ARCHITECTURE	
SHEET NO.	SHEET NAME
A-0.01	RENDERINGS
A-0.02	RENDERINGS
A-0.03	RENDERINGS
A-0.04	RENDERINGS
A-0.05	RENDERINGS
A-0.06	RENDERINGS
A-0.07	RENDERINGS
A-0.08	RENDERINGS
A-0.09	RENDERINGS
A-1.00	SURVEY
A-1.00A	SURVEY
A-1.00B	SURVEY
A-1.01	CONTEXT PLAN
A-1.02	LAND USE AND ZONING MAPS
A-1.03	AERIAL PLAN
A-1.03A	PARCEL A - SITE PLAN
A-1.03B	PARCEL B - SITE PLAN
A-1.03C	ZONING DATA
A-1.03D	SITE DETAILS
A-1.03E	SITE DETAILS
A-1.04	FORM DIAGRAMS
A-1.05	OPEN SPACE
A-1.06	PARCEL B - F.A.R.
A-1.07	PARCEL B - NET AREA
A-1.08	PARCEL B - GROSS SQUARE FOOTAGE
A-1.09	V.U.A.
A-1.10	LANDSCAPE AREA
A-1.11	PEDESTRIAN AND VEHICULAR CIRCULATION
A-2.00	PARCEL A - GROUND FLOOR PLAN
A-2.00A	PARCEL B - GROUND FLOOR PLAN
A-2.01	PARCEL B - 2nd - 3rd LEVEL FLOOR PLAN
A-2.02	PARCEL B - 4th - 5th LEVEL FLOOR PLAN
A-2.03	PARCEL B - 6th - 7th LEVEL FLOOR PLAN
A-2.04	PARCEL B - 8th - 9th LEVEL FLOOR PLAN
A-2.05	PARCEL B - 10th-11th LEVEL FLOOR PLAN
A-2.06	PARCEL B - 12th LEVEL FLOOR PLAN
A-2.07	PARCEL A - ROOF LEVEL FLOOR PLAN
A-2.08	PARCEL B - ROOF LEVEL FLOOR PLAN
A-2.09	PARCEL B - PARKING LEVELS 1st - 4th
A-2.10	PARCEL B - PARKING LEVELS 5th - 8th
A-3.00	NORTHEAST ELEVATION
A-3.01	NORTH ELEVATION
A-3.02	EAST ELEVATION
A-3.03	SOUTH ELEVATION
A-3.04	SW GARAGE ELEVATION
A-3.05	NW GARAGE ELEVATIONS
A-3.06	SE GARAGE ELEVATIONS
A-3.07	PRELIMINARY SECTIONS
A-3.08	PRELIMINARY SECTION
A-3.09	PRELIMINARY SECTION
A-3.10	STREET SECTIONS
A-3.11	ENLARGEMENTS/DETAILS
A-3.12	ENLARGEMENTS
A-4.00	SPRING EQUINOX SUN STUDY
A-4.01	WINTER SOLSTACE SUN STUDY

LANDSCAPE	
SHEET NO.	SHEET NAME
L-1	OVERALL SITE PLAN
L-2	ILLUSTRATED MASTER PLAN
L-3	LINEAR PARK PLAN
L-4	AURA COMMONS PARK PLAN
L-5	AMENITIY AREA PLAN
L-6	SECTIONS
L-7	SECTIONS
L-8	OPEN SPACE EXHIBIT
LH-1	HARDSCAPE PLAN
LH-2	HARDSCAPE PLAN
LP-1	PLANTING PLAN
LP-2	PLANTING PLAN
LP-3	PLANTING DETAILS AND NOTES
LP-4	PLANTING TABULATIONS
LP-5	HYDROZONE PLAN
TD-1	TREE DISPOSITION PLAN
TD-2	TREE DISPOSITION PLAN
TD-3	TREE DISPOSITION LIST
LD-1	DETAILS

CIVIL	
SHEET NO.	SHEET NAME
DP-1	DEMOLITION PLAN
EN-1	CONCEPTUAL ENGINEERING PLAN
EN-2	CONCEPTUAL ENGINEERING PLAN
PDD-1	PAVING AND DRAINAGE DETAILS
PDD-2	PAVING AND DRAINAGE DETAILS
PDD-3	PAVING AND DRAINAGE DETAILS
PDD-4	PAVING AND DRAINAGE DETAILS
PDD-5	PAVING AND DRAINAGE DETAILS
PDD-6	PAVING AND DRAINAGE DETAILS
PDD-7	PAVING AND DRAINAGE DETAILS
PDD-8	PAVING AND DRAINAGE DETAILS
WSD-1	WATER AND SEWER DETAILS
SPM-1	STRIPING AND PAVEMENT MARKINGS PLAN
SPM-2	STRIPING AND PAVEMENT MARKINGS PLAN
TR-1	TRUCK ROUTING PLAN
PH-1	PHOTOMETRIC PLAN
PH-2	PHOTOMETRIC PLAN



ELECTRIC PROVIDER
FLORIDA POWER AND LIGHT (FIBERNET)
9250 W FLAGLEVE ST MIAMI, FL 33174
PHONE : (305) 552-2931
CONTACT: JOEL BRAY

STORMWATER
BROWARD COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION 1
NORTH UNIVERSITY DRIVE PLANTATION, FL 33301
PHONE : (954) 519-1412
CONTACT: JOHANA NARVAEZ

WATER AND SEWER
BROWARD COUNTY PUBLIC WORKS-WATER AND
WASTEWATER DIVISION
2555 COPANS ROAD POMPANO BEACH 33069
PHONE : (954) 831 - 0745

CABLE PROVIDER
COMCAST CABLE
5565 NOVA DR DAVIE, FL 33317
PHONE : (754) 221 - 1322
CONTACT: RICARDO DAVIDSON

TELEPHONE PROVIDER
AT&T
5395 NE 14TH AVE FORT LAUDERDALE, FL 33324
PHONE : (954) 494 - 3285
CONTACT: YAILIN HERNANDEZ

NATURAL GAS PROVIDER
TECO PEOPLES GAS
5101 NW 21ST AVE, SUITE 460 FT LAUDERDALE, FL 33309
PHONE : (954) 913 - 1976
CONTACT: JOSEPH MCCASTER

FIRE PROTECTION
CITY OF FORT LAUDERDALE FIRE RESCUE
528 NW 2ND ST FT LAUDERDALE, FL 33311
PHONE : (954) 828 - 6831

CITY ENGINEERING
CITY OF FORT LAUDERDALE ENGINEERING DIVISION
100 NORTH ANDREWS AVE FORT LAUDERDALE, FL 33301
PHONE : (954) 828 - XXXX

Submittal for Planned Development District Rezoning
12/22/2022

WESTIN/AURA CYPRESS CREEK

200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

LANDSCAPE:
landscape DESIGN workshop
621 NW 53rd St,
Suite #125
Boca Raton, FL 33487
PHONE: (954) 772 - 0724

ENGINEERING:
HSQ GROUP
1001 Yamato Road,
Suite 105
Boca Raton, Florida 33431
PHONE: (561) 392 - 0221

ATTORNEY:
LOCHRIE & CHAKAS P.A.
1401 East Broward Boulevard,
Suite 303
Fort Lauderdale, FL 33301
PHONE: (954) 779 - 1119

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE
8235 Douglas Ave,
Dallas, TX 75225

CORWIL ARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

DEVELOPMENT APPLICATION FORM

Application Form: All Applications | **Rev.** 03/10/2022

INSTRUCTIONS: The following information is required pursuant to the City's Unified Land Development Regulations (ULDR). The development application form must be filled out accurately and all applicable sections must be completed. Only completed the sections indicated for application type with N/A for those section items not applicable. Refer to "*Specifications for Plan Submittal*" by application type for information requirements for submittal. Select the application type and approval level in **SECTION A** and complete the sections specified.

A APPLICATION TYPE AND APPROVAL LEVEL

Select the application type from the list below and check the applicable type.

☐ LEVEL I ADMINISTRATIVE REVIEW COMMITTEE (ADMIN)	☐ LEVEL II DEVELOPMENT REVIEW COMMITTEE (DRC)	☐ LEVEL III PLANNING AND ZONING BOARD (PZB)	☒ LEVEL IV CITY COMMISSION (CC)
- New nonresidential less than 5000 square feet - Change of use (same impact or less than existing use) - Plat note/Nonvehicular access line amendment - Administrative site plan - Amendment to site plan* - Property and right-of-way applications (MOTs, construction staging) - Parking Agreements (separate from site plans)	- New Nonresidential 5,000 square feet or greater - Residential 5 units or more - Nonresidential use within 100 feet of residential property - Redevelopment proposals - Change in use (if great impact than existing use) - Development in Regional Activity Centers (RAC)* - Development in Uptown Project Area* - RAC signage	- Conditional Use - Parking Reduction - Flex Allocation - Cluster / Zero Lot Line - Modification of Yards* - Waterway Use - Mixed Use Development - Community Residences* - Social Service Residential Facility (SSRF) - Medical Cannabis Dispensing Facility* - Community Business District for uses greater than 10,000 square feet	- Land Use Amendment - Rezoning - Plat Approval - Public Purpose Use - Central Beach Development of Significant Impact* - Vacation of Right-of-Way City Commission Review Only *(review not required by PZB)* - Vacation of Easement*
COMPLETE SECTIONS **B, C, D, G**	**COMPLETE SECTIONS** **B, C, D, E, F**	**COMPLETE SECTIONS** **B, C, D, E, F**	**COMPLETE SECTIONS** **B, C, D, E, F**

☐ EXTENSION	☐ DEFERRAL	☐ APPEAL/DE NOVO	☐ PROPERTY AND ROW ITEM
- Request to extend approval date for a previously approved application	- Request to defer after an application is scheduled for public hearing	- Appeal decision by approving body - De Novo hearing items	- Road closures - Construction staging plan - Revocable licenses
COMPLETE SECTIONS **B, C, H**	**COMPLETE SECTIONS** **B, C, H**	**COMPLETE SECTIONS** **B, C, H**	**COMPLETE SECTIONS** **B, C, E**

**Application is subject to specific review and approval process. Levels III and IV are reviewed by Development Review Committee unless otherwise noted.*

B APPLICANT INFORMATION

If applicant is the business operator, complete the agent column and provide property owner authorization.

Applicant/Property Owner	PFL VII, LLC	**Authorized Agent**	Nectaria Chakas, Esq./Lochrie
Address	1140 Reservoir Avenue	**Address**	1401 E. Broward Blvd #303
City, State, Zip	Cranston, RI 02920	**City, State, Zip**	Fort Lauderdale, FL 33301
Phone	201-788-3667	**Phone**	954-779-1123
Email	CBradshaw@TrinsicRes.com	**Email**	NChakas@LochrieLaw.com
Proof of Ownership	Tax Record	**Authorization Letter**	Letter Attached
Applicant Signature:	see agent letter	**Agent Signature:**	Nectaria Chakas

C PARCEL INFORMATION

Address/General Location	Hotel/Lot: 400/200 Corporate Dr
Folio Number(s)	49421124-0070 and -0010
Legal Description *(Brief)*	A portion of Shell at I95 PB 102 P2
City Commission District	1
Civic Association	None

D LAND USE INFORMATION

Existing Use	Hotel and Parking Lot
Land Use	Residential Medium High (25)
Zoning	R-6 and R-1-C (County)
Proposed *Applications requesting land use amendments and rezonings.*	
Proposed Land Use	Mixed Use
Proposed Zoning	PDD

E PROJECT INFORMATION

Provide project information. Circle yes or no where noted. If item is not applicable, indicate N/A.

Project Name	Westin/Aura Cypress Creek		
Project Description *(Describe in detail)*	Mixed Use: Existing Hotel & Accessory uses plus Proposed 340 DU & 5ksf ground floor commercial.		
Estimated Project Cost	$ 109,000,000 *(Estimated total project cost including land costs for all new development applications only)*		
Waterway Use	No	**Traffic Study Required**	Yes
Flex Units Request	No	**Parking Reduction**	Yes
Commercial Flex Acreage	No	**Public Participation**	Yes
Residential Uses		**Non-Residential Uses**	
Single Family		Commercial	Proposed 5,000 sf
Townhouses		Restaurant	Existing w/i Hotel 9,500 sf
Multifamily	340 DUs	Office	
Cluster/Zero Lot Line		Industrial	
Other	Hotel 298 rooms Existing	Other	Hotel mtg 22,021 sf; retail 500 sf
Total *(dwelling units)*	340 DUs	**Total** *(square feet)*	See below:

Total Hotel (existing to remain): 32,021 sf
Total Commercial in Multifamily: 5,000 SF

F PROJECT DIMENSIONAL STANDARDS

Indicate all required and proposed standards for the project. Circle yes or no where indicated.

	Required Per ULDR	Proposed
Lot Size *(Square feet/acres)*	2 acres min.	6.6 net/6.8 gross
Lot Density *(Units/acres)*	50 du/ac	50 du/ac gross
Lot Width	n/a	
Building Height *(Feet)*	up to 30 stories	hotel (exist) 14 floors: MultiFam (prop) 12 floors
Structure Length	n/a	
Floor Area Ratio *(F.A.R)*	3.0 max FAR	2.2 FAR
Lot Coverage	n/a	
Open Space	n/a	38%
Landscape Area	n/a	29.3%
Parking Spaces	n/a	844 spaces
SETBACKS *(Indicate direction N,S,E,W)*	**Required Per ULDR**	**Proposed**
Front [__s__]	(Cypress Creek Rd) n/a	32'10"
Side [__w__]	(I-95) n/a	14'1"
Corner / Side [__e__]	(7th Ave private road) n/a	36'5"
Rear [__n__]	(private road) n/a	25'1"

For projects in Downtown, Northwest, South Andrews, and Uptown Master Plans to be completed in conjunction with the applicable items above.

Tower Stepback	**Required Per ULDR**	**Proposed**	**Proposed Deviation**
Front / Primary Street [_____]	n/a	n/a	
Sides / Secondary Street [_____]	n/a	n/a	
Building Height	n/a	n/a	
Streetwall Length	n/a	n/a	
Podium Height	n/a	n/a	
Tower Separation	n/a	n/a	
Tower Floorplate *(square feet)*	n/a	n/a	
Residential Unit Size *(minimum)*	n/a	n/a	——

G AMENDED PROJECT INFORMATION

Provide approved and proposed amendments for project. Circle yes or no where indicated.

Project Name	n/a
Proposed Amendment Description *(Describe in detail)*	

	Original Approval	Proposed Amendment	Amended Item
Residential Uses *(dwelling units)*			
Non-Residential Uses *(square feet)*			
Lot Size *(Square feet/acres)*			
Lot Density *(Units/acres)*			
Lot Width			
Building Height *(Feet)*			
Structure Length			
Floor Area Ratio *(F.A.R)*			
Lot Coverage			
Open Space			
Landscape Area			
Parking Spaces			
Tower Stepback			
Building Height			
Streetwall Length			
Podium Height			
Tower Separation			
Tower Floorplate *(square feet)*			
Residential Unit Size *(minimum)*			
Does this amendment require a revision to the traffic statement or traffic study completed for the project?			
Does this amendment require a revised water sewer capacity letter?			

N/A

H EXTENSION, DEFERRAL, APPEAL INFORMATION

Provide information for specific request. Circle approving body and yes or no.

Project Name	n/a
Request Description	

EXTENSION REQUEST	
Approving Body	
Original Approval Date	
Expiration Date *(Permit Submittal Deadline)*	
Expiration Date *(Permit Issuance Deadline)*	
Requested Extension *(No more than 24 months)*	
Code Enforcement *(Applicant Obtain by Code Compliance Division)*	

DEFERRAL REQUEST	
Approving Body	
Scheduled Meeting Date	
Requested Deferral Date	
Previous Deferrals Granted	
Justification Letter Provided	

APPEAL REQUEST / DE NOVO HEARING	
Approving Body	
30 Days from Meeting *(Provide Date)*	
60 Days from Meeting *(Provide Date)*	
Appeal Request	
Indicate Approving Body Appealing	
De Novo Hearing Due to City Commission Call-Up	

N/A

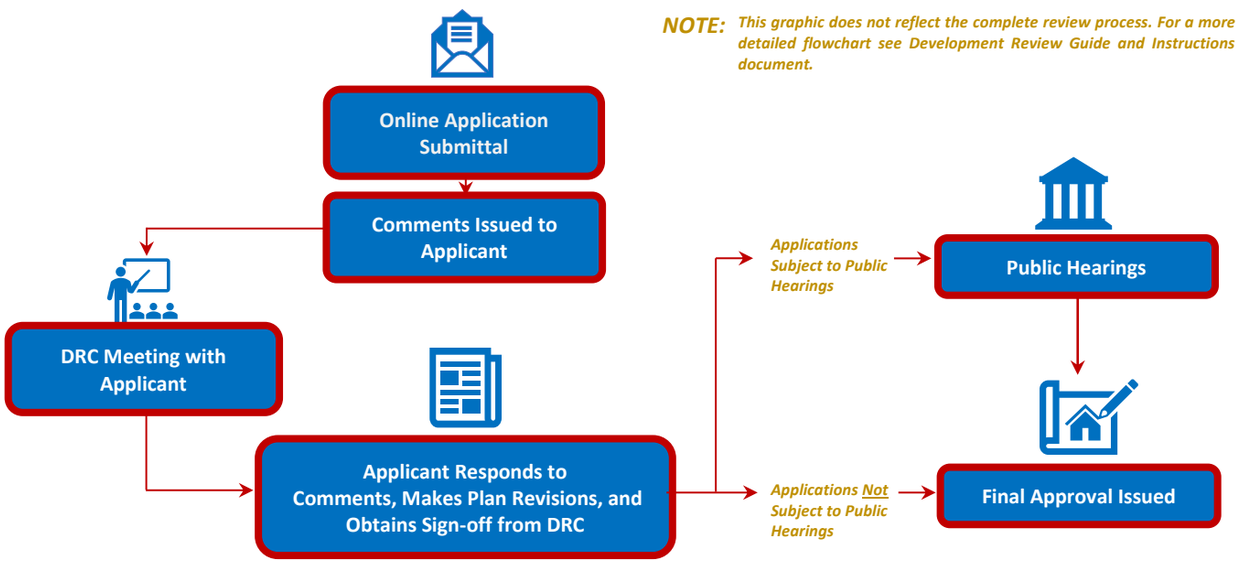
CHECKLIST FOR SUBMITTAL AND COMPLETENESS: The following checklist outlines the necessary items for submittal to ensure the application is deemed complete. Failure to provide this information will result in your application being deemed **incomplete**.

- [x] **Preliminary Development Meeting** completed on the following date: 12/16/21, 3/11/22, 8/9/22 (lupa) **PROVIDE DATE**
- [x] **Development Application Form** completed with the applicable information including signatures.
- [x] **Proof of Ownership** warranty deed or tax record including corporation documents and SunBiz verification name.
- [x] **Address Verification Form** applicant contact Devon Anderson at 954-828-5233 or Danderson@fortlauderdale.gov
- [x] **Project and Unified Land Development Code Narratives** project narrative and the applicable ULDR sections and criteria as described in the specifications for submittal by application type.
- [x] **Electronic Files, File Naming, and Documents** consistent with the applicable specifications for application type, consistent with the online submittal requirements including file naming convention, plan sets uploaded as single pdf.
- [x] **Traffic Methodology, Study or Statement** submittal of a traffic study or traffic statement.
- [x] **Stormwater Calculations** signed and sealed by a Florida registered professional engineer consistent with calculations as described in the specifications for plan submittal for site plan applications.
- [x] **Water and Wastewater Capacity Request** copy of email to Public Works requesting the capacity letter.

OVERVIEW FOR ONLINE SUBMITTAL REQUIREMENTS: Submittals must be conducted through the City's online citizen access portal LauderBuild. No hardcopy application submittals are accepted. Below only highlights the important submittal requirements that applicants must follow to submit online and be deemed complete. View all the requirements at LauderBuild Plan Room.

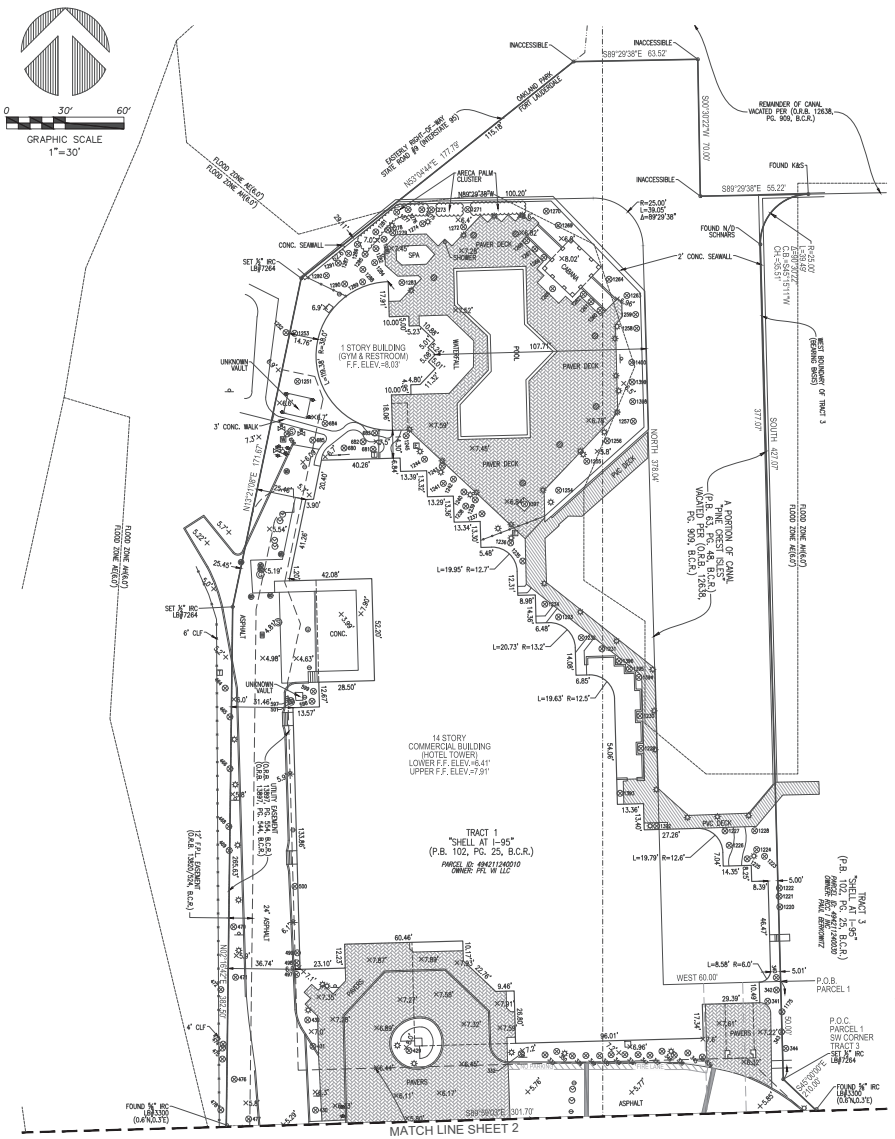
- **Uploading Entire Submittal** upload all documents at time the application is submitted to prevent delays in processing.
- **File Naming Convention** file names must adhere to the City's File Naming Convention.
- **Reduce File Size** plan sets and other large files must be merged or flattened to reduce file size.
- **Plan Sets** plan sets like site plans, plats, etc. must be submitted as a single pdf file. Staff will instruct when otherwise.
- **Document Categories** choose the correct document category when uploading.

DRC PROCESS OVERVIEW: The entire development review process flowchart can be found in the Development Application Guide and Instructions document. Below is a quick reference flowchart with key steps in the process to guide applicants.



CONTACT INFORMATION: Questions regarding the development process or LauderBuild, see contact information below.

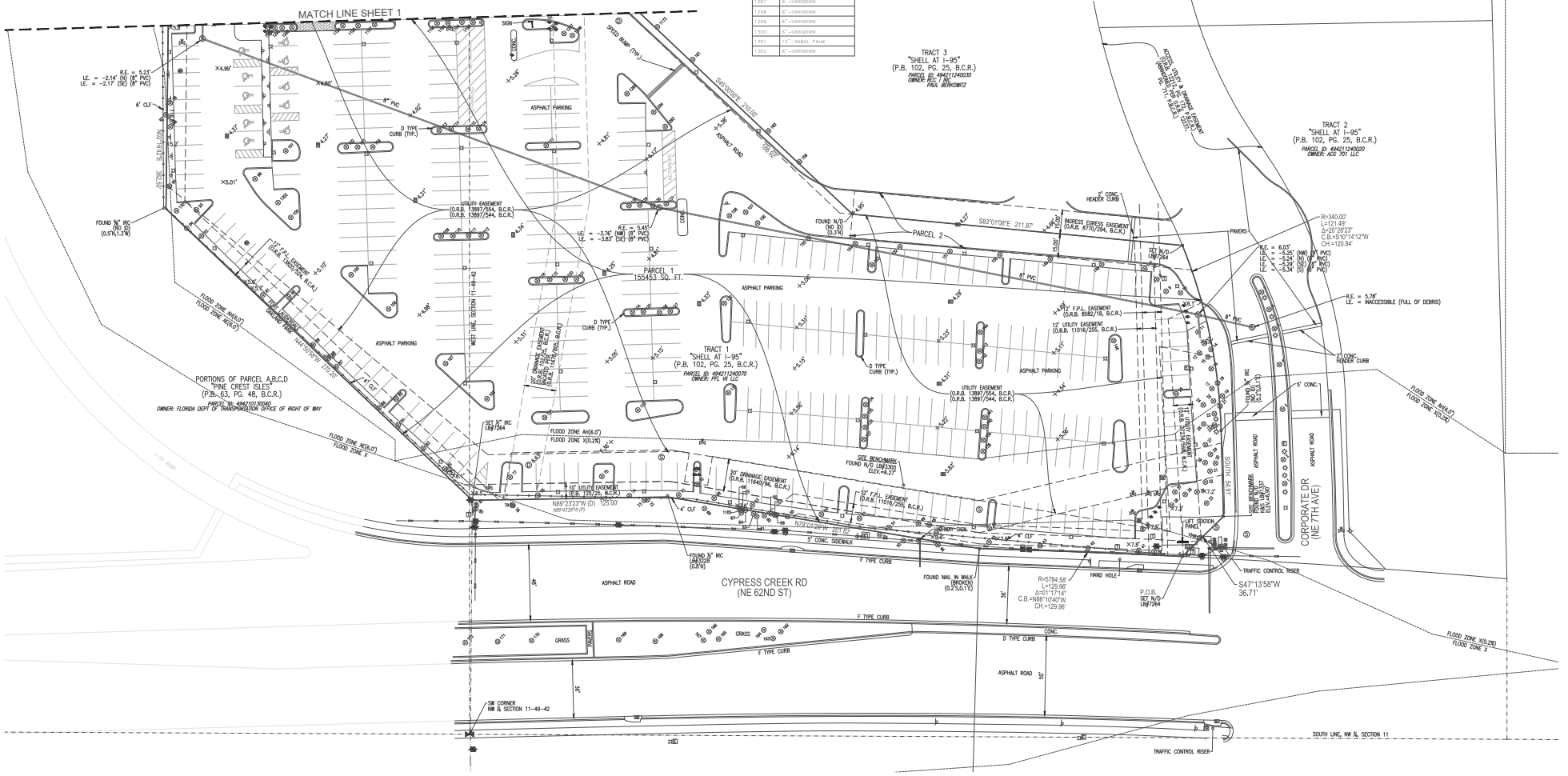
GENERAL URBAN DESIGN AND PLANNING QUESTIONS	LAUDERBUILD ASSISTANCE AND QUESTIONS
Planning Counter 954-828-6520, Option 4 planning@fortlauderdale.gov	DSD Customer Service 954-828-6520, Option 1 lauderbuild@fortlauderdale.gov


GRAPHIC SCALE
1"=30'
0
30'
60'
INACCESSIBLE
S89°29'38"E 63.52'
EXISTING RIGHT-OF-WAY
STATE ROAD 9A (WIDENING VARIES)
N53°04'44"E 177.75'
FLOOD ZONE AE(EL7)
FLOOD ZONE AE(EL8)
AREA PALM CLUSTER
MEASURED
N89°29'38"W 100.20'
SET ⅝" IRC LB#7264
CONC. SEAWALL
SPA
SHOWERS
PAVER DECK
CABANA
POOL
WATERFALL
1 STORY BUILDING
(GYM & RESTROOM)
F.F. ELEV.=8.03'
UNKNOWN VAULT
3' CONC. WALK
ASPHALT
CONC.
6' CLF
4' CLF
14 STORY
COMMERCIAL BUILDING
(HOTEL TOWER)
LOWER F.F. ELEV.=6.41'
UPPER F.F. ELEV.=7.91'
TRACT 1
"SHELL AT I-95"
(P.B. 102, PG. 25, B.C.R.)
PARCEL ID #94211240010
OWNER: FPL WI LLC
12' F.P.L. EASEMENT
(O.R.B. 13801/1004, B.C.R.)
24' ASPHALT
WEST 60.00'
P.O.B.
PARCEL 1
P.O.C.
PARCEL 1
SW CORNER
TRACT 3
SET ½" IRC
LB#7264
FOUND ⅝" IRC
LB#3300
(0.6'N,0.3'E)
S89°56'02"E 301.70'
MATCH LINE SHEET 2
REMAINDER OF CANAL
VACATED PER (O.R.B. 12638,
PG. 906, B.C.R.)
S00°30'24"W 70.00'
FOUND K&S
S89°29'38"E 55.22'
FOUND N/D
SCHNARS
2' CONC. SEAWALL
R=25.00'
L=39.05'
Δ=89°29'38"
CH=S45°15'11"W
CH=35.21'
WEST BOUNDARY OF TRACT 3
(BEARING BASIS)
SOUTH 427.07'
NORTH 378.04'
A PORTION OF CANAL
P'SHIP, ORDST SELCS
(P.B. 102, PG. 25, B.C.R.)
VACATED PER (O.R.B. 12638,
PG. 906, B.C.R.)
FLOOD ZONE AE(EL7)
FLOOD ZONE AE(EL8)
L=19.95' R=12.7'
L=20.73' R=13.2'
L=19.63' R=12.5'
L=19.79' R=12.6'
L=8.58' R=6.0'
S00°30'24"W 377.07'
N53°04'44"E 177.75'
N53°04'44"E 382.50'
N89°29'38"W 107.71'
N89°29'38"W 107.71'
S89°29'38"E 107.71'
S89°29'38"E 107.71'
N00°30'24"E 377.07'
S00°30'24"W 377.07'
S89°29'38"E 107.71'
S89°29'38"E 107.71'
S89°29'38"E 107.71

TREE LIST

1005	4"-GUMBO
1173	12"-PALM
1193	11"-PALM
1194	10"-PALM
1195	11"-PALM
1196	5"-PALM(x2)
1197	11"-PALM
1198	5"-PALM(x2)
1199	8"-PALM
1293	12"-ROYAL PALM
1294	6"-UNKNOWN
1295	6"-UNKNOWN
1296	6"-UNKNOWN
1297	6"-UNKNOWN
1298	6"-UNKNOWN
1299	6"-UNKNOWN
1300	6"-UNKNOWN
1301	12"-SABAL PALM
1302	6"-UNKNOWN

0 30' 60'
GRAPHIC SCALE
1"=30'


MATCH LINE SHEET 1
TRACT 3
"SHELL AT I-95"
(P.B. 102, PG. 25, B.C.R.)
PARCEL ID: 494211240030
OWNER: RCC I INC
PAUL BERKOWITZ
TRACT 2
"SHELL AT I-95"
(P.B. 102, PG. 25, B.C.R.)
PARCEL ID: 494211240020
OWNER: ACG 701 LLC
PARCEL 1
155453 SQ. FT.
TRACT 1
"SHELL AT I-95"
(P.B. 102, PG. 25, B.C.R.)
PARCEL ID: 494211240070
OWNER: FPL W LLC
PARCEL 2
PORTIONS OF PARCEL A,B,C,D
"PINE CREST ISLES"
(P.B. 63, PG. 48, B.C.R.)
PARCEL ID: 494210130040
OWNER: FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY
CYPRESS CREEK RD
(NE 62ND ST)
CORPORATE DR
(NE 7TH AVE)
ASPHALT PARKING
ASPHALT ROAD
SOUTH 61ST
SOUTH 62ND
SOUTH 63RD
SOUTH 64TH
SOUTH 65TH
SOUTH 66TH
SOUTH 67TH
SOUTH 68TH
SOUTH 69TH
SOUTH 70TH
SOUTH 71ST
SOUTH 72ND
SOUTH 73RD
SOUTH 74TH
SOUTH 75TH
SOUTH 76TH
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SOUTH 78TH
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SOUTH 80TH
SOUTH 81ST
SOUTH 82ND
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SOUTH 150TH
SOUTH 151ST
SOUTH 152ND
SOUTH 153RD
SOUTH 154TH
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TREE #	COMMON NAME	BOTANICAL NAME	DBH	HEIGHT	CONDITION	CLASS	AMOUNT	NOTES
1	MEDJOOL DATE PALM	PHOENIX DACTYLIFERA		14	0.7	P	$420.00	
2	MEDJOOL DATE PALM	PHOENIX DACTYLIFERA		14	0.7	P	$420.00	
3	LIVE OAK	QUERCUS VIRGINIANA	19		0.3	A	$570.50	OVERLIFTED, PREVIOUS HATRACK, RESTRICTED ROOTS 2 SIDES
4	LIVE OAK	QUERCUS VIRGINIANA	14.5		0.4	A	$377.00	OVERLIFTED, RESTRICTED ROOTS 2 SIDES
5	SOLITAIRE PALM	PTYCHOSPERMA ELEGANS		14	0.7	P	$180.00	
6	SOLITAIRE PALM	PTYCHOSPERMA ELEGANS		14	0.7	P	$180.00	
7	SOLITAIRE PALM	PTYCHOSPERMA ELEGANS		14	0.6	P	$180.00	
8	LIGUSTRUM	LIGUSTRUM LUCIDUM	12		0.7	A	$546.00	
9	MEDJOOL DATE PALM	PHOENIX DACTYLIFERA		14	0.7	P	$420.00	
10	LIGUSTRUM	LIGUSTRUM LUCIDUM	8		0.5	A	$195.00	
11	PONGAM	MILLETTIA PINNATA	40		0.4	A	$1,040.00	CO-CANOPY, CO-DOM
12	PONGAM	MILLETTIA PINNATA	18		0.4	A	$468.00	SUB-CANOPY
13	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
14	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
15	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
16	BLACK OLIVE	BUCIDA BUCERAS	24		0.5	C	$468.00	CO-CANOPY, TWO CO-DOMS WITH INCLUSION, OVERLIFTED
17	BLACK OLIVE	BUCIDA BUCERAS	16		0.2	C	$124.80	CO-CANOPY
18	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
19	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
20	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		NA	0	P	$0.00	DEAD
21	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
22	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		NA	0	P	$0.00	DEAD
23	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		45	0.7	P	$180.00	
24	BLACK OLIVE	BUCIDA BUCERAS	13.5		0.3	C	$157.95	CO-CANOPY, RESTRICTED ROOTS 2 SIDES
25	LIVE OAK	QUERCUS VIRGINIANA	7.5		0.1	A	$48.75	CO-CANOPY, DEAD LEADER, RESTRICTED ROOTS
26	BLACK OLIVE	BUCIDA BUCERAS	11		0.3	C	$128.70	CO-CANOPY
27	BLACK OLIVE	BUCIDA BUCERAS	18.5		0.4	C	$288.60	CO-CANOPY, OVERLIFTED
28	BLACK OLIVE	BUCIDA BUCERAS	14		0.3	C	$163.80	CO-CANOPY, OVERLIFTED, CO-DOM WITH INCLUSION
29	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
30	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
31	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
32	BLACK OLIVE	BUCIDA BUCERAS	12		0.2	C	$93.60	CO-CANOPY 2 SIDES
33	BLACK OLIVE	BUCIDA BUCERAS	24		0.5	C	$468.00	CO-CANOPY 2 SIDES, CO-DOM
34	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
35	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		50	0.6	P	$180.00	
36	PONGAM	MILLETTIA PINNATA	22		0.5	A	$429.00	CO-CANOPY
37	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		50	0.6	P	$180.00	
38	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		40	0.4	P	$180.00	TRUNK DAMAGE
39	FICUS NITIDA	FICUS MICROCARPA	NA		NA	F	$0.00	INVASIVE
40	PONGAM	MILLETTIA PINNATA	24		0.6	A	$936.00	CO-CANOPY, RESTRICTED ROOTS, ROOT CUT
41	BLACK OLIVE	BUCIDA BUCERAS	16.5		0.2	C	$128.70	CO-CANOPY, RESTRICTED ROOTS, POWERLINES OVERHEAD CANOPY
42	BLACK OLIVE	BUCIDA BUCERAS	32		0.3	C	$374.40	CO-CANOPY, RESTRICTED ROOTS, POWERLINES OVERHEAD CANOPY
43	BLACK OLIVE	BUCIDA BUCERAS	21		0.2	C	$163.80	CO-CANOPY, RESTRICTED ROOTS, POWERLINES OVERHEAD CANOPY, SEVERE CO-DOM WITH INCLUSION
44	SABAL PALM	SABAL PALMETTO		23	0.6	P	$180.00	
45	BLACK OLIVE	BUCIDA BUCERAS	17.5		0.3	C	$204.75	CO-CANOPY, RESTRICTED ROOTS, POWERLINES OVERHEAD
46	SABAL PALM	SABAL PALMETTO		6	0.7	P	$0.00	TOO SMALL
47	BLACK OLIVE	BUCIDA BUCERAS	21		0.3	C	$245.70	POWERLINES OVERHEAD, RESTRICTED ROOTS, CO-DOM
48	SABAL PALM	SABAL PALMETTO		16	0.7	P	$180.00	
49	SABAL PALM	SABAL PALMETTO		19	0.7	P	$180.00	
50	SABAL PALM	SABAL PALMETTO		5	0.7	P	$180.00	
51	BLACK OLIVE	BUCIDA BUCERAS	21		0.4	C	$327.60	RESTRICTED ROOTS, OVERHEAD POWERLINES
52	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
53	LIVE OAK	QUERCUS VIRGINIANA	18		0.2	A	$234.00	SUB-CANOPY, RESTRICTED ROOTS, OVERHEAD POWERLINES
54	LIVE OAK	QUERCUS VIRGINIANA	16		0.6	A	$624.00	RESTRICTED ROOTS, OVERHEAD POWERLINES
55	GUMBO LIMBO	BURSERA SIMARUBA	14		0.1	A	$91.00	SEVERE CO-DOM WITH INCLUSION, OVERHEAD POWERLINES
56	GUMBO LIMBO	BURSERA SIMARUBA	4		0.1	A	$26.00	STUMP SPROUT
57	GUMBO LIMBO	BURSERA SIMARUBA	5		0.1	A	$32.50	STUMP SPROUT
58	GUMBO LIMBO	BURSERA SIMARUBA	7		0.1	A	$45.50	CO-CANOPY
59	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
60	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
61	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
62	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
63	SABAL PALM	SABAL PALMETTO		16	0.7	P	$180.00	
64	GUMBO LIMBO	BURSERA SIMARUBA	5		0.1	A	$32.50	CO-CANOPY
65	GUMBO LIMBO	BURSERA SIMARUBA	5		0.1	A	$32.50	CO-CANOPY
66	GUMBO LIMBO	BURSERA SIMARUBA	5		0.1	A	$32.50	CO-CANOPY
67	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
68	LIVE OAK	QUERCUS VIRGINIANA	16.5		0.5	A	$536.25	RESTRICTED ROOTS, OVERHEAD POWERLINES
69	SABAL PALM	SABAL PALMETTO		2	NA	P	$0.00	TOO SMALL
70	LIVE OAK	QUERCUS VIRGINIANA	12		0.2	A	$156.00	RESTRICTED ROOTS, MAJOR ROOTS CUT, CO-CANOPY
71	LIVE OAK	QUERCUS VIRGINIANA	13.5		0.4	A	$351.00	RESTRICTED ROOTS, CO-CANOPY
72	SABAL PALM	SABAL PALMETTO		7	0.7	P	$180.00	
73	SABAL PALM	SABAL PALMETTO		7	0.7	P	$180.00	
74	LIVE OAK	QUERCUS VIRGINIANA	15		0.2	A	$195.00	RESTRICTED ROOTS, CO-CANOPY
75	LIVE OAK	QUERCUS VIRGINIANA	22		0.6	A	$858.00	RESTRICTED ROOTS
76	LIVE OAK	QUERCUS VIRGINIANA	18		0.6	A	$702.00	RESTRICTED ROOTS, CO-CANOPY, STORM DAMAGE
77	LIVE OAK	QUERCUS VIRGINIANA	17.5		0.4	A	$455.00	RESTRICTED ROOTS, CO-CANOPY
78	GUMBO LIMBO	BURSERA SIMARUBA	4		0.1	A	$26.00	CO-CANOPY
79	GUMBO LIMBO	BURSERA SIMARUBA	7		0.2	A	$91.00	CO-CANOPY
80	SABAL PALM	SABAL PALMETTO		8	0.6	P	$180.00	
81	SABAL PALM	SABAL PALMETTO		9	0.7	P	$180.00	
82	SABAL PALM	SABAL PALMETTO		15	0.6	P	$180.00	
83	SABAL PALM	SABAL PALMETTO		15	0.6	P	$180.00	TRUNK DAMAGE
84	LIVE OAK	QUERCUS VIRGINIANA	26		0.5	A	$845.00	RESTRICTED ROOTS, CO-CANOPY
85	LIVE OAK	QUERCUS VIRGINIANA	10		0.1	A	$65.00	RESTRICTED ROOTS, SUB-CANOPY, PREVIOUS HATRACK
86	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	

TREE #	COMMON NAME	BOTANICAL NAME	DBH	HEIGHT	CONDITION	CLASS	AMOUNT	NOTES
87	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
88	BLACK OLIVE	BUCIDA BUCERAS	7		0.2	C	$54.60	RESTRICTED ROOTS, OVERLIFTED
89	SABAL PALM	SABAL PALMETTO		19	0.7	P	$180.00	
90	LIVE OAK	QUERCUS VIRGINIANA	21		0.3	A	$409.50	RESTRICTED ROOTS, CO-CANOPY, STORM DAMAGE, PARKING ISLAND
91	LIVE OAK	QUERCUS VIRGINIANA	19		0.2	A	$247.00	RESTRICTED ROOTS, CO-CANOPY
92	LIVE OAK	QUERCUS VIRGINIANA	22.5		0.6	A	$877.50	
93	LIVE OAK	QUERCUS VIRGINIANA	10		0.2	A	$130.00	CO-CANOPY
94	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
95	LIVE OAK	QUERCUS VIRGINIANA	25		0.6	A	$975.00	RESTRICTED ROOTS, CO-CANOPY
96	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
97	CALOPHYLLUM	CALOPHYLLUM INOPHYLLUM	6		0.2	F	$0.00	CO-CANOPY
98	SABAL PALM	SABAL PALMETTO		15	0.7	P	$180.00	
99	BLACK OLIVE	BUCIDA BUCERAS	12.5		0.6	C	$292.50	RESTRICTED ROOTS, CO-DOM
100	BLACK OLIVE	BUCIDA BUCERAS	11		0.5	C	$214.50	RESTRICTED ROOTS, CO-DOM
101	SABAL PALM	SABAL PALMETTO		15	0.7	P	$180.00	
102	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
103	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
104	SABAL PALM	SABAL PALMETTO		18	0.7	P	$180.00	
105	BLACK OLIVE	BUCIDA BUCERAS	14		0.2	C	$109.20	TWO CO-DOMS WITH INCLUSION
106	BLACK OLIVE	BUCIDA BUCERAS	3		0.7	C	$81.90	NEW TREE
107	BLACK OLIVE	BUCIDA BUCERAS	14		0.4	C	$218.40	STORM DAMAGE, CO-DOM WITH INCLUSION
108	BLACK OLIVE	BUCIDA BUCERAS	13		0.4	C	$202.80	STORM DAMAGE, CO-DOM WITH INCLUSION
109	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
110	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
111	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
112	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
113	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
114	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
115	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
116	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
117	SABAL PALM	SABAL PALMETTO		10	0.7	P	$180.00	
118	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
119	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
120	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
121	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
122	BLACK OLIVE	BUCIDA BUCERAS	13.5		0.5	C	$285.25	RESTRICTED ROOTS, STORM DAMAGE, CO-DOM WITH INCLUSION
123	BLACK OLIVE	BUCIDA BUCERAS	19.5		0.4	C	$304.20	RESTRICTED ROOTS, STORM DAMAGE, CO-DOM WITH INCLUSION
124	SABAL PALM	SABAL PALMETTO		16	0.7	P	$180.00	
125	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
126	SABAL PALM	SABAL PALMETTO		21	0.7	P	$180.00	
127	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
128	SABAL PALM	SABAL PALMETTO		22	0.7	P	$180.00	
129	SABAL PALM	SABAL PALMETTO		18	0.7	P	$180.00	
130	SABAL PALM	SABAL PALMETTO		26	0.7	P	$180.00	
131	SABAL PALM	SABAL PALMETTO		18	0.7	P	$180.00	
132	MAHOGANY	SWIETENIA MAHAGONI	19.5		0.4	A	$507.00	PARKING ISLAND, RESTRICTED ROOTS 2 SIDES, STORM DAMAGE
133	MAHOGANY	SWIETENIA MAHAGONI	28		0.4	A	$728.00	PARKING ISLAND, RESTRICTED ROOTS 2 SIDES, STORM DAMAGE
134	SABAL PALM	SABAL PALMETTO		23	0.7	P	$180.00	
135	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
136	SABAL PALM	SABAL PALMETTO		18	0.7	P	$180.00	
137	SABAL PALM	SABAL PALMETTO		231	0.7	P	$180.00	
138	SABAL PALM	SABAL PALMETTO		19	0.7	P	$180.00	
139	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
140	SABAL PALM	SABAL PALMETTO		14	0.5	P	$180.00	
141	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
142	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
143	SABAL PALM	SABAL PALMETTO		16	0.7	P	$180.00	
144	SABAL PALM	SABAL PALMETTO		10	0.7	P	$180.00	
145	LIGUSTRUM	LIGUSTRUM LUCIDUM	12		0.7	A	$546.00	
146	MAHOGANY	SWIETENIA MAHAGONI	28		0.5	A	$546.00	PARKING ISLAND, RESTRICTED ROOTS, CO-DOM WITH INCLUSION, ROOTS CUT
147	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
148	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
149	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
150	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
151	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
152	ROYAL PALM	ROYSTONEA REGIA		14	0.6	P	$420.00	PENCILING
153	MAHOGANY	SWIETENIA MAHAGONI	29.5		0.4	A	$767.00	PARKING ISLAND, RESTRICTED ROOTS, CO-DOM WITH INCLUSION
154	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
155	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
156	CREPE MYRTLE	LAGERSTROEMIA INDICA	7		0.7	A	$318.50	
157	CREPE MYRTLE	LAGERSTROEMIA INDICA	10		0.7	A	$455.00	
158	CREPE MYRTLE	LAGERSTROEMIA INDICA	8		0.7	A	$364.00	
159	ROYAL PALM	ROYSTONEA REGIA		17	0.6	P	$510.00	
160	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	PENCILING
161	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	PENCILING
162	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		21	0.7	P	$180.00	
163	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		21	0.7	P	$180.00	
164	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		25	0.7	P	$180.00	
165	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		35	0.7	P	$180.00	
166	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		30	0.6	P	$180.00	
167	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		35	0.7	P	$180.00	
168	GUMBO LIMBO	BURSERA SIMARUBA	15.5		0.6	A	$604.50	STORM DAMAGE
169	LIVE OAK	QUERCUS VIRGINIANA	6		0.3	A	$117.00	NON SYMMETRICAL CANOPY
170	LIVE OAK	QUERCUS VIRGINIANA	16		0.6	A	$624.00	CO-DOM
171	LIVE OAK	QUERCUS VIRGINIANA	11.5		0.5	A	$373.75	OVERLIFTED
172	LIVE OAK	QUERCUS VIRGINIANA	10		0.6	A	$390.00	POOR STRUCTURE
							$42,470.50	TOTAL

PERIMETER
SURVEYING & MAPPING
Certificate of Authorization No. LB7264
947 Clint Moore Road
Boca Raton, FL 33487
Tel: (561) 241-9988
Fax: (561) 241-5182

ALTA/NSPS LAND TITLE SURVEY
WESTIN AURA CYPRESS CREEK

NO.	DATE	BY	CK'D	REVISION
1				

SEAL

JOB NO. 22101
SCALE AS SHOWN
DRAWN AJR
CHECKED JSH
SHEET 3 OF 3

Q:\Projects\2022\22101\PSM\22101_ALTA-HOTEL-TREES-RENUMBERED.dwg

KEY PLAN

N.T.S.



NORTHWEST PEDESTRIAN VIEW

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC
RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

RENDERINGS

PHASE:
PDD SUBMITTAL

SEAL:

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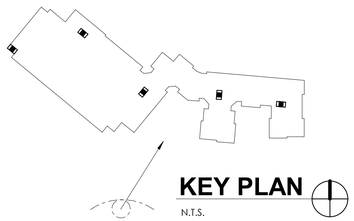
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SOUTH VIEW



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC
RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
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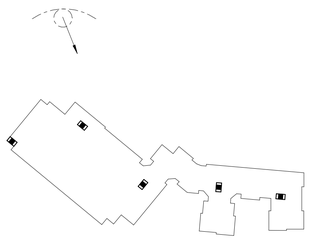
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NORTHWEST AERIAL VIEW



KEY PLAN
N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC
RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

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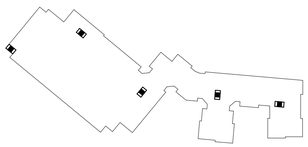
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JOB No.:	2021-54
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APPR BY:	AMC
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A-0.03



SOUTHEAST AERIAL VIEW



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

RENDERINGS

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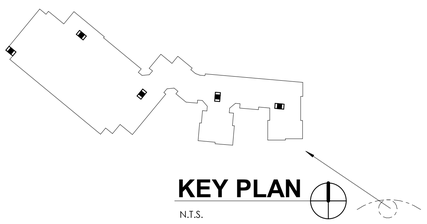
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SHEET NUMBER:

A-0.04



SOUTHEAST PEDESTRIAN VIEW



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC
RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
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RENDERINGS

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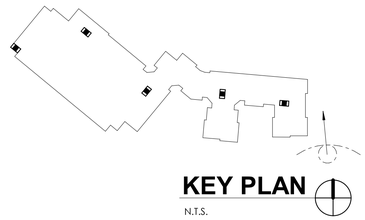
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A-0.05



EAST LINEAR PARK PEDESTRIAN VIEW



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

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FT. LAUDERDALE, FLORIDA 33334

OWNER:

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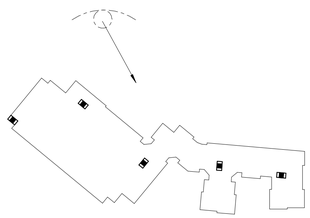
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NORTHWEST PEDESTRIAN VIEW



KEY PLAN

N.T.S.

CORWILARCHITECTS

4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

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OWNER:

TRG
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RESIDENTIAL GROUP
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RENDERINGS

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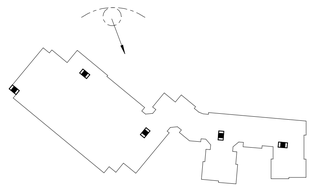
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NORTH PUBLIC PARK PEDESTRIAN VIEW



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

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RENDERINGS

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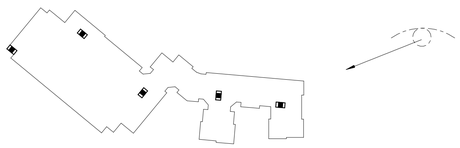
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NORTH PUBLIC PARK PEDESTRIAN VIEW



KEY PLAN
N.T.S.

CORWILARCHITECTS
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LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC
RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

RENDERINGS

PHASE:
PDD SUBMITTAL

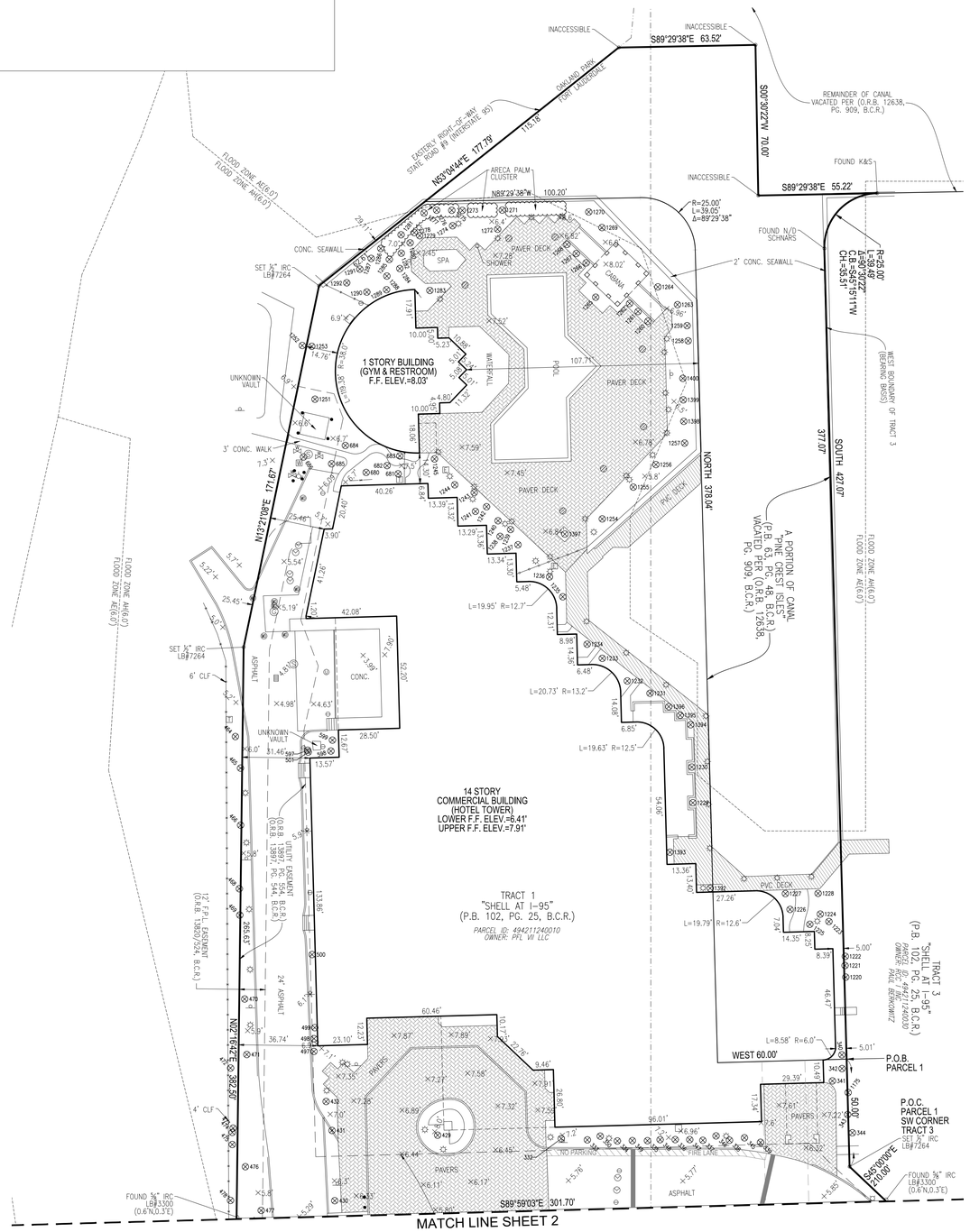
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JOB No.:	**2021-54**
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PRINTED:	**12/21/2022 6:58:58 PM**

SHEET NUMBER:

A-0.09



TITLE INFORMATION

TITLE COMMITMENT NO. 1002-353187A
PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY
EFFECTIVE DATE: JULY 27, 2022 AT 7:30 AM

NO.	BOOK/PAGE	DESCRIPTION	APPLIES?	PLOTTED?
10	PB 102/25	PLAT	YES	YES
10	ORB 12001/673	AGREEMENT	YES	NO
10	ORB 11678/805	RESOLUTION	YES	YES
11	ORB 8582/18	EASEMENT	YES	YES
12	ORB 8770/294	EASEMENT AGREEMENT	YES	YES
13	ORB 10302/521	DEC OF COVENANTS	YES	NO
14	ORB 11016/255	FPL EASEMENT	YES	YES
15	ORB 11640/96	EASEMENT	YES	YES
16	ORB 11826/218	DEC OF COVENANTS	YES	NO
16	ORB 12646/845	AMENDMENT	YES	NO
16	ORB 13394/714	AMENDMENT	YES	NO
17	ORB 12952/302	AGREEMENT	YES	NO
18	ORB 13820/524	FPL EASEMENT	YES	YES
19	ORB 13897/554	EASEMENT	YES	YES
19	ORB 13897/544	CONSENT	YES	YES
20	ORB 16556/872	EASEMENT	YES*	NO
20	ORB 16556/875	AGREEMENT	YES*	NO
20	ORB 16890/184	AGREEMENT	YES	NO
21	ORB 27234/568	EASEMENT	YES	YES
22	ORB 49332/660	AGREEMENT	YES	NO
22	ORB 49907/5	AGREEMENT	YES	NO
23	INST 118242938	PARKING AGREEMENT	YES	NO

* = CONFLICTING INFORMATION INCLUDED

ABBREVIATIONS

AC	=	AIR CONDITIONER
B.C.R.	=	BROWARD COUNTY RECORDS
C.B.S.	=	CONCRETE BLOCK & STUCCO
C.B.	=	CHORD BEARING
CH.	=	CHORD
CLF	=	CHAIN LINK FENCE
CONC.	=	CONCRETE
Δ	=	DELTA (CENTRAL ANGLE)
(D)	=	DEED
D.E.	=	DRAINAGE EASEMENT
IP.	=	IRON PIPE
IR	=	IRON ROD
IRC	=	IRON ROD & CAP
L	=	ARC LENGTH
L.M.E.	=	LAKE MAINTENANCE EASEMENT
MON.	=	MONUMENT
N/D	=	NAIL AND DISC
P.B.	=	PLAT BOOK
PG.	=	PAGE
(P)	=	PLAT
PROP.	=	PROPOSED
R	=	RADIUS
R/W	=	RIGHT-OF-WAY
TYP.	=	TYPICAL
U.E.	=	UTILITY EASEMENT

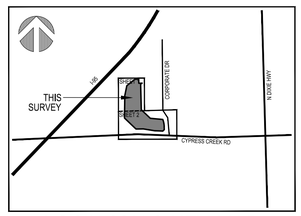
TREE LIST

332	12"-SABAL PALM	432	10"-UNKNOWN	598	12"-SABAL	1231	13"-PALM	1257	4"-PALM(3)	1278	7"-PALM
333	12"-SABAL PALM	464	36"-BANYON	599	12"-SABAL	1232	12"-PALM	1258	15"-FICUS	1279	8"-PALM
334	12"-SABAL PALM	465	4"-UNKNOWN	680	12"-SABAL	1233	11"-PALM	1259	15"-FICUS	1280	7"-PALM
335	12"-SABAL PALM	466	48"-BANYON	681	12"-SABAL	1234	12"-PALM	1260	6"-PALM	1281	8"-PALM
336	12"-SABAL PALM	468	4"-UNKNOWN	682	12"-SABAL	1235	10"-PALM	1261	5"-PLAM(2)	1282	6"-PALM
337	12"-SABAL PALM	469	72"-BANYON	683	12"-SABAL	1236	4"-PALM(2)	1262	6"-PALM	1283	5"-PALM(4)
338	12"-SABAL PALM	470	78"-BANYON	684	36"-BANYON	1237	10"-PALM	1263	4"-PALM(2)	1284	4"-PALM(4)
339	12"-SABAL PALM	471	24"-BLACKOLIVE	685	4"-UNKNOWN	1238	10"-PALM	1264	4"-PALM(3)	1285	7"-PALM
340	12"-SABAL PALM	472	12"-SABAL	686	4"-UNKNOWN	1239	4"-PALM(2)	1265	6"-PALM	1286	9"-PALM
341	12"-SABAL PALM	473	6"-BLACKOLIVE	1175	5"-PALM(3)	1240	11"-PALM	1266	6"-PALM	1287	10"-PALM
342	12"-SABAL PALM	474	16"-SABAL	1220	12"-PALM	1241	4"-PALM(2)	1267	5"-PALM(2)	1288	7"-PALM
343	10"-FOXTAIL PALM	475	16"-SABAL	1221	12"-PALM	1242	9"-PALM	1268	6"-PALM	1289	28"-ARECA CLUSTER
344	6"-FOXTAIL PALM	476	24"-SABAL	1222	12"-PALM	1243	12"-PALM	1269	4"-PALM(3)	1290	6"-PALM
345	8"-UNKNOWN PALM	477	30"-BLACKOLIVE	1223	12"-PALM	1244	14"-PALM	1270	4"-PALM(3)	1291	10"-PALM
346	8"-PALM	478	18"-SABAL	1224	12"-PALM	1245	2"-PALM(8)	1271	14"-BLACK OLIVE	1292	12"-PALM
347	16"-PALM	497	12"-SABAL	1225	12"-PALM	1251	30"-FICUS	1272	4"-PALM(3)	1394	8"-FOXTAIL
348	16"-PALM	498	12"-SABAL	1226	12"-PALM	1252	15"-UMBRELLA	1273	14"-BLACK OLIVE	1395	8"-FOXTAIL
349	16"-PALM	499	12"-SABAL	1227	4"-PALM(2)	1253	30"-FICUS	1274	4"-PALM(3)	1396	8"-FOXTAIL
350	6"-PALM	500	12"-SABAL	1228	4"-PALM	1254	4"-PALM(2)	1275	8"-PALM	1397	6"-QUEEN PALM(2)
429	12"-UNKNOWN PALM	501	12"-SABAL	1229	8"-PALM	1255	4"-PALM(3)	1276	6"-PALM	1398	4"-UNKNOWN
430	6"-UNKNOWN	597	12"-SABAL	1230	8"-PALM	1256	4"-PALM(3)	1277	7"-PALM	1399	4"-UNKNOWN
431	8"-UNKNOWN									1400	4"-UNKNOWN

LEGEND

- WATER SERVICE
- ELECTRIC SERVICE
- TELEPHONE BOX
- CABLE TV BOX
- TRAFFIC CONTROL SERVICE
- DRAINAGE MANHOLE
- SANITARY MANHOLE
- MONITORING WELL
- GREASE TRAP
- WATER VALVE
- SIGN
- FIRE HYDRANT
- CATCH BASIN
- LIGHT POLE
- BOLLARD
- LANDSCAPE LIGHT
- WOOD UTILITY POLE
- WOOD UTILITY LIGHT POLE
- CONCRETE UTILITY POLE
- CONCRETE UTILITY LIGHT POLE
- CLEAN OUT
- CENTERLINE
- TREE
- EXISTING ELEVATION
- OVERHEAD WIRE

0 30' 60'
GRAPHIC SCALE
1"=30'



LOCATION & KEY MAP
NOT TO SCALE

LEGAL DESCRIPTION

PARCEL 1:
ALL OF TRACT 1, SHELL AT I-95, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 102, AT PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

A PORTION OF THAT CANAL VACATED BY ORDINANCE RECORDED IN OFFICIAL RECORDS BOOK 12368, AT PAGE 909, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LYING WEST OF TRACT 3 AND EAST AND NORTH OF TRACT 1, OF SAID "SHELL AT I-95", SAID PORTION MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID TRACT 3, THENCE ALONG THE WEST BOUNDARY OF SAID TRACT 3, NORTH, FOR 50.00 FEET TO THE POINT OF BEGINNING; THENCE ALONG THE BOUNDARY COMMON TO SAID TRACT 1 AND SAID VACATED CANAL THE FOLLOWING FOUR (4) COURSES: WEST, 60.00 FEET; NORTH, 378.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 25.00 FEET; NORTHWESTERLY FOR 39.05 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89 DEGREES 29 MINUTES 38 SECONDS; AND TANGENT TO SAID CURVE NORTH 89 DEGREES 29 MINUTES 38 SECONDS WEST, 100.20 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE 95) AS SHOWN ON SAID PLAT OF SHELL AT I-95; THENCE ALONG SAID RIGHT-OF-WAY LINE, NORTH 53 DEGREES 04 MINUTES 44 SECONDS EAST, 115.18 FEET TO A POINT ON THE CENTERLINE OF SAID CANAL; THENCE ALONG SAID CENTERLINE, SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST, 63.52 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 22 SECONDS WEST, 70.00 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST, 55.22 FEET TO THE POINT OF CURVATURE OF A CURVE TANGENT TO THE LAST COURSE, CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 25.00 FEET, SAID POINT LYING ON THE WEST BOUNDARY OF SAID TRACT 3; THENCE ALONG SAID WEST BOUNDARY, SOUTHWESTERLY, 39.49 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90 DEGREES 30 MINUTES 22 SECONDS; THENCE SOUTH 377.07 FEET TO THE POINT OF BEGINNING.

DESCRIPTION FOR PARCEL AS A WHOLE:

BEGINNING AT A POINT IN THE CURVED NORTH RIGHT-OF-WAY LINE OF N.E. 62ND STREET WHERE THE SAME IS INTERSECTED BY THE WESTERLY RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; THENCE RUN WESTERLY 129.96 FEET WITH THE NORTH RIGHT-OF-WAY LINE OF N.E. 62ND STREET AND WITH A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 5,784.58 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 86 DEGREES 10 MINUTES 40 SECONDS WEST 129.96 FEET TO AN ANGLE POINT; THENCE RUN NORTH 79 DEGREES 01 MINUTES 29 SECONDS WEST 201.82 FEET TO AN ANGLE POINT; THENCE RUN NORTH 89 DEGREES 23 MINUTES 23 SECONDS WEST 125.00 FEET TO A POINT AT THE SOUTHEASTERLY END OF A RIGHT-OF-WAY CUTBACK FROM INTERSTATE 95; THENCE RUN NORTH 44 DEGREES 50 MINUTES 58 SECONDS WEST 270.20 FEET WITH SAID CUTBACK LINE TO A POINT IN THE EAST RIGHTOF-WAY LINE OF INTERSTATE 95, THENCE RUN THE FOLLOWING COURSES AND DISTANCES WITH SAID EASTERLY RIGHT-OF-WAY LINE INTERSTATE 95; NORTH 02 DEGREES 16 MINUTES 42 SECONDS EAST 382.50 FEET TO AN ANGLE POINT; NORTH 13 DEGREES 21 MINUTES 08 SECONDS EAST 171.67 FEET TO AN ANGLE POINT; NORTH 53 DEGREES 04 MINUTES 44 SECONDS EAST 177.97 FEET TO A POINT FOR CORNER; THENCE RUN SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST 63.52 FEET TO A POINT; THENCE RUN SOUTH 00 DEGREES 30 MINUTES 22 SECONDS WEST 70.00 FEET TO A POINT; THENCE RUN SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST 55.22 FEET TO A POINT; THENCE RUN SOUTHWESTERLY 39.49 FEET WITH A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 45 DEGREES 15 MINUTES 11 SECONDS WEST 35.51 FEET TO A POINT; THENCE RUN SOUTH 427.07 FEET TO A POINT; THENCE RUN SOUTH 45 DEGREES 00 MINUTES 00 SECONDS EAST 210.00 FEET TO A POINT; THENCE RUN SOUTH 83 DEGREES 01 MINUTES 08 SECONDS EAST 211.87 FEET TO A POINT IN THE WEST RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; THENCE RUN THE FOLLOWING COURSES AND DISTANCES WITH THE WEST RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; SOUTHERLY 121.49 FEET WITH A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 340.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 10 DEGREES 14 MINUTES 12 SECONDS WEST 120.84 FEET TO A POINT; SOUTH 54.91 FEET TO A POINT; SOUTH 47 DEGREES 13 MINUTES 58 SECONDS WEST 36.71 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY EASEMENT AGREEMENT, BY AND BETWEEN SHELL OIL COMPANY, A DELAWARE CORPORATION AND ARTHUR S. DAVIS, INDIVIDUALLY AND AS TRUSTEE, FILED MARCH 6, 1980, RECORDED IN BOOK 8770, PAGE 294 OF OFFICIAL RECORDS, FOR INGRESS AND EGRESS, OVER, UNDER AND ACROSS THE LAND DESCRIBED AS FOLLOWS:

THE SOUTHERLY 15 FEET OF THE EASTERLY 211.87 FEET OF THE MOST SOUTHERLY BOUNDARY LINE OF TRACT 3, OF SHELL AT I-95, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 102, AT PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. SUBJECT TO THE TERMS, PROVISIONS AND CONDITIONS SET FORTH IN SAID INSTRUMENT.

PARCEL 3:

NON-EXCLUSIVE EASEMENTS FOR THE BENEFIT OF PARCEL 1 AS CREATED BY DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS OF RADICE CORPORATE CENTER, BY RADICE CORPORATE CENTER, INC., A FLORIDA CORPORATION, FILED JULY 3, 1984, RECORDED IN BOOK 11826, PAGE 218 OF OFFICIAL RECORDS; AS AFFECTED BY THAT AMENDMENT, FILED JUNE 28, 1985, RECORDED IN BOOK 12646, PAGE 845 OF OFFICIAL RECORDS; AS AFFECTED BY THAT SECOND AMENDMENT, FILED MAY 13, 1986, RECORDED IN BOOK 13394, PAGE 714 OF OFFICIAL RECORDS, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

NOTES

1. THIS DRAWING IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. TITLE INFORMATION IS SHOWN ON THIS SHEET.
3. ALL EASEMENTS SHOWN HEREON ARE PER THE RECORD PLAT(S) UNLESS OTHERWISE INDICATED.
4. THERE HAVE BEEN NO UNDERGROUND IMPROVEMENTS LOCATED IN CONNECTION WITH THIS SURVEY, EXCEPT AS SHOWN.
5. BEARINGS SHOWN HEREON ARE BASED ON THE RECORD PLAT.
6. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 AND WERE DETERMINED FROM BROWARD COUNTY BENCHMARK "2775", ELEVATION: 6.057'(NAVD 1988).
7. PROPERTY ADDRESS: 400 CORPORATE DR, FORT LAUDERDALE, FL 33334
8. NO EVIDENCE OF RECENT EARTH MOVING WORK OR BUILDING CONSTRUCTION WAS OBSERVED.
9. OBSERVED PARKING SPACES ARE 10 HANDICAP AND 381 REGULAR.
10. NO PROPOSED RIGHT-OF-WAY CHANGES ARE KNOWN TO THIS OFFICE.
11. FLOOD INFORMATION IS AS FOLLOWS:
    COMMUNITY NUMBER : 125105
    PANEL NUMBER : 12011C0359H
    DATE OF FIRM INDEX : 08-18-2014
    ZONE : AE,AH,X(0.2%)
    BASE FLOOD ELEVATION : 6.0' FOR AH, 6.0' FOR AE

SURVEYOR'S CERTIFICATION

TO: REPUBLIC TITLE OF TEXAS, INC.
FIRST AMERICAN TITLE INSURANCE COMPANY
TRINSIC ACQUISITION COMPANY LLC, AND ITS SUCCESSORS AND ASSIGNS

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,2,3,4,6A,6B,8,9,11A,13,14,16,17,18 AND 19 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON AUGUST

TREE LIST

1005	4"–GUMBO
1173	15"–PALM
1193	11"–PALM
1194	10"–PALM
1195	11"–PALM
1196	3"–PALM(x2)
1197	11"–PALM
1198	3"–PALM(x2)
1199	8"–PALM
1293	12"–ROYAL PALM
1294	6"–UNKNOWN
1295	6"–UNKNOWN
1296	6"–UNKNOWN
1297	6"–UNKNOWN
1298	6"–UNKNOWN
1299	6"–UNKNOWN
1300	6"–UNKNOWN
1301	12"–SABAL PALM
1302	6"–UNKNOWN

0 30' 60'

GRAPHIC SCALE
1"=30'

MATCH LINE SHEET 1

TRACT 3
"SHELL AT I–95"
(P.B. 102, PG. 25, B.C.R.)
PARCEL ID: 494211240030
OWNER: RCC 1 INC
PAUL BERKOWITZ

TRACT 2
"SHELL AT I–95"
(P.B. 102, PG. 25, B.C.R.)
PARCEL ID: 494211240020
OWNER: ACC 701 LLC

TRACT 1
"SHELL AT I–95"
(P.B. 102, PG. 25, B.C.R.)
PARCEL ID: 494211240070
OWNER: PFL VII LLC

PORTIONS OF PARCEL A,B,C,D
"PINE CREST ISLES"
(P.B. 63, PG. 48, B.C.R.)
PARCEL ID: 494210150040
OWNER: FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY

PARCEL 1
155453 SQ. FT.

PARCEL 2

S45°00'00"E 210.00'

106.92'

S83°01'08"E 211.87'

N44°58'52"W 270.00'

N89°23'23"W (D) 125.00'
N89°43'28"W (P)

N79°01'29"W 201.82'

SOUTH 54.91'

S47°13'58"W
36.71'

R=340.00'
L=121.49'
Δ=20°28'23"
C.B.=S10°14'12"W
CH.=120.84'

R=5784.58'
L=129.96'
Δ=01°17'14"
C.B.=N86°10'40"W
CH.=129.96'

P.O.B.
SET N/D
LB#7264

CYPRESS CREEK RD
(NE 62ND ST)

CORPORATE DR
(NE 7TH AVE)

ASPHALT PARKING

ASPHALT ROAD

ASPHALT ROAD

ASPHALT PARKING

ASPHALT PARKING

ASPHALT PARKING

ASPHALT ROAD

ASPHALT ROAD

ASPHALT PARKING

ASPHALT PARKING

ASPHALT PARKING

TREE LIST

TREE #	COMMON NAME	BOTANICAL NAME	DBH	HEIGHT	CONDITION	CLASS	AMOUNT	NOTES
1	MEDJOOL DATE PALM	PHOENIX DACTYLIFERA		14	0.7	P	$420.00	
2	MEDJOOL DATE PALM	PHOENIX DACTYLIFERA		14	0.7	P	$420.00	
3	LIVE OAK	QUERCUS VIRGINIANA	19		0.3	A	$370.50	OVERLIFTED, PREVIOUS HATRACK, RESTRICTED ROOTS 2 SIDES
4	LIVE OAK	QUERCUS VIRGINIANA	14.5		0.4	A	$377.00	OVERLIFTED, RESTRICTED ROOTS 2 SIDES
5	SOLITAIRE PALM	PTYCHOSPERMA ELEGANS		14	0.7	P	$180.00	
6	SOLITAIRE PALM	PTYCHOSPERMA ELEGANS		14	0.7	P	$180.00	
7	SOLITAIRE PALM	PTYCHOSPERMA ELEGANS		14	0.6	P	$180.00	
8	LIGUSTRUM	LIGUSTRUM LUCIDUM	12		0.7	A	$546.00	
9	MEDJOOL DATE PALM	PHOENIX DACTYLIFERA		14	0.7	P	$420.00	
10	LIGUSTRUM	LIGUSTRUM LUCIDUM	6		0.5	A	$195.00	
11	PONGAM	MILLETTIA PINNATA	40		0.4	A	$1,040.00	CO-CANOPY, CO-DOM
12	PONGAM	MILLETTIA PINNATA	18		0.4	A	$468.00	SUB-CANOPY
13	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
14	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
15	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
16	BLACK OLIVE	BUCIDA BUCERAS	24		0.5	C	$468.00	CO-CANOPY, TWO CO-DOMS WITH INCLUSION, OVERLIFTED
17	BLACK OLIVE	BUCIDA BUCERAS	16		0.2	C	$124.80	CO-CANOPY
18	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
19	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
20	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		NA	0	P	$0.00	DEAD
21	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
22	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		NA	0	P	$0.00	DEAD
23	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		45	0.7	P	$180.00	
24	BLACK OLIVE	BUCIDA BUCERAS	13.5		0.3	C	$157.95	CO-CANOPY, RESTRICTED ROOTS 2 SIDES
25	LIVE OAK	QUERCUS VIRGINIANA	7.5		0.1	A	$48.75	CO-CANOPY, DEAD LEADER, RESTRICTED ROOTS
26	BLACK OLIVE	BUCIDA BUCERAS	11		0.3	C	$128.70	CO-CANOPY
27	BLACK OLIVE	BUCIDA BUCERAS	18.5		0.4	C	$288.60	CO-CANOPY, OVERLIFTED
28	BLACK OLIVE	BUCIDA BUCERAS	14		0.3	C	$163.80	CO-CANOPY, OVERLIFTED, CO-DOM WITH INCLUSION
29	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
30	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
31	THRINAX PALM	THRINAX RADIATA		1	NA	P	$0.00	TOO SMALL
32	BLACK OLIVE	BUCIDA BUCERAS	12		0.2	C	$93.60	CO-CANOPY 2 SIDES
33	BLACK OLIVE	BUCIDA BUCERAS	24		0.5	C	$468.00	CO-CANOPY 2 SIDES, CO-DOM
34	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
35	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		50	0.6	P	$180.00	
36	PONGAM	MILLETTIA PINNATA	22		0.3	A	$429.00	CO-CANOPY
37	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		50	0.6	P	$180.00	
38	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		40	0.4	P	$180.00	TRUNK DAMAGE
39	FICUS NITIDA	FICUS MICROCARPA	NA		NA	F	$0.00	INVASIVE
40	PONGAM	MILLETTIA PINNATA	24		0.6	A	$936.00	CO-CANOPY, RESTRICTED ROOTS, ROOT CUT
41	BLACK OLIVE	BUCIDA BUCERAS	16.5		0.2	C	$128.70	CO-CANOPY, RESTRICTED ROOTS, POWERLINES OVERHEAD CANOPY
42	BLACK OLIVE	BUCIDA BUCERAS	32		0.3	C	$374.40	CO-CANOPY, RESTRICTED ROOTS, POWERLINES OVERHEAD CANOPY
43	BLACK OLIVE	BUCIDA BUCERAS	21		0.2	C	$163.80	CO-CANOPY, RESTRICTED ROOTS, POWERLINES OVERHEAD CANOPY, SEVERE CO-DOM WITH INCLUSION
44	SABAL PALM	SABAL PALMETTO		23	0.6	P	$180.00	
45	BLACK OLIVE	BUCIDA BUCERAS	17.5		0.3	C	$204.75	CO-CANOPY, RESTRICTED ROOTS, POWERLINES OVERHEAD
46	SABAL PALM	SABAL PALMETTO		4	0.7	P	$0.00	TOO SMALL
47	BLACK OLIVE	BUCIDA BUCERAS	21		0.3	C	$245.70	POWERLINES OVERHEAD, RESTRICTED ROOTS, CO-DOM
48	SABAL PALM	SABAL PALMETTO		16	0.7	P	$180.00	
49	SABAL PALM	SABAL PALMETTO		19	0.7	P	$180.00	
50	SABAL PALM	SABAL PALMETTO		5	0.7	P	$180.00	
51	BLACK OLIVE	BUCIDA BUCERAS	21		0.4	C	$327.60	RESTRICTED ROOTS, OVERHEAD POWERLINES
52	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
53	LIVE OAK	QUERCUS VIRGINIANA	18		0.2	A	$234.00	SUB-CANOPY, RESTRICTED ROOTS, OVERHEAD POWERLINES
54	LIVE OAK	QUERCUS VIRGINIANA	16		0.6	A	$624.00	RESTRICTED ROOTS, OVERHEAD POWERLINES
55	GUMBO LIMBO	BURSERA SIMARUBA	14		0.1	A	$91.00	SEVERE CO-DOM WITH INCLUSION, OVERHEAD POWERLINES
56	GUMBO LIMBO	BURSERA SIMARUBA	4		0.1	A	$26.00	STUMP SPROUT
57	GUMBO LIMBO	BURSERA SIMARUBA	5		0.1	A	$32.50	STUMP SPROUT
58	GUMBO LIMBO	BURSERA SIMARUBA	7		0.1	A	$45.50	CO-CANOPY
59	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
60	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
61	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
62	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
63	SABAL PALM	SABAL PALMETTO		16	0.7	P	$180.00	
64	GUMBO LIMBO	BURSERA SIMARUBA	5		0.1	A	$32.50	CO-CANOPY
65	GUMBO LIMBO	BURSERA SIMARUBA	5		0.1	A	$32.50	CO-CANOPY
66	GUMBO LIMBO	BURSERA SIMARUBA	5		0.1	A	$32.50	CO-CANOPY
67	SABAL PALM	SABAL PALMETTO		1	NA	P	$0.00	TOO SMALL
68	LIVE OAK	QUERCUS VIRGINIANA	16.5		0.5	A	$536.25	RESTRICTED ROOTS, OVERHEAD POWERLINES
69	SABAL PALM	SABAL PALMETTO		2	NA	P	$0.00	TOO SMALL
70	LIVE OAK	QUERCUS VIRGINIANA	12		0.2	A	$156.00	RESTRICTED ROOTS, MAJOR ROOTS CUT, CO-CANOPY
71	LIVE OAK	QUERCUS VIRGINIANA	13.5		0.4	A	$351.00	RESTRICTED ROOTS, CO-CANOPY
72	SABAL PALM	SABAL PALMETTO		7	0.7	P	$180.00	
73	SABAL PALM	SABAL PALMETTO		7	0.7	P	$180.00	
74	LIVE OAK	QUERCUS VIRGINIANA	15		0.2	A	$195.00	RESTRICTED ROOTS, CO-CANOPY
75	LIVE OAK	QUERCUS VIRGINIANA	22		0.6	A	$858.00	RESTRICTED ROOTS
76	LIVE OAK	QUERCUS VIRGINIANA	18		0.6	A	$702.00	RESTRICTED ROOTS, CO-CANOPY, STORM DAMAGE
77	LIVE OAK	QUERCUS VIRGINIANA	17.5		0.4	A	$455.00	RESTRICTED ROOTS, CO-CANOPY
78	GUMBO LIMBO	BURSERA SIMARUBA	4		0.1	A	$26.00	CO-CANOPY
79	GUMBO LIMBO	BURSERA SIMARUBA	7		0.2	A	$91.00	CO-CANOPY
80	SABAL PALM	SABAL PALMETTO		8	0.6	P	$180.00	
81	SABAL PALM	SABAL PALMETTO		9	0.7	P	$180.00	
82	SABAL PALM	SABAL PALMETTO		15	0.6	P	$180.00	
83	SABAL PALM	SABAL PALMETTO		15	0.6	P	$180.00	TRUNK DAMAGE
84	LIVE OAK	QUERCUS VIRGINIANA	26		0.5	A	$845.00	RESTRICTED ROOTS, CO-CANOPY
85	LIVE OAK	QUERCUS VIRGINIANA	10		0.1	A	$65.00	RESTRICTED ROOTS, SUB-CANOPY, PREVIOUS HATRACK
86	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
87	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
88	BLACK OLIVE	BUCIDA BUCERAS	7		0.2	C	$54.60	RESTRICTED ROOTS, OVERLIFTED
89	SABAL PALM	SABAL PALMETTO		19	0.7	P	$180.00	
90	LIVE OAK	QUERCUS VIRGINIANA	21		0.3	A	$409.50	RESTRICTED ROOTS, CO-CANOPY, STORM DAMAGE, PARKING ISLAND
91	LIVE OAK	QUERCUS VIRGINIANA	19		0.2	A	$247.00	RESTRICTED ROOTS, CO-CANOPY
92	LIVE OAK	QUERCUS VIRGINIANA	22.5		0.6	A	$877.50	
93	LIVE OAK	QUERCUS VIRGINIANA	10		0.2	A	$130.00	CO-CANOPY
94	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
95	LIVE OAK	QUERCUS VIRGINIANA	25		0.6	A	$975.00	RESTRICTED ROOTS, CO-CANOPY
96	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
97	CALOPHYLLUM	CALOPHYLLUM INOPHYLLUM	6		0.2	F	$0.00	CO-CANOPY
98	SABAL PALM	SABAL PALMETTO		15	0.7	P	$180.00	
99	BLACK OLIVE	BUCIDA BUCERAS	12.5		0.6	C	$292.50	RESTRICTED ROOTS, CO-DOM
100	BLACK OLIVE	BUCIDA BUCERAS	11		0.5	C	$214.50	RESTRICTED ROOTS, CO-DOM
101	SABAL PALM	SABAL PALMETTO		15	0.7	P	$180.00	
102	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
103	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
104	SABAL PALM	SABAL PALMETTO		18	0.7	P	$180.00	
105	BLACK OLIVE	BUCIDA BUCERAS	14		0.2	C	$109.20	TWO CO-DOMS WITH INCLUSION
106	BLACK OLIVE	BUCIDA BUCERAS	3		0.7	C	$81.90	NEW TREE
107	BLACK OLIVE	BUCIDA BUCERAS	14		0.4	C	$218.40	STORM DAMAGE, CO-DOM WITH INCLUSION
108	BLACK OLIVE	BUCIDA BUCERAS	13		0.4	C	$202.80	STORM DAMAGE, CO-DOM WITH INCLUSION
109	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
110	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
111	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
112	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
113	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
114	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
115	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
116	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
117	SABAL PALM	SABAL PALMETTO		10	0.7	P	$180.00	
118	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
119	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
120	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
121	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
122	BLACK OLIVE	BUCIDA BUCERAS	13.5		0.5	C	$263.25	RESTRICTED ROOTS, STORM DAMAGE, CO-DOM WITH INCLUSION
123	BLACK OLIVE	BUCIDA BUCERAS	19.5		0.4	C	$304.20	RESTRICTED ROOTS, STORM DAMAGE, CO-DOM WITH INCLUSION
124	SABAL PALM	SABAL PALMETTO		16	0.7	P	$180.00	
125	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
126	SABAL PALM	SABAL PALMETTO		21	0.7	P	$180.00	
127	SABAL PALM	SABAL PALMETTO		17	0.7	P	$180.00	
128	SABAL PALM	SABAL PALMETTO		22	0.7	P	$180.00	
129	SABAL PALM	SABAL PALMETTO		18	0.7	P	$180.00	
130	SABAL PALM	SABAL PALMETTO		26	0.7	P	$180.00	
131	SABAL PALM	SABAL PALMETTO		18	0.7	P	$180.00	
132	MAHOGANY	SWIETENIA MAHAGONI	19.5		0.4	A	$507.00	PARKING ISLAND, RESTRICTED ROOTS 2 SIDES, STORM DAMAGE
133	MAHOGANY	SWIETENIA MAHAGONI	28		0.4	A	$728.00	PARKING ISLAND, RESTRICTED ROOTS 2 SIDES, STORM DAMAGE
134	SABAL PALM	SABAL PALMETTO		21	0.7	P	$180.00	
135	SABAL PALM	SABAL PALMETTO		20	0.7	P	$180.00	
136	SABAL PALM	SABAL PALMETTO		18	0.7	P	$180.00	
137	SABAL PALM	SABAL PALMETTO		211	0.7	P	$180.00	
138	SABAL PALM	SABAL PALMETTO		19	0.7	P	$180.00	
139	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
140	SABAL PALM	SABAL PALMETTO		14	0.5	P	$180.00	
141	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
142	SABAL PALM	SABAL PALMETTO		14	0.7	P	$180.00	
143	SABAL PALM	SABAL PALMETTO		16	0.7	P	$180.00	
144	SABAL PALM	SABAL PALMETTO		10	0.7	P	$180.00	
145	LIGUSTRUM	LIGUSTRUM LUCIDUM	12		0.7	A	$546.00	
146	MAHOGANY	SWIETENIA MAHAGONI	28		0.3	A	$546.00	PARKING ISLAND, RESTRICTED ROOTS, CO-DOM WITH INCLUSION, ROOTS CUT
147	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
148	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
149	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
150	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
151	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
152	ROYAL PALM	ROYSTONEA REGIA		14	0.6	P	$420.00	PENCILING
153	MAHOGANY	SWIETENIA MAHAGONI	29.5		0.4	A	$767.00	PARKING ISLAND, RESTRICTED ROOTS, CO-DOM WITH INCLUSION
154	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
155	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	
156	CREPE MYRTLE	LAGERSTROEMIA INDICA	7		0.7	A	$318.50	
157	CREPE MYRTLE	LAGERSTROEMIA INDICA	10		0.7	A	$455.00	
158	CREPE MYRTLE	LAGERSTROEMIA INDICA	8		0.7	A	$364.00	
159	ROYAL PALM	ROYSTONEA REGIA		17	0.6	P	$510.00	
160	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	PENCILING
161	ROYAL PALM	ROYSTONEA REGIA		16	0.6	P	$480.00	PENCILING
162	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		21	0.7	P	$180.00	
163	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		21	0.7	P	$180.00	
164	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		25	0.7	P	$180.00	
165	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		35	0.7	P	$180.00	
166	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		30	0.6	P	$180.00	
167	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA		35	0.7	P	$180.00	
168	GUMBO LIMBO	BURSERA SIMARUBA	15.5		0.6	A	$604.50	STORM DAMAGE
169	LIVE OAK	QUERCUS VIRGINIANA	6		0.3	A	$117.00	NON SYMMETRICAL CANOPY
170	LIVE OAK	QUERCUS VIRGINIANA	16		0.6	A	$624.00	CO-DOM
171	LIVE OAK	QUERCUS VIRGINIANA	11.5		0.5	A	$373.75	OVERLIFTED
172	LIVE OAK	QUERCUS VIRGINIANA	10		0.6	A	$390.00	POOR STRUCTURE
							$42,470.50	TOTAL

PERIMETER
SURVEYING & MAPPING
Certificate of Authorization No. LB7264
947 Clint Moore Road
Boca Raton, FL 33487
Tel: (561) 241-9988
Fax: (561) 241-5182

ALTA/NSPS LAND TITLE SURVEY
WESTIN AURA CYPRESS CREEK

NO.	DATE	BY	CK'D	REVISION
1				

SEAL

JOB NO. 22101
SCALE AS SHOWN
DRAWN AJR
CHECKED JSH
SHEET 3 OF 3

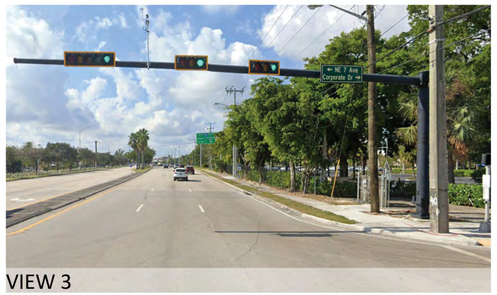
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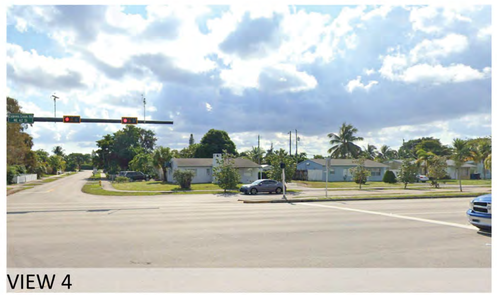
VIEW 1



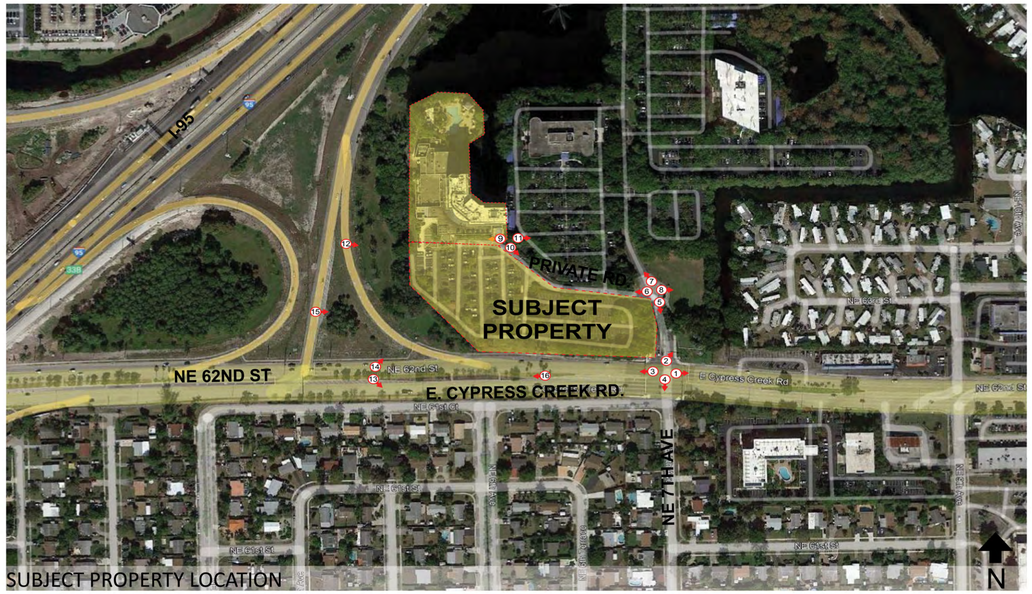
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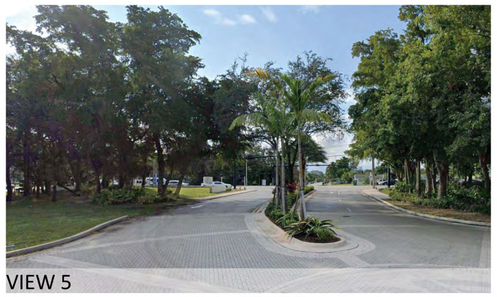
VIEW 3



VIEW 4



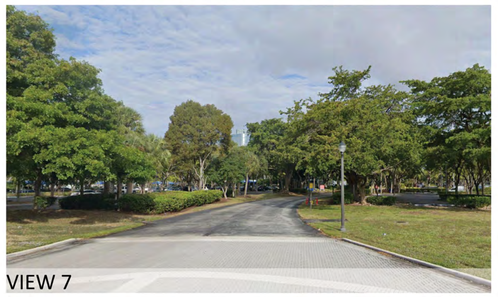
SUBJECT PROPERTY LOCATION



VIEW 5



VIEW 6



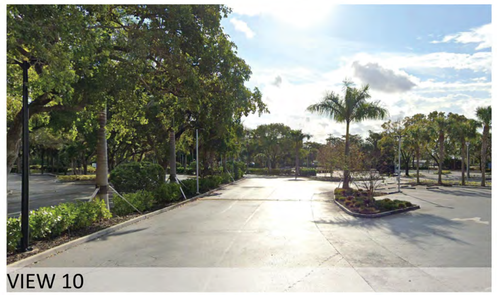
VIEW 7



VIEW 8



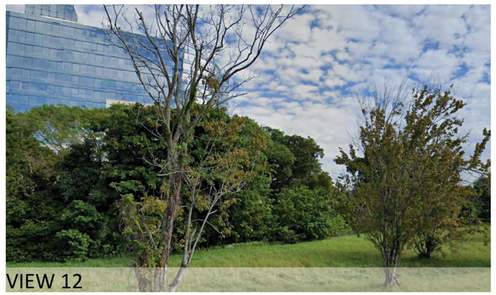
VIEW 9



VIEW 10



VIEW 11



VIEW 12



VIEW 13



VIEW 14



VIEW 15



VIEW 16

CONTEXT PLAN

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PHASE:
PDD SUBMITTAL

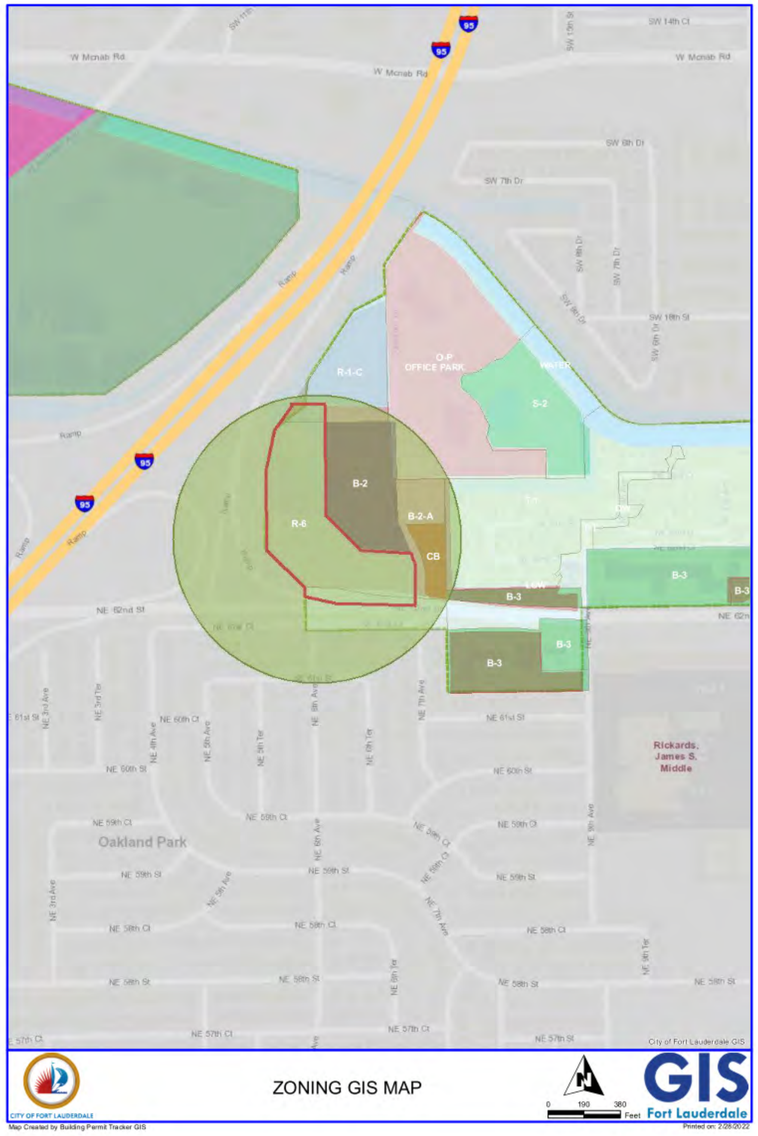
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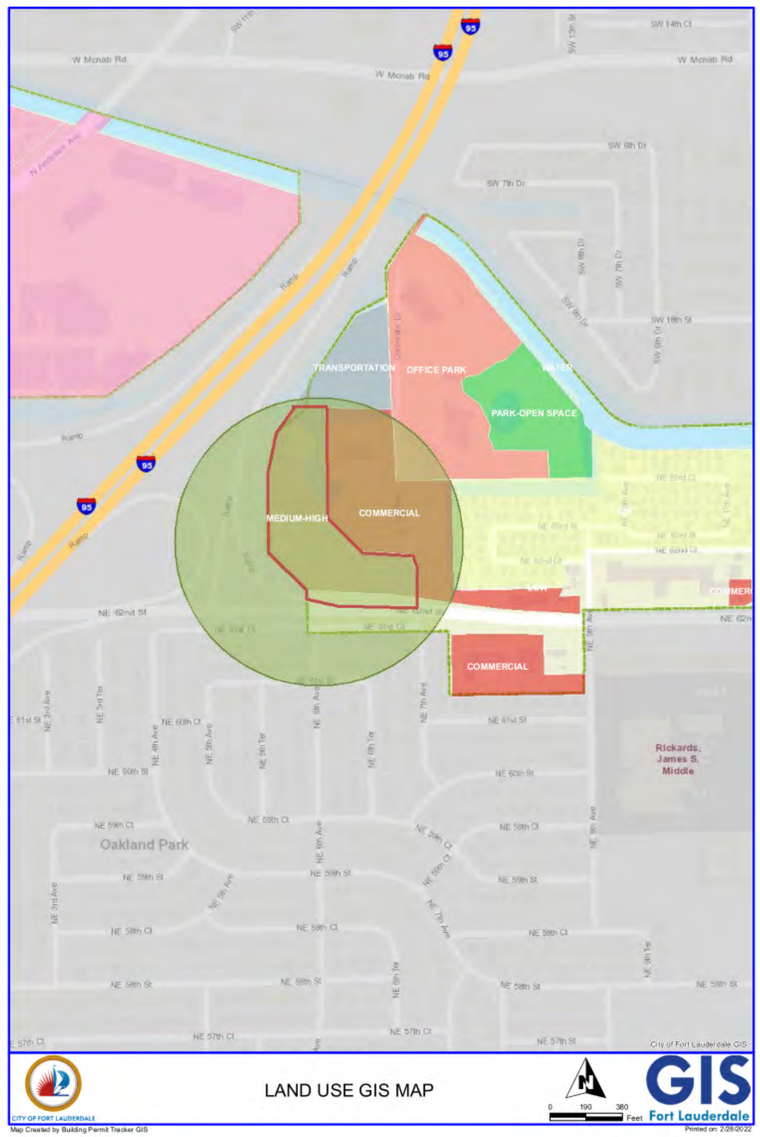
DATE:	11-30-2022
JOB No.:	2021-54
DRAWN BY:	MC/DA/AMV
APPR BY:	AMC
PRINTED:	12/21/2022 6:58:59 PM

SHEET NUMBER:

A-1.01



ZONING GIS MAP



LAND USE GIS MAP

LAND DESCRIPTION:

LAND DESCRIPTION: (PARKING PARCEL)
A portion of Tract 1, SHELL AT I-95, according to the Plat thereof recorded in Plat Book 102, at Page 25, of the Public Records of Broward County, Florida, being more particularly described as follows:

BEGIN at a point in the curved north right-of-way of N.E. 62nd Street where the same is intersected by the westerly right-of-way line of N.E. 7th Avenue; thence westerly 129.96 feet with the north right-of-way line of N.E. 62nd Street and with a curve concave to the south, having a radius of 5784.58 feet and a chord bearing and distance of North 86 degrees 10 minutes 40 seconds West, 129.96 feet to an angle point; thence North 79 degrees 01 minutes 29 seconds West, 201.82 feet to an angle point; thence North 89 degrees 23 minutes 23 seconds West, 125.00 feet to a point at the southeasterly end of a right-of-way cutback from Interstate 95; thence North 44 degrees 50 minutes 58 seconds West, 270.20 feet; Thence North 02 degrees 16 minutes 42 seconds East, along said right-of-way, 116.87 feet; thence South 89 degrees 59 minutes 03 seconds East, 301.70 feet to the easterly line of said Tract 1, thence South 45 degrees 00 minutes 00 seconds East, 186.92 feet to a point; thence South 83 degrees 01 minutes 08 seconds East, 211.87 feet to a point in the west right-of-way line of N.E. 7th Avenue; thence the following courses and distances with the west right-of-way line of N.E. 7th Avenue; southerly 121.49 feet with a curve concave to the west, having a radius of 340.00 feet and a chord bearing and distance of South 10 degrees 14 minutes 12 seconds West, 120.84 feet to a point; South 54.91 feet to a point; South 47 degrees 13 minutes 58 seconds West, 36.71 feet to the POINT OF BEGINNING.

