0900	207	253	219	223	902	146	166	131	114	557	1459
1000	196	163	182	189	730	131	116	116	125	488	1218
1100	156	183	174	183	696	143	169	142	138	592	1288
1200	180	172	183	188	723	135	160	164	174	633	1356
1300	201	165	202	200	768	166	184	200	205	755	1523
1400	197	241	260	222	920	204	218	217	226	865	1785
1500	204	221	229	213	867	307	257	227	222	1013	1880
1600	195	196	189	193	773	245	237	244	264	990	1763
1700	228	278	230	215	951	285	281	281	285	1132	2083
1800	252	236	218	241	947	299	307	254	275	1135	2082
1900	183	183	175	143	684	249	234	221	221	925	1609
2000	163	159	106	104	532	205	186	188	146	725	1257
2100	92	95	89	81	357	146	136	137	104	523	880
2200	73	56	63	43	235	110	87	92	61	350	585
2300	52	30	24	22	128	58	58	56	33	205	333
24-HOUR TOTALS:					12769					12865	25634

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	896	645	682	845	1485
P.M.	1715	975	1730	1172	1715	2121
DAILY	1715	975	1730	1172	1715	2121

TRUCK PERCENTAGE 2.63 3.60 3.12

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	25	10240	2168	60	237	18	5	15	0	1	0	0	0	0	0	336	12769
W	17	9636	2749	54	364	17	2	23	2	0	0	0	1	0	0	463	12865

GENERATED BY SPS 5.0.45P

COUNTY: 87
STATION: 7037
DESCRIPTION: NW 154TH STREET E OF NW 82ND AVE
START DATE: 01/21/2015
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	23	18	19	19	79	33	41	28	20	122	201
0100	15	11	4	4	34	25	17	15	9	66	100
0200	12	2	6	7	27	9	8	7	5	29	56
0300	4	3	12	11	30	7	6	4	1	18	48
0400	11	19	18	18	66	8	5	7	4	24	90
0500	36	51	65	82	234	16	14	22	25	77	311
0600	100	162	186	238	686	28	62	96	145	331	1017
0700	252	150	139	181	722	209	146	159	170	684	1406
0800	186	150	161	193	690	182	161	167	143	653	1343
0900	186	204	228	208	826	165	160	144	144	613	1439
1000	214	187	205	224	830	147	150	121	157	575	1405
1100	199	145	176	191	711	167	148	160	166	641	1352
1200	183	207	162	190	742	153	175	178	193	699	1441
1300	185	203	203	183	774	162	176	211	212	761	1535
1400	249	217	275	222	963	268	219	202	208	897	1860
1500	199	193	210	197	799	241	247	215	208	911	1710
1600	233	200	197	181	811	237	229	253	243	962	1773
1700	270	220	246	225	961	266	253	258	273	1050	2011
1800	218	232	216	222	888	287	266	266	264	1083	1971
1900	211	189	194	190	784	232	270	251	195	948	1732
2000	172	163	114	111	560	183	232	182	170	767	1327
2100	101	111	100	103	415	155	160	152	125	592	1007
2200	76	70	42	65	253	111	96	100	101	408	661
2300	54	40	35	27	156	63	52	66	27	208	364
24-HOUR TOTALS:					13041					13119	26160

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	811	700	684	645	1438
P.M.	1400	963	1745	1092	1700	2011
DAILY	1400	963	1745	1092	1700	2011

TRUCK PERCENTAGE 2.49 3.47 2.98

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	33	10442	2241	59	228	17	2	13	2	1	0	0	3	0	0	325	13041
W	24	9819	2821	51	362	12	1	28	1	0	0	0	0	0	0	455	13119

GENERATED BY SPS 5.0.45P

COUNTY: 87
STATION: 0576
DESCRIPTION: SR 826/PALMETTO EXPWY, 1000' N NW 138 ST
START DATE: 08/18/2015
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	236	249	166	149	800	251	227	179	174	831	1631
0100	126	122	116	93	457	148	119	129	89	485	942
0200	89	102	95	93	379	80	99	111	89	379	758
0300	95	122	146	120	483	88	112	103	99	402	885
0400	154	184	269	245	852	109	158	181	180	628	1480
0500	293	429	708	776	2206	253	314	458	484	1509	3715
0600	980	1280	623	712	3595	547	1171	1281	1190	4189	7784
0700	737	1018	986	938	3679	1187	1126	1159	1085	4557	8236
0800	941	1030	991	968	3930	1020	1049	1112	1066	4247	8177
0900	1158	1134	1117	1091	4500	1035	1058	1087	1037	4217	8717
1000	1006	1050	1115	1031	4202	1112	1067	1119	1100	4398	8600
1100	1049	1100	1034	1027	4210	1045	1089	1163	1167	4464	8674
1200	1101	1061	1067	1053	4282	1101	1173	1151	1207	4632	8914
1300	1070	1070	1071	1001	4212	1149	1173	1152	1145	4619	8831
1400	845	861	1069	1194	3969	1236	1262	1214	1218	4930	8899
1500	1105	1045	1094	931	4175	1245	1303	1282	1295	5125	9300
1600	854	813	742	856	3265	1264	1327	1319	1334	5244	8509
1700	992	931	911	828	3662	1309	1286	1294	1269	5158	8820
1800	824	939	936	997	3696	1208	1199	1190	1139	4736	8432
1900	844	904	828	832	3408	1122	1169	1137	917	4345	7753
2000	822	733	647	614	2816	813	862	592	550	2817	5633
2100	634	656	547	501	2338	607	605	564	525	2301	4639
2200	508	447	460	409	1824	538	503	491	445	1977	3801
2300	360	297	297	239	1193	398	422	298	330	1448	2641
24-HOUR TOTALS:					68133					77638	145771

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	4377	645	4662	845	8623
P.M.	1445	4438	1615	5289	1445	9486
DAILY	900	4500	1615	5289	1445	9486

GENERATED BY SPS 5.0.45P

COUNTY: 87
STATION: 0576
DESCRIPTION: SR 826/PALMETTO EXPWY, 1000' N NW 138 ST
START DATE: 08/19/2015
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	228	193	175	174	770	287	221	203	147	858	1628
0100	151	127	115	111	504	159	135	150	114	558	1062
0200	120	130	98	95	443	139	132	120	107	498	941
0300	83	114	122	123	442	93	105	101	121	420	862
0400	141	194	328	237	900	146	179	345	239	909	1809
0500	279	428	677	792	2176	337	437	554	588	1916	4092
0600	1025	1343	1299	1190	4857	1002	1309	1218	1160	4689	9546
0700	1184	1180	1037	833	4234	1149	1208	1168	1104	4629	8863
0800	816	654	378	499	2347	1021	1087	1079	1119	4306	6653
0900	632	1095	1017	858	3602	1147	1320	1199	1143	4809	8411
1000	1147	1187	1062	1049	4445	1115	1258	1005	1095	4473	8918
1100	1013	1054	1021	1079	4167	1142	1178	1194	1030	4544	8711
1200	994	1084	1138	1085	4301	1053	1159	1073	1011	4296	8597
1300	1110	1120	1158	1188	4576	718	1160	1150	1179	4207	8783
1400	1171	1159	1161	1175	4666	1174	1243	1267	1268	4952	9618
1500	1109	1049	1101	1147	4406	1300	1318	1351	1374	5343	9749
1600	1139	1085	1087	1042	4353	1332	1301	1297	1249	5179	9532
1700	1132	1075	1003	933	4143	1239	1254	1254	1335	5082	9225
1800	923	951	926	865	3665	1338	1312	1355	1229	5234	8899
1900	845	844	782	746	3217	1132	1167	1162	1009	4470	7687
2000	794	654	657	600	2705	908	952	823	648	3331	6036
2100	591	635	593	562	2381	608	643	598	490	2339	4720
2200	545	524	392	386	1847	519	505	492	379	1895	3742
2300	323	259	253	243	1078	376	355	327	262	1320	2398
24-HOUR TOTALS:					70225					80257	150482

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	4591	845	4785	645	9276
P.M.	1345	4679	1515	5375	1530	9830
DAILY	615	5016	1515	5375	615	9852

GENERATED BY SPS 5.0.45P

COUNTY: 87
STATION: 0576
DESCRIPTION: SR 826/PALMETTO EXPWY, 1000' N NW 138 ST
START DATE: 08/20/2015
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	244	199	186	171	800	233	215	169	142	759	1559
0100	179	141	119	111	550	148	116	123	95	482	1032
0200	107	98	99	97	401	80	79	80	88	327	728
0300	77	110	130	104	421	80	73	86	76	315	736
0400	134	216	275	261	886	99	152	172	174	597	1483
0500	314	474	686	769	2243	231	426	562	618	1837	4080
0600	993	1158	1237	1235	4623	844	970	1105	1082	4001	8624
0700	1256	1083	1034	1010	4383	1062	1087	1115	1123	4387	8770
0800	1053	939	1009	1061	4062	1045	1098	1136	1090	4369	8431
0900	1095	1088	1137	1102	4422	1021	1062	1171	1193	4447	8869
1000	1050	1084	1076	1095	4305	1069	1094	1057	1088	4308	8613
1100	1012	1069	1044	1060	4185	1099	1148	1134	1195	4576	8761
1200	997	1000	1058	1072	4127	1146	1167	1200	1190	4703	8830
1300	1079	1127	1078	1029	4313	1153	1203	1168	1210	4734	9047
1400	1177	1089	1121	1046	4433	1102	1149	1106	1175	4532	8965
1500	1077	1103	1184	1118	4482	1188	1379	1325	1224	5116	9598
1600	1191	1118	1025	1014	4348	1189	1332	1346	1277	5144	9492
1700	1052	1054	1006	911	4023	1342	1333	1331	1358	5364	9387
1800	909	1009	1016	903	3837	1314	1329	1184	1195	5022	8859
1900	935	887	861	803	3486	1204	1054	898	838	3994	7480
2000	764	761	663	626	2814	831	746	737	685	2999	5813
2100	678	638	607	535	2458	675	578	546	540	2339	4797
2200	510	462	447	401	1820	561	521	498	405	1985	3805
2300	359	360	294	240	1253	419	366	325	238	1348	2601
24-HOUR TOTALS:					72675					77685	150360

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	4608	745	4402	645	8954
P.M.	1530	4611	1700	5364	1515	9713
DAILY	615	4886	1700	5364	1515	9713

GENERATED BY SPS 5.0.45P

Attachment 3

Growth Trends at Adjacent Count Stations

Station No.	N/S Street	E/W Street
FDOT-2511	Gratigny Pkwy	E of NW 67 Ave
FDOT-8346	NW 67 Ave	S of NW 122 St
FDOT-8347	NW 67 Ave	N of 174 Lane
FDOT-8348	NW 67 Ave	S of SR 836
FDOT-7032	Miami Lakeway E	S of Lewis Road
FDOT-7033	N Miami Lakeway	W of NW 67 Ave
FDOT-7037	NW 154 Street	E of NW 82 Ave

TABLE 6 - GROWTH TRENDS AT ADJACENT COUNT STATIONS

4/1/2017

ROADWAY	SEGMENT	DIR	COUNT STATION	AADT 2012	AADT 2013	AADT 2014	AADT 2015	3 Year Growth 2012 to 2015
Gratigny Pkwy	200 Feet EO NW 67 Ave	E/W	FDOT-2511	47,000	56,500	60,000	50,500	2.42%
SW 67 Avenue	South of NW 122 Street	N/S	FDOT-8346	23,000	23,000	23,000	24,000	1.43%
NW 67 Avenue	North of 174 Lane	N/S	FDOT-8347	21,500	21,300	21,400	22,000	0.77%
NW 67 Avenue	South of SR 826	N/S	FDOT-8348	32,000	31,000	31,000	32,000	0.00%
Miami Lakeway E	500 Feet SO Lewis Road	E/W	FDOT-7032	5,000	4,000	4,000	3,900	-7.95%
N Miami Lakeway	200 Feet WO NW 67 Ave	E/W	FDOT-7033	8,800	6,500	6,500	6,700	-8.69%
NW 154 Street	East of NW 82 Avenue	E/W	FDOT-7037	24,000	27,000	27,000	27,000	4.00%
	Overall Growth			**161,300**	**169,300**	**172,900**	**166,100**	**0.98%**

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 2511 - SR 924/GRATIGNY PKWY, 200' E NW 67 AV

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	50500 C	E 25500	W 25000	8.50	54.70	7.70
2014	60000 C	E 29500	W 30500	8.50	54.50	10.00
2013	56500 C	E 27500	W 29000	8.50	52.40	9.50
2012	47000 C	E 23000	W 24000	8.50	55.70	9.70
2011	58000 C	E 29000	W 29000	8.50	55.10	6.40
2010	59500 C	E 29000	W 30500	8.98	54.08	6.40
2009	63000 C	E 31000	W 32000	8.99	53.24	8.40
2008	62000 C	E 31000	W 31000	9.09	55.75	11.00
2007	61500 C	E 31000	W 30500	8.01	54.34	7.00
2006	52500 F	E 25500	W 27000	7.97	54.22	4.70
2005	52500 C	E 25500	W 27000	8.80	53.80	7.50
2004	63000 C	E 31000	W 32000	9.00	53.30	7.50
2003	63500 C	E 30000	W 33500	8.80	53.40	7.50
2002	77000 C	E 38000	W 39000	9.80	52.30	5.20
2001	63000 C	E 30000	W 33000	8.20	53.50	6.50
2000	61000 C	E 30500	W 30500	8.20	53.10	4.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 8346 - W 12TH AVE, 200' SOUTH OF NW 122ND ST/W 68 ST

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	24000 S	N 11500	S 12500	9.00	54.70	6.70
2014	23000 F	N 11000	S 12000	9.00	54.50	11.00
2013	23000 C	N 11000	S 12000	9.00	52.40	16.20

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 8347 - NW 67TH AVE, 200' SOUTH OF NW 138TH STREET

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	22000 T	N 10000	S 12000	9.00	54.70	13.70
2014	21400 S	N 9900	S 11500	9.00	54.50	17.40
2013	21300 F	N 9800	S 11500	9.00	52.40	16.20
2012	21500 C	N 10000	S 11500	9.00	55.70	16.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 8348 - CR-963/NW 67TH AVE, 200' SOUTH OF SR-826