Containing 155,453 square feet, 3.5687 acres more or less.

LAND DESCRIPTION: (HOTEL PARCEL)
A portion of Tract 1, SHELL AT I-95, according to the Plat thereof recorded in Plat Book 102, at Page 25, of the Public Records of Broward County, Florida, TOGETHER WITH A portion of that canal vacated by Ordinance recorded in Official Records Book 12368, at Page 909, of the Public Records of Broward County, Florida, lying West of Tract 3 and East and North of Tract 1, of said "SHELL AT I-95", said portion more particularly described as follows:

Begin at the southwest corner of said Tract 3; thence S45°00'00"E along the southerly line of said Tract 3, 23.08 feet; thence N89°59'03"W, 301.70 feet to the east right-of-way line of Interstate 95; thence N02°16'42"E, 265.63 feet; thence N13°21'08"E, 171.67 feet, thence N53°04'44"E, 177.97 feet (the previous three calls being along the easterly right-of-way line of Interstate 95); thence S89°29'38"E, 63.52 feet; thence S00°30'22"W, 70.00 feet; thence S89°29'38"E, 55.22 feet to a point of cusp (radial bearing to said point bears N00°30'22"E) concave to the east, having a radius of 25.00 feet and a central angle of 90°30'22"; thence southerly along said curve an arc distance of 39.49 feet to a point of tangency and the west boundary of Tract 3; thence south along the west line of said Tract 3, 427.07 feet to the Point Of Beginning.

Containing 132,636 square feet (3.0449 acres) more or less.



LOCATION MAP

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

LAND USE AND ZONING MAPS

PHASE:
PDD SUBMITTAL

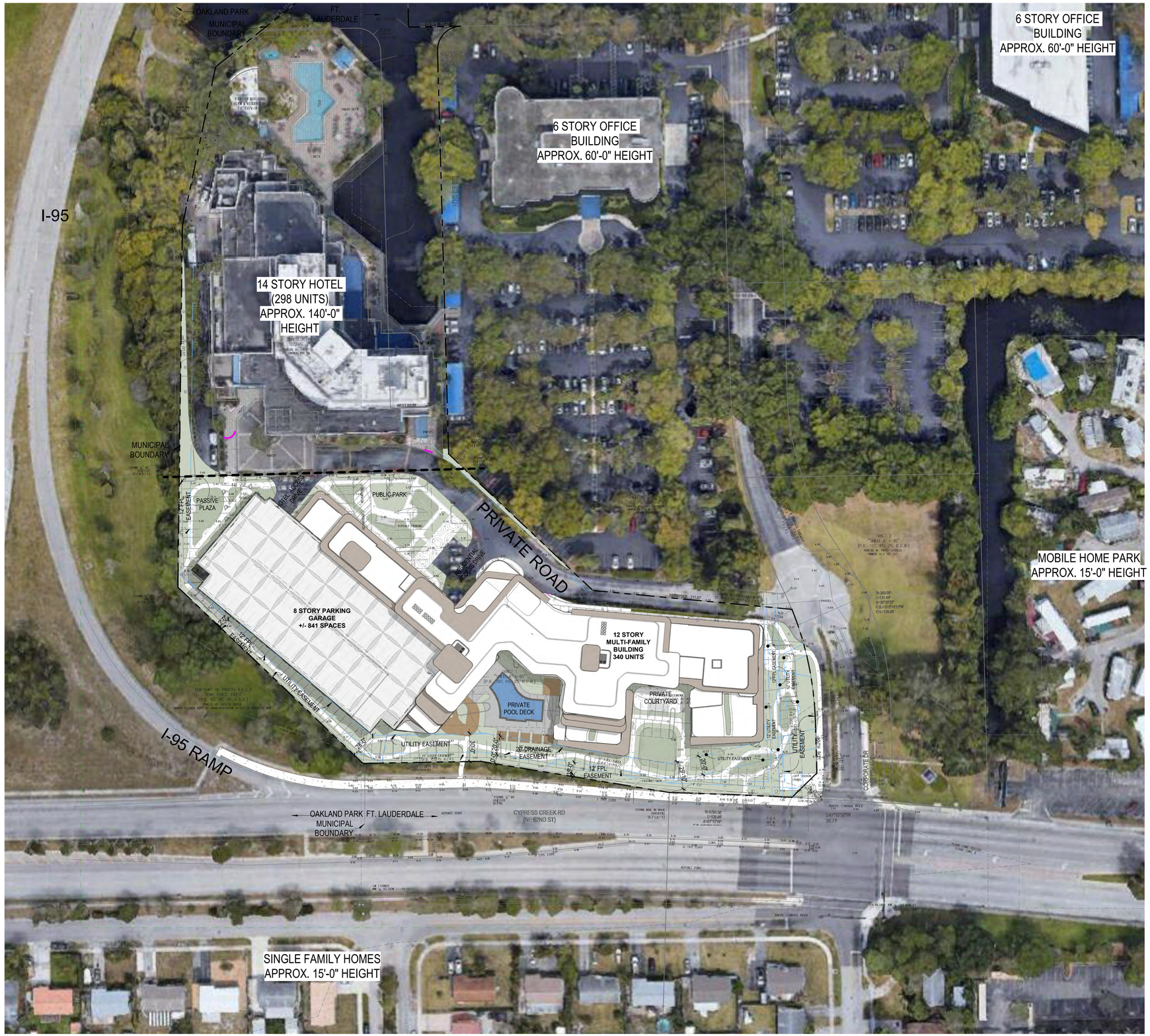
SEAL:

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DATE:	**11-30-2022**
JOB No.:	**2021-54**
DRAWN BY:	**MC/DA/AMV**
APPR BY:	**AMC**
PRINTED:	**12/21/2022 6:58:59 PM**

SHEET NUMBER:

A-1.02



AERIAL PLAN

SCALE: 1" = 50'-0"

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PHASE:
PDD SUBMITTAL

SEAL:

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DATE:	11-30-2022
JOB No.:	2021-54
DRAWN BY:	MC/DA/AMV
APPR BY:	AMC
PRINTED:	12/21/2022 6:59:08 PM

SHEET NUMBER:

A-1.03

LEGAL DESCRIPTION

PARCEL 1:
ALL OF TRACT 1, SHELL AT I-95, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 102, AT PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

A PORTION OF THAT CANAL VACATED BY ORDINANCE RECORDED IN OFFICIAL RECORDS BOOK 12368, AT PAGE 909, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LYING WEST OF TRACT 3 AND EAST AND NORTH OF TRACT 1, OF SAID "SHELL AT I-95", SAID PORTION MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID TRACT 3, THENCE ALONG THE WEST BOUNDARY OF SAID TRACT 3, NORTH, FOR 50.00 FEET TO THE POINT OF BEGINNING; THENCE ALONG THE BOUNDARY COMMON TO SAID TRACT 1 AND SAID VACATED CANAL THE FOLLOWING FOUR (4) COURSES; WEST, 60.00 FEET; NORTH, 378.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 25.00 FEET; NORTHWESTERLY FOR 39.05 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89 DEGREES 29 MINUTES 38 SECONDS; AND TANGENT TO SAID CURVE NORTH 89 DEGREES 29 MINUTES 38 SECONDS WEST, 100.20 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE 95) AS SHOWN ON SAID PLAT OF SHELL AT I-95; THENCE ALONG SAID RIGHT-OF-WAY LINE, NORTH 53 DEGREES 04 MINUTES 44 SECONDS EAST, 115.18 FEET TO A POINT ON THE CENTERLINE OF SAID CANAL; THENCE ALONG SAID CENTERLINE, SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST, 63.52 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 22 SECONDS WEST, 70.00 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST, 55.22 FEET TO THE POINT OF CURVATURE OF A CURVE TANGENT TO THE LAST COURSE, CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 25.00 FEET, SAID POINT LYING ON THE WEST BOUNDARY OF SAID TRACT 3; THENCE ALONG SAID WEST BOUNDARY, SOUTHWESTERLY, 39.49 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90 DEGREES 30 MINUTES 22 SECONDS; THENCE SOUTH 377.07 FEET TO THE POINT OF BEGINNING.

DESCRIPTION FOR PARCEL AS A WHOLE:

BEGINNING AT A POINT IN THE CURVED NORTH RIGHT-OF-WAY LINE OF N.E. 62ND STREET WHERE THE SAME IS INTERSECTED BY THE WESTERLY RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; THENCE RUN WESTERLY 129.96 FEET WITH THE NORTH RIGHT-OF-WAY LINE OF N.E. 62ND STREET AND WITH A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 5,784.58 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 86 DEGREES 10 MINUTES 40 SECONDS WEST 129.96 FEET TO AN ANGLE POINT; THENCE RUN NORTH 79 DEGREES 01 MINUTES 29 SECONDS WEST 201.82 FEET TO AN ANGLE POINT; THENCE RUN NORTH 89 DEGREES 23 MINUTES 23 SECONDS WEST 125.00 FEET TO A POINT AT THE SOUTHEASTERLY END OF A RIGHT-OF-WAY CUTBACK FROM INTERSTATE 95; THENCE RUN NORTH 44 DEGREES 50 MINUTES 58 SECONDS WEST 270.20 FEET WITH SAID CUTBACK LINE TO A POINT IN THE EAST RIGHTOF-WAY LINE OF INTERSTATE 95; THENCE RUN THE FOLLOWING COURSES AND DISTANCES WITH SAID EASTERLY RIGHT-OF-WAY LINE INTERSTATE 95; NORTH 02 DEGREES 16 MINUTES 42 SECONDS EAST 382.50 FEET TO AN ANGLE POINT; NORTH 13 DEGREES 21 MINUTES 08 SECONDS EAST 171.67 FEET TO AN ANGLE POINT; NORTH 53 DEGREES 04 MINUTES 44 SECONDS EAST 177.97 FEET TO A POINT FOR CORNER; THENCE RUN SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST 63.52 FEET TO A POINT; THENCE RUN SOUTH 00 DEGREES 30 MINUTES 22 SECONDS WEST 70.00 FEET TO A POINT; THENCE RUN SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST 55.22 FEET TO A POINT; THENCE RUN SOUTHWESTERLY 39.49 FEET WITH A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 45 DEGREES 15 MINUTES 11 SECONDS WEST 35.51 FEET TO A POINT; THENCE RUN SOUTH 427.07 FEET TO A POINT; THENCE RUN SOUTH 45 DEGREES 00 MINUTES 00 SECONDS EAST 210.00 FEET TO A POINT; THENCE RUN SOUTH 83 DEGREES 01 MINUTES 08 SECONDS EAST 211.87 FEET TO A POINT IN THE WEST RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; THENCE RUN THE FOLLOWING COURSES AND DISTANCES WITH THE WEST RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; SOUTHERLY 121.49 FEET WITH A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 340.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 10 DEGREES 14 MINUTES 12 SECONDS WEST 120.84 FEET TO A POINT; SOUTH 54.91 FEET TO A POINT; SOUTH 47 DEGREES 13 MINUTES 58 SECONDS WEST 36.71 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY EASEMENT AGREEMENT, BY AND BETWEEN SHELL OIL COMPANY, A DELAWARE CORPORATION AND ARTHUR S. DAVIS, INDIVIDUALLY AND AS TRUSTEE, FILED MARCH 6, 1980, RECORDED IN BOOK 8770, PAGE 294 OF OFFICIAL RECORDS, FOR INGRESS AND EGRESS, OVER, UNDER AND ACROSS THE LAND DESCRIBED AS FOLLOWS:

THE SOUTHERLY 15 FEET OF THE EASTERLY 211.87 FEET OF THE MOST SOUTHERLY BOUNDARY LINE OF TRACT 3, OF SHELL AT I-95, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 102, AT PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. SUBJECT TO THE TERMS, PROVISIONS AND CONDITIONS SET FORTH IN SAID INSTRUMENT.

PARCEL 3:

NON-EXCLUSIVE EASEMENTS FOR THE BENEFIT OF PARCEL 1 AS CREATED BY DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS OF RADICE CORPORATE CENTER, BY RADICE CORPORATE CENTER, INC., A FLORIDA CORPORATION, FILED JULY 3, 1984, RECORDED IN BOOK 11826, PAGE 218 OF OFFICIAL RECORDS; AS AFFECTED BY THAT AMENDMENT, FILED JUNE 28, 1985, RECORDED IN BOOK 12646, PAGE 845 OF OFFICIAL RECORDS; AS AFFECTED BY THAT SECOND AMENDMENT, FILED MAY 13, 1986, RECORDED IN BOOK 13394, PAGE 714 OF OFFICIAL RECORDS, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

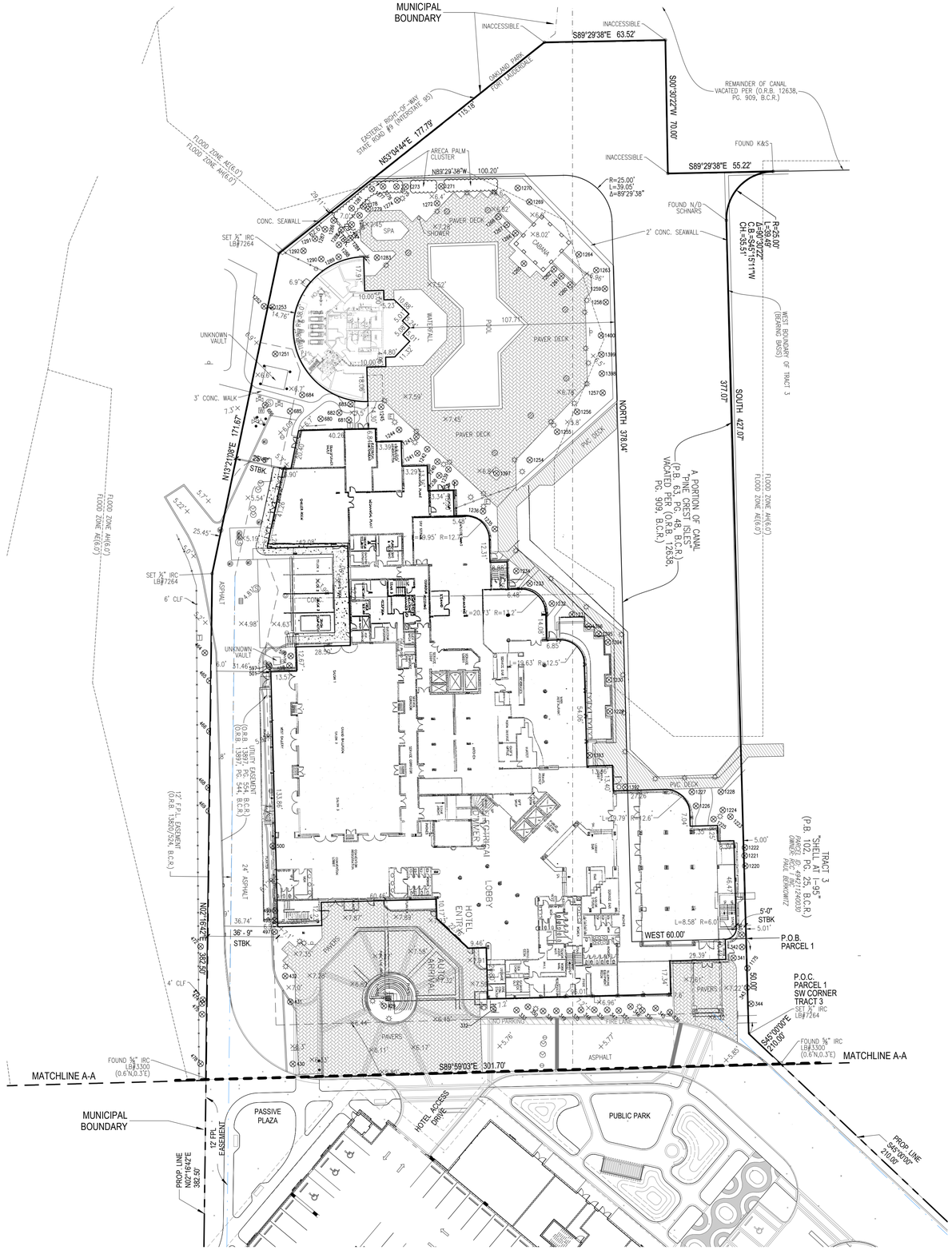
NOTES

1. THIS DRAWING IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. TITLE INFORMATION IS SHOWN ON THIS SHEET.
3. ALL EASEMENTS SHOWN HEREON ARE PER THE RECORD PLAT(S) UNLESS OTHERWISE INDICATED.
4. THERE HAVE BEEN NO UNDERGROUND IMPROVEMENTS LOCATED IN CONNECTION WITH THIS SURVEY, EXCEPT AS SHOWN.
5. BEARINGS SHOWN HEREON ARE BASED ON THE RECORD PLAT.
6. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 AND WERE DETERMINED FROM BROWARD COUNTY BENCHMARK "2775", ELEVATION: 6.057'(NAVD 1988).
7. PROPERTY ADDRESS: 400 CORPORATE DR. FORT LAUDERDALE, FL. 33334.
8. NO EVIDENCE OF RECENT EARTH MOVING WORK OR BUILDING CONSTRUCTION WAS OBSERVED.
9. OBSERVED PARKING SPACES ARE 10 HANDICAP AND 381 REGULAR.
10. NO PROPOSED RIGHT-OF-WAY CHANGES ARE KNOWN TO THIS OFFICE.
11. FLOOD INFORMATION IS AS FOLLOWS:

COMMUNITY NUMBER	:	125105
PANEL NUMBER	:	12011C0359H
DATE OF FIRM INDEX	:	08-18-2014
ZONE	:	AE,AH,X(0.2%)
BASE FLOOD ELEVATION	:	6.0' FOR AH, 6.0' FOR AE



LOCATION MAP



SITE PLAN - PARCEL A

SCALE: 1" = 30'-0"

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PARCEL A - SITE PLAN

PHASE:
PDD SUBMITTAL

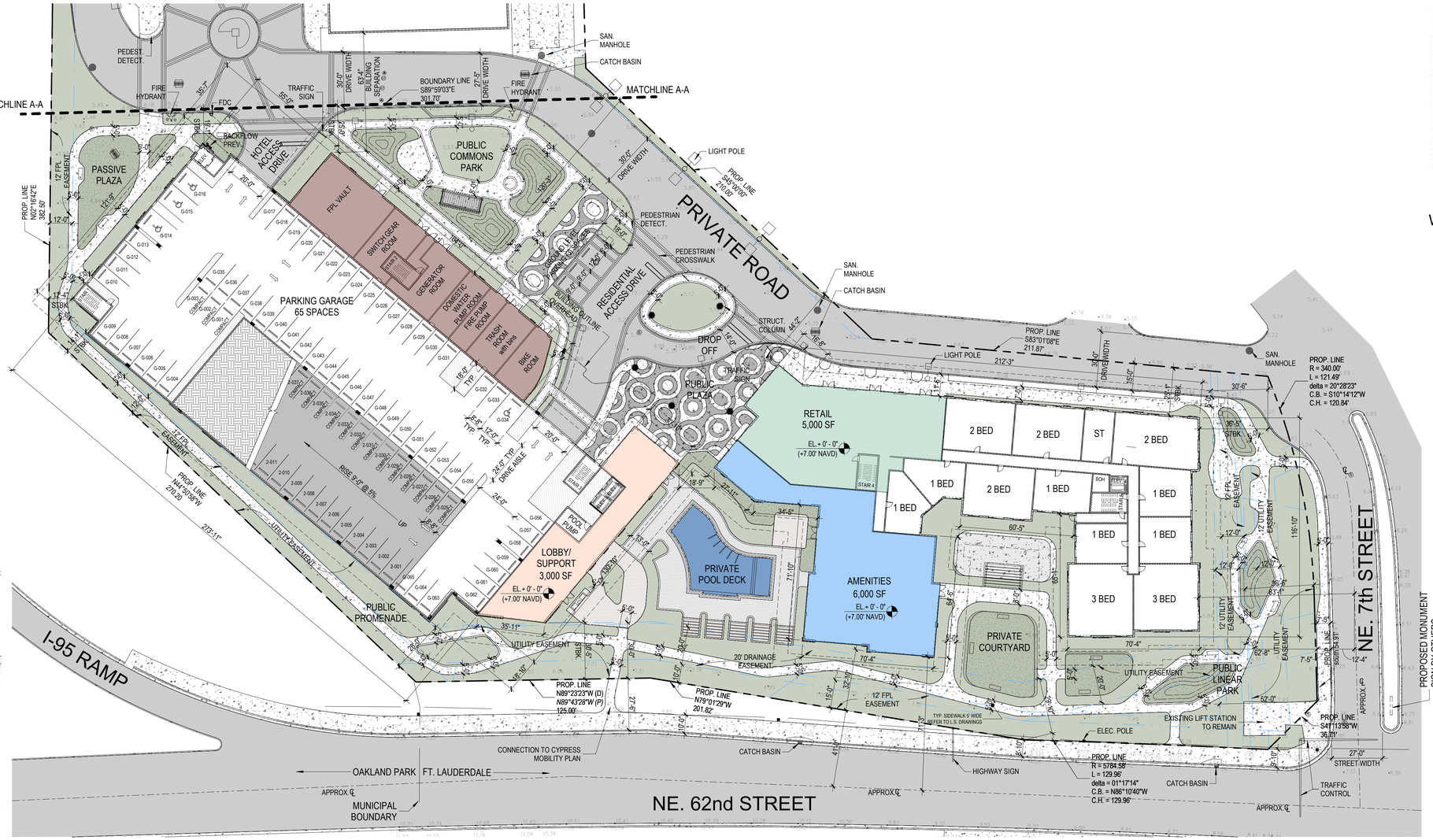
SEAL:

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JOB No.:	2021-54
DRAWN BY:	Author
APPR BY:	Approver
PRINTED:	12/21/2022 6:59:09 PM

SHEET NUMBER:

A-1.03A



LEGAL DESCRIPTION

PARCEL 1:
ALL OF TRACT 1, SHELL AT I-95, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 102, AT PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

A PORTION OF THAT CANAL VACATED BY ORDINANCE RECORDED IN OFFICIAL RECORDS BOOK 12368, AT PAGE 909, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LYING WEST OF TRACT 3 AND EAST AND NORTH OF TRACT 1, OF SAID "SHELL AT I-95", SAID PORTION MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID TRACT 3, THENCE ALONG THE WEST BOUNDARY OF SAID TRACT 3, NORTH, FOR 50.00 FEET TO THE POINT OF BEGINNING; THENCE ALONG THE BOUNDARY COMMON TO SAID TRACT 1 AND SAID VACATED CANAL THE FOLLOWING FOUR (4) COURSES: WEST, 60.00 FEET; NORTH, 378.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 25.00 FEET; NORTHWESTERLY FOR 39.05 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89 DEGREES 29 MINUTES 38 SECONDS; AND TANGENT TO SAID CURVE NORTH 89 DEGREES 29 MINUTES 38 SECONDS WEST, 100.20 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE 95) AS SHOWN ON SAID PLAT OF SHELL AT I-95; THENCE ALONG SAID RIGHT-OF-WAY LINE, NORTH 53 DEGREES 04 MINUTES 44 SECONDS EAST, 115.18 FEET TO A POINT ON THE CENTERLINE OF SAID CANAL; THENCE ALONG SAID CENTERLINE, SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST, 63.52 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 22 SECONDS WEST, 70.00 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST, 55.22 FEET TO THE POINT OF CURVATURE OF A CURVE TANGENT TO THE LAST COURSE, CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 25.00 FEET, SAID POINT LYING ON THE WEST BOUNDARY OF SAID TRACT 3; THENCE ALONG SAID WEST BOUNDARY, SOUTHWESTERLY, 39.49 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90 DEGREES 30 MINUTES 22 SECONDS; THENCE SOUTH 377.07 FEET TO THE POINT OF BEGINNING.

DESCRIPTION FOR PARCEL AS A WHOLE:

BEGINNING AT A POINT IN THE CURVED NORTH RIGHT-OF-WAY LINE OF N.E. 62ND STREET WHERE THE SAME IS INTERSECTED BY THE WESTERLY RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; THENCE RUN WESTERLY 129.96 FEET WITH THE NORTH RIGHT-OF-WAY LINE OF N.E. 62ND STREET AND WITH A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 5,784.58 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 86 DEGREES 10 MINUTES 40 SECONDS WEST 129.96 FEET TO AN ANGLE POINT; THENCE RUN NORTH 79 DEGREES 01 MINUTES 29 SECONDS WEST 201.82 FEET TO AN ANGLE POINT; THENCE RUN NORTH 89 DEGREES 23 MINUTES 23 SECONDS WEST 125.00 FEET TO A POINT AT THE SOUTHEASTERLY END OF A RIGHT-OF-WAY CUTBACK FROM INTERSTATE 95; THENCE RUN NORTH 44 DEGREES 50 MINUTES 58 SECONDS WEST 270.20 FEET WITH SAID CUTBACK LINE TO A POINT IN THE EAST RIGHTOF-WAY LINE OF INTERSTATE 95, THENCE RUN THE FOLLOWING COURSES AND DISTANCES WITH SAID EASTERLY RIGHT-OF-WAY LINE INTERSTATE 95; NORTH 02 DEGREES 16 MINUTES 42 SECONDS EAST 382.50 FEET TO AN ANGLE POINT; NORTH 13 DEGREES 21 MINUTES 08 SECONDS EAST 171.67 FEET TO AN ANGLE POINT; NORTH 53 DEGREES 04 MINUTES 44 SECONDS EAST 177.97 FEET TO A POINT FOR CORNER; THENCE RUN SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST 63.52 FEET TO A POINT; THENCE RUN SOUTH 00 DEGREES 30 MINUTES 22 SECONDS WEST 70.00 FEET TO A POINT; THENCE RUN SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST 55.22 FEET TO A POINT; THENCE RUN SOUTHWESTERLY 39.49 FEET WITH A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 45 DEGREES 15 MINUTES 11 SECONDS WEST 35.51 FEET TO A POINT; THENCE RUN SOUTH 427.07 FEET TO A POINT; THENCE RUN SOUTH 45 DEGREES 00 MINUTES 00 SECONDS EAST 210.00 FEET TO A POINT; THENCE RUN SOUTH 83 DEGREES 01 MINUTES 08 SECONDS EAST 211.87 FEET TO A POINT IN THE WEST RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; THENCE RUN THE FOLLOWING COURSES AND DISTANCES WITH THE WEST RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; SOUTHERLY 121.49 FEET WITH A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 340.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 10 DEGREES 14 MINUTES 12 SECONDS WEST 120.84 FEET TO A POINT; SOUTH 54.91 FEET TO A POINT; SOUTH 47 DEGREES 13 MINUTES 58 SECONDS WEST 36.71 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY EASEMENT AGREEMENT, BY AND BETWEEN SHELL OIL COMPANY, A DELAWARE CORPORATION AND ARTHUR S. DAVIS, INDIVIDUALLY AND AS TRUSTEE, FILED MARCH 6, 1980, RECORDED IN BOOK 8770, PAGE 294 OF OFFICIAL RECORDS, FOR INGRESS AND EGRESS, OVER, UNDER AND ACROSS THE LAND DESCRIBED AS FOLLOWS:

THE SOUTHERLY 15 FEET OF THE EASTERLY 211.87 FEET OF THE MOST SOUTHERLY BOUNDARY LINE OF TRACT 3, OF SHELL AT I-95, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 102, AT PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. SUBJECT TO THE TERMS, PROVISIONS AND CONDITIONS SET FORTH IN SAID INSTRUMENT.

PARCEL 3:

NON-EXCLUSIVE EASEMENTS FOR THE BENEFIT OF PARCEL 1 AS CREATED BY DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS OF RADICE CORPORATE CENTER, BY RADICE CORPORATE CENTER, INC., A FLORIDA CORPORATION, FILED JULY 3, 1984, RECORDED IN BOOK 11826, PAGE 218 OF OFFICIAL RECORDS; AS AFFECTED BY THAT AMENDMENT, FILED JUNE 28, 1985, RECORDED IN BOOK 12646, PAGE 845 OF OFFICIAL RECORDS; AS AFFECTED BY THAT SECOND AMENDMENT, FILED MAY 13, 1986, RECORDED IN BOOK 13394, PAGE 714 OF OFFICIAL RECORDS, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

NOTES

1. THIS DRAWING IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. TITLE INFORMATION IS SHOWN ON THIS SHEET.
3. ALL EASEMENTS SHOWN HEREON ARE PER THE RECORD PLAT(S) UNLESS OTHERWISE INDICATED.
4. THERE HAVE BEEN NO UNDERGROUND IMPROVEMENTS LOCATED IN CONNECTION WITH THIS SURVEY, EXCEPT AS SHOWN.
5. BEARINGS SHOWN HEREON ARE BASED ON THE RECORD PLAT.
6. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 AND WERE DETERMINED FROM BROWARD COUNTY BENCHMARK "2775", ELEVATION: 6.057 (NAVD 1988).
7. PROPERTY ADDRESS: 400 CORPORATE DR, FORT LAUDERDALE, FL 33334
8. NO EVIDENCE OF RECENT EARTH MOVING WORK OR BUILDING CONSTRUCTION WAS OBSERVED.
9. OBSERVED PARKING SPACES ARE 10 HANDICAP AND 381 REGULAR.
10. NO PROPOSED RIGHT-OF-WAY CHANGES ARE KNOWN TO THIS OFFICE.
11. FLOOD INFORMATION IS AS FOLLOWS:
    COMMUNITY NUMBER : 125105
    PANEL NUMBER : 12011C0359H
    DATE OF FIRM INDEX : 08-18-2014
    ZONE : AE,AH,X(0.2%)
    BASE FLOOD ELEVATION : 6.0' FOR AH, 6.0' FOR AE

UNIT BREAKDOWN													
UNIT TYPE	LEVELS												TOTAL
	GROUND	2nd FLOOR	3rd FLOOR	4th FLOOR	5th FLOOR	6th FLOOR	7th FLOOR	8th FLOOR	9th FLOOR	10th FLOOR	11th FLOOR	12th FLOOR	
STUDIOS	1	4	4	4	4	3	3	3	3	2	2	2	35
1 BED	6	15	15	17	17	11	11	12	12	11	11	11	149
2 BED	4	10	10	12	12	16	16	15	15	8	8	6	132
3 BED	2	5	5	5	5	1	1	0	0	0	0	0	24
TOTAL	13	34	34	38	38	31	31	30	30	21	21	19	340

UNIT MIX		
UNIT TYPE	TOTAL UNITS	PERCENTAGE
STUDIOS	35	10%
1 BED	149	44%
2 BED	132	39%
3 BED	24	7%
TOTAL	340	100.0%

PARKING CALCULATION				
FLOORS	REG. SPACES	A.D.A.	COMPACT	TOTAL
Ground Level	58	4	3	65
2nd Level	87	3	21	111
3rd Level	87	3	21	111
4th Level	87	3	21	111
5th Level	88	2	21	111
6th Level	88	2	21	111
7th Level	88	2	21	111
8th Level	87	2	21	110
Total	670	21	150	841
		2%	18%	
surface parking			3 p.s.	

HOTEL PARKING				
FLOORS	SPACES			TOTAL
	REG.	ADA SPACES	COMPACT	
Ground Level	51	3	3	57
2nd Level	75	2	21	98
3rd Level	28	2	15	45
Total	154	7	39	200 SP.
		4%	20%	

SITE PLAN - PARCEL B

SCALE: 1" = 30'-0"



LOCATION MAP

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PHASE:
PDD SUBMITTAL

SEAL:

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PARCEL B - SITE PLAN

ZONING DATA SHEET

Project Location: 200, 400 CORPORATE DRIVE, FORT LAUDERDALE, FL 33334

SITE INFORMATION				
		PARCEL A (HOTEL PARCEL)	**PARCEL B (RESIDENTIAL, PARKING GARAGE)**	**ENTIRE PARCEL**
Site Area (Net Lot Area)		PARCEL A= 132,636 square feet (3.0449 acres)	PARCEL B= 155,453 square feet (3.5687 acres)	ENTIRE PARCEL = 288,089 square feet (6.6136 acres)
Land-Use Designation				
Existing		Residential Medium High (25)	Residential Medium High(25)	Residential Medium High (25)
Proposed		Mixed Use	Mixed Use	Mixed Use
Zoning Designation				
Existing		R-6 County (HOTEL R-6 DISTRICT)	R-6 County (HOTEL R-6 DISTRICT)	R-6 County (HOTEL R-6 DISTRICT)
Proposed		Planned Development District (PDD)	Planned Development District (PDD)	Planned Development District (PDD)
BUILDING REQUIREMENTS	**R-6 COUNTY ZONING (HOTEL R-6 DISTRICT) Allowed/Required**	**Provided**	**Provided**	**Provided**
Density and Uses				
Existing - No changes		Hotel: 298 rooms and accessory meeting space, food and beverage and retail		Hotel: 298 rooms and accessory meeting space, food and beverage and retail
Proposed Residential	60 d.u. / Net Acre = 396 d.u. max.		Residential: 340 d.u. Commercial: 5,000 SF	Residential: 340 d.u. Commercial: 5,000 SF
Net Building Area				
	N/A	210,855 SF (based on drawings done by others)	339,562 SF	550,417 SF
FAR (Gross Building Area)				
Parking Garage Excluded Per ULDR Sec 47-2.2	R-6 : No requirement PDD: 3.0 MAX (288,089 X 3.0 = 684,267 SF)	258,964 SF (2.0 FAR) (based on drawings done by others)	361,863 SF (2.3 FAR)	620,827 SF (2.2 FAR)
Building Height (From Grade)				
	R-6 MAX: 15 STORIES (150'-0") PDD MAX: 300'	14 Stories (140'-8")	12 Stories (129'-4")	
Setbacks				
Side (Private Rd.) or water	32'-0"			25'-1"
Side (N.E. 7th ST)	32'-0"			36'-5"
Front (NE. 62nd St)	31'-0"			30'-6"
Side (toward I-95) CORNER	37'-0"			14'-1"
Building Footprint Coverage				
	288,089 SF * .4 = 115,236 SF (40%)	42,439 SF (32%)	69,924 SF (45%)	112,363 SF (39%)
Open Space				
	2.26 FAR = .22 OPEN SPACE RATIO	41,169 SF (31%)	69,517 SF (45%)	110,686 SF (38%)
Landscape Area				
	N/A	41,169 SF (31 %)	43,116 SF (28%)	84,285 SF (29%)
Structure Length				
Primary Pedestrian (Private Road)	N/A	240'-6"	64'-7"	64'-7"
Primary Pedestrian (Private Road)			212'-3"	212'-3"
Vehicular Use Area				
	N/A	15,611 (12%)	16,383 (11%)	31,994 SF (11%)
PARKING REQUIREMENTS per R-6 & ULDR	**Required - per shared parking study prepared by J. Vargas**	**Provided**	**Provided**	**Provided**
Parcel A (Hotel)				
298 Hotel Rooms - 1 per 3 sleeping rooms = 223.5 p.s. accessory meeting space, food and beverage and retail	200 per shared parking study	HOTEL(and accessory uses) TOTAL = 200 p.s. (Standard = 154 p.s. Compact = 39 p.s. Accessible = 7 p.s.)		
Total Hotel Parking = 223.5 p.s.	200 p.s.	200 p.s.		200 p.s.
Parcel B (Residential, Parking Garage (340 units))				
Studio: 1.75/unit * 35 units = 61 p.s.	See shared parking study		See shared parking study	
1 Bedroom: 1.75/unit * 149 units = 260 p.s.				
2 Bedroom: 2/unit * 132 units=264 p.s.				
3 Bedroom: 2.1/unit * 24 units = 50 p.s.				
Total Residential Parking = 635 p.s.				
Commercial				
1/250 SF * 5,000 SF = 20 p.s.	-		See shared parking study	
Total Residential and Commercial Parking	613 per shared parking		644 p.s.	644 p.s.
GRAND TOTAL = 879 p.s.	**813 per shared parking**			**844 p.s.**
LOADING	**Required**	**Provided**	**Provided**	**Provided**
		1		1

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200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

ZONING DATA

PHASE:
PDD SUBMITTAL

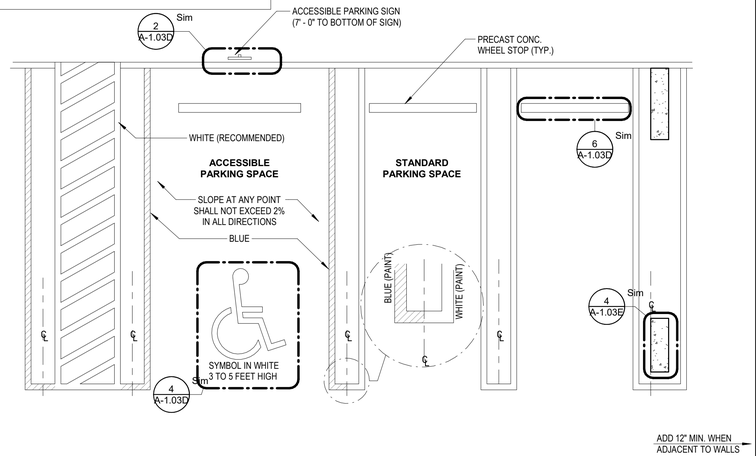
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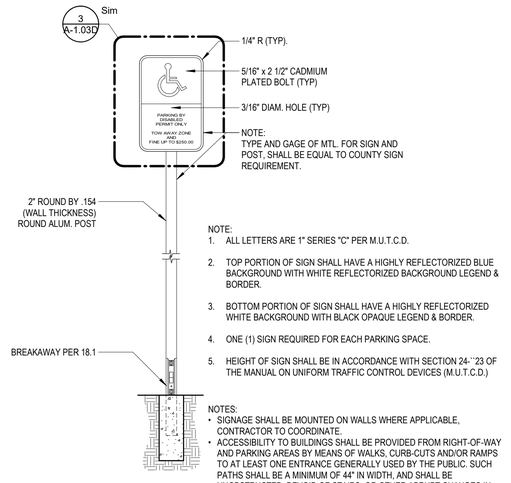
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1 ACCESSIBLE AND STANDARD PARKING DETAIL

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



NOTE:

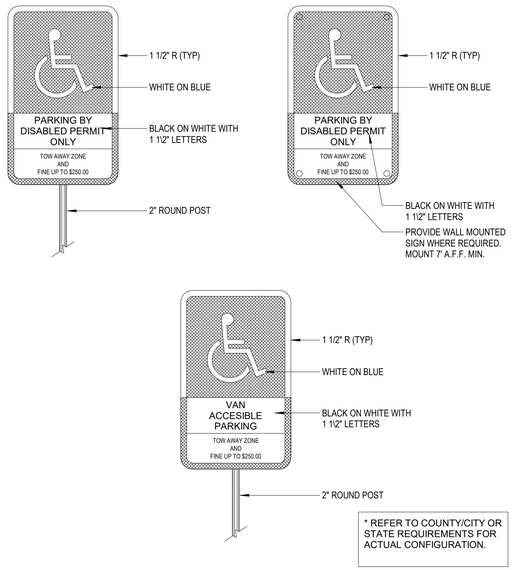
1. ALL LETTERS ARE 1" SERIES "C" PER M.U.T.C.D.
2. TOP PORTION OF SIGN SHALL HAVE A HIGHLY REFLECTORIZED BLUE BACKGROUND WITH WHITE REFLECTORIZED BACKGROUND LEGEND & BORDER.
3. BOTTOM PORTION OF SIGN SHALL HAVE A HIGHLY REFLECTORIZED WHITE BACKGROUND WITH BLACK OPAQUE LEGEND & BORDER.
4. ONE (1) SIGN REQUIRED FOR EACH PARKING SPACE.
5. HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 24-''23 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)

NOTES:

- SIGNAGE SHALL BE MOUNTED ON WALLS WHERE APPLICABLE, CONTRACTOR TO COORDINATE.
- ACCESSIBILITY TO BUILDINGS SHALL BE PROVIDED FROM RIGHT-OF-WAY AND PARKING AREAS BY MEANS OF WALKS, CURB-CUTS AND/OR RAMPS TO AT LEAST ONE ENTRANCE GENERALLY USED BY THE PUBLIC. SUCH PATHS SHALL BE A MINIMUM OF 44" IN WIDTH, AND SHALL BE UNOBSTRUCTED, DEVOID OF STAIRS, OR OTHER ABRUPT CHANGES IN ELEVATION IN EXCESS OF ONE-QUARTER INCH.
- CONTRACTOR SHALL VERIFY ALL THE REQUIRED INFORMATION NECESSARY AT EACH SIGN WITH LOCAL AUTHORITIES PRIOR TO INSTALLING.

2 ACCESSIBLE PARKING SPACE SIGN

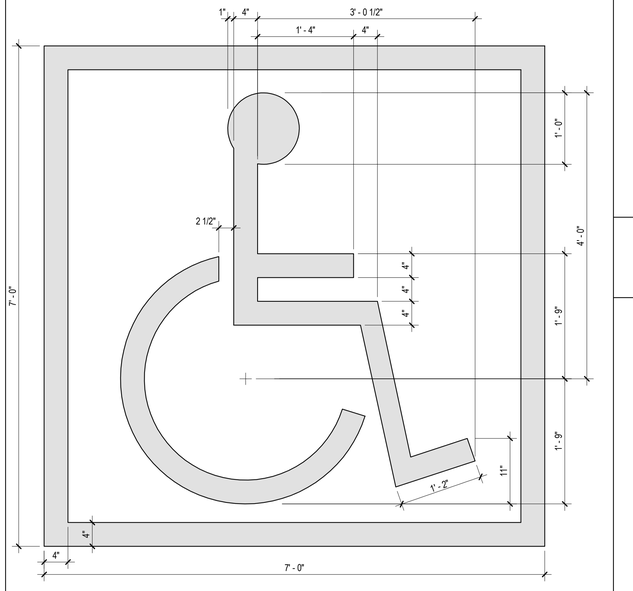
SCALE: 1/4" = 1'-0"



* REFER TO COUNTY/CITY OR STATE REQUIREMENTS FOR ACTUAL CONFIGURATION.

3 ACCESIBLE PARKING SIGN DETAIL

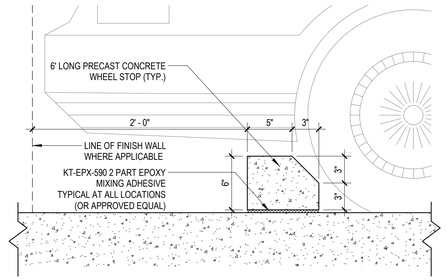
SCALE: 1" = 1'-0"



NOTE: SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL. SYMBOL IS REQ. TO CONTRAST W/ BACKGROUND WHITE ON BLUE(COLOR #105090 IN FED. STANDARD 5952) DOUBLE COAT (TYP.)

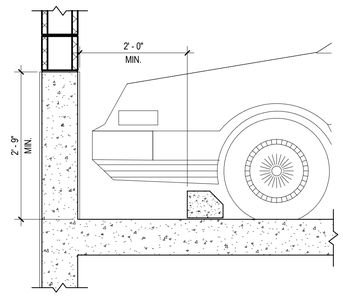
4 STRIPPED SYMBOL @ H.C. PARKING STALL

SCALE: 1" = 1'-0"



5 TYPICAL WHEEL STOP DETAIL

SCALE: 1 1/2" = 1'-0"



6 TYPICAL CRASH WALL/ WHEEL STOP DETAIL

SCALE: 3/4" = 1'-0"

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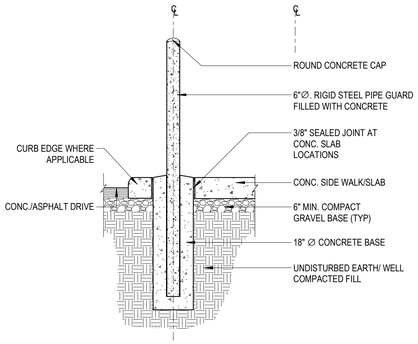
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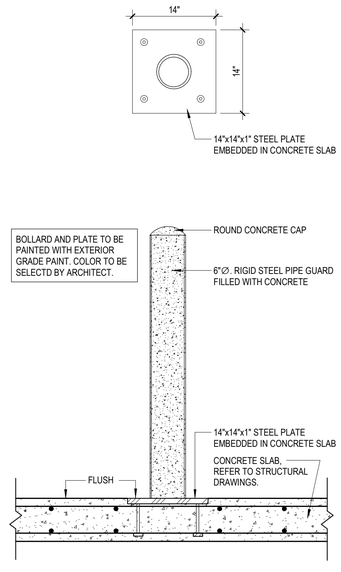
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1 TYPICAL BOLLARD AT GROUND FLOOR

SCALE: 3/8" = 1'-0"

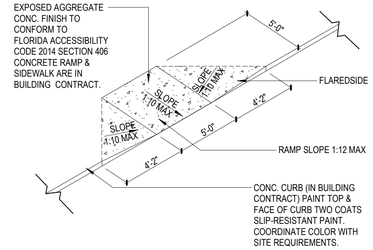


2 TYPICAL BOLLARD AT ELEVATED SLABS

SCALE: 1" = 1'-0"

NOTES

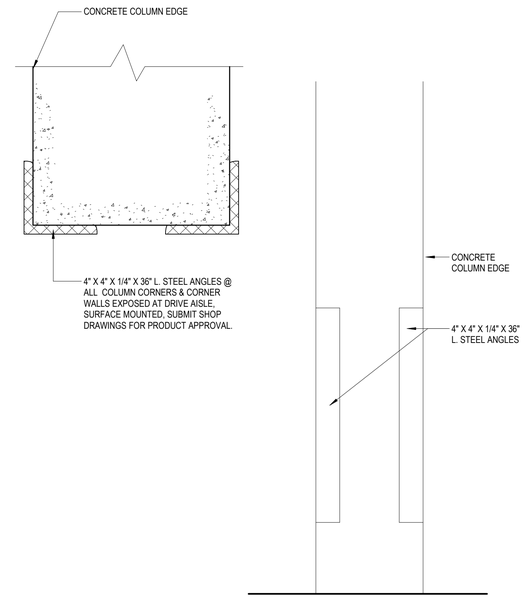
ALL ALUMINUM COMPONENTS TO BE FINISHED WITH AN INHIBITIVE THERMO-CURED PRIMER AND A THERMO-CURED FLUOROCARBON COATING CONTAINING "KYNAR 500" RESIN OR APPROVED EQUAL. COMPLY WITH NAAMM "METAL FINISHES MANUAL" FOR FINISH DESIGNATIONS AND APPLICATION RECOMMENDATIONS.



THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48. RAMP SLOPES SHALL NOT BE STEEPER THAN 1:12.

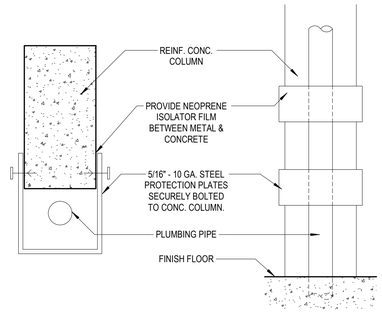
3 CONCRETE RAMP SLOPE

SCALE: 1" = 1'-0"



4 COLUMN GUARD DETAIL

SCALE: 1" = 1'-0"



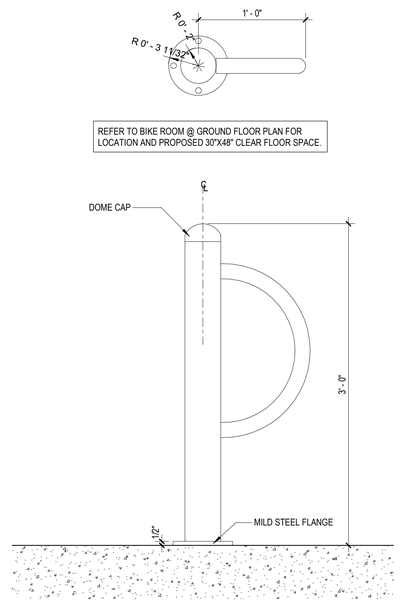
AT EXPOSED COLUMNS THROUGHOUT PARKING GARAGE AND DRIVE AISLES

REFER TO MEP DRAWINGS AND FIELD CONDITIONS FOR PLUMBING LINE LOCATIONS.

METAL PLATE SHALL PAINTED WITH EXTERIOR GRADE PAINT. COLOR TO BE SELECTED BY ARCHITECT.

5 TYPICAL PIPE PROTECTION DETAIL

SCALE: 1" = 1'-0"



6 TYPICAL FLOOR MOUNTED BIKE RACK DETAIL

SCALE: 1 1/2" = 1'-0"

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

SITE DETAILS

PHASE:
PDD SUBMITTAL

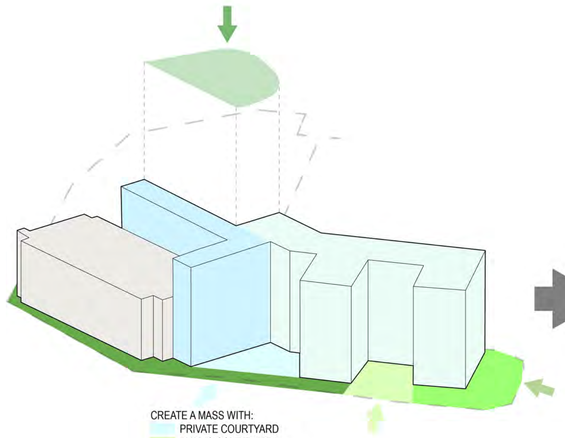
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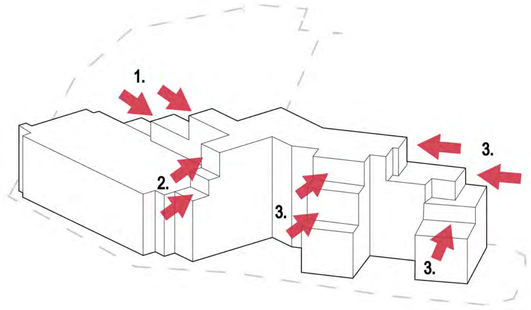
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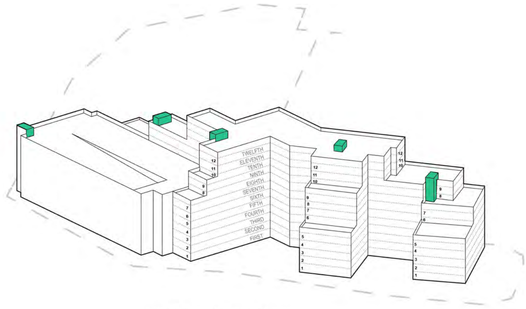
CREATE A MASS WITH:
- PRIVATE COURTYARD
- PUBLIC COURTYARD
- CORNER ANCHORING PLAZA
- PUBLIC PARK
- UNITS WRAPPING GARAGE
- MEANDERING PASEO AROUND SITE
- MAXIMIZE DENSITY
- ADD PARKING/BUFFER FROM HIGHWAY



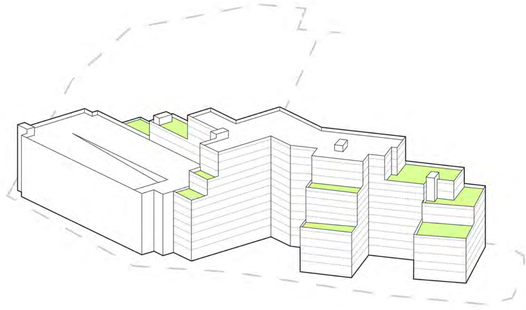
1. REDUCE SIZE OF SINGLE LOAD CORRIDOR = GAIN EFFICIENCY

2. REDUCE SIZE OF SINGLE LOAD CORRIDOR = GAIN EFFICIENCY
=ALLOW SUNIGHT ITO ENTER POOL DECK

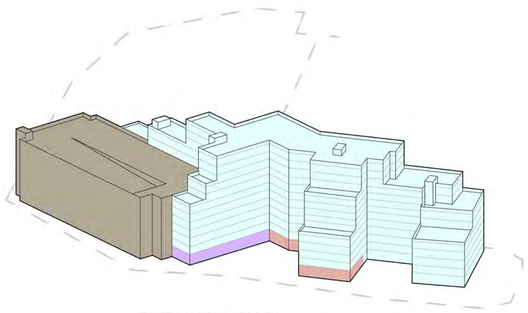
3. CREATE TERRACING = REDUCE "WALL" EFFECT
=RAISE STANDARD OF LIVING



ESTABLISH CIRCULATION CORES

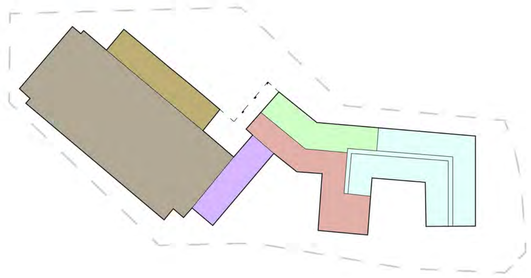


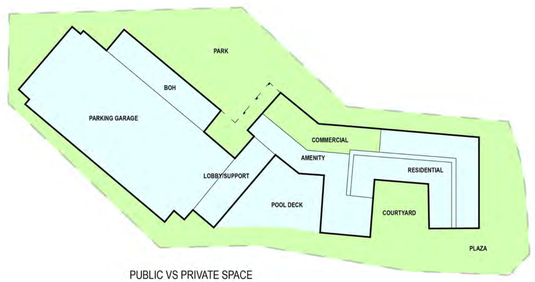
ESTABLISH TERRACES FOR RESIDENTIAL USE



ESTABLISH PRIVATE PROGRAM

- LOBBY/SUPPORT
- AMENITY
- GARAGE
- RESIDENTIAL
- COMMERCIAL
- BOH





PUBLIC VS PRIVATE SPACE

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC
RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

FORM DIAGRAMS

PHASE:
PDD SUBMITTAL

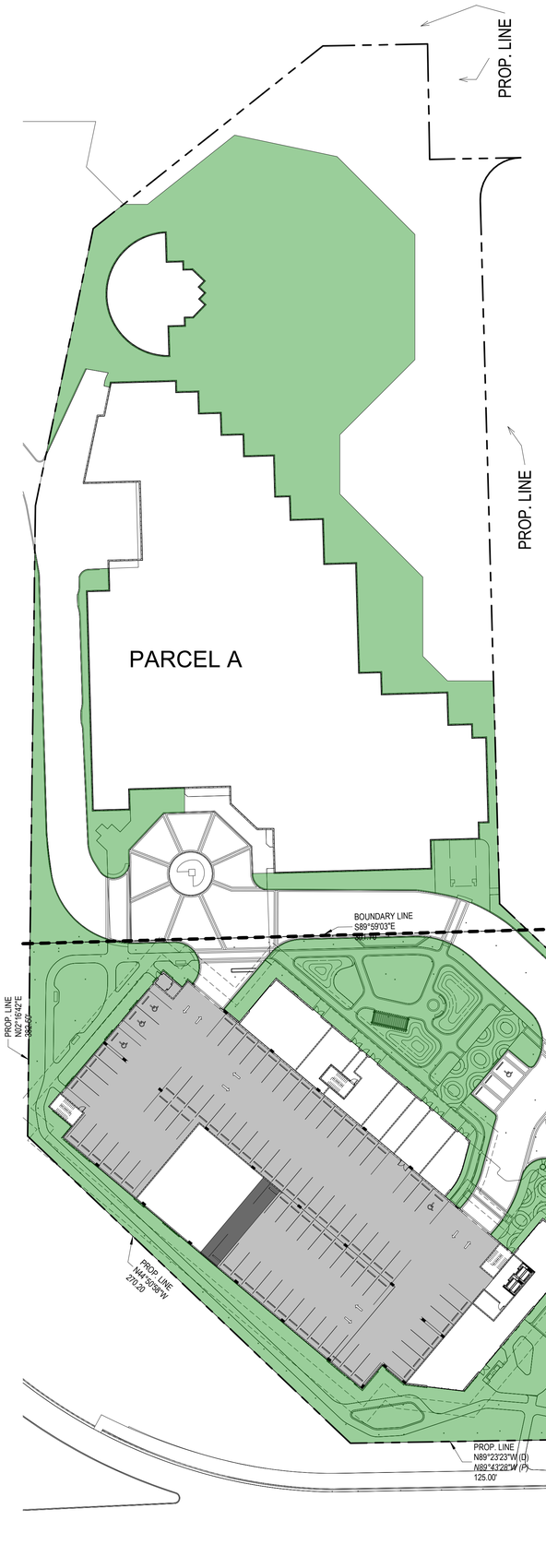
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A-1.04



GROUND FLOOR PLAN - OPEN SPACE

SCALE: 1" = 40'-0"

PARCEL B - PARKING PARCEL		
APPROX. PROPOSED OPEN SPACE PROPOSED BUILDING FOOTPRINT FOR REFERENCE (PARCEL A = 42,439 SF / 32%) (PARCEL B = 69,924 SF / 45%)		
OPEN SPACE CALCULATION	**MIN. REQUIRED**	
PARCEL A (132,636 SF) X 20%	26,527 SF	
PARCEL B (155,453 SF) X 20%	31,091 SF	
TOTAL MINIMUM OPEN SPACE REQUIRED	**57,618 SF**	
	PROVIDED	
PARCEL A - OPEN SPACE	41,169 SF	31.0%
PARCEL B - OPEN SPACE	69,517 SF	44.7%
TOTAL OPEN SPACE PROVIDED	**110,686 SF**	**38.4%**

CORWILARCHITECTS
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200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PHASE:
PDD SUBMITTAL

SEAL:

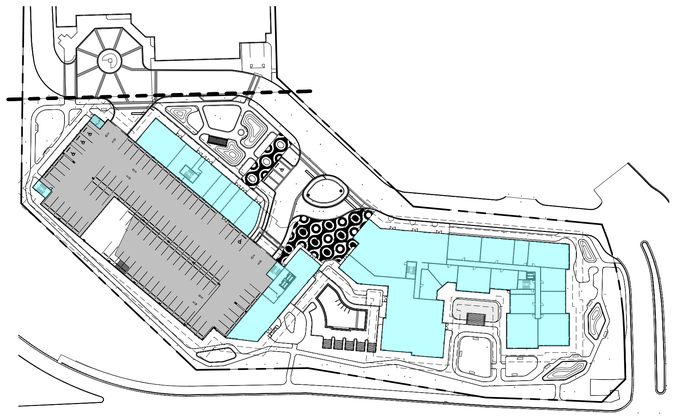
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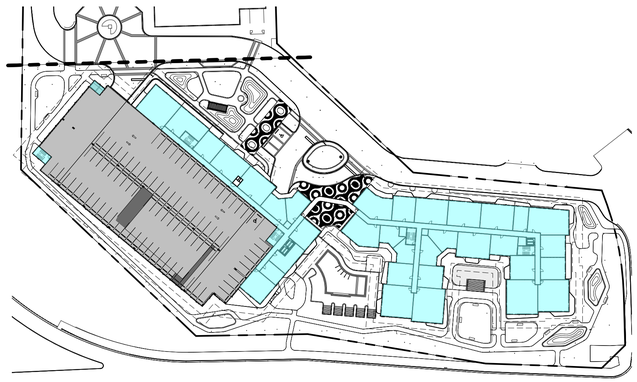
A-1.05

OPEN SPACE



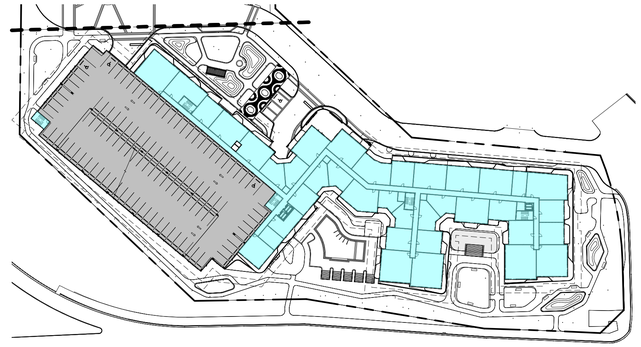
GROUND FLOOR PLAN

SCALE: 1" = 80'-0"



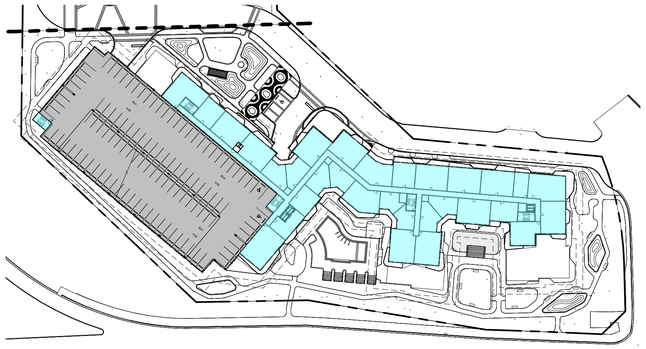
2nd - 3rd LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



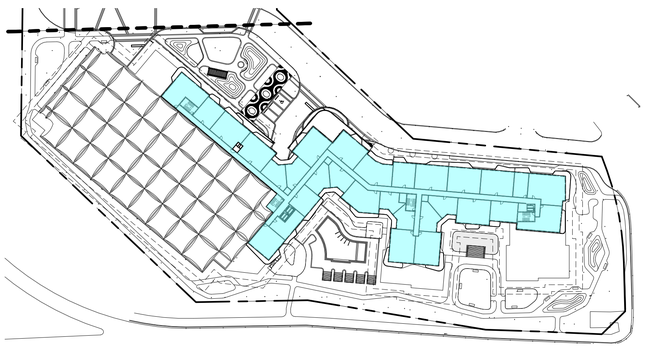
4th - 5th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



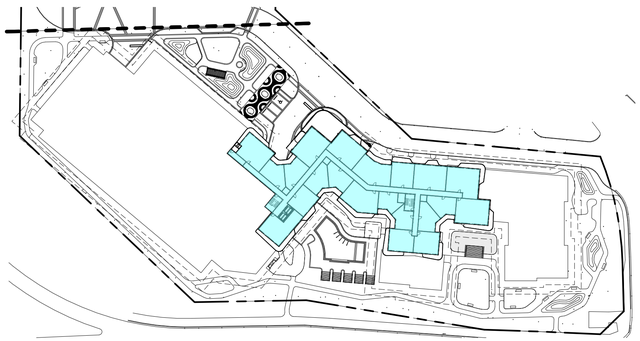
6th - 7th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



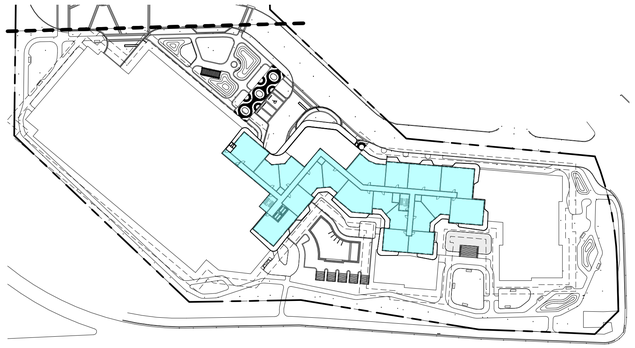
8th-9th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



10th -11th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



12th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"

FAR	
LEVELS	**FAR (SF)**
Ground Level	33,819.16
2nd Level	34,647.63
3rd Level	34,647.63
4th Level	38,342.31
5th Level	38,342.31
6th Level	31,717.89
7th Level	31,717.89
8th Level	30,232.36
9th Level	30,232.36
10th Level	20,067.19
11th Level	20,067.19
12th Level	18,028.93
TOTAL	**361,862.85**

CORWILARCHITECTS
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PROJECT:

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200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PARCEL B - F.A.R.

PHASE:
PDD SUBMITTAL

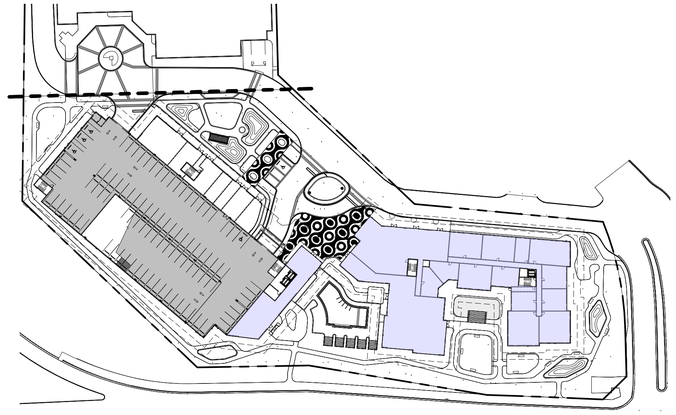
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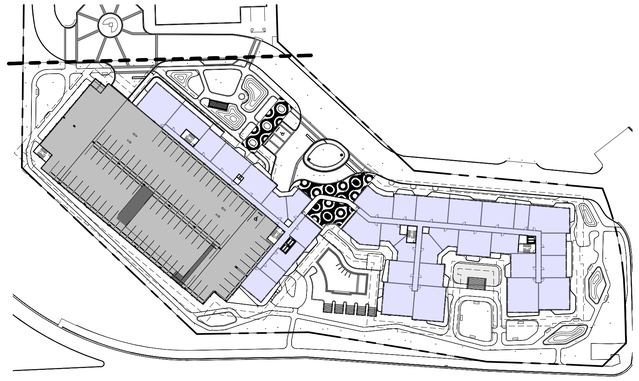
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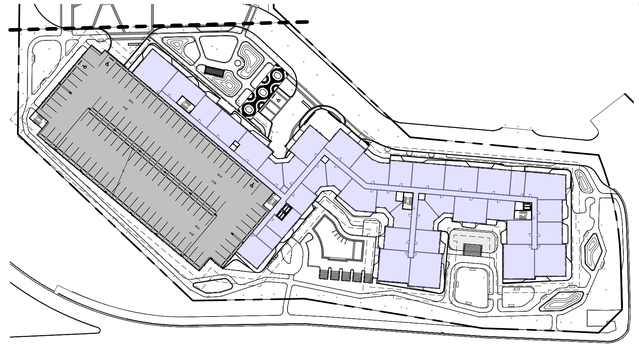
GROUND FLOOR PLAN

SCALE: 1" = 80'-0"



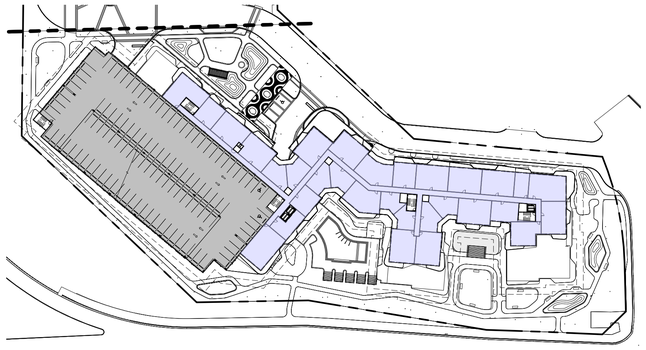
2nd - 3rd LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



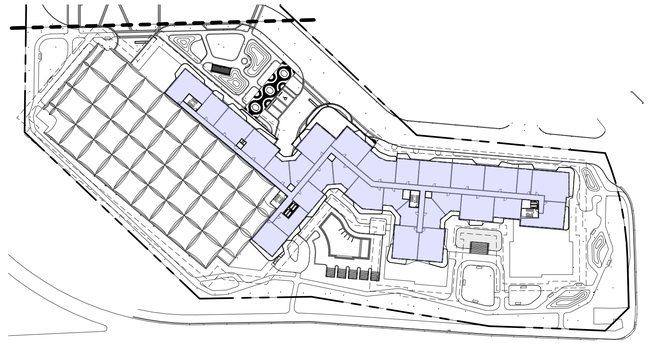
4th - 5th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



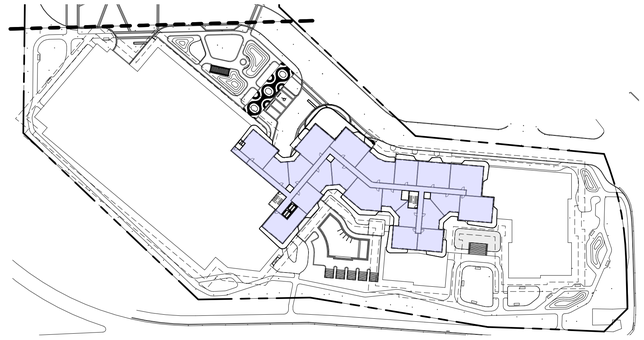
6th - 7th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



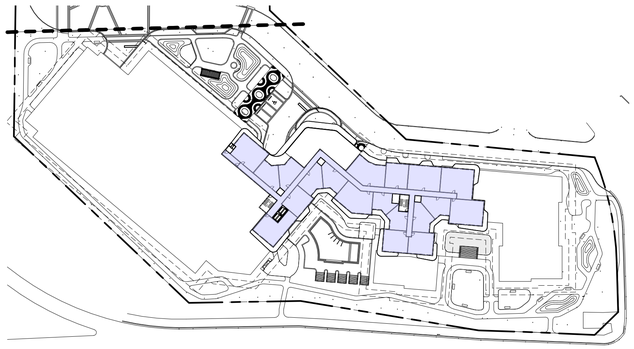
8th-9th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



10th -11th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



12th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"

NET AREA	
LEVELS	NET AREA (SF)
Ground Level	26,280.43
2nd Level	32,969.00
3rd Level	32,969.00
4th Level	36,805.59
5th Level	36,805.59
6th Level	30,132.18
7th Level	30,132.18
8th Level	28,860.63
9th Level	28,860.63
10th Level	19,261.69
11th Level	19,261.69
12th Level	17,223.42
TOTAL	**339,562.03**

CORWILARCHITECTS
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LIC.NO. AA-C002151 T.305.448.7383

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200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PARCEL B - NET AREA

PHASE:
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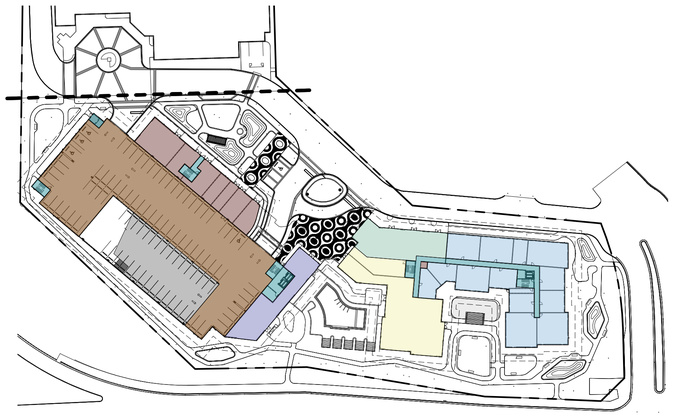
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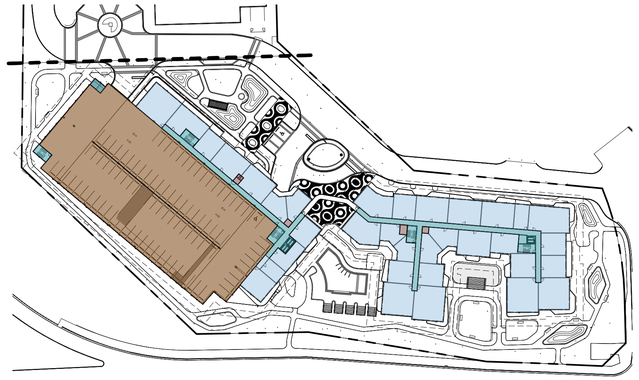
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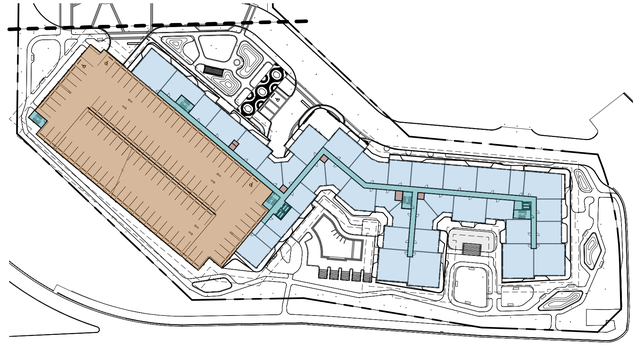
GROUND FLOOR PLAN

SCALE: 1" = 80'-0"



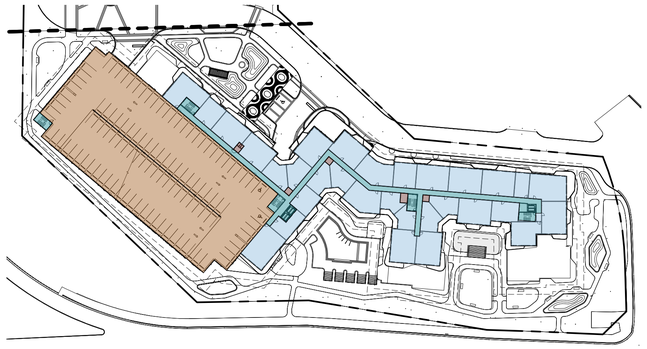
2nd - 3rd LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



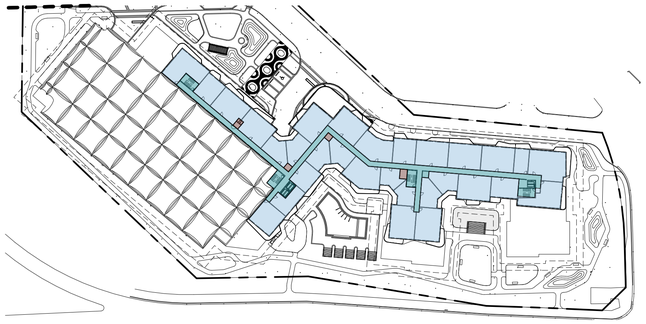
4th - 5th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



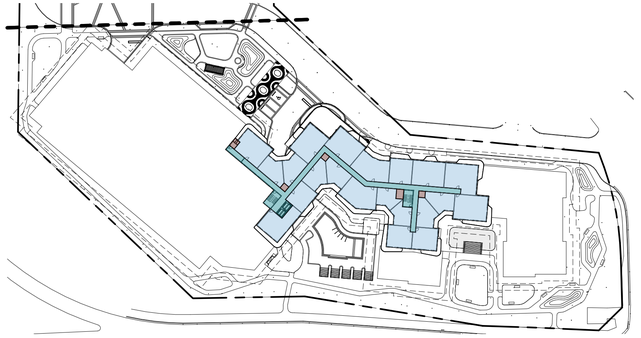
6th - 7th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



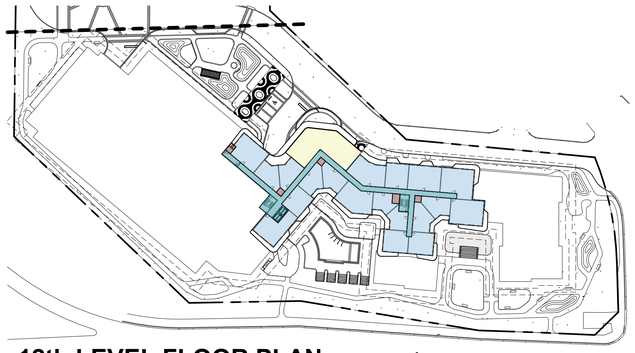
8th-9th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



10th -11th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"



12th LEVEL FLOOR PLAN

SCALE: 1" = 80'-0"

GROSS SQUARE FOOTAGE ANALYSIS

LEVELS	RESIDENTIAL		PARKING		COMMERCIAL (SF)	LOBBY/ MAIL/ LEASING/ SUPPORT (SF)	AMENITY (SF)	COMMON AREA/ CIRCULATION (SF)	POOL DECK (SF)	BACK OF HOUSE (SF)	FLOOR TOTAL (SF)
	# Units	Apartment (SF)	Garage # Spaces	Garage Area (SF)							
Ground Level	13	11,719.30	65	22,749.51	3,349.00	3,065.00	6,825.00	3,391.70	9,182.33	5,485.76	**65,767.60**
2nd Level	35	29,641.22	111	31,938.69				4,852.07		272.95	**66,704.93**
3rd Level	35	29,641.22	111	31,938.69				4,852.07		272.95	**66,704.93**
4th Level	37	32,832.26	111	32,090.80				5,183.30		327.20	**70,433.56**
5th Level	37	32,832.26	111	32,090.80				5,183.30		327.20	**70,433.56**
6th Level	31	26,820.63	111	32,090.80				4,668.16		327.20	**63,906.79**
7th Level	31	26,820.63	111	32,090.80				4,668.16		327.20	**63,906.79**
8th Level	30	25,624.57	110	32,090.80				4,515.80		325.52	**62,556.69**
9th Level	30	25,624.57						4,515.80		325.52	**30,465.89**
10th Level	21	16,975.40						2,836.38		329.04	**20,140.82**
11th Level	21	16,975.40						2,836.38		329.04	**20,140.82**
12th Level	19	14,873.81					2,294.00	2,864.98		329.04	**20,361.83**
Roof Level								440.22			**440.22**
TOTAL	**340**	**290,381.27**	**841**	**247,080.89**	**3,349.00**	**3,065.00**	**9,119.00**	**50,808.32**	**9,182.33**	**8,978.62**	
* DOES NOT INCLUDE ROOFS/ BALCONIES								* GRAND TOTAL:			621,964.43

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PARCEL B - GROSS SQUARE FOOTAGE

PHASE:
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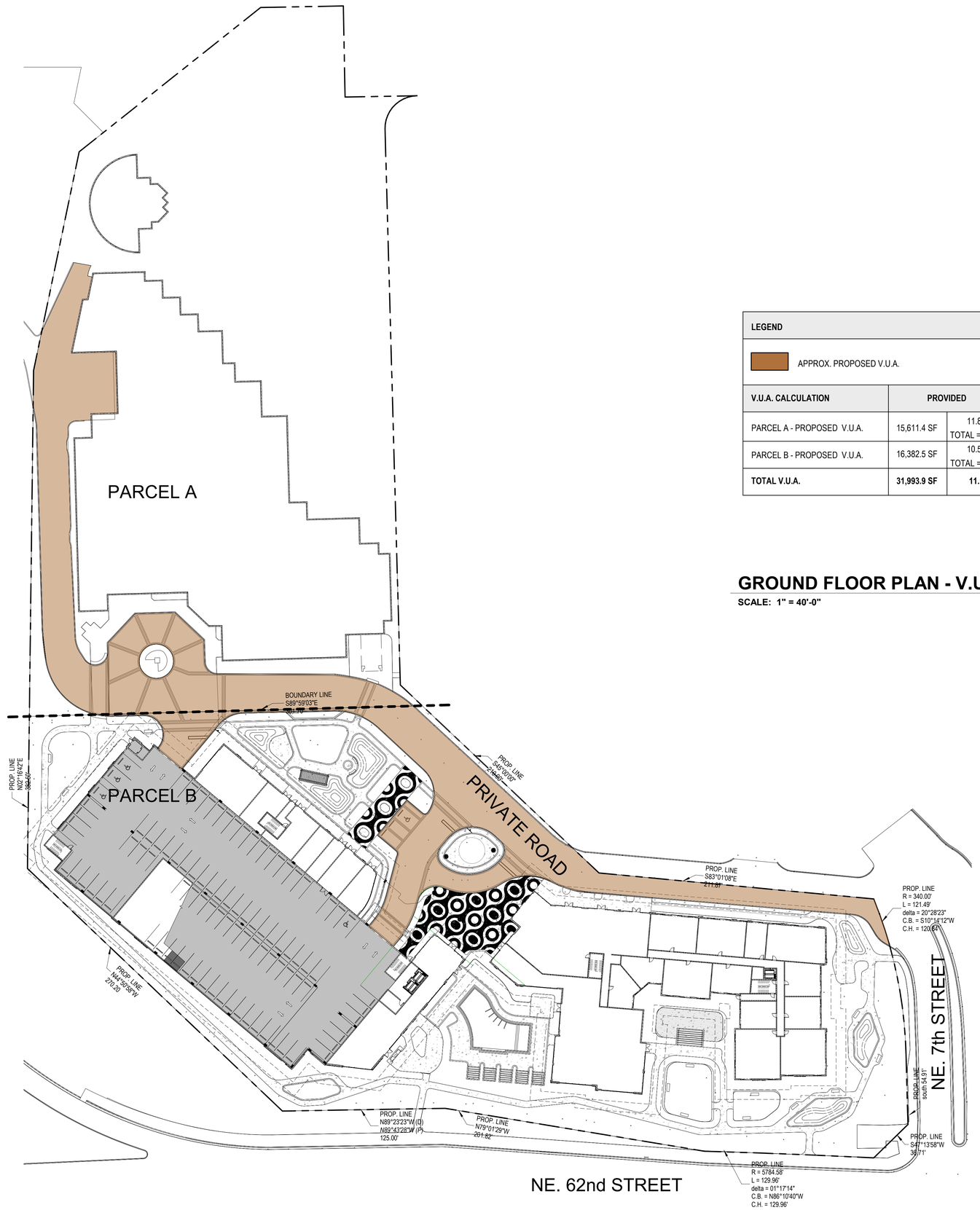
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GROUND FLOOR PLAN - V.U.A.

SCALE: 1" = 40'-0"

LEGEND		
APPROX. PROPOSED V.U.A.		
V.U.A. CALCULATION	**PROVIDED**	
PARCEL A - PROPOSED V.U.A.	15,611.4 SF	11.8% TOTAL = 5.4%
PARCEL B - PROPOSED V.U.A.	16,382.5 SF	10.5% TOTAL = 5.7%
TOTAL V.U.A.	**31,993.9 SF**	**11.1%**

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

V.U.A.

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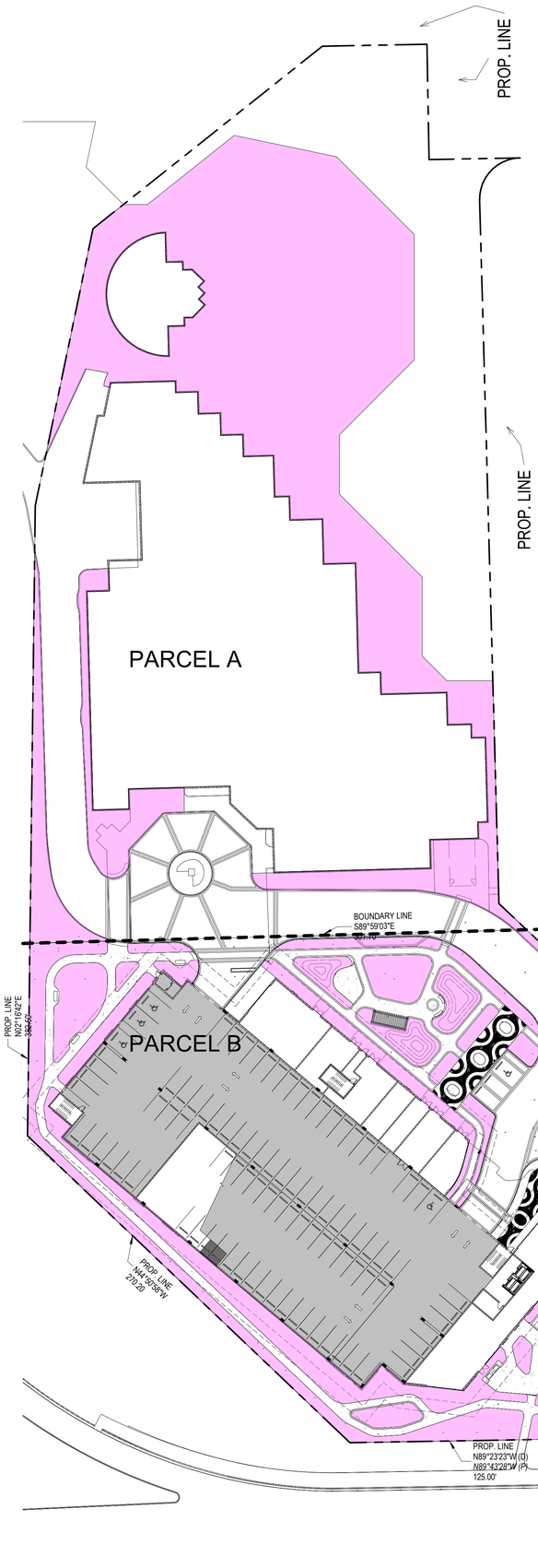
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PARCEL B - PARKING PARCEL		
APPROX. PROPOSED LANDSCAPE AREA		
PROPOSED BUILDING FOOTPRINT FOR REFERENCE (PARCEL A = 42,439 SF / 32%) (PARCEL B = 66,855 SF / 43%)		
LANDSCAPE AREA CALCULATION	**MIN. REQUIRED**	
PARCEL A (132,636 SF) X 20%	26,527 SF	
PARCEL B (155,453 SF) X 20%	31,091 SF	
TOTAL MINIMUM OPEN SPACE REQUIRED	**57,618 SF**	
	PROVIDED	
PARCEL A - LANDSCAPE AREA	41,169 SF	31%
PARCEL B - LANDSCAPE AREA	43,116 SF	27.7%
TOTAL LANDSCAPE AREA PROVIDED	**84,285 SF**	**29.3%**

GROUND FLOOR PLAN - LANDSCAPED AREA

SCALE: 1" = 40'-0"

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LANDSCAPE AREA



VEHICULAR AND PEDESTRIAN CIRCULATION

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PEDESTRIAN AND VEHICULAR CIRCULATION

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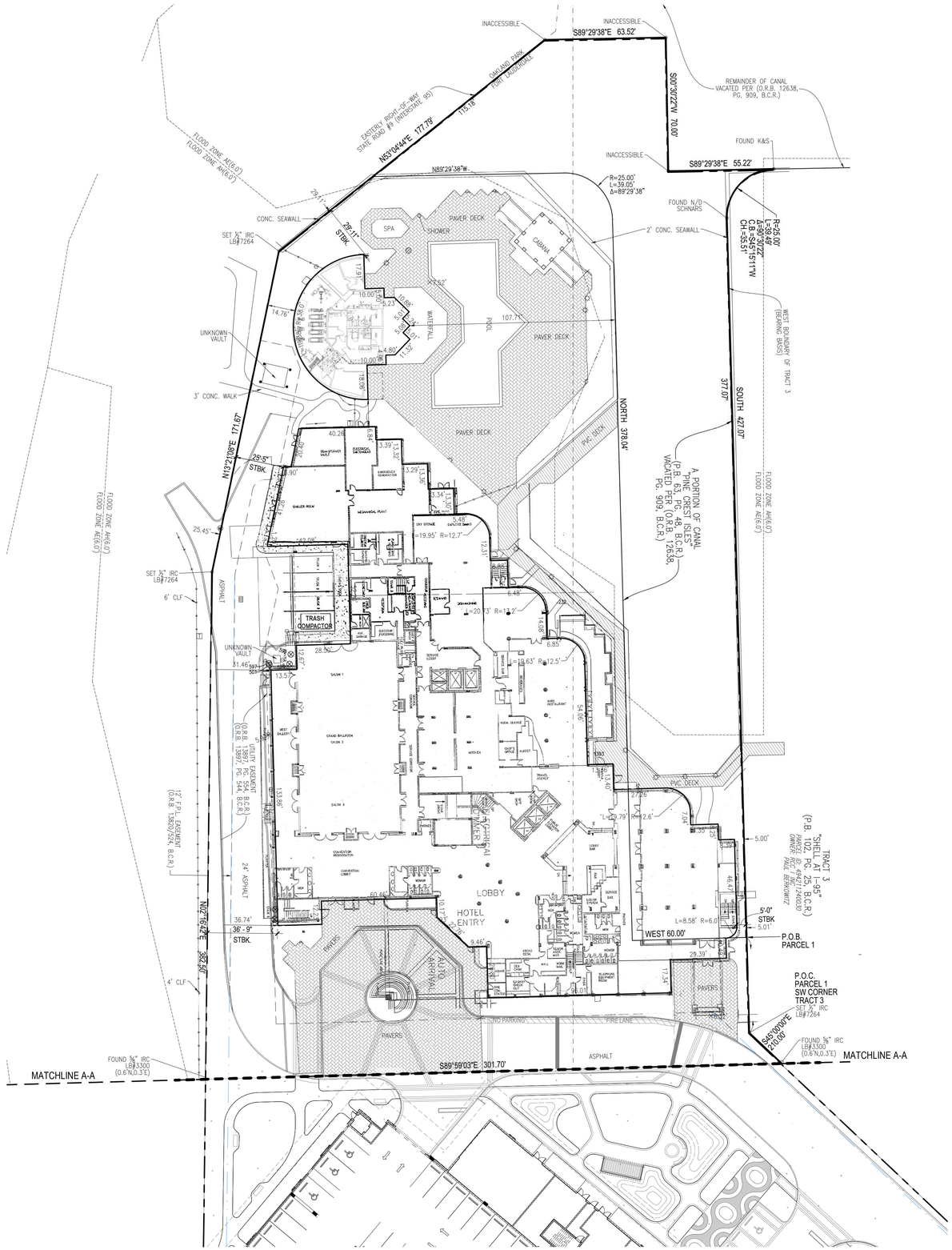
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GROUND FLOOR PLAN - PARCEL A

SCALE: 1" = 30'-0"

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PARCEL A - GROUND FLOOR PLAN

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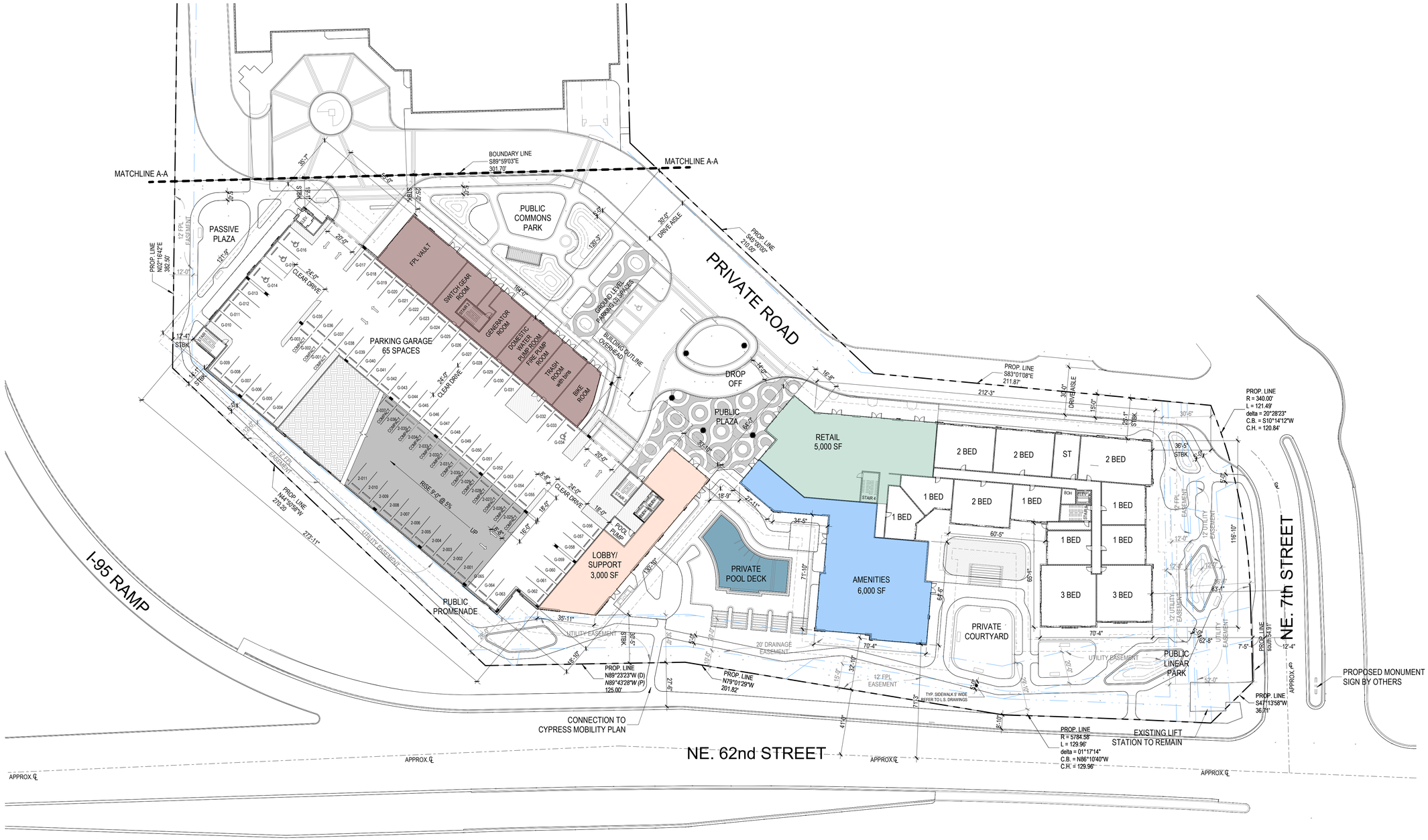
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GROUND FLOOR PLAN - PARCEL B

SCALE: 1" = 30'-0"

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PROJECT:

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PARCEL B - GROUND FLOOR PLAN

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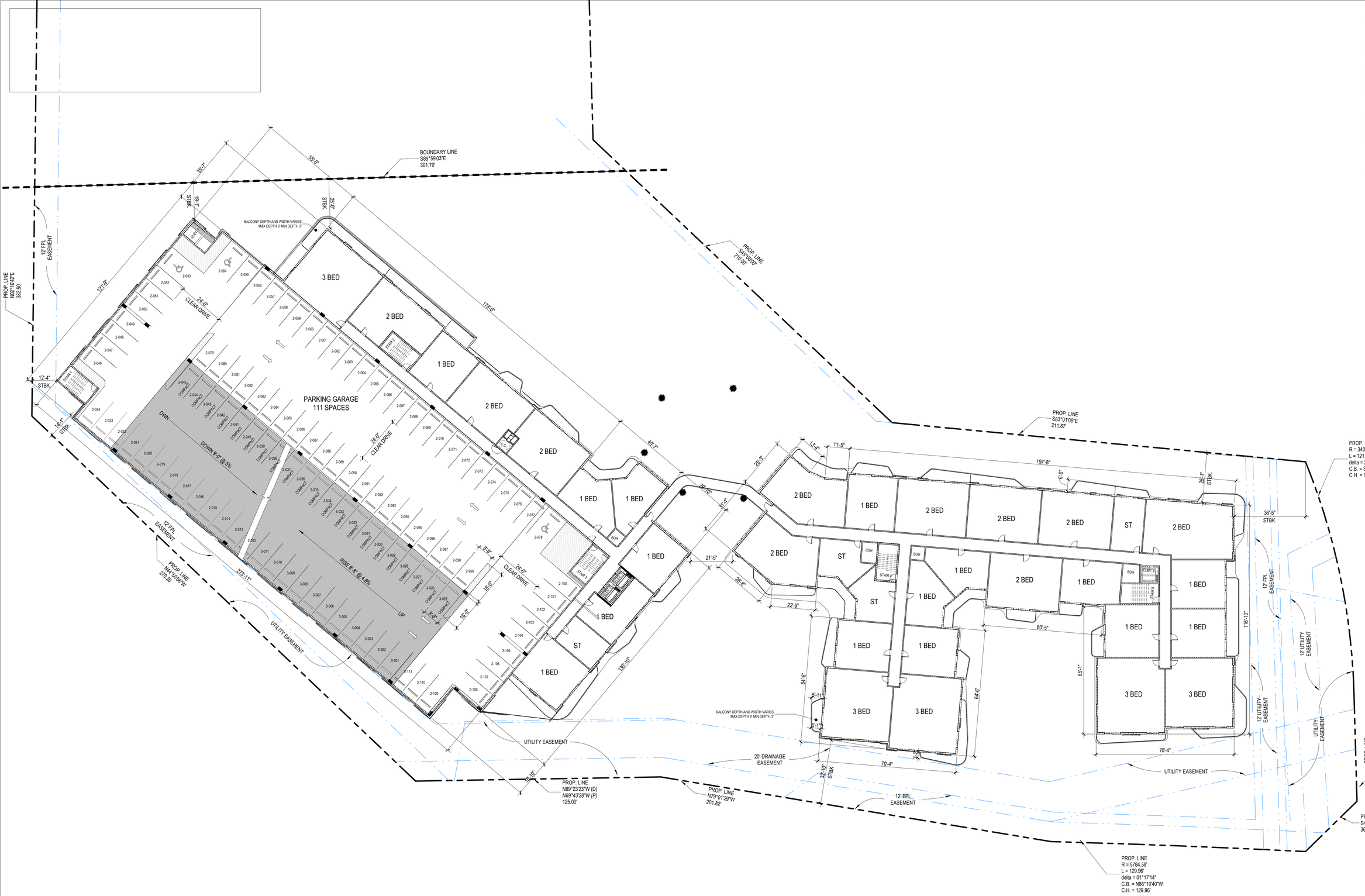
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2nd - 3rd LEVEL FLOOR PLAN

SCALE: 3/64" = 1'-0"

PARCEL B - 2nd - 3rd LEVEL FLOOR PLAN

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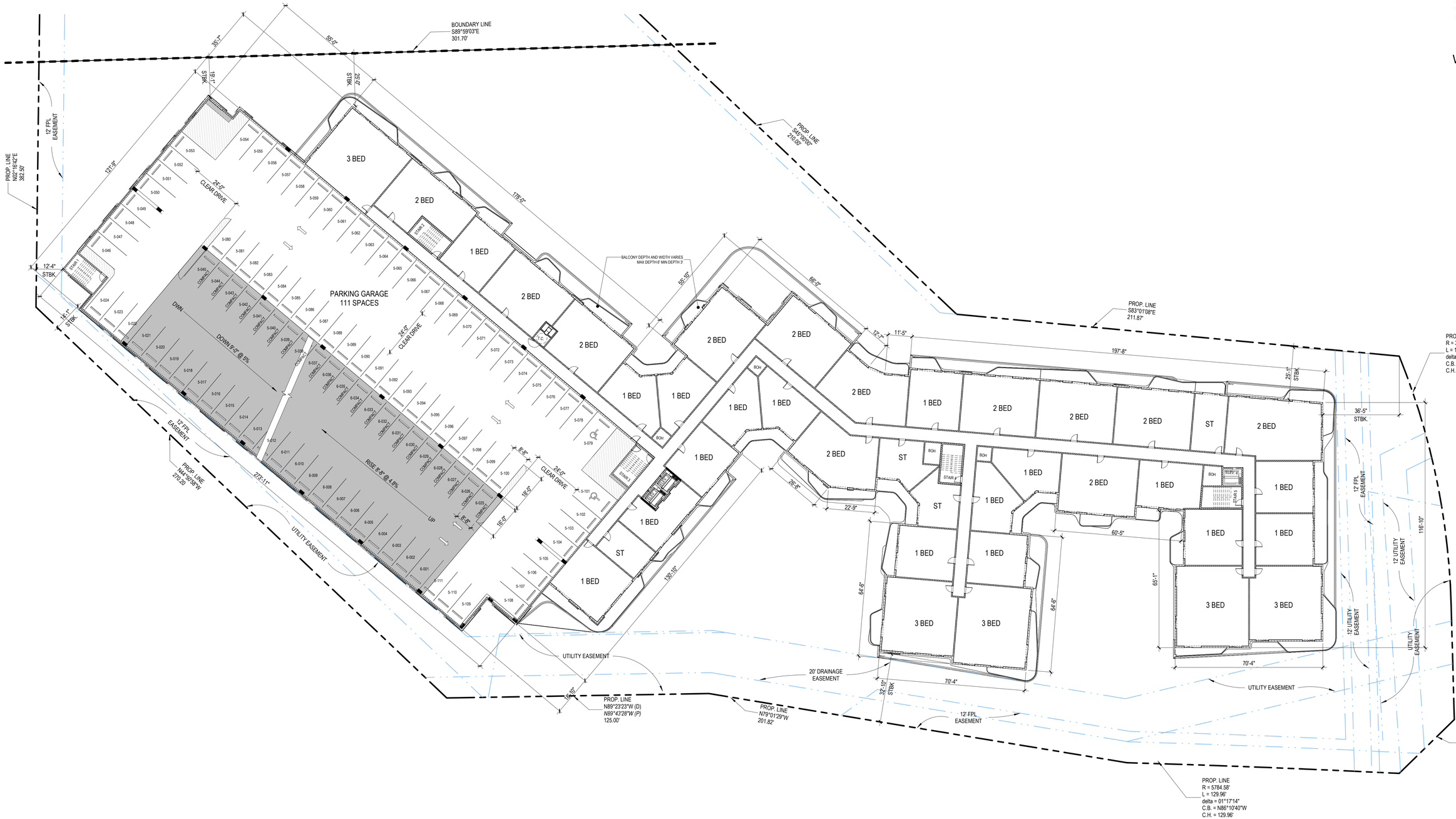
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4th - 5th LEVEL FLOOR PLAN

SCALE: 3/64" = 1'-0"

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PARCEL B - 4th - 5th LEVEL FLOOR PLAN

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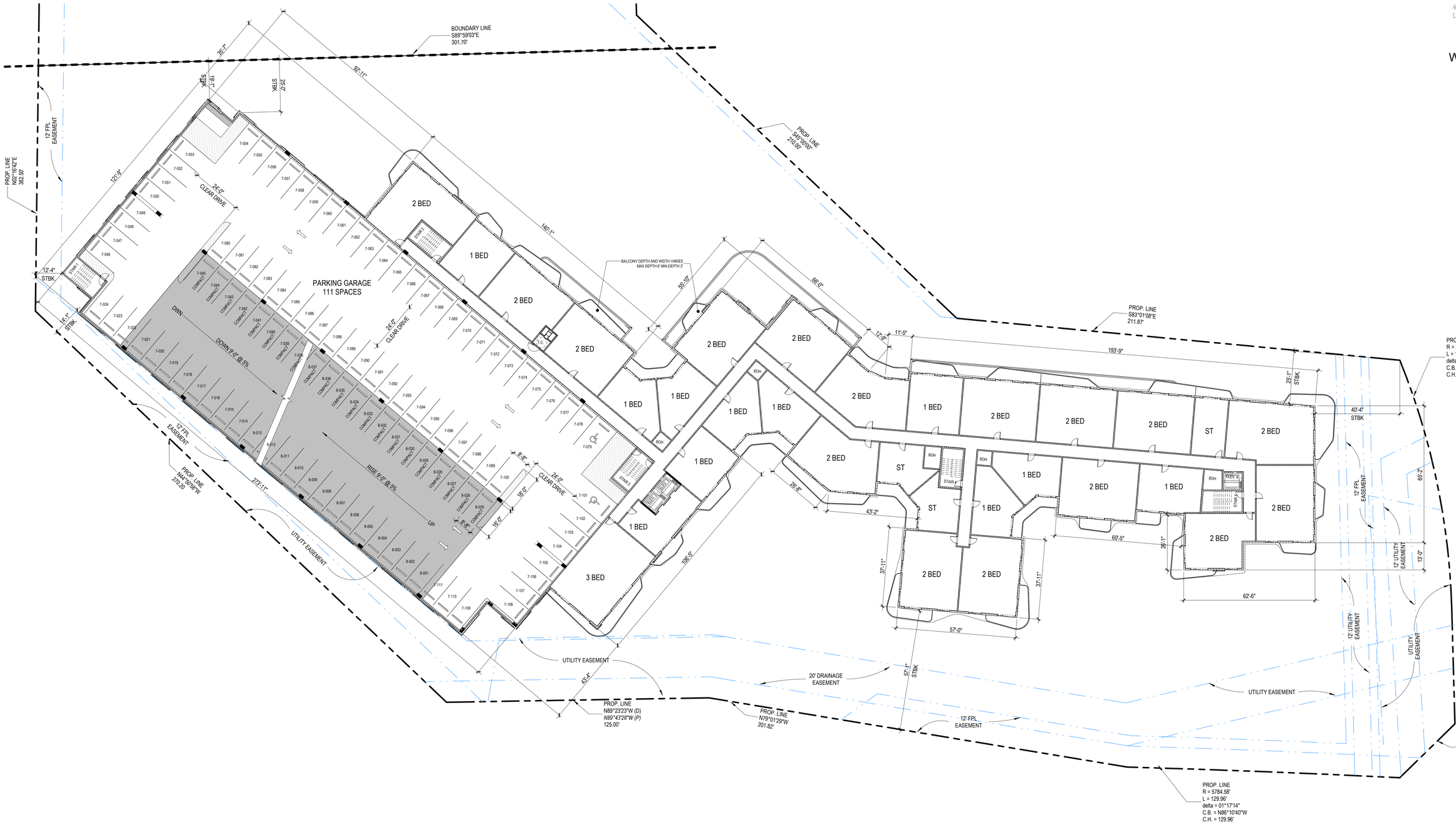
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6th - 7th LEVEL FLOOR PLAN

SCALE: 3/64" = 1'-0"

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PARCEL B - 6th - 7th LEVEL FLOOR PLAN

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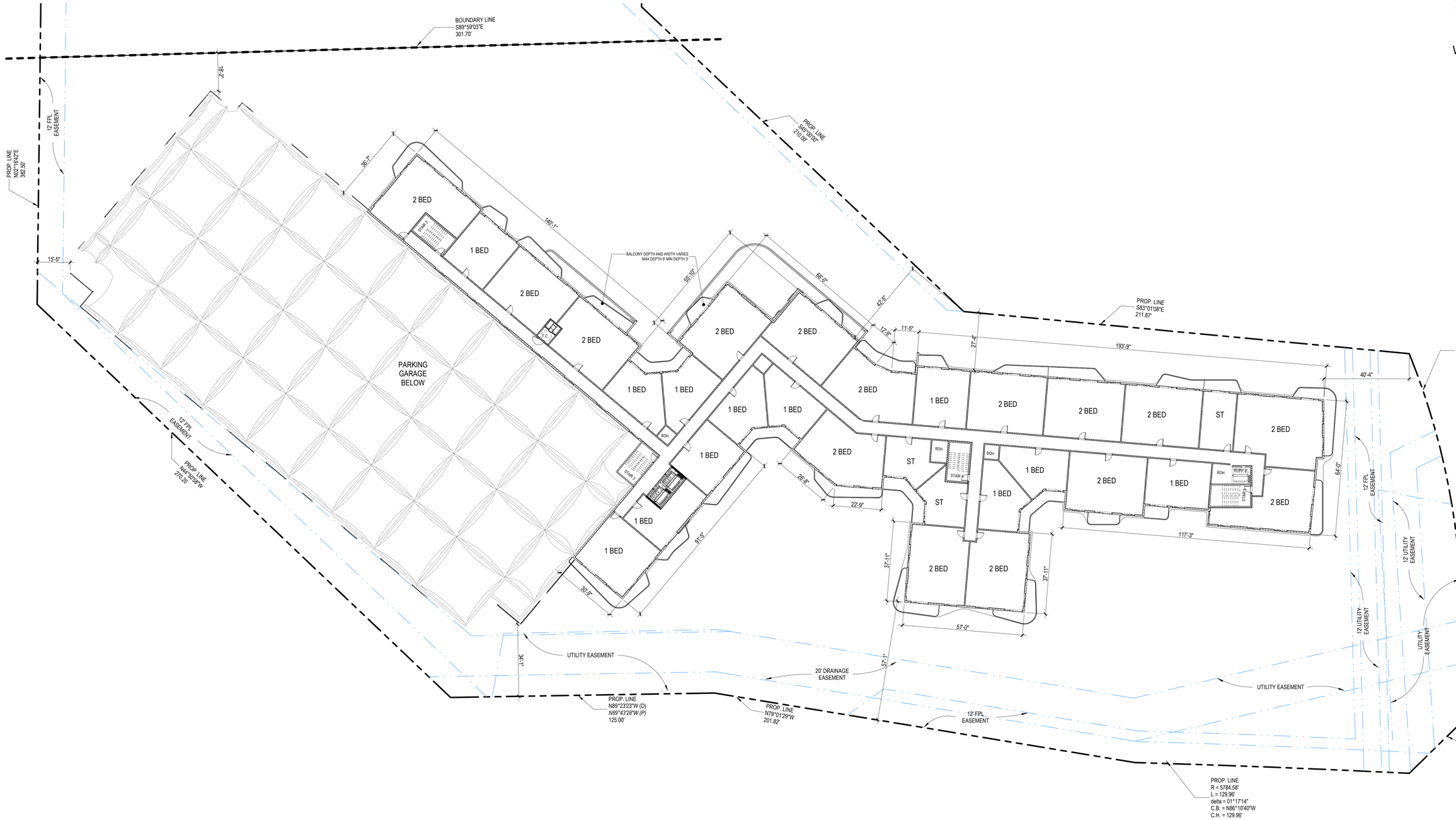
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PARCEL B - 8th - 9th LEVEL FLOOR PLAN

8th - 9th LEVEL FLOOR PLAN

SCALE: 3/64" = 1'-0"

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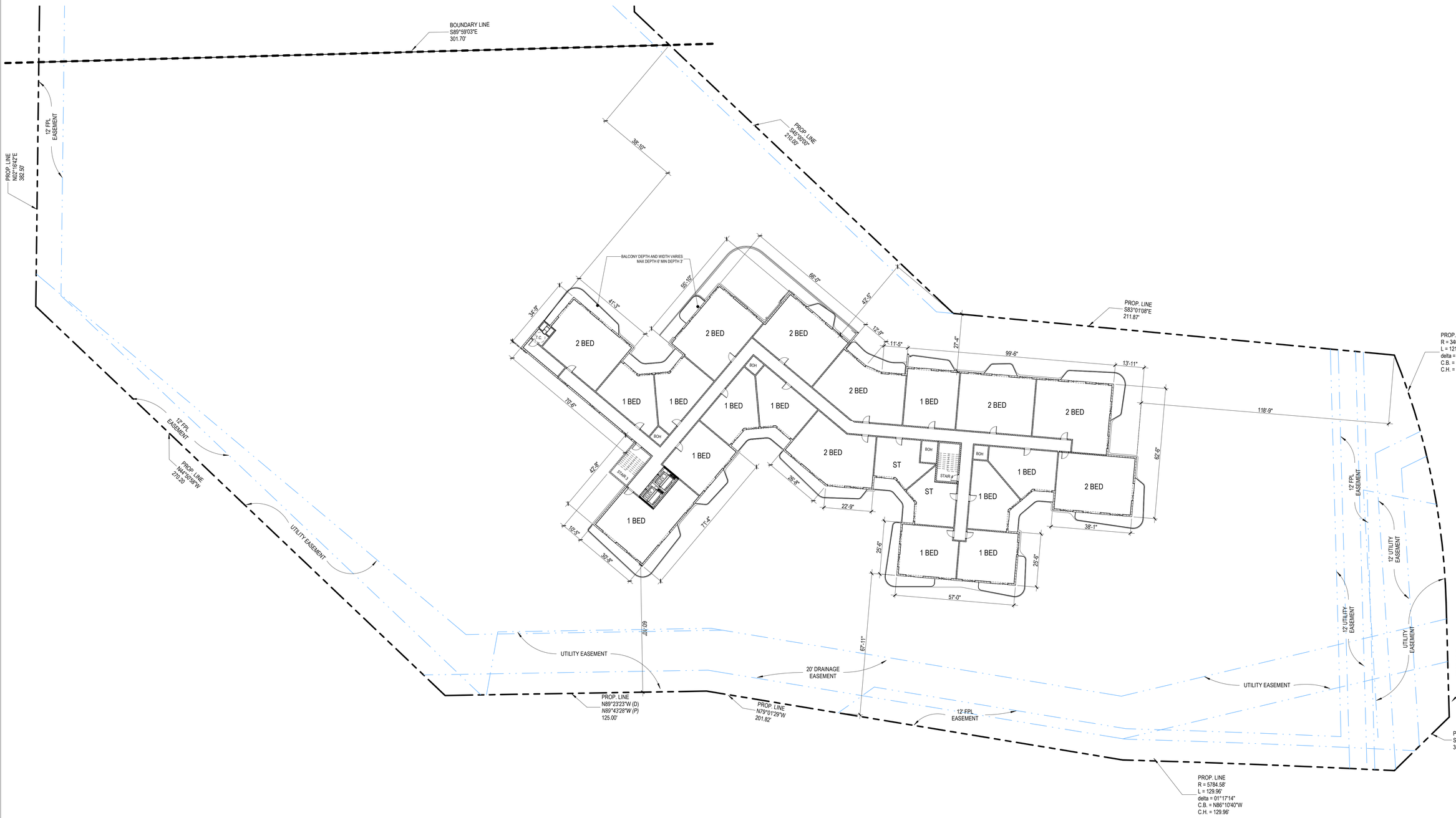
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PARCEL B - 10th-11th LEVEL FLOOR PLAN

10th - 11th LEVEL FLOOR PLAN

SCALE: 3/64" = 1'-0"

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12th LEVEL FLOOR PLAN

SCALE: 3/64" = 1'-0"

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PARCEL B - 12th LEVEL FLOOR PLAN

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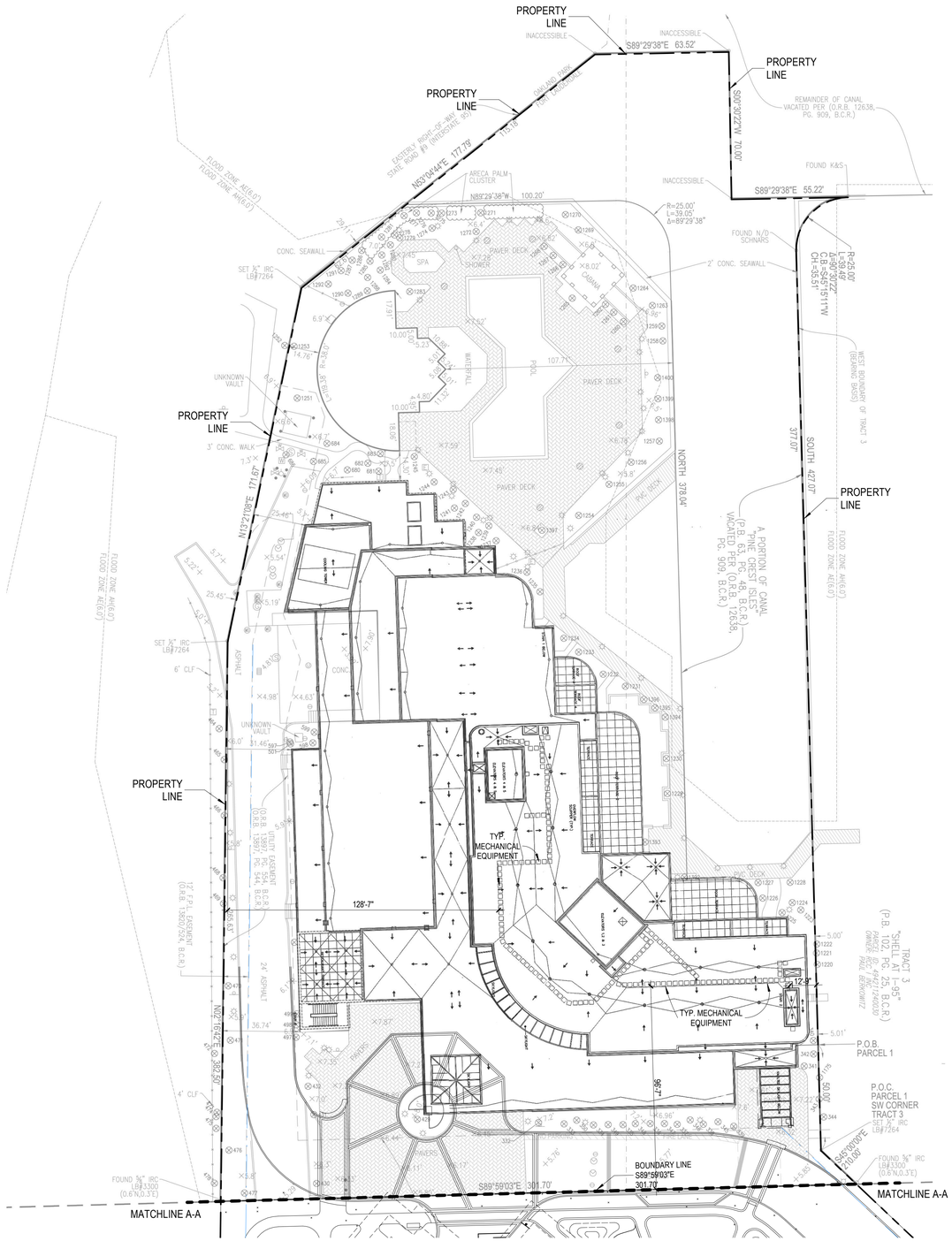
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Roof Level PARCEL A

SCALE: 1" = 30'-0"

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PARCEL A - ROOF LEVEL FLOOR PLAN

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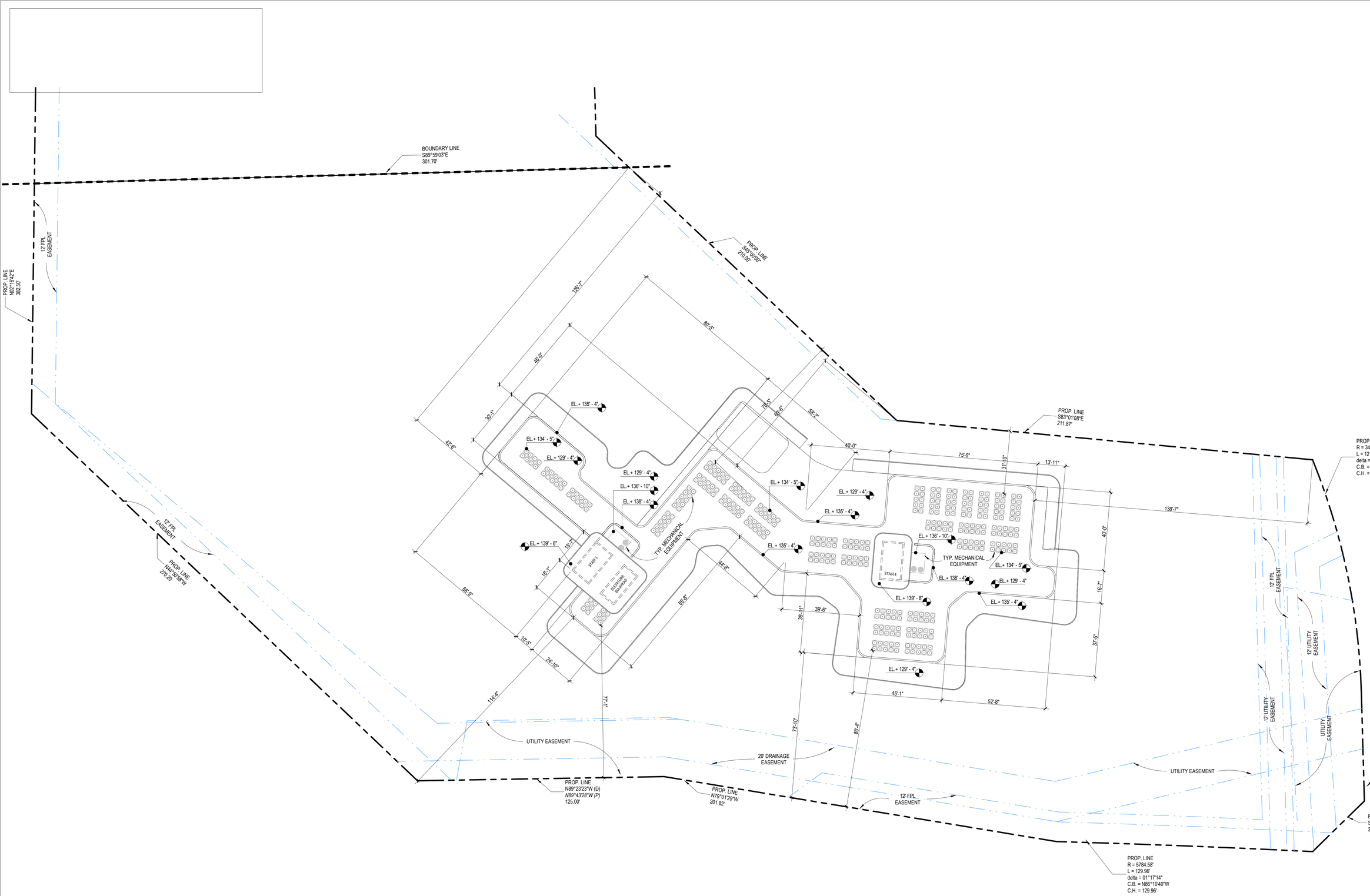
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Roof Level

SCALE: 3/64" = 1'-0"

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PARCEL B - ROOF LEVEL FLOOR PLAN

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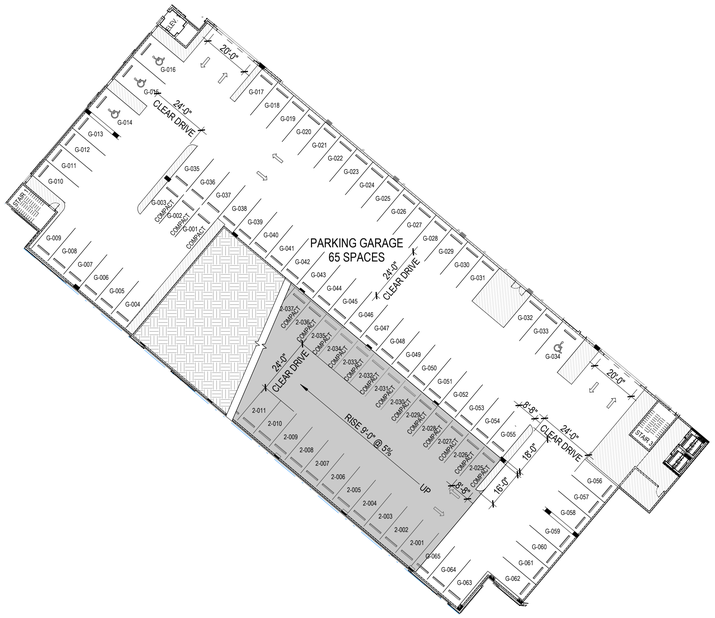
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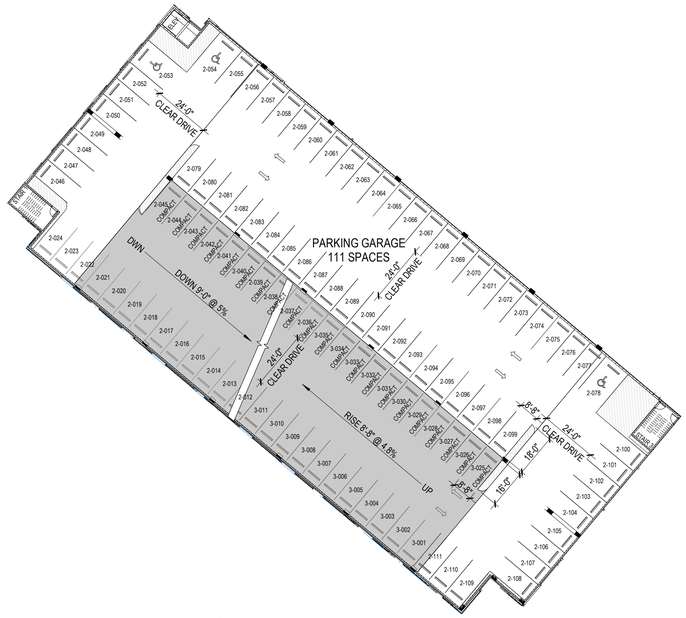
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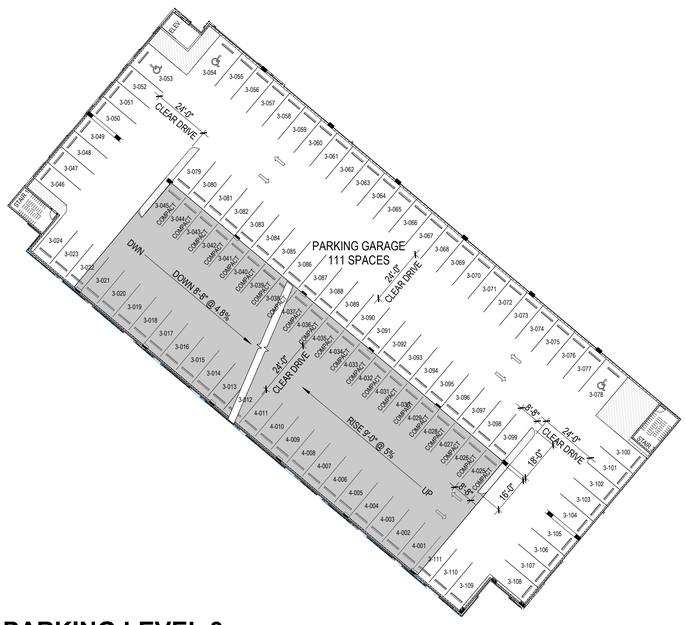
PARKING LEVEL 1

SCALE: 1" = 30'-0"



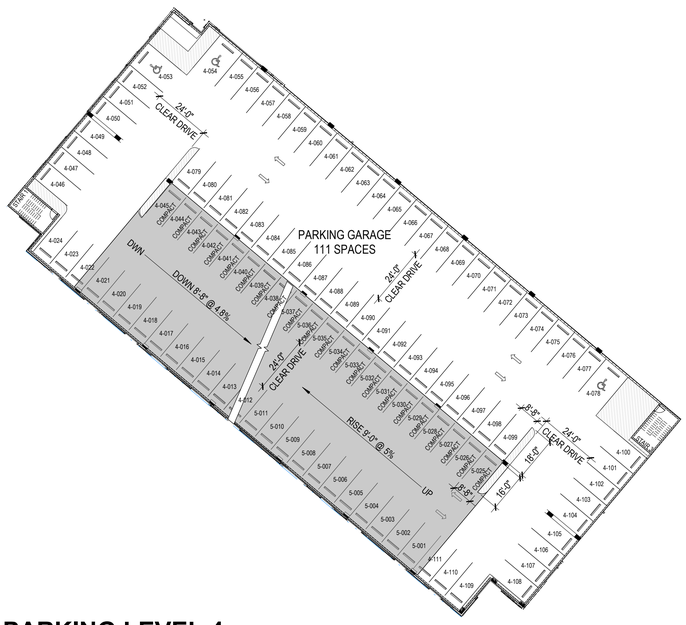
PARKING LEVEL 2

SCALE: 1" = 30'-0"



PARKING LEVEL 3

SCALE: 1" = 30'-0"



PARKING LEVEL 4

SCALE: 1" = 30'-0"

CORWILARCHITECTS
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LIC.NO. AA-C002151 T.305.448.7383

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200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

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PARCEL B - PARKING LEVELS 1st - 4th

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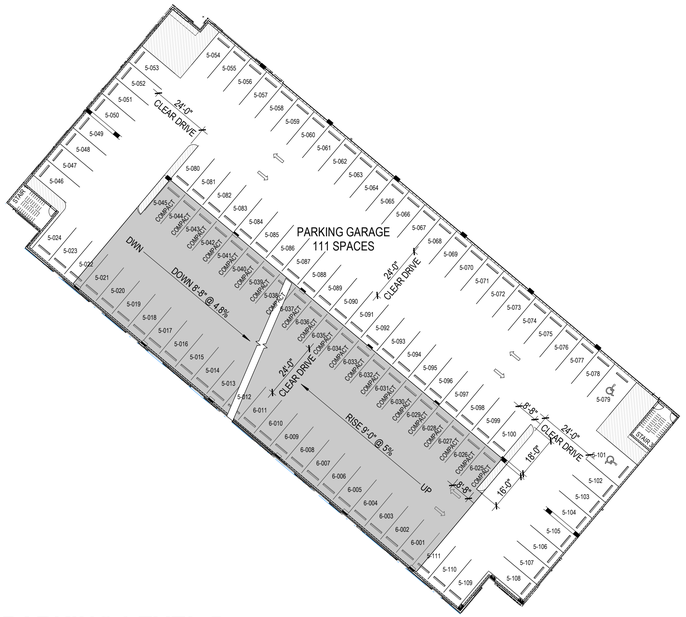
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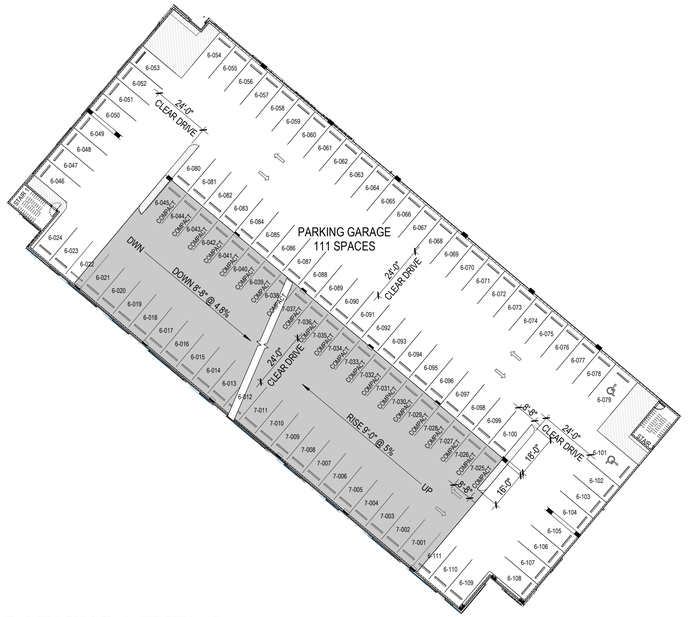
SHEET NUMBER:

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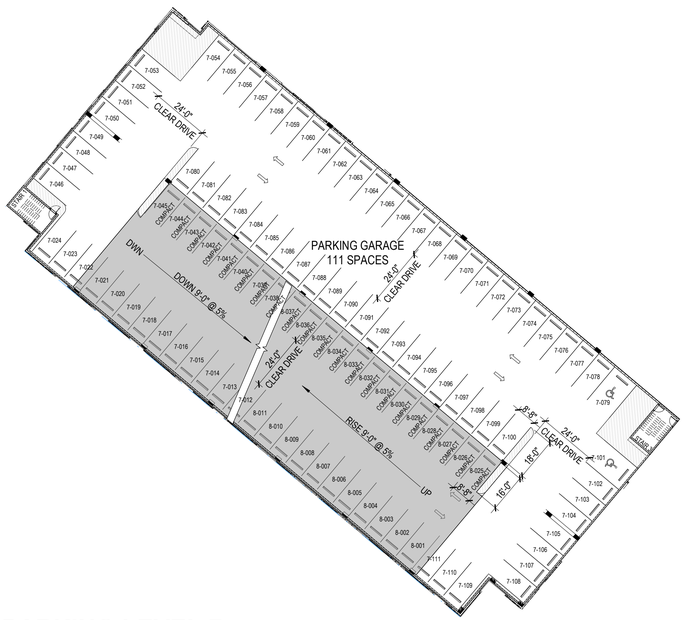
PARKING LEVEL 5

SCALE: 1" = 30'-0"



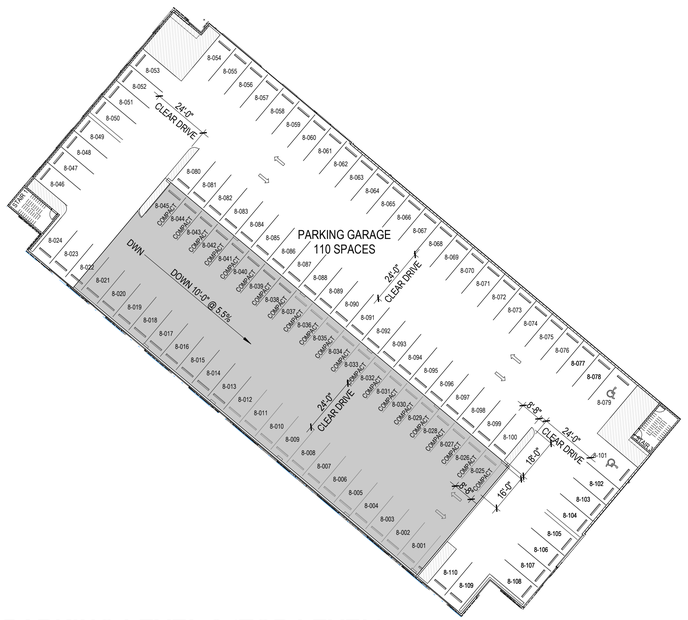
PARKING LEVEL 6

SCALE: 1" = 30'-0"



PARKING LEVEL 7

SCALE: 1" = 30'-0"



PARKING LEVEL 8 (TOP LEVEL)

SCALE: 1" = 30'-0"

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PARCEL B - PARKING LEVELS 5th - 8th

PHASE:
PDD SUBMITTAL

SEAL:

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DATE:	11-30-2022
JOB No.:	2021-54
DRAWN BY:	DA/AMV
APPR BY:	AMC
PRINTED:	12/21/2022 7:00:13 PM

SHEET NUMBER:

A-2.10



NORTHEAST ELEVATION

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

ELEVATION LEGEND

1. LIGHT TEXTURE CEMENT PLASTER FINISH (TYP. THROUGHOUT UNLESS OTHERWISE NOTED)
2. CONCRETE EYEBROW/PARAPET SLOPED TO EXTERIOR W/ APPLIED WATERPROOFING AT ALL ELEVATED SLABS OR AS OTHERWISE INDICATED BY DWGS.
3. BALCONY/ TERRACE CONCRETE SLAB PROPERLY SLOPED TO EXTERIOR W/ APPLIED WATERPROOFING AT ALL ELEVATED SLABS OR AS OTHERWISE INDICATED BY DRAWINGS.
4. 42" HT. A.F.F. HIGH ALUMINUM PICKET RAILING WITH DARK BRONZE FINISH
5. HORIZONTAL SLIDING WINDOW W/ BOTTOM GLASS FIXED PANEL. ALUMINUM FRAME & IMPACT RESISTANT GLASS. (TYP.)
6. DECORATIVE FIN W/ SMOOTH STUCCO FINISH
7. IMPACT RESISTANT ALUMINUM STOREFRONT SYSTEM (TYP.)
8. IMPACT RESISTANT METAL DOOR.
9. STAIR/ELEVATORS BULKHEAD
10. GARAGE ENTRANCE
11. SLIDING GLASS DOOR. ALUMINUM FRAME & IMPACT RESISTANT GLASS. (TYP.)
12. ARTIFICIAL GREEN SCREEN
13. DECORATIVE ALUMINUM SCREEN
14. FABRIC SHADING STRUCTURE
15. PROPOSED SIGNAGE LOCATIONS

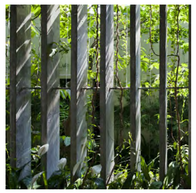
NOTE: ELEVATIONS AT 0'-0" AS REFERENCED ON THESE PLANS = 8'-0" NAVD


PLASTER FINISH (WHITE)


PLASTER FINISH (COLOR)

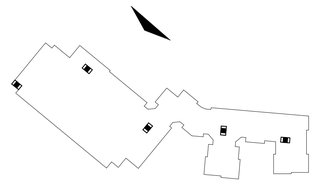

FABRIC SHADING STRUCTURE


ALUMINUM FRAMES (DARK BRONZE)


GARAGE SCREEN


ALUMINUM PICKET RAILING

NOTE: MATERIAL MANUFACTURER T.B.D.



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PHASE:
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A-3.00

NORTHEAST ELEVATION



NORTH ELEVATION

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

ELEVATION LEGEND

1. LIGHT TEXTURE CEMENT PLASTER FINISH (TYP. THROUGHOUT UNLESS OTHERWISE NOTED)
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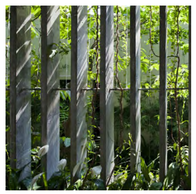
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PLASTER FINISH (WHITE)


PLASTER FINISH (COLOR)

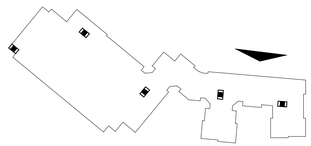

FABRIC SHADING STRUCTURE


ALUMINUM FRAMES (DARK BRONZE)


GARAGE SCREEN


ALUMINUM PICKET RAILING

NOTE: MATERIAL MANUFACTURER T.B.D.



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PHASE:
PDD SUBMITTAL

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A-3.01



EAST ELEVATION

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

ELEVATION LEGEND

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13. DECORATIVE ALUMINUM SCREEN
14. FABRIC SHADING STRUCTURE
15. PROPOSED SIGNAGE LOCATIONS

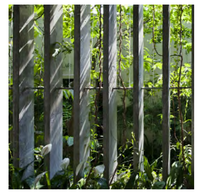
NOTE: ELEVATIONS AT 0'-0" AS REFERENCED ON THESE PLANS = 8'-0" NAVD


PLASTER FINISH (WHITE)


PLASTER FINISH (COLOR)

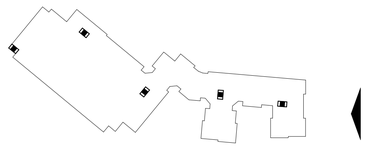

FABRIC SHADING STRUCTURE


ALUMINUM FRAMES (DARK BRONZE)


GARAGE SCREEN


ALUMINUM PICKET RAILING

NOTE: MATERIAL MANUFACTURER T.B.D.



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PHASE:
PDD SUBMITTAL

SEAL:

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APPR BY:	AMC
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A-3.02



SOUTH ELEVATION

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

ELEVATION LEGEND

1. LIGHT TEXTURE CEMENT PLASTER FINISH (TYP. THROUGHOUT UNLESS OTHERWISE NOTED)
2. CONCRETE EYEBROW/PARAPET SLOPED TO EXTERIOR W/ APPLIED WATERPROOFING AT ALL ELEVATED SLABS OR AS OTHERWISE INDICATED BY DWGS.
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13. DECORATIVE ALUMINUM SCREEN
14. FABRIC SHADING STRUCTURE
15. PROPOSED SIGNAGE LOCATIONS

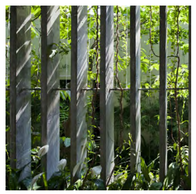
NOTE: ELEVATIONS AT 0'-0" AS REFERENCED ON THESE PLANS = 8'-0" NAVD


PLASTER FINISH (WHITE)


PLASTER FINISH (COLOR)

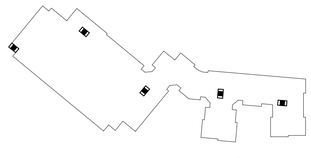

FABRIC SHADING STRUCTURE


ALUMINUM FRAMES (DARK BRONZE)


GARAGE SCREEN


ALUMINUM PICKET RAILING

NOTE: MATERIAL MANUFACTURER T.B.D.



CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

SOUTH ELEVATION

PHASE:
PDD SUBMITTAL

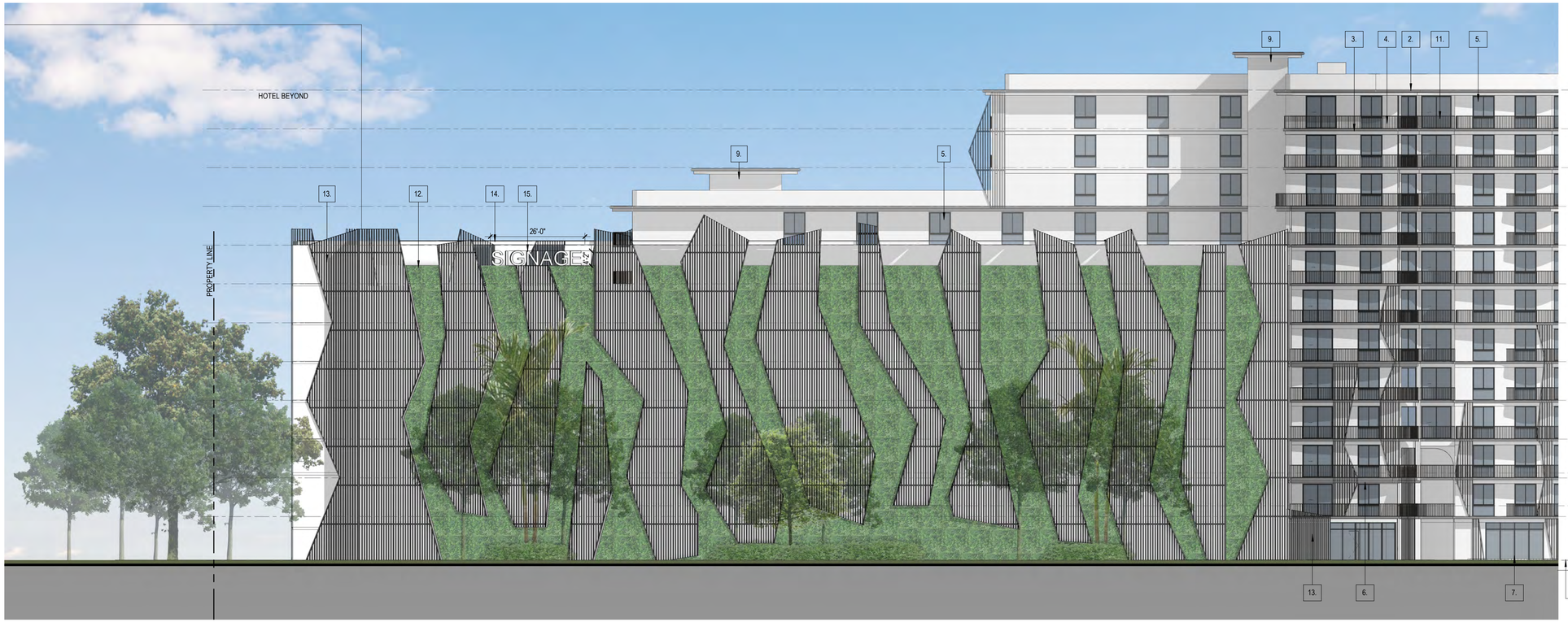
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APPR BY:	AMC
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SHEET NUMBER:

A-3.03



SOUTHWEST GARAGE ELEVATION

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

ELEVATION LEGEND

1. LIGHT TEXTURE CEMENT PLASTER FINISH (TYP. THROUGHOUT UNLESS OTHERWISE NOTED)
2. CONCRETE EYEBROW/PARAPET SLOPED TO EXTERIOR W/ APPLIED WATERPROOFING AT ALL ELEVATED SLABS OR AS OTHERWISE INDICATED BY DWGS.
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14. FABRIC SHADING STRUCTURE
15. PROPOSED SIGNAGE LOCATIONS

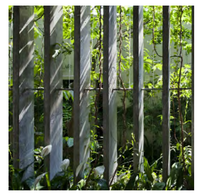
NOTE: ELEVATIONS AT 0'-0" AS REFERENCED ON THESE PLANS = 8'-0" NAVD


PLASTER FINISH (WHITE)


PLASTER FINISH (COLOR)

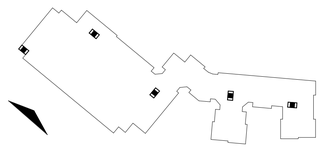

FABRIC SHADING STRUCTURE


ALUMINUM FRAMES (DARK BRONZE)


GARAGE SCREEN


ALUMINUM PICKET RAILING

NOTE: MATERIAL MANUFACTURER T.B.D.



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

SW GARAGE ELEVATION

PHASE:
PDD SUBMITTAL

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A-3.04



NORTHWEST GARAGE ELEVATION

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

ELEVATION LEGEND

1. LIGHT TEXTURE CEMENT PLASTER FINISH (TYP. THROUGHOUT UNLESS OTHERWISE NOTED)
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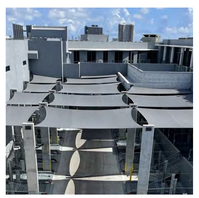
NOTE: ELEVATIONS AT 0'-0" AS REFERENCED ON THESE PLANS = 8'-0" NAVD



PLASTER FINISH (WHITE)



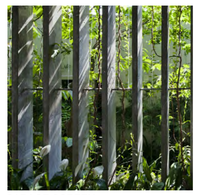
PLASTER FINISH (COLOR)



FABRIC SHADING STRUCTURE



ALUMINUM FRAMES (DARK BRONZE)

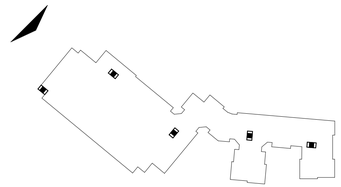


GARAGE SCREEN



ALUMINUM PICKET RAILING

NOTE: MATERIAL MANUFACTURER T.B.D.



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

NW GARAGE ELEVATIONS

PHASE:
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A-3.05



SOUTHEAST GARAGE ELEVATION

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

ELEVATION LEGEND

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15. PROPOSED SIGNAGE LOCATIONS

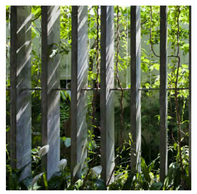
NOTE: ELEVATIONS AT 0'-0" AS REFERENCED ON THESE PLANS = 8'-0" NAVD


PLASTER FINISH (WHITE)


PLASTER FINISH (COLOR)

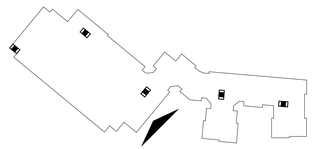

FABRIC SHADING STRUCTURE


ALUMINUM FRAMES (DARK BRONZE)


GARAGE SCREEN


ALUMINUM PICKET RAILING

NOTE: MATERIAL MANUFACTURER T.B.D.



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

SE GARAGE ELEVATIONS

PHASE:
PDD SUBMITTAL

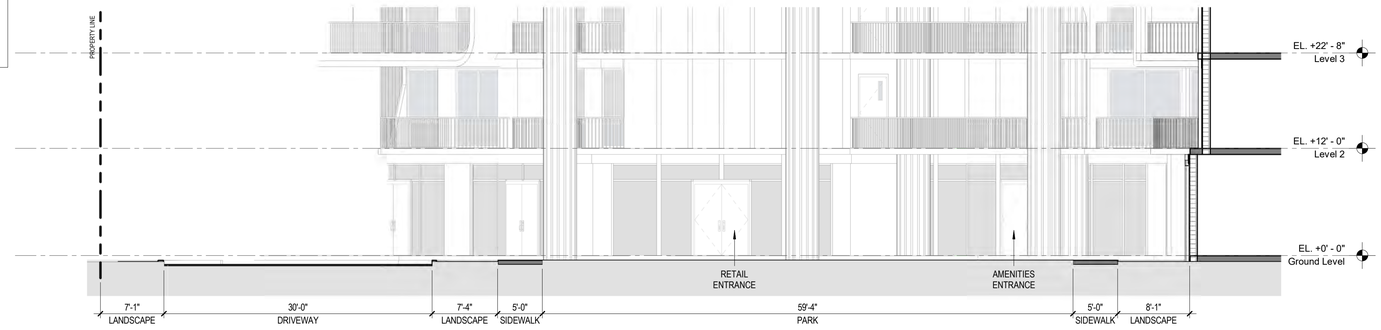
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JOB No.:	2021-54
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APPR BY:	AMC
PRINTED:	12/21/2022 7:00:16 PM

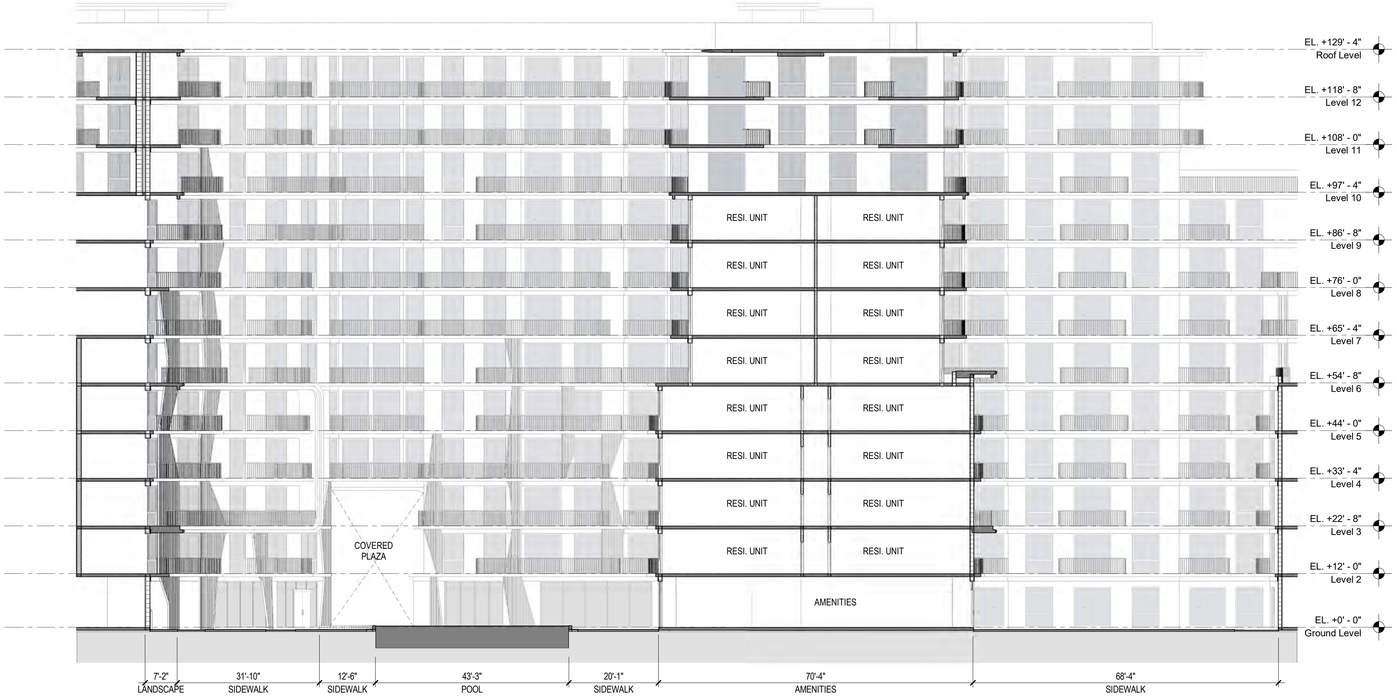
SHEET NUMBER:

A-3.06



PARK SECTION

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



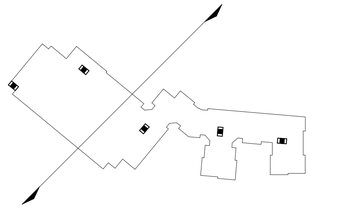
AMENITY SECTION

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



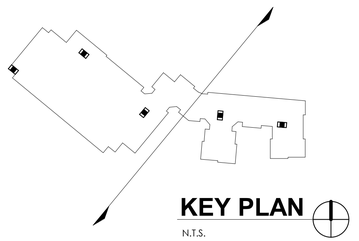
DROP OFF SECTION

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



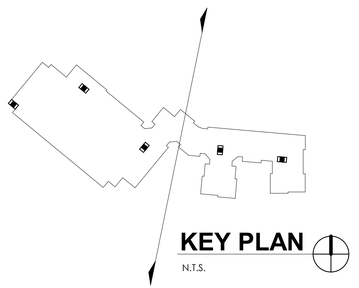
KEY PLAN

N.T.S.



KEY PLAN

N.T.S.



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PRELIMINARY SECTIONS

PHASE:
PDD SUBMITTAL

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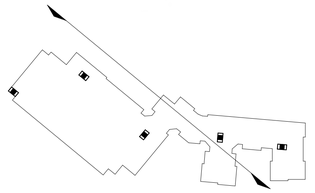
SHEET NUMBER:

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RETAIL SECTION

SCALE: 1" = 20'-0"



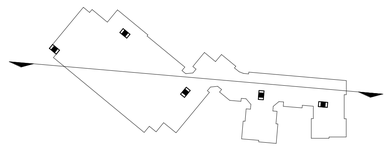
KEY PLAN

N.T.S.



RESIDENTIAL SECTION

SCALE: 1" = 20'-0"



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PRELIMINARY SECTION

PHASE:

PDD SUBMITTAL

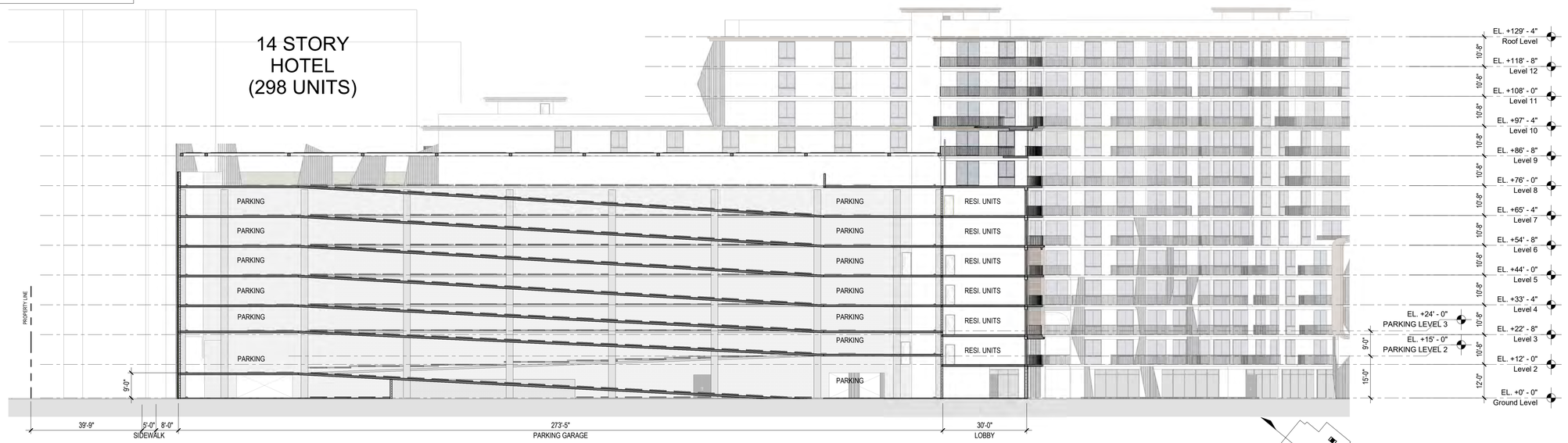
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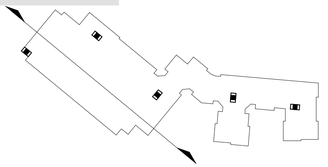
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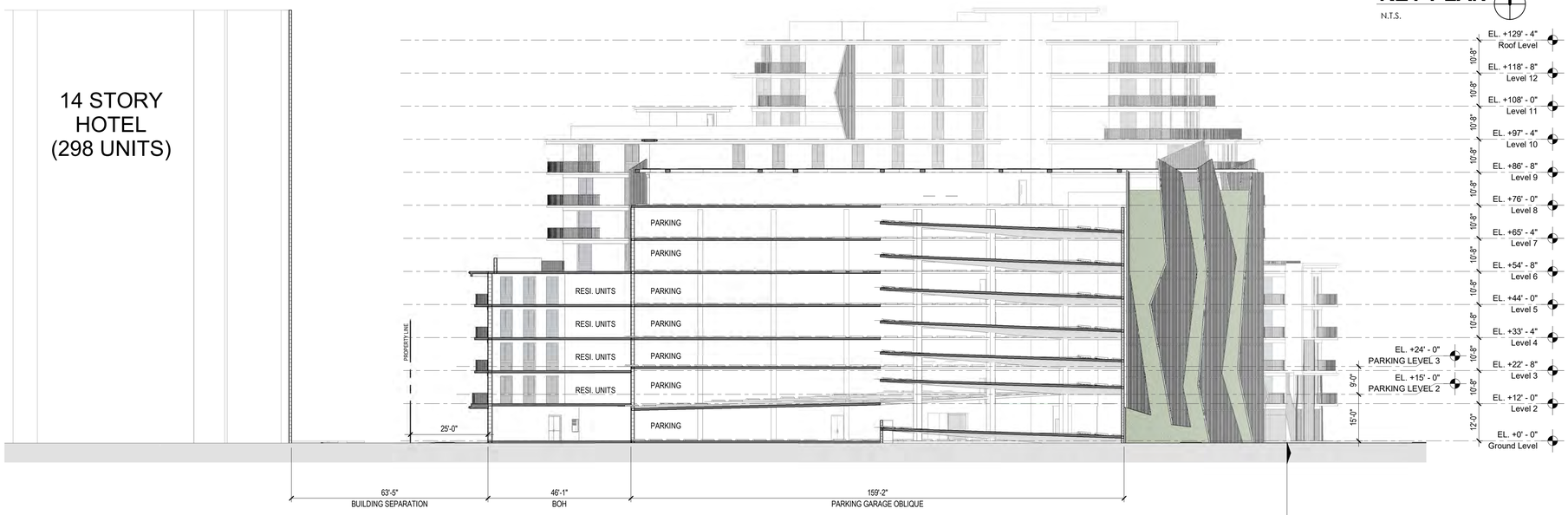
PARKING GARAGE SECTION

SCALE: 1" = 20'-0"



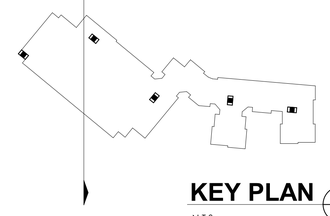
KEY PLAN

N.T.S.



ANGLED CUT THROUGH BUILDING AND ADJACENT BUILDING

SCALE: 1" = 20'-0"



KEY PLAN

N.T.S.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

PRELIMINARY SECTION

PHASE:
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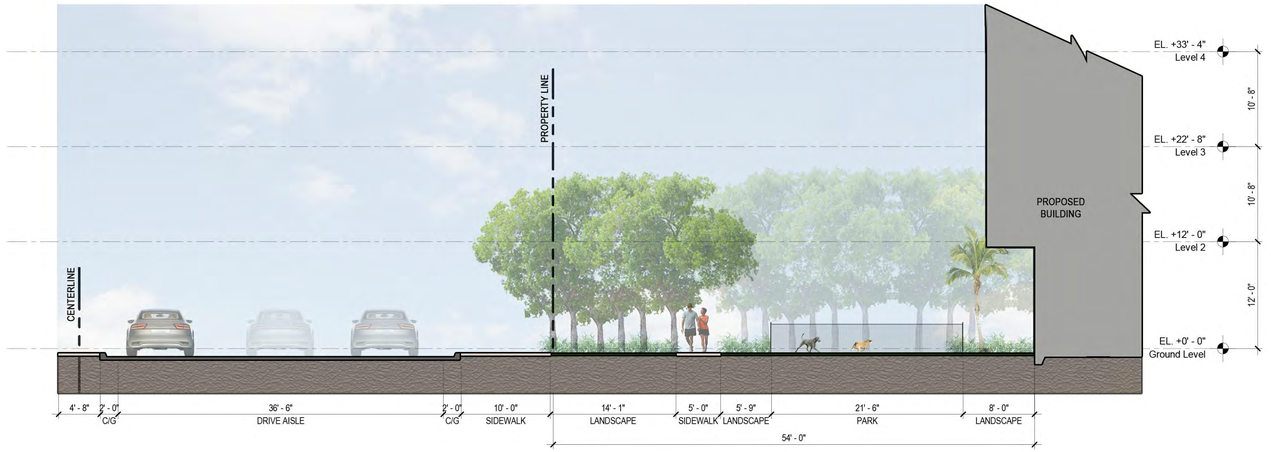
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A-3.09



CORPORATE DR - STREET SECTION

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



62ND STREET - STREET SECTION

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



PRIVATE ROAD - STREET SECTION

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

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8235 Douglas Ave,
Dallas, TX 75225

STREET SECTIONS

PHASE:
PDD SUBMITTAL

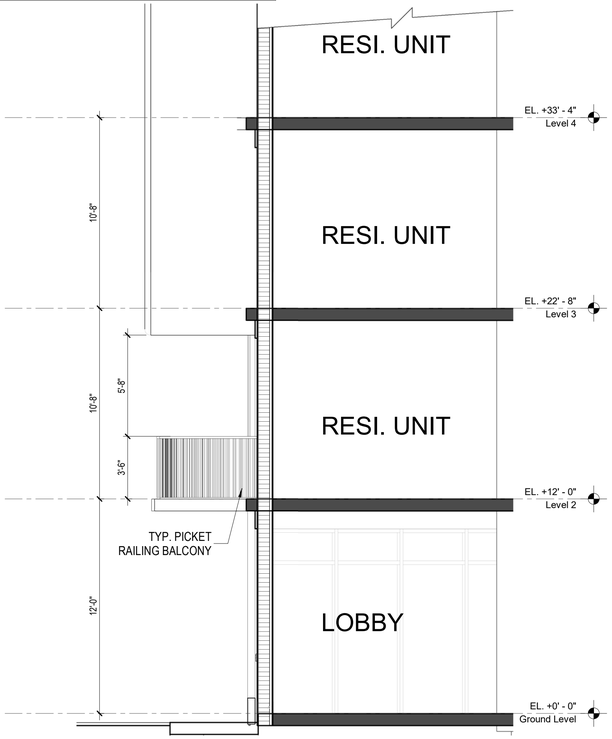
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APPR BY:	Approver
PRINTED:	12/21/2022 7:00:28 PM

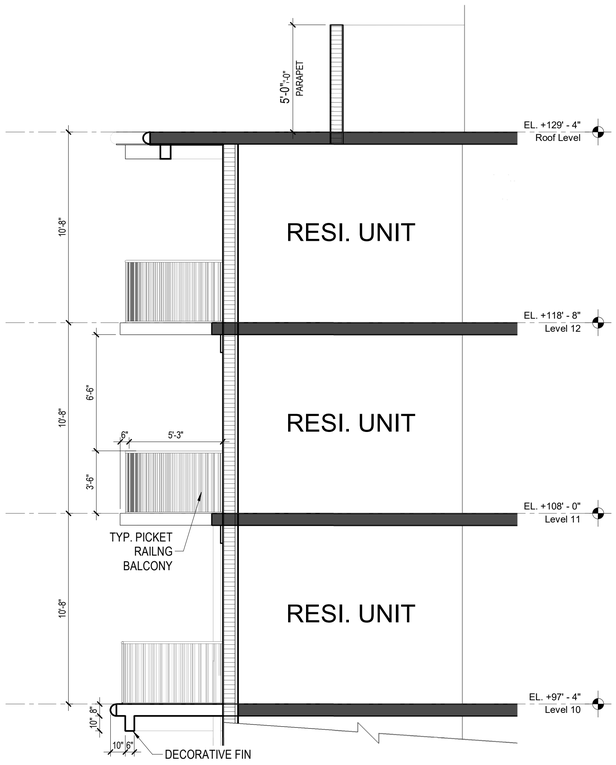
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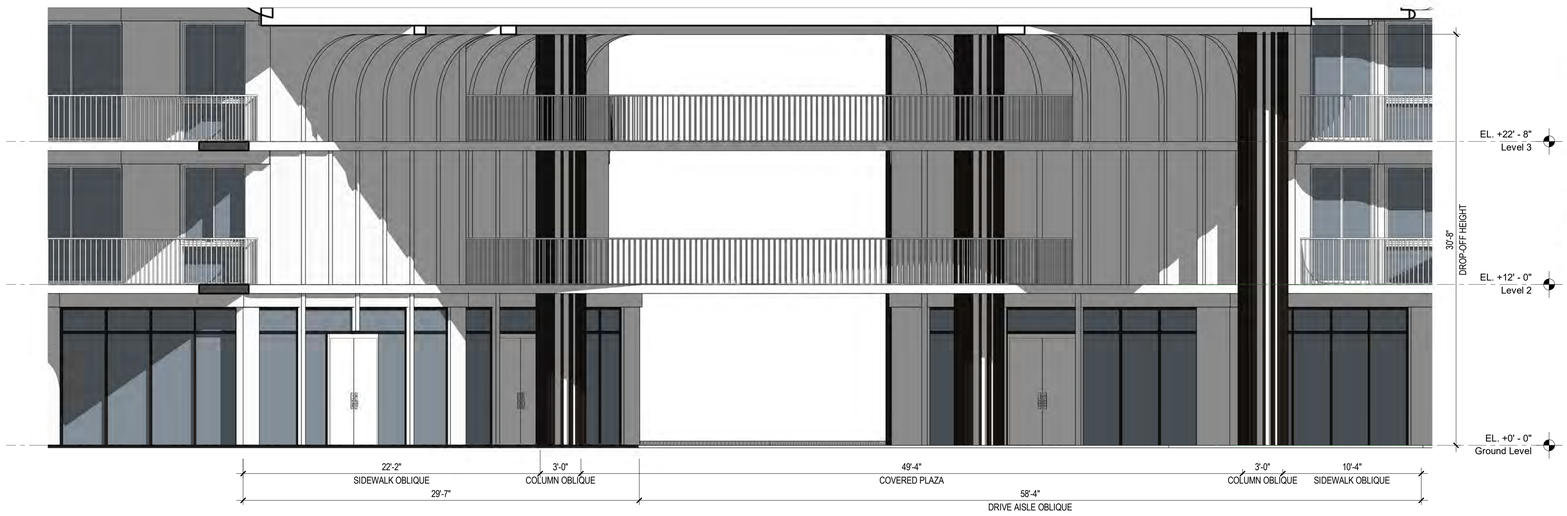
ENLARGED LOBBY SECTION

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



ENLARGEMENT TYPICAL PARAPET

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



MAIN ENTRANCE ENLARGEMENT

SCALE: 3/16" = 1'-0"



PARTIAL MAIN ENTRANCE 3D SECTION

SCALE:



MAIN ENTRANCE - 3D

SCALE:

ENLARGEMENTS/DETAILS

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

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BUILDING VALUE IN MULTIFAMILY REAL ESTATE

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PHASE:
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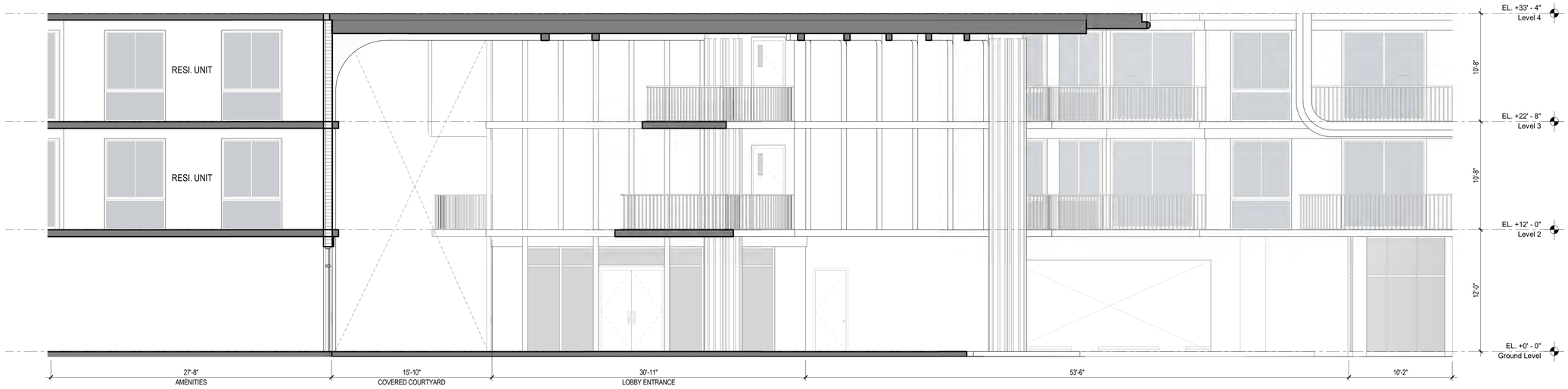
SHEET NUMBER:

A-3.11



ENLARGED AMENITIES/COMMERCIAL SECTION

SCALE: 3/16" = 1'-0"



ENLARGED LOBBY SECTION

SCALE: 3/16" = 1'-0"

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

ENLARGEMENTS

PHASE:
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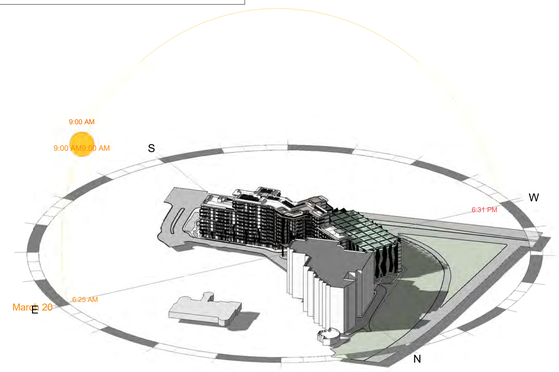
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APPR BY:	**Approver**
PRINTED:	**12/21/2022 7:00:39 PM**

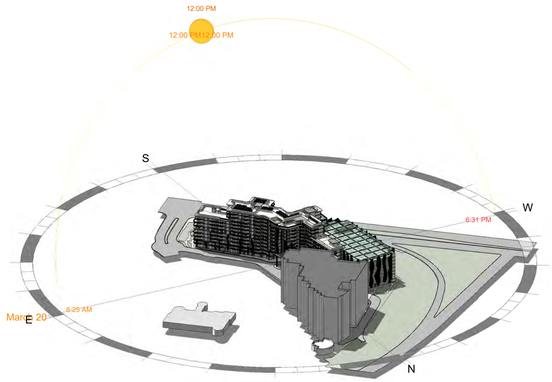
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A-3.12



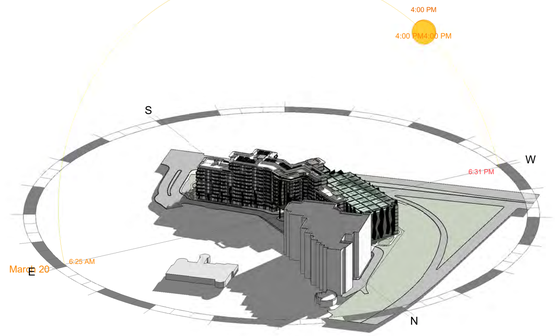
SPRING EQUINOX 9 AM NORTH

SCALE:



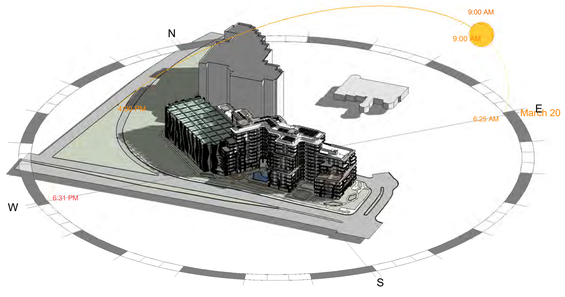
SPRING EQUINOX 12 PM NORTH

SCALE:



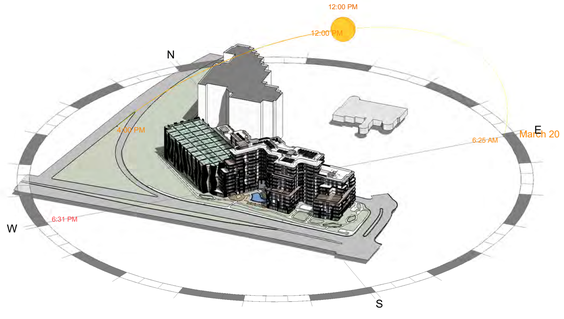
SPRING EQUINOX 4 PM NORTH

SCALE:



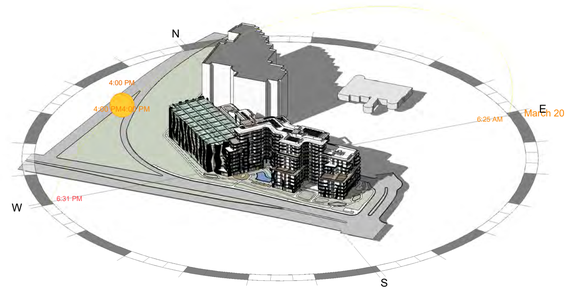
SPRING EQUINOX 9 AM SOUTH

SCALE:



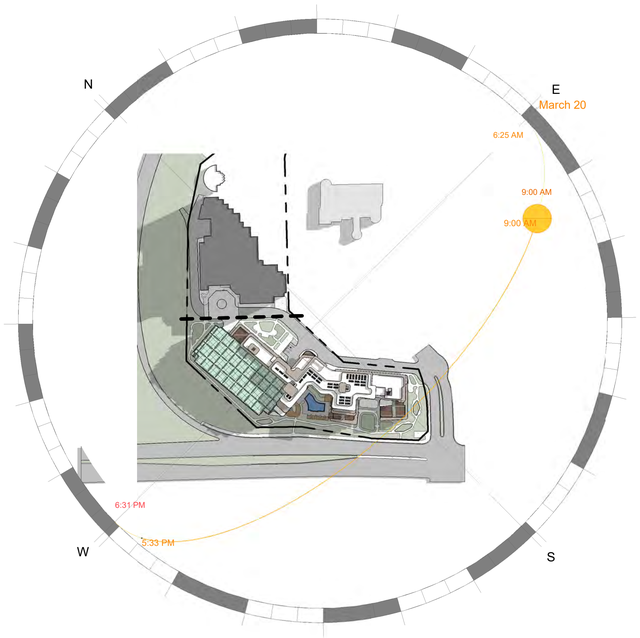
SPRING EQUINOX 12 PM SOUTH

SCALE:



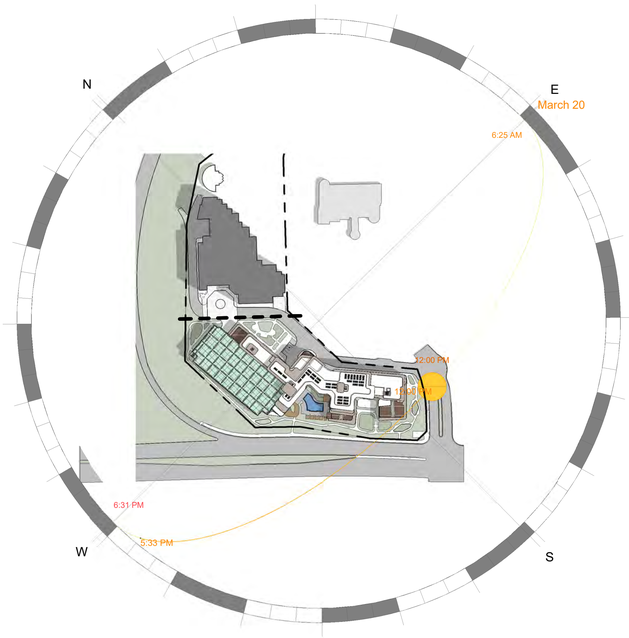
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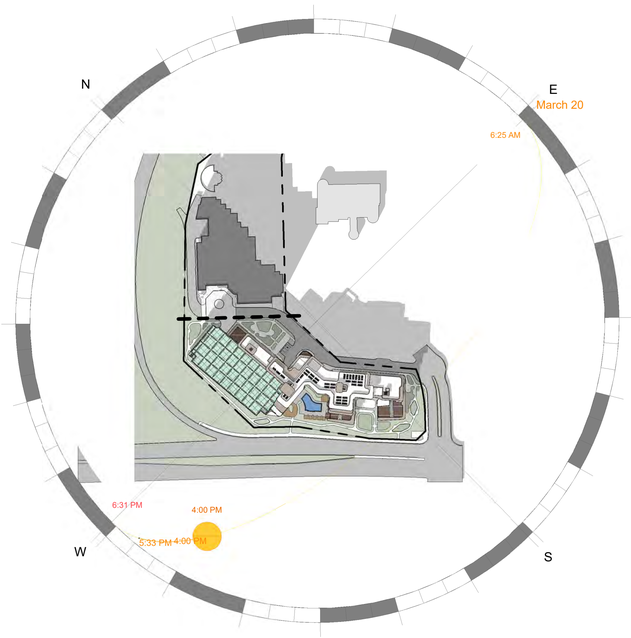
Site Plan - SPRING EQUINOX 9 AM

SCALE: 1" = 200'-0"



Site Plan - SPRING EQUINOX 12 PM

SCALE: 1" = 200'-0"



Site Plan - SPRING EQUINOX 4 PM

SCALE: 1" = 200'-0"

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

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200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG
TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

SPRING EQUINOX SUN STUDY

PHASE:
PDD SUBMITTAL

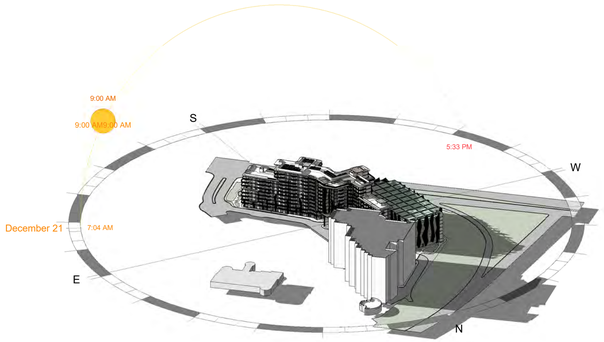
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APPR BY:	AMC
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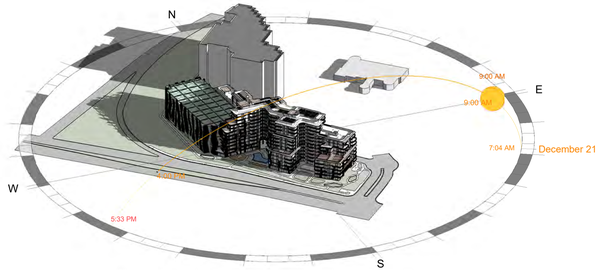
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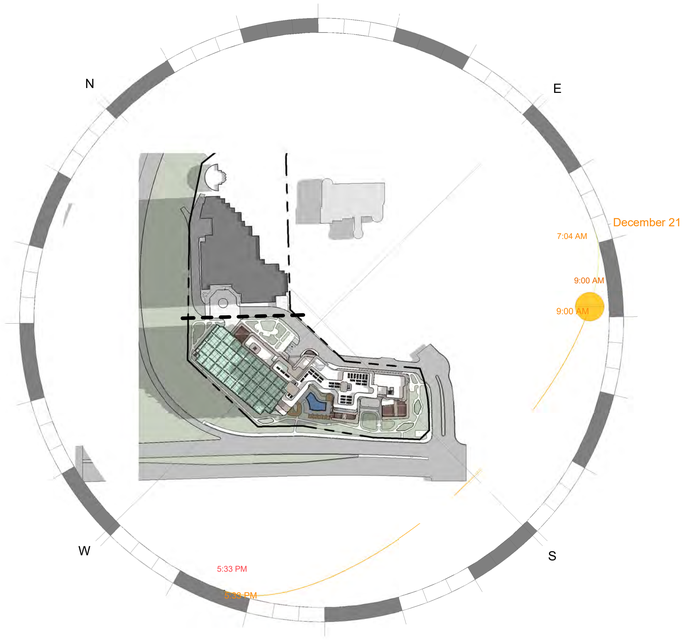
WINTER SOLSTICE 9 AM NORTH