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	32000 T	N 15500	S 16500	9.00	54.70	13.70
2014	31000 S	N 15000	S 16000	9.00	54.50	17.40
2013	31000 F	N 15000	S 16000	9.00	52.40	16.20
2012	32000 C	N 15500	S 16500	9.00	55.70	16.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 7032 - MIAMI LAKEWAY EAST 500 FT SOUTH OF LEWIS RD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	3900 C	N 2000	S 1900	9.00	54.70	4.30
2014	4000 F	N 2000	S 2000	9.00	54.50	2.40
2013	4000 C	N 2000	S 2000	9.00	52.40	2.40
2012	5000 F	N 2500	S 2500	9.00	55.70	4.50
2011	5000 C	N 2500	S 2500	9.00	55.10	5.80
2010	5100 F	N 2800	S 2300	8.98	54.08	4.60
2009	5300 C	N 2900	S 2400	8.99	53.24	5.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 7033 - N MIAMI LAKEWAY 200 FT WEST OF NW 67 AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	6700 C	E 3400	W 3300	9.00	54.70	2.80
2014	6500 F	E 3300	W 3200	9.00	54.50	2.50
2013	6500 C	E 3300	W 3200	9.00	52.40	2.50
2012	8800 F	E 4400	W 4400	9.00	55.70	4.50
2011	9000 C	E 4500	W 4500	9.00	55.10	5.80
2010	8200 F	E 4200	W 4000	8.98	54.08	4.60
2009	8400 C	E 4300	W 4100	8.99	53.24	5.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 7037 - NW 154TH ST 500 FT EAST OF NW 82ND AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	27000 C	E 13500	W 13500	9.00	54.70	3.00
2014	27000 F	E 14500	W 12500	9.00	54.50	13.30
2013	27000 C	E 14500	W 12500	9.00	52.40	13.30
2012	24000 F	E 12000	W 12000	9.00	55.70	4.50
2011	24000 C	E 12000	W 12000	9.00	55.10	5.80
2010	28500 F	E 15000	W 13500	8.98	54.08	4.60
2009	29500 C	E 15500	W 14000	8.99	53.24	5.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Attachment 4
Intersection Turning Movement Worksheets

TMC Table	N/S Street	E/W Street
8A	NW 79 Court	Oak Lane
8B	Oak Lane	NW 148 St
8C	Commerce Way	NW 146 St
8D	Commerce Way	NW 82 Ave

TABLE 8A - INTERSECTION TURNING MOVEMENTS
NW 79 Court at Oak Lane

4/3/17

AM PEAK HOUR - Bob Graham - Senior Community - TGC Lakeside South														
NW 79 Court at Oak Lane PHF = 0.97 MVNT	7:45 AM 921/952 = 0.97 2/16/17 VOL	FDOT PSCF	PEAK SEASON 2017 VOL	GROWTH RATE PER YEAR TO 2020	PEAK SEASON 2020 VOL	Bob Graham IN OUT	Bob Graham 145 20	Senior Community IN OUT	Senior Community 40 50	TGC Lakeside S IN OUT	TGC Lakeside S 77 18	2020 With Project	2017 EXISTING LANES	2020 FUTURE LANES
NB														
LEFT	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
THRU	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
RIGHT	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
SB														
LEFT	283	1.00	283	0.98%	291	21.66%	31	21.66%	9	21.66%	17	348	1L	1L
THRU	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
RIGHT	106	1.00	106	0.98%	109	0.00%	0	0.00%	0	0.00%	0	109	1R	1R
EB														
LEFT	57	1.00	57	0.98%	59	0.00%	0	0.00%	0	0.00%	0	59	1L	1L
THRU	199	1.00	199	0.98%	205	0.00%	0	0.00%	0	0.00%	0	205	1T	1T
RIGHT	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
WB														
LEFT	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
THRU	142	1.00	142	0.98%	146	21.66%	4	21.66%	11	21.66%	4	165	1T	1T
RIGHT	134	1.00	134	0.98%	138	9.56%	2	9.56%	5	9.56%	2	146	1R	1R

PM PEAK HOUR - Bob Graham - Senior Community - TGC Lakeside South														
NW 79 Court at Oak Lane PHF = 0.79 MVNT	5:00 PM 1013/1284=0.79 2/16/17 VOL	FDOT PSCF	PEAK SEASON 2017 VOL	GROWTH RATE PER YEAR TO 2020	PEAK SEASON 2020 VOL	Bob Graham IN OUT	Bob Graham 29 142	Senior Community IN OUT	Senior Community 64 59	TGC Lakeside S IN OUT	TGC Lakeside S 26 109	2020 With Project	2017 EXISTING LANES	2020 FUTURE LANES
NB														
LEFT	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
THRU	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
RIGHT	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
SB														
LEFT	97	1.00	97	0.98%	100	21.66%	6	21.66%	14	21.66%	6	126	1L	1L
THRU	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
RIGHT	81	1.00	81	0.98%	83	0.00%	0	0.00%	0	0.00%	0	83	1R	1R
EB														
LEFT	92	1.00	92	0.98%	95	0.00%	0	0.00%	0	0.00%	0	95	1L	1L
THRU	72	1.00	72	0.98%	74	0.00%	0	0.00%	0	0.00%	0	74	1T	1T
RIGHT	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
WB														
LEFT	0	1.00	0	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0		
THRU	291	1.00	291	0.98%	300	21.66%	31	21.66%	13	21.66%	24	367	1T	1T
RIGHT	380	1.00	380	0.98%	391	9.56%	14	9.56%	6	9.56%	10	421	1R	1R

Cathy Sweetapple & Associates

TABLE 8B - INTERSECTION TURNING MOVEMENTS
NW 148 Street at Oak Lane - Commerce Way

4/3/17

AM PEAK HOUR - Bob Graham - Senior Community - TGC Lakeside South														
NW 148 St at Oak Lane	7:45 AM 864/984 = 0.88		PEAK SEASON	GROWTH RATE	PEAK SEASON	Bob Graham		Senior Community		TGC Lakeside S		2020	2017	2020 w Project
PHF = 0.88 MVNT	2/16/17 VOL	FDOT PSCF	2017 VOL	PER YEAR TO 2020	2020 VOL	*IN* OUT	*145* 20	*IN* OUT	*40* 50	*IN* OUT	*77* 18	With Project	EXISTING LANES	FUTURE LANES
NB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**	Center LTL	Center LTL
THRU	369	1.00	**369**	0.98%	**380**	0.00%	0	**21.66%**	9	**21.66%**	17	**405**	1TR	1TR
RIGHT	135	1.00	**135**	0.98%	**139**	**43.83%**	64	**29.48%**	12	**29.48%**	23	**237**		
SB														
LEFT	73	1.00	**73**	0.98%	**75**	0.00%	0	0.00%	0	0.00%	0	**75**	Center LTL	Center LTL
THRU	276	1.00	**276**	0.98%	**284**	0.00%	0	**21.66%**	*11*	**21.66%**	*4*	**299**	1T	1TR
RIGHT	0	1.00	**0**	0.98%	**0**	**21.66%**	*31*	0.00%	0	0.00%	0	**31**		
EB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**	N/A	1LTR
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
WB														
LEFT	17	1.00	**17**	0.98%	**18**	0.00%	0	**29.48%**	*15*	**29.48%**	*23*	**55**		
THRU	0	1.00	**0**	0.98%	**0**	**34.53%**	*50*	0.00%	0	0.00%	0	**50**	1LR	1LTR
RIGHT	6	1.00	**6**	0.98%	**6**	0.00%	0	0.00%	0	0.00%	0	**6**		