SCALE:



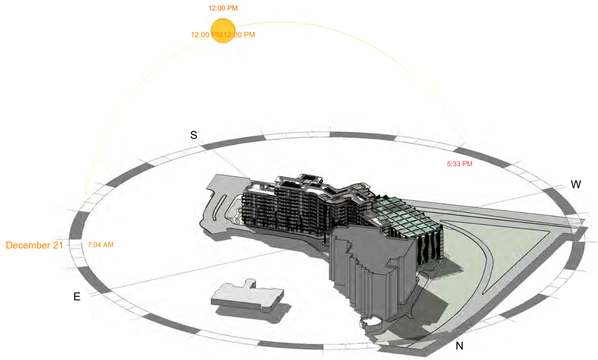
WINTER SOLSTICE 9 AM SOUTH

SCALE:



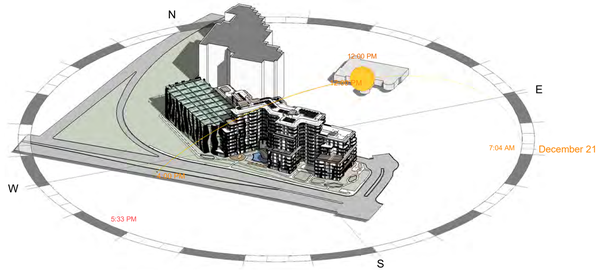
Site Plan - WINTER SOLSTICE 9 AM

SCALE: 1" = 200'-0"



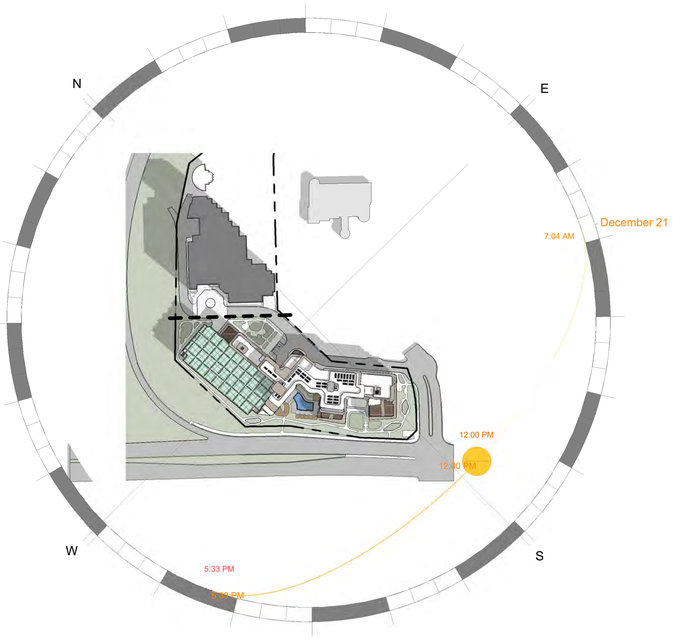
WINTER SOLSTICE 12 PM NORTH

SCALE:



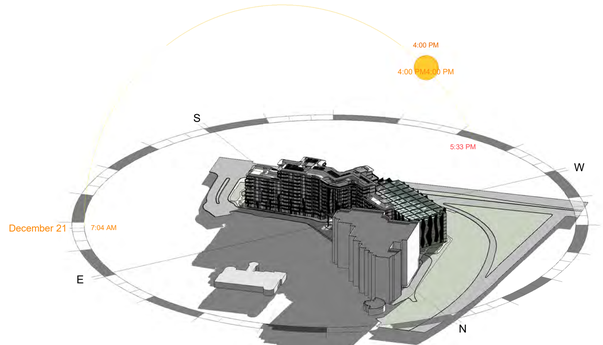
WINTER SOLSTICE 12 PM SOUTH

SCALE:



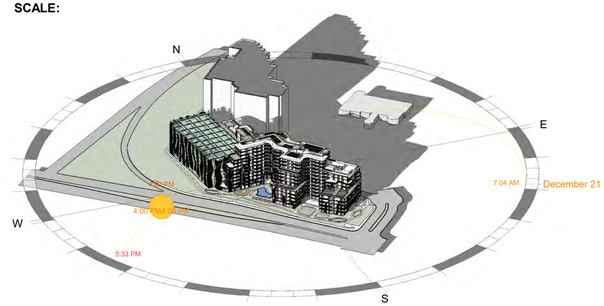
Site Plan - WINTER SOLSTICE 12 PM

SCALE: 1" = 200'-0"



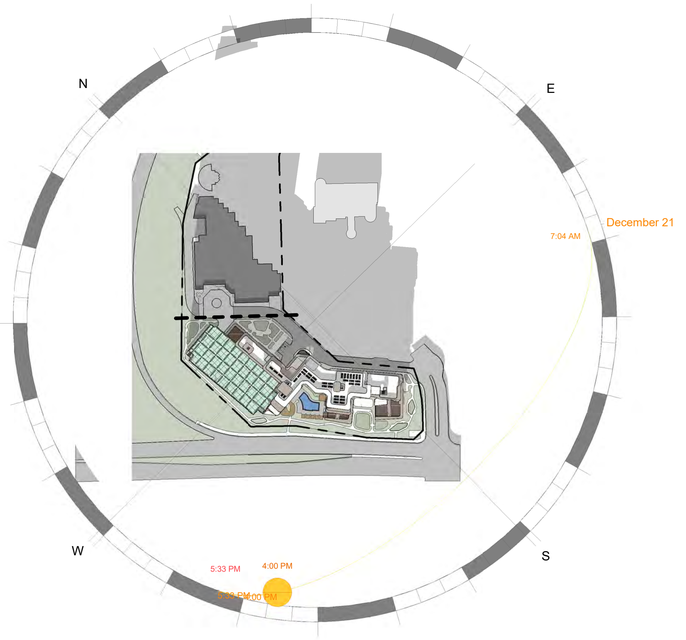
WINTER SOLSTICE 4 PM NORTH

SCALE:



WINTER SOLSTICE 4 PM SOUTH

SCALE:



Site Plan - WINTER SOLSTICE 4 PM

SCALE: 1" = 200'-0"

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LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

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BUILDING VALUE IN MULTIFAMILY REAL ESTATE

8235 Douglas Ave,
Dallas, TX 75225

WINTER SOLSTACE SUN STUDY

PHASE:
PDD SUBMITTAL

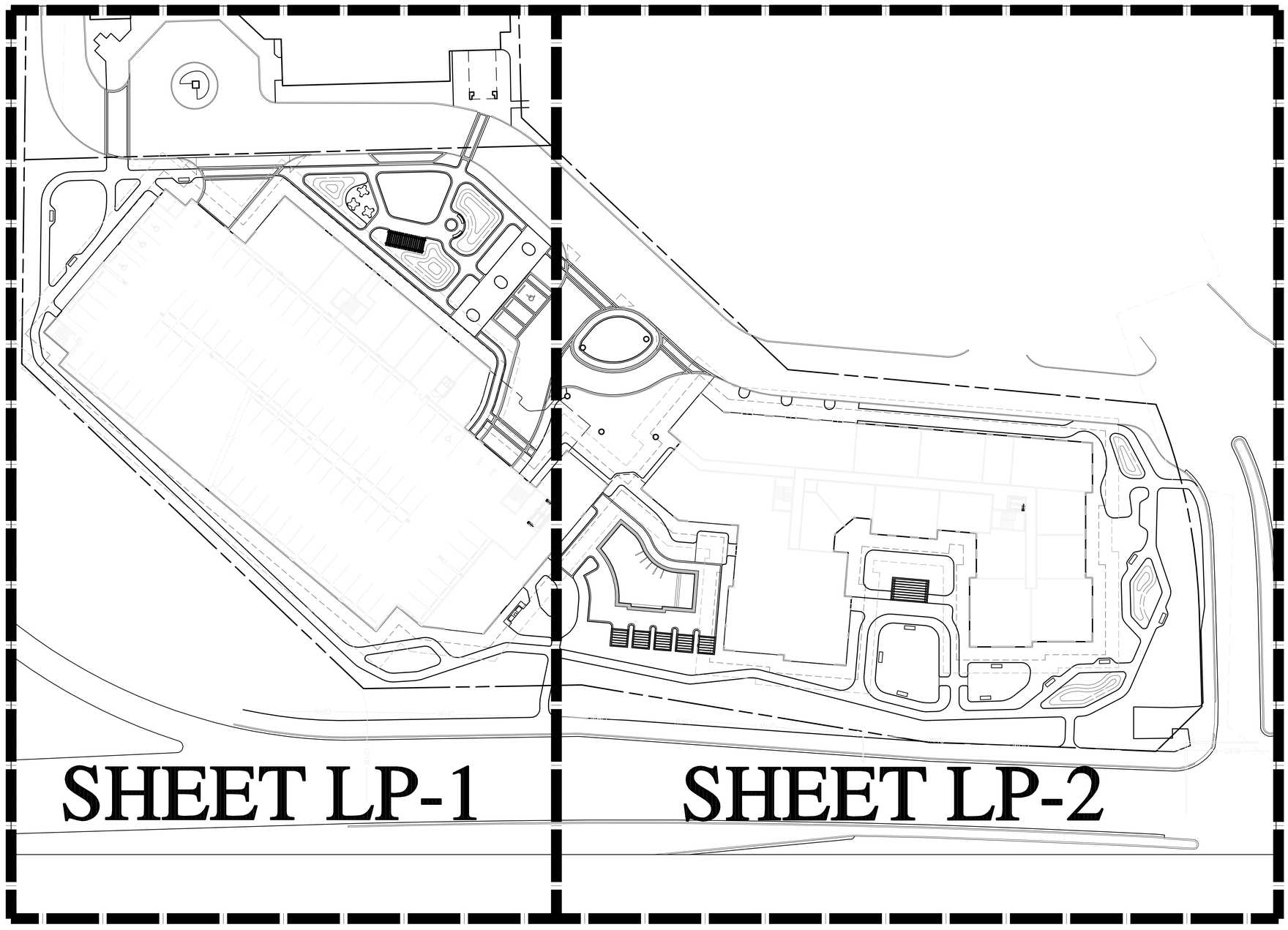
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SHEET NUMBER:

A-4.01



LIST OF DRAWINGS

SHEET	SHEET NAME
L-1	OVERALL SITE PLAN
L-2	ILLUSTRATED MASTER PLAN
L-3	LINEAR PARK PLAN
L-4	AURA COMMONS PARK PLAN
L-5	AMENITY AREA PLAN
L-6	SECTIONS
L-7	SECTIONS
L-8	OPEN SPACE EXHIBIT
LH-1	HARDSCAPE PLAN
LH-2	HARDSCAPE PLAN
LP-1	PLANTING PLAN
LP-2	PLANTING PLAN
LP-3	PLANTING DETAILS AND NOTES
LP-4	PLANTING TABULATIONS
LP-5	HYDROZONE PLAN
TD-1	TREE DISPOSITION PLAN
TD-2	TREE DISPOSITION PLAN
TD-3	TREE DISPOSITION LIST
LD-1	DETAILS

SCALE: 1" = 30'-0"

0 30' 60'

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AURA CYPRESS CREEK

City of Fort Lauderdale

OVERALL SITE PLAN

NOVEMBER 30, 2022
NOVEMBER 11, 2022
JULY 8, 2022
REVISED

FEBRUARY 11, 2022
DATE

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L-1



Aura Cypress Creek Legend:

A. Linear Park

B. Retail & Lobby Plaza

C. Aura Commons Park

D. Pocket Park

E. Amenities & Pool Deck

F. Community Courtyard

G. Wellness Track

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SCALE: 1" = 20'-0"

0 20' 40'

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AURA CYPRESS CREEK

City of Fort Lauderdale

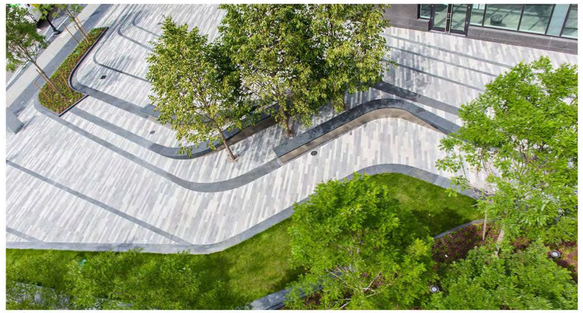
ILLUSTRATED MASTER PLAN

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L-2

Mood Images:

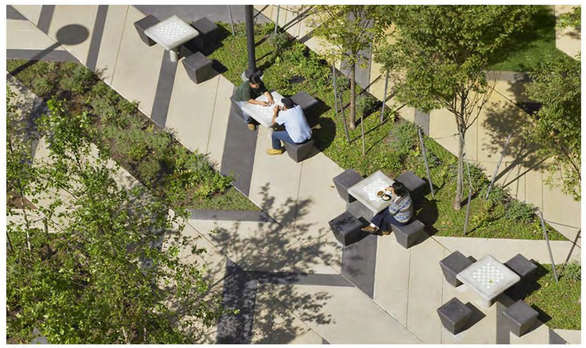


Paving



Sculptural Earthwork





Park Furniture







Lushly Planted Walkway





Linear Park Legend

1. Lushly planted walkway
2. Sculptural earthwork
3. Dining Court
4. Rain Garden
5. Bike Racks
6. Benches & Trash Receptacles
7. Connect to Future Starbucks
8. Connect to future Cypress Creek Mobility Path





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LINEAR PARK PLAN

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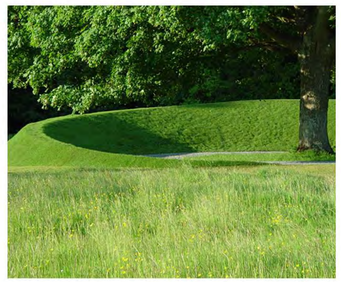
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L-3

Mood Images:



Sculptural Earthwork





Event Lawn



Specialty paving



Park Trellis & Furniture





Lush Planting





Aura Commons Park Legend

1. Future Residents' Parking
2. Bike Racks
3. Event Lawn / Flex Lawn
4. Sculptural Earthwork
5. Dining Court
6. Benches & Trash Receptacles
7. Trellis w/ Flowering Vines
8. Lush Planting
9. Connect to Hotel



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AURA COMMONS PARK PLAN

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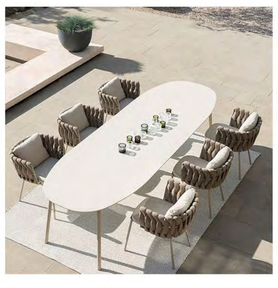
L-4



Mood Images:



Dining Court

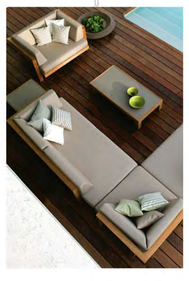




Pool Spout

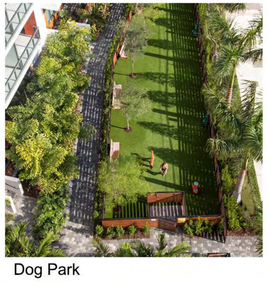


Cabana

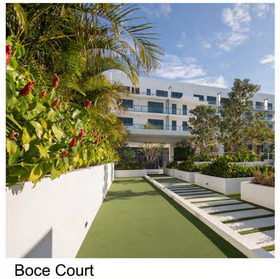




Lush Planting



Dog Park



Boce Court



Bench & Trash

Amenity Area Legend

1. Swimming Pool w/ Deck-Level Grate
2. Water Spouts
3. 10' x 10' Aluminum Cabanas
4. Lounging Area w/ Artificial Sod
5. Dining Plaza w/ Summer Kitchen
6. Bocce court
7. Trellis w/ Flowering Vines
8. Dog park
9. Community Lawn
10. Connect to future Cypress Creek Mobility Path



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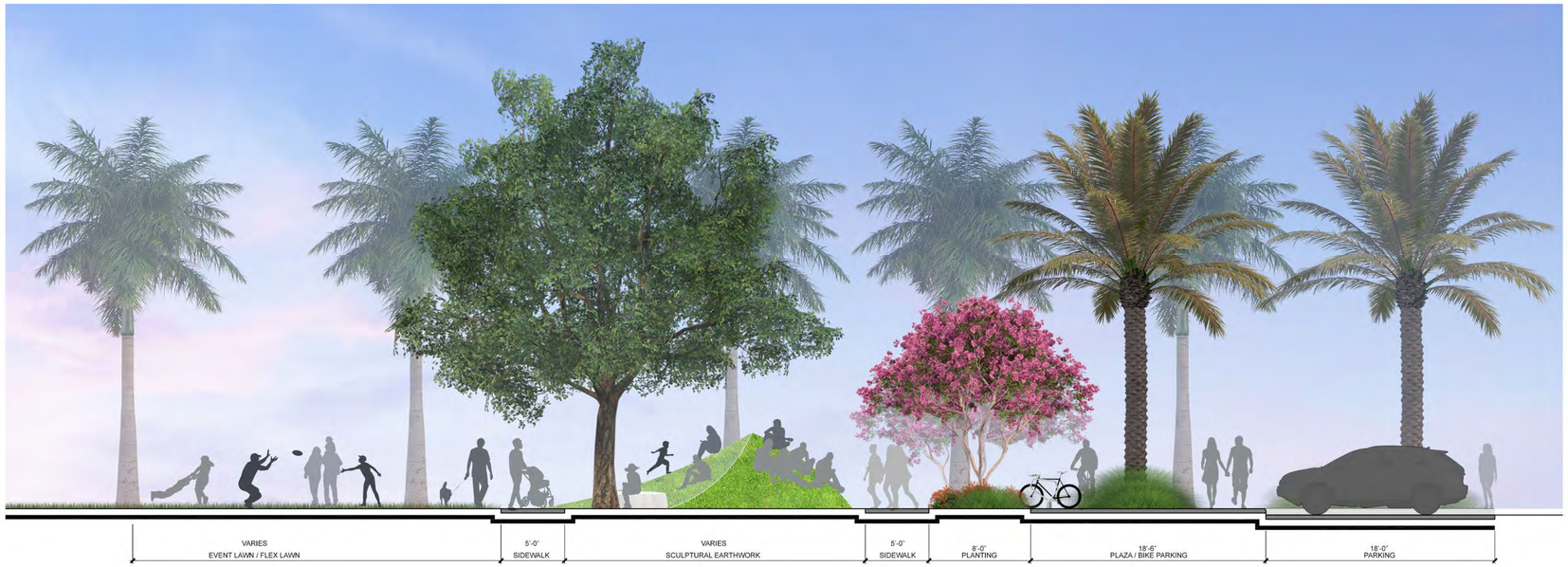
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AMENITY AREA PLAN

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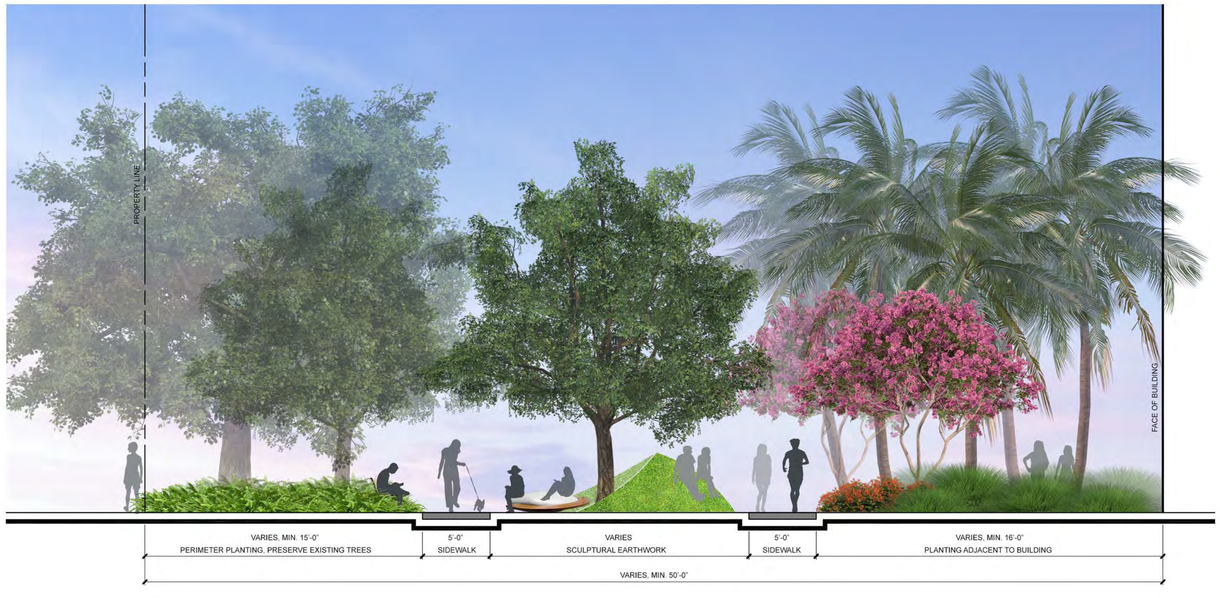
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L-5



Park Section A-A'

Scale: 3/16"=1'-0"



Linear Park Section B-B'

Scale: 3/16"=1'-0"



Wellness Track Section C-C'

Scale: 3/16"=1'-0"

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L-6



Street Tree Cross Section D-D'

Scale: 3/16"=1'-0"



Street Tree Cross Section E-E'

Scale: 3/16"=1'-0"



Street Tree Cross Section F-F'

Scale: 3/16"=1'-0"

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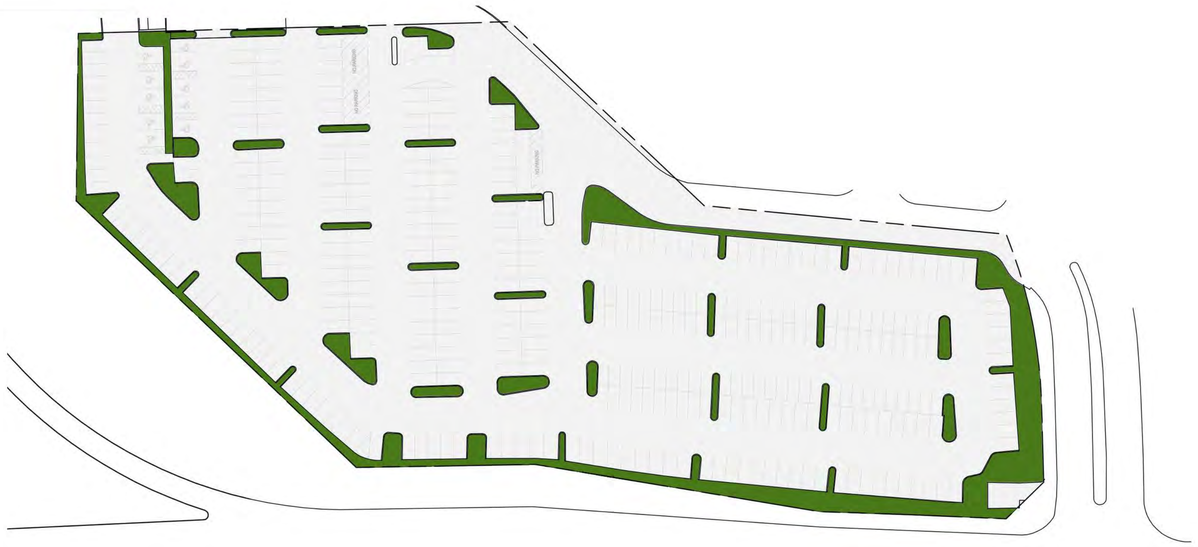
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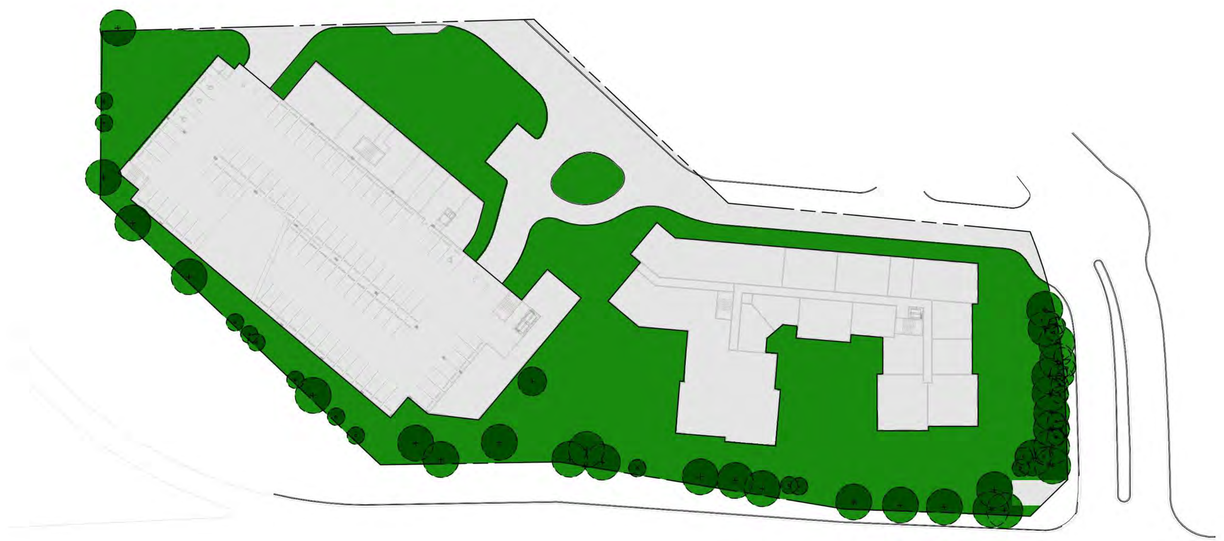
L-7

PARKING



Existing

	Open space	18,411 sf
	Impervious area	137,043 sf



Proposed

	Open space	65,727 sf
	Impervious area	89,727 sf

Note: Significantly more than **triple** the open space of existing conditions

Existing Trees to Remain

Existing trees/palms to remain

Note: Total 696" DBH of preserved trees

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OPEN SPACE EXHIBIT

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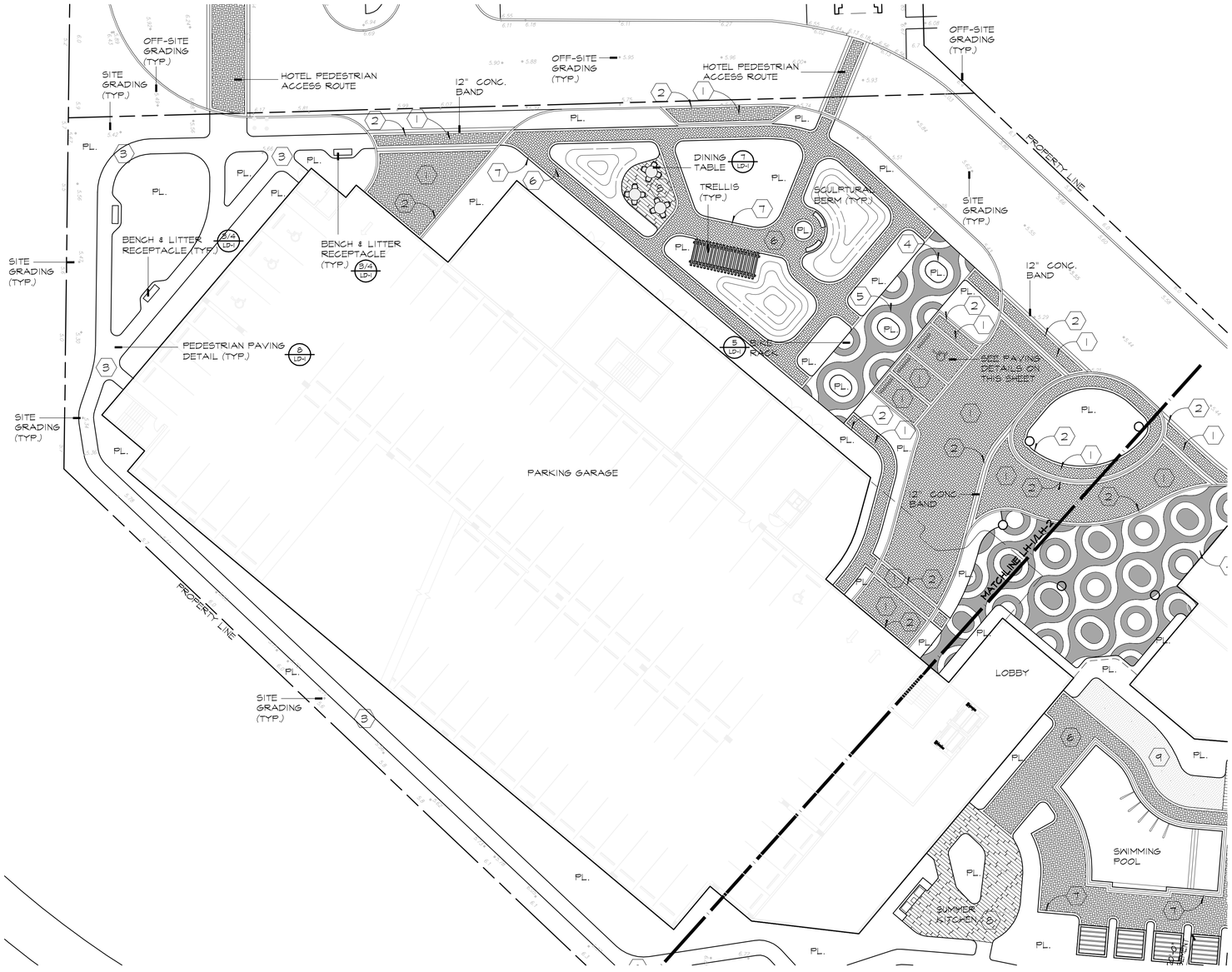
L-8

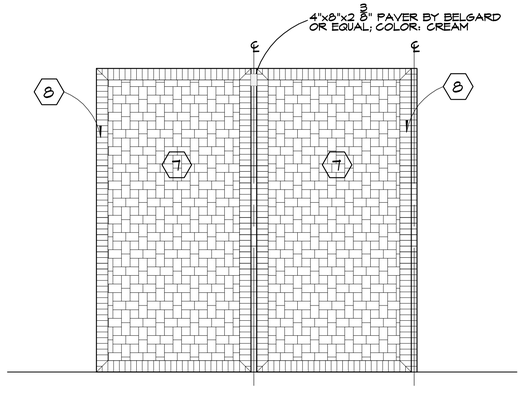
HARDSCAPE MATERIALS

1. DRIVEWAY PAVER FIELD: 6"x6" & 6"x9" APPIAN PAVER BY BELGARD OR APPROVED EQUAL; PATTERN: RANDOM (SEE DETAIL); COLOR: SLATE
2. DRIVEWAY PAVER BAND: 6"x9" APPIAN PAVER BY BELGARD OR APPROVED EQUAL; PATTERN: 9" WIDE SOLDIER COURSE; COLOR: SLATE
3. WALKWAY PAVER: 3"x12" MODULINE PAVER BY BELGARD OR APPROVED EQUAL; PATTERN: RUNNING BOND; COLOR: TITANIUM
4. PLAZA PAVER 1: 4"x8" PAVER BY BELGARD OR APPROVED EQUAL; PATTERN: RUNNING BOND; COLOR: TITANIUM
5. PLAZA PAVER 2: 4"x8" PAVER BY BELGARD OR APPROVED EQUAL; PATTERN: RUNNING BOND; COLOR: CHARCOAL
6. PARK & POOL DECK PAVER FIELD: 6"x6" & 6"x9" APPIAN PAVER BY BELGARD OR APPROVED EQUAL; PATTERN: RANDOM; COLOR: TITANIUM
7. PARK & POOL DECK PAVER BAND: 6"x9" APPIAN PAVER BY BELGARD OR APPROVED EQUAL; PATTERN: 9" WIDE SOLDIER COURSE; COLOR: TITANIUM
8. WOOD PORCELAIN PAVER: 12"X24" HIKE BY CAESAR, OR APPROVED EQUAL; COLOR LODGE W/ TEXTURED FINISH
9. ARTIFICIAL SOD: SYN AUGUSTINEX47 BY SYNLAWN, OR APPROVED EQUAL

NOTES:

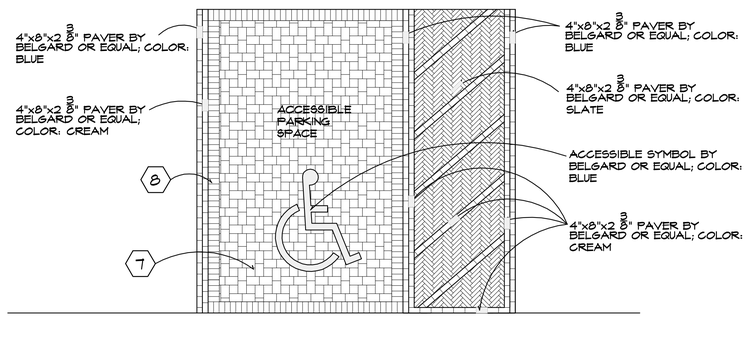
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- SUBMIT ALL STONE AND GROUT COLOR FOR OWNER & LANDSCAPE ARCHITECT APPROVAL
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- ALL PAVED SURFACES SHALL MEET ALL ADA REGULATIONS.
- PAVER SUBCONTRACTOR IS RESPONSIBLE FOR ALL PAVER DETAILS, NOTES, SPECS, AND INFORMATION SHOWN ON CIVIL DRAWINGS





STRRET PARKING PAVING DETAIL

N.T.S.



ACCESSIBLE SYMBOL & PARKING DETAIL

N.T.S.

SCALE: 1" = 20'-0"

0 20' 40'

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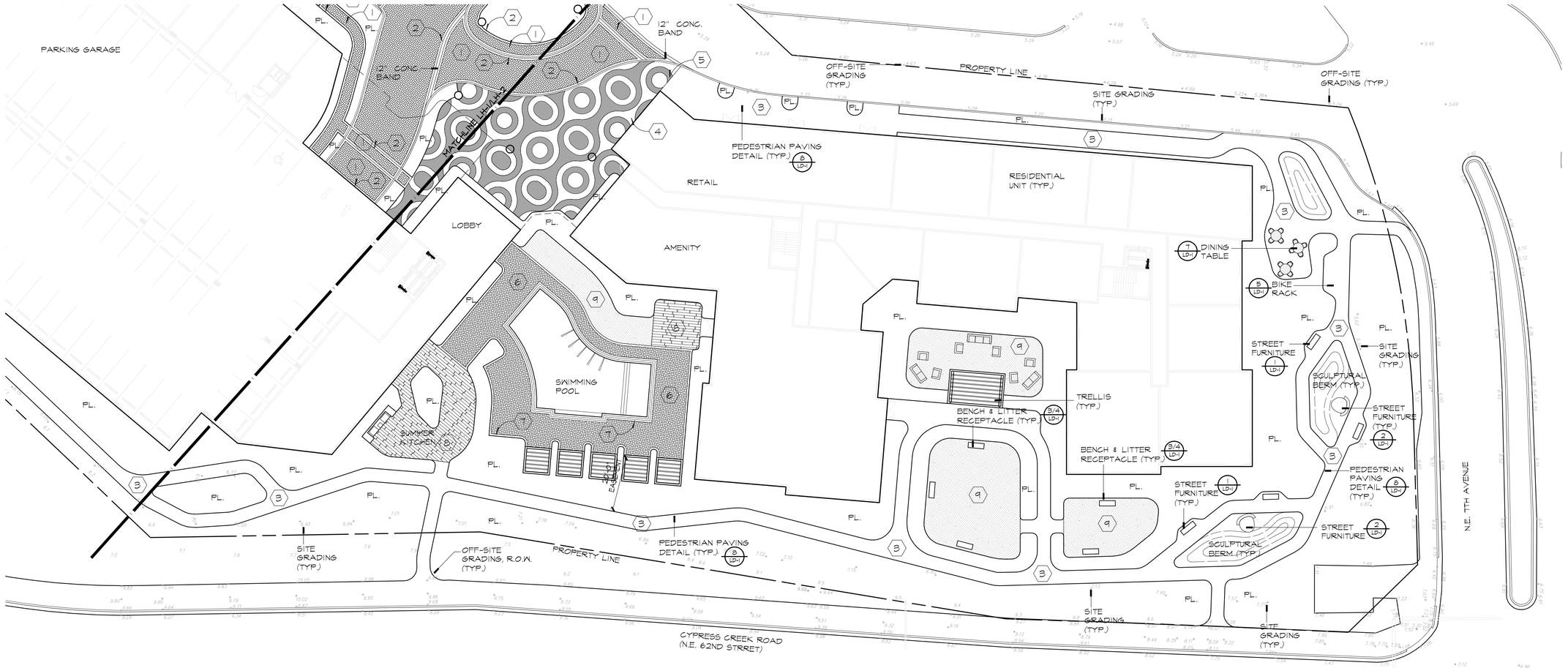
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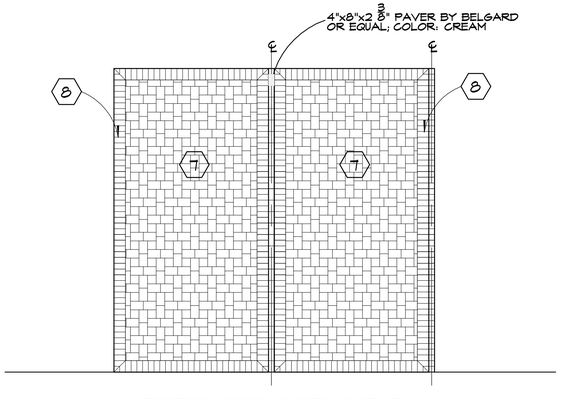
HARDSCAPE PLAN

NOVEMBER 30, 2022
NOVEMBER 11, 2022
JULY 25, 2022
JULY 8, 2022
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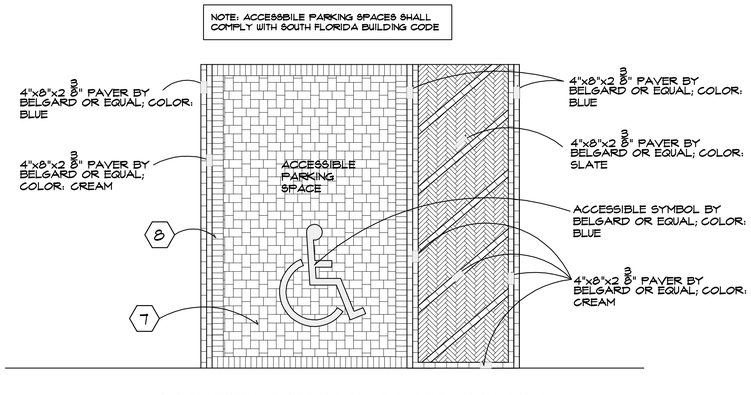
LH-1





STRRET PARKING PAVING DETAIL

N.T.S.



ACCESSIBLE SYMBOL & PARKING DETAIL

N.T.S.

HARDSCAPE MATERIALS

1. DRIVEWAY PAVER FIELD: 6"x6" & 6"x9" APPIAN PAVER BY BELGARD OR APPROVED EQUAL; PATTERN: RANDOM (SEE DETAIL); COLOR: SLATE
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9. ARTIFICIAL SOD: SYN AUGUSTINEX4T BY SYNLAWN, OR APPROVED EQUAL

NOTES:

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SCALE: 1" = 20'-0"

0 20' 40'

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BUILDING VALUE IN MULTIFAMILY REAL ESTATE

AURA CYPRESS CREEK

City of Fort Lauderdale

HARDSCAPE PLAN

NOVEMBER 30, 2022
NOVEMBER 11, 2022
JULY 8, 2022
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LH-2

Plant List LP-1

Palms & Trees:

Key	Qty.	Water Need	Botanical/Common Name	Height	Spread	Trunk	Remarks
BA	7	Low	Bulnesia arborea Verawood	16'	7'	8' C.T.	Standard; Full canopy, Matched
BS*	1	Low	Bursera simaruba* Gumbo Limbo	20'	20'	12"DBH	Specimen, Standard; Full canopy, Matched
CA3	7	Medium	Caesalpinia granadillo Bridalveil Tree	16'	7'	8' C.T.	Standard; Full canopy
CF	2	Medium	Caesalpinia ferrea Brazilian Ironwood	16'	7'	8' C.T.	Standard; Full canopy
CN	8	Low	Cocos nucifera 'Maypan' Maypan Coconut Palm	Min. 22' O.A.		7' of G.W.	Full, Jamaican Certified
IA*	18	Low	Ilex attenuate 'East Palatka'* 'East Palatka' Holly	14'	6'		Full to the ground, Matched
QV*	11	Low	Quercus virginiana* Live Oak	18'	10'	Min. 4" Calip.	Standard; Full canopy, Matched
PE3	2	Medium	Ptychosperma elegans 'Triple' Alexander Palm	Min. 16' o.a	Each plant 3@7' (min. 8' CT) of G.W		Heavy, Full, Eq. Size Trunks
PS	3	Low	Phoenix sylvestris 'Robusta' Robusta Silver Date Palm	Min. 25' o.a	12' wood to nut		Heavy; Full canopy, Matched
SP*	9	Low	Sabal palmetto, not booted Cabbage Palm	@12'; @14'; @16'			
VM3	3	Medium	Veitchia montgomeryana 'Triple' Montgomery Palm	Min. 16' o.a	Each plant 3@7' of G.W (min. 8' CT)		Heavy, Full, Eq. Size Trunks

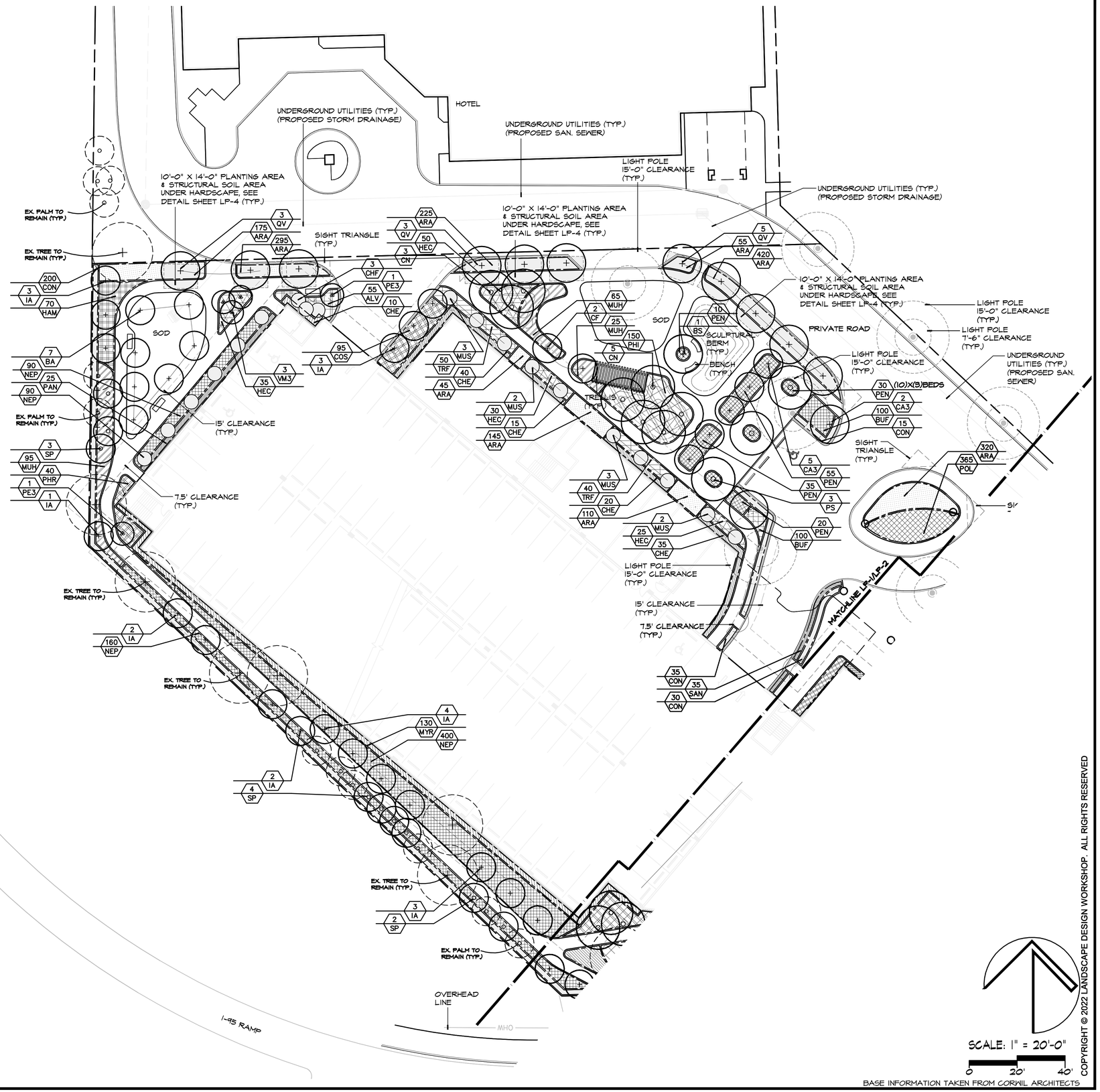
Shrubs & Groundcover:

Key	Qty.	Water Need	Botanical/Common Name	Height	Spread	Remarks
ALV	55	Medium	Alpinia z. 'Variegata' Variegated Shell Ginger	24"	24"	Full, 24" o.c.
ARA	1790 sq. ft.	Low	Arachis glabrata Perennial Peanut			Full & dense solid set sod carpet
BUF	200	Low	Bulbine Frutescens Desert Candles	18"	18"	Full, 18" o.c.
CHE	120	Medium	Chamaedorea erumpens Bamboo Palm	6'	3'	Full, multiple, quality 7 gal. material
CHF	3	Medium	Chamaedorea 'Florida Hybrid' Florida Hybrid Chamaedorea	6'	3'	Full, Quality 15 Gal Material
CON*	280	Low	Conocarpus erectus* Green Buttonwood	36"	24"	Full, 24" o.c.
COS	95	Medium	Costus woodsonii 'Red Button' Red Button Ginger	36"	24"	Full, 24" o.c.
HAM*	70	Low	Hamelia patens 'Compacta'* Dwarf Fire Bush	24"	24"	Full, 24" o.c.
HEC	140	Medium	Heliconia psittacorum 'Lady Di' Parrot Beak Heliconia	24"	24"	Full, 24" o.c.
MUH*	185	Low	Muhlenbergia capillaris* Muhly Grass	24"	24"	Full, 24" o.c.
MUS	16	Medium	Mussaenda philippica 'Dona Luz' Pink Tropical Dogwood	6'	6'	Full, Standard Quality 25 Gal. material
MYR*	130	Low	Myrcianthes fragrans* Simpson's stopper	24"	24"	Full, 24" o.c.
NEP*	650	Medium	Nephrolepis exaltata 'Bostoniensis'* Boston Fern	24"	24"	Full, 24" o.c.
PAN	25	Low	Pandanus baptistii 'Aureus' Variegated Dwarf Pandanus	36"	36"	Full, Spineless, Quality 7 Gal. Material
PEN	150	Low	Pennisetum setaceum Fountain Grass	24"	24"	Full, 24" o.c.
PHI	150	Medium	Philodendron selloum Split-Leaf Philodendron	24"	24"	Full, 24" o.c.
PHR	40	Medium	Philodendron 'Rojo Congo' Philodendron 'Rojo Congo'	24"	24"	Full, 24" o.c.
POL	365	Medium	Polypodium scolopendria Wart Fern	12"	12"	Full, 12" o.c.
SAN	35	Low	Sanseviera trifasciata 'Black Gold' Black Gold Snake Plant	24"	24"	Full, 24" o.c.
TRF*	90	Low	Tripsacum floridanum* Dwarf Fakahatchee Grass	24"	24"	Full, 24" o.c.

MISCELLANEOUS
* Indicates Native Plant Material

NOTES:
s.f. Sod –All sod to be St. Augustine 'Floratam' solid sod.
c.y. Mulch – landscape contractor shall provide 3" depth of mulch over all planting beds and as per planting specifications

- In case of discrepancies between planting plans and plant list, planting plans take precedent.
- All landscape areas to receive 100% irrigation coverage with 100% overlap
- General contractor responsible for own take off



SCALE: 1" = 20'-0"
0 20' 40'

BASE INFORMATION TAKEN FROM CORWIL ARCHITECTS

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TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTI-FAMILY REAL ESTATE

AURA CYPRESS CREEK
City of Fort Lauderdale
PLANTING PLAN

NOVEMBER 30, 2022
NOVEMBER 11, 2022
JULY 25, 2022
JULY 8, 2022
REVISED
FEBRUARY 11, 2022
DATE
MP
DRAWN BY
RB
APPROVED BY

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LP-1

Plant List LP-2

Palms & Trees:

Key	Qty.	Water Need	Botanical/Common Name	Height	Spread	Trunk	Remarks
BA	6	Low	Bulnesia arborea Verawood	16'	7'	8' C.T.	Standard; Full canopy, Matched
BS*	2	Low	Bursera simaruba* Gumbo Limbo	20'	20'	12"DBH	Specimen, Standard; Full canopy, Matched
CA2	5	Low	Calliandra surinamensis Pink Powder Puff	12'	6'	5' C.T.	Full, Standard, Quality 45 gal. material
CA3	11	Medium	Caesalpinia granadillo Bridalveil Tree	16'	7'	8' C.T.	Standard; Full canopy
CF	9	Medium	Caesalpinia ferrea Brazilian Ironwood	16'	7'	8' C.T.	Standard; Full canopy
CN	28	Low	Cocos nucifera 'Maypan' Maypan Coconut Palm	Min. 22' O.A.		7' of G.W.	Full, Jamaican Certified
IA*	13	Low	Ilex attenuate 'East Palatka'* 'East Palatka' Holly	14'	6'		Full to the ground, Matched
LJ	3	Low	Ligustrum japonicum Wax Privet	8'	8'	Min. 1.75" DBH; 3.5' CT	Full, Multi-stem, min. (3) stems, not crossing
LS	2	Low	Lagerstroemia speciose Queen Crape Myrtle	16'	7'	8' C.T.	Full, standard, matched
PE3	10	Medium	Ptychosperma elegans 'Triple' Alexander Palm	Min. 16' o.a	Each plant 3@7' of G.W (min. 8' CT)		Heavy, Full, Eq. Size Trunks
PU	1	Low	Pandanus utilis Screw Pine	10' o.a.	10'		Heavy, Full, Florida Fancy
RE*	8	Medium	Roystonea elata* Florida Royal Palm	Min. 16' o.a.	10' G.W.		Full Head, Matched
SP*	11	Low	Sabal palmetto, not booted Cabbage Palm		@12'; @14'; @16'		
VM3	3	Medium	Veitchia montgomeryana 'Triple' Montgomery Palm	Min. 16' o.a	Each plant 3@7' of G.W (min. 8' CT)		Heavy, Full, Eq. Size Trunks

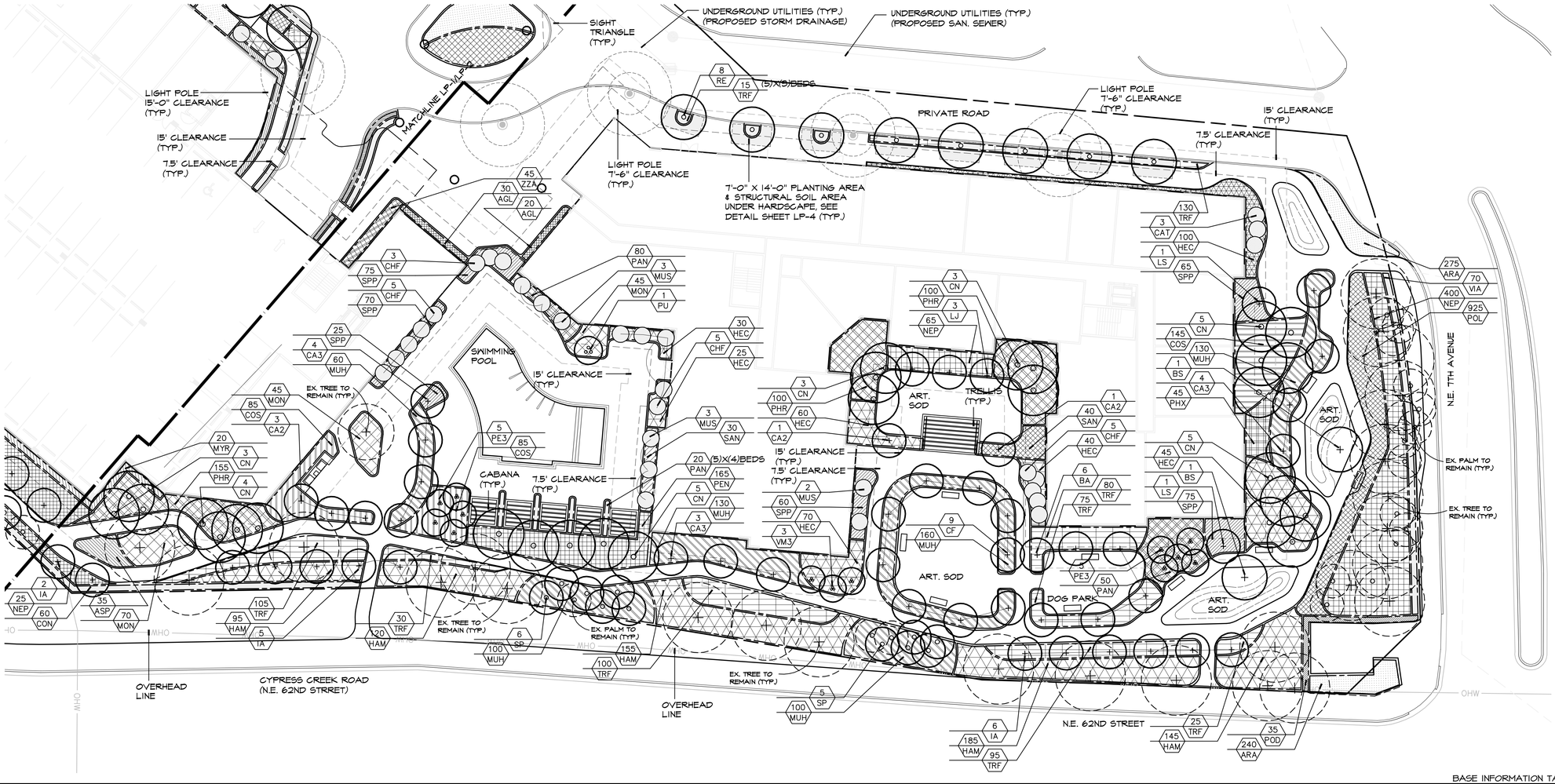
Shrubs & Groundcover:

Key	Qty.	Water Need	Botanical/Common Name	Height	Spread	Remarks
AGL	50	Low	Aglaonema 'siam' Aglaonema Siam	18"	18"	Full, 18" o.c.
ARA	515 sq. ft.	Low	Arachis glabrata Perennial Peanut			Full & dense solid set sod carpet
ASP	35	Medium	Asparagus densiflorus 'Myers' Foxtail Fern	18"	18"	Full, 18" o.c.
CAT	3	Medium	Chamaedorea cataractarum Cat Palm	6'	4'	Full clump, Quality 25 Gal. Material
CHF	18	Medium	Chamaedorea 'Florida Hybrid' Florida Hybrid Chamaedorea	6'	3'	Full, Quality 15 Gal Material
CON*	60	Low	Conocarpus erectus* Green Buttonwood	36"	24"	Full, 24" o.c.
COS	315	Medium	Costus woodsonii 'Red Button' Red Button Ginger	36"	24"	Full, 24" o.c.
HAM*	700	Low	Hamelia patens 'Compacta'* Dwarf Fire Bush	24"	24"	Full, 24" o.c.
HEC	370	Medium	Heliconia psittacorum 'Lady Di' Parrot Beak Heliconia	24"	24"	Full, 24" o.c.
MON	160	Medium	Monstera deliciosa Swiss Cheese	24"	24"	Full, 24" o.c.
MUH*	680	Low	Muhlenbergia capillaris* Muhly Grass	24"	24"	Full, 24" o.c.
MYR*	20	Low	Myrcianthes fragrans* Simpson's stopper	24"	24"	Full, 24" o.c
NEP*	490	Medium	Nephrolepis exaltata 'Bostoniensis'* Boston Fern	24"	24"	Full, 24" o.c.
PAN	150	Low	Pandanus baptistii 'Aureus' Variegated Dwarf Pandanus	36"	36"	Full, Spineless, Quality 7 Gal. Material
PEN	165	Low	Pennisetum setaceum Fountain Grass	24"	24"	Full, 24" o.c.
PHR	355	Medium	Philodendron 'Rojo Congo' Philodendron 'Rojo Congo'	24"	24"	Full, 24" o.c.
PHX	45	Medium	Philodendron 'Xanadu' Dwarf Philodendron	18"	18"	Full, 18" o.c.
POD	35	Medium	Podocarpus macrophyllus Japanese Yew	48"	24"	Full, 24" o.c.
POL	925	Medium	Polypodium scolopendria Wart Fern	12"	12"	Full, 12" o.c.
SAN	70	Low	Sanseviera trifasciata 'Black Gold' Black Gold Snake Plant	24"	24"	Full, 24" o.c.
SPP	370	Medium	Spathoglottis Plicata Ground Orchid	18"	18"	Full, 18" o.c. Excelsa Gardens 561-790-3789
TRF*	655	Low	Tripsacum floridanum* Dwarf Fakahatchee Grass	24"	24"	Full, 24" o.c.
VIA	70	Medium	Viburnum awabuki Sweet Viburnum 'Awabuki'	48"	24"	Full, 2' o.c. Quality 7 Gal. material
ZZA	45	Low	Zamioculcas zamiifolia ZZ plant	24"	24"	Full, 24" o.c.

MISCELLANEOUS
* Indicates Native Plant Material

NOTES:
s.f. Sod –All sod to be St. Augustine 'Floratam' solid sod.
c.y. Mulch – landscape contractor shall provide 3" cepth of mulch over all planting beds and as per planting specifications

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TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTI-FAMILY REAL ESTATE

AURA CYPRESS CREEK

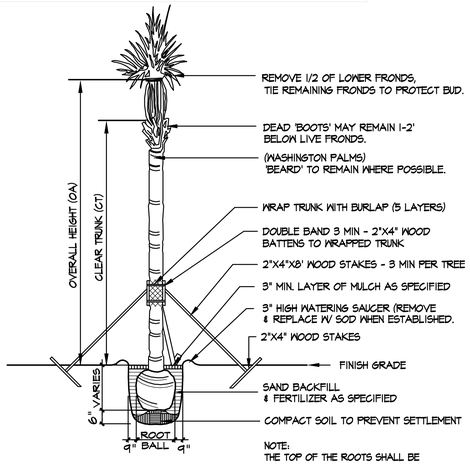
City of Fort Lauderdale

PLANTING PLAN

NOVEMBER 30, 2022
NOVEMBER 11, 2022
JULY 8, 2022
REVISED
FEBRUARY 11, 2022
DATE
MF
DRAWN BY
EB
APPROVED BY

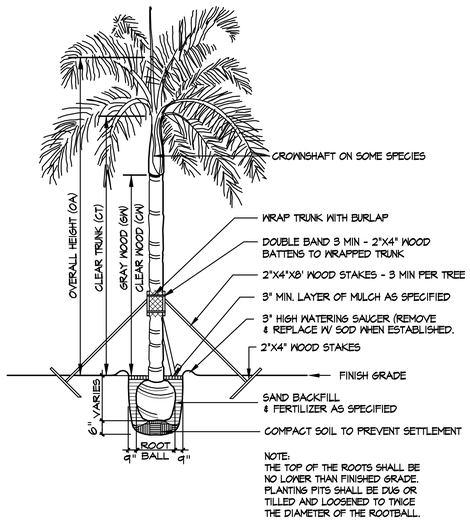
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LP-2



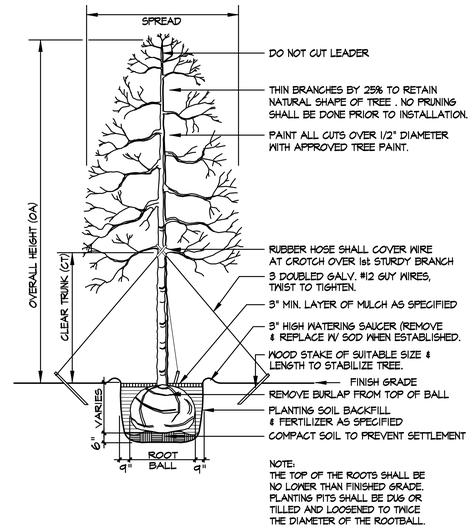
SABAL / WASHINGTON PALM PLANTING DETAIL

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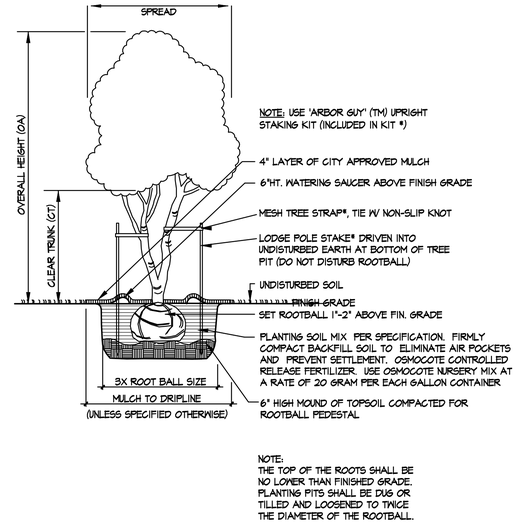
TYPICAL PALM PLANTING DETAIL

N.T.S.



TYPICAL TREE PLANTING DETAIL

N.T.S.



MULTI TRUNK TREE PLANTING DETAIL

N.T.S.

GENERAL NOTES

- All plant materials shall conform to the standards for Florida No. 1 or better as given in "Grades and Standards for Nursery Plants", 2nd Edition: February 1998, State of Florida Department of Agriculture, Tallahassee, or thereto.
- All landscape areas to be provided with a 100% automatic irrigation system
- All landscaping and irrigation shall be installed in a sound workmanlike manner and according to accepted and proper planting procedures with the quality of plant materials described.
- Specifications of plant materials as follows: Spread-indicates average spread to midpoint; Height (o.a.)-indicates overall height from top of root ball to midpoint of current season's growth; C.T.-indicates clear trunk measurement to first branching; Ft. of Wood-indicates measurement on palms from top of ball to top of stalks.
- All trees shall be properly guyed and staked at the time of planting to ensure proper establishment.
- Hedges shall be planted and maintained so as to form a continuous, unbroken, solid visual screen.
- All sod areas to be St. Augustine 'Floratam' solid sod.
- Planting soil: the depth of the root ball and twice the diameter of the root ball for palms & trees; 6 inches for shrubs & groundcover; 2 inches for sod.
- Landscaped areas, including landscape islands, within or abutting vehicular use areas shall be excavated to a depth of 2.5 feet to ensure that adequate planting soil exists. Parking lot base course material, lime rock, asphalt and other similar material shall be removed to a depth of 2.5 feet.
- A minimum of three inches of shredded mulch or ground cover shall be installed around each tree planting, including palm trees, and throughout hedge and shrub plantings.
- The contractor is responsible for his own quantity count. Any discrepancy between drawings and plant list shall be considered as correct on the drawings.
- The landscape contractor shall schedule an on-site pre-construction meeting with the City Landscaper

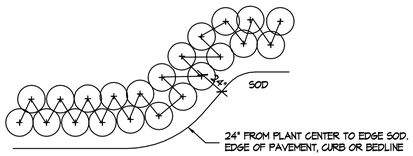
PLANTING SOIL:
GRADE LEVEL SOIL: 50/50 MIX BY ATLAS PEAT & SOIL, OR APPROVED EQUAL FOR TREES, SHRUBS & GROUNDCOVER (561-734-7300)

RECREATION DECK PLANTERS: 80% COARSE SAND & 20% FLORIDA PEAT MIX BY ATLAS PEAT & SOIL, OR APPROVED EQUAL (561-734-7300)

SOIL SAMPLE TOGETHER WITH CERTIFIED SOIL ANALYSIS REPORT MUST BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION

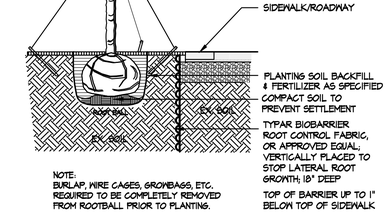
MULCH:
PREMIUM GREEN SMART MELALEUKA MULCH BY AMERIGROW, OR APPROVED EQUAL (561-499-8148)

MULCH SAMPLE TOGETHER WITH CERTIFIED ANALYSIS REPORT MUST BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION



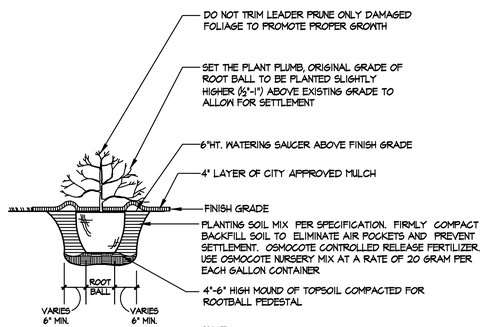
TYPICAL SMALL SHRUB / GROUNDCOVER PLANTING DETAIL

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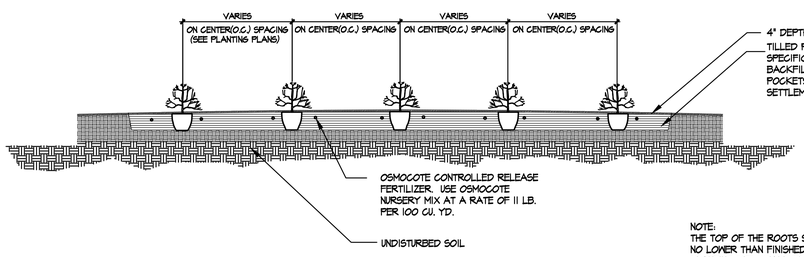
TYPICAL ROOT BARRIER DETAIL

N.T.S.



TYPICAL SHRUB /GROUNDCOVER PLANTING DETAIL

N.T.S.



TYPICAL SMALL SHRUB / GROUNDCOVER PLANTING DETAIL

N.T.S.

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TRG TRINSIC RESIDENTIAL GROUP
BUILDING VALUE IN MULTI FAMILY REAL ESTATE

AURA CYPRESS CREEK

City ofFort Lauderdale

PLANTING DETIALS AND NOTES

NOVEMBER 30, 2022
NOVEMBER 11, 2022
JULY 8, 2022
REVISED
FEBRUARY 11, 2022
DATE
MF
DRAWN BY
EB
APPROVED BY

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LP-3

Landscape Requirements

Zoning District: RMH-60 *Net Lot Area: 155,454 s.f.*

Landscape area:	REQUIRED	PROVIDED
A. Landscape area requirement: min. 35% x Net Lot Area *(Sec. 47-21.13. B.3.)* 35% x Net Lot Area 155,454 s.f. = 54,409 s.f.	54,409 s.f.	65,727 s.f.
Trees:		
A. Number of trees required: (1) tree / 1,000 s.f. (*Sec. 47-21.13. B.1.a.)* Net Lot Area 155,454 s.f./1,000 s.f. = 155	155	159
B. Shade trees required: 20% of req. trees (*Sec. 47-21.13. B.1.a.)* Number of required trees 155 x 20% = 31	31	36
C. Palm trees required: max. 20% of req. trees Number of required trees 155 x 20% = 31	31	31
D. Number of native trees required: 40% of req. trees (*Sec. 47-21.13. B.10.)* Number of required trees 155 x 40% = 62	62	73
E. Number of **STREET** trees required: (1) tree / 40 l.f. (*Sec. 47-21.13. B.16.)* length of street frontage 340 l.f. / 40 l.f. = 8.5	9	13
F. Street Shade trees required: 50% of req. street trees (*Sec. 47-21.13. B.16.)* Number of required Street Trees x 50% = 4.5	5	13
G. Number of Required Species (*Sec. 47-21.8. F.*) (51) or more trees required, a minimum of (5) species	5 species	16 species
Shrubs:		
A. Number of shrubs required: (12) shrubs / 1,000 s.f. (*Sec. 47-21.13. B.15.)* 12 x (Net Lot Area 155,454 s.f. / 1,000 s.f.) = 1866	1,866	2,069
B. Number of native shrubs required: 40% of req. shrubs (*Sec. 47-21.13. B.15.)* Number of required shrubs 1866 x 40% = 746	746	1,404
C. Turfgrass areas required: max. 50% of landscape area (*Sec. 47-21.8. R.2.)* 50% x req. Landscape area 54,409 s.f. = 27,205 s.f.	max. 27,205 s.f.	2,284

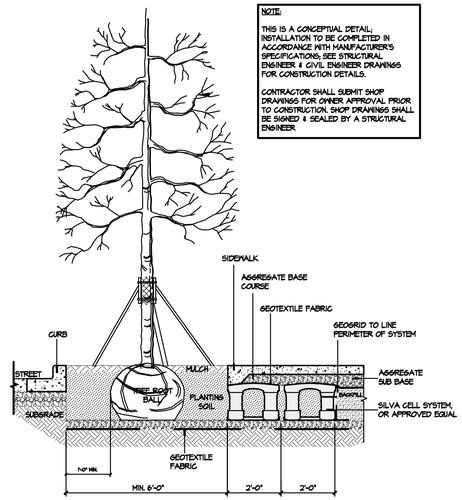
* Total provided trees includes 31 existing trees to be preserved

Minimum Vehicular Use Area (VUA) Requirements

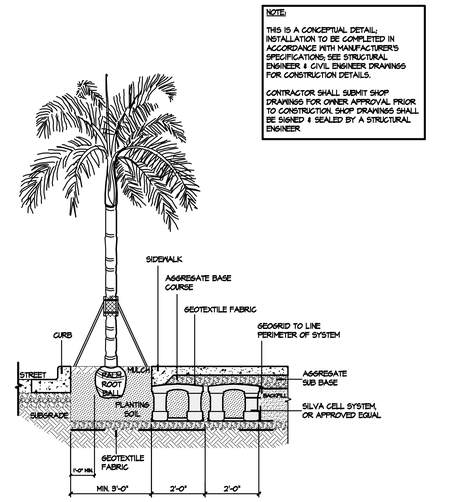
Sec. 47-21.12.

Total VUA : 5,930 s.f.

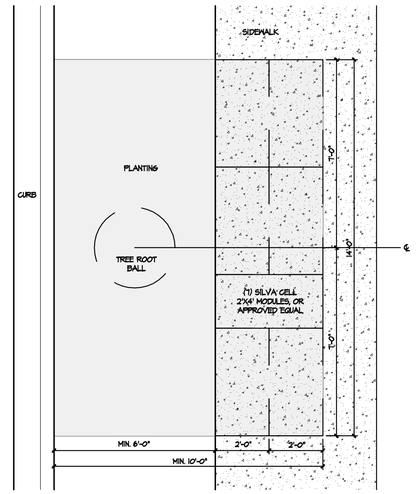
VUA Landscape area:	REQUIRED	PROVIDED
A. VUA Landscaping requirement: 20% of VUA area (*Sec. 47-21.12. A.1.)* 20% x 5,930= 1186 s.f.	1,186 s.f.	2,118 s.f.
B. Interior Landscape Area: 30 sq. ft. per parking space (*Sec. 47-21.12. A.3.)* 30 s.f. x (3) parking spaces = 90 s.f.	90 s.f.	228 s.f.
VUA Trees:		
A. Number of trees required: 1 tree per 1,000 sq. ft. of VUA area (*Sec. 47-21.12.C.1.)* 5,930 sq. ft. / 1,000 sq. ft. = 6	6	8
B. Shade trees required: 25% trees w/ min. 3 ½" trunk caliper (*Sec. 47-21.12.C.1.a.)* Number of required shade trees 6 x 25% = 1.5	2	3
C. Shade trees required: 25% trees w/ min. 2 ½" trunk caliper (*Sec. 47-21.12.C.1.b.)* Number of required trees 6 x 25% = 1.5	1	2
D. Flowering trees required: 20% flowering trees (*Sec. 47-21.12.C.1.c.)* Number of required trees 6 x 20% = 1.2	1	2
E. Palm trees required: max. 20% palm trees (*Sec. 47-21.12.C.1.d.)* Number of required trees 6 x 20% = 1.2	1	1
F. Number of native trees: 50% Native and/or drought tolerant (*Sec.47-21.8.S.2.)* Number of required trees 6 x 50% = 3	3	5
VUA Shrubs:		
A. Number of required shrubs: (10) shrubs per required tree *(Sec. 47-21.12.C.1.)* (10) x 6= 60	60	380
B. Number of required native shrubs: 50% Native / drought tolerant (*Sec.47-21.8.S.2.)* Number of required shrubs 50% x 60 = 30	30	80



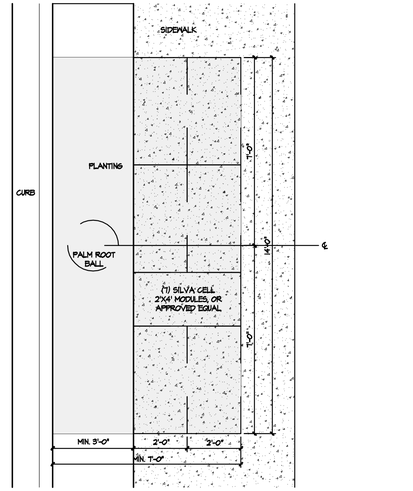
1 LP-4 STRUCTURAL SOIL TYPICAL DETAIL
SCALE: 3/8"=1'-0"



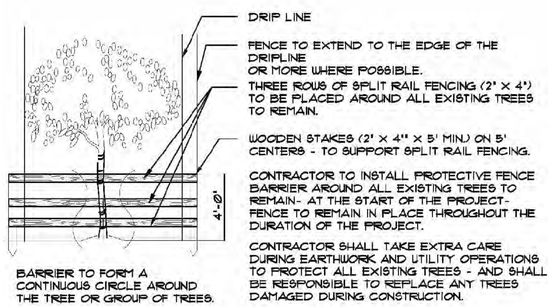
3 LP-4 STRUCTURAL SOIL TYPICAL DETAIL
SCALE: 3/8"=1'-0"



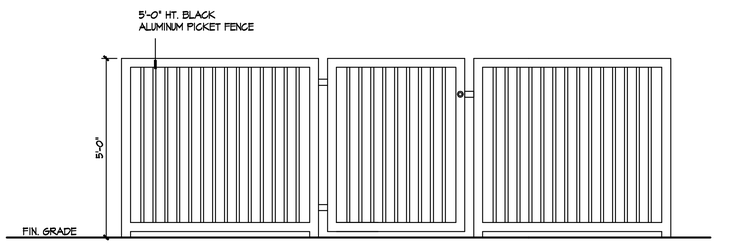
2 LP-4 STRUCTURAL SOIL TYPICAL PLAN
SCALE: 3/8"=1'-0"



4 LP-4 STRUCTURAL SOIL TYPICAL PLAN
SCALE: 3/8"=1'-0"



TREE PROTECTION DETAIL
N.T.S.



5 LP-4 SITE PERIMETER FENCE & GATE FRONT ELEVATION
SCALE: 1/2"=1'-0"

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BUILDING VALUE IN MULTIFAMILY REAL ESTATE

AURA CYPRESS CREEK

City of Fort Lauderdale

LANDSCAPE TABULATIONS

NOVEMBER 30, 2022
REVISED
NOVEMBER 11, 2022
DATE
MF
DRAWN BY
EB
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LP-4



LEGEND:

- LOW
- MEDIUM
- SOD

Hydrozone Table

Hydrozone	Water Need
HZ-01	Low
HZ-02	Low
HZ-03	Medium
HZ-04	Low
HZ-05	Medium
HZ-06	Low
HZ-07	Low
HZ-08	Medium
HZ-09	Medium
HZ-10	Medium
HZ-11	Low
HZ-12	Low
HZ-13	Medium
HZ-14	Sod
HZ-15	Low
HZ-16	Medium
HZ-17	Low
HZ-18	Sod
HZ-19	Low
HZ-20	Low
HZ-21	Low

SCALE: 1" = 30'-0"

0 30' 60'

BASE INFORMATION TAKEN FROM CORWIL ARCHITECTS

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HYDROZONE PLAN

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LP-5

BASE INFORMATION TAKEN FROM CORWIL ARCHITECTS

SCALE: 1" = 20'-0"

0 30' 60'

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TREE DISPOSITION PLAN

NOVEMBER 30, 2022
NOVEMBER 11, 2022
JULY 8, 2022
REVISED

FEBRUARY 11, 2022
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TD-1

SCALE: 1" = 20'-0"

0 30' 60'

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TREE DISPOSITION PLAN

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TD-2

Tree Disposition List

Aura Cypress Creek

Note: This vegetation list has been prepared by Landscape Design Workshop, based on Arboriculture Tree Report dated 02-09-2022 prepared by Sutton Consulting Arborist

* Indicates tree or palm planted off-site

NUMBER	ACTION	TYPE	Height (GW ft)	DBH (in.)	Condition
1	Remain	*Phoenix dactylifera* Medjool date palm	14		70%
2	Remain	*Phoenix dactylifera* Medjool date palm	14		70%
3	Remain	*Quercus virginiana* Live oak		19	30%
4	Remain	*Quercus virginiana* Live oak		14.5	40%
5	Remain	*Ptychosperma elegans* Solitaire palm	14		70%
6	Remain	*Ptychosperma elegans* Solitaire palm	14		70%
7	Remain	*Ptychosperma elegans* Solitaire palm	14		60%
8	**Remove**	*Ligustrum lucidum* Ligustrum		12	70%
9	**Remove**	*Phoenix dactylifera* Medjool date palm	14		70%
10	**Remove**	*Ligustrum lucidum* Ligustrum		6	50%
11	Remain	*Millettia pinnata* Pongam		40	40%
12	Remain	*Millettia pinnata* Pongam		18	40%
13	Remain	*Thrinax radiata* Thrinax palm	1		NA
14	Remain	*Thrinax radiata* Thrinax palm	1		NA
15	Remain	*Thrinax radiata* Thrinax palm	1		NA
16	Remain	*Bucida buceras* Black olive		24	50%
17	Remain	*Bucida buceras* Black olive		16	20%
18	Remain	*Thrinax radiata* Thrinax palm	1		NA
19	Remain	*Thrinax radiata* Thrinax palm	1		NA
20	Remain	*Washingtonia robusta* Washingtonia palm	NA		0%
21	Remain	*Thrinax radiata* Thrinax palm	1		NA
22	Remain	*Washingtonia robusta* Washingtonia palm	NA		0%
23	Remain	*Washingtonia robusta* Washingtonia palm	45		70%
24	Remain	*Bucida buceras* Black olive		13.5	30%
25	**Remove**	*Quercus virginiana* Live oak		7.5	10%
26	Remain	*Bucida buceras* Black olive		11	30%
27	Remain	*Bucida buceras* Black olive		18.5	40%
28	Remain	*Bucida buceras* Black olive		14	30%
29	Remain	*Thrinax radiata* Thrinax palm	1		NA
30	Remain	*Thrinax radiata* Thrinax palm	1		NA
31	Remain	*Thrinax radiata* Thrinax palm	1		NA
32	Remain	*Bucida buceras* Black olive		12	20%
33	Remain	*Bucida buceras* Black olive		24	50%
34	**Remove**	*Sabal palmetto* Sabal palm	17		70%
35	Remain	*Washingtonia robusta* Washingtonia palm	50		60%
36	Remain	*Millettia pinnata* Pongam		22	30%
37	Remain	*Washingtonia robusta* Washingtonia palm	50		60%
38	Remain	*Washingtonia robusta* Washingtonia palm	40		40%
39	Remain	*Ficus macrocarpa* Ficus nitida		NA	NA
40	Remain	*Millettia pinnata* Pongam		24	60%
41	Remain	*Bucida buceras* Black olive		16.5	20%
42	Remain	*Bucida buceras* Black olive		32	30%
43	Remain	*Bucida buceras* Black olive		21	20%
44	**Remove**	*Sabal palmetto* Sabal palm	23		60%
45	**Remove**	*Bucida buceras* Black olive		17.5	30%
46*	Remain	*Sabal palmetto* Sabal palm	4		70%
47	**Remove**	*Bucida buceras* Black olive		21	30%
48	Remain	*Sabal palmetto* Sabal palm	16		70%
49	Remain	*Sabal palmetto* Sabal palm	19		70%
50*	Remain	*Sabal palmetto* Sabal palm	5		70%
51	Remain	*Bucida buceras* Black olive		21	40%
52*	Remain	*Sabal palmetto* Sabal palm	1		NA
53	Remain	*Quercus virginiana* Live oak		18	20%
54	Remain	*Quercus virginiana* Live oak		16	60%
55	**Remove**	*Bursera simaruba* Gumbo limbo		14	10%
56	**Remove**	*Bursera simaruba* Gumbo limbo		4	10%
57*	Remain	*Bursera simaruba* Gumbo limbo		5	10%
58*	Remain	*Bursera simaruba* Gumbo limbo		7	10%
59	**Remove**	*Sabal palmetto* Sabal palm	1		NA
60*	Remain	*Sabal palmetto* Sabal palm	1		NA
61*	Remain	*Sabal palmetto* Sabal palm	1		NA
62*	Remain	*Sabal palmetto* Sabal palm	1		NA
63	Remain	*Sabal palmetto* Sabal palm	16		70%
64*	**Remove**	*Bursera simaruba* Gumbo limbo		5	10%
65	**Remove**	*Bursera simaruba* Gumbo limbo		5	10%
66	**Remove**	*Bursera simaruba* Gumbo limbo		5	10%
67*	**Remove**	*Sabal palmetto* Sabal palm	1		NA
68	Remain	*Quercus virginiana* Live oak		16.5	50%
69*	Remain	*Sabal palmetto* Sabal palm	2		NA
70	Remain	*Quercus virginiana* Live oak		12	20%
71	Remain	*Quercus virginiana* Live oak		13.5	40%
72*	Remain	*Sabal palmetto* Sabal palm	7		70%
73*	Remain	*Sabal palmetto* Sabal palm	7		70%
74	**Remove**	*Quercus virginiana* Live oak		15	20%
75	Remain	*Quercus virginiana* Live oak		22	60%
76	Remain	*Quercus virginiana* Live oak		18	60%
77	Remain	*Quercus virginiana* Live oak		17.5	40%
78*	Remain	*Bursera simaruba* Gumbo limbo		4	10%
79*	Remain	*Bursera simaruba* Gumbo limbo		7	20%
80*	Remain	*Sabal palmetto* Sabal palm	8		60%
81*	Remain	*Sabal palmetto* Sabal palm	9		70%
82	Remain	*Sabal palmetto* Sabal palm	15		60%
83	Remain	*Sabal palmetto* Sabal palm	15		60%
84	Remain	*Quercus virginiana* Live oak		26	50%
85	Remain	*Quercus virginiana* Live oak		10	10%
86	Remain	*Sabal palmetto* Sabal palm	20		70%
87	Remain	*Sabal palmetto* Sabal palm	17		70%
88	Remain	*Bucida buceras* Black olive		7	20%
89	Remain	*Sabal palmetto* Sabal palm	19		70%
90	Remain	*Quercus virginiana* Live oak		21	30%
91	Remain	*Quercus virginiana* Live oak		19	20%
92	Remain	*Quercus virginiana* Live oak		22.5	60%
93	**Remove**	*Quercus virginiana* Live oak		10	20%
94	Remain	*Sabal palmetto* Sabal palm	20		70%
95	Remain	*Quercus virginiana* Live oak		25	60%
96	Remain	*Sabal palmetto* Sabal palm	20		70%
97	**Remove**	*Calophyllum inophyllum* Calophyllum		6	20%
98	Remain	*Sabal palmetto* Sabal palm	15		70%
99	**Remove**	*Bucida buceras* Black olive		12.5	60%
100	**Remove**	*Bucida buceras* Black olive		11	50%
101	**Remove**	*Sabal palmetto* Sabal palm	15		70%
102	**Remove**	*Sabal palmetto* Sabal palm	20		70%
103	**Remove**	*Sabal palmetto* Sabal palm	20		70%
104	**Remove**	*Sabal palmetto* Sabal palm	18		70%
105	**Remove**	*Bucida buceras* Black olive		14	20%
106	**Remove**	*Bucida buceras* Black olive		3	70%
107	**Remove**	*Bucida buceras* Black olive		14	40%
108	**Remove**	*Bucida buceras* Black olive		13	40%
109	**Remove**	*Sabal palmetto* Sabal palm	14		70%
110	**Remove**	*Sabal palmetto* Sabal palm	17		70%
111	**Remove**	*Sabal palmetto* Sabal palm	17		70%
112	**Remove**	*Sabal palmetto* Sabal palm	14		70%
113	**Remove**	*Sabal palmetto* Sabal palm	14		70%
114	**Remove**	*Sabal palmetto* Sabal palm	17		70%
115	**Remove**	*Sabal palmetto* Sabal palm	17		70%
116	**Remove**	*Sabal palmetto* Sabal palm	14		70%
117	**Remove**	*Sabal palmetto* Sabal palm	10		70%
118	**Remove**	*Sabal palmetto* Sabal palm	14		70%
119	**Remove**	*Sabal palmetto* Sabal palm	17		70%
120	**Remove**	*Sabal palmetto* Sabal palm	17		70%
121	**Remove**	*Sabal palmetto* Sabal palm	14		70%
122	**Remove**	*Bucida buceras* Black olive		13.5	50%
123	Remain	*Bucida buceras* Black olive		19.5	40%
124	**Remove**	*Sabal palmetto* Sabal palm	16		70%
125	**Remove**	*Sabal palmetto* Sabal palm	20		70%
126	**Remove**	*Sabal palmetto* Sabal palm	21		70%
127	**Remove**	*Sabal palmetto* Sabal palm	17		70%
128	**Remove**	*Sabal palmetto* Sabal palm	22		70%
129	**Remove**	*Sabal palmetto* Sabal palm	18		70%
130	**Remove**	*Sabal palmetto* Sabal palm	26		70%
131	**Remove**	*Sabal palmetto* Sabal palm	18		70%
132	**Remove**	*Swietenia mahagoni* Mahogany		19.5	40%
133	**Remove**	*Swietenia mahagoni* Mahogany		28	40%
134	**Remove**	*Sabal palmetto* Sabal palm	21		70%
135	**Remove**	*Sabal palmetto* Sabal palm	20		70%
136	**Remove**	*Sabal palmetto* Sabal palm	18		70%
137	**Remove**	*Sabal palmetto* Sabal palm	211		70%
138	**Remove**	*Sabal palmetto* Sabal palm	19		70%
139	**Remove**	*Sabal palmetto* Sabal palm	14		70%
140	**Remove**	*Sabal palmetto* Sabal palm	14		50%
141	**Remove**	*Sabal palmetto* Sabal palm	14		70%
142	**Remove**	*Sabal palmetto* Sabal palm	14		70%
143	**Remove**	*Sabal palmetto* Sabal palm	16		70%
144	**Remove**	*Sabal palmetto* Sabal palm	10		70%
145	**Remove**	*Ligustrum lucidum* Ligustrum		12	70%
146	**Remove**	*Swietenia mahagoni* Mahogany		28	30%
147	**Remove**	*Roystonea regia* Royal palm	16		60%
148	**Remove**	*Roystonea regia* Royal palm	16		60%
149	**Remove**	*Roystonea regia* Royal palm	16		60%
150	**Remove**	*Roystonea regia* Royal palm	16		60%
151	**Remove**	*Roystonea regia* Royal palm	16		60%
152	**Remove**	*Roystonea regia* Royal palm	14		60%
153	**Remove**	*Swietenia mahagoni* Mahogany		29.5	40%
154	**Remove**	*Roystonea regia* Royal palm	16		60%
155	**Remove**	*Roystonea regia* Royal palm	16		60%
156	**Remove**	*Lagerstroemia indica* Crepe myrtle		7	70%
157	**Remove**	*Lagerstroemia indica* Crepe myrtle		10	70%
158	**Remove**	*Lagerstroemia indica* Crepe myrtle		8	70%
159*	Remain	*Roystonea regia* Royal palm	17		60%
160*	Remain	*Roystonea regia* Royal palm	16		60%
161*	Remain	*Roystonea regia* Royal palm	16		60%
162*	Remain	*Washingtonia robusta* Washingtonia palm	21		70%
163*	Remain	*Washingtonia robusta* Washingtonia palm	21		70%
164*	Remain	*Washingtonia robusta* Washingtonia palm	25		70%
165*	Remain	*Washingtonia robusta* Washingtonia palm	35		70%
166*	Remain	*Washingtonia robusta* Washingtonia palm	30		60%
167*	Remain	*Washingtonia robusta* Washingtonia palm	35		70%
168*	Remain	*Bursera simaruba* Gumbo limbo		15.5	60%
169*	Remain	*Quercus virginiana* Live oak		6	30%
170*	Remain	*Quercus virginiana* Live oak		16	60%
171*	Remain	*Quercus virginiana* Live oak		11.5	50%
172*	Remain	*Quercus virginiana* Live oak		10	60%

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City of Fort Lauderdale

TREE DISPOSITION LIST

NOVEMBER 30, 2022
NOVEMBER 11, 2022
JULY 8, 2022
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TD-3

SCALE: 1" = 20'-0"
0 30' 60'

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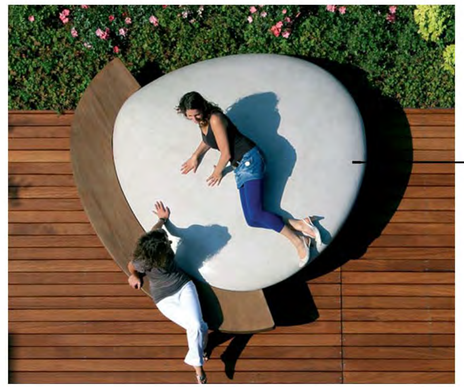
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C:\Drive_X\Aura\Bid\Set\Construction Documents\L-1.dwg 7 LYT:L-1 • 12/7/2022 10:14 • Hidigo •



STREET FURNITURE: I-BOX 4V WITH BACK BY METALCO; 90" X 24" X 18"H; HPC (HIGH PERFOMANCE CONCRETE); FINISH: NATURAL SMOOTH; FREESTANDING; W/ LED LIGHTING

1 LD-1 STREET FURNITURE BENCH DETAIL
N.T.S.



STREET FURNITURE: MOONSTONE W BY METALCO; 30"H X 98"W X 102"D (48°); MATERIAL: MARBLESTONE/ GRANITE, TIMBER, FINISH: PDM SANDBLASTE OR POLISHED; BELOW GROUND INSTALLATION

2 LD-1 STREET FURNITURE DETAIL
N.T.S.



BENCH DETAIL: FSP BENCH BY LANDSCAPE FORMS; CAST ALUMINUM SUPPORTS W/ A WOOD SEATING SURFACE; BACKED 70" LONG; ANODIZED FINISH; SURFACE MOUNT (HIDDEN MOUNTING SYSEM); IPE WOOD

3 LD-1 BENCH DETAIL
N.T.S.



LITTER RECEPTACLE: FSP LITTER RECEPTACLE BY LANDSCAPE FORMS; 20"W X 37"H X 14"D; SURFACE MOUNT; TOP AND RIM FINISH: PANSARD II POLYSTER POWDER COAT; TOP LID IS HINGED TO SWING UPWARD; A 17 GAL. CAPACITY

4 LD-1 LITTER RECEPTACLE DETAIL
N.T.S.



BIKE RACK DETAIL: FSP BIKE RACK BY LANDSCAPE FORMS; 30"W X 32"H X 4"D; DARK GREY ANODIZED FINISH; SURFACE MOUNT; SEE DETAIL 1 ON SHEET LH-1 FOR BIKE RACK SPACINNG AND DIMENSIONS

5 LD-1 BIKE RACK DETAIL
N.T.S.



BIKE RACK DETAIL: FSP BIKE RACK BY LANDSCAPE FORMS; 30"W X 32"H X 4"D; DARK GREY ANODIZED FINISH; SURFACE MOUNT; SEE DETAIL 1 ON SHEET LH-1 FOR BIKE RACK SPACINNG AND DIMENSIONS

6 LD-1 WALKWAY LIGHT DETAIL
N.T.S.



TABLE AND CHAIR SET: THE 21 CHAIR BY LANDSCAPE FORMS; 28.25"L X 32.75"H X 25.25"D; WITH ARM; STACKABLE; FINISH: PANSARD II POLYESTER POWDERCIAT; COLOR: TO BE SELECTED BY OWNER AND LANDSCAPE ARCHITECT

CATENA TABLE BY LANDSCAPE FORMS; ROUND; 36" DIA.; STAINLESS STEEL TABLE TOP, CAST IRON BASE; COLOR: TO BE SELECTED BY OWNER AND LANDSCAPE ARCHITECT

7 LD-1 TABLE & CHAIR DETAIL
N.T.S.





PAVING: 3" X 12" MODULINE PAVER; COLOR TO BE SELECTED BY OWNER AND LANDSCAPE ARCHITECT

8 LD-1 PAVING DETAIL
N.T.S.

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City of Fort Lauderdale

DETAILS

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LD-1

HOTEL PARCEL

FOURTEEN STORY COMMERCIAL BUILDING
(HOTEL TOWER)
42,439 SQUARE FEET MEASURED ALONG EXTERIOR WALLS AT GROUND LEVEL
LOWER FINISHED FLOOR EL.=6.52 (NAVD 1988)
UPPER FINISHED FLOOR EL.=8.08 (NAVD 1988)

TRACT 1
SHELL AT I-95
(P.B. 102/25, B.C.R.)