PM PEAK HOUR - Bob Graham - Senior Community - TGC Lakeside South														
NW 148 St at Oak Lane	5:00 PM 879/1084=0.79		PEAK SEASON	GROWTH RATE	PEAK SEASON	Bob Graham		Senior Community		TGC Lakeside S		2020	2017	2020 w Project
PHF = 0.81 MVNT	2/16/17 VOL	FDOT PSCF	2017 VOL	PER YEAR TO 2020	2020 VOL	*IN* OUT	*29* *142*	*IN* OUT	*64* *59*	*IN* OUT	*26* *109*	With Project	EXISTING LANES	FUTURE LANES
NB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**	Center LTL	Center LTL
THRU	426	1.00	**426**	0.98%	**439**	0.00%	0	**21.66%**	13	**21.66%**	24	**475**	1TR	1TR
RIGHT	19	1.00	**19**	0.98%	**20**	**43.83%**	13	**29.48%**	17	**29.48%**	32	**82**		
SB														
LEFT	15	1.00	**15**	0.98%	**15**	0.00%	0	0.00%	0	0.00%	0	**15**	Center LTL	Center LTL
THRU	190	1.00	**190**	0.98%	**196**	0.00%	0	**21.66%**	13	**21.66%**	*24*	**232**	1T	1TR
RIGHT	0	1.00	**0**	0.98%	**0**	**21.66%**	*31*	0.00%	0	0.00%	0	**31**		
EB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**	N/A	1LTR
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
WB														
LEFT	62	1.00	**62**	0.98%	**64**	0.00%	0	**29.48%**	*17*	**29.48%**	*32*	**114**		
THRU	0	1.00	**0**	0.98%	**0**	**34.53%**	49	0.00%	0	0.00%	0	**49**	1LR	1LTR
RIGHT	167	1.00	**167**	0.98%	**172**	0.00%	0	0.00%	0	0.00%	0	**172**		

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TABLE 8C - INTERSECTION TURNING MOVEMENTS
NW 146 Street at Commerce Way

4/3/17

AM PEAK HOUR - Bob Graham - Senior Community - TGC Lakeside South														
NW 146 St at Commerce Way	7:00 AM 989/1056 = 0.94		PEAK SEASON	GROWTH RATE	PEAK SEASON	Bob Graham		Senior Community		TGC Lakeside S		2020	2017	2020 w Project
PHF = 0.94	2/16/17	FDOT	2017	PER YEAR	2020	*IN*	*145*	*IN*	*40*	*IN*	*77*	With	EXISTING	FUTURE
MVNT	VOL	PSCF	VOL	TO 2020	VOL	OUT	20	OUT	50	OUT	18	Project	LANES	LANES
NB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	518	1.00	**518**	0.98%	**533**	**43.83%**	9	**21.66%**	11	**21.66%**	17	**569**	1T	1T
RIGHT	142	1.00	**142**	0.98%	**146**	0.00%	0	**29.48%**	15	**29.48%**	23	**183**	1R	1R
SB														
LEFT	15	1.00	**15**	0.98%	**15**	0.00%	0	**29.48%**	15	**29.48%**	23	**52**		
THRU	264	1.00	**264**	0.98%	**272**	**43.83%**	9	0.00%	0	0.00%	0	**281**	1T	1T
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
EB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**	1LTR	1LTR
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
WB														
LEFT	43	1.00	**43**	0.98%	**44**	0.00%	0	0.00%	0	0.00%	0	**44**		
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
RIGHT	6	1.00	**6**	0.98%	**6**	0.00%	0	**29.48%**	15	**29.48%**	23	**43**	1LTR	1LTR
PM PEAK HOUR - Bob Graham - Senior Community - TGC Lakeside South														
NW 146 St at Commerce Way	5:00 PM 800/992=0.81		PEAK SEASON	GROWTH RATE	PEAK SEASON	Bob Graham		Senior Community		TGC Lakeside S		2020	2017	2020 w Project
PHF = 0.81	2/16/17	FDOT	2017	PER YEAR	2020	*IN*	*29*	*IN*	*64*	*IN*	*26*	With	EXISTING	FUTURE
MVNT	VOL	PSCF	VOL	TO 2020	VOL	OUT	*142*	OUT	*59*	OUT	*109*	Project	LANES	LANES
NB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	392	1.00	**392**	0.98%	**404**	**43.83%**	13	**21.66%**	13	**21.66%**	24	**453**	1T	1T
RIGHT	46	1.00	**46**	0.98%	**47**	0.00%	0	**29.48%**	17	**29.48%**	32	**97**	1R	1R
SB														
LEFT	3	1.00	**3**	0.98%	**3**	0.00%	0	**29.48%**	17	**29.48%**	8	**28**		
THRU	258	1.00	**258**	0.98%	**266**	**43.83%**	13	0.00%	0	0.00%	0	**279**	1T	1T
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
EB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**	1LTR	1LTR
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
WB														
LEFT	63	1.00	**63**	0.98%	**65**	0.00%	0	0.00%	0	0.00%	0	**65**		
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
RIGHT	38	1.00	**38**	0.98%	**39**	0.00%	0	**29.48%**	17	**29.48%**	32	**89**	1LTR	1LTR

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TABLE 8D - INTERSECTION TURNING MOVEMENTS
NW 82 Avenue at Commerce Way

4/3/17

AM PEAK HOUR - Bob Graham - Senior Community - TGC Lakeside South														
NW 82 Ave at Commerce Way	7:45 AM		PEAK SEASON	GROWTH RATE	PEAK SEASON	Bob Graham		Senior Community		TGC Lakeside S		2020 With Project	2017 EXISTING LANES	2020 w Project FUTURE LANES
PHF = 0.91	1295/1420 = 0.91 2/21/17	FDOT	2017	PER YEAR	2020	*IN*	*145*	*IN*	*40*	*IN*	*77*			
MVNT	VOL	PSCF	VOL	TO 2020	VOL	OUT	20	OUT	50	OUT	18			
NB														
LEFT	50	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	**54.48%**	10	**10**	**1L**	**1L**
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
RIGHT	10	1.00	**10**	0.98%	**10**	**54.48%**	*79*	**54.48%**	27	0.00%	0	**116**	**1R**	**1R**
SB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
EB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	845	1.00	**845**	0.98%	**870**	**45.55%**	66	**45.55%**	23	0.00%	0	**959**	**1T**	**1T**
RIGHT	199	1.00	**199**	0.98%	**205**	0.00%	0	0.00%	0	**45.55%**	35	**240**	**1R**	**1R**
WB														
LEFT	16	1.00	**16**	0.98%	**16**	0.00%	0	0.00%	0	**45.55%**	35	**51**	**1L**	**1L**
THRU	175	1.00	**175**	0.98%	**180**	**45.55%**	9	**45.55%**	23	0.00%	0	**212**	**1T**	**1T**
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	**29.48%**	15	**29.48%**	23	**37**		