TRACT 1
SHELL AT I-95
(P.B. 102/25, B.C.R.)

TRACT 3
SHELL AT I-95
(P.B. 102/25, B.C.R.)
OWNER: RADICE CORPORATE CENTER I INC C/O CUSHMAN & WAKEFIELD OF FL

PARCEL 2
(PER TITLE COMMITMENT)

INTERSTATE 95

EAST RIGHT-OF-WAY INTERSTATE 95

12' F.P.L. EASEMENT (O.R.B. 13820/524 B.C.R.)

SOUTHEASTERLY RIGHT-OF-WAY INTERSTATE 95

PROPERTY LINE

CHAIN-LINK FENCE (TYP.)

13' F.P.L. EASEMENT (O.R.B. 13820/524 B.C.R.)

N.E 62nd STREET

N.E 7th STREET

WEST RIGHT-OF-WAY N.E. 7TH AVENUE

P.O.B. (PARCEL 1)

P.O.C. (PARCEL 1)
P.O.B. (HOTEL PARCEL)
S.W. CORNER TRACT 3
FOUND 5/8" IRON ROD
0.42' NORTH

WEST 60.00'

301.70'

S89°59'03"W

EXIST. GREASE TRAP TO BE RELOCATED

EXIST. GREASE TRAP RIM= 5.92

EXIST. GREASE TRAP RIM= 5.90

EXIST. DRAINAGE M.H. RIM= 5.96

ASPHALT PAVEMENT

COVERED CONCRETE

CONCRETE

PAVER WALK

NO PARKING

EXIST. SAN. SEWER M.H. RIM= 5.31 INV. N.=(-) 2.09 INV. S.=(-) 2.15

EXIST. WATER MAIN TO BE REMOVED

EXIST. C.B. TO BE REMOVED

EXIST. CATCH BASIN RIM= 4.47 INV. N.= 0.68 INV. E.= 0.71 BOTTOM OF STRUCTURE= (-) 0.26

EXIST. CATCH BASIN RIM= 4.46 INV. E.= 0.11 INV. W.= 0.58 BOTTOM OF STRUCTURE= (-) 2.25

FPL VAULT

EXIST. LANDSCAPING TO BE REMOVED (TYP.)

EXIST. ELEC. TO BE REMOVED

EXIST. CATCH BASIN RIM= 4.50 INV. E.= (-) 0.25 INV. W.= (-) 0.22 INV. W.= (-) 0.23 BOTTOM OF STRUCTURE= (-) 1.77

EXIST. CATCH BASIN RIM= 4.44 INV. N.= (-) 0.72 INV. E.= 0.32 INV. W.= (-) 0.07 BOTTOM OF STRUCTURE= (-) 1.48

EXIST. TYPE 'D' CURB TO BE REMOVED (TYP.)

EXIST. STRIPING TO BE REMOVED (TYP.)

EXIST. SAN. SEWER M.H. RIM= 5.53 INV. INACCESSIBLE

EXIST. CATCH BASIN RIM= 4.51 INV. E.= 0.66 INV. W.= 0.54 BOTTOM OF STRUCTURE= (-) 1.41

EXIST. CATCH BASIN RIM= 4.47 INV. N.= 0.35 INV. S.= 1.00 BOTTOM OF STRUCTURE= (-) 0.44

EXIST. CATCH BASIN RIM= 4.47 INV. N.= 1.01 INV. S.= 1.00 INV. W.N.W.= 0.80 BOTTOM OF STRUCTURE= (-) 0.74

EXIST. CATCH BASIN RIM= 4.46 INV. S.= 1.24 BOTTOM OF STRUCTURE= (-) 0.62

SOUTH BOUNDARY OF TRACT 3

ASPHALT PAVEMENT

BRICK PAVER

2' CONCRETE CURB AND GUTTER (TYP.)

EXIST. SAN. SEWER M.H. RIM= 6.09 INV. N.W.= (-) 5.16 INV. E.=(-) 5.18 INV. S.= (-) 5.25 INV. W.N.W.= (-) 5.15

EXIST. SAN. SEWER M.H. RIM= 5.87 INV. S.= (-) 5.48

EXIST. SAN. SEWER M.H. RIM= 7.23 INV. N.= (-) 5.92 INV. E.=(-) 5.87 INV. W.= (-) 5.98

EXIST. SAN. SEWER M.H. RIM= 6.65 INV. N.= (-) 5.83 INV. E.=(-) 5.88 INV. W.= (-) 5.83

EXIST. ELEC. TO BE REMOVED

EXIST. C.B. TO BE REMOVED

EXIST. WATER MAIN TO BE REMOVED

EXIST. M.H. TO BE REMOVED

EXIST. DRAINAGE M.H. RIM= 6.72 INV. E.= (-) 3.58 INV. W.= (-) 3.74 BOTTOM OF STRUCTURE= (-) 3.75

EXIST. DRAINAGE M.H. RIM= 6.77 INV. INACCESSIBLE

EXIST. DRAINAGE M.H. RIM= 6.51 INV. E.= (-) 3.57 INV. W.= (-) 3.22 BOTTOM OF STRUCTURE= (-) 4.18

EXIST. CATCH BASIN RIM= 9.04

EXIST. CATCH BASIN RIM= 7.54

CONC. WALK

P.O.B.
PARCEL 1
(PARCEL AS A WHOLE)
(PARKING PARCEL)

0 30 60
FEET
SCALE: 1"=30'

LEGEND

- BACK FLOW PREVENTOR VALVE
- BOLLARD (UNLESS NOTED)
- CATCH BASIN
- CLEAN OUT
- CONCRETE UTILITY POLE
- CONCRETE UTILITY POLE WITH LIGHT
- CROSSWALK SIGNAL POLE
- CURB INLET
- DRAINAGE MANHOLE
- ELECTRIC SERVICE BOX
- EXISTING ELEVATION
- FIRE HYDRANT
- FLAG POLE
- GAS METER
- GAS VALVE
- GREASE TRAP
- GUY ANCHOR
- HAND HOLE
- HANDICAP PARKING
- IRRIGATION CONTROL BOX
- LANDSCAPE LIGHT (SPOT LIGHT)
- MONITORING WELL
- NON-VEHICULAR ACCESS LINE
- NUMBER OF REGULAR PARKING
- OVERHEAD WIRES
- SANITARY MANHOLE
- SEWER VALVE
- SIGN (UNLESS NOTED)
- TELEPHONE RISER
- TRAFFIC LIGHT SUPPORT POLE W/ SUPPORT ARM
- TRAFFIC SIGNAL CONTROL RISER
- TRAFFIC SIGNAL SERVICE BOX
- UNKNOWN MANHOLE
- VAULT
- WATER METER
- WATER VALVE

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Check positive response codes before you dig!

DATE: Dec 14, 2022 - 1:40pm Z:\Projects\2022\220106-AURA CYPRESS CREEK\Drawings\Construction Plans\220106-DEMO PLAN.dwg

NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
Engineers · Planners · Surveyors
C26258 · LB7924

AURA CYPRESS CREEK

DEMOLITION PLAN

DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

JAY HUEBNER LICENSE No 54615 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

PROJECT:	2201-06
SHEET:	DP-1

MATCHLINE - SEE SHEET EN-2

NOTE: ACCESSIBLE PARKING, ACCESSIBLE PATH FROM PARKING, AND ACCESSIBLE PATH FROM ADJACENT ROW WILL BE IN COMPLIANCE WITH APPLICABLE ACCESSIBILITY CODE

Area	SF	Acres	%
Pervious	98798	2.27	34.3
Impervious	189291	4.35	65.7

FOURTEEN STORY COMMERCIAL BUILDING
(HOTEL TOWER)
42,439 SQUARE FEET MEASURED ALONG EXTERIOR WALLS AT GROUND LEVEL
LOWER FINISHED FLOOR EL.=6.53 (NAVD 1988)
UPPER FINISHED FLOOR EL.=8.08 (NAVD 1988)

TRACT 1
SHELL AT I-95
(P.B. 102/25, B.C.R.)

TRACT 3
SHELL AT I-95
(P.B. 102/25, B.C.R.)
OWNER: RADICE CORPORATE CENTER I INC C/O CUSHMAN & WAKEFIELD OF FL

PARCEL 2
(PER TITLE COMMITMENT)

INTERSTATE 95

PROP. SAN. SEWER M.H. 1
PROP. CATCH BASIN DS-2 RIM = 6.00
PROP. STORM DRAINAGE
MATCH EXIST. GRADE
EXIST GREASE TRAP TO BE RELOCATED
PROP. SAN. SEWER
EXIST. F.H TO REMAIN
P.O.C. (PARCEL 1)
P.O.B. (HOTEL PARCEL) S.W. CORNER TRACT 3
FOUND 5/8" IRON ROD 0.42' NORTH
EXIST. DRAINAGE LINE
PROP. SAN. SEWER M.H. 2
PROP. CATCH BASIN DS-3 RIM = 5.90
P.O.B. (PARCEL 1)
EXIST. DRAINAGE M.H. TO BE RELOCATED
PROP. DRAINAGE M.H. DS-4
PROP. SAN. SEWER
PROP. STORM DRAINAGE
EXIST. WATER MAIN TO RE
PROP. ACCESSIBLE RAMP W/ TACTILE WARNING (TYP.)
PROP. 5' SIDEWALK
PROP. TRASH ROOM
PROP. ACCESSIBLE PARKING SPACE
PROP. BUILDING FFE = 7.00 NAVD
PROP. CATCH BASIN DS-1
EXIST. F.H TO BE RELOCATED
EXIST. SAN. SEWER M.H. RIM= 5.31 INV. N.=(-) 2.09 INV. S.=(-) 2.15
EXIST. GREASE TRAP RIM= 5.92
EXIST. GREASE TRAP RIM= 5.90
ASPHALT PAVEMENT
CONCRETE
COVERED CONCRETE
PAVER WALK
COBBLESTONE PAVER
12' F.P.L. EASEMENT (O.R.B. 13820/524 B.C.R.)
EAST RIGHT-OF-WAY INTERSTATE 95
S89°59'03"E 1320.00' (M&D)
S89°59'03"W 301.70'
N00°00'57"E 180.97'
EXIST. SAN. SEWER M.H. RIM= 5.57 INV. INACCESSIBLE
R10'
R25'
R39'
A
7.00
FFE=7.00
FFE=7.00
SOUTHEASTERLY RIGHT-OF-WAY INTERSTATE 95
CHAIN-LINK FENCE (TYP.)
PROP. 5' SIDEWALK
PROP. SIGHT TRIANGLE (TYP.)
EXIST. CATCH BASIN RIM= 9.04
EXIST. CATCH BASIN RIM= 7.99
EXIST. CATCH BASIN RIM= 7.54
EXIST. CATCH BASIN RIM= 6.69
CONC. WALK
OHW
N.E 62nd STREET
N.E 7th STREET
WEST 7th AVENUE
WEST RIGHT-OF-WAY
SOUTH BOUNDARY OF TRACT 3
EXIST. CATCH BASIN RIM= 4.40 (TO REMAIN)
EXIST. SAN. SEWER
PROP. SAN. SEWER
PROP. SAN. SEWER M.H. 4
MATCH EXIST.
ASPHALT PAVEMENT
BRICK PAVER
2' CONCRETE CURB AND GUTTER (TYP.)
EXIST. SAN. SEWER M.H. RIM= 6.09 INV. N.N.W. =(-) 5.16 INV. E.=(-) 5.18 INV. S.= (-) 5.25 INV. W.N.W.= (-) 5.15
EXIST. SAN. SEWER M.H. RIM= 5.87 INV. S. =(-) 5.48
EXIST. SAN. SEWER M.H. RIM= 7.23 INV. N. =(-) 5.92 INV. E.=(-) 5.87 INV. W.= (-) 5.98
EXIST. SAN. SEWER M.H. RIM= 6.65 INV. N. =(-) 5.83 INV. E.=(-) 5.88 INV. W.= (-) 5.83
PROP. ACCESSIBLE RAMP W/ TACTILE WARNING (TYP.)
PROP. SAN. SEWER M.H. 3
PROP. CATCH BASIN DS-5 RIM = 4.50
MATCH EXIST.
MATCH EXIST. GRADE
PROP. SIGHT TRIANGLE (TYP.)
P.O.B. PARCEL 1 (PARCEL AS A WHOLE) (PARKING PARCEL)
12' F.P.L. EASEMENT (O.R.B. 13820/524 B.C.R.)
12' F.P.L. EASEMENT (O.R.B. 13820/524 B.C.R.)

0 30 60
FEET
SCALE: 1"=30'

NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
Engineers · Planners · Surveyors
C26258 · LB7924

AURA CYPRESS CREEK

CONCEPTUAL ENGINEERING PLAN

DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

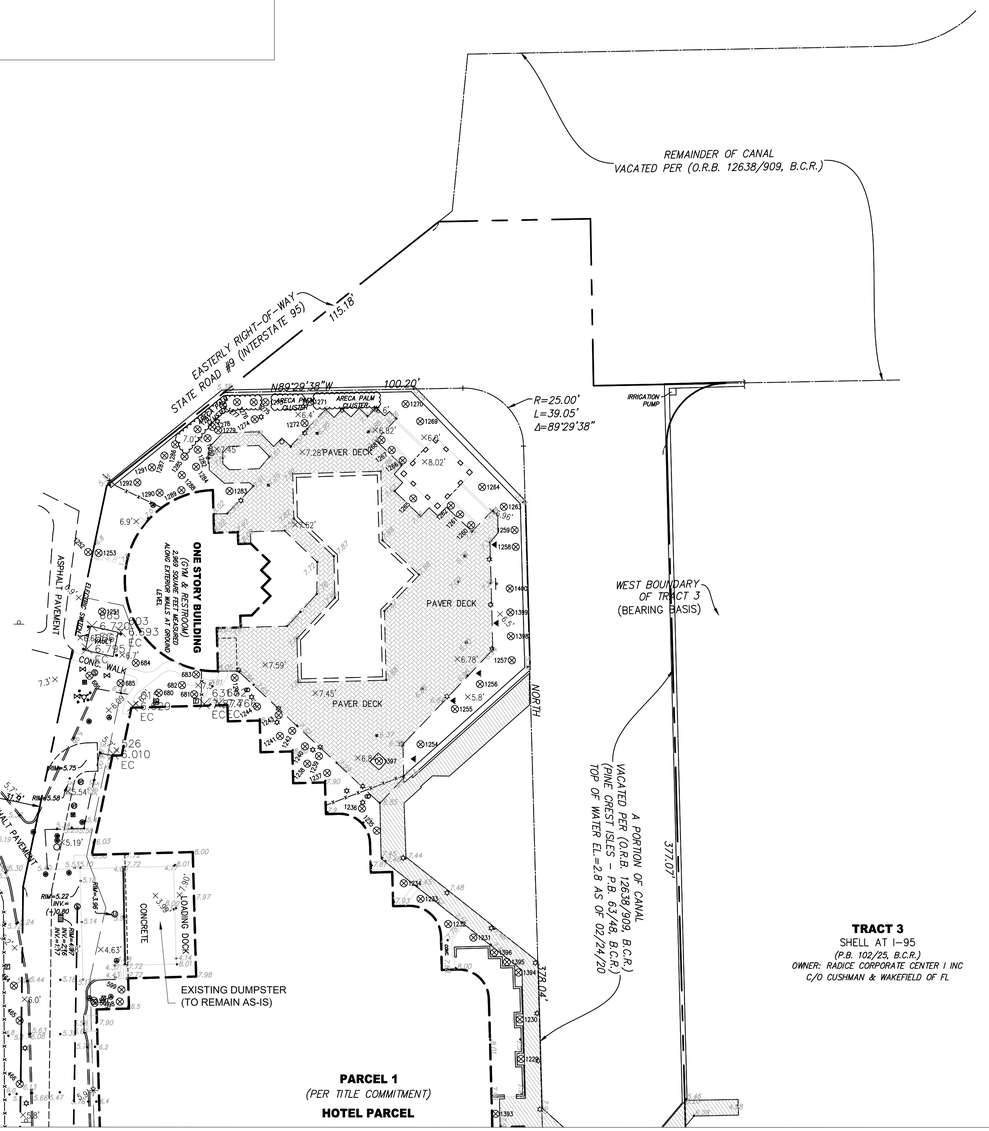
JAY HUEBNER LICENSE No 54615 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

PROJECT: 2201-06

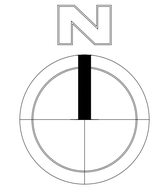
SHEET: EN-1

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MATCHLINE - SEE SHEET EN-2



SCALE: 1"=30'

Area	SF	Acres	%
Pervious	98798	2.27	34.3
Impervious	189291	4.35	65.7

NOTE: ACCESSIBLE PARKING, ACCESSIBLE PATH FROM PARKING, AND ACCESSIBLE PATH FROM ADJACENT ROW WILL BE IN COMPLIANCE WITH APPLICABLE ACCESSIBILITY CODE

NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
Engineers · Planners · Surveyors
C26258 · LB7924

AURA CYPRESS CREEK

CONCEPTUAL ENGINEERING PLAN

DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

JAY HUEBNER
LICENSE
No 54615
STATE OF FLORIDA
PROFESSIONAL ENGINEER

DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

No item or this item's digitally signed and sealed by Jay Huebner, P.E. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

PROJECT:	2201-06
SHEET:	EN-2

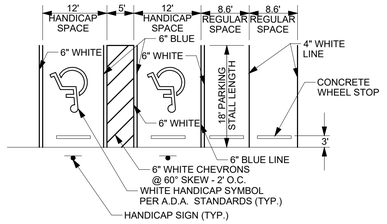
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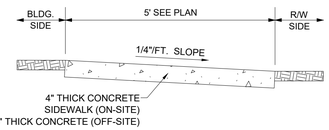
HANDICAP SIGN DETAIL

N.T.S.



TYPICAL PARKING STALL DETAIL

N.T.S.

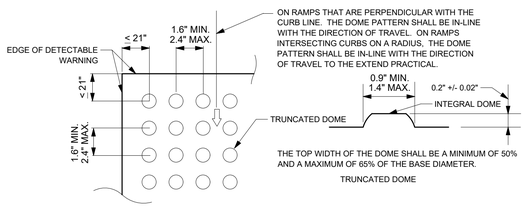


NOTES

1. PROVIDE½" CONSTRUCTION JOINTS AT 5' O/C, MINIMUM DEPTH½".
2. PROVIDE½" EXPANSION JOINTS WITH NON-RISING FILLER AT 20' O/C, TO RUN FULL DEPTH OF SLAB.
3. CONCRETE TO BE 3,000 P.S.I. IN 28 DAYS.
4. CURE ALL CONCRETE WITH CLEAN SAND, PLASTIC MEMBRANE, OR OTHER APPROVED METHOD.
5. SIDEWALK TO BE 6" THICK WHEN ABUTTING DRIVEWAYS AND PARKING LOTS.

CONCRETE SIDEWALK DETAILS

N.T.S.



CURB RAMP DETECTABLE WARNING DETAIL

N.T.S.

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Check positive response codes before you dig!

PAVEMENT NOTES

1. THE PAVEMENT SURFACE SHALL BE TYPE S-3 ASPHALTIC CONCRETE. THE SURFACE SHALL BE 1-1/2 INCHES THICK, APPLIED IN TWO (2) SEPARATE LIFTS OF 3/4 INCHES EACH. A TACK COAT SHALL BE APPLIED BETWEEN BOTH PAVEMENT COURSES.
2. THE LIMEROCK BASE SHALL BE 8 INCHES THICK. THE LIMEROCK MATERIAL 6" THICK LIMEROCK BASE SHALL BE USED IN THE PRIVATE PARKING STALLS, SHALL HAVE A MINIMUM LIMEROCK BEARING RATIO (L.B.R.) VALUE OF 100. THE LIMEROCK MATERIAL SHALL BE COMPACTED TO A DENSITY EQUAL TO OR GREATER THAN 98% OF THE MAXIMUM DRY DENSITY PER A.A.S.H.T.O. T-180 SPECIFICATIONS.
3. THE 8" OR 6" ROCK BASE CAN BE SUBSTITUTED WITH 8" OR 6" CRUSHED CONCRETE BASE. THE CRUSHED CONCRETE BASE MUST BE FREE OF ANY ORGANIC MATERIALS AND OF CONSISTENT SIZE WITH NO AGGREGATES LARGER THAN 2" IN SIZE.

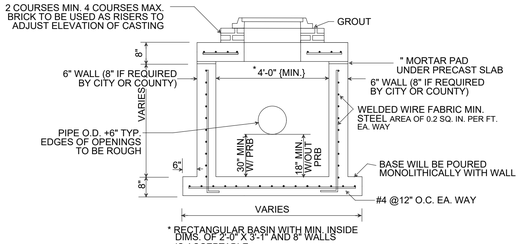
3A. THE MATERIAL SHOULD BE WELL GRADED AND HAVE A (LBR) OF 100. MATERIAL SHALL BE COMPACTED TO A DENSITY EQUAL TO OR GREATER THAN 98% OF THE MAXIMUM DRY DENSITY PER A.A.S.H.T.O. T-180 SPECIFICATIONS. THE CRUSHED CONCRETE GRADATION MUST MEET THE FOLLOWING REQUIREMENTS:

U.S. SIEVE SIZE	PERCENT PASSING
2"	100%
1½"	95-100
¾"	70-95
⅜"	50-80
No. 4	40-65
No.10	30-50
No.50	10-25
No. 200	<10

4. THE SUBGRADE SHALL BE 12 INCHES THICK. THE SUBGRADE MATERIAL SHALL HAVE A MINIMUM LIMEROCK BEARING RATIO (L.B.R.) VALUE OF 40. THE SUBGRADE MATERIAL SHALL BE COMPACTED TO A DENSITY EQUAL TO OR GREATER THAN 98% OF THE MAXIMUM DRY DENSITY PER A.A.S.H.T.O. T-180 SPECIFICATIONS.
5. THE LIMEROCK AND SUBGRADE COURSES SHALL NOT BE CONSTRUCTED UNTIL ALL UTILITY INSTALLATIONS UNDER PAVEMENT AREAS ARE COMPLETED. ANY PAVEMENT CONSTRUCTION PRIOR TO THIS REQUIREMENT SHALL BE CONDUCTED AT THE CONTRACTOR'S OWN RISK AND ANY REQUIRED REPAIRS WILL BE THE CONTRACTOR'S SOLE RESPONSIBILITY.
6. THE PRIME AND TACK COATS SHALL CONFORM TO THE FLORIDA DEPARTMENT OF TRANSPORTATION (SECTIONS 300-1 THRU 300-7) SPECIFICATIONS. THE PRIME COAT SHALL BE APPLIED AT A RATE OF 0.10 GALLONS PER SQUARE YARD OF PAVEMENT.
7. PERIODIC DENSITY TESTING SHALL BE CONDUCTED FOR BOTH SUBGRADE AND LIMEROCK BASE COURSES . THE TOTAL NUMBER AND EXACT LOCATIONS OF THE TESTS SHALL BE DETERMINED BY EITHER THE ENGINEER-OF-RECORD OR GOVERNMENT INSPECTOR. THE MINIMUM AMOUNT OF TESTING SHALL BE BASED ON ONE (1) DENSITY TEST PER 5,000 SQUARE FEET OF PAVEMENT.
8. THE FIRST LIFT OF THE ASPHALTIC CONCRETE PAVEMENT SHALL BE APPLIED 1/2 INCH BELOW THE LIP OF CURB AND/OR SIDEWALK (IF APPLICABLE). THE SECOND (FINAL) LIFT SHALL EXTEND 1/4 INCH ABOVE THE LIP OF CURB AND/OR SIDEWALK. THE FINAL LIFT OF ASPHALT SHALL NOT BE APPLIED UNTIL EITHER THE CLIENT, ENGINEER-OF-RECORD AND/OR GOVERNMENT AGENCY DETERMINES THAT SUBSTANTIAL PROJECT CONSTRUCTION HAS BEEN COMPLETED.
9. ALL EXISTING ORGANIC AND DELETERIOUS MATERIALS WITHIN THE RIGHT-OF-WAY AND PAVEMENT AREAS ARE TO BE REMOVED TO THEIR FULL DEPTH AND REPLACED WITH APPROVED SUITABLE MATERIAL. UNLESS AN ALTERNATIVE METHOD IS RECOMMENDED BY A CERTIFIED GEOTECHNICAL ENGINEER. THE DETERMINATION OF ORGANIC AND UNSUITABLE MATERIALS SHALL BE BASED ON F.D.O.T. STANDARDS.
10. ALL EXISTING PAVEMENT CONNECTIONS AND REPAIRS SHALL HAVE A STRAIGHT SAW-CUT EDGE PRIOR TO APPLYING NEW ASPHALT.
11. ONCE FINAL LIFT OF ASPHALT HAS BEEN APPLIED, ALL PERMANENT CONTROL POINTS, REFERENCE MARKERS, VALVES, INLET AND MANHOLE RIMS SHALL BE ADJUSTED TO FINAL GRADE.

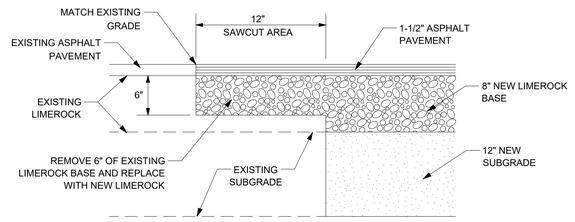
SIGNING & PAVEMENT MARKING NOTES

1. INSTALL ALL NECESSARY PAVEMENT MARKINGS AND SIGNS IN ACCORDANCE WITH THE TRAFFIC OPERATIONS STANDARDS, FLORIDA DEPARTMENT OF TRANSPORTATION AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
2. ALL PAVEMENT MARKINGS LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE INSTALLED USING THERMOPLASTIC PAINT.
3. ALL PAVEMENT MARKINGS LOCATED WITHIN PRIVATE PROPERTY SHALL BE INSTALLED USING REFLECTORIZED PAINT.
4. ALL TRAFFIC SIGNS SHALL BE CONSTRUCTED USING HIGH INTENSITY REFLECTORIZED MATERIAL.
5. INSTALL BLUE PAVEMENT REFLECTOR IN FRONT OF EACH FIRE HYDRANT LOCATED AT CENTER OF ADJACENT DRIVEWAY.

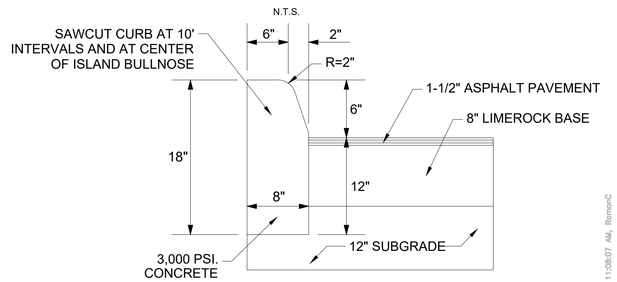


MANHOLE/CATCH BASIN DETAIL

N.T.S.

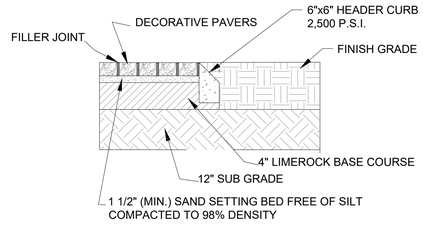


ASPHALT CONNECTION DETAIL



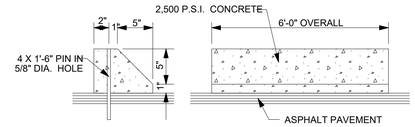
TYPE "D" CONCRETE CURB DETAIL

N.T.S. - PER F.D.O.T. INDEX 300



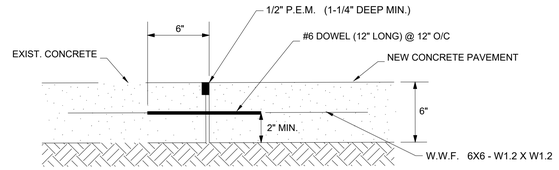
SIDEWALK PAVER DETAIL

N.T.S.



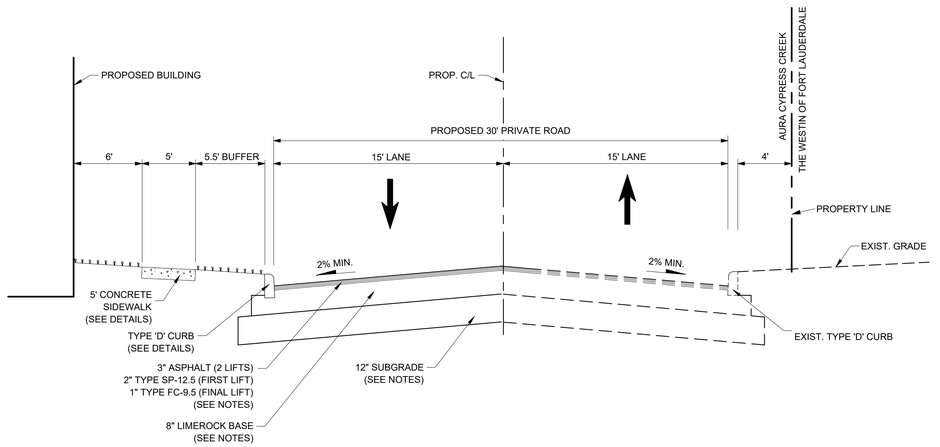
CONCRETE WHEEL STOP DETAIL

N.T.S.



CONCRETE PAVEMENT - BUTT JOINT DETAIL

N.T.S.

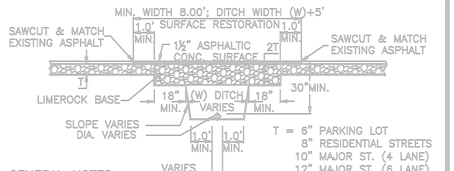


TYPICAL SECTION 'A-A'

N.T.S.

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



GENERAL NOTES

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE. MINIMUM 12", MAXIMUM 18".
2. BASE MATERIAL SHALL BE PLACED IN LAYERS NOT THICKER THAN 6" COMPACTED THICKNESS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.
3. ASPHALT PAVEMENT JOINTS (ASPHALTIC CONCRETE) SHALL BE MECHANICALLY SAWED.
4. NEW SURFACE MATERIAL WILL BE D.O.T. TYPE III ASPHALTIC CONCRETE.
5. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 & MINIMUM CARBONATE CONTENT OF 70% FOR MAJOR STREETS AND 60% FOR RESIDENTIAL STREETS.
6. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2" ASPHALTIC CONCRETE PATCH ON MAJOR STREET AND 1-1/2" ASPHALTIC CONCRETE PATCH ON RESIDENTIAL STREET AND PARKING LOT TO KEEP THE FILL MATERIAL FROM RAVELING UNTIL PLACED WITH A PERMANENT PATCH.
7. SUBGRADE SHALL BE COMPACTED TO 100% OF DRY DENSITY PER AASHTO T-99 AND SHALL BE PLACED IN LIFTS NOT TO EXCEED 12" MAXIMUM, LOOSE MEASUREMENT.
8. PAVEMENT RESTORATION DUE TO PLACEMENT OF 4" GAS MAINS OR LARGER SHALL BE AS SHOWN ON THIS DETAIL WITH A 3" MINIMUM WIDTH AND PLACEMENT OF CONTINUOUS METALLIC TAPE OR #12 WIRE WRAPPED AROUND THE PIPE(S).
9. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.

DATE:	SCALE:	RESTORATION OF PAVEMENT	P
APRIL '04	N.T.S.		
REVISED: MARCH '09	DRAWN BY:	UTILITY CROSSING	4.1

P:\eng\WRITTEN\DETAILS\Blue Book blocks\CITL-BB-P4.1.dwg, 3/12/2009 11:08:07 AM, RomonC

HSQ GROUP, LLC
Engineers · Planners · Surveyors
C26258 · LB7924

NO	DATE	BY	REVISIONS

AURA CYPRESS CREEK

PAVING AND DRAINAGE DETAILS

DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

JAY HUEBNER LICENSE No 54615 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

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PROJECT:	2201-06
SHEET:	PDD-1

DATE: Dec 20, 2022 - 4:34pm Z:\Projects\2022\220106-AURA CYPRESS CREEK\Drawings\Construction Plans\220106-PPD-001.dwg

GENERAL NOTES:

1. Cross Slopes and Grades:

   A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this Index are maximums. With approval of the Engineer, provide the minimum feasible slope where the requirements cannot be met.

   B. Landings must have cross-slopes less than or equal to 0.02 in any direction.

   C. Maintain a single longitudinal slope along each side of the curb ramp. Ramp slopes are not required to exceed 15 feet in length.

   D. Joints permitted at the location of Slope Breaks. Otherwise locate joints in accordance with Index 522-001. No joints are permitted within the ramp portion of the Curb Ramp.

2. Curb, Curb and Gutter and/or Sidewalk:

   A. Refer to Index 522-001 for concrete thickness and sidewalk details.

   B. Remove any existing curb, curb and gutter, or sidewalk to the nearest joint beyond the curb transition or to the extent that no remaining section is less than 5 feet long.

3. Curb Ramp Alpha-Identification:

   A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.

   B. Alpha-identifications CR-I and CR-J are intentionally omitted.

4. Detectable Warnings:

   A. Install detectable warnings in accordance with Specification 527.

   B. Place detectable warnings across the full width of the ramp or landing, to a minimum depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.

   C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the truncated domes with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.

5. Detectable Warnings - Acceptance Criteria:

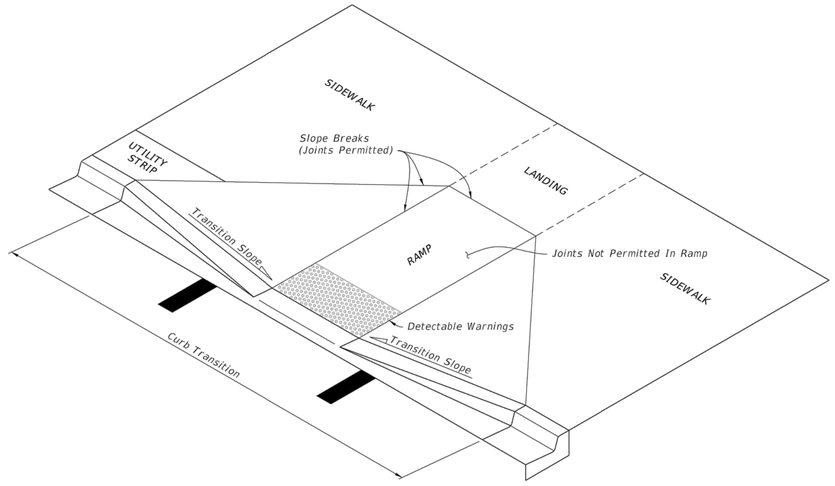
   A. Color and texture shall be complete and uniform.

   B. 90% of individual truncated domes shall be in accordance with the Americans with Disabilities Act Standards for Transportation Facilities, Section 705.

   C. There shall be no more than 4 non-compliant domes in any one square foot.

   D. Non-compliant domes shall not be adjacent to other non-compliant domes.

   E. Surfaces shall not deviate more than 0.10" from a true plane.



CURB RAMP NOMENCLATURE

LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/19					522-002	1 of 7

7/20/2020 2:09:54 PM

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AURA CYPRESS CREEK

PAVING AND DRAINAGE DETAILS

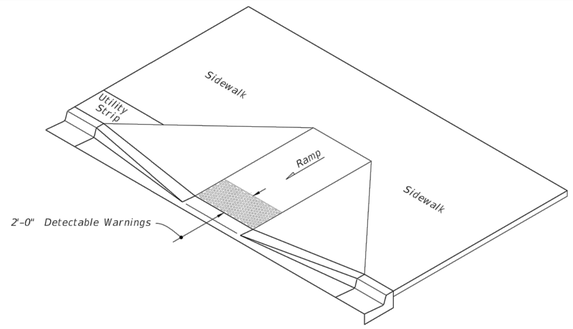
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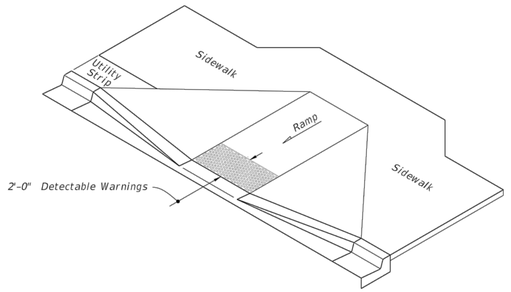
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FLORIDA REGISTRATION NO. - 54615

PROJECT:	2201-06
SHEET:	PDD-2

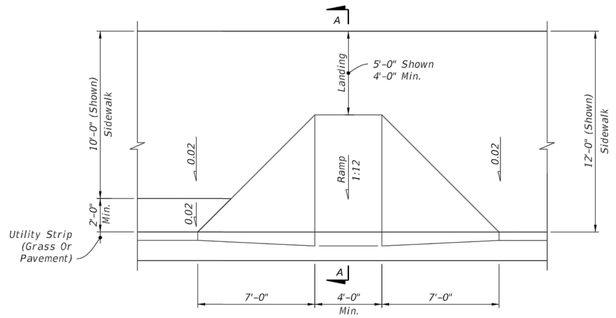
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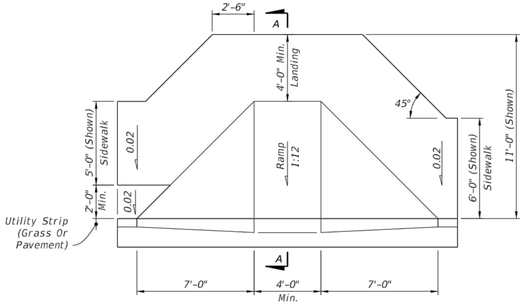
ISOMETRIC VIEW



PLAN VIEW

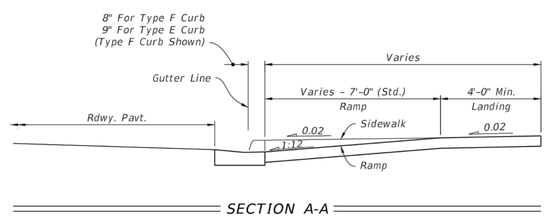
NOTE: For Example of CR-A used in Radial Curb Returns, See Sheet 8.

CR-A



PLAN VIEW

CR-B



SECTION A-A

SIDEWALK CURB RAMPS CR-A AND CR-B

LAST REVISION	REVISION	DESCRIPTION:				
11/01/18			FY 2020-21 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 2 of 7

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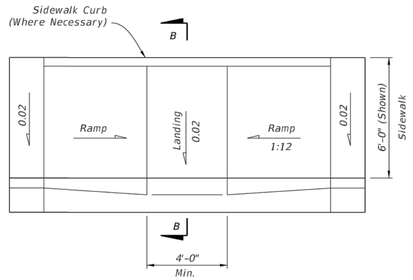
DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

PROJECT:	2201-06
SHEET:	PDD-3

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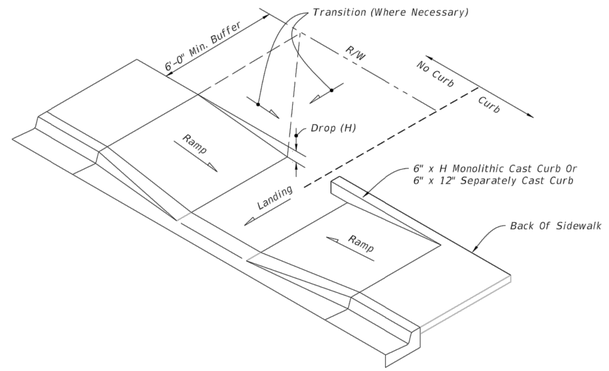
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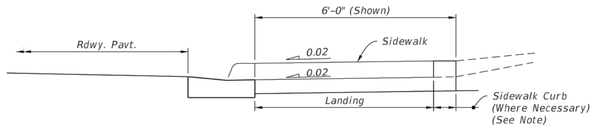


PLAN VIEW

CR-C

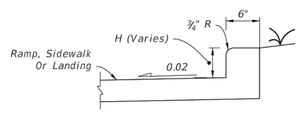


CONSTRUCTION OF SIDEWALK CURB IN CUT SECTIONS

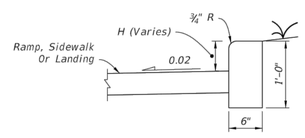


NOTE: For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details.

SECTION B-B



MONOLITHIC CAST CURB



SEPARATELY CAST CURB

SIDEWALK CURB OPTIONS

SIDEWALK CURB RAMPS CR-C AND SIDEWALK CURB

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/18						522-002	3 of 7

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AURA CYPRESS CREEK

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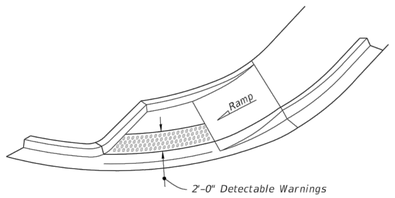
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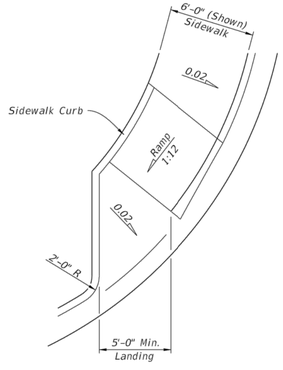
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SHEET:	PDD-4

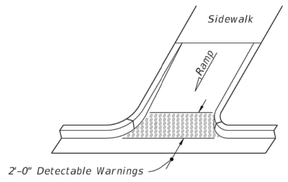


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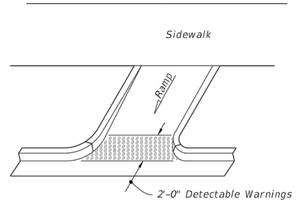


PLAN VIEW

CR-D

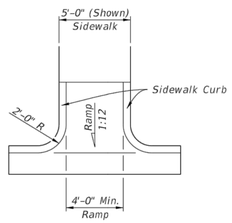


OPTION A



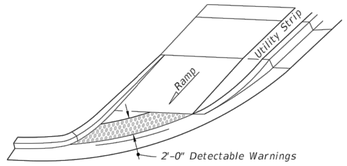
OPTION B

ISOMETRIC VIEW

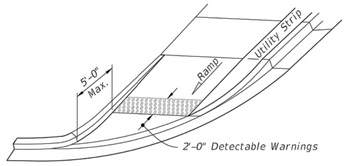


PLAN VIEW

CR-E

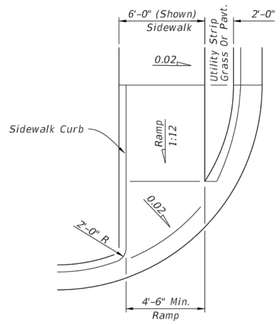


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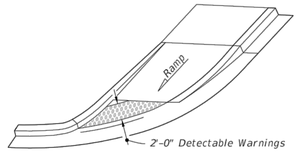
OPTION B

ISOMETRIC VIEW

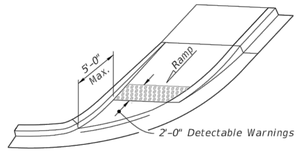


PLAN VIEW

CR-F

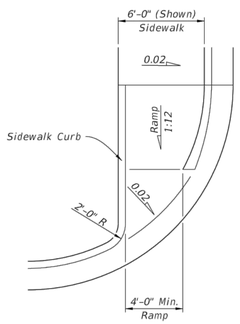


OPTION A



OPTION B

ISOMETRIC VIEW



PLAN VIEW

CR-G

SIDEWALK CURB RAMPS CR-D, CR-E, CR-F & CR-G

LAST REVISION	REVISION	DESCRIPTION:
11/01/18		

FDOT FY 2020-21 STANDARD PLANS

DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS

INDEX 522-002

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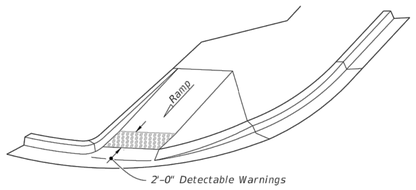
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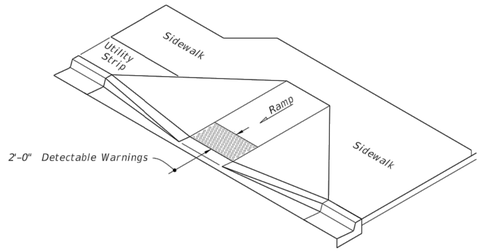
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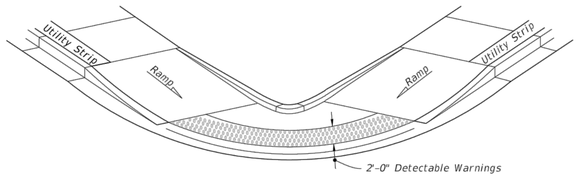
SHEET: PDD-5



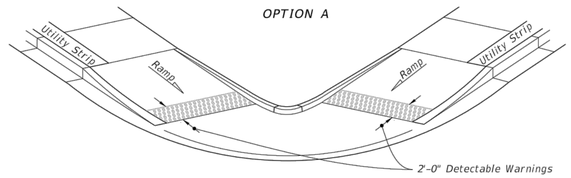
ISOMETRIC VIEW



ISOMETRIC VIEW

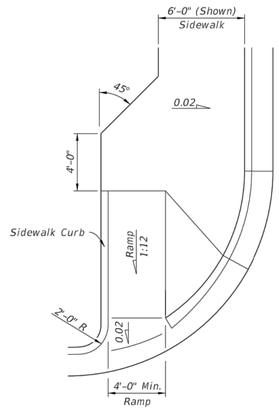


OPTION A



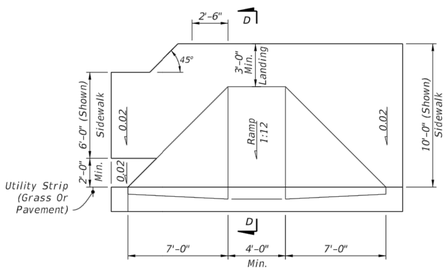
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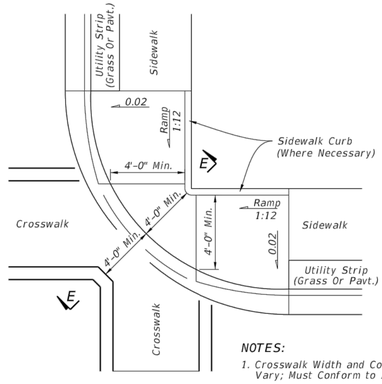
PLAN VIEW

CR-H



PLAN VIEW

CR-K

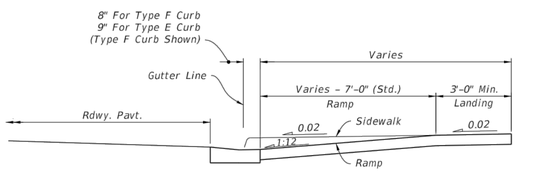


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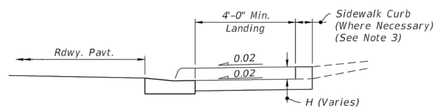
1. Crosswalk Width and Configuration Vary; Must Conform to Index 711-001.
2. 15' Radius Curve Shown for CR-L.
3. For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details, on Sheet 3.

PLAN VIEW

CR-L



SECTION D-D



SECTION E-E

SIDEWALK CURB RAMPS CR-H, CR-K & CR-L

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/18			FY 2020-21 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	522-002	5 of 7

NO	DATE	BY	REVISIONS

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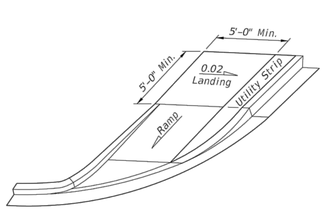
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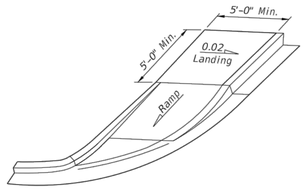
PROJECT:	2201-06
SHEET:	PDD-6

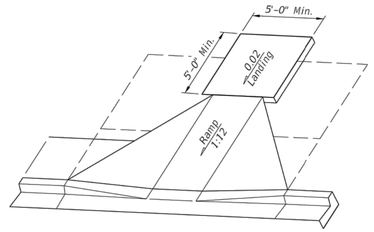
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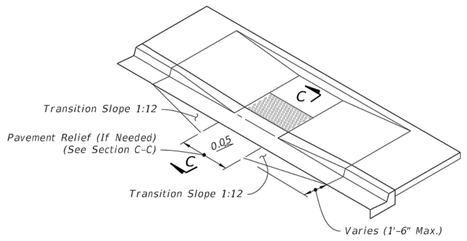




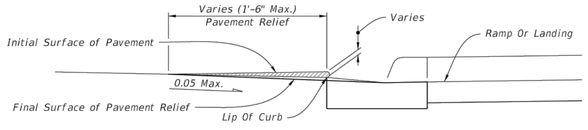


LANDINGS FOR CURB RAMPS WITHOUT SIDEWALKS

(See CR-F, CR-G & CR-K Respectively For Detectable Warning Details/Options)



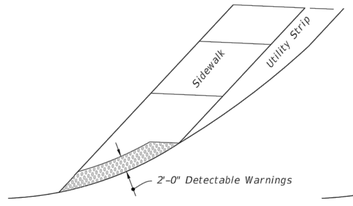
ISOMETRIC VIEW
(CR-C Shown, Other Similar)



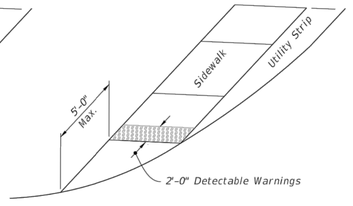
NOTE: Remove Elevated Pavement By Spading And Rolling, Smooth Milling, or Grinding.

SECTION C-C

PAVEMENT RELIEF DETAILS



OPTION A



OPTION B

DETECTABLE WARNING ON FLUSH SHOULDER SIDEWALKS

CURB RAMPS WITHOUT SIDEWALKS AND FLUSH SHOULDER SIDEWALKS

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/18						522-002	6 of 7

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

7/20/2020 2:10:12 PM

DATE: Dec. 20, 2022 - 4:35pm Z:\Projects\2022\2201106-AURA CYPRESS CREEK\Drawings\Construction Plans\2201106-PPD-001.dwg

NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
Engineers · Planners · Surveyors
C26258 · LB7924

AURA CYPRESS CREEK

PAVING AND DRAINAGE DETAILS

DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

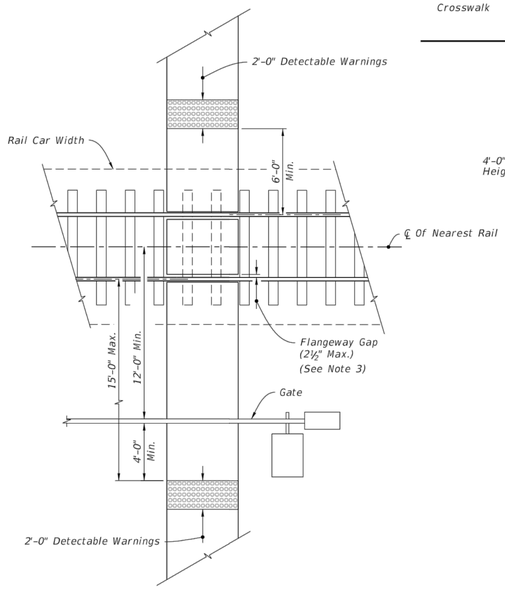
JAY HUEBNER LICENSE No 54615 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

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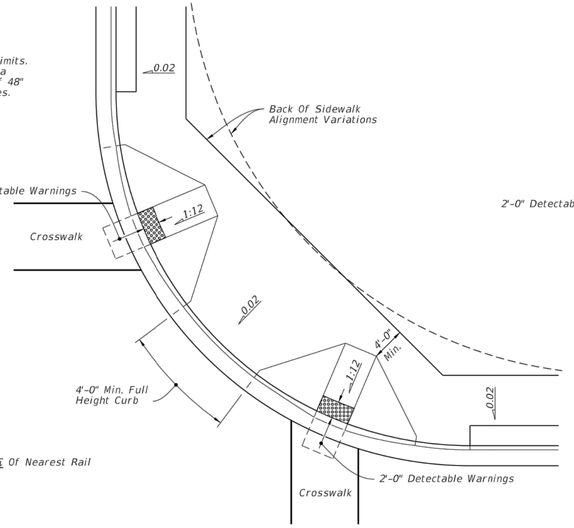
PROJECT:	2201-06
SHEET:	PDD-7

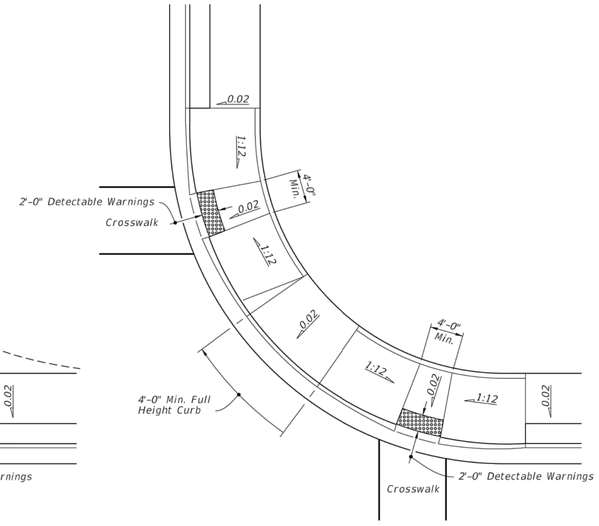
NOTES:

1. Where crosswalk markings are used, ramps must fall within the crosswalk limits. A clear space of 48" minimum is required at the bottom of the ramp within a marked crosswalk. If crosswalk markings are not present, a clear space of 48" minimum is required at the bottom of the ramp outside of active travel lanes.
2. Crosswalk widths and configurations vary; must conform to Index 711-001.
3. Flangeway Gap may be up to 3" for Freight-only Railways.

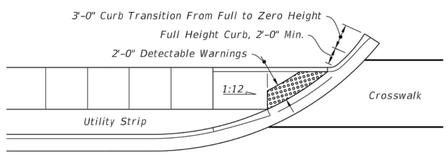


RAILROAD CROSSING





RADIAL SIDEWALK RAMPS



LINEAR SIDEWALK RAMPS

PLACEMENT OF SIDEWALK CURB RAMPS AT CURBED RETURNS (TYP.)

RAILROAD CROSSING AND CURB RAMPS AT CURBED RETURNS

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/17						522-002	7 of 7

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DATE: Dec 20, 2022 — 4:35pm Z:\Projects\2022\220106-AURA CYPRESS CREEK\Drawings\Construction Plans\220106-PPD-001.dwg

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NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
Engineers · Planners · Surveyors
C26258 · LB7924

AURA CYPRESS CREEK

PAVING AND DRAINAGE DETAILS

DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

JAY HUEBNER LICENSE No 54615 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

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PROJECT:	2201-06
SHEET:	PDD-8

WATER SYSTEM NOTES:

PIPE D.I.P.

1. Ductile Iron water main pipe shall conform to the requirements of A.N.S.I./ A.W.W.A. C-151/A 21.51-02 and lined and coated per A.N.S.I./A.W.W.A. C-104/A-214-03. 20" and smaller pipe shall be pressure class 350; 24" and larger, pipe shall be pressure class 250.
2. All DIP shall have adequate protective measures against corrosion and it shall be used only if as determined by the design engineer, based on field conditions.
3. All DIP shall be installed in accordance with A.N.S.I./A.W.W.A. C-600-99, or latest revision.

PIPE P.V.C.

4. All P.V.C. mains shall be series 1120, class 150 (DR 18) pressure pipe, conforming to A.N.S.I./A.W.W.A. C-900-97, or latest revision, and shall have push on joints, and iron pipe O.D.
5. All P.V.C. pipe shall be installed in accordance with the Uni-Bell plastic pipe Association's "Guide for installation of P.V.C. pressure pipe for Municipal water distribution system". Water distribution pipe shall be of "BLUE" color. All water main installations shall comply with the color coding requirements of Chapter 62-555.320 F.A.C. (Florida Administrative Code).
6. Detector tape on all P.V.C. mains shall be installed 18" above the water main.
7. All P.V.C. mains must have #6 copper wire, single strand, placed on top of pipe, shall be electrically continuous over the entire length of the pipe, and fastened every 10' with a #12 wire.

FITTINGS

8. Fittings shall be ductile iron meeting A.N.S.I./A.W.W.A. C153/21.00 and shall be coated with 6 to 8 mil. Thickness coal tar epoxy conforming to the requirements of A.N.S.I./A.W.W.A. C550-05 and C116/A21.03.
9. Restrained joint pipe shall be used for all bends, tees, crosses, plugs, and fire hydrants. Thrust blocks shall not be allowed.
10. Retainer glands/mechanical joint restraint shall be used only if authorized by the Engineer and shall conform to A.N.S.I./A.W.W.A. standards C 111/A-21.11-00, or latest revision.
11. All glands shall be manufactured from ductile iron as listed by underwriter's laboratory for 250 P.S.I. minimum water pressure rating.
12. Glands shall be CLOW Corporation model F-1058, standard fire protection equipment company, or approved equal.

VALVES

13. Tapping valves shall be Mueller H667 or approved equal.
14. Tapping sleeves shall be Mueller H615 or approved equal.
15. Gate valves 3" or less shall be NIBCO T-133 OR T-136 with malleable hand wheels. No substitutions allowed.
16. Gate valves 4" or larger shall meet A.W.W.A. C-500-02 specification (latest revision). Valves shall be Mueller Co. or approved equal.
17. All valves shall be furnished with extension type cast iron valve boxes of proper length for pipe depth. All boxes shall conform with A.W.W.A. specifications with a shaft of no less than 5 inches and have the word "WATER" cast in the cover. Base of valve box shall have a flared section to fit over stuffing box of valve.

HYDRANTS

18. Fire hydrants shall be breakaway Mueller Co. Centurion model #A-423, or Metropolitan 250 Eddy Compression type F.H. or approved equal.
19. Fire hydrants shall be installed with the center of the nozzle 18" above finished grade.
20. Dead-end water mains 6" or larger shall terminate with a fire hydrant.

PLACEMENT

21. The minimum depth of cover over water mains is 30" except where shown differently on plans.
22. A continuous and uniform bedding shall be provided. Backfill material shall be tamped in layers around the pipe as shown on the plans and/or City of Fort Lauderdale Construction Standards and Specifications, January 1982. Rocks or stones larger than 3/4" diameter found in the trench shall be removed for a depth of at least 6" below the bottom of the pipe.
23. Pipe deflection shall not exceed 75% of the maximum deflection recommended by the manufacturer.

SEPARATION

24. Sanitary sewers and force mains should cross under water mains whenever possible. Sanitary sewers and force mains crossing water mains shall be laid to provide a minimum vertical distance of 18" between the invert of the upper pipe and the crown of the lower pipe whenever possible.
25. Where sanitary sewer force mains must cross a water main with less than 18" vertical separation, both the sewer and water main shall be constructed of ductile iron pipe (DIP) at the crossing. Sufficient lengths of DIP must be used to provide a minimum separation of 10 feet between any two joints. All joints on the water main within 20 feet of the crossing must be mechanically restrained. A minimum vertical clearance of 6" must be maintained at all crossings.
26. A minimum 10 foot horizontal separation shall be maintained between any type of sewer and water main in parallel installations whenever possible.
27. The preferred separation between water mains and sewer mains shall be 10 feet. In cases where it is not possible to maintain a 6 foot horizontal separation between the water mains and sewer mains, one of the following conditions must be met. The minimum separation between water and sewer mains shall be 3 feet:

SEPARATION (CONT'D)

27.a The water main must be laid in a separate trench or on an undisturbed earth shelf located on one side of the sewer or force main at such elevation that the bottom of the water main is at least 18 inches above the top of the sewer.

27.b The sewer or force main is encased in concrete or a watertight carrier pipe.

27.c Both the sewer and the water main are constructed of pressure pipe tested to 150 p.s.i.

28. Where it is not possible to maintain a vertical distance of 18" in parallel installations, the water main shall be constructed of DIP and the sanitary sewer or force main shall be constructed of DIP, with a minimum vertical clearance of 6". The water main should be above the sewer. Joints on the water main shall be located as far apart as possible from the joints on the sewer or force main (staggered joints).
29. All crossings shall be arranged so that the sewer pipe joints and the water main pipe joints are equidistant from the point of crossing (pipes centered on the crossing).
30. Where a new pipe conflicts with an existing pipe with less than 18" vertical clearance, the new pipe shall be arranged to meet the crossing requirements above.

TESTING, DISINFECTION

31. Pipe shall be tested under constant pressure of 150 P.S.I. for a minimum test period of 2 hours and shall not exceed the leakage requirements as per A.N.S.I./A.W.W.A. specifications of C-600-05 leakage formula: $Q = \sqrt{(SD\ P)}/133,200$
    Q = ALLOWABLE LEAKAGE, IN GALLONS PER HOUR
    D = DIAMETER OF THE PIPE TESTED, IN INCHES.
    S = TOTAL LENGTH OF PIPE TESTED, IN FEET.
    P = AVERAGE TEST PRESSURE, IN POUNDS PER SQUARE INCH.
32. The City of Fort Lauderdale Public Services Department will take all bacteriological tests, to be scheduled via inspector. If otherwise specified in contract detailed specification and/or authorized by the engineer of record, bacteriological tests may be performed by a certified environmental testing laboratory.
33. Disinfection of mains shall comply with A.N.S.I./A.W.W.A. C-651-05 standard. Bacteriological sampling points shall be designated on the engineering plans. Minimum one sampling point at each end. Maximum space between sampling points is 1200 feet.

CONNECTION

34. All connections to existing mains shall be made under the direction of the City of Fort Lauderdale.
35. There shall be no connection to an existing water main until pressure and bacteriological tests have been conducted and the results are approved and accepted by the City of Fort Lauderdale.

SERVICE CONNECTIONS

36. All meter service connections shall be bronze from plug valve. No gate valves are to be used (2" or less).
37. Service saddles shall be ductile iron with stainless steel straps. Saddles shall be double strap type. All service saddles shall conform to A.N.S.I./A.W.W.A. C 111/A-21.11-00 and A.S.T.M. A588.
38. All service lines shall be copper tubing, type "K", or plasticized polyethylene 3408, A.S.T.M. D-2737, S.D.R. 9, 200 P.S.I.



STRAIGHT REDUCER — TEE REDUCER

DUCTILE IRON PIPE				
DIAMETER	6"	8"	10"	12"
4"				
6"				
8"				
10"				

SMALL SIDE

PVC PIPE				
	6"	8"	10"	12"
4"	24'	43'	58'	72'
6"		25'		61'
8"				44'
10"				25'

DUCTILE IRON PIPE				
DIAMETER	6"	8"	10"	12"
4"				
6"				
8"				
10"				

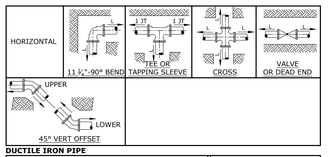
BRANCH SIZE

PVC PIPE				
	6"	8"	10"	12"
4"				
6"				
8"				
10"				

THE NOTED REQUIREMENTS WERE CALCULATED IN ACCORDANCE WITH THRUST RESTRAINT CALCULATOR V6.1 BY EBAA IRON WITH THE FOLLOWING ASSUMPTIONS:
SOIL CONDITIONS: SAND (SW, SP, GW)
LAYING CONDITION: 4, SAND BEDDING, BACKFILL COMPACTED > 80%
MINIMUM COVER: 3.0 FT SAFETY FACTOR: 1.5 BARE PIPE
IF FIELD CONDITIONS DIFFER FROM THE ABOVE, CONTRACTOR SHALL NOTIFY WWS.
FOR PIPE LARGER THAN INCLUDED IN THE ABOVE TABLES, ENGINEER OF RECORD SHALL SUBMIT CALCULATIONS FOR EACH JOINT REQUIRING RESTRAINT.

RESTRAINED REDUCING FITTING
150 PSI TEST PRESSURE

RESTRAINED JOINT REQUIREMENTS
REDUCING FITTINGS
DETAIL 112
NTS



DUCTILE IRON PIPE

HORIZONTAL, L (FEET)							45° VERTICAL OFFSET (FEET)	
Diameter	11 ¼°	22 ½°	45°	90°	Tee or Cross	Valves and Dead End	UPPER	LOWER
4	1	2	4	10	3	20	9	3
6	2	3	6	14	11	28	12	4
8	2	4	8	17	20	37	16	5
10	2	5	19	21	27	44	19	6
12	3	5	10	24	34	52	22	6

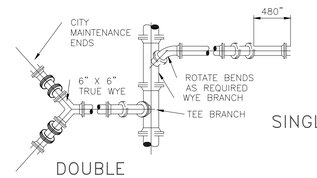
PVC PIPE

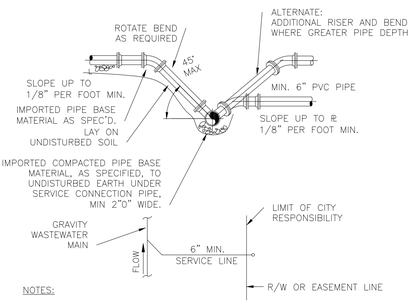
HORIZONTAL, L (FEET)							45° VERTICAL OFFSET (FEET)	
Diameter	11 ¼°	22 ½°	45°	90°	Tee or Cross	Valves and Dead End	UPPER	LOWER
4	2	3	5	12	5	32	14	3
6	2	4	7	16	18	45	19	5
8	3	5	9	21	31	59	25	6
10	3	5	11	25	43	71	30	7
12	3	6	12	29	55	83	35	7

THE NOTED REQUIREMENTS WERE CALCULATED IN ACCORDANCE WITH THRUST RESTRAINT CALCULATOR V6.1 BY EBAA IRON WITH THE FOLLOWING ASSUMPTIONS:
SOIL CONDITIONS: SAND (SW, SP, GW)
LAYING CONDITION: 4, SAND BEDDING, BACKFILL COMPACTED > 80%
MINIMUM COVER: 3.0 FT SAFETY FACTOR: 1.5 BARE PIPE
IF FIELD CONDITIONS DIFFER FROM THE ABOVE, CONTRACTOR SHALL NOTIFY WWS.
FOR PIPE LARGER THAN INCLUDED IN THE ABOVE TABLES, ENGINEER OF RECORD SHALL SUBMIT CALCULATIONS FOR EACH JOINT REQUIRING RESTRAINT.

SINGLE FITTING RESTRAINED JOINT
150 PSI TEST PRESSURE

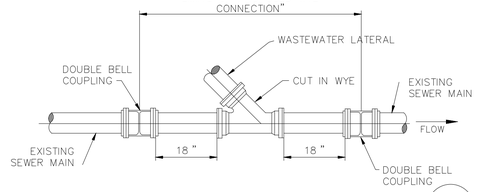
RESTRAINED JOINT REQUIREMENTS
SINGLE FITTING
DETAIL 109
NTS



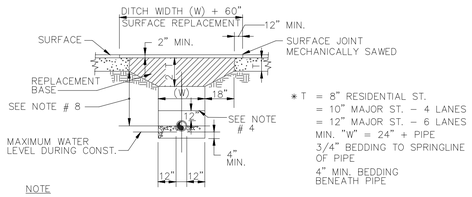


NOTES:
1. WASTEWATER MAIN WYE BRANCH TO MATCH MAIN PIPE MATERIAL.
2. NO 90° BENDS SHALL BE USED FOR WASTEWATER SERVICE AND CLEANOUT INSTALLATIONS.
3. SERVICE LATERALS SHALL TERMINATE AT 12" INSIDE THE PROPERTY LINE AT A DEPTH OF 3 FEET EXCEPT WHERE A DEEPER INVERT IS REQUIRED BY EXISTING BUILDING CONDITIONS.

TYPICAL WASTEWATER SERVICE CONNECTION 208



NEW LATERAL ON EXISTING GRAVITY WASTEWATER MAIN 210



* T = 8" RESIDENTIAL ST.
= 10" MAJOR ST. – 4 LANES
= 12" MAJOR ST. – 6 LANES
MIN. "W" = 24" + PIPE
3/4" BEDDING TO SPRINGLINE OF PIPE
4" MIN. BEDDING BENEATH PIPE

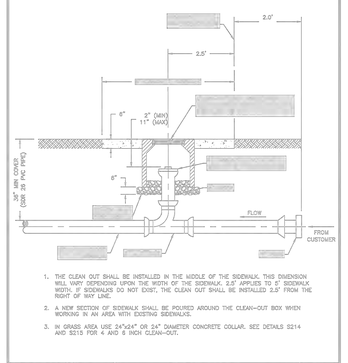
NOTE
1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE, BUT NO LESS THAN "T" SCHEDULE.
2. BASE MATERIAL SHALL BE PLACED IN TWO OR THREE LAYERS AND EACH LAYER THOROUGHLY ROLLED AND TAMPED TO MAXIMUM DENSITY (98 %).
3. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.
4. MECHANICAL COMPACTION NOT ALLOWED BELOW THIS LEVEL.
5. NEW SURFACE MATERIALS WILL BE CONSISTENT WITH THE EXISTING SURFACE.
6. PERMIT REQUIRED FROM PUBLIC WORKS ENGINEERING TO CUT PAVEMENT.
7. IF DITCH IS FILLED TEMPORARILY IT SHALL BE COVERED WITH A 2" ASPHALTIC CONC. PATCH UNTIL REPLACED WITH A PERMANENT PATCH.
8. 12" MAX. LAYERS OR OTHER APPROVED METHOD TO ACHIEVE 98% COMPACTION.

TRENCH DETAIL
N.T.S.

NOTES:
1. ACTUAL LOCATION OF FIRE HYDRANT TO BE DECIDED IN THE FIELD WITH ENGINEER'S APPROVAL.
2. KEEP VALVE AS CLOSE AS POSSIBLE TO THE HYDRANT.
3. WHEN FIRE HYDRANT "TEE" IS ON P.V.C. PIPE RUN, CONSTRUCT 1 LENGTH OF D.I.P. (R.J.) PIPE ON EACH SIDE OF FIRE HYDRANT "TEE".

TYPICAL NEW FIRE HYDRANT ASSEMBLY INSTALLATION 302

CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER



1. THE CLEAN OUT SHALL BE INSTALLED IN THE MIDDLE OF THE SIDEWALK. THIS DIMENSION WILL VARY DEPENDING UPON THE WIDTH OF THE SIDEWALK. 2.5' APPLIES TO 5' SIDEWALK WIDTH. IF SIDEWALKS DO NOT EXIST, THE CLEAN OUT SHALL BE INSTALLED 2.5' FROM THE RIGHT OF WAY LINE.
2. A NEW SECTION OF SIDEWALK SHALL BE POURED AROUND THE CLEAN-OUT BOX WHEN WORKING IN AN AREA WITH EXISTING SIDEWALKS.
3. IN GRASS AREA USE 24"x24" OR 24" DIAMETER CONCRETE COLLAR. SEE DETAILS S214 AND S215 FOR 4 AND 6 INCH CLEAN-OUT.

DATE: Sep-18	SCALE: NTS	SEWER SERVICE CONNECTION AT PROPERTY LINE OR EASEMENT LINE (PROFILE)	213
REVISED: Sep-18	DRAWN BY: B.H.		

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

DATE: Dec 20, 2022 – 4:24pm Z:\Projects\2022\20106-AURA CYPRESS CREEK\Drawings\Construction Plans\20106-WSD-001.dwg

NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
Engineers · Planners · Surveyors
C26258 · LB7924

AURA CYPRESS CREEK

WATER AND SEWER DETAILS

DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

JAY HUEBNER LICENSE No 54615 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

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PROJECT:	2201-06
SHEET:	WSD-1

CUTSHEET - SEE SHEET SPM-2

SIGN LEGEND:

- R1-1 "STOP SIGN" (30" X 30")
- W11-02 "PEDESTRIAN CROSSING SIGN" W/ W16-07PL ARROW
- HANDICAP PARKING ONLY SIGN (SEE DETAIL)

NOTE: ALL TRAFFIC SIGNAGE AND PAVEMENT MARKINGS TO BE PROVIDED ON THE SITE PLAN IN CONFORMANCE WITH BROWARD COUNTY TRAFFIC ENGINEERING DIVISION (BCHTED) AND MUTCD STANDARDS

N

0 30 60

FEET

SCALE: 1"=30'

42,439 SQUARE FEET MEASURED ALONG EXTERIOR WALLS AT GROUND LEVEL
LOWER FINISHED FLOOR EL.=6.52 (NAVD 1988)
UPPER FINISHED FLOOR EL.=8.08 (NAVD 1988)

TRACT 1
SHELL AT I-95
(P.B. 102/25, B.C.R.)

PROP. 12" YELLOW AT 4' O/C, 45° SKEW, INSTALL RPMs PER BROWARD CO. TRAFFIC STANDARDS

PROP. 6" DOUBLE YELLOW (SOLID)

PROP. 6" DOUBLE YELLOW (SOLID)

PROP. 6" DOUBLE YELLOW (SKIP 2'-4')

P.O.B. (PARCEL 1)

P.O.C. (PARCEL 1)
P.O.B. (HOTEL PARCEL)
S.W. CORNER TRACT 3
FOUND 5/8" IRON ROD
0.42' NORTH

WEST 60.00'

301.70'

S89°59'03"E
M&D S89°59'03"W

INTERSTATE 95

EAST RIGHT-OF-WAY INTERSTATE 95

12' F.P.L. EASEMENT (O.R.B. 13820/524 B.C.R.)

PROP. HANDICAP PARKING (SEE DETAIL)

PROP. WHEEL STOP (TYP.)

PROP. 6" WHITE (SOLID) (TYP.)

CHAIN-LINK FENCE (TYP.)

SOUTHEASTERLY RIGHT-OF-WAY INTERSTATE 95

PROP. 5' SIDEWALK

20' DRAINAGE EASEMENT (O.R.B. 11640/96, B.C.R.)

10' UTILITY EASEMENT (O.R.B. 125/25, B.C.R.)

TRACT 3
SHELL AT I-95
(P.B. 102/25, B.C.R.)
OWNER: RADICE CORPORATE CENTER I INC C/O CUSHMAN & WAKEFIELD OF FL

SOUTH BOUNDARY OF TRACT 3

PROP. 5' SIDEWALK
MATCH EXIST.

EASEMENT AGREEMENT (O.R.B. 8770/294, B.C.R.)

PARCEL 2
(PER TITLE COMMITMENT)

BRICK PAVER

PROP. 5' SIDEWALK

2' CONCRETE CURB AND GUTTER (TYP.)

N.E 7th STREET

WEST RIGHT-OF-WAY N.E. 12TH AVENUE

UTILITY EASEMENT (O.R.B. 13897/354, B.C.R.) (O.R.B. 13897/344, B.C.R.)

12' F.P.L. EASEMENT (O.R.B. 13820/524 B.C.R.)

12' F.P.L. EASEMENT (O.R.B. 13820/524 B.C.R.)

20' DRAINAGE EASEMENT (O.R.B. 11640/96, B.C.R.)

10' UTILITY EASEMENT (P.B. 125/25, B.C.R.)

N.E 62nd STREET

P.O.B.
PARCEL 1
(PARCEL AS A WHOLE)
(PARKING PARCEL)

N.E 62nd STREET

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

DATE: Dec 20, 2022 - 4:26pm Z:\Projects\2022\22010\6-AURA CYPRESS CREEK\Drawings\Construction Plans\220106-SPM PLAN.dwg

NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
Engineers · Planners · Surveyors
C26258 · LB7924

AURA CYPRESS CREEK

STRIPING AND PAVEMENT MARKINGS PLAN

DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

JAY HUEBNER LICENSE No 54615 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

The seal appearing on this document was authorized by Jay Huebner, P.E. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

PROJECT:	2201-06
SHEET:	SPM-1

SIGN LEGEND:

R1-1 "STOP SIGN" (30" X 30")

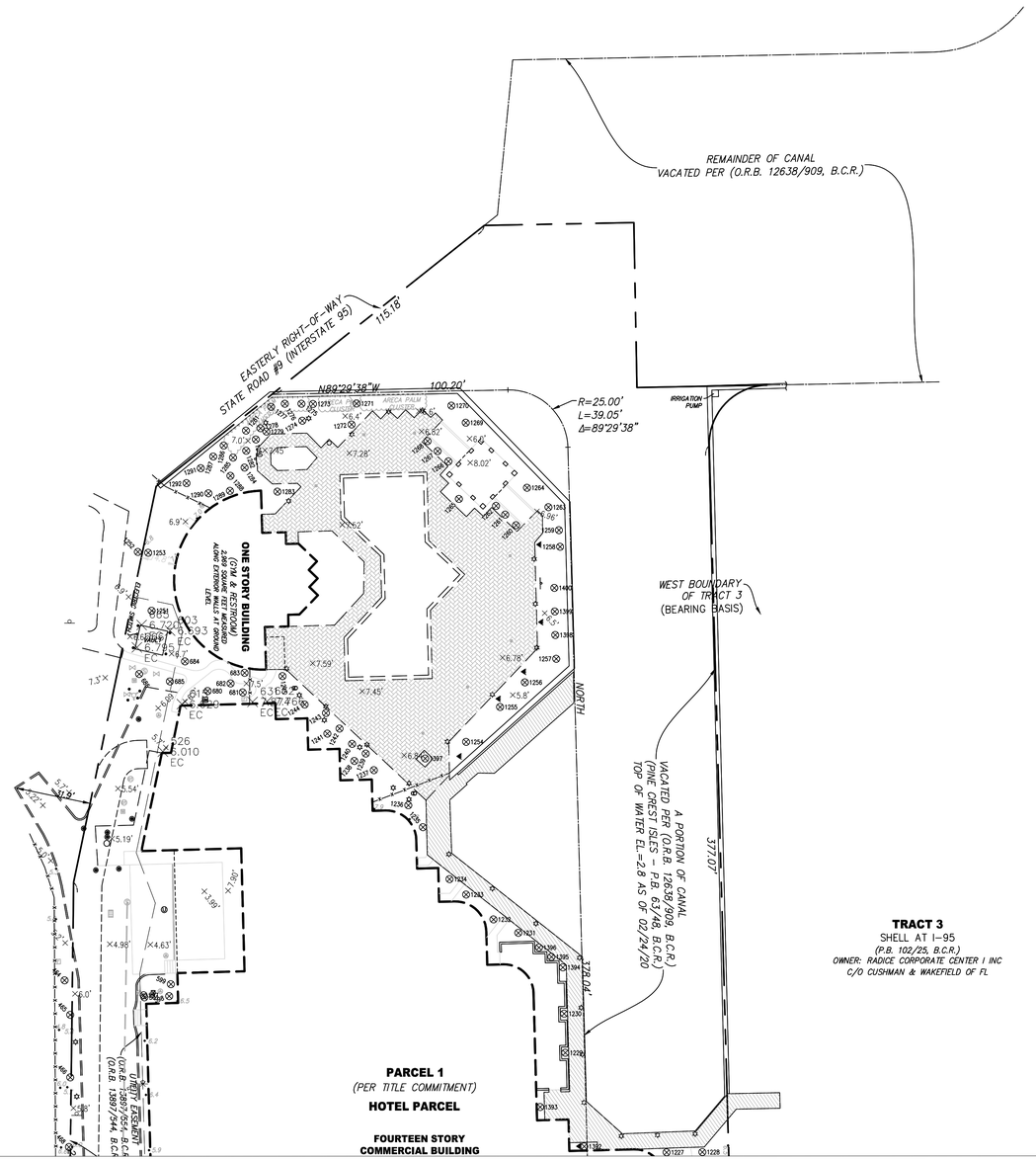
W11-02 "PEDESTRIAN CROSSING SIGN"
W/ W16-07PL ARROW

HANDICAP PARKING ONLY SIGN
(SEE DETAIL)

NOTE: ALL TRAFFIC SIGNAGE AND PAVEMENT MARKINGS TO BE PROVIDED ON THE SITE PLAN IN CONFORMANCE WITH BROWARD COUNTY TRAFFIC ENGINEERING DIVISION (BCHTED) AND MUTCD STANDARDS

N

0 30 60
FEET
SCALE: 1"=30'



CUTSHEET - SEE SHEET SPM-2

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
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AURA CYPRESS CREEK

STRIPING AND PAVEMENT MARKINGS PLAN

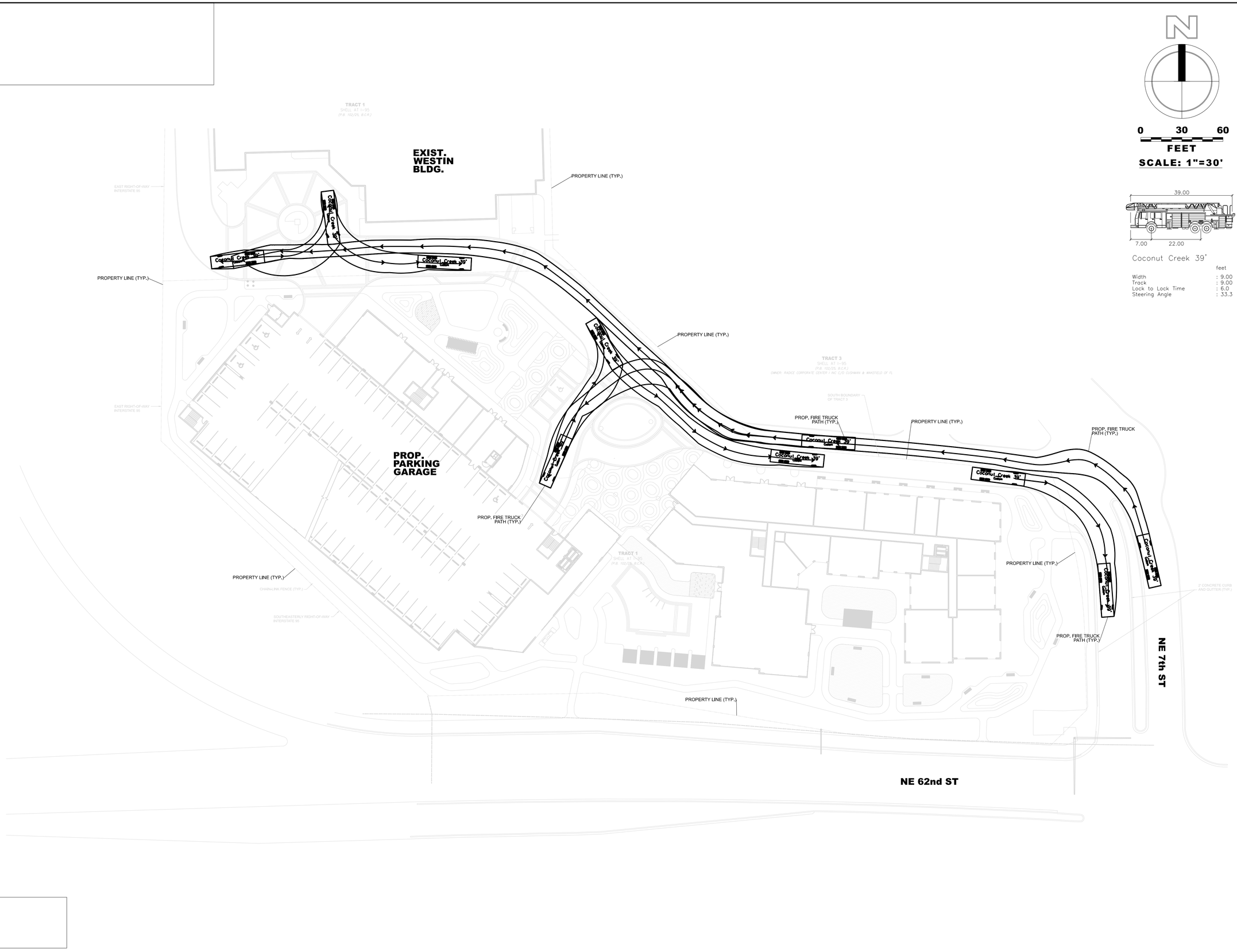
DATE:	01/22
DESIGNED BY:	Z.T.
DRAWN BY:	H.G.
CHECKED BY:	J.H.

JAY HUEBNER LICENSE No 54615 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: $DATE$
JAY HUEBNER, P.E.
FLORIDA REGISTRATION NO. – 54615

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PROJECT:	2201-06
SHEET:	SPM-2

DATE: Dec 20, 2022 – 4:26pm Z:\Projects\2022\220106-AURA CYPRESS CREEK\Drawings\Construction Plans\220106-SPM PLAN.dwg



NO	DATE	BY	REVISIONS

HSQ GROUP, INC.
Engineers · Planners · Surveyors
C26258 - LB7924

AURA CYPRESS CREEK

TRUCK ROUTING PLAN

DATE:	01/22
DESIGNED BY:	SG
DRAWN BY:	SG
CHECKED BY:	ZT

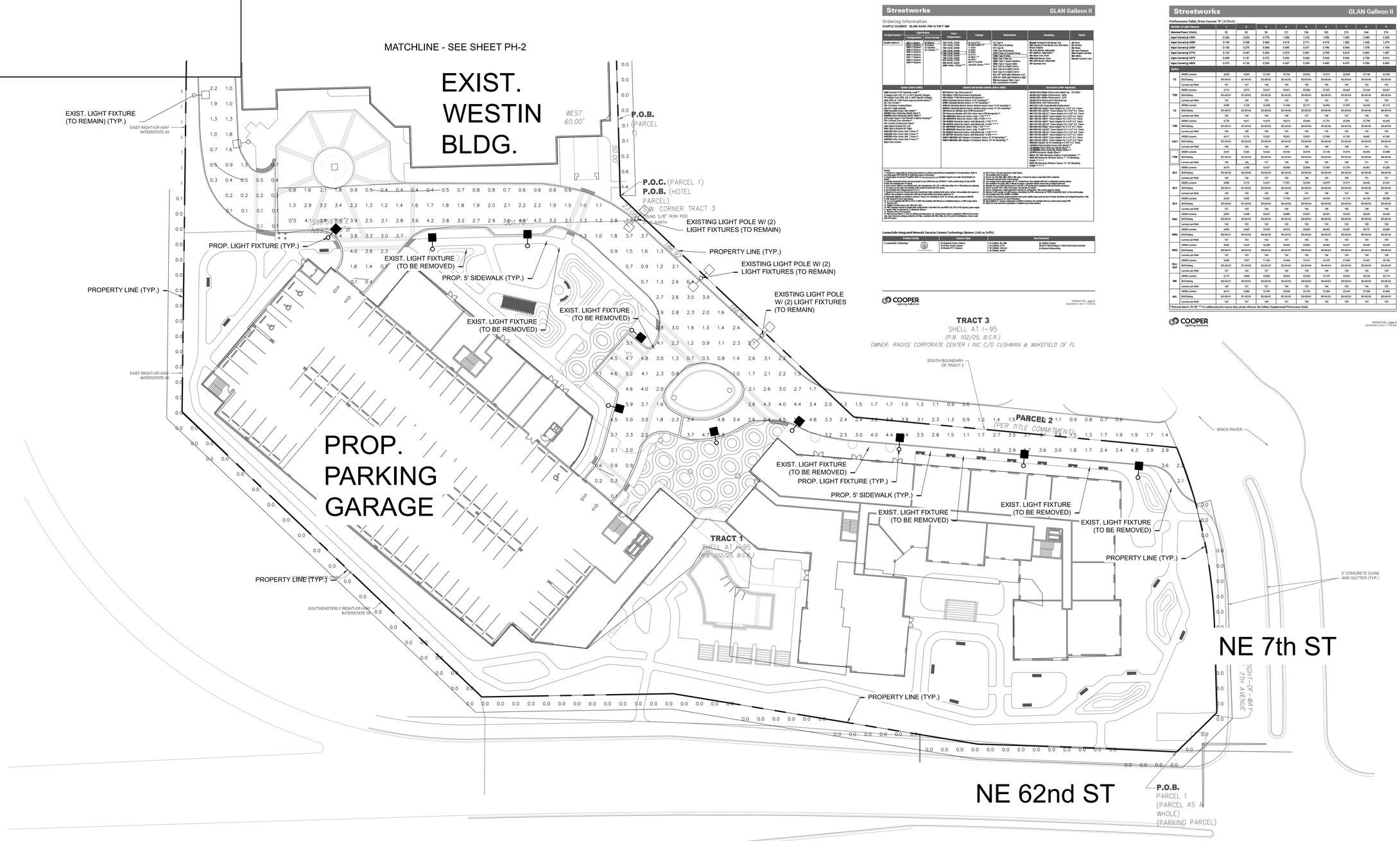
ZACHARY TODD LICENSE No 84179 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: 12/14/2022
ZACHARY TODD, P.E.
FLORIDA REGISTRATION NO. – 84179

This item has been digitally signed and sealed by ZACHARY TODD, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

PROJECT:	2201-06
SHEET:	TR-1

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GENERAL NOTES

1. THE ABOVE LIGHT POLE DETAIL IS FOR REFERENCE PURPOSES ONLY. REFER TO THE MANUFACTURER'S SPECIFICATIONS FOR THE ACTUAL CONSTRUCTION AND INSTALLATION INFORMATION.
2. THE EXACT LOCATIONS OF THE NEW LIGHT POLES ARE TO BE FIELD ADJUSTED AS REQUIRED, IN ORDER TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UTILITIES, CONCRETE CURBS, SIDEWALKS, ETC. THE LIGHT POLES MUST MAINTAIN A MINIMUM OF 2.5 FEET FROM THE EDGE OF PAVEMENT
3. ALL NEW LIGHT POLES ARE TO BE MANUFACTURED AND INSTALLED TO WITHSTAND CURRENT CODE WIND LOADS PER THE FLORIDA BUILDING CODE.

Offsite	
AVERAGE FOOT-CANDLES	0.19
MAXIMUM FOOT-CANDLES	3.4
MINIMUM FOOT-CANDLES	0.0
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	3.43 / 0.00
AVERAGE TO MINIMUM FC RATIO	0.19 / 0.00

Onsite (North) (Existing)	
AVERAGE FOOT-CANDLES	1.02
MAXIMUM FOOT-CANDLES	5.2
MINIMUM FOOT-CANDLES	0.0
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	4846.07
AVERAGE TO MINIMUM FC RATIO	954.53

Onsite Roadway	
AVERAGE FOOT-CANDLES	2.42
MAXIMUM FOOT-CANDLES	7.9
MINIMUM FOOT-CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.01
MAXIMUM TO MINIMUM FC RATIO	69.56
AVERAGE TO MINIMUM FC RATIO	21.44

LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	DESCRIPTION	MODEL	VOLTS	QUANTITY	DEFAULT ELEVATION	TOTAL LUMENS	IES FILE
EXI*		TOPTIER LED PARKING GARAGE LUMINAIRE4000K, 70 CRI LEDS AND MEDIUM DISTRIBUTION*	EATON – McGRAW-EDISON (FORMER COOPER LIGHTING), TT-D1-740-U-MQ*	120V 1P 2W*	12	13'*	4096*	TT-D1-740-U-MQ*
GLAN		GALLEON AREA AND ROADWAY LUMINAIRE(2) 70 CRI, 4000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	COOPER LIGHTING SOLUTIONS – STREETWORKS (FORMERLY EATON), GLAN-SA2A-740-U-T4W	120V 1P 2W	10	13'	9203	GLAN-SA2A-740-U-T4W_9203 LUMENS

*NOTE: PROPOSED LIGHTING WILL BE DESIGNED AND INSTALLED SO AS TO REFLECT THE LIGHT AWAY AND PREVENT ANY GLARE OR EXCESSIVE LIGHT ON ANY ADJACENT PROPERTY

*NOTE: EXISTING LIGHT FIXTURE SPECIFICATIONS AND IES FILE NOT CURRENTLY KNOWN. (APPROXIMATE ESTIMATE USED FOR PHOTOMETRIC CALCULATIONS)

NO	DATE	BY	REVISIONS

HSQ GROUP, INC.
Engineers · Planners · Surveyors
C26258 - LB7924

AURA CYPRESS CREEK

PHOTOMETRIC PLAN

DATE:	01/22
DESIGNED BY:	SG
DRAWN BY:	SG
CHECKED BY:	ZT

LICENSE No 84179 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: 12/20/2022
ZACHARY TAYLOR, P.E.
FLORIDA REGISTRATION NO. – 84179

PROJECT:	2201-06
SHEET:	PH-1

The seal appearing on this drawing, signed and sealed by ZACHARY TAYLOR, P.E. on 12/20/2022 is authorized for this project only. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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Onsite (North) (Existing)	
AVERAGE FOOT-CANDLES	1.02
MAXIMUM FOOT-CANDLES	5.2
MINIMUM FOOT-CANDLES	0.0
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	4846.07
AVERAGE TO MINIMUM FC RATIO	954.53

Onsite Roadway	
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MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	3.43 / 0.00
AVERAGE TO MINIMUM FC RATIO	0.19 / 0.00

LUMINAIRE SCHEDULE

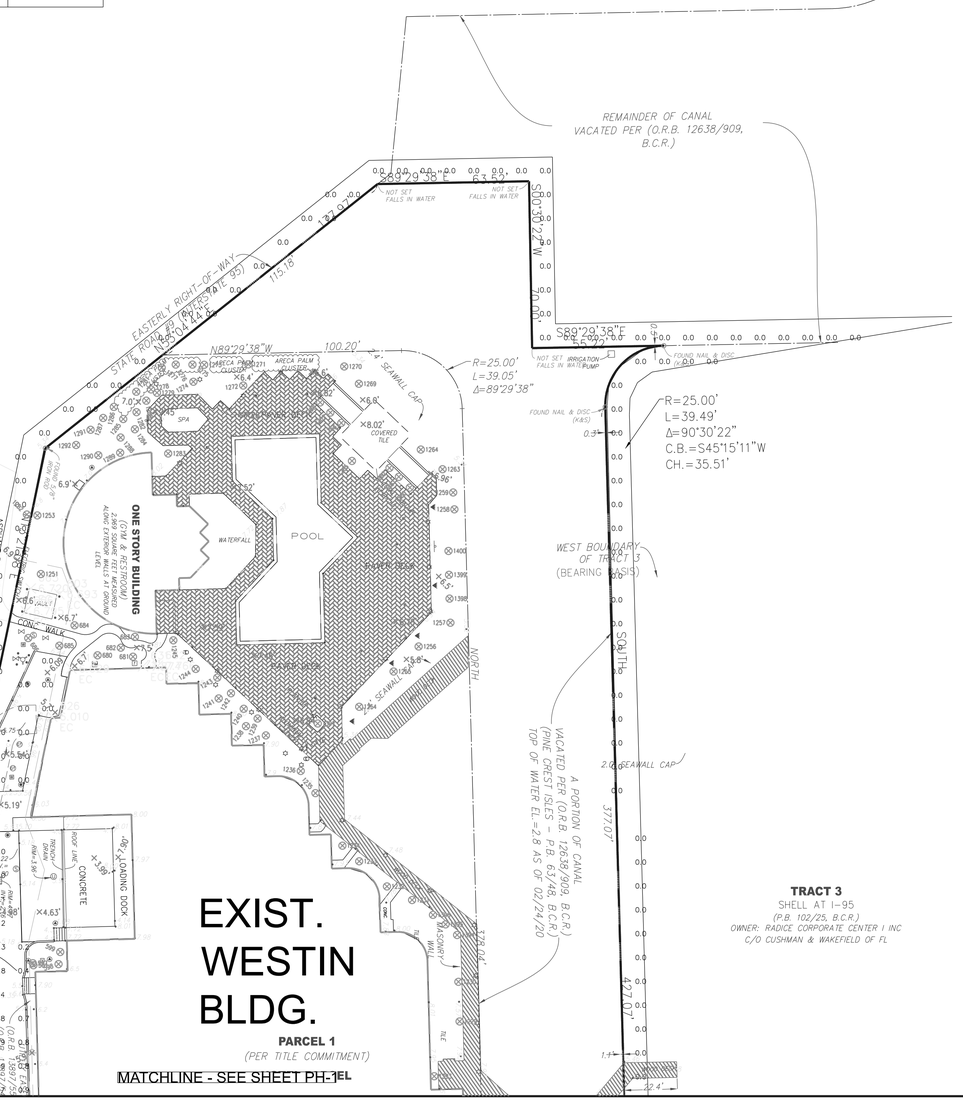
CALLOUT	SYMBOL	DESCRIPTION	MODEL	VOLTS	QUANTITY	DEFAULT ELEVATION	TOTAL LUMENS	IES FILE
EX1		TOPTIER LED PARKING GARAGE LUMINAIRE4000K, 70 CRI LEDS AND MEDIUM DISTRIBUTION	EATON – McCRAW-EDISON (FORMER COOPER LIGHTING), TT-D1-740-U-MQ	120V 1P 2W	12	13'	4096	TT-D1-740-U-MQ
GLAN		GALLEON AREA AND ROADWAY LUMINAIRE(2) 70 CRI, 4000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	COOPER LIGHTING SOLUTIONS – STREETWORKS (FORMERLY EATON), GLAN-SA2A-740-U-T4W	120V 1P 2W	10	13'	9203	GLAN-SA2A-740-U-T4W_9203 LUMENS

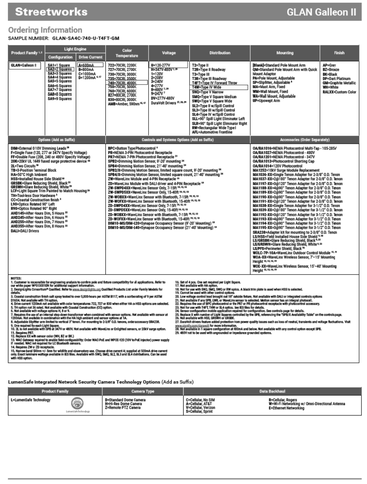
*NOTE: EXISTING LIGHT FIXTURE SPECIFICATIONS AND IES FILE NOT CURRENTLY KNOWN.
(APPROXIMATE ESTIMATE USED FOR PHOTOMETRIC CALCULATIONS)

*NOTE: PROPOSED LIGHTING WILL BE DESIGNED AND INSTALLED SO AS TO REFLECT THE LIGHT AWAY AND PREVENT ANY GLARE OR EXCESSIVE LIGHT ON ANY ADJACENT PROPERTY

N

0 30 60
FEET
SCALE: 1"=30'





LIGHT POLE DETAIL (GLAN)

N.T.S.

GENERAL NOTES

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3. ALL NEW LIGHT POLES ARE TO BE MANUFACTURED AND INSTALLED TO WITHSTAND CURRENT CODE WIND LOADS PER THE FLORIDA BUILDING CODE.

Streetworks
GLAN Galleon II
Ordering Information
SAMPLE NUMBER: GLAN-SA4C-740-U-T4F3-GM
Product Family
Light Source Configuration
Drive Current
Color Temperature
Voltage
Distribution
Mounting
Finish
GLAN-Galleon-1
SA1=1 Square
SA2=2 Square
SA3=3 Square
SA4=4 Square
SA5=5 Square
SA6=6 Square
SA8=8 Square
A=530mA
B=700mA
C=1000mA **
740=70CRI 4000K
730=70CRI 3000K
727=70CRI 2700K
730-CCX=70CRI 3000K
740-CCX=70CRI 4000K
727-CCX=70CRI 2700K
R2=NEMA 2
R3=NEMA 3
R4=NEMA 4
R4=CTV-480V
R4=NEMA 4, 120Vac/347Vac **
120=120V
208=208V
240=240V
277=277V
347=347V
480=480V **
T1=Type 1
T2=Type 2 Roadway
T2R=Type 2 Roadway Rotated
T3=Type 3 Roadway
T3FT=Type 3 Forward Throw
T4=Type 4 Roadway
T5W=Type 5 Narrow
T5W2=Type 5 Tapers Wallpak
T5VW=Type 5 Very Wide
T5VW2=Type 5 Very Wide Tapers
T6=Type 6 Horizontal
T6W=Type 6 Wallpak
T6VW=Type 6 Very Wide
SF=Single Fuse (120V-277V)
DF=Double Fuse (208V-480V)
HS=Houseside Shield **
BS=Backlight Shield **
FG=Field Adjustable Graphite Finish
GM=Gloss Medium Bronze
GP=Gloss Platinum
GBK=Gloss Black
Controls and Systems Options (Add as Suffix)
NPC=Button Type Photocontrol **
PR=NEMA 3-Pin Photocontrol Receptacle
PER=NEMA 3-Pin Photocontrol Receptacle **
NPE=Dimming Motion Sensor, 9'-20' mounting **
NPM=Dimming Motion Sensor, 21'-40' mounting **
NPH=Dimming Motion Sensor, 41'-55' mounting, 9'-20' mounting **
NPSE=Dimming Motion Sensor, Hosted square mount, 9'-20' mounting **
2W=Round Jric Module and 4-Pin Receptacle **
2WER=Round Jric Module and 4-Pin Receptacle **
2W-DIMSENS=Round Jric Sensor Only, 7-13ft **,***
2W-MOTION=Round Jric Sensor Only, 14-40ft **,***
2W-MOTIONSENS=Round Jric Sensor Only, 7-13ft **,***
2W-MOTION-Round Jric Sensor with Bluetooth, 14-40ft **,***
2W-MOTIONSENS=Round Jric Sensor with Bluetooth, 7-13ft **,***
2W-DIMSENS=Round Jric Sensor Only, 15-40ft **,***
2W-MOTIONSENS=Round Jric Sensor Only, 15-40ft **,***
CL-MOTION=Motion Sensor with Bluetooth, 15-40ft **,***
CL-MOTIONSENS=Motion Sensor with Bluetooth, 7-13ft **,***
DMG10-MOTION=Occupancy Sensor 9'-20' Mounting **
DMG10-MOTIONSENS=Occupancy Sensor 21'-40' Mounting **
Accessories (Order Separately)
DLSU1016=NEMA Photocontrol Multi-Tap 105-305V
DLSU1027=NEMA Photocontrol - 480V
DLSU1029=NEMA Photocontrol Shorting Cap
DLSU1019=Photocontrol Shorting Cap
DLSU1034=120V Photocontrol
DLSU1035=Photocontrol Shorting Cap Replacement
SA1035-SS=Qty(4) Tenon Adapter for 2-3/8" O.D. Tenon
SA1027-SS=Qty(2)4" Tenon Adapter for 2-3/8" O.D. Tenon
SA1028-SS=Qty(3)4" Tenon Adapter for 2-3/8" O.D. Tenon
SA1029-SS=Qty(4)4" Tenon Adapter for 2-3/8" O.D. Tenon
SA1030-SS=Qty(2)6" Tenon Adapter for 2-3/8" O.D. Tenon
SA1031-SS=Qty(3)6" Tenon Adapter for 2-3/8" O.D. Tenon
SA1032-SS=Qty(4)6" Tenon Adapter for 2-3/8" O.D. Tenon
SA1033-SS=Qty(2)8" Tenon Adapter for 2-3/8" O.D. Tenon
SA1034-SS=Qty(3)8" Tenon Adapter for 2-3/8" O.D. Tenon
SA1035-SS=Qty(4)8" Tenon Adapter for 2-3/8" O.D. Tenon
SA1036=Adapter kit for mounting to 2-3/8" O.D. Tenon
LSA5001=Field Installed House Side Shield **
LSA5002=Field Installed Back Box Shield **
LSA5003=Rear Reflector Shield, Black **
LSA5010=Backlight Shield, Black **
SA1037-SS=Wireless Sensor, Field Control Module **
SA1038-SS=Wireless Wireless Sensor, 7'-13' Mounting Height **
SA1039-SS=Wireless Wireless Sensor, 15'-40' Mounting Height **
NOTES:
1. Luminaire is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP-STRUCTURAL for additional information.
2. Finish is Super Durable TGIC thermoset powder coat paint applied to factory prepared aluminum housings. See Acuity Brands Lighting's Powder Coat Finish Selection Guide for complete finish offerings and selection information.
3. Non-standard powder coat finish will carry lead time over 12 (fifteen) per ASTM B117, with a scribe rating of 9 per ASTM D1654. Not available with TP options.
4. Not available with 480V, 347V, 277V, 120V, or any color temperature CCX, 727 or 730 when other than a DMG options are ordered.
5. For surface cast iron shoebox pole, see Shoebox Cast Iron Pole Accessories (CIS) option.
6. Requires the use of an internal step down transformer ordered and installed with luminaire. Not available with drivers with current draw of 1000mA. Not available with 480V, 347V, 277V, 120V, or any color temperature CCX, 727 or 730.
7. Adjustable backplate can be factory set for 0° tilt or 5° tilt. According to ILCOR S16, tilting, entry/accessory SMACK.
8. Not available with 480V, 347V, 277V, 120V.
9. T2, T2R, T3, T3FT, T4, T5W, T5W2, T5VW, T5VW2, T6, T6W, T6VW, T5

WESTIN/AURA CYPRESS CREEK PLANNED DEVELOPMENT DISTRICT (PDD)
PDD REZONING AND SITE PLAN NARRATIVES

UDP-PDD22003

December 16, 2022

Prepared by:

Nectaria M. Chakas, Esq. Lochrie & Chakas, P.A 1401 E. Broward Boulevard, Suite 303 Fort Lauderdale, FL 33301 Ph. 954-779-1123 Email: Nchakas@LochrieLaw.com	Kelly Ray-Sosnowski, Planner, LEED AP+BDC Leigh R. Kerr, AICP Leigh Robinson Kerr & Associates, Inc. 808 E. Las Olas Boulevard, Suite 104 Fort Lauderdale, FL 33301 Ph: 954-467-6308 Email: Kray808@bellsouth.net LKerr808@bellsouth.net

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I. GENERAL PROJECT NARRATIVE

PFL VII, LLC ("Owner") is the owner of the property located at 400 Corporate Drive located on the north side of Cypress Creek Road and east of I-95 (the "Property"). The Property is 6.6 net/6.8 gross acres in size and is currently developed as a 14-story, 298-room Westin Hotel and surface parking lot. The Property was previously located in unincorporated Broward County at the time the hotel was constructed (hotel was built in the 1980's). The Property is currently designated Medium-High Residential (25) by the City's Comprehensive Plan Future Land Use Map and zoned R-6 (a very small portion of the site at the northeast corner is zoned R-1C). The Property was annexed by the City of Fort Lauderdale, but was never rezoned to a City zoning category. The County category of R-6 and R-1-C no longer exist under the County's Zoning Code. Therefore, the Property must be rezoned to a City category. An aerial of the existing conditions is shown below:



Trinsic Residential, one of the largest developers of multifamily residential in the nation, is under contract to purchase the surface parking lot to construct a mixed use project consisting of a 12-story building with 340 units and 5,000 sf of ground floor commercial uses. The parking for the hotel and the mixed use project will be accommodated in a new 9-story parking garage located between the new building and the existing Westin Hotel. Below is an illustrative site plan which shows the proposed improvements to be constructed on the existing surface parking lot.



The Westin Hotel is proposed to remain as is, and is included in this development plan because (a) the parcel needs to be rezoned to a City category and (b) the hotel and the new mixed use project are being developed cohesively as one unified development with a centralized parking garage. As noted above, the Property is also undergoing a land use plan change to amend the future land use designation from Medium-High (25) to Mixed Use. The only district in the City's code that can implement the Mixed Use land use category is the PDD zoning district.

Below are some quick statistics about the Property and the proposed development:

Site Area:	**6.6 net/6.8 gross acres**
Land Use Designation:	**Current: Medium-High Residential (25)** **Proposed: Mixed Use (in process)**
Zoning:	**Current: County R-6 and R-1-C** **Proposed: PDD**
Existing uses (to remain):	**14- story, 298-room hotel with associated meeting space, restaurant and retail space**
Proposed uses:	**12-story, mixed-use project consisting of 340 multifamily units and 5,000 sf of ground floor commercial uses** **9-story parking garage**
Proposed public amenity areas:	**2 parks: Linear park located along the east side of the Property and Aura Commons Park situated conveniently between the multifamily uses and the hotel uses.** **Walking Trail/Wellness Track**

The addition of residential to this site will make this a well-rounded mixed-use development that will have hotel, meeting space, restaurants, retail/office and residential uses. In addition, the proposed residential component is a logical use given the proximity of the site to the adjacent office park and the I-95/Cypress Creek transportation corridor, Tri-Rail, and bus transit facilities.

The proposed mixed use residential/hotel development aims to encourage connectivity between uses and the community with an urban feel. Movement is the design intent; it is exemplified by the abundance of sidewalks that interconnect the nodes of open space found throughout the proposed development. The bike storage room is adjacent to the main plaza/main park for quick and convenient access. Loading is readily accessible for the residents near the main access of the parking garage while at the same time not a blatant part of the public space. The promenade that meanders all through the site offers rich, well-lit landscape for a pleasant pedestrian environment. The organic curves of the building architectural design promote the same movement found on the ground floor, opening and undulations in the massing encourage permeability of both pedestrians and vehicles. At the turn of each building corner there is a new exciting experience found.

Access to the site is from Corporate Drive, a private road which connects to Cypress Creek Road. A covered drop-off has been added along Corporate Drive (in addition to the hotel drop-off) to help promote ride-share use. Site sidewalks are provided to help access adjacent bus routes to the property on the right-of-way. An integrated sidewalk design has been proposed to promote pedestrian and bicycle connectivity throughout the site and adjacent landscaped spaces.

****

II. ULDR Sec. 47-37A - PLANNED DEVELOPMENT DISTRICT (Point-by-Point Narrative)

Sec. 47-37A.1. - Intent and purpose.

The Planned Development (PDD) zoning district is intended to foster, encourage and provide for development incorporating urban design principles and elements that are not otherwise permitted under the Unified Land Development Regulations zoning districts and development standards. The PDD planning elements shall include the following:

A. Promotion of development that: **(1)** demonstrates substantial, significant and recognizable improvements to the neighboring community and city in general; **(2)** uses land resources more efficiently through compact building forms, infill development, and street design standards that encourage safety, sustainability, and multi-modal connectivity; and **(3)** promotes the best possible built environment based upon urban design principles resulting in high-quality urban development;

(1) Demonstrates substantial, significant and recognizable improvements to the neighboring community and city in general:

- **15% of units set aside as affordable**
- **Public Parks**
- **Open Space/Drainage - proposed open space is more than triple the existing open space; proposed parks and lush landscape improve the aesthetic appearance and provide opportunities for storm water infiltration.**
- **Enhanced internal site circulation/pedestrian connections and external connections to Cypress Creek Road/MPO mobility project.**
- **Introducing a residential component provide an enhanced sense of place and community, as well as to greater diversify the site and better insulate the site from potential market changes.**
- **Residents will support the local and regional economy as patrons of nearby restaurants, shops and activity centers.**

(2) Uses land resources more efficiently through compact building forms, infill development, and street design standards that encourage safety, sustainability, and multi-modal connectivity; and

Response: The proposed project demonstrates compact building forms and infill development by developing on an underutilized site that can support the proposed project along with the existing hotel, resulting in a more efficient use of the land and mix of uses (residential, hotel, commercial/retail space) and proximate to other commercial/retail and office uses. The project promotes multi-modalism by providing bike racks/storage and internal walkability, as well as pedestrian connections linking the project to Cypress Creek Road in an area where the MPO is upgrading the Cypress Creek Road corridor, and also where bus service (BCT Route 62) exists. The Tri-rail Cypress Creek station is also located within 1 mile of the project and can therefore take advantage of the SFRTAs CC-3 service area for complementary uber or yellow cab rides to or from the Cypress Creek Station. A covered drop-off has been provided to help promote ride-share use. An integrated hardscape and landscape design has been proposed to promote pedestrian and bicycle connectivity throughout the site's three new parks: the pocket park, the linear park, and the promenade, all carefully landscaped spaces.

The addition of residential and commercial on the site, the proposed pedestrian circulation and bike racks/storage, and proximity to complementary uses (office/workplace, commercial) and transportation alternatives (bus, tri-rail, MPO upgrades) all demonstrate a more efficient use of land and greater multi-modal connectivity than currently exists. Safety is ensured through the local government/agency review and approval process. Sustainability is furthered through the use of water efficiency, materials and resources used within the proposed development that will meet LEED standards, as well as a reduced need for infrastructure since it is an infill project. The proposed development incorporates environmentally sensitive design decisions such as having structured, as opposed to, surface parking. A choice which minimizes the parking footprint; therefore, allowing for more open space.

(3) Promotes the best possible built environment based upon urban design principles resulting in high-quality urban development:

Response:

- **Mixed-use development is a planning initiative that contributes to creating interactive streets, providing meaningful public spaces, and creating communities where people can live, work, shop, and play within a given neighborhood. Mixed-use developments generate higher real estate value, reduced vehicle miles traveled, and higher transit ridership.**

- **Modernizing the built environment - As employers and workers desire an environment that incorporates a mix of uses, the addition of residential at this location will broaden the appeal of the subject site and surrounding area. The locational benefits of providing housing opportunities within mixed-use developments is a competitive amenity that will allow the subject site to better compete with other regions for corporate employers.**

- **The distinctive sculptural massing undulates within the site, optimizing density and establishing a naturally meandering promenade throughout. This encourages pedestrian and vehicular connectivity between adjacent uses by highlighting the public open space while maintaining the necessary private space. The development parcel will tie into the existing sidewalk/pedestrian network and also incorporates environmentally sensitive design decisions such as having structured, as opposed to surface parking. A choice which minimizes the parking footprint; therefore, allowing for more open space**

- **The parking for both the hotel and multifamily building are consolidated in a single parking garage and situated along the I-95 frontage to allow for the remaining frontages to have active uses (multifamily and ground floor uses).**

B. The standards and procedures provided in these district regulations are intended to: (1) Promote flexibility of design and permit diversification and integration of uses with a focus on the relationship of proposed buildings to neighboring properties, streets, and public spaces including massing, scale, facade treatment and articulation, with a particular focus on ground floor activity and the appropriate placement of pedestrian and vehicular entrances, parking and service that limit pedestrian and

vehicular conflicts and create an exceptional urban environment, while concurrently establishing limitations and conditions as deemed necessary to be consistent with the City's Comprehensive Plan and to protect the health, safety and general welfare of the public; (2) Encourage and enhance neighborhood and community participation at the earliest pre-design opportunity and throughout the review process to minimize discord among the applicant and the affected neighborhood(s) and community; and (3) assure that adequate attention is given to the review process and the PDD limitations, in order to serve the specific purposes set forth herein and ensure that the PDD intent and purpose is met and benefits derived are balanced by the benefits to be derived by the neighborhood(s) and community.

Response: There is a delicate balance achieved by the various uses within the proposed building which allows for the private/public, pedestrian/vehicular experience to be augmented. The ground level contains both public community enhancing amenities (such as a promenade or the dog park with benches and shading) and private amenities (such as the pool deck and the courtyard). Connectivity and permeability are key terms for this development, and the massing's terracing effect allows for these to exist by gently guiding the movement of inhabitants with architectural design decisions and purposeful pedestrian spaces. It is also important to provide an anchor point for these uses to collide, so the balance does not tip to either side. This essential moment occurs in the covered drop off/plaza that fronts the private building lobby/amenities and the public retail space/park. This moment is also seen in the duality for pedestrian/vehicular interaction. Either the building mass or thick lush landscape create a buffer between vehicular uses and much of the pedestrian experience (such as the south and east promenade/linear park) or an urban environment is created (as in the north park).

Two public participation meetings have been held. The applicant will continue to comply with public outreach requirements.

Sec. 47-37A.2. - Definitions.

For the purpose of this section, the following definitions shall apply:

A. *Community.* Shall mean the surrounding land area, inclusive of right-of-ways, waterways and other public spaces within .25 miles from the outer boundaries of the proposed development.

B. *Development plan.* Shall mean the site plan, design plan and any and all conditions approved by ordinance rezoning to a PDD.

C. *Planned.* Shall mean that the character of the development is such that it utilizes a creative approach that could not otherwise be accomplished under the current ULDR regulations to meet the PDD intent, including specific elements.

D. *PD (Planned Development).* Shall mean a development on land under unified control as established by a recorded document that meets the criteria for a PDD as described in this Section 47-37A. Upon adoption of an ordinance approving the site plan and design characteristics that become the specific zoning regulations and standards for the land to which the PDD is applicable.

Response: Informational. No response needed.

Sec. 47-37A.3. - Conditions for PDD rezoning.

In addition to the criteria provided in Section 47-24.4.D for a rezoning approval, the following conditions shall apply:

A. *Minimum area for a PDD zoning district.* The minimum land area required for an application to an a PDD district shall be two (2) acres, with the exception of land designated as Regional Activity

Center which shall be a minimum of one-half ½ acre. The minimum area of two (2) acres may be reduced upon a finding of substantial public benefit or similar benefit over and above the application of the ULDR; No right-of-way vacations shall be considered, for the purpose of calculating the minimum two (2) acre requirement unless acceptable and like alternate pedestrian and/or multi-modal access is provided.

The restrictive covenants applicable to those portions of the lands set aside to achieve such benefits, which are not dedicated to the public, shall be subject to the provisions of subsection 47-37A.12 and any such agreement contemplated therein shall be recorded in the public records and be binding on the lands of the PDD development, and the obligation therein provided, if any, shall be fully insured by a bond or other means. The minimum area requirements contained in this section shall not apply to any PDD application pertaining to lands located within the Northwest Community Redevelopment Area.

Response: Complies. The Property which is the subject of the rezoning is 6.6 net acres in size and 6.8 gross acres. No right-of-way vacations are considered.

B. *Consistency with the goals and objectives of plans adopted for the City's Regional Activity Centers.* For properties located in the City's Regional Activity Centers, the proposed development shall be consistent with the principles and guidelines of the respective existing and future master plans.

Response: Not applicable. Project is not located in a Regional Activity Center.

C. *Configuration of the PDD zoning district.* The tracts of land which comprise the PDD zoning district shall be abutting, with the exception of intervening minor streets or alleys.

Response: The property proposed for rezoning is contiguous.

D. *Entire tract under unified control.* An applicant must be the owner or owner's agent of the property with fee simple title.

Response: The entire tract is under single ownership by PFL VII, LLC. The owner has authorized Lochrie & Chakas, P.A. to act as agent in connection with this PDD rezoning request.

Sec. 47-37A.4. - Uses permitted.

The uses permitted and combination thereof within the PDD district, shall be established at the time of rezoning to PDD and shall be consistent with the City's Comprehensive Plan.

Response: The uses shown on the development plan include hotel, restaurant, meeting space, retail, multifamily residential and office/retail. The uses permitted shall be all uses allowed under the B-1 zoning district.

Sec. 47-37A.5. - Application public outreach.

Prior to the filing of an application, the applicant shall provide an opportunity for input from the property owners of the community as follows:

A. *Notice.* Such notice shall clearly state that the purpose of the meeting is to introduce the proposed development concept for initial public input.

B. *Procedure.* At such public meeting, the intended applicant shall introduce the development concept, including a written executive summary explaining in general how the proposed development meets the required conditions and criteria for PDD pursuant to ULDR. After such presentation, members of the public shall be given an opportunity to comment.

C. *Public participation.* A PDD application is subject to Public Participation requirements pursuant to Section 47-27.4.

D. *Development review committee (DRC) meeting.* Applicant shall conduct a community public meeting after the application has been evaluated at a DRC meeting.

Response: Applicant conducted a pre-application public participation meeting consistent with this provision. The meeting was held on Monday, November 7, 2022 at 6pm via ZOOM. Notice was provided to the "community" which is defined as a 0.25 mile radius of the site. Property owners within this notice range were provided with mail notice. A public participation meeting summary is included with the DRC submittal.

In addition to the meeting, the applicant held a separate public participation meeting, on October 13, 2022 to present the comprehensive plan amendment (map and text amendments) (concurrent application filed under UDP-L22003 and UDP-L22004).

Sec. 47-37A.6. - Application requirements.

In addition to the application requirements for a rezoning and a site plan level IV permit in accordance with 47-24.2. and 47-24.4., the following shall be submitted as a part of an application for PDD:

A. A PDD written narrative describing the proposed PDD, which includes:

1. The general design concept for the PDD including, but not limited to, the proposed site design, how it integrates and relates to the proposed uses, context and existing development in the surrounding community;

Response: One of the most important design goals for this project is to carefully formulate a well-articulated building mass conforming to the unique site geometry and existing context. Expansive open landscaped spaces and pedestrian connectivity is a paramount design element being provided to enhance the pedestrian realm at frontages. The distinctive sculptural massing undulates within the site, minimizing the effects of the overall massing and establishing a naturally meandering promenade throughout. In addition, the proposed plazas, parks, and pedestrian promenade encourages the realm experience and clearly delineates vehicular connectivity between adjacent uses. Quality and attention to design detail is blatant in how movement is a recurring theme that ties macro and micro together, emphasizing the project's urban design value to the entire community.

2. Description of the innovative design aspects of the proposed PDD and how the proposed development complies with the intent and purpose of the PDD district described in Subsection 47-37A.1.; and

Response: The subject site is currently zoned R-6 and a small portion on the north is zoned R-1-C. These are old County zoning districts no longer recognized under the County's code and also not recognized under the City's Code. The rezoning of the property to PDD will bring the site in to a city zoning district and will also be consistent with the proposed site plan and land use plan amendment to Mixed Use also under review. The Project is innovative in that it devotes privately owned publicly used green space by the incorporation of the fitness trail and two public park areas, which otherwise would not need to be provided if the Project did not seek to rezone to a PDD. In addition, the proposed project includes a centralized garage which concentrates all parking and vehicular activity within one area in the project. The site is irregularly shaped so the

positioning of the structures on the site with the centralized garage posed some design challenges give the site's irregular "crescent" shaped configuration. In addition, the site is adjacent to I-95 and the noise generated by vehicles similarly posed a challenge with respect to the placement of the residential component of the project. Ultimately, the flanking the garage with the hotel and multifamily and placing the garage along the Cypress Creek I-95 ramp was the most logical design solution.

Aside from the design of the building, the Project will also set aside 15% of the units for affordable housing. Assuming 340 units are included, 51 of these units will be set aside as affordable. This results in a mixed use and mixed income development – something that is a preferred method of providing affordable housing in the community and mitigates the risk of "concentrations" of affordable housing in certain areas.

A description of how the Project complies with the intent and purpose of the PDD is on pages 4-6 of this narrative.

3. Identification of those aspects of the PDD that are not in compliance with the current zoning requirements, and why the proposal presents a better overall project describing said benefits, and proposed PDD's innovative characteristics.

Response: See Site Data chart Sheet A-1.3.B. The Property is currently zoned R-6 (county) which is no longer a zoning district recognized by the County. That said, the applicant obtained a copy of the now-repealed code and prepared the following comparison.

	County R-6	**Proposed PDD**	**Complies?**
Size of Plot	100' minimum in width and 10,000 sf minimum in area	+/-455' (irregular shaped lot)	Yes
Height	15 stories/150'	Hotel: 14 Stories Residential: 12 Stories/129'4"	Yes
Plot coverage	40% max. for buildings 7-15 stories	39%	Yes
Front yard:	31' (25' plus 2.5'for each 10 feet of building height above 100')	30'6"	No
Side yard	32' (10' plus 2' for each 10 feet of building height above 22')	Hotel: 5' interior side (east) NE 7th Ave (private): 36'5" Corporate Drive: 25'1"	No
Corner yard (along I-95 ramp)	37' (15' plus 2' for every 10' of building height exceeding 22'unless a greater width is required under the side yard)	14'1" to 36'7"	No
Rear yard (north)	39.2' (20' plus 2' for each 10 feet of building height above 44')	37' to Hotel fitness building	No

For Parking see Table 1.

B. A context plan of the surrounding land area, inclusive of right-of-ways, waterways and other public spaces, indicating proposed development and outline of all nearby properties with structures outlined, uses and approximate heights labeled (in floors), including existing setbacks, drive isle(s), and sidewalk(s) dimensions.

Response: See Sheet A-1.03.

C. The number and type of dwelling units, and square footage of all proposed uses and buildings on site, including dwelling unit per net acre calculations.

Response: See Site Data chart Sheet A-1.3.B. Project proposes the following uses:
NEW MIXED USE BUILDING:

- **Residential: 340 multifamily units @ 50 units per gross acre (6.8 gross acres x 50 units = 340 units).**
- **Commercial (ground floor): 5,000 sf**

HOTEL BUILDING:

- **298 rooms with accessory restaurants, retail and meeting space**

D. A description of how the proposed PDD meets adequacy requirements as provided in Section 47-25.2.

Response: Provided later in this document.

E. A description of the proposed phasing of construction of the PDD, if applicable, identifying the general schedule and specific improvements associated with each phase, the estimated start date, an estimated completion date, and shall be in accordance with the provisions for site plan expiration as provided in Section 47-24.1.M. The completion of all public improvements must be secured by a bond to be provided by the applicant, including a demolition bond to permit any unfinished phase to be demolished by the city.

Response: Please see below estimated phasing schedule:

- **Phase I: Q2 2024 Demolition of existing Improvements and relocation and reconnection of onsite utilities serving office park (2 months to complete)**
- **Phase II: Q2 2024 Site preparation (1 months to complete)**
- **Phase III: Q3 2024 Vertical construction of shared garage (8 months to complete)**
- **Phase IV: Q4 2024 Vertical construction of multifamily project (24 months to complete)**

F. Aerial oblique perspectives of the project in context with adjacent properties and surroundings from opposing views, showing clear and accurate three-dimensional views in context with the surrounding area, and indicating building outlines.

Response: See Sheets A-0.03 and A-0.04.

Sec. 47-37A.7. - Performance standards for permitted uses.

A. The permitted principal and accessory uses, height, bulk, shadow, open space, yards, setbacks, separation between buildings, floor area ratio, density, design concept and standards, signs, landscaping, parking bufferyards, fences and all other development standards for the PDD shall be as established by ordinance approving a PDD based on the criteria provided in this Section 47-37A.

Response: Acknowledged.

B. Parking. Off-street parking requirements provided in Section 47-20.2, may be reduced for any use proposed in the PDD subject to the criteria provided in Section 47-20.3.A.5, Reductions and Exemptions criteria. All parking reductions to be granted must be based on an identifiable plan to mitigate all negative impacts which may be associated with such reduction. Parking requirements shall be project-driven and may be reduced proportionally to the degree that shared uses, pedestrian connections, and other modes of transportation provide alternatives to vehicular trips.

Response: Applicant is proposing to utilize alternative parking ratios. See parking study prepared by Joaquin Vargas, TraffTech. See parking breakdown on Sheet A-103.B.

C. Areas proposed for common ownership shall be subject to the required unified control document to be recorded in the public records of Broward County. Restrictive covenants, required easements, dedication of public open space shall be recorded in the public records of Broward County.

Response: Acknowledged.

D. Development agreement shall provide for maintenance and other issues with bond assurances.

Response: Acknowledged.

Sec. 47-37A.8. - PDD criteria and limitations.

In addition to the criteria outlined herein, the following additional development criteria and limitations shall apply:

A. Land uses within the development shall be appropriate in their proposed location, compatible with their relationship to each other, and with uses and activities on abutting and nearby properties; and

Response: The project consists of hotel and accessory uses (existing) and proposed multifamily with ground floor commercial uses. The project fronts Cypress Creek Road and the I-95 interchange. The following uses are on the abutting and nearby properties:

Abutting: Office uses and commercial uses;

Nearby: Residential to the south and retail and office uses to the west of I-95.

B. While a mix of uses is encouraged, uses that create an inherent negative impact, such as excessive noise, odors, pollution, dust, or similar effects on adjacent uses shall be avoided. Generally, residential, office, hotel, restaurant, retail and other community-serving uses provide opportunities for successful combinations that help to create a vibrant and dynamic living environment with a variety of destinations offering goods and services in close proximity; and

Response: The Project includes hotel, residential and retail uses consistent with the suggested uses in this section.

C. Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures; effective transition between higher and lower density uses; or allow incompatible adjacent land uses to be developed in a manner that is not possible using a conventional zoning approach; and

Response: The proposed structure incorporates a significant amount of articulation and "tiers" to the building which allow the height to transition from Cypress Creek Road and the residential community to the south. The abutting properties are developed with multistory office buildings which complement the proposed residential structure.

D. Street sections shall provide ample pedestrian access with continuous sidewalks and shade tree canopy balancing parking requirements with other mobility options and promote shared access between properties and uses; and

Response: See Sheet A-3.11 for street sections.

E. Street and alley vacations shall not be considered unless the applicant demonstrates no decrease to the pedestrian and functional connectivity previously provided and increases options for pedestrian and/or multimodal connectivity; and

Response: No alley/street vacations are proposed.

F. Residential density shall be limited to fifty dwelling units per acre (50 du/ac) or when applicable, the maximum residential density permitted by the underlying land use designation or portion thereof; and

Response: The project proposed 340 multifamily units. The proposed County and City land use categories limit density to 50 units per gross acre. (6.8 gross acres x 50 units/acre = 340 units)

G. Floor area ratio (FAR) for nonresidential intensity within the PDD shall be limited to a FAR of three (3) times the parcel size; and

Response: The project provides an FAR of 2.2.

H. Building height may be increased by an additional amount equivalent to one hundred and twenty-five (125) percent of the existing height identified in the underlying zoning district but in no case shall exceed three hundred (300) feet.

Response: The underlying zoning district of County R-6 zoning allowed buildings up to 15 stories/150' in height. The proposed building is 12-stories/129'4" in height.

Sec. 47-37A.9. - PDD public improvement examples**.**

The proposed PDD zoning ordinance shall promote development that demonstrates substantial, significant and recognizable improvements and a long-term beneficial effect to the neighboring community and the city as a whole. Examples of the noted public improvements can include:

A. Preservation/reuse of historically significant structures not otherwise protected;

Response: N/A. There are no historically significant structures on the Property.

B. Provision of a walkable mixed use neighborhood center that can reduce driving requirements for existing residential neighborhoods including incorporation of complete streets criteria in streetscape design; parking requirements may be reduced proportionally to the degree that reduced parking is justified by multi-modal connectivity as an alternative to vehicular trips;

Response: The project incorporates many features to promote pedestrian activity. Presently, the existing site is used a surface parking lot with little to no connectivity and interaction with the Cypress Creek corridor. The proposed project includes 2 new park areas and a new walking trail around the entire mixed use building to foster pedestrian activity. In addition to the internal site improvements, the project will provide two pedestrian connections linking the development to Cypress Creek Road. The MPO have planned upgrades to the Cypress Creek corridor to improve multimodal activity. The Transportation and Mobility Dept. for the City requested that this development provide pedestrian connection points to link the new development to the Cypress Creek mobility improvements.

Below is the illustrative site plan which shows 2 connection to the Cypress Creek Road corridor as well as the pedestrian improvements within the development site.



In addition, the project in this location furthers and supports mass transit use by redeveloping a site that is served by BCT Route 62 and is also in close proximity to regional transit. Tri-Rail Cypress Creek Station is approximately 1 mile from the subject site. The SFRTA has partnered with various "Ride Partners" to provide complimentary commuter connections to/from select Tri-Rail stations in Broward and Palm Beach Counties within select service areas. The subject site is located within the service area known as CC-3. Therefore, residents, hotel guests, employees, and the like have the option to request a complimentary Uber or Yellow Cab Taxi ride to or from the Cypress Creek Station.

C. Superior architectural design, placement and orientation of buildings and attainment of Leadership in Energy and Environmental Design - Neighborhood Development (LEED ND) certification for the development or LEED certification of individual buildings and/or other similar state, national or city-recognized programs;

Response: Sunlight and ventilation are key aspects of a sustainable design, by undulating and terracing the mass the proposal maximizes the use of both. Balconies and terraces encourage outdoor interactions, where tenants can open their windows and feel the sunshine in their apartment. The lush landscape below calls everyone in the community to revitalize themselves with fresh air. As a walkable mixed-use neighborhood, it is encouraged to ride your bike to a nearby public transit hub. The proposed development can also be housing for the office buildings in the adjacent property, allowing for all needs to be met. Water efficiency, materials and resources used within the proposed development will also meet the LEED standards.

D. Provision of public facilities and public open space such as plazas, parks, provision for waterfront public access, greenway features, etc. and may include amenities such as playgrounds, special event space, etc. where the quality and programming of the space shall be emphasized over quantity;

Response: The project proposes (3) parks with the quality programing of the different spaces, these parks include the following:

1. Linear park

- **Lushly planted walkway**
- **Sculptural earthwork**
- **Bike racks**
- **Sculptural park furniture**
- **benches & trash receptacles**
- **Dining tables**
- **Connect to future Starbucks**
- **Connect to future Cypress Creek Mobility Path**

2. Aura Commons park
- **Event lawn / flex lawn**
- **Sculptural earthwork**
- **benches & trash receptacles**
- **Dining tables**
- **Trellis w/ flowering vines**
- **Specimen tree**
- **Bike racks**
- **Connect to hotel**

3. Pocket Park
- **Flex lawn / shared dog park**
- **benches & trash receptacles**
- **Connect to hotel**
- **Connect to parking garage**
- **Connect to Wellness Track**

The project is also providing a wellness track with the following features:
- **(1) x lap = half mile**
- **Decorative pavers**
- **Lushly planted walkway**
- **Connect to future Starbucks**
- **Connect to future Cypress Creek Mobility Path**
- **Connect to hotel**
- **Connect to parking garage**

The applicant is proposing to grant these areas to the City by easement for use and benefit of the public. The easement will provide for reasonable limitations on the use of the parks and walking trail such as time of day limitations, repair and maintenance closures, etc.

E. Landscaping shall be provided in a manner which maximizes tree canopy, emphasizes native vegetation, improves the aesthetic appearance, and provides opportunities for storm water infiltration;

Response: Preserved existing trees with DBH totaling 696 inch; proposed open space is more than triple the existing open space; (2) proposed parks and lush landscape improve the aesthetic appearance and provide opportunities for storm water infiltration.

F. Preservation or restoration of environmental or natural resources that would not otherwise be protected, including environmental remediation/brownfield redevelopment; and

Response: There are no environmental resources on the Property.

G. Other public improvements and benefits that are established as part of the development plan but are not otherwise required of an applicant such as off-site infrastructure improvements.

Response: The applicant is providing the linear park and Commons park for the use of the public. Also, a wellness track around the perimeter of the property will connect to the Cypress Creek Mobility Plan path. Park details are described in the response to "D" above. Park plans/sheets are included in the site plan set.

In addition, the project provides 15% of the units as "affordable units". For a 340 unit development this means that 51 units will be reserved for affordable housing.

Sec. 47-37A.10. - Review process.

The review process for a rezoning to PDD district is as follows:

A. A pre-application conference with the department shall be required prior to submitting a PDD rezoning application. The purpose of the pre-application conference is to allow the applicant and staff to discuss the proposed design concept of the development plan and how it complies with the conditions and criteria specified in this section, as well as the review process.

Response: Acknowledged.

B. Rezoning application review. The PDD rezoning application shall be reviewed in accordance with Section 47-24.4.C. As part of the approval of the rezoning, offsite and on-site conditions may be imposed if the condition is necessary to ensure that the development meets the requirements of Section 47-37A; ensures that the PDD is compatible with the neighborhood; mitigates any adverse impacts which arise in connection with the approval of the rezoning or any continuation thereof. Conditions for approval may relate to any aspect of the development, including, but not limited to, height, bulk, shadow, mass and design of any structure, parking, access, public transit and landscaping requirements.

Response: Acknowledged.

C. No PDD rezoning application shall be approved except on the affirmative vote of a super majority of four (4) members of the city commission.

Response: Acknowledged.

Sec. 47-37A.11. - Building permits.

No building permits shall be issued prior to the recording of the ordinance rezoning to PDD. All building permits issued must be in conformance with the approved PDD zoning district.

Response: Acknowledged.

Sec. 47-37A.12. - Flexibility units.

Flexibility units may be allocated to a PDD at the time of the PDD rezoning approval subject to the development site being located in the Unified Flex Map. A development site located outside the boundaries of the Unified Flex Map are not eligible for flex units but may be permitted affordable housing flex units.

Response: Applicant is not requesting flexibility units. The residential density for this project will be governed by the proposed Mixed Use land use designation which limits density to 50 units per gross acre.

Sec. 47-37A.13. - Agreements.

The applicant shall execute such agreements, easements and other documents necessary with regard to the implementation of any conditions imposed with regard to the PDD. Such documents may include, but are not limited to, contracts, covenants, deed restrictions and sureties and bonds acceptable to the city for completion of the development according to the plans approved at the time of rezoning to PDD and for continuing operation and maintenance of such areas, functions, and facilities including soft and hard landscaping and other amenities which are not proposed to be provided, operated or maintained at public expense.

Response: Acknowledged.

Sec. 47-37A.14. - Effect of PDD zoning.

The PDD site plan and design narrative as provided in Section 47-37A.1.a. and b., as approved by the city commission including such conditions as necessary to ensure that the development meets the criteria of this section, shall, upon adoption by ordinance, be the specific zoning regulations for the property rezoned thereby and bind the property with the full force and effect of specific zoning regulations. The ordinance rezoning to PDD shall be recorded in the public records of Broward County at applicant's expense. Unless otherwise provided in the approved PDD zoning district ordinance, the provisions of the ULDR with general applicability to development within the city shall apply as requirements of the development of property rezoned to PDD. Any provision of an approved PDD zoning district shall prevail when any provision elsewhere in the ULDR shall conflict.

Response: Acknowledged.

Sec. 47-37A.15. - Amendments to approved PDD development plans.

A. If the applicant wishes to change to a use that was not approved as part of the PDD zoning district, a new application for rezoning must be approved in accordance with the provisions of this section. If the applicant wishes to amend a site plan or design narrative or any other aspect of a PDD previously approved as part of a rezoning to PDD, such amendment shall be done in accordance with the provisions for amending a site plan level IV, as provided in Section 47-24.2.A.5, Development permits and procedures.

B. In the event a development has received previous approval, as a PUD, any requests for an amendment to such PUD shall comply with the provisions of the PUD regulations otherwise set forth in Section 47-37.

Response: Acknowledged.

SEE TABLE 1 on following page

TABLE 1 (Parking):

PARKING				
	County Code		Proposed PDD	
	Ratio	Required	Ratio	Required
EXISTING USES IN HOTEL:				
Hotel: **298 rooms**	3 spaces for each 4 sleeping rooms PLUS 35% of the regular parking requirement for other uses within the hotel	224 spaces	0.67 per room x 298 rooms	200 spaces
Retail in hotel: **500 sf**	35% of: 1 per 400 sf	1 spaces	Accessory to Hotel	-
Meeting space in hotel: **22,021 sf**	35% of: 1 per 200 sf of gross floor area occupied by guests, customers, patrons, members or other occupants	39 spaces	Accessory to Hotel	-
Restaurant in hotel: **6,500 sf total** (3 restaurants: 4,000 sf 1,500 sf and 1,000 sf)	35% of: 1 space per 50 sf of customer service area	46 spaces	Accessory to Hotel	-
Kitchen in hotel (accessory):	N/A	N/A	N/A	
	Total Hotel	**310 spaces**	**Total Hotel**	**200 spaces**
NEW USES In Mixed Use Building:				
Residential: **340 units**	2.5 spaces per dwelling unit	850 spaces	35 Studios @ 1.75/unit 149 1 Bed @ 1.75/unit 132 2 Bed @ 2/unit 24 3 Bed @ 2.1/unit	61 spaces 261 spaces 264 spaces 50 spaces
Retail **5,000 sf**	1 per 400 sf	13 spaces	1 per 600 sf	8 spaces
	Total New Uses:	**863 spaces**	**Total New Uses:**	**644 spaces**
	TOTAL REQUIRED EXISTING AND NEW USES:	**1,173 spaces**	**TOTAL REQUIRED EXISTING AND NEW USES:**	**844 spaces**
	TOTAL PROVIDED:	**844 spaces**	**TOTAL PROVIDED:**	**844 spaces**

****

III. ULDR Sec. 47-25.2 Adequacy Requirements

A. Applicability. The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.
Response: Acknowledged.

B. Communications network. Buildings and structures shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.
Response: The proposed project will not interfere with the City's communication network. Interference, if any, will be determined at site plan review and approval.

C. Drainage facilities. Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2½) inches of runoff from the impervious surface whichever is greater.
Response: Acknowledged. The proposed development will meet drainage requirements as determined during the site plan review and approval process.

D. Environmentally sensitive lands.

1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:
   a. Broward County Ordinance No. 89-6.
   b. Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.
   c. Broward County Ordinance No. 84-60.

   Response: Acknowledged.

2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.
   Response: There are no environmentally sensitive areas on site.

E. Fire protection. Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.
Response: Acknowledged. Any proposed development will meet fire and safety standards. Any fire improvements will be determined during the site plan review and approval process.

F. Parks and open space.

1. The manner and amount of providing park and open space is as provided

in Section 47-38A, Park Impact Fees, of the ULDR.
Response: Acknowledged.

2. No building permit shall be issued until the park impact fee required by Section 47-38A of the ULDR has been paid in full by the applicant.
Response: Acknowledged.

G. Police protection. Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements which are consistent with Crime Prevention Through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.
Response: Acknowledged. Any proposed development will meet police protection standards.

H. Potable water.

1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.

2. Potable water facilities.
   a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
   b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.
   c. Where the county is the projected service provider, a similar written assurance will be required.

Response: Potable water service is furnished by Broward County. Applicant obtained confirmation from Broward County indicating there is sufficient capacity to service the site.

I. Sanitary sewer.

1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow

from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.

2. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.
3. Where the county is the projected service provider, a written assurance will be required.
4. Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.

Response: Sewer service is furnished by Broward County. Applicant obtained confirmation from Broward County indicating there is sufficient capacity to service the site.

J. Schools. For all development including residential units, the applicant shall be required to mitigate the impact of such development on public school facilities in accordance with the Broward County Land Development Code or section 47-38C. Educational Mitigation, as applicable and shall provide documentation to the city that such education mitigation requirement has been satisfied.

Response: Applicant obtained a School Capacity Availability Determination confirming that there is a sufficient student capacity to accommodate additional students.

K. Solid waste.

1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.
2. Solid waste facilities. Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.

Response: Applicant will be contracting with a private waste hauler for the disposal of solid waste.

L. Stormwater. Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.

Response: Acknowledged. Any proposed development will meet stormwater requirements in accordance with applicable codes and standards.

M. Transportation facilities.

1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2,

Flowchart, on file with the department.

2. Regional transportation network. The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.
Response: A traffic study is provided with the site plan prepared by Joaquin Vargas, P.E. with TraffTech. The section of Cypress Creek Road from Dixie Highway to east of Dixie Highway (where the road goes down to 2 lanes) is currently operating deficiently with or without the proposed Project. Since the Project does not cause this roadway section to fail, it is NOT considered an adverse traffic impact. Moreover, the intersection that controls the operation of Cypress Creek Road, east of Dixie Highway is the intersection of Cypress Creek Road/Dixie Highway. According to the detailed traffic study, the Aura Cypress Creek project increased the delay of this intersection by less than 4 seconds. We propose signal optimization which mitigates the project's traffic impacts at this location. Moreover, according to the detailed traffic study, the I-95/Cypress Creek Road ramps are projected to operate at level of service "C" and "B" with the Aura Cypress Creek project in place and the intersection of Cypress Creek Road/NE 7th Avenue is projected to operate at level of service "C" with the Aura Cypress Creek development in place.

3. Local streets. Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit to the city such a study to be considered as part of the DRC review. Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional

classification map adopted by the State of Florida.
Response: The project does not abut any local streets. Corporate Drive is a private street and NE 7th Avenue is a private street. The road will be maintained by the owners using Corporate Drive through private agreements.

4. Traffic impact studies.
   a. When the proposed development may generate over one thousand (1,000) daily trips; or

   Response: A traffic study is provided with the site plan application prepared by Joaquin Vargas, P.E..

5. Dedication of rights-of-way. Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.
   Response: All dedications for right-of-way were satisfied when the property was platted.

6. Pedestrian facilities. Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.
   Response: Sidewalks, pedestrian crossing and other pedestrian facilities will be designed to meet requirements, as applicable.

7. Primary arterial street frontage. Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.
   Response: Acknowledged.

8. Other roadway improvements. Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.
   Response: There is a proposal to optimize the signal at the intersection of Dixie and Cypress Creek to mitigate the 4 second delay caused by the proposed Project. Other than this improvement, we are not aware of any other off-site improvements needed.

9. Street trees. In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the

property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.

Response: Any improvements will be determined during the site plan review and approval process.

N. Wastewater.

1. Wastewater. Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering and accepted applicable engineering standards.

   Response: Broward County provides wastewater service for the Property. Broward County has advised that there is adequate wastewater facility and service requirements are available to the subject site.

O. Trash management requirements. A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for off-site consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.

Response: Acknowledged.

P. Historic and archaeological resources.

1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development

permit application. The reviewing entity shall include this information in its comments.

Response: Not applicable. There are no historical or archaeological resources on the Property.

Q. Hurricane evacuation. If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

Response: N/A. The subject site is not located east of the Intracoastal Waterway.

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IV. Rezoning Criteria Section 47-24.4D

Sec. 47-24.4. Rezoning (city commission).

D. *Criteria.* An application for a rezoning shall be reviewed for compliance with Section 47-25, Development Review Criteria. In addition, an application for a rezoning shall be reviewed in accordance with the following criteria:

1. The zoning district proposed is consistent with the city's comprehensive plan.
Response: The subject site is currently zoned R-6 and R-1-C which are old County zoning districts no longer recognized under the County's code and do not exist under the City's Code. The rezoning of the property to PDD will bring the site in to a city zoning district and will also be consistent with the proposed Mixed Use land use designation also under review.

2. The changes anticipated by the proposed rezoning will not adversely impact the character of development in or near the area under consideration.
Response: The rezoning to PDD will not adversely affect the character of the area. Rather, development/redevelopment on the site under the PDD district will now be required to comply with a city-based zoning district. The PDD district will allow for the introduction of residential on the site for an overall mixed-use development that is supportive of, and compatible with, the surrounding character of development which generally consists of office park and residential uses.

3. The character of the area proposed is suitable for the uses permitted in the proposed zoning district and is compatible with surrounding districts and uses.
Response: The amendment site consists of two parcels totaling 6.6 acres net. The northern portion of property (+/- 3 acres) is currently developed with a 298-room hotel with accessory meeting space and restaurants/retail space, and the uses will remain as-is. The new development will be constructed on the existing surface parking lot on the southern portion of the site (+/-3.6 acres) which will be redeveloped to consist of a mixed-use development with a maximum of 340 multifamily units and ground floor commercial space.

The addition of residential to this site will make this a well-rounded mixed-use development that will have hotel, meeting space, restaurants, retail/office and residential uses all of which are supportive of, and compatible with, the surrounding area and adjacent uses as outlined below:

Adjacent Uses	
North	Water
South	ROW then single-family (Oakland Park)
East	Office with surface parking, vacant commercial
West	I-95

****

V. PDD APPLICATION REQUIREMENTS / PDD PLAN SET

FROM THE PDD APPLICATION CHECKLIST: Plan sets shall follow the specifications for site plan submittal and also provide the following in the site plan package:

1. Building height analysis depicting the height of buildings within .25 mile of the subject site.

   Response: Please see SHEET A-1.02 AERIAL SITE PLAN for a graphic demonstrating the height of buildings within .25 mile of the subject site.

2. Phasing plan including any proposed public improvements on-site and off-site.

   Response: Please see Phasing shown on sheet A-1.02.

3. Transportation demand management plan with location of such items identified on the plans.

   Response: The proposed project furthers strategies aimed at maximizing traveler choices and increasing multi-modalism. In addition to traditional auto options, the site is served by BCT Route 62 with a bus stop adjacent to the site along Cypress Creek Road, and is also in close proximity to regional transit. Tri-Rail Cypress Creek Station is approximately 1 mile from the subject site. The SFRTA has partnered with various "Ride Partners" to provide complimentary commuter connections to/from select Tri-Rail stations in Broward and Palm Beach Counties within select service areas. The subject site is located within the service area known as CC-3. Therefore, residents, hotel guests, employees, and the like have the option to request a complimentary Uber or Yellow Cab Taxi ride to or from the Cypress Creek Station.

   Site sidewalks are provided to help access adjacent bus routes to the property on the right of way. An integrated sidewalk design has been proposed to promote pedestrian and bicycle connectivity throughout the site and adjacent landscaped spaces.

   The location of the site near existing infrastructure, together with the proposed infrastructure and connections to the travel network, offers alternatives to driving such as bus and rail transit, ridesharing, walking, and biking.

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VI. PARKING REDUCTIONS AND EXEMPTIONS (47-20.3.A.5.)

5. Criteria. An applicant must show that the request meets the following criteria and the reviewing body shall consider the application for parking reduction based on the criteria provided as follows:

a. Adequacy requirements, as provided in Section 47-25.2; and

Response: Addressed on p. 18 of this narrative.

b. The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses; or

Response: The existing hotel operator has indicated that 200 spaces is sufficient for the hotel's parking needs. Today, many people arrive at hotel via ride share services, and do not have a car. In addition, the restaurants inside the hotel, although open to the public, are primarily used by hotel guests. Therefore the parking requirement for hotels is not needed and not warranted under these circumstances. A parking study was prepared by Joaquin Vargas and is included with the DRC application submittal.

c. There is a public parking facility within seven hundred (700) feet of the parcel which the parking is intended to serve along a safe pedestrian path as defined by Section 47-20.4, which spaces may be used to provide parking for applicant's property without conflict with the need for public parking based on a report by the department which includes a report by the city's director of parking services and city engineer; or

Response: N/A.

d. If the application is based on two (2) or more different users sharing the same parking spaces at different hours, that the peak hour(s) for each use will be at different hours; or

Response: N/A.

e. If the application is based on two (2) or more different users sharing the same parking spaces at the same time because one use derives a portion of its customers as walk-in traffic from the other use, that the two (2) or more uses will share the same users; or

Response: N/A.

f. Restrictions will be placed on the use of the property or actions will be taken such as providing company vans for car pooling of employees and patrons, or consistent use of mass transit will reduce the need for required parking and there are sufficient safeguards to ensure the restriction, action, or both, will take place; or

Response: N/A.

g. Any combination of subsections A.5.a through e; and

Response: N/A.

h. Notwithstanding the provisions of Section 47-20.19 and Section 47-3, Nonconforming Uses, Structures and Lots, parking legally permitted and associated with an established permitted use prior

to or on the effective date of the ULDR (June 18, 1997) located within the Central Beach zoning districts of the Central Beach Regional Activity Center, and where the structure containing such permitted use is not voluntarily demolished by more than fifty (50) percent such parking shall be deemed to be conforming parking for the purposes of a change of use as regulated by Section 47-20 and Section 47-3, Nonconforming Uses, Structures and Lots and shall not be required to provide additional parking; and,

Response: N/A. Project is not in the Central Beach Regional Activity Center.

i. In addition to the criteria provided above, that any alternative parking arrangement proposed will be adequate to meet the needs of the use the parking will serve and that reducing the required parking will be compatible with and not adversely impact the character and integrity of surrounding properties.

****

END

LOCHRIE & CHAKAS P.A.

1401 EAST BROWARD BOULEVARD, SUITE 303
FORT LAUDERDALE, FLORIDA 33301
DIRECT LINE: 954.779.1123
EMAIL: NCHAKAS@LOCHRIELAW.COM
MAIN PHONE: 954.779.1119
FAX: 954.779.1117

November 11, 2022

Via Email (JHetzel@fortlauderdale.gov)
Jim Hetzel, AICP, Principle Urban Planner
Urban Design & Planning
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: Westin/Aura Cypress Creek – 200 and 400 Corporate Drive ("Property")
Public Participation Summary of pre-DRC Public Participation Meeting
Planned Development District (PDD) Rezoning (Case No. UDP-S22073)

Dear Jim:

This Firm represents Trinsic Acquisition Company LLC ("Applicant") in connection with the redevelopment of the Property noted above. This letter is being furnished to you as part of an application for a rezoning of the above referenced Property from R-6 (County) and R-1-C (County) to PDD. Pursuant to ULDR Section 47-37A.5 of the PDD ordinance, prior to filing an application for rezoning to PDD, the applicant must conduct a community meeting. Specifically, the City's PDD ordinance (ULDR Sec. 47-37A.5) provides:

> Prior to the filing of an application, the applicant shall provide an opportunity for input from the property owners of the community as follows:
>
> A. *Notice.* Such notice shall clearly state that the purpose of the meeting is to introduce the proposed development concept for initial public input.
>
> B. *Procedure.* At such public meeting, the intended applicant shall introduce the development concept, including a written executive summary explaining in general how the proposed development meets the required conditions and criteria for PDD pursuant to ULDR. After such presentation, members of the public shall be given an opportunity to comment.
>
> C. *Public participation.* A PDD application is subject to Public Participation requirements pursuant to Section 47-27.4.

The Applicant conducted the required public participiation meeting on Monday, November 7., 2022. This letter is being provided to satisfy the City's public participation requirements of the PDD ordinance and pursuant to the ULDR Sec. 47-27.4.A. The following is a summary of the public participation meeting, which was held virtually via ZOOM:

SUMMARY:	
Date of meeting:	Monday, November 7, 2022 via ZOOM
Time of meeting:	6 pm (meeting concluded at 6:40 pm)
Meeting Notice:	Meeting notice was mailed on October 28, 2022. See attached Notice of Public Participation Meeting. Notice was provided by U.S. Mail to owners within a 0.25 mile radius of the property and the City of Oakland Park (as required by Sec. 47-37A.2.A which defines "community" as surrounding land area within 0.25 miles of the proposed development).

Participants:	18 people registered to attend the meeting. The actual list of attendees are noted in the meeting minutes.
Presentation Materials:	A copy of the Power Point used during the public participation meeting is attached to this letter.
Discussion:	Please see attached meeting minutes.
Affidavit:	The required affidavit attesting that the notice has been sent in accordance with the ULDR is included with this letter.

Should you require additional information, please let me know.

Very truly yours,



Nectaria M. Chakas, Esq.

NMC

Exhibits

1. Notice of Public Participation Meeting
2. Meeting minutes
3. Presentation materials
4. Affidavit of Mail Notice, Mail List and Map

PUBLIC PARTICIPATION
MEETING NOTICE

October 28, 2022

Re: Public Meeting for the Westin/Aura Cypress Creek
Rezoning to Planned Development District (PDD)
200 and 400 Corporate Way located within the City of Fort Lauderdale, FL ("Property")

Dear Neighbor:

This letter is to invite you to a public participation meeting relating to a rezoning application for the above referenced Property. You are receiving this notice because you own property within a ¼ mile radius of the site and are required to receive notice under the City of Fort Lauderdale Code of Ordinances. The proposed development is a mixed-use project consisting of 340 units and 5,000 sf of ground floor commercial uses to be constructed on the area currently used as a surface parking lot for the Westin Hotel. During the meeting, we will present the proposed development concept for initial public input. The meeting will be conducted as follows:

Date:	Monday, November 7, 2022
Time:	6:00 PM
Place:	Virtual Meeting via ZOOM Please go to www.AuraPublicMeeting.com to register for the meeting. After registration you will receive an e-mail from ZOOM with the link to attend the meeting by smart phone, ipad or computer. You will also receive a conference call number if you wish to attend the meeting by phone.

If you cannot attend, but wish to submit written comments or would like to set up a separate meeting to discuss the project, please feel free to contact me. My contact information is:

Nectaria Chakas, Esq. (Attorney for Developer)
Lochrie & Chakas, P.A.
1401 E. Broward Blvd., Suite 303
Fort Lauderdale, FL 33301
(954) 779-1123
NChakas@LochrieLaw.com

Sincerely,



Nectaria M. Chakas, Esq.

Aura Cypress Creek
Public Outreach Zoom Meeting
November 7, 2022 at 6 pm
Meeting Minutes

Attendance
Nectaria Chakas, Esq. (Attorney for Applicant)
Leigh R. Kerr, AICP (Land Planner for Applicant)
Chad Bradshaw (Applicant)
Jacob Shotmeyer (Applicant)
Angela Villada (Architect Applicant)
Debbie Orshefsky (attorney for seller)
Cheryl Lechtenberg
Kandi Osman
Mark Russell
Mike Mear
Paul Berkowitz
Richard Siegel

A. Nectaria Chakas presented the project/powerpoint including and following:

- Ms. Chakas indicated that her client Trinsic Residential is under contract to purchase the
- Notice was mailed to ¼ mile. If anyone attending the meeting received the notice, it is because they own property within the ¼ mile radius of the development site.
- Ms. Chakas explained that the purpose this meeting is to explain the project to interested members of the public and obtain feedback.
- Ms. Chakas showed aerials of the development site and explained the land use plan amendment and the proposed rezoning
- Ms. Chakas showed the proposed development plan and project renderings.
- The PDD criteria per Sec 47-37A.8 were presented and Ms. Chakas explained how the project complies with the PDD rezoning criteria.

B. Comments/Questions:

- Question regarding how traffic will be mitigated.
  - Joaquin Vargas, traffic consultant, advised that the traffic study was completed and the adjacent roadway network has sufficient capacity to accommodate the traffic from the development. The traffic study will be reviewed by the City and an outside consultant during the approval process.

- Question asked regarding when the traffic study was conducted.
  - Joaquin Vargas, traffic consultant, responded the counts were taken during peak times weekday 7 am-9am and 4pm-6pm. The traffic counts are adjusted upward to account for peak season which occurs January through April.

- Question regarding whether the road will be widened and what the impact will be on infrastructure.
    - Nectaria responded water and sewer provided by Broward County, and we received confirmation that there is adequate capacity to accommodate the new development.
    - There are no plans to widen the Cypress Creek Road, because the traffic analysis showed that there is sufficient capacity on the existing roadway network to accommodate the trips generated by the development.

- Questions about lighting spillage.
    - Ms. Chakas indicated that the City's code requires that the footcandles of the project lighting be zero at the property line and the lighting plan will comply with the City's code.

- Questions re parties/music/event space concerns in the park areas:
    - Ms. Chakas and representatives of Trinsic indicated that residents are not permitted to play loud noise in a manner which disturbs other residents.
    - The park areas are passive park areas and are not intended to be party areas.

- Question regarding construction timing
    - If approved, the goal would be to complete construction by 2025.

- Question regarding expected price range of the residential units.
    - Prices will depend on market conditions at the time the project is built. We expect the , but expected to range average around +/- $2,500. These are intended to be luxury rentals.

Meeting ended at 6:40pm.

Trinsic Residential Group
Westin/Aura Cypress Creek



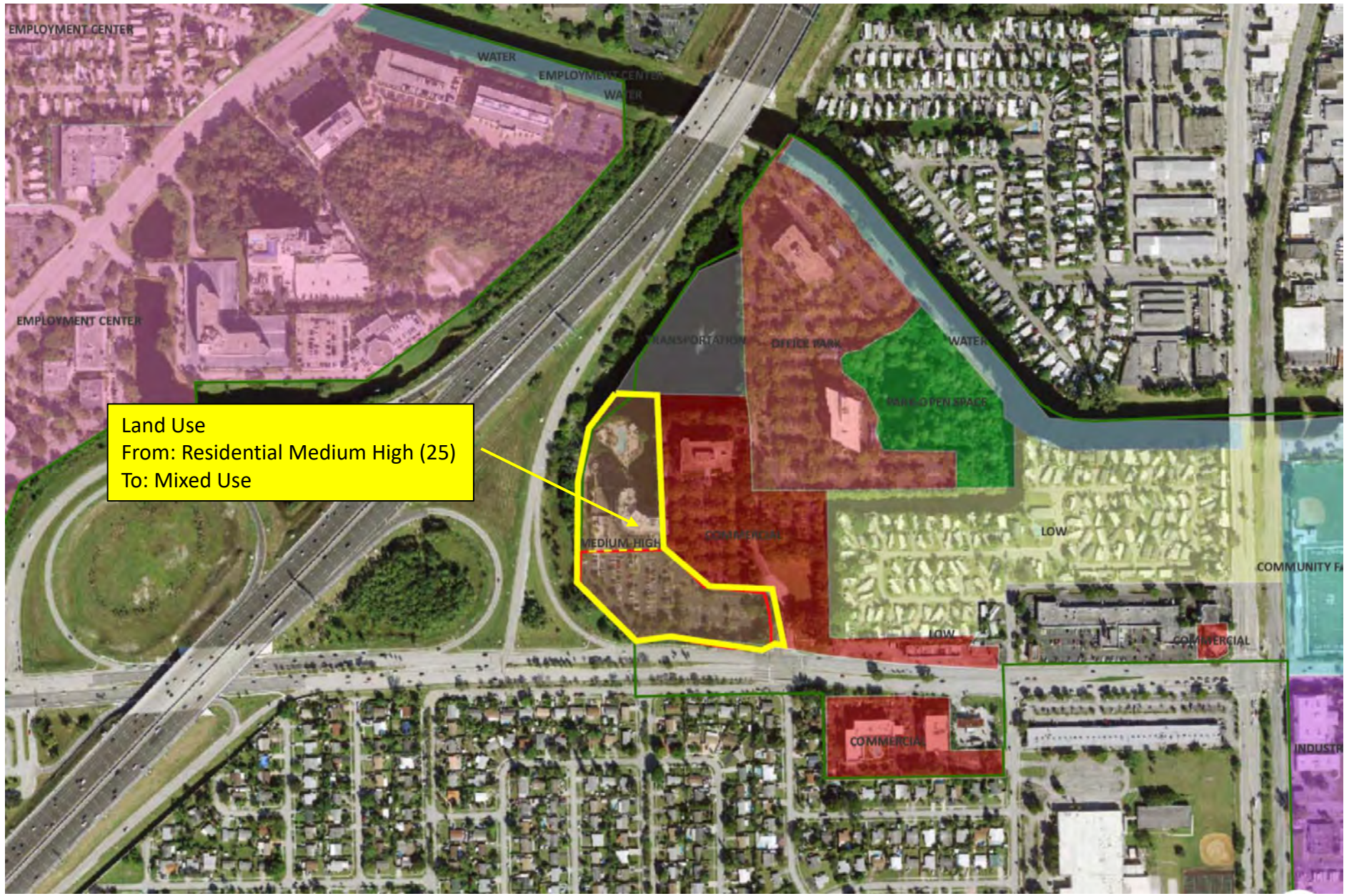
Land Use Plan Amendment to Mixed Use

Rezoning to Planned Development District (PDD)

AERIAL


Westin Hotel: 3.04 acres
Parking Lot: 3.56 acres
TOTAL: 6.61 acres
6.61 acres
I95
I95 RAMP
CORPORATE DR
CYPRESS CREEK RD RAMP
NE 62ND ST
NE 61ST CT
NE 63RD ST
NE 8TH AVE
NE 62ND CT
NE 3RD TER
NE 4TH AVE
NE 61ST ST
NE 6TH AVE
NE 5TH TER
NE 7TH AVE
NE 9TH AVE
NE 60TH CT

CURRENT LAND USE MAP



CURRENT ZONING MAP



Proposed Uses:
12 stories
340 Multifamily units
+/-5,000 sf Retail/Office



Existing Uses:
Westin Hotel – 15 stories
298 Hotel Rooms
plus Restaurant and
Meeting Space

Proposed Uses:
12 stories
340 Multifamily units
+/-5,000 sf Retail/Office



Existing Uses:
Westin Hotel – 15 stories
298 Hotel Rooms
plus Restaurant and
Meeting Space

Proposed Uses:
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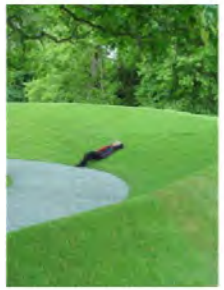
Mood Images:

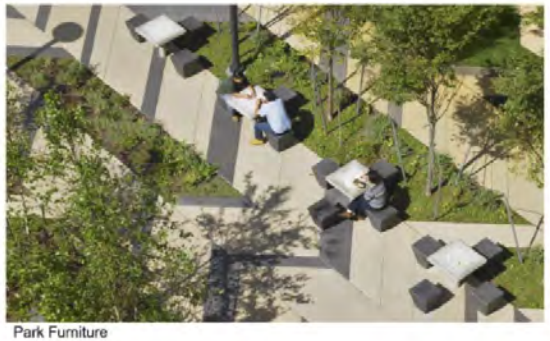


Paving



Sculptural Earthwork





Park Furniture







Lushly Planted Walkway





Linear Park Legend

1. **Lushly planted walkway**
2. **Sculptural earthwork**
3. **Dining Court**
4. **Rain Garden**
5. **Bike Racks**
6. **Benches & Trash Receptacles**
7. **Connect to Future Starbucks**
8. **Connect to future Cypress Creek Mobility Path**






WESTIN HOTEL
FORT LAUDERDALE
Aura Cypress Creek Legend:
A. Linear Park
B. Retail & Lobby Plaza
C. Aura Commons Park
D. Pocket Park
E. Amenities & Pool Deck
F.Community Courtyard
G. Wellness Track
Park
Park
9-story
Parking Garage
Corporate Drive
Retail
Residential
Unit (typ.)
12-story
340 units
5,000 sf commercial
Lobby
Amenity
Linear Park
I-95
RAMP
Wellness Track
CYPRESS CREEK ROAD
NE 62ND STREET
NE 7TH AVENUE



Linear Park Section B-B'

Scale: 3/16"=1'-0"

Mood Images:



Sculptural Earthwork





Event Lawn



Specialty paving



Park Activities





Park Trellis & Furniture





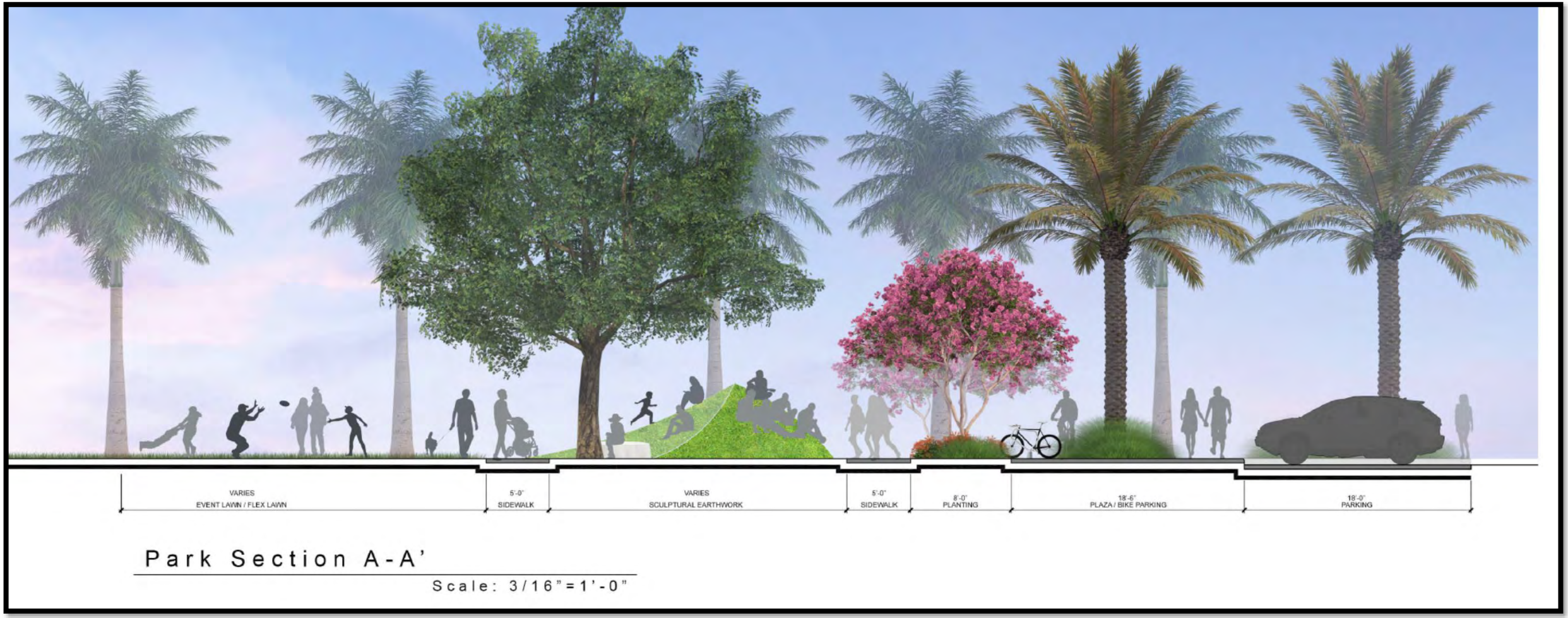
Lush Planting



Aura Commons Park Legend

1. Future Residents' Parking
2. Bike Racks
3. Event Lawn / Flex Lawn
4. Sculptural Earthwork
5. Dining Court
6. Benches & Trash Receptacles
7. Trellis w/ Flowering Vines
8. Lush Planting
9. Connect to Hotel

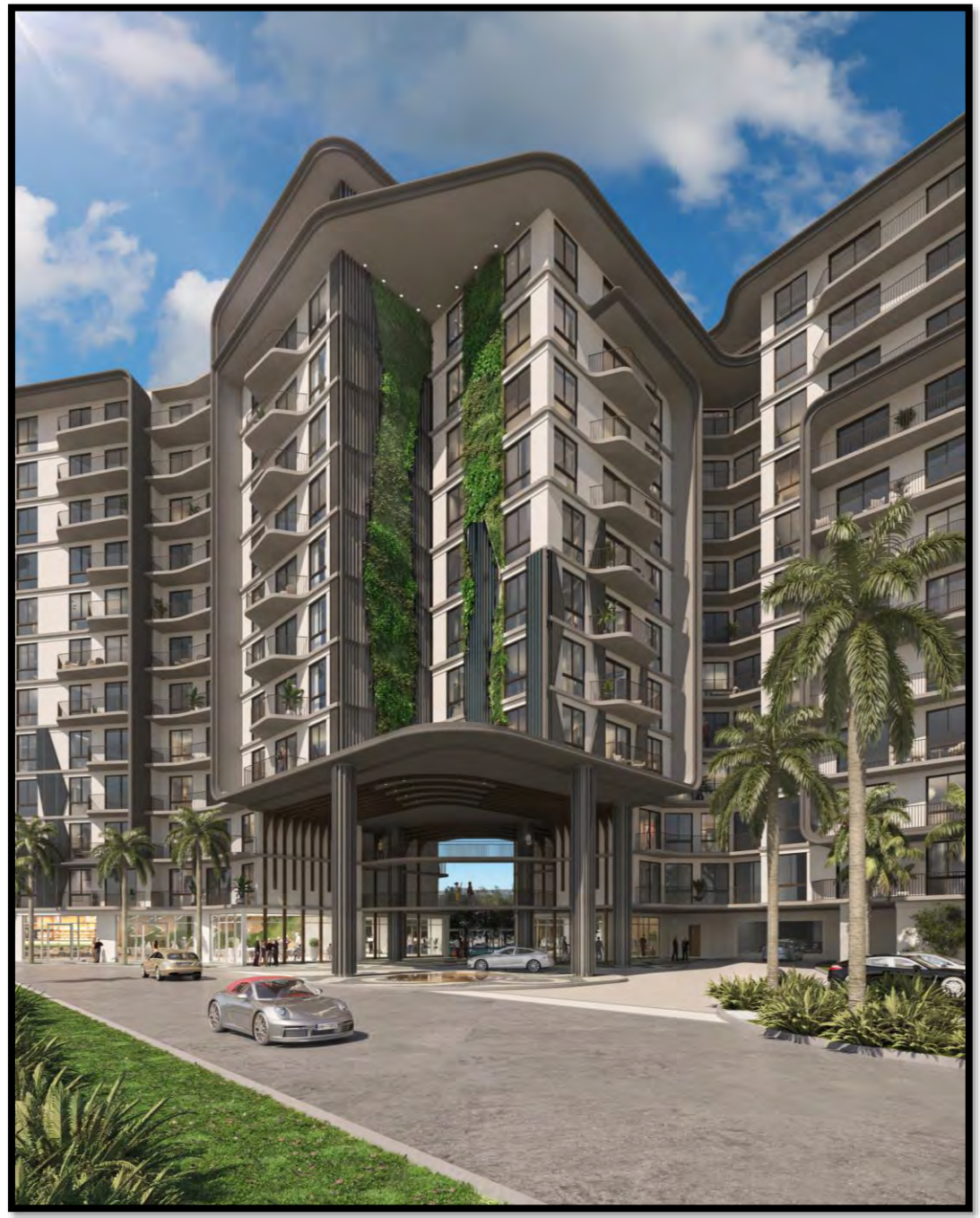




Park Section A-A'

Scale: 3/16"=1'-0"








WESTIN

Existing Uses:
Westin Hotel – 15 stories
298 Hotel Rooms
plus Restaurant and
Meeting Space

Proposed Uses:
12 stories
340 Multifamily units
+/-5,000 sf Retail/Office



EXECUTIVE SUMMARY
PDD Rezoning Criteria

Sec. 47-37A.8. - PDD criteria and limitations.

In addition to the criteria outlined herein, the following additional development criteria and limitations shall apply:

A. Land uses within the development shall be appropriate in their proposed location, compatible with their relationship to each other, and with uses and activities on abutting and nearby properties; and

Commercial and residential uses are consistent with other uses along Cypress Creek.

B. While a mix of uses is encouraged, uses that create an inherent negative impact, such as excessive noise, odors, pollution, dust, or similar effects on adjacent uses shall be avoided. Generally, residential, office, hotel, restaurant, retail and other community-serving uses provide opportunities for successful combinations that help to create a vibrant and dynamic living environment with a variety of destinations offering goods and services in close proximity; and

No negative uses. Hotel, residential and commercial uses are compatible with this area.

C. Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures; effective transition between higher and lower density uses; or allow incompatible adjacent land uses to be developed in a manner that is not possible using a conventional zoning approach; and

Building incorporates tiers/wedding cakes to 12 stories.

D. Street sections shall provide ample pedestrian access with continuous sidewalks and shade tree canopy balancing parking requirements with other mobility options and promote shared access between properties and uses; and

Complies.

E. Street and alley vacations shall not be considered unless the applicant demonstrates no decrease to the pedestrian and functional connectivity previously provided and increases options for pedestrian and/or multimodal connectivity; and

No street or alley vacations are proposed

F. Residential density shall be limited to fifty dwelling units per acre (50 du/ac) or when applicable, the maximum residential density permitted by the underlying land use designation or portion thereof; and

Complies. We are proposing 50 dwelling units per acre.

G. Floor area ratio (FAR) for nonresidential intensity within the PDD shall be limited to a FAR of three (3) times the parcel size; and

Proposed 2.5 FAR

H. Building height may be increased by an additional amount equivalent to one hundred and twenty-five (125) percent of the existing height identified in the underlying zoning district but in no case shall exceed three hundred (300) feet.

We are 120’ in height

LOCHRIE & CHAKAS P.A.

1401 East Broward Boulevard, Suite 303
Fort Lauderdale, Florida 33301
Direct Dial: 954.779.1123
Email: NChakas@LochrieLaw.com
Main Phone: 954.779.1119
Fax: 954.779.1117

QUARTER ¼ MILE RADIUS NOTICE AFFIDAVIT
PUBLIC PARTICIPATION MEETING NOVEMBER 7, 20222
(UDP-PDD22003 Rezoning to PDD)

STATE OF FLORIDA]
BROWARD COUNTY]

BEFORE ME THIS DAY PERSONALLY APPEARED NECTARIA M. CHAKAS, WHO BEING DULY SWORN, DEPOSES AND SAYS:

The attached property owners list is, to the best of my knowledge, a complete and accurate list of all property owners and property control numbers as recorded in the latest official tax rolls obtained from the Property Appraiser's Office for property located at 400 Corporate Way, identified with folio numbers 494211240010 and 494211240070, (the "Property"); within a quarter (1/4) mile radius of the Property and the City of Oakland Park. There are no City officially recognized neighborhood association(s) within 300' of the Property. Attached to this Notice are the following documents:

1. The property owners list includes, to the best of my knowledge, all property owners required to receive notice pursuant to ULDR §47-37.A.5 and §47-27.4 referenced as Exhibit "A".
2. A detailed map reflecting the Property consisting of (2) parcels along with the folio details referenced as Exhibit "B".
3. The Notice mailed to all affected parties and additional interested parties on October 28, 2022 referenced as Exhibit "C".

Nectaria Chakas
Signature

STATE OF FLORIDA)
) SS:
COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me, by means of ☐ physical presence or ☐ online notarization this 5 day of December, 2022 by Nectaria M. Chakas who is personally known to me or has produced N/A as identification.

WITNESS my hand and official seal in the County and State last aforesaid this 5 day of December, 2022.

Notary Public

Elizabeth Mendez
Typed, printed or stamped name of Notary Public

My Commission Expires:

ELIZABETH MENDEZ
Notary Public - State of Florida
Commission # GG 321646
My Comm. Expires Apr 21, 2023
Bonded through National Notary Assn.