PM PEAK HOUR - Bob Graham - Senior Community - TGC Lakeside South														
NW 82 Ave at Commerce Way	5:00 PM		PEAK SEASON	GROWTH RATE	PEAK SEASON	Bob Graham		Senior Community		TGC Lakeside S		2020 With Project	2017 EXISTING LANES	2020 w Project FUTURE LANES
PHF = 0.82	868/1060=0.82 2/21/17	FDOT	2017	PER YEAR	2020	*IN*	*29*	*IN*	*64*	*IN*	*26*			
MVNT	VOL	PSCF	VOL	TO 2020	VOL	OUT	*142*	OUT	*59*	OUT	*109*			
NB														
LEFT	123	1.00	**123**	0.98%	**127**	0.00%	0	0.00%	0	**54.48%**	0	**237**	**1L**	**1L**
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	59	**0**		
RIGHT	38	1.00	**38**	0.98%	**39**	**54.48%**	77	**54.48%**	32	0.00%	0	**39**	**1R**	**1R**
SB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
EB														
LEFT	0	1.00	**0**	0.98%	**0**	0.00%	0	0.00%	0	0.00%	0	**0**		
THRU	235	1.00	**235**	0.98%	**242**	**45.55%**	65	**45.55%**	29	0.00%	0	**242**	**1T**	**1T**
RIGHT	47	1.00	**47**	0.98%	**48**	0.00%	0	0.00%	0	**45.55%**	0	**48**	**1R**	**1R**
WB														
LEFT	15	1.00	**15**	0.98%	**15**	0.00%	0	0.00%	0	**45.55%**	0	**32**	**1L**	**1L**
THRU	410	1.00	**410**	0.98%	**422**	**45.55%**	65	**45.55%**	27	0.00%	50	**422**	**1T**	**1T**
RIGHT	0	1.00	**0**	0.98%	**0**	0.00%	0	**29.48%**	17	**29.48%**	0	**0**		

Attachment 4A
Intersection Analyses

Existing AM Peak Hour
Traffic Conditions

TMC Table	N/S Street	E/W Street
8A	NW 79 Court	Oak Lane
8B	Oak Lane	NW 148 St
8C	Commerce Way	NW 146 St
8D	Commerce Way	NW 82 Ave

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	199	142	134	283	106
Future Vol, veh/h	57	199	142	134	283	106
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	207	148	140	295	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	288	0	-	0	544	218
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	326	-
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	1274	-	-	-	500	822
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1274	-	-	-	477	822
Mov Cap-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1274	-	-	-	477	822
HCM Lane V/C Ratio	0.047	-	-	-	0.618	0.134
HCM Control Delay (s)	8	-	-	-	24	10.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	4.1	0.5

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	6	369	135	73	276
Future Vol, veh/h	17	6	369	135	73	276
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	-	-	-	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	19	7	415	152	82	310

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	964	490	0	0	566	0
Stage 1	490	-	-	-	-	-
Stage 2	474	-	-	-	-	-
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	283	578	-	-	1006	-
Stage 1	616	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	260	578	-	-	1006	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	426	1006	-
HCM Lane V/C Ratio	-	-	0.061	0.082	-
HCM Control Delay (s)	-	-	14	8.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	6	518	142	15	264
Future Vol, veh/h	43	6	518	142	15	264
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	6	557	153	16	284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	949	633	0	0	710	0
Stage 1	633	-	-	-	-	-
Stage 2	316	-	-	-	-	-
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	289	480	-	-	889	-
Stage 1	529	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	284	480	-	-	889	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	411	889	-
HCM Lane V/C Ratio	-	-	0.128	0.018	-
HCM Control Delay (s)	-	-	15	9.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	845	199	16	175	0	10
Future Vol, veh/h	845	199	16	175	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Stop
Storage Length	-	0	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	929	219	18	192	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	929	0	1156	929
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	227	-
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	-	0	736	-	217	324
Stage 1	-	0	-	-	385	-
Stage 2	-	0	-	-	811	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	736	-	212	324
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	791	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	-	324	-	736	-
HCM Lane V/C Ratio	-	0.034	-	0.024	-
HCM Control Delay (s)	0	16.5	-	10	-
HCM Lane LOS	A	C	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-	0.1	-

Attachment 4B
Intersection Analyses

Existing PM Peak Hour
Traffic Conditions

TMC Table	N/S Street	E/W Street
8A	NW 79 Court	Oak Lane
8B	Oak Lane	NW 148 St
8C	Commerce Way	NW 146 St
8D	Commerce Way	NW 82 Ave

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	72	291	380	97	81
Future Vol, veh/h	92	72	291	380	97	81
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	92	373	487	124	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	860	0	-	0	945	617
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	328	-
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	781	-	-	-	291	490
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	781	-	-	-	247	490
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	24.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	781	-	-	-	247	490
HCM Lane V/C Ratio	0.151	-	-	-	0.503	0.212
HCM Control Delay (s)	10.4	-	-	-	33.5	14.3
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	2.6	0.8

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	167	426	19	15	190
Future Vol, veh/h	62	167	426	19	15	190
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	206	526	23	19	235

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	810	538	0	0	549	0
Stage 1	538	-	-	-	-	-
Stage 2	272	-	-	-	-	-
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	349	543	-	-	1021	-
Stage 1	585	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	343	543	-	-	1021	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.2	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	515	1021	-
HCM Lane V/C Ratio	-	-	0.549	0.018	-
HCM Control Delay (s)	-	-	20.2	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	3.3	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	63	38	392	46	3	258
Future Vol, veh/h	63	38	392	46	3	258
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	-	-	-	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	79	48	490	58	4	323

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	849	519	0	0	548	0
Stage 1	519	-	-	-	-	-
Stage 2	330	-	-	-	-	-
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	331	557	-	-	1021	-
Stage 1	597	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	330	557	-	-	1021	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	483	1021	-
HCM Lane V/C Ratio	-	-	0.261	0.004	-
HCM Control Delay (s)	-	-	15.1	8.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	235	47	15	410	123	38
Future Vol, veh/h	235	47	15	410	123	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Stop
Storage Length	-	0	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	290	58	19	506	152	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	290	0	833	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	543	-
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	-	0	1272	-	339	749
Stage 1	-	0	-	-	759	-
Stage 2	-	0	-	-	582	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1272	-	334	749
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	573	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	334	749	-	1272	-
HCM Lane V/C Ratio	0.455	0.063	-	0.015	-
HCM Control Delay (s)	24.5	10.1	-	7.9	-
HCM Lane LOS	C	B	-	A	-
HCM 95th %tile Q(veh)	2.3	0.2	-	0	-

Attachment 4C
Intersection Analyses

2020 AM Peak Hour
Without Project

TMC Table	N/S Street	E/W Street
8A	NW 79 Court	Oak Lane
8B	Oak Lane	NW 148 St
8C	Commerce Way	NW 146 St
8D	Commerce Way	NW 82 Ave

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	205	146	138	291	109
Future Vol, veh/h	59	205	146	138	291	109
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	214	152	144	303	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	296	0	-	0	560	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	336	-
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	1265	-	-	-	489	815
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	465	815
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	689	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1265	-	-	-	465	815
HCM Lane V/C Ratio	0.049	-	-	-	0.652	0.139
HCM Control Delay (s)	8	-	-	-	26.1	10.1
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.2	-	-	-	4.6	0.5