Westin/Aura Cypress Creek
Case Nos. UDP-L22003 and UDP-L22004
Mailing List -A

	FOLIO_NUMB	NAME_LINE_	ADDRESS_LI	CITY	STATE	ZIP	LEGAL_TOTAL
1	494211040340	5940 NE 6TH TERRACE LLC	1751 NE 12 ST	FORT LAUDERDALE	FL	33304	COLLIER ESTATES 2ND ADD 46-43 BLOT 16 BLK 15
2	494210030060	6030 HAIFA LLC	4840 NW 5 LN	BOCA RATON	FL	33431	COLLIER ESTATES 1ST ADD 43-1 BLOT 6 BLK 5
3	494210270010	6600 NORTH ANDREWS AVENUE LLC %CARDINIA REAL ESTATE LLC	1055 WASHINGTON BLVD 7TH FL	STAMFORD	CT	06901	PARK LAKE 106-1 BPARCEL A LESS PARCELS DESC INOR 11921/815
4	494211040720	661 NE 59 LLC	2341 SW RACQUET CLUB DR	PALM CITY	FL	34990	COLLIER ESTATES 2ND ADD 46-43 BLOT 10 BLK 19
5	494211220010	800 CYPRESS ASSOC LLC	455 FAIRWAY DRIVE, SUITE 301	DEERFIELD BEACH	FL	33441	HARRAH PLAT 100-25 BPARCEL A
6	494211250020	ABAN PROPERTIES INVESTMENTS LLC	1000 W MCNAB RD #150	POMPANO BEACH	FL	33069	I-95 MC NAB ROAD NORTHWEST PLAT103-26 BLESS BEG NW COR,S 23,SW 90.83,ELY 222.52,NE 83.73 TO NW COR OFPLAT,W 346.79 TO POBTOG WITH 11-49-42 COMM AT NW COROF SEC 11,SLY ALG W/L 66.53 TOPOB,SELY ARC DIST 81.06,SLY380.44 TO N/L OF C-14 CANAL,WLY83.96,NLY 368.02 TO POB
7	494210030760	ABBIATI,RAUL & ALICIA	531 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 12 BLK 8
8	494211240020	ACG 701 LLC	600 W HILLSBORO BLVD STE 202	DEERFIELD BEACH	FL	33441	SHELL AT I-95 102-25 BTRACT 2 LESS BEG NE COR OFSAID TR,S 205.79,WLY 186.68TO P/C,NLY ALG SAID CURVE90.39,N 116.87,ELY 200.14TO POB TOGETHER WITH VACNE 7 AVE LYING S OF N/LEXTENDED WLY OF SAID PROPERTY
9	494210030450	ACTON,PETER J	6011 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 17 BLK 6
10	494211040030	AGUERO,SUSANA ROSARIO	6030 NE 6 AVE	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 3 BLK 14
11	494210020440	AIME,MARIE CLAUDETTE BIEN & BIEN-AIME,ILEDIEU	6030 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 7 BLK 3
12	494211030460	ALAM,MOHAMMED K & PARVIN,REHANA	820 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 10 BLK 18
13	494211030740	ALONSO,JAMES M	811 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 14 BLK 20
14	494210030950	ALVAREZ,MARIA & RODRIGUEZ,JULIO C	6001 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 31 BLK 8
15	494210020600	AMBOLKAR,NATASHA & PRASHANT R	6120 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 3 BLK 4
16	494210020750	AMBOLKAR,PRASHANT & NATASHA P	6121 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 18 BLK 4
17	494211030300	ANDERSON,WAYMOND J JR	811 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 17 BLK 17
18	494211040480	ARCE,ELIAS D	6161 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 30 BLK 15
19	494210150010	ARCHDIOCESE OF MIAMI ST HENRY CHURCH	9401 BISCAYNE BLVD	MIAMI SHORES	FL	33138	ST HENRY PLAT 83-47 BPARCEL A & TOGETHER WITH S3/4OF NE1/4 OF NE1/4 LYING N OFCANAL OF SEC 10-49-42;LESS RDTO BROWARD CO PER OR 14225/923
20	494211040220	ARGUETA,MIGUEL A & BEZA,ADELMIRA	611 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 4 BLK 15
21	494211000200	ARSHAK CORP	1801 S DIXIE HWY	POMPANO BEACH	FL	33060	11-49-42THAT PT OF NW1/4 DESC AS COMM ATNW COR OF SEC 11,S 333.88,E 841.12 TO SE R/W/L OF 1-95 FORPOB,CONT E 910.94,S 860.25 TO SWCOR OF GRIFFEY PLAT,E 398.53 TOW R/W/L OF DIXIE HWY,S 75,W397.36,S 57.35,E 26.70,SW 357.20NW 65.11,NWLY AN ARC DIST 184.59NW 942,NWLY AN ARC DIST 308.66,NE 374.55,NE 27.78 TO POB,LESSPORTION DESC IN OR 43199/258
22	494210030070	AUSTIN,PETER W	6031 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 7 BLK 5
23	494210030820	BAEZ,RAFAEL C	591 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 18 BLK 8
24	494211030130	BAF ASSETS LLC	5001 PLAZA ON THE LAKE #200	AUSTIN	TX	78746	COLLIER ESTATES 4TH ADD 50-8 BLOT 15 BLK 16
25	494211040490	BALDWIN,MICHAEL J & CIELO D	640 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 31 BLK 15
26	494210020540	BALIZCKI,ZORAYA	6111 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 17 BLK 3
27	494211030490	BANG,ALISA LAUREN	27 THORSEN RANCH RD	PLS VRDS PNSL	CA	90274	COLLIER ESTATES 4TH ADD 50-8 BLOT 13 BLK 18
28	494210030580	BECERRA,JOE R	5961 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 11 BLK 7
29	494210020720	BENCE,MAXIMO	6041 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 15 BLK 4
30	494210030940	BOATWRIGHT,SHANARIAL	5931 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 30 BLK 8
31	494211030510	BONCZ,ALISON A	841 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 15 BLK 18
32	494211030410	BONNER,BRIDGETTE	740 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 5 BLK 18
33	494211031010	BOTERO RENTALS LLC	4 LILAC LN	CRAWFORDVILLE	FL	32327	COLLIER ESTATES 4TH ADD 50-8 BLOT 24 BLK 21
34	494211030100	BOTERO,FABIAN A & LORENA	801 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 12 BLK 16
35	494211030090	BOULE,ROGER H/E BOULE',SUSAN CAROL ETAL	751 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 11 BLK 16
36	494210030610	BOVEDA,ELENA	6001 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 14 BLK 7
37	494211040350	BRIGGS,ANDREW	5930 NE 6 TER	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 17 BLK 15
38	494210030210	BRISCOLINA,ALICIA	550 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 21 BLK 5
39	494210030710	BROWN,DESI & DRIESEN,HANNA	5910 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 7 BLK 8
40	494211030660	BROWN,JENNIFER M	820 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 6 BLK 20
41	494210030360	BROWN,STEPHEN M & BARBARA A	5980 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 8 BLK 6
42	494210030570	BRUNET,CARLOS ANTONIO & BRUNET,MARIA TERESA	5970 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 10 BLK 7
43	494210030370	BRUNET,MARIA TERESA	5970 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 9 BLK 6
44	494210030170	BUCCI,ERICA & BUCCI,PAMELA	561 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 17 BLK 5
45	494211030630	BUDHOO,FITZGERALD (BLDG) & BHP COMMUNITY LAND TR INC (LAND)	720 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 3 BLK 20
46	494210030520	BURKE,KATHLEEN	6020 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 5 BLK 7
47	494211030260	BUSJIT,VICTOR & BASMAT H/E & TEJSINGH,PADMANIE BUSJIT ETAL	851 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 13 BLK 17
48	494210030720	CABRERA,MARTA C & CABRERA,SERGIO L & JULIA C	5900 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 8 BLK 8

49	494210020610	CAIAZZO,CHRISTOPHER T & GARCIA-MALDONADO,BARBARA	6110 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 4 BLK 4
50	494210020620	CAIELLO,SAM A JR	6100 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 5 BLK 4
51	494211040210	CAPURRO,ALBERTO D & KAREN E	6100 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 3 BLK 15
52	494211030640	CARRANZA,RONALD H/E & DE LEON,GLENDA	800 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 4 BLK 20
53	494211030120	CASTILLO,ARMANDO PERDOMO & FRAGA,JELKIS CAPOTE	821 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 14 BLK 16
54	494210030590	CASTILLO,RAUL IGNACIO QUIROZ	6110 MASONS DR	OKLAHOMA CITY	OK	73142	COLLIER ESTATES 1ST ADD 43-1 BLOT 12 BLK 7
55	494211030780	CASTRO,JUAN SAMUEL C	700 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 1 BLK 21
56	494211030240	CENTENO,EVELINA	840 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 11 BLK 17
57	494210020590	CHACE,RICHARD & TINA	6140 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 2 BLK 4
58	494210020580	CHACE,RICHARD M & TINA V	6140 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 1 BLK 4
59	494210020490	CHAMPAGNE,ALYSSA	6011 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 12 BLK 3
60	494211040250	CHAPARRO,CHRISTIAN & CHRISTINE	6070 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 7 BLK 15
61	494211040390	COLAIANNI,MICHAEL & JOY	6021 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 21 BLK 15
62	494211040280	CONAWAY,RON & REED,SCOTT	6040 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 10 BLK 15
63	494211030770	COOPER,GREGORY W	701 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 17 BLK 20
64	494210360030	CPN WEST LLC	6030 HOLLYWOOD BLVD #240	HOLLYWOOD	FL	33024	REFLECTIONS 119-46 BPAR A POR DESC AS COMM NE COR OFPAR A,SE 103.29,SW 129.92 TO POBCONT SW 207.76,SW 209.13,NW144.9,SW 26.24,SW 37.20,SW 12.99NW 36.54,SW 89.13,SW 17.42,SW150.02,NW 90.73,NW 266.35,NW37.04,NW 17.29,NW 47.87,NE 48.23NE 96.89,SE 30.15,SE 26.18,SE58.05,SE 19.74,E 143.84,NE 55.7,SE 64.18,SE 39.4,SE 29.48,SE45.4,SE 135.37,NE 15.36,NE 14.09,NE 17.44,NE 15.73,SE 11.96,SE247.21 TO POB (K/A PRESERVE)
65	494210360050	CPN WEST LLC	6030 HOLLYWOOD BLVD #240	HOLLYWOOD	FL	33024	REFLECTIONS 119-46 BPARCEL A POR DESC AS: COMM AT SWCOR OF PAR A,N 287.77 TO POB;CONT N 367.22,SE 241.14,SE26.79,SE 34.22,SE 61.24,SE42.83,SE 39.19,SW 14.63,SW18.52,SW 12.57,SW 12.97,NW229.28 TO POB (K/A PRESERVE)
66	494210360010	CPN WEST LLC %CYPRESS PARK WEST I - BILLBOX# 15-3813-1104	PO BOX 7517	HICKSVILLE	NY	11802	REFLECTIONS 119-46 BPARCEL A POR DESC AS: COMM AT NECOR OF PAR A,WLY 459.22 TO POB;SW 152,NW 84,SW 73.47,NW 6.04,NW64.18,SW 55.7,SW 143.84,NW 19.74NW 58.05,NW 26.18,NW 30.15,SW96.89,SW 48.23,SE 47.87,SE 17.29SE 26.30,SW 92.21,NW 7.59,NW42.83,NW 61.24,NW 34.22,NW 26.79NW 241.14,N 18.99,W 29.41,NE31.78,SE ARC DIST 96.94,NE 60.34NE 100,NE 172,NW 12,NE 40,NE ARC DIST 19.6,SE 584.02 TOPOB AKA: BLDG SITE 1
67	494210360021	CPN WEST LLC %CYPRESS PARK WEST I - BILLBOX# 15-3813-1104	PO BOX 7517	HICKSVILLE	NY	11802	REFLECTIONS 119-46 BPARCEL A POR DESC AS: BEG AT NECOR OF PAR A,S 103.29,SW 129.92NW 247.21,NW 11.96,SW 15.73,SW 17.44,SW 14.09,SW 15.36,NW135.37,NW 45.40,NW 29.48,NW33.36,NE 73.47,SE 84,NE 152,SE 459.22 TO POBAKA:BLDG SITE 2
68	494210030120	CRAMER INVESTMENTS LTD	5320 NE 33 AVE	FORT LAUDERDALE	FL	33308	COLLIER ESTATES 1ST ADD 43-1 BLOT 12 BLK 5
69	494210030050	CROWNOVER,ANDREW R & LISA M	6040 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 5 BLK 5
70	494210030400	CROWNOVER,DEBORAH	5951 NE 6 AVE	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 12 BLK 6
71	494211290010	CYPRESS CREEK ROAD LLC	3810 DOVER RD	DURHAM	NC	27707	AMOCO S.S. 7002 PLAT 133-29 BPARCEL "A"
72	494211000271	CYPRESS CREEK TRAILER CITY INC	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	11-49-42COMM SW COR OF NW 1/4 OF SEC,ELY 663.12,NLY APPROX 150 TO POBNLY 515.46,ELY 721.24,SLY 73.03,WLY 655,SLY 445.21,WLY 65 TO POB
73	494211000320	CYPRESS CREEK TRAILER CITY INC	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	11-49-42COMM SW COR OF NW 1/4 OF SEC,ELY 663.12,NLY APPROX 815,ELY662.98 TO POB,NLY APPROX 275,CURVE CONCAVE TO THE NE WITH ARCDISTANCE OF APPROX 240 TO PT ONNORTH LINE OF CYPRESS CREEKTRAILER CITY,WLY 140,SLY 150,WLY 58.26 TO POB
74	494210030880	DAVILA,ALBA & DAVILA,JOSE M	520 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 24 BLK 8
75	494211040330	DAVILA,JOSE M JR & CHRISTINE	5950 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 15 BLK 15
76	494210020630	DAVIS,EILEEN H/E & DAVIS,BRIAN	6040 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 6 BLK 4
77	494211040020	DAZA,LUISA VIRGINIA	6040 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 2 BLK 14
78	494210030260	DENNIS MATSON REV TR & MATSON,DENNIS J TRSTEE	3350 N OCEAN BLVD	FORT LAUDERDALE	FL	33308	COLLIER ESTATES 1ST ADD 43-1 BLOT 26 BLK 5
79	494210020420	DENOUDEN,SHANNON L	6100 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 5 BLK 3
80	494211030250	DHAVELOOSE,RONALD & SANDRA L	850 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 12 BLK 17
81	494211030220	DIAZ,DELIA MILAGROS H/E & MONTERO,JORGE ENRIQUE	820 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 9 BLK 17
82	494210020530	DIAZ,MIGUEL	6101 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 16 BLK 3
83	494210030090	DONNELLY,DANIEL M	6101 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 9 BLK 5
84	494210030530	DORCE,JED	6010 NE 5 AVENUE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 6 BLK 7
85	494210030220	DOROTHY W BLACKBURN REV LIV TR	1605 ABACO DR COCONUT	COCONUT CREEK	FL	33066	COLLIER ESTATES 1ST ADD 43-1 BLOT 22 BLK 5
86	494210030030	DOUGLAS,PATRICIA A	6110 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 3 BLK 5
87	494211030200	DUARTE,ANGELICA & FRANCISCO	800 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 7 BLK 17
88	494211040110	DUARTE,EVAIDE	5941 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 11 BLK 14

89	494211030530	DURAN,ANTHONY & DAMISELA	821 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 17 BLK 18
90	494210030430	EDMONDS,MELYSSA	5981 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 15 BLK 6
91	494210030290	EDOUARD,JACQUES	411 NE 180 DR	NORTH MIAMI BEACH	FL	33162	COLLIER ESTATES 1ST ADD 43-1 BLOT 1 BLK 6
92	494211040090	ESPINOSA,SAMUEL & JAMIE	601 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 9 BLK 14
93	494210360040	F LAND LLC	6030 HOLLYWOOD BLVD # 240	HOLLYWOOD	FL	33024	REFLECTIONS 119-46 BPORTION OF PARCEL "A" DESC AS:BEG AT EASTERNMOST COR OF PAR AOF PARK LAKE 106-1 B, W 152, N128, W 159.66, NW 283.56, NW29.84, NE 38.74, SLY 10.77, SE266.35, SELY 90.73, NE 150.02,NELY 17.42, E 89.13, SE 36.54, E12.99, NE 37.20, NELY 26.24, SE144.90, SW 248.88 TO POBAKA: CYPRESS PARK WEST SOUTHLESS-OUT PARCEL
94	494210030960	FANNING,DONA	6011 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 32 BLK 8
95	494210030160	FIGUEROA,CARLOS & FIGUEROA,MARGARITA	126 LAPRADE RD	GRIFFIN	GA	30223	COLLIER ESTATES 1ST ADD 43-1 BLOT 16 BLK 5
96	494211030650	FIGUEROA,DAMIAN I	810 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 5 BLK 20
97	494211000272	FIRTH PROPERTIES 899 NE 62ND LLC	PO BOX 11006	FORT LAUDERDALE	FL	33339	11-49-42S 150 OF SE1/4 OF SW1/4 OFNW1/4,LESS E 175 & LESS W 42 &LESS PT DESC AS BEG AT PT 35N OF & 175 W OF SE COR OF SW1/4OF NW1/4,W 444.92,N 62.85TO P/C,SELY ARC DIST 18.65 TOP/R/C,SELY ARC DIST 428.1,S 25.58 TO POB
98	494211000274	FIRTH PROPERTIES 899 NE 62ND LLC	PO BOX 11006	FORT LAUDERDALE	FL	33339	11-49-42E 175 OF S 150 OF SE1/4 OF SW1/4OF NW1/4 LESS E 25 & LESS COMMAT PT 601.83 W OF SE COR OFSE1/4 OF SW1/4 OF NW1/4,N 95.64TO P/R/C,ELY ARC DIST OF 428.1TO POB,CONT ELY ARC DIST OF150.1,S 55.91,W 150,N 60.58TO POB
99	494210030500	FKH SFR C1 LP %FIRST KEY HOMES LLC	1850 PARKWAY PL #900	MARIETTA	GA	30067	COLLIER ESTATES 1ST ADD 43-1 BLOT 3 BLK 7
100	494210000024	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	10-49-42BEG AT SE COR OF NE1/4 OF NE1/4,N 556.41,SW 337.5,SW 458.01,E 571.62 TO POBA/K/A PARCEL 493 IN CA 73-5401
101	494210020270	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	COLLIER ESTATES 41-19 BLOT 1 BLK 2
102	494210020290	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	COLLIER ESTATES 41-19 BLOTS 2 & 3,LESS PT DESC'D AS,BEG AT SE COR OF LOT 3,N ALGE/L OF LOTS 3 & 2 FOR 76.92,SWLYALG LTD ACC R/W/L OF I-95 FOR119.94 TO PT ON S/L OF LOT 3,ELY 92.04 TO POB BLK 2
103	494210020360	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	COLLIER ESTATES 41-19 BLOT 10 LESS PT DESC'D AS,BEG AT SE COR OF LOT 10,WLYALG S/L FOR 71.61 TO PT ON LTDACC/L,NELY ALG SAME FOR 93.31,SLY 59.82 TO POB BLK 2AKA:PARCEL 468 (LESS SURPLUS LAND)CA 72-10118
104	494210020370	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	COLLIER ESTATES 41-19 BLOT 11 BLK 2
105	494210083900	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	NORTH COLLIER ESTATES 53-33 BLOTS 1 THRU 4,LESS PT DESCAS BEG AT NW COR OF LOT 1,SELY 102.94,SWLY 40.57,SWLY 82.17,NWLY ALG S/L OFLOT 1 FOR 25.98,N 120.7 TOPOB BLK 19 AKA PARCEL 482IN CA 73-5900
106	494210084110	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	NORTH COLLIER ESTATES 53-33 BTHAT PT OF LOTS 18,19 & 20 DESCAS COMM AT NW COR OF LOT 20,E 20.96 TO POB,CONT E 39.04 TONE COR,S 100,W 180 ALG S/L OFLOTS 20,19,18,THENCE NELY 172.83TO POB BLK 20AKA PT PAR 471 IN CA 71-6278
107	494210084130	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	NORTH COLLIER ESTATES 53-33 BLOT 21 BLK 20AKA PT PAR 471 IN CA 71-6278
108	494210084140	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	NORTH COLLIER ESTATES 53-33 BLOTS 22 THRU 45,LESS PT DESC ASCOMM AT SE COR OF LOT 17,E 950.15 TO POB,CONT E 178.57 TOBEG OF CUR,NELY ARC DIST 78.98,N 328.67,SWLY 175.36 TO W/L OFLOT 38,S 83.73 TO BEG OF CUR,SWLY ARC DIST 78.98,W 42.14,SWLY 51.07,S 58.19 TO S/L OFLOT 33 & POB,BLK 20 AKAPT PAR 482 IN CA 73-5900
109	494210084390	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	NORTH COLLIER ESTATES 53-33 BLOTS 1 & 2 LESS PT DESC AS BEGAT NW COR OF LOT 1,E ALG N/L80.94,SWLY 99.23,N 57.40 TOPOB TOGETHER WITH LOTS 3THRU 10 BLK 21,AKA PTPARCEL 482 IN CA 73-5900
110	494210130040	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	PINE CREST ISLES 63-48 BTHOSE PORTIONS OFPARCEL A, OF PARCEL B, OFPARCEL C & ALL OF PARCELD, MORE FULLY DESC IN PARCEL472 OF CA 73-5900
111	494210130050	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	PINE CREST ISLES 63-48 BPARCEL EPT PAR 471 IN CA 71-6278
112	494210130060	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	PINE CREST ISLES 63-48 BPARCEL FPT PAR 471 IN CA 71-6278
113	494211000230	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	11-49-42THAT PT OF NW1/4 DESC AS FOL,COMM AT NW COR OF SEC 11,S 333.88,E 271.09 TO POB,CONTE 570.03,SW 27.81,SWLY 334.18TO P/C,NWLY ARC DIST OF 165.49TO END OF CUR,NWLY 342.88,NELY 177.97 TO POB,AKA PARCEL 488 IN CA 73-5900
114	494211000275	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	11-49-42BEG AT PT 35 N OF & 175 W OFSE COR OF SW1/4 OF NW1/4,W 444.92,N 62.85 TO P/C,SELY ARC DIST OF 18.65 TO P/R/C,SELY ARC DIST OF 428.1,S 25.58TO POB,AKA PARCEL 563IN CA 73-5401

115	494211000276	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	11-49-42COMM AT SE COR OF SE1/4 OF SW1/4OF NW1/4 OF SEC 11,W 601.83,N 95.64 TO PK,NWLY 18.65 TOPOB,CONT NWLY 42.29,S 67.62,E 42,N 62.85 TO POBAKA PAR 499 IN CA 73-3701
116	494211000277	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	11-49-42COMM AT PT 601.83 W OF SE COROF SE1/4 OF SW1/4 OF NW1/4,N 95.64 TO P/R/C,ELY ARCDIST OF 428.1 TO POB,CONT ELYARC DIST OF 150.1,S 55.91,W 150,N 60.58 TO POB,AKA PARCEL 564 IN CA 73-5900
117	494211000278	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	11-49-42PART OF E 25 OF S 150 OF SE1/4OF SW1/4 OF NW1/4 SEC 11 DESCAS:BEG AT INT OF E/L OF SE1/4 OFSW1/4 OF NW1/4 SEC 11 & N R/W/LOF CYPRESS CREEK ROAD,N 20.52,WLY ARC DIST 25.01,S 20.91,E 25TO POBAKA:PARCEL 568
118	494210020660	FOLZ,MICHAEL A	2212 NE 16 ST	FORT LAUDERDALE	FL	33304	COLLIER ESTATES 41-19 BLOT 9 BLK 4
119	494211040470	FRADE,GLORIA M H/E FRADE,JAIME LIBARDO	6151 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 29 BLK 15
120	494211040080	FRAGA,CHRISTIAN R	5940 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 8 BLK 14
121	494211040760	FYR SFR BORROWER LLC %HAVENBROOK HOMES	3505 KOGER BLVD #400	DULUTH	GA	30096	COLLIER ESTATES 2ND ADD 46-43 BLOT 14 BLK 19
122	494210020740	GAGNON,CRAIG & MARIE A	6111 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 17 BLK 4
123	494210020730	GAGNON,CRAIG A & GAGNON,MARIE	6111 NE 4 AVE	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 41-19 BLOT 16 BLK 4
124	494211030280	GALLUCCIO,JANINE A & MARGARET	831 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 15 BLK 17
125	494211040150	GARCIA,GELA	6021 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 15 BLK 14
126	494210030600	GARCIA,TIMOTEO H/E GARCIA,MARIA E	5981 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 13 BLK 7
127	494210030280	GARRICK,GEORGE V JR & KATHLEEN	400 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 28 BLK 5
128	494210020570	GILBERT,CHARLES E & ALICE M	6141 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 20 BLK 3
129	494210020640	GOLDEN,JORDAN & JESSICA	6030 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 7 BLK 4
130	494211030600	GOMEZ,AIDA & GOMEZ,JESSICA	701 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 24 BLK 18
131	494211030360	GOMEZ,GERARDO	6000 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 23 BLK 17
132	494210030460	GOMEZ,HAROLD	6021 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 18 BLK 6
133	494211040040	GONZALEZ,NIEVES	6020 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 4 BLK 14
134	494211040190	GONZALEZ,SANTIAGO	6120 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 1 BLK 15
135	494211040700	GORDON,CAROLYN J	670 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 8 BLK 19
136	494211040180	GOSS,STACY & ROBERT	6051 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 18 BLK 14
137	494210030390	GRAY,DANIEL M & MCDONNELL,JEFFREY C	5950 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 11 BLK 6
138	494210030560	GROSS,KURT R & LORIE L	5950 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 9 BLK 7
139	494211040140	GRUDZIEN,SHERRY LEE H/E & GRUDZIEN,RONALD	6011 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 14 BLK 14
140	494210031360	GUERRA PALOMINO,SILVINA C & GUERRA,PEDRO	370 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 8 BLK 10
141	494211030310	GUISTOLISI,SHELBY LYNN & JOHNSON,RYAN JAMES	801 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 18 BLK 17
142	494210030800	GUNTERT,PATRICIA EDELINA	4710 NE 29 AVE	FORT LAUDERDALE	FL	33308	COLLIER ESTATES 1ST ADD 43-1 BLOT 16 BLK 8
143	494211030790	HATT,SAMANTHA	710 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 2 BLK 21
144	494210020400	HEDRICK,RONALD B & JOUBERT,NICOLE M	6120 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 3 BLK 3
145	494210030040	HERNANDEZ,DAYAMIT & FRANCISCO M	6100 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 4 BLK 5
146	494211030070	HERRERA,JORGE J & CAMACHO HERRERA,REYNA C	731 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 9 BLK 16
147	494211030440	HI-LAND PROPERTIES LLC	5644 CORPORATE WAY	WEST PALM BEACH	FL	33407	COLLIER ESTATES 4TH ADD 50-8 BLOT 8 BLK 18
148	494210030790	HIRNING,FREDERICK C	561 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 15 BLK 8
149	494211040530	HOLDSWORTH,TSHORNA MCMILLAN H/E & HOLDSWORTH,LYLE G	6150 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 1 BLK 16
150	494210020350	HOLGUIN,ALLENDE	6131 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 9,LESS BEG AT NW COR OF SAIDLOT 9,S 23.6;NE 36.78 TO PT ONN/L;W 28.38 TO POB TOGET WITH APOR LOT 10 DESC AS:BEG AT SE COROF LOT 10;W ALG S/L FOR 71.61 TOPT ON SE LTD ACC/L;NELY 93.31;SLY 59.82 TO POB BLK 2
151	494210020430	HORTON,MATTHEW E	6040 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 6 BLK 3
152	494211030750	HUAMANCONDOR,MARISOL	801 NE 59 ST	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 15 BLK 20
153	494211040100	INDOWSKY,HARRIS & TERRY,KIMBERLY	631 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 10 BLK 14
154	494211040680	J & B IDEAL PROPERTIES LLC	800 NW 65 TER	MARGATE	FL	33063	COLLIER ESTATES 2ND ADD 46-43 BLOT 6 BLK 19
155	494211030210	JANECKI,PAUL T	810 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 8 BLK 17
156	494210030180	JANET J JOHNSON REV TR & JOHNSON,JANET TRSTEES ETAL	16 MELROSE AVE	SAVANNAH	GA	31410	COLLIER ESTATES 1ST ADD 43-1 BLOT 18 BLK 5
157	494210030730	JANI,ALIT & LIRIJE & JANI,ABIB	149 CROSSFIELD AVE	STATEN ISLAND	NY	10312	COLLIER ESTATES 1ST ADD 43-1 BLOT 9 BLK 8
158	494210030660	JIMENEZ,RAUL	6010 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 2 BLK 8
159	494211040260	JOHNSON,MOLLY M H/E & JOHNSON,JEFFRY	6060 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 8 BLK 15
160	494211040300	JONES,DOUGLAS J & DOUGLAS J JONES LIV TR	6020 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 12 BLK 15
161	494210030860	JOYCE SEDDIO FAM REV TR & SEDDIO,JOYCE BECKER TRSTEE	12460 NW 83 CT	PARKLAND	FL	33076	COLLIER ESTATES 1ST ADD 43-1 BLOT 22 BLK 8
162	494211040670	JULIAN,GAIL A	1777 NE 37 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 5 BLK 19
163	494210030320	KENNEY,DENISE	6030 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 4 BLK 6
164	494211040070	KERR,WALTER CHARLES III & KERR,KRISTIN M	5079 N DIXIE HWY #149	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 7 BLK 14
165	494211030370	KESSLER,SHEILA	4625 WOODSTOCK RD	SAINT JAMES CITY	FL	33956	COLLIER ESTATES 4TH ADD 50-8 BLOT 24 BLK 17
166	494211030270	KING,G W III & JOYCE A	841 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 14 BLK 17

167	494211040310	KINGSTON PROPERTIES #1 LLC	700 SW 78 AVE #409	PLANTATION	FL	33324	COLLIER ESTATES 2ND ADD 46-43 BLOT 13 BLK 15
168	494211030230	KITTELSON,MARY J	830 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 10 BLK 17
169	494211040730	KIZER,STEVEN ANTHONY	651 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 11 BLK 19
170	494211040460	KOFSKEY,GREGORY M	6141 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 28 BLK 15
171	494211030420	KOSIEC,ROSEMARIE	750 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 6 BLK 18
172	494211030670	KOSKO,ROBERT F & PATRICIA	830 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 7 BLK 20
173	494211030080	KOZLOSKI,SALLY & THOMAS A	741 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 10 BLK 16
174	494210030540	KRETZSCHMAR,JOANNE	6000 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 7 BLK 7
175	494210030700	LAURENTINO,VIOLETA M & NETO,JOSE	5920 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 6 BLK 8
176	494210030380	LEAL,JOSE LUIS & TATIANA	5960 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 10 BLK 6
177	494211030470	LECHTENBERG,CHERYL	830 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 11 BLK 18
178	494211030160	LEHONKOV,DMYTRO	1150 NW 98 AVE	PLANTATION	FL	33322	COLLIER ESTATES 4TH ADD 50-8 BLOT 3 BLK 17
179	494211030430	LIGONS,JORDAN & MILAGROS	760 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 7 BLK 18
180	494210020500	LOCKETT,ANTHONY C & LOCKETT,LYDA L	6021 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 13 BLK 3
181	494210030690	LOPEZ,ALEJANDRO & OSSA,GINNA P	5930 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 5 BLK 8
182	494210360020	LR LAUDERDALE HOTEL LLC %ALTUS GROUP	640 W SOUTHLAKE BLVD BOX 92129	SOUTHLAKE	TX	76092	REFLECTIONS 119-46 BPORTION OF PARCEL A DESC AS,COMMNE COR OF SAID PARCEL,SLY 103.29TO AN INTERSEC WITH NWLY R/W/LOF I-95,SWLY 337.68,SWLY 458.01,WLY 152 TO POB,WLY 631.50,NLY287.77,ELY 229.28,NELY 12.97,NELY 12.57,NELY 18.52,NLY 14.63,NWLY 31.60,NELY 53.51,SELY 29.84SELY 283.56,ELY 159.66,SLY 128TO POB
183	494210020450	LUCKETT,JOUELLA E	6020 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 8 BLK 3
184	494211030320	MADDOCK,RHONDA S & ROBERT A	741 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 19 BLK 17
185	494210020410	MADGEY,JUSTIN & NICOLE	6110 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 4 BLK 3
186	494211040440	MALLO,ANGEL & MELISSA	6121 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 26 BLK 15
187	494211091080	MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 112
188	494211090060	MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 6 & THAT PT OF DRIVE AS DESCIN OR 1848/427
189	494211090280	MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 32
190	494211090430	MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 47 & THAT PART OF Y DRIVE ASDESC IN OR 1899/546
191	494211090810	MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 85
192	494211090860	MANOLI FAMILY LIMITED PARTNERSHIP	901 NE 63 ST	FORT LAUDERDALE	FL	33334	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 90
193	494211090870	MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 91
194	494211090970	MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 101
195	494211091390	MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 143 & PT OF Y DRIVEAS DESC IN OR 1795/569
196	494211090270	MANOLI FAMILY LP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 31
197	494211090890	MANOLI FAMILY LTD PARTNERSHIP % JAMES MANOLI	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 93
198	494211091150	MANOLI FAMILY LTD PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 119 & PT OF DRIVEAS DESC IN OR 1559/592
199	494211000270	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	11-49-42PORTION UNINCORPORATED OF:N 95OF S 150 OF E 25 OF SE1/4 OFSW1/4 OF NW1/4 LESS RD R/W
200	494211000273	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	11-49-42W 42 OF S 150 OF SE1/4 OF SW1/4OF NW1/4 LESS S 35 FOR RD &LESS PARCEL 499 OF CA 73-3701
201	494211090010	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	CYPRESS CREEK TRAILER CITYTAX ASSESSOR'S MAPMISC PB 2 PG 17 BLOTS 1,69-76 LESS PT INC'D INPAR 110 OF CA-90-13187 & LOTS2-5,7-9,14-17,19-21,23-30,33,34,36,37,39-46,49-68,77-81,83,84,86,87,88,92,94-96,98,100,102-108,110,114-116,120,122-126,128-141,144-159LESS P/P/A 151-12 BLESS LOT 120 WHICH LY OUTSIDEFT LAUD CITY LIMITS
202	494211090020	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	CYPRESS CREEK TRAILER CITYTAX ASSESSOR'S MAPMISC PB 2 PG 17 BLOT 120 WHICH LY OUTSIDEFT LAUD CITY LIMITS
203	494211090140	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 18 & THAT PART OF Y SHAPEDDRIVE AS DESC IN OR 3570/781
204	494211090310	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 35
205	494211090850	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 89
206	494211091050	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 109
207	494211091070	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 111

208	494211091130	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 117
209	494211091140	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 118 & PART OF DRIVEAS DESC IN OR 2061/396
210	494211091170	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 121 & PT OF Y DR DES BEG NECOR LOT 121,S 34.76,SW 31.71,SE 16,NE 20,N 55.05,W 8.28TO POB
211	494211091230	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 127 & PT OF Y DRIVEAS DESC IN OR 1976/637
212	494211091380	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 142 & PT ADJOINING ON EASTDESC BEG AT A PT 8.28 E OF SECOR LOT 142,W 8.28,N 34.76,NW31.71,NE 16,SE 20,S 55.05 TO POB
213	494211091600	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYTHAT PT DESIGNATED AS SEWAGEPLANT SITE
214	494211091610	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYTHAT PT DESIGNATED AS RECREATIONAREA
215	494211091620	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	CYPRESS CREEK TRAILER CITYTAX ASSESSOR'S MAPMISC PB 2 PB 17 BALL STREETS,TERRACES,CIRCLE & YDRIVES LESS PT OF DRIVESABUTTING THE FOL LOTS6,18,22,47,48,118,119,121,127,142,143LESS LOTS 118 & 119 WHICH LYOUTSIDE OF FT LAUD CITYLIMITS & STREETS WHICH LYOUTSIDE FT LAUD CITYLIMIT
216	494211091630	MANOLI FAMILY LTD PRTNR	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	CYPRESS CREEK TRAILER CITYTAX ASSESSOR'S MAPMISC PB 2 PB 17 BSTREETS LYINGOUTSIDE OF FT LAUDCITY LIMITS
217	494211090930	MANOLI,J ELAINE	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 97
218	494211090950	MANOLI,J ELAINE	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 99
219	494211030050	MANSFORD PROPERTIES LLC	210 SE 12 CT	POMPANO BEACH	FL	33060	COLLIER ESTATES 4TH ADD 50-8 BLOT 7 BLK 16
220	494211030390	MANTA,CRISTEA & MANTA,ANISOARA	851 NE 59 CT	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 3 BLK 18
221	494211040620	MANTA,CRISTEA & MANTA,ANISOARA	851 NE 59 CT	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 1 BLK 18
222	494211030500	MANTA,CRISTEA H/E & MANTA,ANISOARA	851 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 14 BLK 18
223	494211040630	MAR,CLEMENTE & CRUZ,BLANCA E ORTIZ	600 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 1 BLK 19
224	494210030340	MARADIAGA,MARJURY & FIGUEROA,NELSON	6010 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 6 BLK 6
225	494210030740	MARCONI,VIVIANA	511 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 10 BLK 8
226	494210030870	MARGARET S CRAMER REV TR & CRAMER,MARGARET S TRSTEE	5320 NE 33 AVE	FORT LAUDERDALE	FL	33308	COLLIER ESTATES 1ST ADD 43-1 BLOT 23 BLK 8
227	494211040370	MARTIN,STEPHEN A JR	6001 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 19 BLK 15
228	494210030240	MARTINEZ,FEDERICO & TRINIDAD DE MARIA,GUERRA N	520 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 24 BLK 5
229	494210020680	MARTINEZ,FRANCISCO III & MENENDEZ,ROSA AMELIA	6001 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 11 BLK 4
230	494210030840	MARTINEZ,JHONNY & ORTEGA,JESSICA	560 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 20 BLK 8
231	494211040650	MARTINEZ,MARGARITA & ORREGO,RAMIRO	620 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 3 BLK 19
232	494211040520	MATIAS,DIEGO P & GEORGINA	610 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 34 BLK 15
233	494210030420	MAYER,ROBERT J & EVELYN C	5971 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 14 BLK 6
234	494211030150	MCGREW,BRIAN K & ELIZABETH M	710 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 2 BLK 17
235	494210031030	MEASEL,JOSHUA & SHANNON WENDY	330 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 6 BLK 9
236	494210030200	MEDINA,MIGUEL A	560 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 20 BLK 5
237	494210030900	MEDINA,VANESSA & COLON,ANIBAL	500 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 26 BLK 8
238	494211040240	MEJIA,ARACELI PEREZ	631 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 6 BLK 15
239	494211040780	MILIAN,ROBERTO & ORALIA	601 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 16 BLK 19
240	494210030770	MILLER,MARIE P	541 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 13 BLK 8
241	494210030130	MILLOZZI,PATRICIA A H/E & SERAFINI,PAOLO	521 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 13 BLK 5
242	494211040540	MISKOVSKY,RICK & RODRIGUEZ,VANESSA MARIE	6140 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 2 BLK 16
243	494211040400	MITCHELL,GEORGE AMBROSE	6031 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 22 BLK 15
244	494211030590	MOLINA,OLGA	711 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 23 BLK 18
245	494210030250	MONROY,GLADYS	510 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 25 BLK 5
246	494211030380	MONTALVO,EVELYN H/E & OSORIO,GEORGINA	710 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 2 BLK 18
247	494210030330	MONTENEGRO,LUZBELIA M	6020 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 5 BLK 6
248	494211030170	MOORE,DAVID MORGAN H/E & LERTPITAKSIT,SOPITA	730 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 4 BLK 17
249	494210020550	MORA,FEDERICO AGUSTIN & SANCHEZ,SANDRA MILENA CEBALLOS	6121 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 18 BLK 3
250	494210030140	MORALES,MARIA ISABEL SAUCEDO & MAR,EFRAIN MALDONADO	1550 NE 48 ST	POMPANO BEACH	FL	33064	COLLIER ESTATES 1ST ADD 43-1 BLOT 14 BLK 5
251	494210031090	MORALES,NOHRA	351 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 12 BLK 9
252	494210030750	MORALES,RODOLFO & DINORAH	521 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 11 BLK 8
253	494210030810	MOREJON,PEDRO L JR & KIMBERLY A	581 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 17 BLK 8
254	494210030080	MORRELL,IRIS L	6041 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 8 BLK 5
255	494210030150	MORTGENSTERN,JAMES	541 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 15 BLK 5

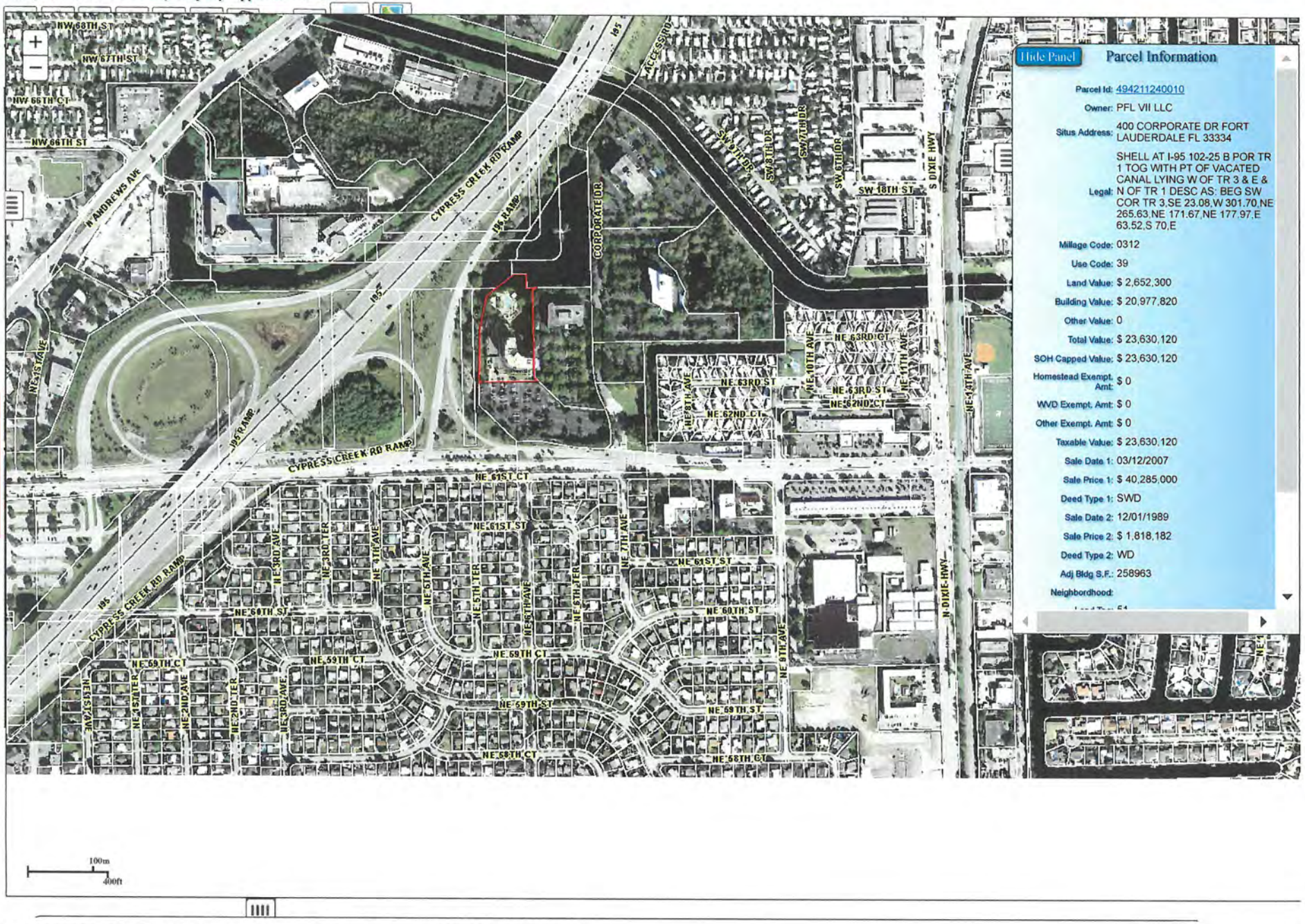
256	494211040750	MOULTRY,VIVIAN A	631 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 13 BLK 19
257	494211040320	MP-20 TR & FOLZ,MICHAEL A TRSTEE ETAL	2212 NE 16 ST	FORT LAUDERDALE	FL	33304	COLLIER ESTATES 2ND ADD 46-43 BLOT 14 BLK 15
258	494211030180	MULKEY,WILLIAM T & RODRIGUEZ,MARILU	740 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 5 BLK 17
259	494210030630	MURILLO,DINA DEL CARMEN	6021 NE 5 TER	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 16 BLK 7
260	494210030230	MYERS,ROGER D	530 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 23 BLK 5
261	494211040360	NAZARIO,JOSEPH ANTHONY	651 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 18 BLK 15
262	494210030490	NIGRO,DEAN LOUIS H/E & NIGRO,KAIO STEPHANUS	510 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 2 BLK 7
263	494210020330	OCHOA,FRANCISCO D & OCHOA,ANA TERESA	6111 NE 3 AVE	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 41-19 BLOT 7 BLK 2
264	494211030330	O'LEARY,DONNA LEE	731 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 20 BLK 17
265	494210030300	O'MALLEY,KATHLEEN E	540 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 2 BLK 6
266	494211040660	ORELLANA,EDGAR GEOVANY MONROY & SAGASTUME,JENY MAIBELY GUI	630 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 4 BLK 19
267	494211040290	ORLINSKY,MATTHEW	6030 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 11 BLK 15
268	494211040570	ORTIZ,IGNACIO ASDRUBAL H/E & CARABANTES,ESTELA DEL CARMEN	6110 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 5 BLK 16
269	494211040510	OSMAN,DONALD G & VICKIE A	620 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 33 BLK 15
270	494211040420	OSORIO,GEORGINA & MONTALVO,EVELYN	710 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 24 BLK 15
271	494211030560	OTC PARTNERS LLC	202 NURMI DR	FORT LAUDERDALE	FL	33301	COLLIER ESTATES 4TH ADD 50-8 BLOT 20 BLK 18
272	494210031080	PACHECO ARIAS,DANIEL ANTONIO & MANNING,SUSAN	4640 W BROWARD BLVD	PLANTATION	FL	33317	COLLIER ESTATES 1ST ADD 43-1 BLOT 11 BLK 9
273	494210020520	PAGANO,FRANK	1078 SE 22 AVE	POMPANO BEACH	FL	33062	COLLIER ESTATES 41-19 BLOT 15 BLK 3
274	494210031060	PARRY,ROBERT GLYN	5931 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 9 BLK 9
275	494211030620	PECK,GLORIA J	954 LAKE DR E	LAKE PLACID	FL	33852	COLLIER ESTATES 4TH ADD 50-8 BLOT 2 BLK 20
276	494210020560	PEREZ,EVELYN X & PALMER,IRMA L	6131 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 19 BLK 3
277	494210020470	PEREZ,JORGE E	6000 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 10 BLK 3
278	494210020670	PEREZ,VIVIAN	6000 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 10 BLK 4
279	494211240010	PFL VII LLC	1140 RESERVOIR AVE	CRANSTON	RI	02920	SHELL AT I-95 102-25 BPOR TR 1 TOG WITH PT OF VACATEDCANAL LYING W OF TR 3 & E & N OFTR 1 DESC AS: BEG SW COR TR 3,SE23.08,W 301.70,NE 265.63,NE171.67,NE 177.97,E 63.52,S 70,E55.22,SLY 39.49,S 427.07 TO POBAKA:HOTEL PARCEL
280	494211240070	PFL VII LLC	1140 RESERVOIR AVE	CRANSTON	RI	02920	SHELL AT I-95 102-25 BPOR TR 1 DESC AS:BEG AT PI ONN R/W/L NE 62ND ST INTERSECT BYW R/W/L NE 7TH AVE, WLY 129.96,NW 201.82,W 125,NW 270.20,NE116.87,E 301.70,SE 186.92,SE211.87,SLY 121.49,S 54.91,SW36.71 TO POBAKA:PARKING PARCEL
281	494210020480	PHILLIPS,DONALD L & DENISE L	6001 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 11 BLK 3
282	494211090440	PICCOLINO,JOHN L & BONNIE GRUBE	5831 NE 1 TER	OAKLAND PARK	FL	33334	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 48 & THAT PART OF Y SHAPEDDRIVE AS DESC IN OR 2000/291
283	494210020460	PIERRE,SUZIE	6010 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 9 BLK 3
284	494211200020	PINECREST AP LLC %LAW OFFICES OF SCOTT A FRANK PA	3201 W COMMERCIAL BLVD STE 218	FORT LAUDERDALE	FL	33309	CYPRESS CREEK I-95INTERCHANGE PROPERTY 88-3 BPARCEL B
285	494211200030	PINECREST AP LLC %LAW OFFICES OF SCOTT A FRANK PA	3201 W COMMERCIAL BLVD STE 218	FORT LAUDERDALE	FL	33309	CYPRESS CREEK I-95INTERCHANGE PROPERTY 88-3 BPARCEL C
286	494211030110	PINEDA,LUCIA ALONDRA H/E & MIRANDA,EDWAR G	811 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 13 BLK 16
287	494210030020	POMPILUS,ANAZIA	6120 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 2 BLK 5
288	494210030470	PORTER,KEVIN J & ANN M	6031 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 19 BLK 6
289	494210020650	PROGRESS RESIDENTIAL BORROWER 2 LLC	PO BOX 4090	SCOTTSDALE	AZ	85261	COLLIER ESTATES 41-19 BLOT 8 BLK 4
290	494211040500	QUEZADA,QUINTON A JR	630 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 32 BLK 15
291	494210030620	QUINTANILLA,ALEXIS	6011 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 15 BLK 7
292	494211040050	QUIROZ,LUIS H/E & CAPURRO,KAREN E	6010 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 5 BLK 14
293	494211240025	RADICE CORP CENTER I INC % CUSHMAN & WAKEFIELD	600 CORPORATE DR STE 318	FORT LAUDERDALE	FL	33334	SHELL AT I-95 102-25 BPORTION OF TR 2 DESC AS,BEGNE COR OF SAID TR,S 205.79,WLY 186.68 TO P/C,NLY ALGSAID CURVE 90.39,N 116.87,ELY 200.14 TO POB TOGETHERWITH VAC NE 7 AVE ABUTTINGSAID PROPERTY
294	494211240050	RADICE CORPORATE CENTER ASSN % CUSHMAN & WAKEFIELD	600 CORPORATE DR STE 260	FORT LAUDERDALE	FL	33334	SHELL AT I-95 102-25 BPOR OF TRS 4 & 5 DESC AS BEG ATSE COR OF SAID TR 5,WLY 180.00,NLY 135.00,WLY 255.00,NWLY65.00,NELY 60.00,NWLY110.00,NWLY 115.00,NLY 40.00,NELY 30.00,NELY 60.00,NELY86.65,NELY 50.00,NELY 150.75 TONELY BNDRY OF TR 5,SELY 430.00,S 343.39 TO POBDESC IN OR 12646/836
295	494211240031	RADICE CORPORATE CENTER INC % CUSHMAN & WAKEFIELD	600 CORPORATE DR STE 318	FORT LAUDERDALE	FL	33334	NORTH COLLIER ESTATES 53-33 BPOR LOT 33,34,LOT 35,36,37,PORLOTS 38,39,40 BLK 20,DESC AS:COMM SE COR LOT 17 BLK 20,E950.15 TO POB,E 178.57 TO CUR,NELY 78.98,N 328.67,SW 175.36,S83.73 TO CUR,SWLY 78.98,W 42.14,SW 51.07,S 58.19 TO POB & COMMNWLY COR TR 4 OF SHELL @ I-95PLAT 102-25 B,S 139.06 TO POB,S 596.28,W 485,NE 122.32,N 65.93,E 178.57 TO CUR NELY 78.98,N 328.67, NE 168.10 TO POB LESSPOR DESC IN OR 17010/152
296	494210083890	RADICE I95 LLC	2850 N ANDREWS AVE	FORT LAUDERDALE	FL	33311	NORTH COLLIER ESTATES 53-33 BPT OF LOTS 1 & 2 BLK 19 DESC ASBEG AT NW COR OF LOT 1,SELY102.94,SWLY 40.57,SWLY 82.17,NWLY ALG S/L OF LOT 1 FOR 25.98,N 120.70 TO POB

297	494210030190	RAMOS,JOEL & RAMOS,MARY ANN	570 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 19 BLK 5
298	494211260010	RAMOS-MEJIA INC	944 NE 62 ST	OAKLAND PARK	FL	33334	PINE CREST SHOPPING CENTER104-30 BLOT 1 THRU 7
299	494211040710	RANDY CUNNINGHAM LTD PARTNERSHI	2206 NE 16 ST	FORT LAUDERDALE	FL	33304	COLLIER ESTATES 2ND ADD 46-43 BLOT 9 BLK 19
300	494211240030	RCC I INC % PAUL BERKOWITZ	333 SE 2 AVE #4400	MIAMI	FL	33131	SHELL AT I-95 102-25 BTRACT 3 & THAT PART OF VACATED50 CANAL R/W DESC AS COMM SW COROF NW1/4 OF SEC 11,ELY ALG S/L663.12,NLY 665.46 TO NE COR OFTR 2,WLY ALG N/L OF SAID TR FOR200.14 TO ELY R/W/L OF NE 7 AVE,N 277.53,WLY 60 TO POB & TO WLYR/W/L OF NE 7 AVE,S 388.98,CONTS 151.82,W 50,N 516.46 TO P/C,NLY & WLY ALG ARC OF CURVE 39.05ELY 74.78 TO POB
301	494211240060	RCC II INC % CUSHMAN & WAKEFIELD	600 CORPORATE DR STE 318	FORT LAUDERDALE	FL	33334	SHELL AT I-95 102-25 BPOR OF TRS 4 & 5 DESC AS COMMAT SE COR OF SAID TR 5,WLY 180TO POB,CONT WLY 743.12,N 571,E 552.47,SWLY 10.44,SWLY 50,SWLY 86.65,SWLY 60,SWLY 30,SELY40,SELY 115.00,SELY 110,SWLY 60,SELY 65,ELY 255,S 135 TO POBDESC IN OR 12646/842 TOGETHERWITH VAC NE 7 AVE ABUTTINGSAID PROPERTY
302	494211240040	RCC III LLC %PAUL BERKOWITZ	600 CORPORATE DR #318	FORT LAUDERDALE	FL	33334	SHELL AT I-95 102-25 BPOR OF TRS 4&5 DESC AS COMM ATSE COR OF TR 5,N ALG ELY BNDRY343.39,NWLY 430 TO POB,SWLY140.30,W 552.47,N 441.90,NELY194.59,NELY 41.32,SELY 290.36,SELY 456.64 TO POB
303	494210030670	RENTALS OF LAUDERDALE LLC	3200 S ANDREWS AVE #104	FORT LAUDERDALE	FL	33316	COLLIER ESTATES 1ST ADD 43-1 BLOT 3 BLK 8
304	494210030440	REYES CASTELLON,ANAYANSSY	6001 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 16 BLK 6
305	494210030510	RIVAS,JOAQUIN & SONIA	6030 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 4 BLK 7
306	494211030480	RIVERA,VICTOR J ZOLER & GARAY,SILIA ESTELA	840 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 12 BLK 18
307	494211040160	ROBERTS,DOUGLAS EDWARD	6031 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 16 BLK 14
308	494211040600	ROBSON,JAMES R	700 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 1 BLK 17
309	494210030920	RODRIGUEZ,MARCOS	5911 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 28 BLK 8
310	494210030650	RODRIGUEZ,ZOILA E	6020 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 1 BLK 8
311	494210020380	ROEHM,DAVID C	6140 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 1 BLK 3
312	494211040170	ROWE,PATRICIA A	6041 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 17 BLK 14
313	494210030010	SAENZ,ZOILA DE	6130 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 1 BLK 5
314	494210030100	SANCHEZ,ALEX & GISELLA	6111 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 10 BLK 5
315	494210030110	SANCHEZ,ALEXANDER & GISELLA C	501 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 11 BLK 5
316	494210030890	SANCHEZ,JOSEFINA	510 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 25 BLK 8
317	494210030970	SANCHEZ,JUAN I & ROSA E	6021 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 33 BLK 8
318	494211040560	SANTANA,EDGAR H/E & SANTANA,MARIA	6120 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 4 BLK 16
319	494211040130	SANTIBANEZ,JUAN J	6001 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 13 BLK 14
320	494211030550	SANTOS,NILSA	801 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 19 BLK 18
321	494211030450	SAYASANE,EDDIE	810 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 9 BLK 18
322	494211040010	SAYLER,RODNEY M	6050 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 1 BLK 14
323	494211040550	SCHOLZE,GRETCHEN	439 SUN VALLEY DR	PITTSBURGH	PA	15239	COLLIER ESTATES 2ND ADD 46-43 BLOT 3 BLK 16
324	494211000360	SCHOOL BOARD OF BROWARD COUNTY ATTN:FACILITY MANAGEMENT	600 SE 3 AVE	FORT LAUDERDALE	FL	33301	11-49-42S 748.24 OF N3/4 OF NE1/4 OFSW1/4 LYING W OF FEC RR,LESSE 44 & LESS W 25
325	494211040380	SCHWARTZ,JOSHUA	3200 S ANDREWS AVE #104	FORT LAUDERDALE	FL	33316	COLLIER ESTATES 2ND ADD 46-43 BLOT 20 BLK 15
326	494211040640	SCOCCHERA,FELIX J	610 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 2 BLK 19
327	494211040410	SCOGGINS,STANLEY J	6041 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 23 BLK 15
328	494210020320	SCOTFORD,MARK A	6101 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 6 BLK 2
329	494210030910	SEGUI,MARTA H/E & MAZZOLENI,RUBEN	5897 N DIXIE HWY APT 29	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 27 BLK 8
330	494211030400	SERAFINI,DANIELA	730 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 4 BLK 18
331	494211030060	SFR 2012-1 FLORIDA LLC	1775 HANCOCK ST #200	SAN DIEGO	CA	92110	COLLIER ESTATES 4TH ADD 50-8 BLOT 8 BLK 16
332	494210030930	SHERMAN WATERFRONT LLC	13767 SW 144 PKWY	OKEECHOBEE	FL	34974	COLLIER ESTATES 1ST ADD 43-1 BLOT 29 BLK 8
333	494210030550	SHREWSBURY,HAROLD R	5960 NE 5 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 8 BLK 7
334	494211030540	SIEGEL,RICHARD M	811 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 18 BLK 18
335	494210031040	SINGH,TARAMATTIE	340 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 7 BLK 9
336	494211000500	SOUTH FLORIDA WATER MANAGEMENT DISTRICT	PO BOX 24680	WEST PALM BEACH	FL	33416	11-49-42PORTION OF C-14 CANAL (CYPRESSCREEK WATERWAY) LYING WITHINFORT LAUDERDALE CITY LIMITS
337	494211000510	SOUTH FLORIDA WATER MANAGEMENT DISTRICT	PO BOX 24680	WEST PALM BEACH	FL	33416	11-49-42PORTION OF C-14 CANAL (CYPRESSCREEK WATERWAY) LYING WITHINOAKLAND PARK CITY LIMITS
338	494211000520	SOUTH FLORIDA WATER MANAGEMENT DISTRICT	PO BOX 24680	WEST PALM BEACH	FL	33416	11-49-42 & 10-49-42THAT PART OF C-14 (CYPRESS CREEKCANAL) LYING WITHIN SEC 10 & 11AND ALSO LYING WITHIN POMPANOBEACH CITY LIMITS
339	494210020770	SPICER,ELIZABETH RAUDA	6141 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 20 BLK 4
340	494210020760	SPICER,LIDIA	6131 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 19 BLK 4
341	494210031050	STAFFORD,ROBERT	350 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 8 BLK 9
342	494211030140	STEFANI,FRANCO	841 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 16 BLK 16
343	494211030350	STUNSON,ELIZABETH BRANDI	711 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 22 BLK 17

344	494211040580	SUEDASS,HARESH N H/E & SUEDASS,VERONICA	6100 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 6 BLK 16
345	494210030410	SUM,MYRIAM	5961 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 13 BLK 6
346	494211030290	SVICA,ERIC BRAYHAN & SVICA,PAOLA ANDREA	821 NE 60 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 16 BLK 17
347	494211040120	TEVEL PROPERTIES LLC	MOSHE SNEH #16 APT 50	*PETAH TIKVA	IL	49222	COLLIER ESTATES 2ND ADD 46-43 BLOT 12 BLK 14
348	494211091090	THE MANOLI FAMILY LIMITED PARTNERSHIP	4755 NE 23 AVE	FORT LAUDERDALE	FL	33308	MISC PB 2 PG 17 BTAX ASSESSORS MAPCYPRESS CREEK TRAILER CITYLOT 113
349	494211040270	THOMAS,RICHARD & CATHERINE A	6050 NE 6 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 9 BLK 15
350	494210020390	THOMAS,XAVIER %C PRICHARD ETAL	6130 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 2 BLK 3
351	494211030680	TIO,TATANIA	840 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 8 BLK 20
352	494211040060	TOKAR,IGOR H/E & TOKAR,ZHANNA	6000 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 6 BLK 14
353	494210020510	TORQUEMADA,JEFRIED & MARTUCCI,ANGELLA ROSE	6031 NE 3 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 14 BLK 3
354	494211030340	TORRES CRUZ,DAVID	421 SW 25 AVE	FORT LAUDERDALE	FL	33312	COLLIER ESTATES 4TH ADD 50-8 BLOT 21 BLK 17
355	494210030640	TRUE NORTH PROPERTY OWNER B LLC	PO BOX 4090	SCOTTSDALE	AZ	85261	COLLIER ESTATES 1ST ADD 43-1 BLOT 17 BLK 7
356	494210270020	TT OF POMPANO INC % STEPHEN TERRY	505 S FLAGLER DR #1400	WEST PALM BEACH	FL	33401	PARK LAKE 106-1 BPT OF PAR A DESC AS COMM AT COROF SAID PAR,AKA SW COR OF NE1/4OF NE1/4 OF SEC 10-49-42,ELY169.88 TO POB,CONT ELY 613.62,SWLY 432.20,WLY 261.06,NLY 250TO POBDESC IN OR 11921/815
357	494210270070	TT OF POMPANO INC % STEPHEN TERRY	505 S FLAGLER DR #1400	WEST PALM BEACH	FL	33401	PARK LAKE 106-1 BPT OF PAR A DESC AS COMM AT COROF SAID PAR,AKA SW COR OF NE1/4OF NE1/4 OF SEC 10-49-42,NLY171.76,WLY 210.73,SLY 1.67 TOPOB,CONT SLY 356.43,SELY 34.86,ELY 358.10,SLY 39,WLY 392.10,NWLY 38.96,NLY 345.33,WLY155.01,NLY 83.13,SELY 127.96,SELY 32.46,SELY 18.70,ELY 22.36TO POBDESC IN OR 11921/815AKA:PARCEL V
358	494210030850	TYMCHUK,CHERINE E	550 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 21 BLK 8
359	494210030480	UMANA,JOSE & ELVIA	6041 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 1 BLK 7
360	494211040200	VALERIO,MAURICIO	6110 NE 6 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 2 BLK 15
361	494210030780	VELIZ,ANGEL & JOSEFA G	551 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 14 BLK 8
362	494210020690	VENTURA,OSCAR	6011 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 12 BLK 4
363	494210020700	VENTURA,OSCAR A & ESPINAL,JULISSA E	6021 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 13 BLK 4
364	494210020710	VENTURA,OSCAR A & ESPINAL,JULISSA E	6011 NE 4 AVE	FORT LAUDERDALE	FL	33334	COLLIER ESTATES 41-19 BLOT 14 BLK 4
365	494210030680	VILLATORO BENITEZ,VILMA D H/E & VILLATORO,ESTEBAN ETAL	5940 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 4 BLK 8
366	494210030270	VILLATORO,JOSE R	410 NE 61 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 27 BLK 5
367	494211040740	VOLL,AMY & CASEY	641 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 12 BLK 19
368	494211220020	W2005 NEW CENTURY HOTEL & PORTFOLIO LP C/O RYAN LLC	545 E JOHN CARPENTER FRWY #1400	IRVING	TX	75062	HARRAH PLAT 100-25 BPARCELS B,C & D
369	494210030310	WAGNER,ALICE A H/E & BUDAU,LARRY L	6040 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 3 BLK 6
370	494210030350	WALKER,JOSEPH P	6000 NE 5 TER	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 7 BLK 6
371	494211030760	WENDELL,JAMES & WENDELL,KRISTINE	711 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 16 BLK 20
372	494211030520	WHITE,KIMBERLY	831 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 16 BLK 18
373	494211030190	WOLFE,ALAN E & JACQUELINE C	750 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 6 BLK 17
374	494211040770	WOOD,SHARON & SWAIN FAM TR	611 NE 59 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 15 BLK 19
375	494210020340	WOODS,NIGEL	6121 NE 3 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 41-19 BLOT 8 & PT OF LOTS 2 & 3 DESC'DAS BEG AT SE COR OF LOT 3,N ALGE/L OF LOTS 3 & 2 FOR 76.92,SWLYALG LTD ACC R/W OF 1-95,FOR119.94 TO PT ON S/L OF LOT 3,ELY92.04 TO POB BLK 2
376	494211030610	WORLEY,DAVID EARL	699 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 1 BLK 20
377	494211030570	WORLEY,JACK W II	731 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 4TH ADD 50-8 BLOT 21 BLK 18
378	494211040430	YOST,RICHARD J JR & ARROYO,M	6111 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 25 BLK 15
379	494210031070	YOUNG,KENNETH E JR H/E & YOUNG,SHARON	5921 NE 4 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 10 BLK 9
380	494211040450	YOUNG,SCOTT	6131 NE 7 AVE	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 27 BLK 15
381	494211040230	YUSUF-ANDERSON,LATOYA T H/E & WILLIAMS,DAVE & YOLANDE G ETAL	621 NE 61 ST	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 5 BLK 15
382	494210030830	ZABELNY,MICHELLE & MENDOZA,MARY	570 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 1ST ADD 43-1 BLOT 19 BLK 8
383	494211030580	ZELASKO,ANTONIA	5820 NE 21 AVE	FORT LAUDERDALE	FL	33308	COLLIER ESTATES 4TH ADD 50-8 BLOT 22 BLK 18
384	494211040690	ZETINO,MANUEL D	660 NE 59 CT	OAKLAND PARK	FL	33334	COLLIER ESTATES 2ND ADD 46-43 BLOT 7 BLK 19

Marty Kiar Broward County Property Appraiser Florida

EXHIBIT "B"

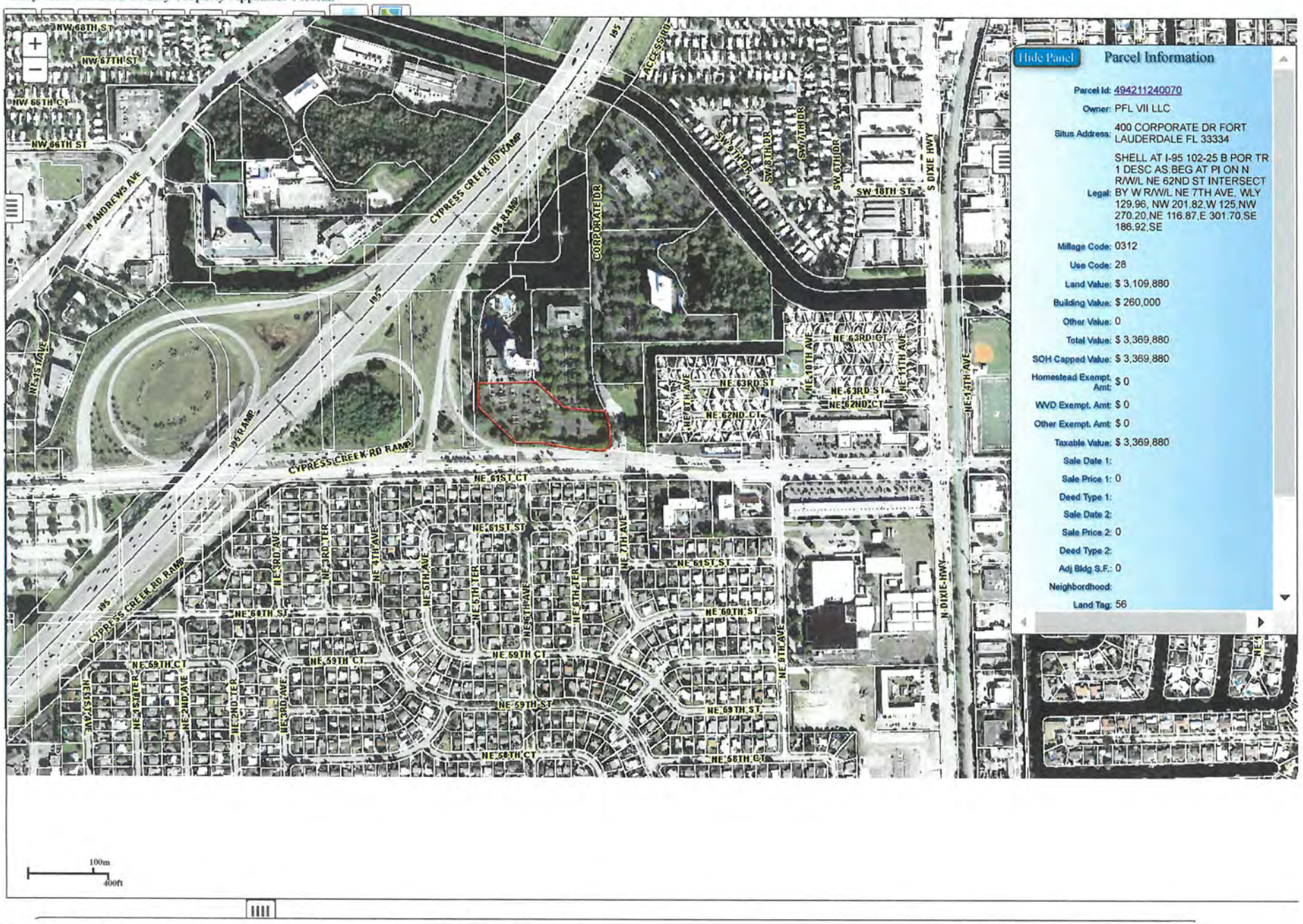


Hide Panel

Parcel Information

Parcel Id:	494211240010
Owner:	PFL VII LLC
Situs Address:	400 CORPORATE DR FORT LAUDERDALE FL 33334
Legal:	SHELL AT I-95 102-25 B POR TR 1 TOG WITH PT OF VACATED CANAL LYING W OF TR 3 & E & N OF TR 1 DESC AS: BEG SW COR TR 3,SE 23.08,W 301.70,NE 265.63,NE 171.67,NE 177.97,E 63.52,S 70,E
Millage Code:	0312
Use Code:	39
Land Value:	$ 2,652,300
Building Value:	$ 20,977,820
Other Value:	0
Total Value:	$ 23,630,120
SOH Capped Value:	$ 23,630,120
Homestead Exempt. Amt:	$ 0
WVD Exempt. Amt:	$ 0
Other Exempt. Amt:	$ 0
Taxable Value:	$ 23,630,120
Sale Date 1:	03/12/2007
Sale Price 1:	$ 40,285,000
Deed Type 1:	SWD
Sale Date 2:	12/01/1989
Sale Price 2:	$ 1,818,182
Deed Type 2:	WD
Adj Bldg S.F.:	258963
Neighborhood:	

Marty Kiar Broward County Property Appraiser Florida



Hide Panel

Parcel Information

Parcel Id:	494211240070
Owner:	PFL VII LLC
Situs Address:	400 CORPORATE DR FORT LAUDERDALE FL 33334
Legal:	SHELL AT I-95 102-25 B POR TR 1 DESC AS:BEG AT PI ON N R/W/L NE 62ND ST INTERSECT BY W R/W/L NE 7TH AVE, WLY 129.96, NW 201.82,W 125,NW 270.20,NE 116.87,E 301.70,SE 186.92,SE
Millage Code:	0312
Use Code:	28
Land Value:	$ 3,109,880
Building Value:	$ 260,000
Other Value:	0
Total Value:	$ 3,369,880
SOH Capped Value:	$ 3,369,880
Homestead Exempt. Amt:	$ 0
WVD Exempt. Amt:	$ 0
Other Exempt. Amt:	$ 0
Taxable Value:	$ 3,369,880
Sale Date 1:	
Sale Price 1:	0
Deed Type 1:	
Sale Date 2:	
Sale Price 2:	0
Deed Type 2:	
Adj Bldg S.F.:	0
Neighborhood:	
Land Tag:	56

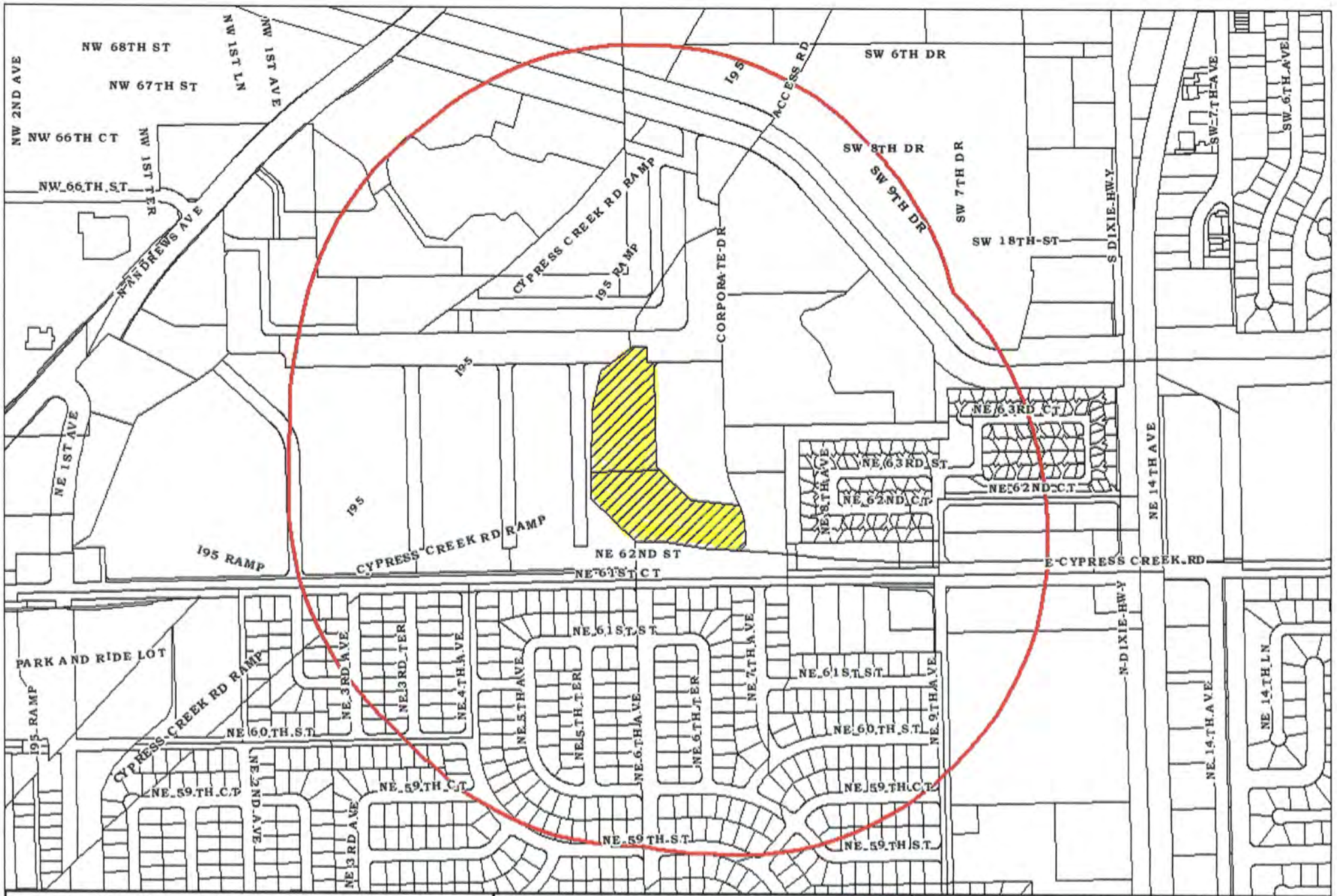

NW 68TH ST
NW 67TH ST
NW 66TH CT
NW 66TH ST
NW 2ND AVE
NW 1ST LN
NW 1ST AVE
NW 1ST TER
N ANDREWS AVE
SW 6TH DR
195 ACCESS RD
SW 8TH DR
SW 9TH DR
SW 7TH DR
SW 18TH ST
S DIXIE HWY
SW 7TH AVE
SW 6TH AVE
CYPRESS CREEK RD RAMP
195 RAMP
CORPORATE DR
NE 1ST AVE
NE 63RD CT
NE 63RD ST
NE 62ND CT
NE 62ND ST
NE 14TH AVE
E CYPRESS CREEK RD
NE 61ST CT
N DIXIE HWY
PARK AND RIDE LOT
NE 3RD AVE
NE 3RD TER
NE 4TH AVE
NE 5TH AVE
NE 5TH TER
NE 6TH AVE
NE 6TH TER
NE 7TH AVE
NE 9TH AVE
NE 61ST ST
NE 60TH ST
NE 59TH CT
NE 59TH ST
NE 2ND AVE
NE 14TH LN
NE 14TH AVE
0 165 330 660 990 1,320 Feet
MARTY KIAR
BROWARD COUNTY PROPERTY APPRAISER
TRINSIC - 1/4 MILE
DATE OF PRINT: 10/18/2022

EXHIBIT "C"

PUBLIC PARTICIPATION
MEETING NOTICE

October 28, 2022

Re: Public Meeting for the Westin/Aura Cypress Creek
Rezoning to Planned Development District (PDD)
200 and 400 Corporate Way located within the City of Fort Lauderdale, FL ("Property")

Dear Neighbor:

This letter is to invite you to a public participation meeting relating to a rezoning application for the above referenced Property. You are receiving this notice because you own property within a ¼ mile radius of the site and are required to receive notice under the City of Fort Lauderdale Code of Ordinances. The proposed development is a mixed-use project consisting of 340 units and 5,000 sf of ground floor commercial uses to be constructed on the area currently used as a surface parking lot for the Westin Hotel. During the meeting, we will present the proposed development concept for initial public input. The meeting will be conducted as follows:

Date:	Monday, November 7, 2022
Time:	6:00 PM
Place:	Virtual Meeting via ZOOM Please go to www.AuraPublicMeeting.com to register for the meeting. After registration you will receive an e-mail from ZOOM with the link to attend the meeting by smart phone, ipad or computer. You will also receive a conference call number if you wish to attend the meeting by phone.

If you cannot attend, but wish to submit written comments or would like to set up a separate meeting to discuss the project, please feel free to contact me. My contact information is:

Nectaria Chakas, Esq. (Attorney for Developer)
Lochrie & Chakas, P.A.
1401 E. Broward Blvd., Suite 303
Fort Lauderdale, FL 33301
(954) 779-1123
NChakas@LochrieLaw.com

Sincerely,

Nectaria Chakas

Nectaria M. Chakas, Esq.

TRAFTECH
ENGINEERING, INC.

November 14, 2022

Mr. Kevin Neal
Managing Director
Trinsic Residential Group
327 Plaza Real, Suite 219
Boca Raton, Florida 33432

Re: Aura Cypress Creek – Parking Need Memorandum

Dear Kevin:

Per your request, Traf Tech Engineering, Inc. has determined the parking needs associated with the proposed Aura Cypress Creek development planned to be located within the existing Westin Fort Lauderdale hotel located on the north side of Cypress Creek Road and east of I-95 in the City of Fort Lauderdale, Florida. The proposed Aura Cypress Creek and existing Westin Fort Lauderdale development will consist of the following uses and intensities:

Existing Westin Fort Lauderdale

- 298 hotel rooms with accessory restaurant, meeting space, and retail

Proposed Aura Cypress Creek

- 35 studios
- 149 one-bedroom units
- 132 two-bedrooms units
- 24 three-bedroom units

  340 mid-rise residential units

- 5,000 square feet of retail use

A parking structure with 841 parking spaces plus 3 surface parking stalls are proposed for an overall parking supply of 844 parking spaces. A copy of the site plan is contained in Attachment A.

The parking needs for the proposed uses (residential and retail) were determined using City of Fort Lauderdale parking requirements. The parking needs for the existing 298-room hotel was based on a parking rate provided by the hotel based on parking counts conducted by Westin Fort Lauderdale (refer to parking demand letter from Westin Fort Lauderdale contained in Attachment B).

Additionally, shared parking principles were applied to the future residential / retail uses (not the hotel) within the project site. Shared parking is defined as parking spaces that are shared between different land uses, especially when the land uses have parking peaks that occur at different times of the day.

Using the percent parking distribution (shared parking principles), by time of day, as published in the Urban Land Institute's (ULI) *Shared Parking* document, the maximum number of shared parking spaces required to serve the land uses located within the project were determined. Tables 1 and 2 present the parking requirements for the project during weekdays and weekends. As indicated in the tables, the existing 298 hotel rooms (with its ancillary uses), 340 residential units and 5,000 square feet of retail use requires approximately 813 parking spaces. Since 844 parking stalls are proposed, adequate parking will be provided to satisfy the peak parking needs of the hotel and future residential development.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

TABLE 1
Aura Cypress Creek
Shared Parking Analysis - Weekday

	Spaces = **16**		Spaces = **4**		Spaces = **174**		Spaces = **26**		Spaces = **574**		Spaces = **64**		**858**
	Retail (Customers)		Retail (Employees)		Hotel (Guests)		Hotel (Employees)		Residential (Residents)		Residential (Guests)		
Hour of Day	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Total
6:00 AM	1%	0	10%	0	100%	174	100%	26	95%	545	0%	0	746
7:00 AM	5%	1	15%	1	100%	174	100%	26	85%	488	10%	6	696
8:00 AM	15%	2	25%	1	100%	174	100%	26	75%	431	20%	13	647
9:00 AM	35%	6	45%	2	100%	174	100%	26	65%	373	20%	13	593
10:00 AM	60%	10	75%	3	100%	174	100%	26	60%	344	20%	13	569
11:00 AM	75%	12	95%	4	100%	174	100%	26	55%	316	20%	13	545
12:00 PM	100%	16	100%	4	100%	174	100%	26	50%	287	20%	13	520
1:00 PM	100%	16	100%	4	100%	174	100%	26	50%	287	20%	13	520
2:00 PM	95%	15	100%	4	100%	174	100%	26	50%	287	20%	13	519
3:00 PM	85%	14	100%	4	100%	174	100%	26	55%	316	20%	13	546
4:00 PM	85%	14	100%	4	100%	174	100%	26	60%	344	20%	13	574
5:00 PM	85%	14	100%	4	100%	174	100%	26	65%	373	40%	26	616
6:00 PM	90%	14	100%	4	100%	174	100%	26	70%	402	60%	38	659
7:00 PM	80%	13	100%	4	100%	174	100%	26	75%	431	100%	64	712
8:00 PM	65%	10	90%	4	100%	174	100%	26	80%	459	100%	64	737
9:00 PM	45%	7	60%	2	100%	174	100%	26	85%	488	100%	64	762
10:00 PM	15%	2	40%	2	100%	174	100%	26	95%	545	100%	64	813
11:00 PM	5%	1	20%	1	100%	174	100%	26	97%	557	80%	51	810
12:00 AM	0%	0	0%	0	100%	174	100%	26	100%	574	50%	32	806

Source: Institute of Transportation Engineers and Urban Land Institute's Shared Parking

Land Use	**Size**	**Pkg Rate**	**Total Parking Spaces**	**Employee/Resident % (1)**	**Spaces**	**Customer/Visitor % (1)**	**Spaces**
Retail	5,000 sq. ft.	1.00 /250 sf	**20** Spaces	20%	4	80%	16
Hotel	298 rooms	Refer to Hotel Letter	**200**	13%	26	87%	174
Residential	340 units		**638** Spaces	90%	574	10%	64
- Studios	35 units	1.75 / unit	**62.00** Spaces				
- 1 Bedroom	149 units	1.75 / unit	**261.00** Spaces				
- 2 Bedrooms	132 units	2.00 / unit	**264.00** Spaces				
- 3 Bedrooms	24 units	2.10 / unit	**51.00** Spaces				
Total			**858** Spaces				

Shared Spaces =	**813**
Internal (2) =	**0**
Multimodal (3) =	**0**
Parking Required =	**813**
Parking Provided =	**844**
Parking Surplus =	**31**

(1) Per ULI
(2) Internal Trip Capture
(3) Multimodal Trips

Shared Parking was not applied to the hotel (only the proposed residential / retail uses.

TRAFTECH ENGINEERING, INC.

TABLE 2
Aura Cypress Creek
Shared Parking Analysis - Weekend

	Spaces = 16		Spaces = 4		Spaces = 174		Spaces = 26		Spaces = 574		Spaces = 64		858
	Retail (Customers)		Retail (Employees)		Hotel (Guests)		Hotel (Employees)		Residential (Residents)		Residential (Guests)		
Hour of Day	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Total
6:00 AM	1%	0	10%	0	100%	174	100%	26	90%	517	0%	0	718
7:00 AM	5%	1	15%	1	100%	174	100%	26	85%	488	20%	13	702
8:00 AM	30%	5	40%	2	100%	174	100%	26	80%	459	20%	13	678
9:00 AM	50%	8	75%	3	100%	174	100%	26	75%	431	20%	13	655
10:00 AM	70%	11	85%	3	100%	174	100%	26	70%	402	20%	13	629
11:00 AM	90%	14	95%	4	100%	174	100%	26	69%	396	20%	13	627
12:00 PM	95%	15	100%	4	100%	174	100%	26	68%	390	20%	13	622
1:00 PM	100%	16	100%	4	100%	174	100%	26	67%	385	20%	13	618
2:00 PM	100%	16	100%	4	100%	174	100%	26	66%	379	20%	13	612
3:00 PM	95%	15	100%	4	100%	174	100%	26	55%	316	20%	13	548
4:00 PM	90%	14	100%	4	100%	174	100%	26	60%	344	20%	13	575
5:00 PM	80%	13	95%	4	100%	174	100%	26	55%	316	40%	26	558
6:00 PM	75%	12	85%	3	100%	174	100%	26	50%	287	60%	38	541
7:00 PM	70%	11	80%	3	100%	174	100%	26	55%	316	100%	64	594
8:00 PM	65%	10	75%	3	100%	174	100%	26	65%	373	100%	64	650
9:00 PM	50%	8	65%	3	100%	174	100%	26	75%	431	100%	64	706
10:00 PM	30%	5	45%	2	100%	174	100%	26	85%	488	100%	64	759
11:00 PM	10%	2	15%	1	100%	174	100%	26	90%	517	80%	51	770
12:00 AM	0%	0	0%	0	100%	174	100%	26	100%	574	50%	32	806

Source: Institute of Transportation Engineers and Urban Land Institute's Shared Parking

Land Use	Size	Pkg Rate	Total Parking Spaces	Employee/Resident % (1)	Employee/Resident Spaces	Customer/Visitor % (1)	Customer/Visitor Spaces
Retail	5,000 sq. ft.	1.00 /250 sf	20 Spaces	20%	4	80%	16
Hotel	298 rooms	Refer to Hotel Letter	200	13%	26	87%	174
Residential	340 units		638 Spaces	90%	574	10%	64
- Studios	35 units	1.75 / unit	62.00 Spaces				
- 1 Bedroom	149 units	1.75 / unit	261.00 Spaces				
- 2 Bedrooms	132 units	2.00 / unit	264.00 Spaces				
- 3 Bedrooms	24 units	2.10 / unit	51.00 Spaces				
Total			858 Spaces				

Shared Spaces =	806
Internal (2) =	0
Multimodal (3) =	0
Parking Required =	806
Parking Provided =	844
Parking Surplus =	38

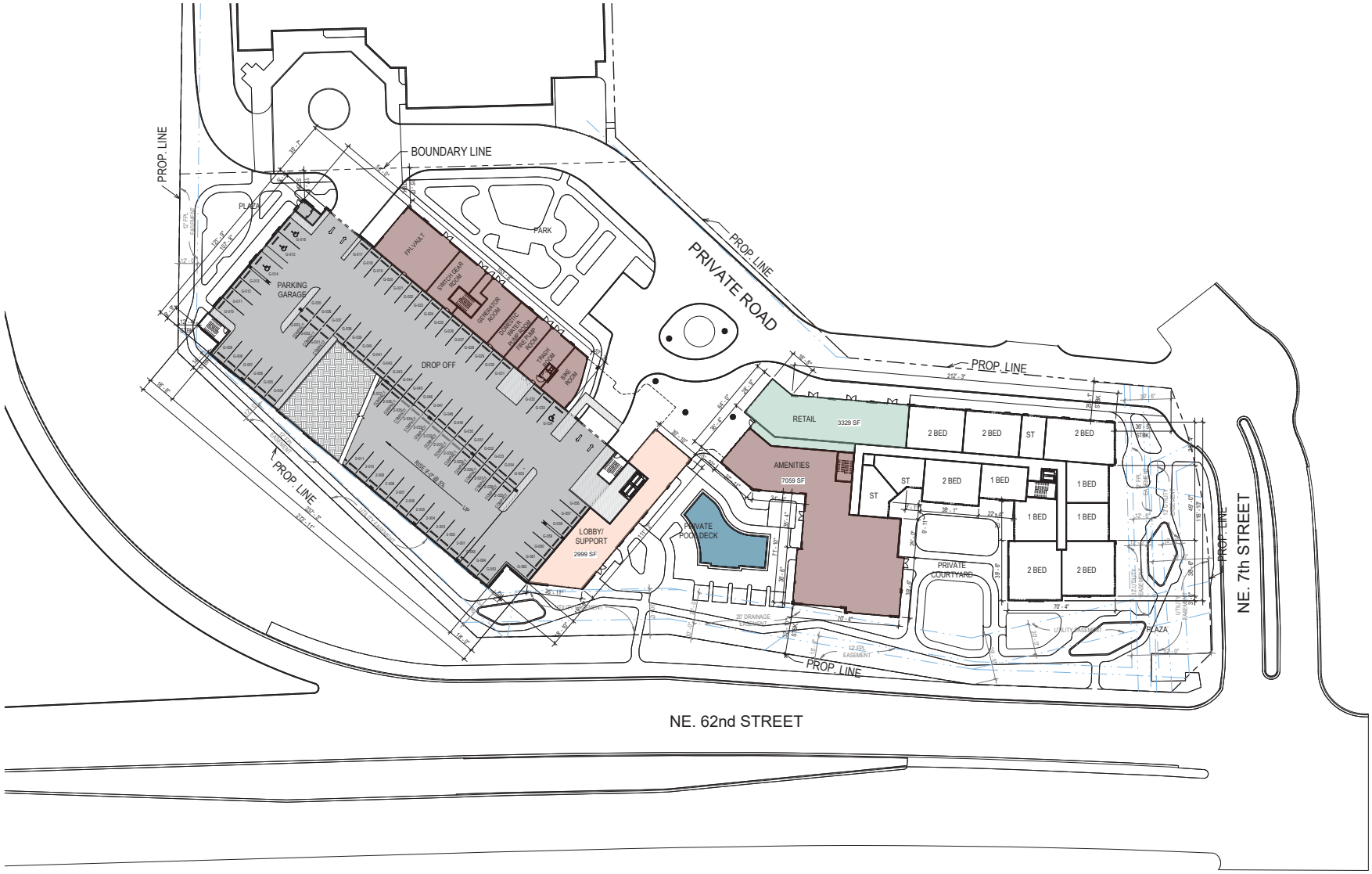
(1) Per ULI
(2) Internal Trip Capture
(3) Multimodal Trips

Shared Parking was not applied to the hotel (only the proposed residential / retail uses.

TRAFTECH ENGINEERING, INC.

APPENDIX A

Site Plan – Aura Cypress Creek



GROUND FLOOR PLAN

SCALE: 1" = 30'-0"

CORWIL ARCHITECTS

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP

8235 Douglas Ave,
Dallas, TX 75225

PARCEL B - GROUND FLOOR PLAN

PHASE:
SUBMITTAL

SEAL:

THESE DRAWINGS ARE THE PROPERTY OF CORWIL ARCHITECTS INC. UNLESS OTHERWISE PROVIDED FOR BY CONTRACT, THE CONTENTS OF THESE DRAWINGS ARE CONFIDENTIAL AND SHALL NOT BE TRANSMITTED TO ANY OTHER PARTY EXCEPT AS AGREED TO BY THE ARCHITECT / ENGINEERS.

DATE: 09-27-2022
JOB No.: 2021-54
DRAWN BY: MC/DA/AMV
APPR BY: AMC
PRINTED: 10/24/2022 6:52:12 PM

SHEET NUMBER:

A-2.00

APPENDIX B

Parking Demand Letter from Westin Fort Lauderdale

PROCACCIANTI
COMPANIES

November 11, 2022

Ella Parker, Manager
Urban Design and Planning Division
City of Fort Lauderdale
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: Parking demand for Westin Hotel Cypress Creek – Fort Lauderdale

Dear Ms. Parker,

We are the owners of the Westin Hotel located at 400 Corporate Parkway in Fort Lauderdale, Florida (the "Hotel"). As part of the development application to be filed with the City for a new mixed use project to be constructed on the existing parking lot for the Hotel, we have been asked to furnish a letter indicating what the parking demand is for the hotel. The hotel currently has 298 hotel rooms and accessory meeting rooms, restaurant and retail spaces all operated by the Hotel. Based on our data and experience, the total parking demand for the Hotel is 0.67 parking spaces per room. This equates to 200 parking spaces (298 rooms x 0.67 = 200 spaces).

Should you have any questions or require additional information, please feel free to contact me.

Sincerely,
PFL VII, LLC

By: _____
Jim Procaccianti

PROCACCIANTI COMPANIES
1140 Reservoir Avenue
Cranston, Rhode Island 02920
401.946.4600

PROCACCIANTI.COM

Aura Cypress Creek

400 Corporate Drive
Fort Lauderdale, Florida

prepared for

Trinsic Residential Group

traffic study

TRAFTECH ENGINEERING, INC.

November 2022

TRAF TECH
ENGINEERING, INC.

November 9, 2022

Mr. Kevin Neal
Managing Director
Trinsic Residential Group
327 Plaza Real, Suite 219
Boca Raton, Florida 33432

Re: Aura Cypress Creek - Traffic Study

Dear Kevin:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study associated with the proposed residential development with retail use planned to be located at 400 Corporate Drive in the City of Fort Lauderdale, Broward County, Florida.

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

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APPENDIX C – Signal Timing, PSCF, Historical Data, and Growth Rate
APPENDIX D – Future Turning Movement Volumes and Committed Developments Information
APPENDIX E – SYNCHRO Analyses

EXECUTIVE SUMMARY

Aura Cypress Creek Apartments is a proposed residential development with commercial space planned to be located at 400 Corporate Drive in the City of Fort Lauderdale in Broward County, Florida.

Aura Cypress Creek consists of 340 mid-rise apartment units and 5,000 square feet of retail use. NE 7th Avenue provides access to the site. The proposed development is anticipated to be built and occupied in 2026.

The proposed project is anticipated to generate approximately 1,816 daily trips, approximately 152 AM peak hour trips (41 inbound and 111 outbound) and approximately 163 PM peak hour trips (96 inbound and 67 outbound).

Results of the capacity analysis indicate that all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2026 with the proposed project in place, except for Dixie Highway and Cypress Creek Road during the PM Peak. This intersection is projected to fail with and without the proposed project in place. However, with the implementation of minor signal timing improvements, the delay and LOS are expected to improve.

Results of the capacity analysis also indicate that the intersection of NE 7th Avenue and Cypress Creek Road, which provides the main access to the site is expected to operate adequately.

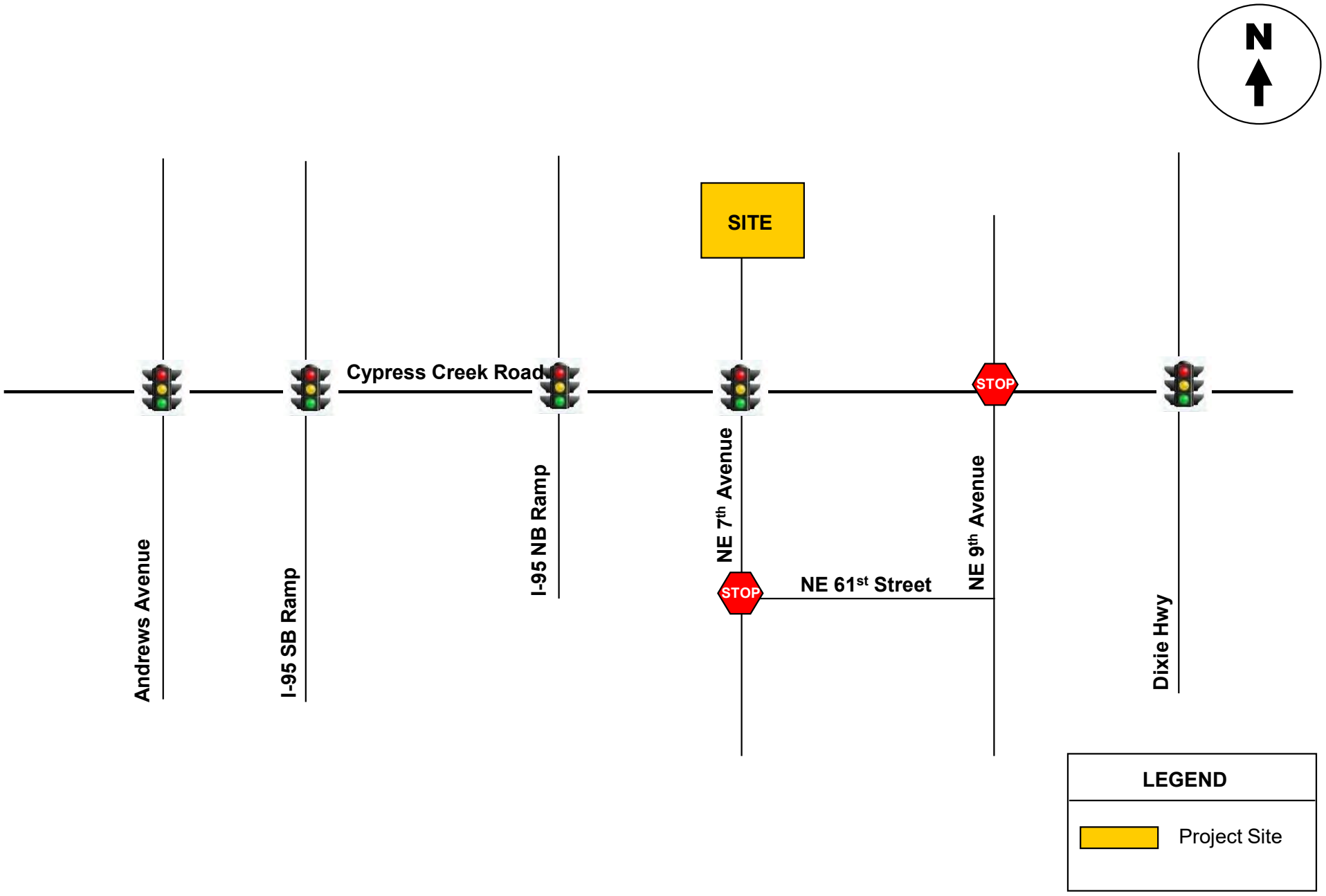
In the immediate vicinity of the Aura Cypress Creek site, there are several multimodal facilities such as safe pedestrian features (sidewalks and crosswalks at nearby signalized intersections), bicycle lanes and public transportation.

INTRODUCTION

Aura Cypress Creek Apartments is a proposed residential development with commercial space planned to be located at 400 Corporate Drive in the City of Fort Lauderdale in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained to conduct a traffic study in connection with the proposed development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations



TRAFTECH ENGINEERING, INC.

Site Location Map

FIGURE 1
Aura Cypress Creek
Fort Lauderdale, Florida

INVENTORY

Existing Land Use

The project site is currently occupied by a surface parking lot.

Proposed Land Uses and Access

Aura Cypress Creek consists of the following land uses and intensities:

- 340 mid-rise apartment units
- 5,000 square feet of retail use

NE 7th Avenue provides access to the site. The proposed development is anticipated to be built and occupied in 2026. Appendix A contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

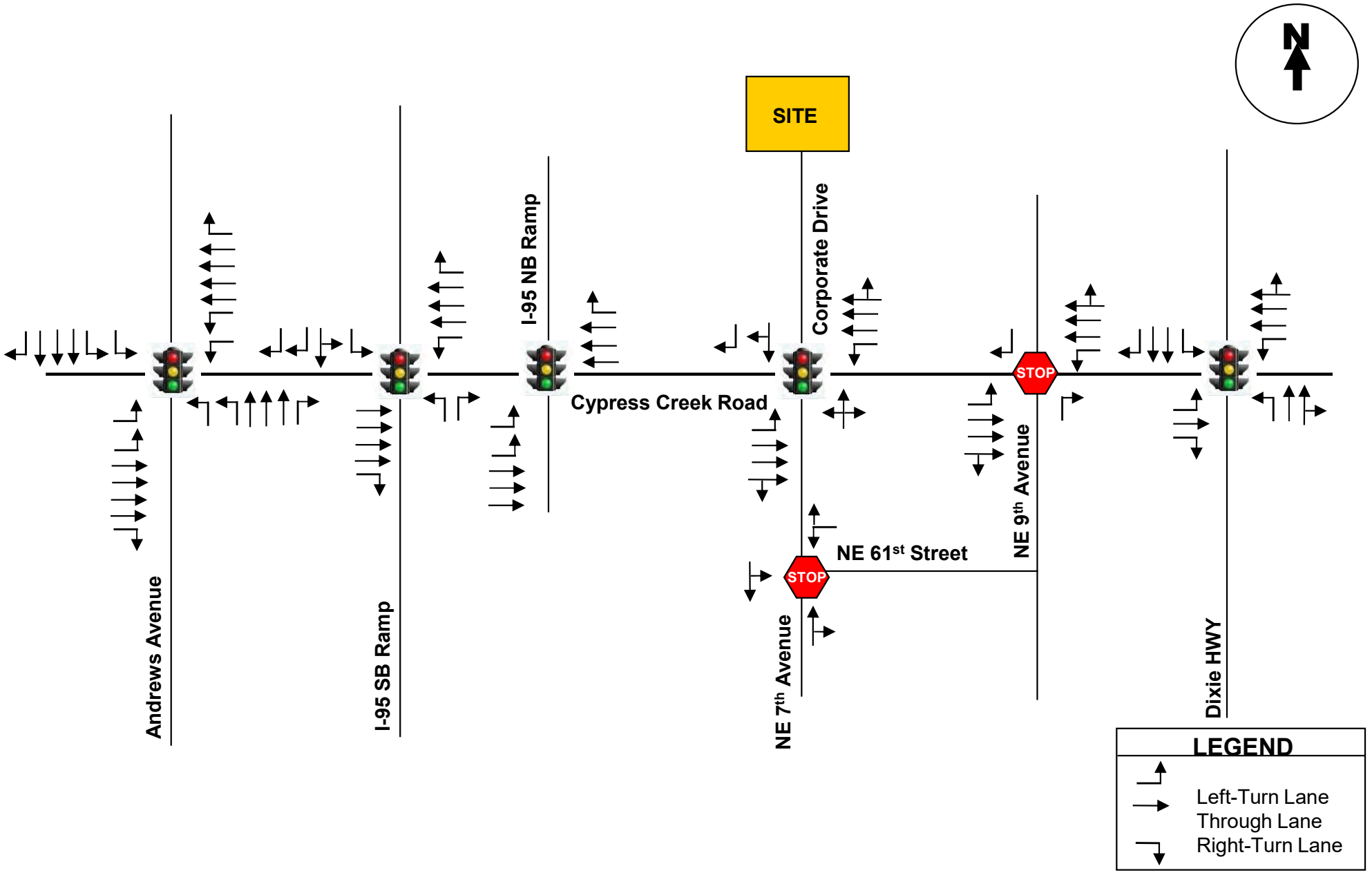
The roadway system located near the project site includes Cypress Creek Road, Andrews Avenue, Dixie Highway, and NE 61st Street.