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	6	380	139	75	284
Future Vol, veh/h	18	6	380	139	75	284
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	-	-	-	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	20	7	427	156	84	319

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	993	505	0	0	583	0
Stage 1	505	-	-	-	-	-
Stage 2	488	-	-	-	-	-
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	272	567	-	-	991	-
Stage 1	606	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	249	567	-	-	991	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	414	991	-
HCM Lane V/C Ratio	-	-	0.065	0.085	-
HCM Control Delay (s)	-	-	14.3	9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	6	533	146	15	272
Future Vol, veh/h	44	6	533	146	15	272
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	6	573	157	16	292

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	977	652	0	0	730	0
Stage 1	652	-	-	-	-	-
Stage 2	325	-	-	-	-	-
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	278	468	-	-	874	-
Stage 1	518	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	273	468	-	-	874	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	874	-
HCM Lane V/C Ratio	-	-	0.134	0.018	-
HCM Control Delay (s)	-	-	15.3	9.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	870	205	16	180	0	10
Future Vol, veh/h	870	205	16	180	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Stop
Storage Length	-	0	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	956	225	18	198	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	956	0	1189	956
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	233	-
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	-	0	719	-	208	313
Stage 1	-	0	-	-	373	-
Stage 2	-	0	-	-	806	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	719	-	203	313
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	-	313	-	719	-
HCM Lane V/C Ratio	-	0.035	-	0.024	-
HCM Control Delay (s)	0	16.9	-	10.1	-
HCM Lane LOS	A	C	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-	0.1	-

Attachment 4D
Intersection Analyses

2020 PM Peak Hour
Without Project

TMC Table	N/S Street	E/W Street
8A	NW 79 Court	Oak Lane
8B	Oak Lane	NW 148 St
8C	Commerce Way	NW 146 St
8D	Commerce Way	NW 82 Ave

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	95	74	300	391	100	83
Future Vol, veh/h	95	74	300	391	100	83
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	95	385	501	128	106

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	886	0	-	0	973	635
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	338	-
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	764	-	-	-	280	478
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	764	-	-	-	235	478
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	607	-

Approach	EB	WB	SB
HCM Control Delay, s	6	0	27
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	764	-	-	-	235	478
HCM Lane V/C Ratio	0.159	-	-	-	0.546	0.223
HCM Control Delay (s)	10.6	-	-	-	37.3	14.7
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	3	0.8

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	172	439	20	15	196
Future Vol, veh/h	64	172	439	20	15	196
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	212	542	25	19	242

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	833	554	0	0	567	0
Stage 1	554	-	-	-	-	-
Stage 2	279	-	-	-	-	-
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	339	532	-	-	1005	-
Stage 1	575	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	333	532	-	-	1005	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.4	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	505	1005	-
HCM Lane V/C Ratio	-	-	0.577	0.018	-
HCM Control Delay (s)	-	-	21.4	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	3.6	0.1	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	39	404	47	3	266
Future Vol, veh/h	65	39	404	47	3	266
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	-	-	-	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	81	49	505	59	4	333

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	874	534	0	0	564	0
Stage 1	534	-	-	-	-	-
Stage 2	340	-	-	-	-	-
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	320	546	-	-	1008	-
Stage 1	588	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	546	-	-	1008	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	473	1008	-
HCM Lane V/C Ratio	-	-	0.275	0.004	-
HCM Control Delay (s)	-	-	15.5	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	242	48	15	422	127	39
Future Vol, veh/h	242	48	15	422	127	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Stop
Storage Length	-	0	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	59	19	521	157	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	299	0	857	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	558	-
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	-	0	1262	-	328	741
Stage 1	-	0	-	-	752	-
Stage 2	-	0	-	-	573	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1262	-	323	741
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	323	741	-	1262	-
HCM Lane V/C Ratio	0.485	0.065	-	0.015	-
HCM Control Delay (s)	26.2	10.2	-	7.9	-
HCM Lane LOS	D	B	-	A	-
HCM 95th %tile Q(veh)	2.5	0.2	-	0	-

Attachment 4E
Intersection Analyses

2020 AM Peak Hour
With Project

TMC Table	N/S Street	E/W Street
8A	NW 79 Court	Oak Lane
8B	Oak Lane	NW 148 St
8C	Commerce Way	NW 146 St
8D	Commerce Way	NW 82 Ave

Intersection	
Int Delay, s/veh	14.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	205	165	146	348	109
Future Vol, veh/h	59	205	165	146	348	109
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	214	172	152	363	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	324	0	-	0	584	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	336	-
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	1236	-	-	-	474	791
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	451	791
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	31.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1236	-	-	-	451	791
HCM Lane V/C Ratio	0.05	-	-	-	0.804	0.144
HCM Control Delay (s)	8.1	-	-	-	38.4	10.3
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	7.4	0.5

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	205	165	146	348	109
Future Vol, veh/h	59	205	165	146	348	109
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	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	214	172	152	363	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	172	0	-	0	508	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	336	-
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	1405	-	-	-	525	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1405	-	-	-	502	872
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	693	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1405	-	-	-	502	872
HCM Lane V/C Ratio	0.044	-	-	-	0.722	0.13
HCM Control Delay (s)	7.7	-	-	-	28.6	9.7
HCM Lane LOS	A	-	-	-	D	A
HCM 95th %tile Q(veh)	0.1	-	-	-	5.8	0.4

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	55	50	6	0	405	237	75	299	31
Future Vol, veh/h	0	0	0	55	50	6	0	405	237	75	299	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	92	92	92	89	92	89	92	89	89	89	89	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	62	54	7	0	455	266	84	336	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1140	1242	353	1109	1126	588	-	0	0	721	0	0
Stage 1	521	521	-	588	588	-	-	-	-	-	-	-
Stage 2	619	721	-	521	538	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	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	-	-
Pot Cap-1 Maneuver	178	175	691	187	205	509	0	-	-	881	-	-
Stage 1	539	532	-	495	496	-	0	-	-	-	-	-
Stage 2	476	432	-	539	522	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	158	691	173	185	509	-	-	-	881	-	-
Mov Cap-2 Maneuver	247	253	-	303	305	-	-	-	-	-	-	-
Stage 1	539	481	-	495	496	-	-	-	-	-	-	-
Stage 2	418	432	-	488	472	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	23.9	0	1.8
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	311	881	-	-
HCM Lane V/C Ratio	-	-	-	0.395	0.096	-	-
HCM Control Delay (s)	-	-	0	23.9	9.5	-	-
HCM Lane LOS	-	-	A	C	A	-	-
HCM 95th %tile Q(veh)	-	-	-	1.8	0.3	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	55	50	6	0	405	237	75	299	31
Future Vol, veh/h	0	0	0	55	50	6	0	405	237	75	299	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	92	89	92	89	89	89	89	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	62	54	7	0	455	266	84	336	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1136	1242	353	1109	1126	588	-	0	0	721	0	0
Stage 1	521	521	-	588	588	-	-	-	-	-	-	-
Stage 2	615	721	-	521	538	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	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	-	-
Pot Cap-1 Maneuver	179	175	691	187	205	509	0	-	-	881	-	-
Stage 1	539	532	-	495	496	-	0	-	-	-	-	-
Stage 2	479	432	-	539	522	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	158	691	173	185	509	-	-	-	881	-	-
Mov Cap-2 Maneuver	249	253	-	303	305	-	-	-	-	-	-	-
Stage 1	539	481	-	495	496	-	-	-	-	-	-	-
Stage 2	421	432	-	488	472	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	23.4	0	1.8
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	304	509	881	-	-
HCM Lane V/C Ratio	-	-	-	0.382	0.013	0.096	-	-
HCM Control Delay (s)	-	-	0	24	12.2	9.5	-	-
HCM Lane LOS	-	-	A	C	B	A	-	-
HCM 95th %tile Q(veh)	-	-	-	1.7	0	0.3	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	43	569	183	52	281
Future Vol, veh/h	44	43	569	183	52	281
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	46	612	197	56	302

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1124	710	0	0	809	0
Stage 1	710	-	-	-	-	-
Stage 2	414	-	-	-	-	-
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	227	434	-	-	817	-
Stage 1	487	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	434	-	-	817	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.4	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	383	817	-
HCM Lane V/C Ratio	-	-	0.244	0.068	-
HCM Control Delay (s)	-	-	17.4	9.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	954	231	42	214	26	36
Future Vol, veh/h	954	231	42	214	26	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Stop
Storage Length	-	0	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1048	254	46	235	29	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1048	0	1375	1048
Stage 1	-	-	-	-	1048	-
Stage 2	-	-	-	-	327	-
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	-	0	664	-	160	277
Stage 1	-	0	-	-	338	-
Stage 2	-	0	-	-	731	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	664	-	149	277
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	26.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	149	277	-	664	-
HCM Lane V/C Ratio	0.192	0.143	-	0.07	-
HCM Control Delay (s)	34.8	20.2	-	10.8	-
HCM Lane LOS	D	C	-	B	-
HCM 95th %tile Q(veh)	0.7	0.5	-	0.2	-

Attachment 4F
Intersection Analyses

2020 PM Peak Hour
With Project

TMC Table	N/S Street	E/W Street
8A	NW 79 Court	Oak Lane
8B	Oak Lane	NW 148 St
8C	Commerce Way	NW 146 St
8D	Commerce Way	NW 82 Ave

Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	95	74	367	421	126	83
Future Vol, veh/h	95	74	367	421	126	83
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	95	471	540	162	106

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1010	0	-	0	1078	740
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	338	-
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	686	-	-	-	242	417
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	686	-	-	-	199	417
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	50.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	686	-	-	-	199	417
HCM Lane V/C Ratio	0.178	-	-	-	0.812	0.255
HCM Control Delay (s)	11.4	-	-	-	72.4	16.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.6	-	-	-	5.8	1

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	95	74	367	421	126	83
Future Vol, veh/h	95	74	367	421	126	83
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	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	95	471	540	162	106

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	471	0	-	0	809	471
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	338	-
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	1091	-	-	-	350	593
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1091	-	-	-	311	593
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	SB
HCM Control Delay, s	4.9	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1091	-	-	-	431	593
HCM Lane V/C Ratio	0.112	-	-	-	0.375	0.179
HCM Control Delay (s)	8.7	-	-	-	18.3	12.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.7	0.6

Intersection	
Int Delay, s/veh	22.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	114	49	172	0	475	82	15	232	31
Future Vol, veh/h	0	0	0	114	49	172	0	475	82	15	232	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	92	92	92	81	92	81	92	81	81	81	81	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	141	53	212	0	586	101	19	286	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1110	1028	303	977	994	637	-	0	0	688	0	0
Stage 1	340	340	-	637	637	-	-	-	-	-	-	-
Stage 2	770	688	-	340	357	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	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	-	-
Pot Cap-1 Maneuver	187	234	737	230	245	477	0	-	-	906	-	-
Stage 1	675	639	-	465	471	-	0	-	-	-	-	-
Stage 2	393	447	-	675	628	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	90	229	737	226	240	477	-	-	-	906	-	-
Mov Cap-2 Maneuver	149	330	-	347	350	-	-	-	-	-	-	-
Stage 1	675	626	-	465	471	-	-	-	-	-	-	-
Stage 2	193	447	-	661	615	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	78	0	0.5
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	405	906	-	-
HCM Lane V/C Ratio	-	-	-	1.003	0.02	-	-
HCM Control Delay (s)	-	-	0	78	9.1	-	-
HCM Lane LOS	-	-	A	F	A	-	-
HCM 95th %tile Q(veh)	-	-	-	12.4	0.1	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	114	49	172	0	475	82	15	232	31
Future Vol, veh/h	0	0	0	114	49	172	0	475	82	15	232	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	81	92	81	92	81	81	81	81	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	141	53	212	0	586	101	19	286	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1004	1028	303	977	994	637	-	0	0	688	0	0
Stage 1	340	340	-	637	637	-	-	-	-	-	-	-
Stage 2	664	688	-	340	357	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	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	-	-
Pot Cap-1 Maneuver	220	234	737	230	245	477	0	-	-	906	-	-
Stage 1	675	639	-	465	471	-	0	-	-	-	-	-
Stage 2	450	447	-	675	628	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	229	737	226	240	477	-	-	-	906	-	-
Mov Cap-2 Maneuver	172	330	-	347	350	-	-	-	-	-	-	-
Stage 1	675	626	-	465	471	-	-	-	-	-	-	-
Stage 2	221	447	-	661	615	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	22.8	0	0.5
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	348	477	906	-	-
HCM Lane V/C Ratio	-	-	-	0.557	0.445	0.02	-	-
HCM Control Delay (s)	-	-	0	27.6	18.5	9.1	-	-
HCM Lane LOS	-	-	A	D	C	A	-	-
HCM 95th %tile Q(veh)	-	-	-	3.2	2.3	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	89	453	97	28	279
Future Vol, veh/h	65	89	453	97	28	279
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	-	-	-	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	81	111	566	121	35	349

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1046	627	0	0	688	0
Stage 1	627	-	-	-	-	-
Stage 2	419	-	-	-	-	-
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	253	484	-	-	906	-
Stage 1	532	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	484	-	-	906	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	431	906	-
HCM Lane V/C Ratio	-	-	0.447	0.039	-
HCM Control Delay (s)	-	-	19.9	9.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0.1	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	287	84	24	514	127	75
Future Vol, veh/h	287	84	24	514	127	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Stop
Storage Length	-	0	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	354	104	30	635	157	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	354	0	1048	354
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	694	-
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	-	0	1205	-	252	690
Stage 1	-	0	-	-	710	-
Stage 2	-	0	-	-	496	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1205	-	246	690
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	30.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	246	690	-	1205	-
HCM Lane V/C Ratio	0.637	0.134	-	0.025	-
HCM Control Delay (s)	42.2	11	-	8.1	-
HCM Lane LOS	E	B	-	A	-
HCM 95th %tile Q(veh)	3.9	0.5	-	0.1	-

11/29/2016

Issued Date: 11/29/2016

THE GRAHAM COMPANIES
6843 MAIN ST
MIAMI LAKES,, FL 33014

Luis O Martinez
TGC Senior, LLC
6843 Main Street
Miami Lakes, FL 33014

RE: Conditional Sanitary Sewer Certification of Adequate Capacity

The Department of Regulatory and Economic Resources (RER) has received your application for approval of additional sewer flows for following project, which is more specifically described in the attached project summary.

Project Name: Senior Village
Project Location: 7800 NW 146 ST, MIAMI LAKES, FL 33016
Previous Use: Vacant Land.
Proposed Use: 4 Residential Buildings with 220 Apartments.
Previous Flow: 0 GPD
Total Calculated Flow: 33000 GPD
Allocated Flow (additional sewer flows): 33000 GPD
Sewer Utility: UNINCORPORATED DADE COUNTY
Receiving Pump Station: 30 - 0341

RER has evaluated your request in accordance with the terms and conditions set forth in Appendix A of the Consent Decree (CASE No. 1:12-CV-24400-FAM) between the United States of America and Miami-Dade County. RER hereby conditionally certifies that adequate treatment and transmission capacity will be available for the above-described project subject to the following conditions:

PERMITTING, CONSTRUCTION, COMPLETION AND CERTIFICATION OF THE SANITARY SEWER EXTENSION REQUIRED FOR THIS PROJECT. PLEASE BE ADVISED THAT ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, CERTIFICATE OF COMPLETION, CERTIFICATE OF USE AND/OR OCCUPATIONAL LICENSE FOR THE SUBJECT PROJECT WILL BE WITHHELD PENDING COMPLIANCE WITH ANY AND ALL CONDITIONS STIPULATED BY APPLICABLE LOCAL AND STATE PERMITS FOR THE COLLECTION/TRANSMISSION SYSTEM IMPROVEMENT(S) HEREIN REQUIRED.

Furthermore, be advised that this approval does not constitute departmental approval for the proposed project and is subject to the terms and conditions set forth in the Consent Decree. Additional reviews and approvals may be required from other sections having jurisdiction over specific aspects of this project. Also, be advised that the gallons per day (GPD) flow determination indicated herein are for sewer allocation purposes only (in compliance with the Consent Decree requirements) and may not be representative of GPD flows used in calculating connection fees by the utility providing the service.

By copy of this certification to the Building Department having jurisdiction over this proposed project, said department building official is hereby ordered to condition any building permit(s) issued pursuant to this certification to the above mentioned conditions.

Be advised that this Conditional Sanitary Sewer Certification of Adequate Capacity (this letter) will expire within 90 days of the issue date if the applicant does not obtain a building process number from the corresponding building official. However, if the building process number has already been obtained, this letter will expire within 180 days of the expiration date of the process number. Finally, if a Building Permit was secured for this project, this letter will expire within 150 days of the expiration date of the Building Permit.

Should you have any questions regarding this matter, please contact the Miami-Dade Permitting and Inspecting Center (MDPIC) (786) 315-2800 or RER Office of Plan Review Services, Downtown Office (305) 372-6789.

Sincerely,

Lee N. Hefty
Director of Environmental Resources Management

Sanitary Sewer Certification of Adequate Capacity Project Summary:

Owner's Name: THE GRAHAM COMPANIES
Owner's Address: 6843 MAIN ST
MIAMI LAKES,, FL 33014

EEOS Allocation Number: 2016-ALLOCATION-03899

Project: Senior Village

Proposed Use: 4 Residential Buildings with 220 Apartments.

Pump Station: 30-0341
Projected NAPOT: 4.71
Proposed Projected NAPOT: 4.70

Folio	Lot/Block Bldg Proc #	Address	Flow (GPD)	Sewer Status	Sewer Cert Date	Sewer Recert Date	Exp. Date
3220220080013	/ N/A	7800 NW 146th Street, Miami Lakes, FL	33,000	APP	11/29/2016		2/27/2017
Total:			**33,000**	**GPD**			

Susana Alonso

From: Mark Johnson <mjohnson@shiskin.com>
Sent: Monday, May 22, 2017 2:07 PM
To: Darby Delsalle
Cc: Luis Martinez (luism@grahamcos.com)
Subject: FW: School Concurrency Determination for Governor Square PLAT2016-0006 (PT3217021300161)

From: Rodriguez, Ivan M. [mailto:IRodrigu@dadeschools.net]
Sent: Monday, April 24, 2017 2:18 PM
To: Mark Johnson <mjohnson@shiskin.com>
Cc: Simon, Nathaly <NSimon1@dadeschools.net>
Subject: RE: School Concurrency Determination for Governor Square PLAT2016-0006 (PT3217021300161)

The Town submitted the application to us. Until they request that the project be removed from our concurrency system, the reservations should remain. Thanks! IMR

Ivan M. Rodriguez, R.A., Director
Planning, Design and Sustainability
Miami-Dade County Public Schools
1450 NE 2 Avenue, Room 540-A
Miami, Florida 33132
(305) 995-4501

From: Mark Johnson [mailto:mjohnson@shiskin.com]
Sent: Monday, April 24, 2017 2:10 PM
To: Rodriguez, Ivan M.
Cc: Simon, Nathaly
Subject: RE: School Concurrency Determination for Governor Square PLAT2016-0006 (PT3217021300161)

Ivan,

This is the senior age restricted community that we were emailing about. Do you want/need to reserve capacity "until" there's a covenant? We'll never use the seats. It will only get built as senior.

Mark

From: Rodriguez, Ivan M. [mailto:IRodrigu@dadeschools.net]
Sent: Monday, April 24, 2017 1:23 PM
To: Mark Johnson <mjohnson@shiskin.com>
Cc: Simon, Nathaly <NSimon1@dadeschools.net>
Subject: FW: School Concurrency Determination for Governor Square PLAT2016-0006 (PT3217021300161)

Mark,

The proposed development was tested for school concurrency and has reservation for a one-year period. Thanks! IMR

Ivan M. Rodriguez, R.A., Director
Planning, Design and Sustainability
Miami-Dade County Public Schools
1450 NE 2 Avenue, Room 540-A
Miami, Florida 33132
(305) 995-4501

From: Simon, Nathaly
Sent: Friday, April 21, 2017 8:27 AM
To: steve.williams@grahamcos.com
Cc: Concurrency Management; delsalled@miamilakes-fl.gov; Rijo-conde, Ana F.; Levine, Michael; Rodriguez, Ivan M.
Subject: School Concurrency Determination for Governor Square PLAT2016-0006 (PT3217021300161)

Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreement for Public School Facility Planning, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, attached please find the School District's Concurrency Determination. As you will note, the applicable Level of Service (LOS) standards of 100% Florida Inventory of School Housing (FISH) have been met at the three school levels and as such, capacity has been reserved for a one year period, under Master Concurrency Number MA3217021300161.

The reservation term for this T-plat will expire on April 4, 2018. Concurrency reservation may be extended for additional one-year periods, provided: 1) the Town of Miami Lakes confirms the application is still valid; 2) you request an extension at least 120 days prior to the expiration date, via email address concurrency@dadeschools.net; and 3) the total reservation period does not exceed six years from the original effective date of this certificate.

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

Should you have any questions, please feel free to contact me at (305) 995-7287.

Thank you.

Nathaly Simon
Supervisor - Facilities Management
Miami-Dade County Public Schools
1450 NE 2 Avenue, Miami FL 33132
(305) 995-7287