Nearby Intersections

A total of seven intersections plus the project driveway were identified as the locations that will be impacted the most by the proposed project. These seven intersections include:

1. Cypress Creek Road and Andrews Avenue (signalized)
2. Cypress Creek Road and SB I-95 Ramps (signalized)
3. Cypress Creek Road and NB I-95 Ramps (signalized)
4. Cypress Creek Road and NE 7th Avenue (signalized)
5. Cypress Creek Road and NE 9th Avenue (stop controlled)
6. Cypress Creek Road and Dixie Highway/US 1 (signalized)

Figure 2 shows the existing lane geometry of the six intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



TRAFTECH ENGINEERING, INC.

Existing Lane Geometry

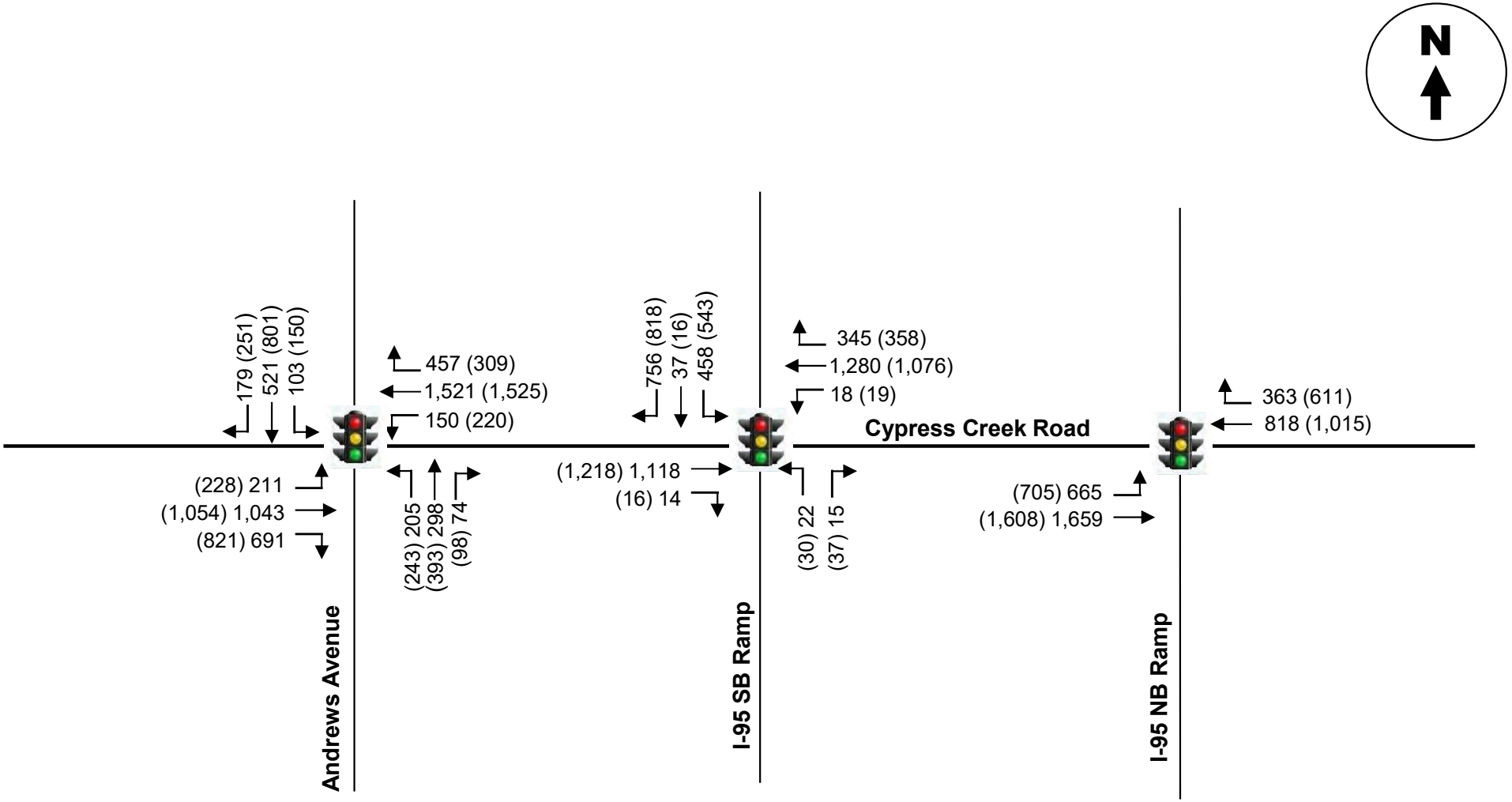
FIGURE 2
Aura Cypress Creek
Fort Lauderdale, Florida

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Traffic Survey Specialists, Inc and Video Data Solutions collected intersection turning movement counts at the six study intersections. The intersection turning movement counts were collected on Wednesday, July 20, 2022 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following intersections located near the project site:

1. Cypress Creek Road and Andrews Avenue
2. Cypress Creek Road and SB I-95 Ramps
3. Cypress Creek Road and NB I-95 Ramps
4. Cypress Creek Road and NE 7th Avenue
5. Cypress Creek Road and NE 9th Avenue
6. Cypress Creek Road and Dixie Highway/US 1

Appendix B contains the intersection turning movement counts, as collected in the field. The signal timing plans for the signalized intersections were obtained from Broward County Traffic Engineering Division and are included in Appendix C. The traffic counts were adjusted to account for peak season conditions. An adjustment factor of 1.03 was applied to counts collected in the field. The State-published adjustment factors are also contained in Appendix C. Figure 3 shows the 2022 peak season AM and PM peak hour traffic volumes.

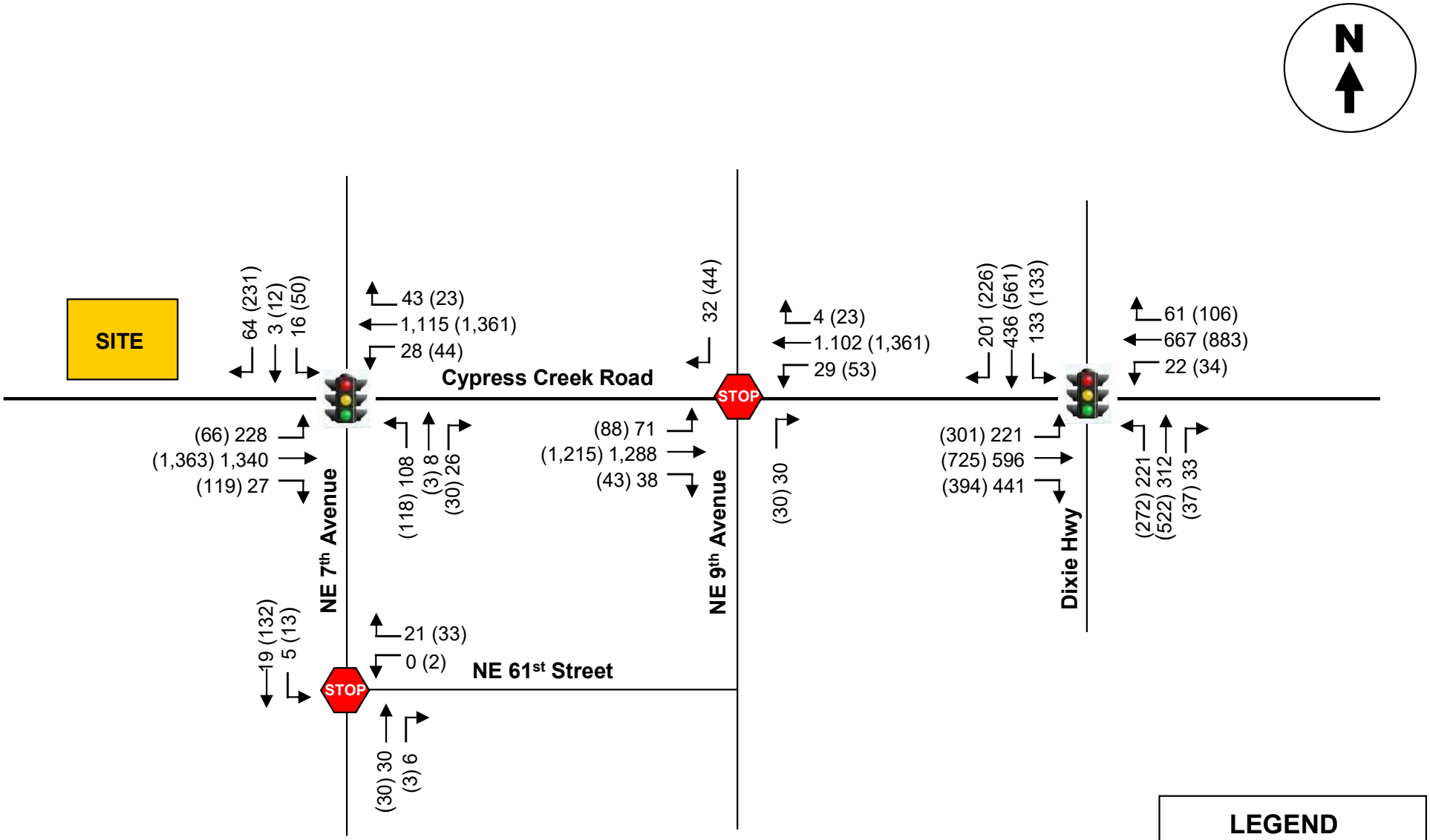


LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

Traffic Counts
(Year 2022 Peak Season)

FIGURE 3A
Aura Cypress Creek
Fort Lauderdale, Florida



TRAFTECH ENGINEERING, INC.

Traffic Counts (Year 2022 Peak Season)

FIGURE 3B
Aura Cypress Creek
Fort Lauderdale, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (11th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed land uses includes ITE's Land Use 822 – Shopping Center (<40K) and ITE's Land Use 221 – Multifamily High-Rise. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions.

Using the trip generation equations from the ITE document, a trip generation analysis was undertaken for the proposed project. The results of this effort are documented in Table 1.

The retail space is intended to primarily serve the future residents of the Aura Cypress Creek project and other nearby residential developments as walking trips.

TABLE 1
Trip Generation Summary (Proposed Uses)
Aura Cypress Creek

			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily Trips**	**Total Trips**	**Inbound**	**Outbound**	**Total Trips**	**Inbound**	**Outbound**
Retail (LUC 822)	5,000	441	18	11	7	48	24	24
Mid Rise (LUC 221)	340	1,575	138	32	106	133	81	52
Gross Trips		**2,016**	**156**	**43**	**113**	**181**	**105**	**76**
Internal (2%/10%)		-200	-4	-2	-2	-18	-9	-9
Driveway Trips		**1,816**	**152**	**41**	**111**	**163**	**96**	**67**

Source: ITE Trip Generation Manual (11th Edition)
ITE Equations were used for the calculations.
Note: The option of utilizing LUC 231 - Mid-Rise with Ground-Floor Retail was disregarded for the Trip Generation's calculations, since the rates/equations included in the LUC 231 report are based on only two (2) studies. Moreover, daily trips equations and directional distributions are not provided.

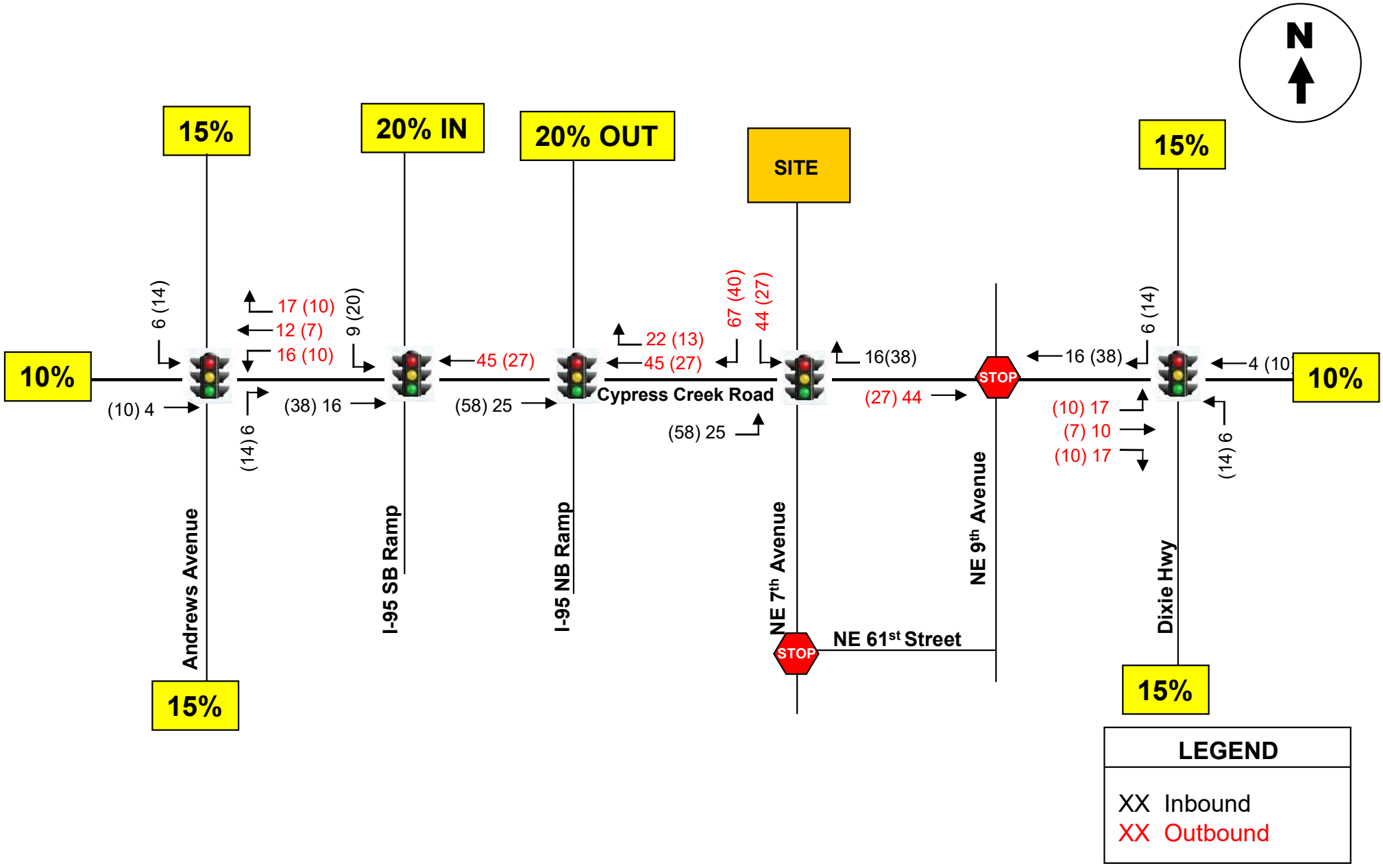
As indicated in Table 1, the proposed project is anticipated to generate approximately 1,816 daily trips, approximately 152 AM peak hour trips (41 inbound and 111 outbound) and approximately 163 PM peak hour trips (96 inbound and 67 outbound).

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The trip distribution was based on current traffic volumes in the vicinity of the project site. The highest peak hour trips (PM peak) were used to determine the trip distribution within the study area. The trip distribution assumed for the subject mixed-use development is summarized below:

- 15% to and from the north via Andrews Avenue
- 15% to and from the south via Andrews Avenue
- 15% to and from the north via Dixie Highway
- 15% to and from the south via Dixie Highway
- 10% to and from the east via Cypress Creek Road
- 10% to and from the west via Cypress Creek Road
- 20% inbound from the I-95 SB ramps
- 20% outbound to the I-95 NB ramps

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The project traffic assignment is summarized in Figure 4.



TRAFTECH ENGINEERING, INC.

Trips Distribution and Assignment

FIGURE 1
Aura Cypress Creek
Fort Lauderdale, Florida

TRAFFIC ANALYSIS

This section of the study is divided into two parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

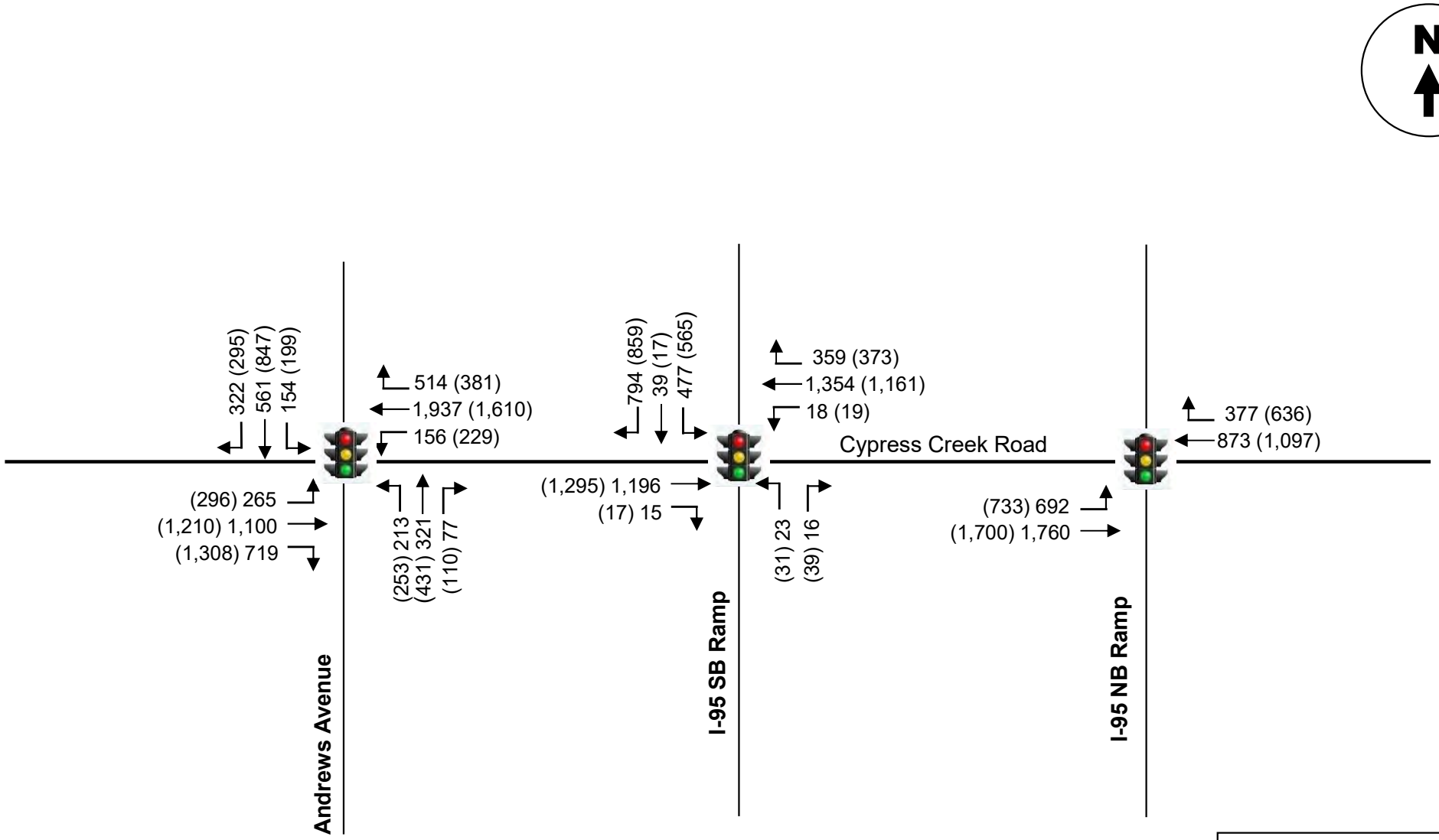
Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2026 traffic volumes (project anticipated to be built and occupied by the year 2026), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.03 is required to convert collected traffic counts to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2022 peak season traffic volumes to the year 2026. Based on traffic growth data published by the FDOT for a nearby traffic count stations, traffic growth has occurred during the past years at a 1.0% growth rate. Please note that 2020 traffic volumes were not used in the analysis since traffic did not present regular traffic patterns due to the COVID-19 pandemic (refer to Appendix C). In addition, committed development trips associated with Fairfield at Cypress Creek, Fairfield Inn & Suites and Twin Peaks, Intermiami Lockhart Stadium, and Mayla Cypress Creek were included as committed developments.

The new trips generated by the proposed project (refer to Figure 4) were added to the 2026 background traffic in order to develop total traffic conditions. The future traffic projections for the study intersections are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2026 future traffic volumes for the study area.

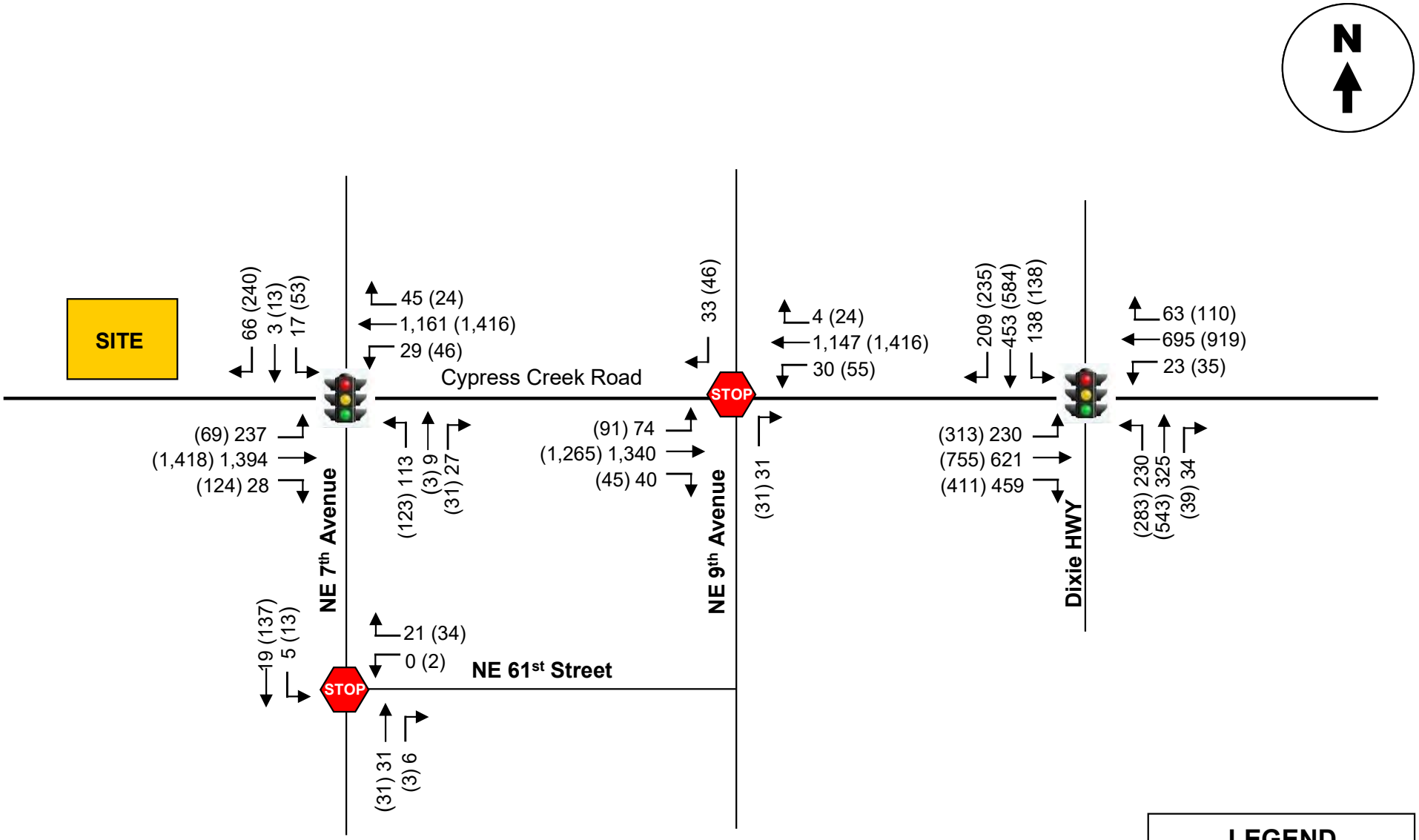
Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the project.



TRAFTECH ENGINEERING, INC.

Background Traffic Volumes without Project Trips (Year 2026 Peak Season)

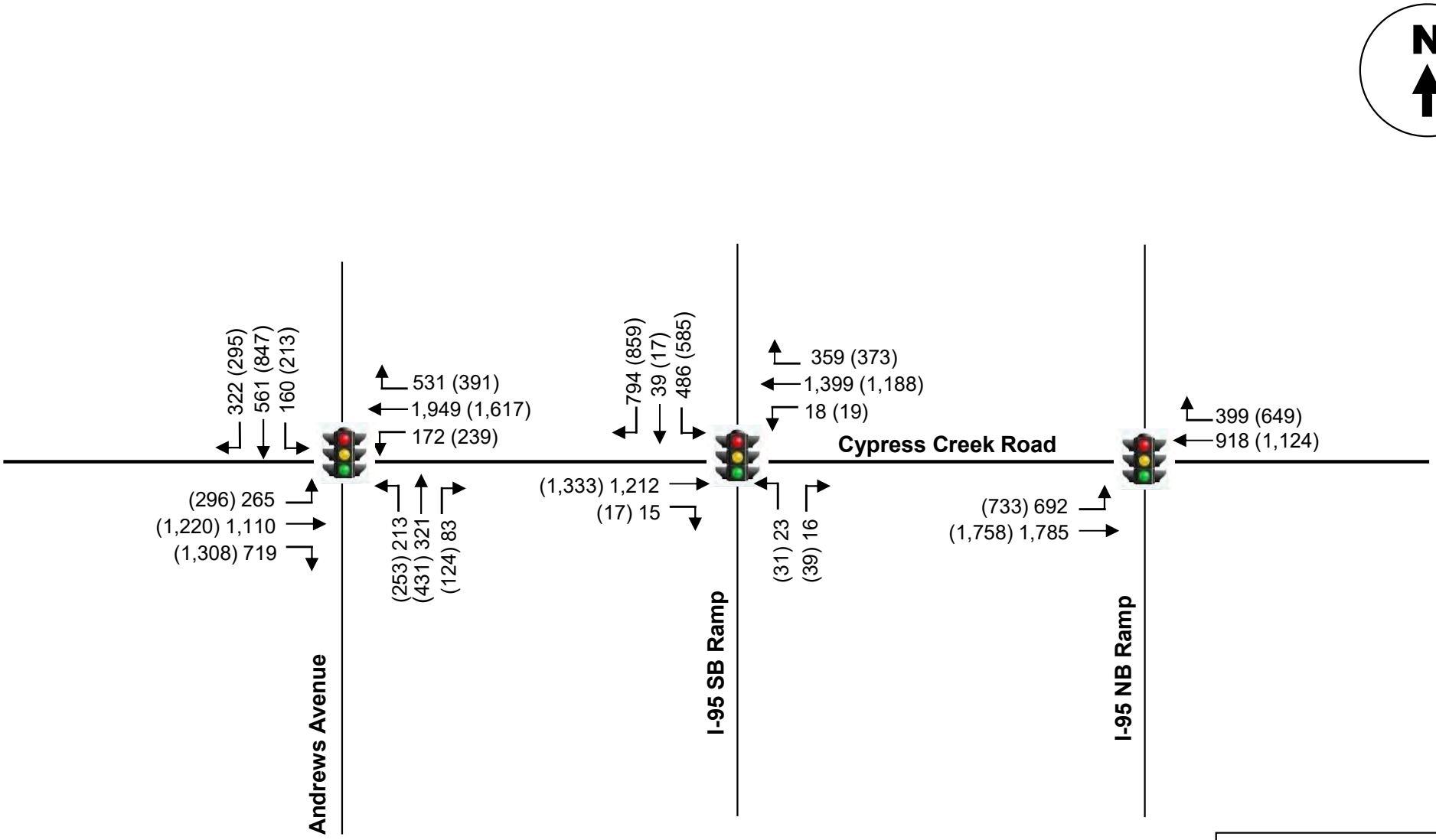
FIGURE 5A
Aura Cypress Creek
Fort Lauderdale, Florida



TRAFTECH ENGINEERING, INC.

Background Traffic Volumes without Project Trips (Year 2026 Peak Season)

FIGURE 5B
Aura Cypress Creek
Fort Lauderdale, Florida

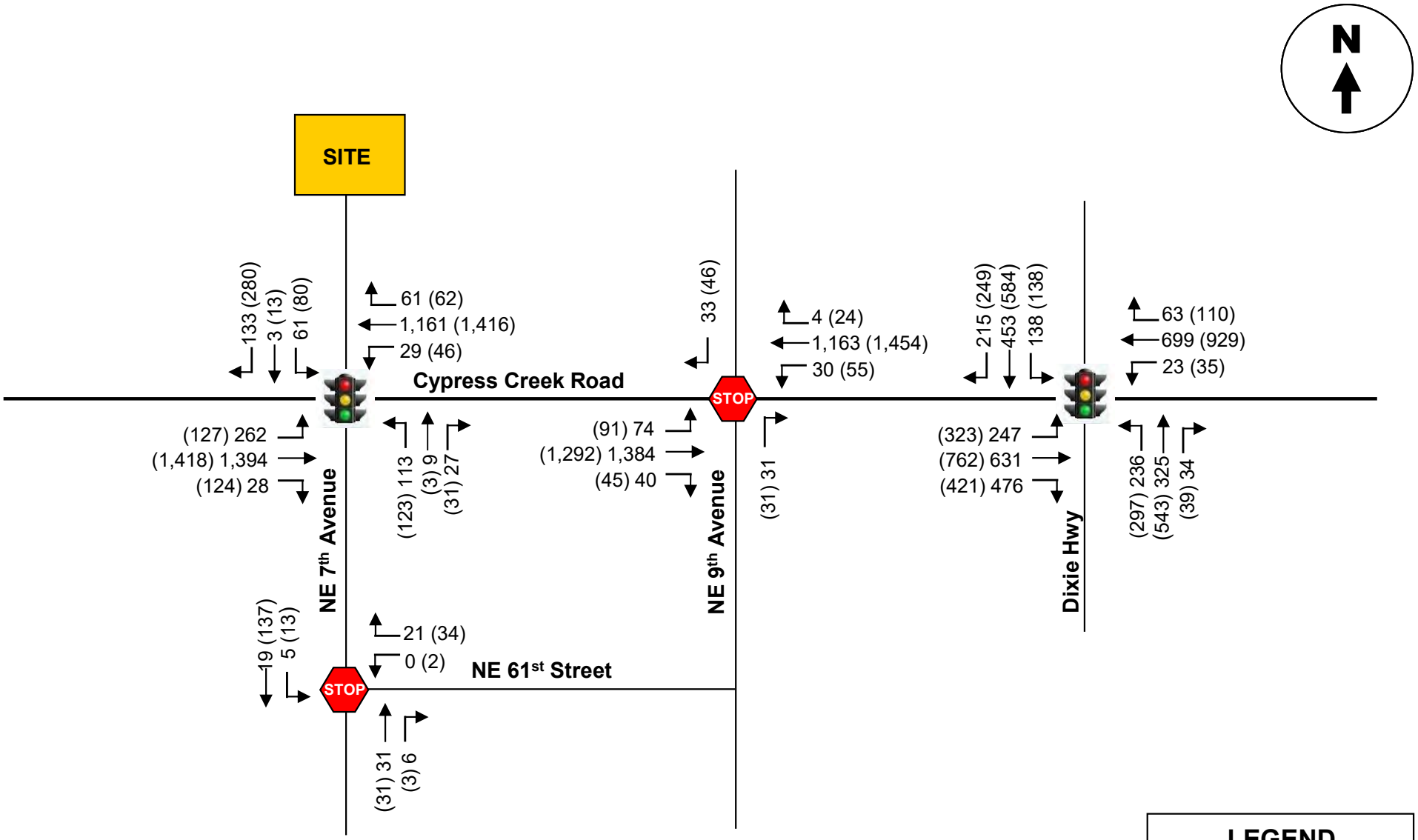


LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

Total Traffic with Project – Year 2026
AM (PM) Peak Hour Trips

FIGURE 6A
Aura Cypress Creek
Fort Lauderdale, Florida



TRAFTECH ENGINEERING, INC.

Total Traffic with Project – Year 2026
AM (PM) Peak Hour Trips

FIGURE 6A
Aura Cypress Creek
Fort Lauderdale, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the six study intersections including the project driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) 6th Edition using the SYNCHRO software. The results of the capacity analyses are summarized in Table 2A.

TABLE 2A
Intersection Level of Service – Aura Cypress Creek

Intersection	2022 Existing	Future Traffic Conditions	
		2026 w/o Project	2026 With Project
101: Andrews Avenue & Cypress Creek Road	D (D) 39.4 (48.5)	D (D) 47.1 (52.3)	D (D) 47.4 (52.6)
102: Cypress Creek Road & I-95 SB Ramp	C (C) 32.6 (32.6)	C (C) 33.5 (33.0)	C (C) 34.5 (34.6)
103: Cypress Creek Road & I-95 NB Ramps	B (B) 17.4 (16.1)	B (B) 17.3 (15.8)	B (B) 16.8 (15.6)
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road	B (C) 18.1 (24.0)	B (C) 18.6 (24.9)	C (C) 22.1 (29.1)
105: NE 9th Avenue & Cypress Creek Road NB SB	C (C) 17 (16.1) C (C) 15 (18.1)	C (C) 17.6 (16.7) C (C) 15.4 (18.9)	C (C) 18.1 (16.9) C (C) 15.5 (19.3)
106: Dixie Highway & Cypress Creek Road	D (E) 44.7 (77.8)	D (F) 45.3 (86.4)	D (F) [F] 46.2 (90.2) [86.6]
107: NE 61st Street & NE 7th Avenue WB	A (A) 8.5 (8.7)	A (A) 8.5 (8.7)	A (A) 8.5 (8.7)

Notes: AM(PM)/[Future + Improvements PM]

As indicated in Table 2A, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2026 with the proposed project in place, except for Dixie Highway and Cypress Creek Road during the PM Peak. This intersection is projected to fail with and without the proposed project in place.

However, with the implementation of minor signal timing improvements, the delay and LOS are expected to improve.

Table 2B summarizes the v/c ratios greater than 1.0. As described above, signal timing improvements were identified to reduce v/c ratios to less than 1.0 for the future condition's scenario.

TABLE 2B
V/C Ratio Summary

		Movement	EBL	EBT	NBL
106: Dixie Highway & Cypress Creek Road	Background	PM	1.44	1.15	1.34
	Future	PM	1.49	1.16	1.40
	Future+ Imp	PM	1.02	1.16	1.31

Table 2C summarizes the 95th percentile queue for the turn lanes at the key signalized intersections. The computer printouts of the intersection capacity analyses are contained in Appendix E.

TABLE 2C
95th Percentile Queue (ft)

		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
101: N Andrews Avenue & NE/NW 6th Street/NE 6th Street		Storage (ft)				275					105	260		
	Existing	AM				m140					0	102		
		PM				m176					51	138		
	Background	AM				m145					0	141		
		PM				m181					69	174		
	Future	AM				m157					0	145		
		PM				m190					89	184		
	Is 95th Queue Ok?					Yes					Yes	Yes		
	Mitigation													
103: Cypress Creek Road & I-95 NB Ramp		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)						200						
	Existing	AM						0						
		PM						297						
	Background	AM						0						
		PM						357						
	Future	AM						0						
		PM						619						
	Is 95th Queue Ok?							No						
	Mitigation							(1)						
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)	190											
	Existing	AM	110											
		PM	46											
	Background	AM	124											
		PM	48											
	Future	AM	180											
		PM	101											
	Is 95th Queue Ok?		Yes											
	Mitigation													
106: Dixie Highway & Cypress Creek Road		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)	270		270				260					200
	Existing	AM	186		175				226					66
		PM	#525		235				#463					111
	Background	AM	193		197				235					67
		PM	#572		258				#511					122
	Future	AM	209		212				241					69
		PM	#600		268				#547					141
	Future+ Imp	AM												
		PM	#480		251				#532					127
	Is 95th Queue Ok?		No		Yes				No					Yes
	Mitigation		(2)						(3)					

Notes:
95th percentile volume exceeds capacity, queue may be longer.
Turn lanes affected by project trips
(1) Future background queues without the project trips are expected to extend beyond the storage bay. This turing bay cannot be extended
(2) Future background queues without the project trips are expected to extend beyond the storage bay. This turning bay cannot be extended due to the presence of a back to back turning bay
(3) Future background queues without the project trips are expected to extend beyond the storage bay. However, this turning bay could be extended up to 600 feet

As shown in Table 2B, turn lanes affected by the proposed development are highlighted. Where the 95th percentile vehicle queue extends beyond the length of the exiting storage bay, it was evaluated the feasibility of extending the storage bay.

MULTIMODAL TRANSPORTATION AMENITIES

In the immediate vicinity of Aura Cypress Creek Site, there are several multimodal facilities such as safe pedestrian features (sidewalks and crosswalks at nearby signalized intersections), and public transportation.

Pedestrian Sidewalks and Signalized Crosswalks

Sidewalks are provided on both sides of Cypress Creek Road, Corporate Drive and NE 7th Avenue. The surrounding sidewalks will connect with the internal pedestrian circulation features of the project. Safe pedestrian crosswalks to cross Corporate Drive or Cypress Creek Road are provided at the signalized intersection of Cypress Creek Road and Corporate Drive. At his intersection, there are pedestrian ramps, crosswalks on the north, south and east legs of the intersection as well as pedestrian signals with push buttons.

Public Transportation

Broward County Transit Routes 62 travels east and west along Cypress Creek Road. Bus stops are provided on the north and south sides of Cypress Creek Road, east of Corporate Drive (for eastbound traffic) and west of Corporate Drive for westbound traffic.

CONCLUSIONS AND RECOMMENDATIONS

Aura Cypress Creek Apartments is a proposed residential development with commercial space planned to be located at 400 Corporate Drive in the City of Fort Lauderdale in Broward County, Florida. The site will be developed with the following land use and intensity:

- 340 mid-rise apartment units
- 5000 square feet of retail use

NE 7th Avenue provides access to the site. The proposed development is anticipated to be built and occupied in 2026.

The conclusions and recommendations of the traffic study are presented below:

- The proposed project is anticipated to generate approximately 1,816 daily trips, approximately 152 AM peak hour trips (41 inbound and 111 outbound) and approximately 163 PM peak hour trips (96 inbound and 67 outbound).

- all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2026 with the proposed project in place, except for Dixie Highway and Cypress Creek Road during the PM Peak. This intersection is projected to fail with and without the proposed project in place. However, with the implementation of minor signal timing improvements, the delay and LOS are expected to improve.

- Results of the capacity analysis also indicate that the intersection of NE 7th Avenue and Cypress Creek Road, which provides the main access to the site is expected to operate adequately.

APPENDIX A

Site Plan – Aura Cypress Creek & Methodology

EXISTING USES TO REMAIN (Hotel):
Hotel: 298 rooms
Meeting Space: 22,021 sf (accessory to hotel)
Restaurant: 4,000 sf (accessory to hotel)
Lobby Lounge/Restaurant: 1,500 sf (accessory to hotel)
Kitchen area: 3,000 sf (accessory to hotel)
Retail: 500 sf (to remain)

PROPOSED USES (New residential mixed use):
Residential Multifamily: 340 units
Commercial: 5,000 sf



PRELIMINARY SITE PLAN
SCALE: 1" = 40'-0"

CORWIL ARCHITECTS

PROJECT:
WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:
TRG TRINSIC RESIDENTIAL GROUP
8235 Douglas Ave,
Dallas, TX 75225

AERIAL SITE PLAN

PHASE:
SUBMITTAL

SEAL:

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SHEET NUMBER:
A-1.02



EXISTING USES TO REMAIN (Hotel):
Hotel: 298 rooms
Meeting Space: 22,021 sf (accessory to hotel)
Restaurant: 4,000 sf (accessory to hotel)
Lobby Lounge/Restaurant: 1,500 sf (accessory to hotel)
Kitchen area: 3,000 sf (accessory to hotel)
Retail: 500 sf (to remain)

PROPOSED USES (New residential mixed use):
Residential Multifamily: 340 units
Commercial: 5,000 sf

LAND DESCRIPTION:

LAND DESCRIPTION: (PARKING PARCEL)
A portion of Tract 1, SHELL AT I-95, according to the Plat thereof recorded in Plat Book 102, at Page 25, of the Public Records of Broward County, Florida, being more particularly described as follows:

BEGIN at a point in the curved north right-of-way of N.E. 62nd Street where the same is intersected by the westerly right-of-way line of N.E. 7th Avenue; thence westerly 129.96 feet with the north right-of-way line of N.E. 62nd Street and with a curve concave to the south, having a radius of 5784.58 feet and a chord bearing and distance of North 86 degrees 10 minutes 40 seconds West, 129.96 feet to an angle point; thence North 79 degrees 01 minutes 29 seconds West, 201.82 feet to an angle point; thence North 89 degrees 23 minutes 23 seconds West, 125.00 feet to a point at the southeasterly end of a right-of-way cutback from Interstate 95; thence North 44 degrees 50 minutes 58 seconds West, 270.20 feet; Thence North 02 degrees 16 minutes 42 seconds East, along said right-of-way, 116.87 feet; thence South 89 degrees 59 minutes 03 seconds East, 301.70 feet to the easterly line of said Tract 1; thence South 45 degrees 00 minutes 00 seconds East, 186.92 feet to a point; thence South 83 degrees 01 minutes 08 seconds East, 211.87 feet to a point in the west right-of-way line of N.E. 7th Avenue; thence the following courses and distances with the west right-of-way line of N.E. 7th Avenue; southerly 121.49 feet with a curve concave to the west, having a radius of 340.00 feet and a chord bearing and distance of South 10 degrees 14 minutes 12 seconds West, 120.84 feet to a point; South 54.91 feet to a point; South 47 degrees 13 minutes 58 seconds West, 36.71 feet to the POINT OF BEGINNING.

Containing 155,453 square feet, 3.5687 acres more or less.

LAND DESCRIPTION: (HOTEL PARCEL)
A portion of Tract 1, SHELL AT I-95, according to the Plat thereof recorded in Plat Book 102, at Page 25, of the Public Records of Broward County, Florida, TOGETHER WITH A portion of that canal vacated by Ordinance recorded in Official Records Book 12368, at Page 959, of the Public Records of Broward County, Florida, lying West of Tract 3 and East and North of Tract 1, of said "SHELL AT I-95", said portion more particularly described as follows:

Begin at the southwest corner of said Tract 3; thence S45°00'00"E along the southerly line of said Tract 3, 23.08 feet; thence N89°59'03"W, 301.70 feet to the east right-of-way line of Interstate 95; thence N02°16'42"E, 265.63 feet; thence N13°21'08"E, 171.67 feet, thence N53°04'44"E, 177.97 feet (the previous three calls being along the easterly right-of-way line of Interstate 95); thence S89°29'38"E, 63.52 feet; thence S00°30'22"W, 70.00 feet; thence S89°29'38"E, 55.22 feet to a point of curve (radial bearing to said point bears N00°30'22"E) concave to the east, having a radius of 25.00 feet and a central angle of 90°30'22"; thence southerly along said curve an arc distance of 39.49 feet to a point of tangency and the west boundary of Tract 3; thence south along the west line of said Tract 3, 427.07 feet to the Point Of Beginning.

Containing 132,636 square feet (3.0449 acres) more or less.

UNIT BREAKDOWN

UNIT TYPE	LEVELS												TOTAL
	GROUND	2nd FLOOR	3rd FLOOR	4th FLOOR	5th FLOOR	6th FLOOR	7th FLOOR	8th FLOOR	9th FLOOR	10th FLOOR	11th FLOOR	12th FLOOR	
STUDIOS	3	3	3	3	3	3	3	3	3	2	2	2	33
1 BED	4	16	16	16	16	11	11	12	12	11	11	8	144
2 BED	4	12	12	12	12	16	16	15	15	8	8	5	135
3 BED	2	6	6	6	6	1	1	0	0	0	0	0	28
TOTAL	13	37	37	37	37	31	31	30	30	21	21	15	340

UNIT MIX

UNIT TYPE	TOTAL UNITS	PERCENTAGE
STUDIOS	33	10%
1 BED	144	42%
2 BED	135	40%
3 BED	28	8%
TOTAL	340	100.0%

PARKING CALCULATION

FLOORS	REG. SPACES	A.D.A.	COMPACT	TOTAL
Ground Level	60	4	3	67
2nd Level	87	3	21	111
3rd Level	87	3	21	111
4th Level	87	2	21	110
5th Level	87	2	21	110
6th Level	87	2	21	110
7th Level	87	2	21	110
8th Level	87	2	21	110
Total	669	20	150	839
		2%	18%	

surface parking 4 p.s.

HOTEL PARKING

FLOORS	SPACES			TOTAL
	REG.	ADA SPACES	COMPACT	
Ground Level	51	3	3	57
2nd Level	75	2	21	98
3rd Level	28	2	15	45
Total	154	7	39	200 SP.
		4%	20%	



LOCATION MAP

CORWIL ARCHITECTS

PROJECT:
WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:
TRG TRINSIC RESIDENTIAL GROUP
8235 Douglas Ave,
Dallas, TX 75225

PARCEL B - SITE PLAN

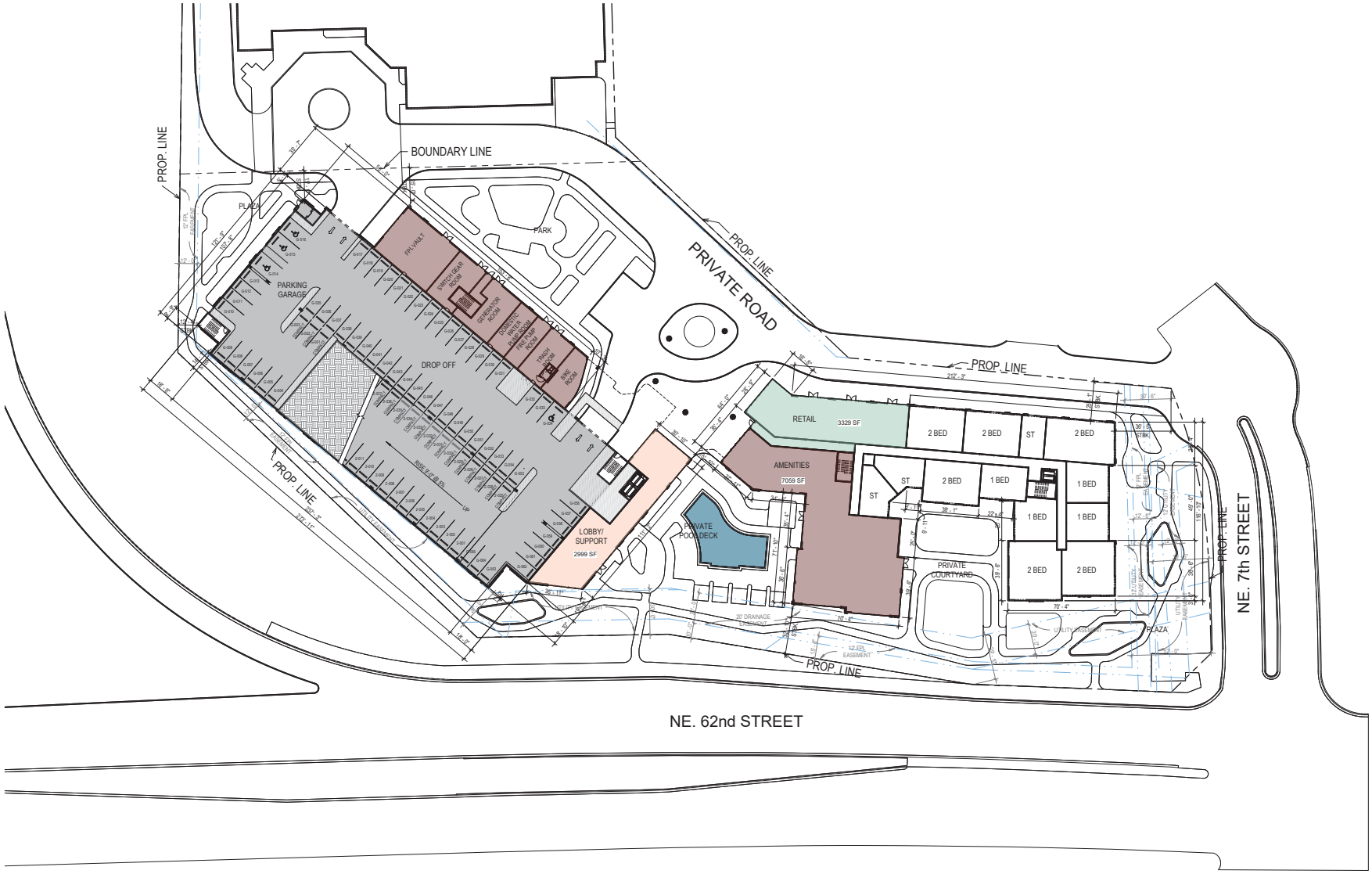
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SHEET NUMBER:
A-1.02A



GROUND FLOOR PLAN

SCALE: 1" = 30'-0"

CORWIL ARCHITECTS

PROJECT:

WESTIN/AURA CYPRESS CREEK
200, 400 CORPORATE DR.
FT. LAUDERDALE, FLORIDA 33334

OWNER:

TRG TRINSIC RESIDENTIAL GROUP

8235 Douglas Ave,
Dallas, TX 75225

PARCEL B - GROUND FLOOR PLAN

PHASE:
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SHEET NUMBER:

A-2.00

TRAFTECH ENGINEERING, INC.

MEMORANDUM

To: Istvan Virag

From: Joaquin Vargas

Date: March 3, 2022

Subject: Aura Cypress Creek - Traffic Study Methodology

Traffic Analysis

- The trip generation analysis for the proposed uses will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (11th Edition)*. Table 1 attached documents the trip generation for the project.

- The anticipated land uses and intensities are as follows:
  - Residential (400 units – Mid Rise)
  - Commercial (5,000 square feet of retail)

- The trip distribution will be based upon the existing nearby land uses and the transportation network in the vicinity of the project site (i.e. no travel demand modeling will be performed).

- Intersection turning movement counts will be collected for the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM). The study intersections include Cypress Creek Road at Andrews Avenue, I-95 southbound ramps, I-95 northbound ramps, NE 7th Avenue, NE 9th Avenue and Dixie Highway. Additionally, the intersection of NE 7th Avenue and NE 61st Street will be counted and evaluated. The traffic counts will include pedestrians and bicyclists.

- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. (Negative "growth" rates for the study area, if any, will be adjusted to at least a 0.5% growth rate.)

- The project traffic associated with approved/pending developments in the immediate area will be obtained and included in the traffic analysis. *(Mayla Cypress Creek, The Fairfield Inn & Suites, Intermiami Lockhart Stadium and Twin Peaks Restaurant)*

- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included in the Appendix of the traffic study.

- Traffic analysis figures will be prepared for the following scenarios for each of the intersections analyzed:

    - Existing traffic
    - Proposed project traffic distribution
    - Background conditions for buildout year
    - Future conditions with project traffic

- Intersection analyses will be conducted using the SYNCHRO software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. Adjustments to the signal timing, if any, will be clearly documented in the traffic study.

- All traffic data obtained for this project will be included in the Appendix of the traffic study.

- Mode splits will be confirmed with City staff prior to the completion of the traffic study.

- Existing and planned transit service as well as existing transit amenities in the immediate area will be documented in the traffic study.

- The project buildout year is 2025.

TABLE 1
Trip Generation Summary (Proposed Uses)
Aura Cypress Creek

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Retail (LUC 822)	5,000	441	25	15	10	48	24	24
Mid Rise (LUC 221)	400	1,862	164	38	126	156	95	61
Gross Trips		**2,303**	**189**	**53**	**136**	**204**	**119**	**85**
Internal (2%/8%)		-203	-4	-2	-2	-18	-9	-9
Driveway Trips		**2,100**	**185**	**51**	**134**	**186**	**110**	**76**

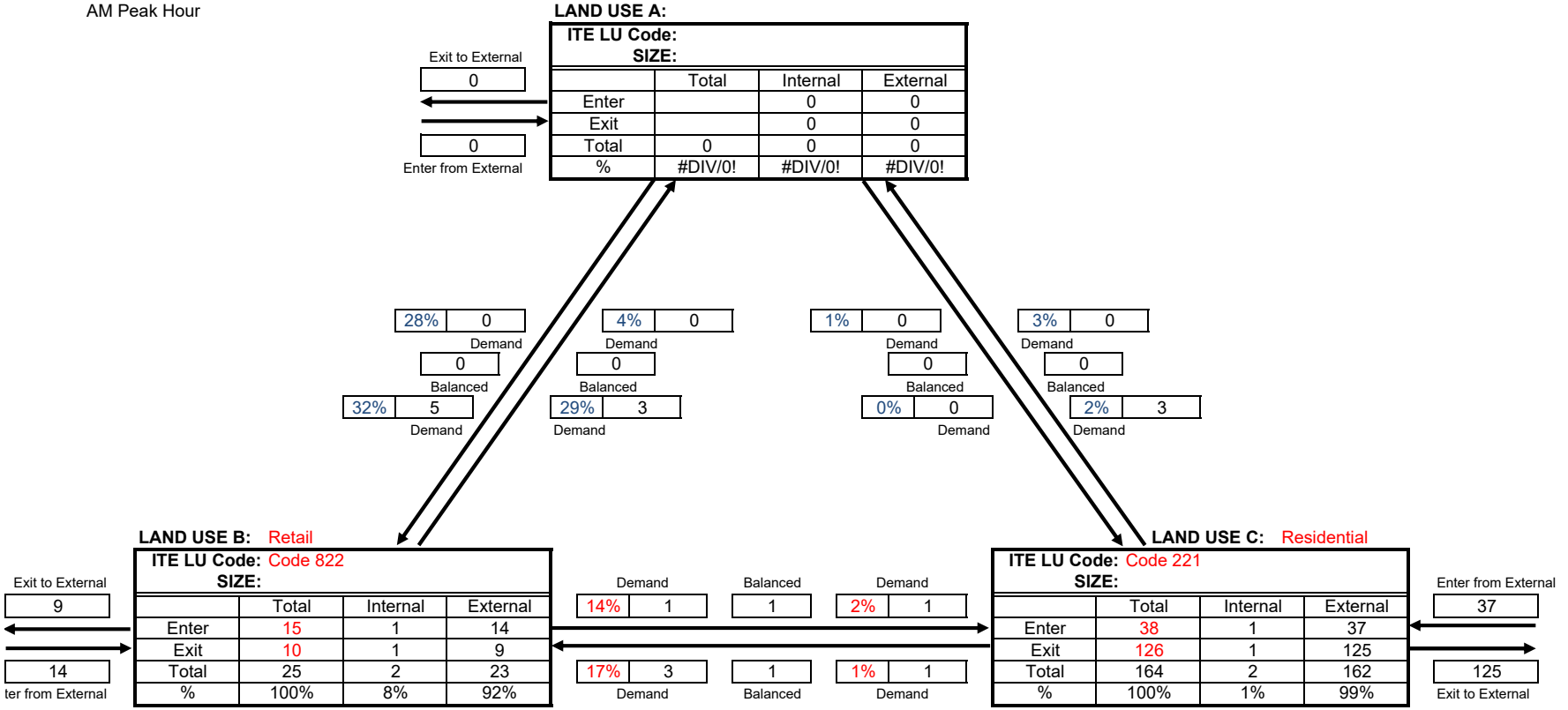
Source: ITE Trip Generation Manual (11th Edition)
ITE Equations were used for the calculations.

TRAFTECH ENGINEERING, INC.

PROPOSED LAND USES

Trip Generation and Internal Capture Summary

Analyst: Vargas
Date: 4-Mar-22
AM Peak Hour



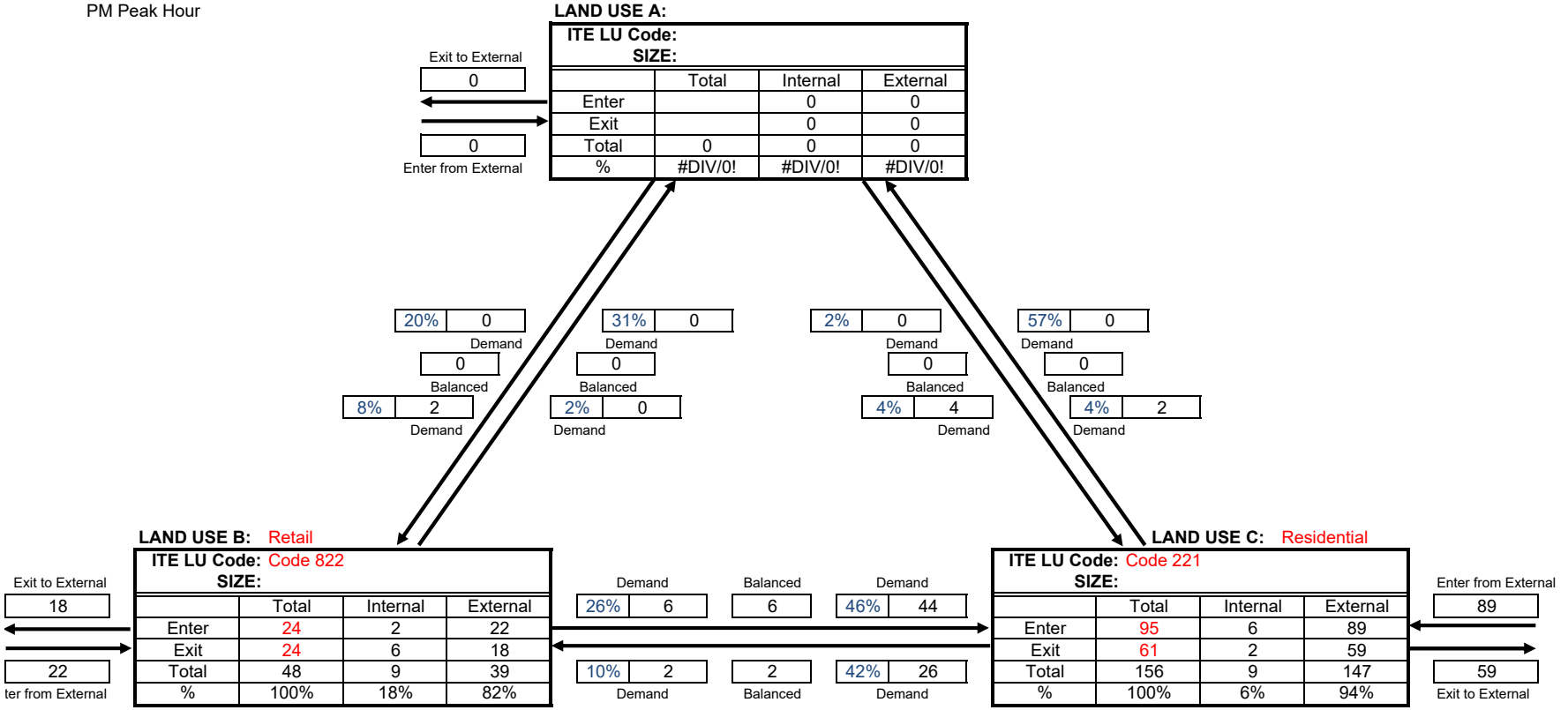
Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	0	14	37	51
Exit	0	9	125	134
Total	0	23	162	185
Single-Use Trip Gen. Est.	0	25	164	189

INTERNAL CAPTURE
2%

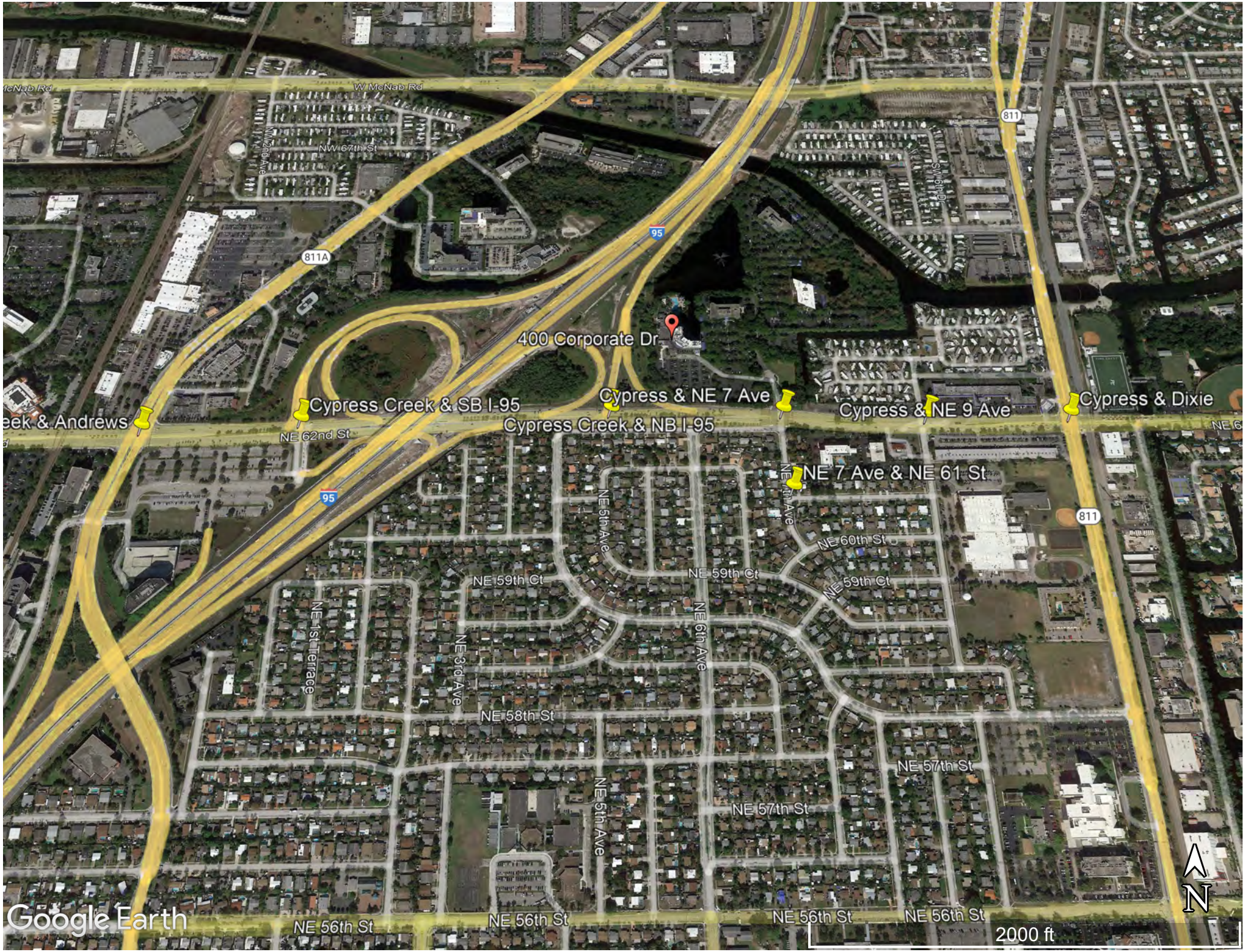
PROPOSED LAND USES

Trip Generation and Internal Capture Summary

Analyst: Vargas
Date: 4-Mar-22
PM Peak Hour



Net External Trips for Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	0	22	89	110	
Exit	0	18	59	76	
Total	0	39	147	187	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	0	48	156	204	8%


W McNab Rd
NW 67th St
811
811A
95
400 Corporate Dr
Cypress & NE 7 Ave
Cypress & NE 9 Ave
Cypress & Dixie
Cypress Creek & SB I-95
Cypress Creek & NB I-95
NE 62nd St
NE 7 Ave & NE 61 St
NE 5th Ave
NE 7th Ave
NE 60th St
NE 59th Ct
NE 1st Terrace
NE 3rd Ave
NE 6th Ave
NE 58th St
NE 57th St
NE 56th St
Google Earth
N
2000 ft

APPENDIX B

Traffic Counts

Traf Tech Engineering Inc.

File Name : 1- Andrews Ave & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Peds & Bikes

	Andrews Ave From North				Cypress Creek Rd From East				Andrews Ave From South				Cypress Creek Rd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
07:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
07:45	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	4
Total	0	0	0	0	1	0	0	2	0	0	0	2	3	0	0	1	9
*** BREAK ***																	
08:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
*** BREAK ***																	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	0	0	3	0	0	2	0	0	0	2	4	0	0	2	13
Apprch %	0	0	0	0	60	0	0	40	0	0	0	100	66.7	0	0	33.3	
Total %	0	0	0	0	23.1	0	0	15.4	0	0	0	15.4	30.8	0	0	15.4	

Traf Tech Engineering Inc.

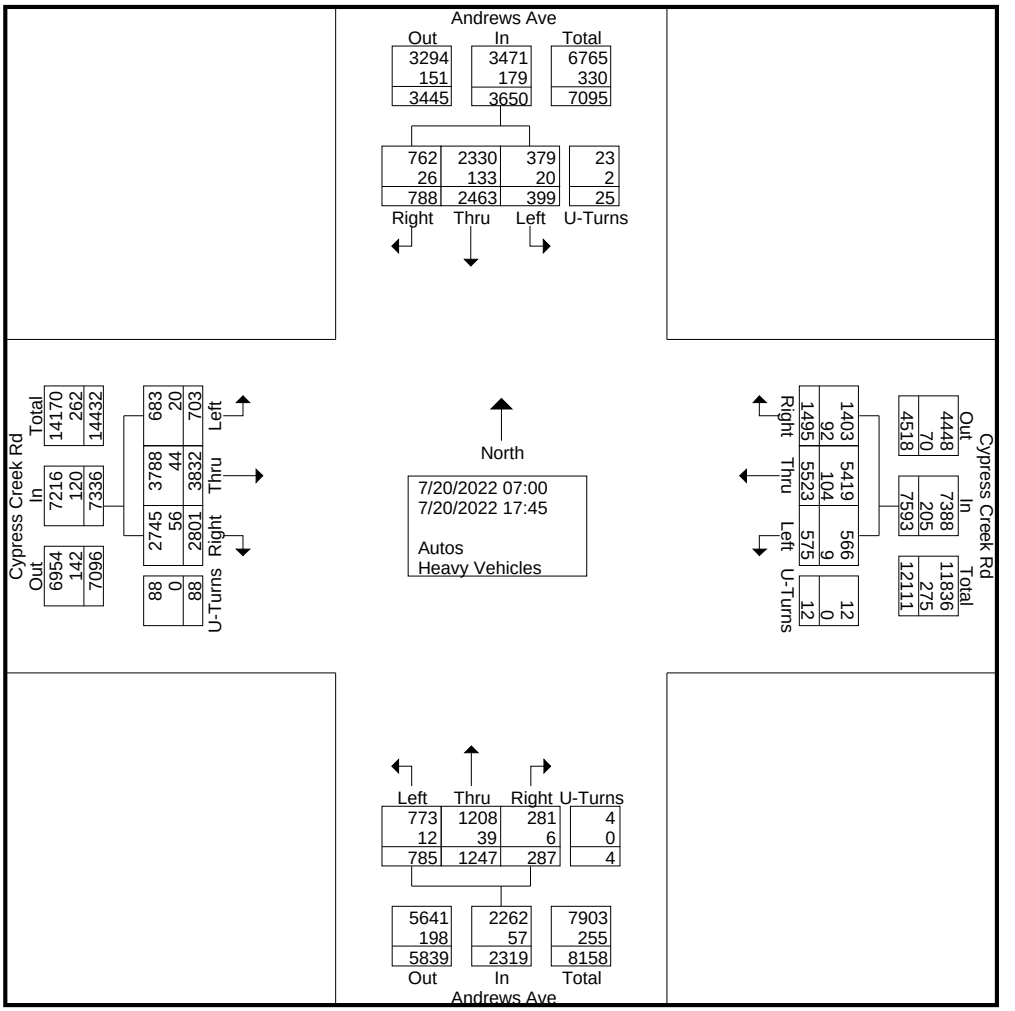
File Name : 1- Andrews Ave & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Andrews Ave From North					Cypress Creek Rd From East					Andrews Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	23	101	9	0	133	101	224	13	0	338	11	49	29	0	89	126	182	33	1	342	902
07:15	34	99	18	0	151	81	259	17	0	357	13	47	32	1	93	221	285	35	4	545	1146
07:30	31	136	19	0	186	108	321	20	1	450	18	78	39	0	135	149	266	36	2	453	1224
07:45	59	132	22	2	215	116	366	31	1	514	18	91	54	0	163	185	273	52	3	513	1405
Total	147	468	68	2	685	406	1170	81	2	1659	60	265	154	1	480	681	1006	156	10	1853	4677
08:00	41	132	21	4	198	106	346	27	1	480	15	56	52	0	123	157	221	31	5	414	1215
08:15	34	129	31	1	195	83	361	35	2	481	17	65	43	1	126	154	246	46	4	450	1252
08:30	40	113	19	0	172	139	404	48	1	592	22	77	49	0	148	175	273	60	4	512	1424
08:45	37	153	17	3	210	136	385	41	1	563	8	59	41	0	108	154	232	33	11	430	1311
Total	152	527	88	8	775	464	1496	151	5	2116	62	257	185	1	505	640	972	170	24	1806	5202
*** BREAK ***																					
16:00	58	163	34	2	257	92	353	26	1	472	15	86	62	0	163	197	224	41	9	471	1363
16:15	59	170	24	2	255	67	320	32	1	420	12	80	40	0	132	154	170	40	7	371	1178
16:30	66	207	26	3	302	72	371	39	1	483	20	81	50	0	151	152	214	49	12	427	1363
16:45	62	150	21	0	233	94	332	33	1	460	23	96	60	0	179	180	223	45	7	455	1327
Total	245	690	105	7	1047	325	1376	130	4	1835	70	343	212	0	625	683	831	175	35	1724	5231
17:00	74	203	43	2	322	77	371	26	0	474	28	84	64	1	177	242	311	55	9	617	1590
17:15	52	206	18	3	279	79	342	46	0	467	24	104	58	0	186	183	268	50	2	503	1435
17:30	70	187	34	2	293	75	386	68	0	529	19	104	62	0	185	195	246	58	2	501	1508
17:45	48	182	43	1	274	69	382	73	1	525	24	90	50	1	165	177	198	39	6	420	1384
Total	244	778	138	8	1168	300	1481	213	1	1995	95	382	234	2	713	797	1023	202	19	2041	5917
Grand Total	788	2463	399	25	3675	1495	5523	575	12	7605	287	1247	785	4	2323	2801	3832	703	88	7424	21027
Apprch %	21.4	67	10.9	0.7		19.7	72.6	7.6	0.2		12.4	53.7	33.8	0.2		37.7	51.6	9.5	1.2		
Total %	3.7	11.7	1.9	0.1	17.5	7.1	26.3	2.7	0.1	36.2	1.4	5.9	3.7	0	11	13.3	18.2	3.3	0.4	35.3	
Autos	762	2330				1403	5419					1208				2745	3788				20464
% Autos	96.7	94.6	95	92	95.1	93.8	98.1	98.4	100	97.3	97.9	96.9	98.5	100	97.5	98	98.9	97.2	100	98.4	97.3
Heavy Vehicles																					
% Heavy Vehicles	3.3	5.4	5	8	4.9	6.2	1.9	1.6	0	2.7	2.1	3.1	1.5	0	2.5	2	1.1	2.8	0	1.6	2.7

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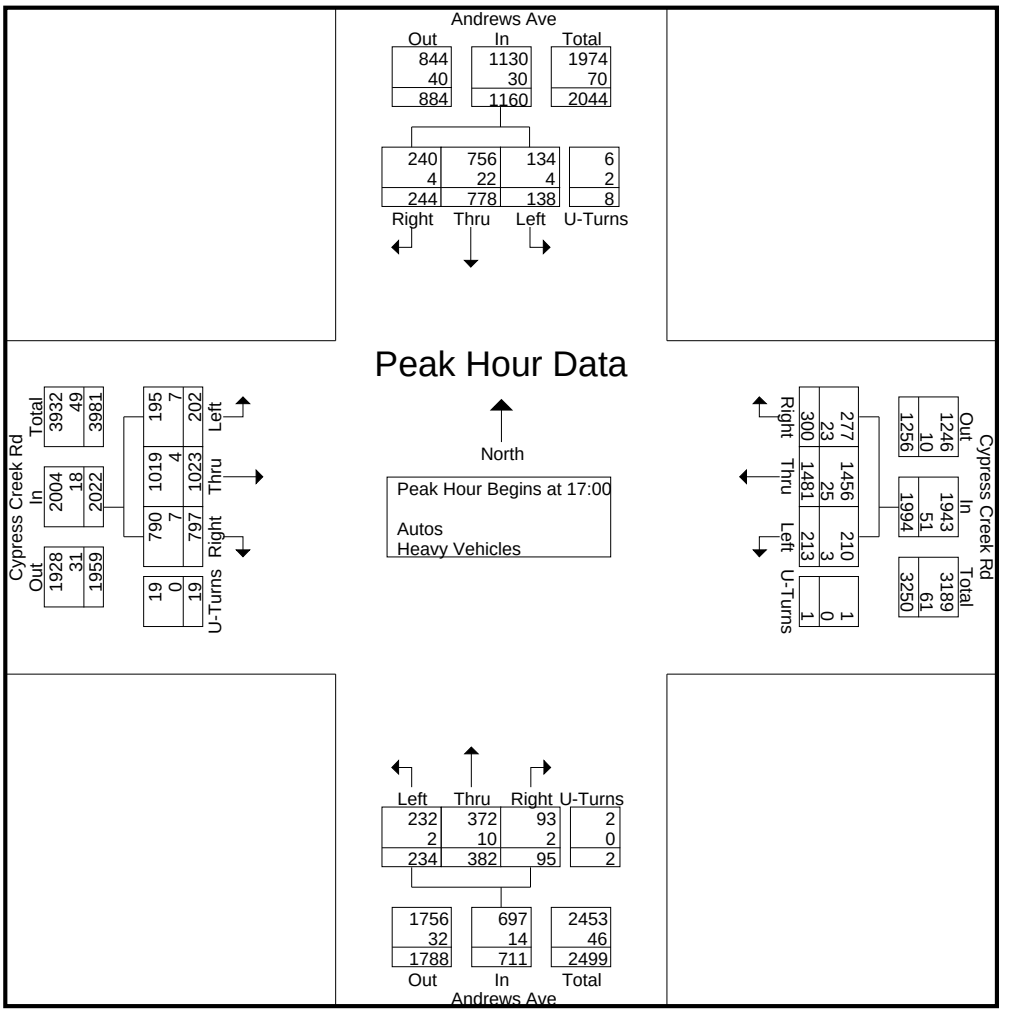
File Name : 1- Andrews Ave & Cypress Creek Rd
Site Code : 00000000
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Traf Tech Engineering Inc.

File Name : 1- Andrews Ave & Cypress Creek Rd
Site Code : 00000000
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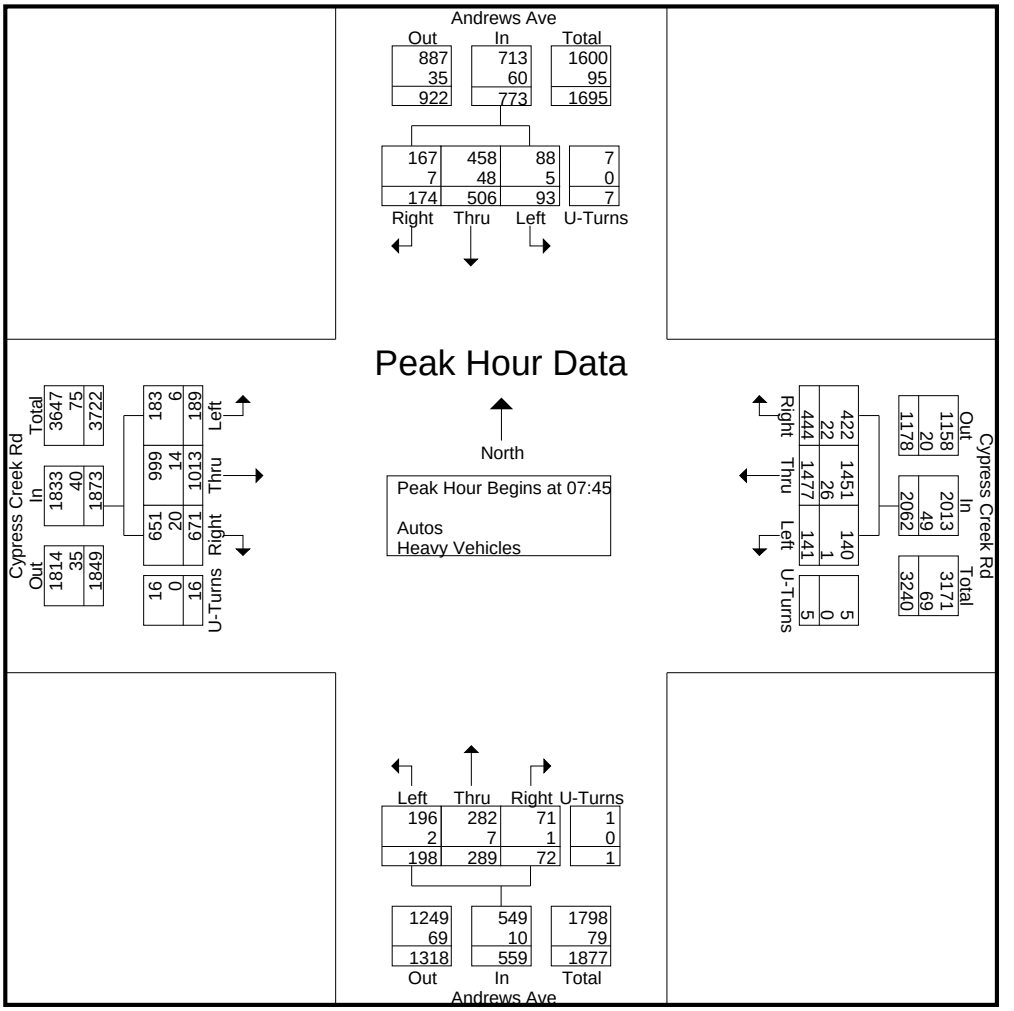
	Andrews Ave From North					Cypress Creek Rd From East					Andrews Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	74	203	43	2	322	77	371	26	0	474	28	84	64	1	177	242	311	55	9	617	1590
17:15	52	206	18	3	279	79	342	46	0	467	24	104	58	0	186	183	268	50	2	503	1435
17:30	70	187	34	2	293	75	386	68	0	529	19	104	62	0	185	195	246	58	2	501	1508
17:45	48	182	43	1	274	69	382	73	1	525	24	90	50	1	165	177	198	39	6	420	1384
Total Volume	244	778	138	8	1168	300	1481	213	1	1995	95	382	234	2	713	797	1023	202	19	2041	5917
% App. Total	20.9	66.6	11.8	0.7		15	74.2	10.7	0.1		13.3	53.6	32.8	0.3		39	50.1	9.9	0.9		
PHF	.824	.944	.802	.667	.907	.949	.959	.729	.250	.943	.848	.918	.914	.500	.958	.823	.822	.871	.528	.827	.930
Autos	240	756	134	6	1136	277	1456										1019				
% Autos	98.4	97.2	97.1	75.0	97.3	92.3	98.3	98.6	100	97.4	97.9	97.4	99.1	100	98.0	99.1	99.6	96.5	100	99.1	98.1
Heavy Vehicles																					
% Heavy Vehicles	1.6	2.8	2.9	25.0	2.7	7.7	1.7	1.4	0	2.6	2.1	2.6	0.9	0	2.0	0.9	0.4	3.5	0	0.9	1.9



Traf Tech Engineering Inc.

File Name : 1- Andrews Ave & Cypress Creek Rd
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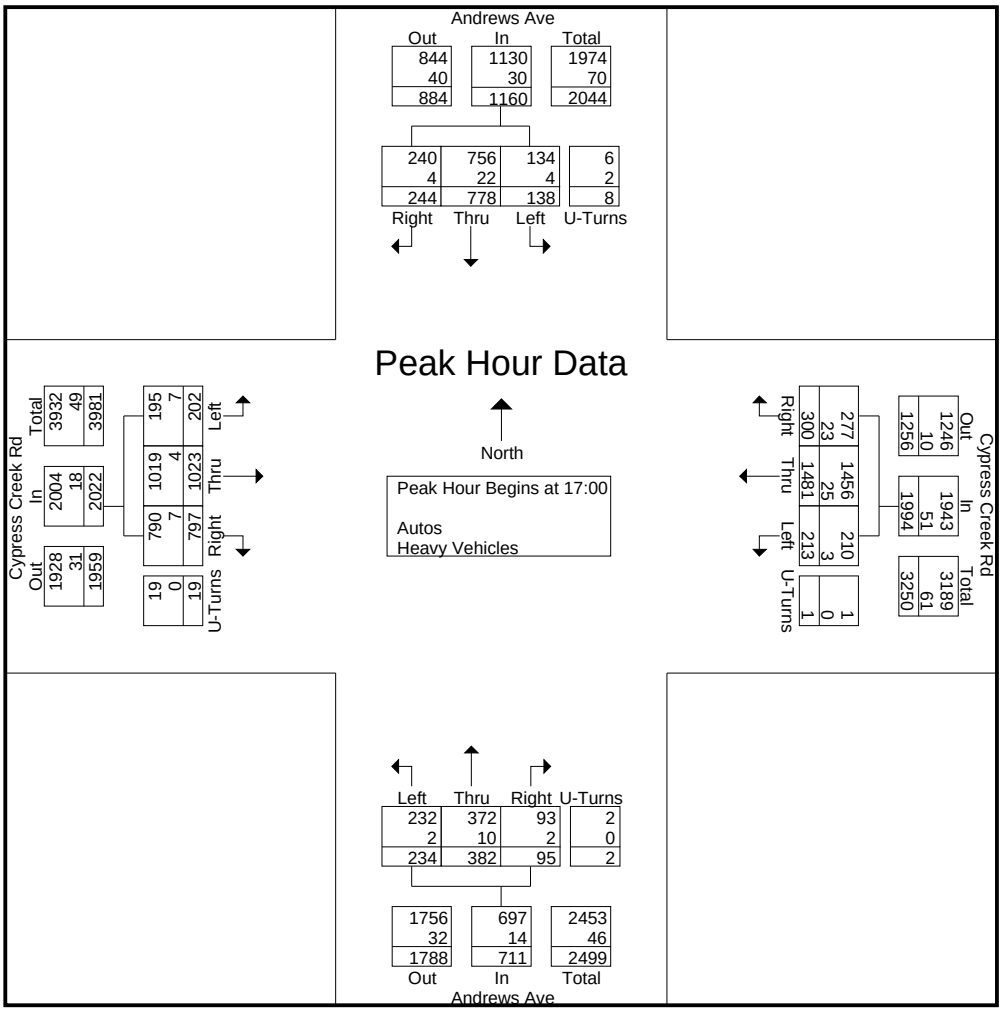
Start Time	Andrews Ave From North					Cypress Creek Rd From East					Andrews Ave From South					Cypress Creek Rd From West					
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	59	132	22	2	215	116	366	31	1	514	18	91	54	0	163	185	273	52	3	513	1405
08:00	41	132	21	4	198	106	346	27	1	480	15	56	52	0	123	157	221	31	5	414	1215
08:15	34	129	31	1	195	83	361	35	2	481	17	65	43	1	126	154	246	46	4	450	1252
08:30	40	113	19	0	172	139	404	48	1	592	22	77	49	0	148	175	273	60	4	512	1424
Total Volume	174	506	93	7	780	444	1477	141	5	2067	72	289	198	1	560	671	1013	189	16	1889	5296
% App. Total	22.3	64.9	11.9	0.9		21.5	71.5	6.8	0.2		12.9	51.6	35.4	0.2		35.5	53.6	10	0.8		
PHF	.737	.958	.750	.438	.907	.799	.914	.734	.625	.873	.818	.794	.917	.250	.859	.907	.928	.788	.800	.921	.930
Autos	167	458	88	7	720	422	1451														
% Autos	96.0	90.5	94.6	100	92.3	95.0	98.2	99.3	100	97.6	98.6	97.6	99.0	100	98.2	97.0	98.6	96.8	100	97.9	97.0
Heavy Vehicles																					
% Heavy Vehicles	4.0	9.5	5.4	0	7.7	5.0	1.8	0.7	0	2.4	1.4	2.4	1.0	0	1.8	3.0	1.4	3.2	0	2.1	3.0



Traf Tech Engineering Inc.

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	Andrews Ave From North					Cypress Creek Rd From East					Andrews Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	74	203	43	2	322	77	371	26	0	474	28	84	64	1	177	242	311	55	9	617	1590
17:15	52	206	18	3	279	79	342	46	0	467	24	104	58	0	186	183	268	50	2	503	1435
17:30	70	187	34	2	293	75	386	68	0	529	19	104	62	0	185	195	246	58	2	501	1508
17:45	48	182	43	1	274	69	382	73	1	525	24	90	50	1	165	177	198	39	6	420	1384
Total Volume	244	778	138	8	1168	300	1481	213	1	1995	95	382	234	2	713	797	1023	202	19	2041	5917
% App. Total	20.9	66.6	11.8	0.7		15	74.2	10.7	0.1		13.3	53.6	32.8	0.3		39	50.1	9.9	0.9		
PHF	.824	.944	.802	.667	.907	.949	.959	.729	.250	.943	.848	.918	.914	.500	.958	.823	.822	.871	.528	.827	.930
Autos	240	756	134	6	1136	277	1456										1019				
% Autos	98.4	97.2	97.1	75.0	97.3	92.3	98.3	98.6	100	97.4	97.9	97.4	99.1	100	98.0	99.1	99.6	96.5	100	99.1	98.1
Heavy Vehicles																					
% Heavy Vehicles	1.6	2.8	2.9	25.0	2.7	7.7	1.7	1.4	0	2.6	2.1	2.6	0.9	0	2.0	0.9	0.4	3.5	0	0.9	1.9



Traf Tech Engineering Inc.

File Name : 2- I-95 SB Ramps & Cypress Creek Rd
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Groups Printed- Peds & Bikes

	I-95 SB Off Ramp From North				Cypress Creek Rd From East				I-95 SB Off Ramp From South				Cypress Creek Rd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
*** BREAK ***																	
Grand Total	1	0	0	0	0	0	0	0	2	0	0	4	0	0	0	0	7
Apprch %	100	0	0	0	0	0	0	0	33.3	0	0	66.7	0	0	0	0	
Total %	14.3	0	0	0	0	0	0	0	28.6	0	0	57.1	0	0	0	0	

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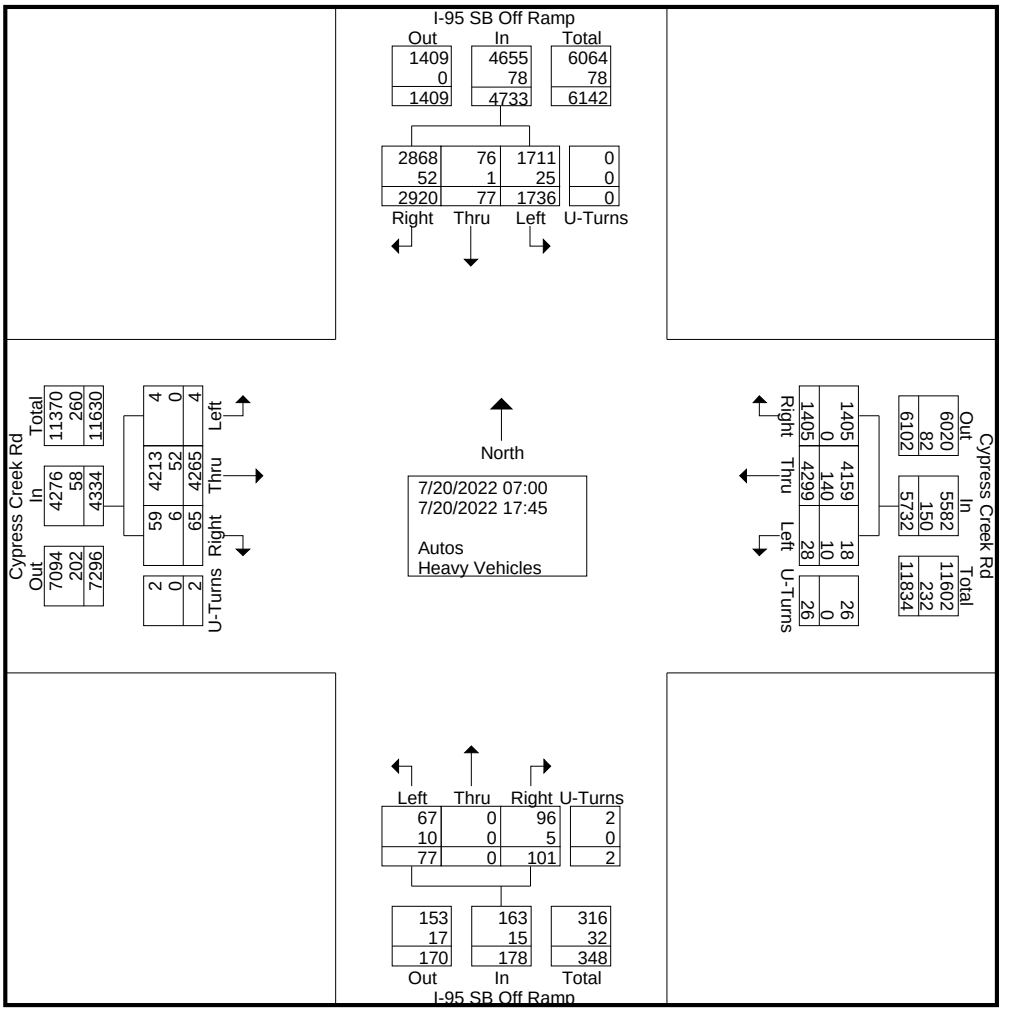
File Name : 2- I-95 SB Ramps & Cypress Creek Rd
Site Code : 00000000
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Groups Printed- Autos - Heavy Vehicles

	I-95 SB Off Ramp From North					Cypress Creek Rd From East					I-95 SB Off Ramp From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	120	2	55	0	177	88	211	1	1	301	3	0	2	0	5	4	206	0	0	210	693
07:15	130	2	80	0	212	105	212	2	0	319	6	0	3	1	10	12	274	0	0	286	827
07:30	164	7	95	0	266	97	270	3	0	370	2	0	2	0	4	2	281	0	0	283	923
07:45	194	7	131	0	332	89	298	1	0	388	8	0	0	0	8	6	284	0	0	290	1018
Total	608	18	361	0	987	379	991	7	1	1378	19	0	7	1	27	24	1045	0	0	1069	3461
08:00	159	8	107	0	274	76	290	2	3	371	3	0	4	0	7	1	250	0	0	251	903
08:15	181	11	100	0	292	88	295	2	1	386	2	0	4	0	6	4	290	4	0	298	982
08:30	207	8	119	0	334	75	310	3	1	389	4	0	8	0	12	3	291	0	0	294	1029
08:45	187	9	119	0	315	96	348	2	3	449	6	0	5	0	11	6	254	0	0	260	1035
Total	734	36	445	0	1215	335	1243	9	8	1595	15	0	21	0	36	14	1085	4	0	1103	3949
*** BREAK ***																					
16:00	175	2	87	0	264	119	265	1	2	387	5	0	3	0	8	5	247	0	0	252	911
16:15	173	3	103	0	279	93	225	1	2	321	4	0	6	0	10	0	195	0	0	195	805
16:30	170	1	106	0	277	78	292	2	1	373	13	0	4	0	17	2	259	0	0	261	928
16:45	188	2	125	0	315	79	265	0	1	345	9	0	7	0	16	3	265	0	1	269	945
Total	706	8	421	0	1135	369	1047	4	6	1426	31	0	20	0	51	10	966	0	1	977	3589
17:00	179	4	118	0	301	107	253	5	7	372	10	0	8	0	18	6	332	0	0	338	1029
17:15	189	4	141	0	334	92	266	1	1	360	7	0	10	0	17	4	292	0	0	296	1007
17:30	238	6	143	0	387	70	261	1	2	334	10	0	4	1	15	3	294	0	0	297	1033
17:45	266	1	107	0	374	53	238	1	1	293	9	0	7	0	16	4	251	0	1	256	939
Total	872	15	509	0	1396	322	1018	8	11	1359	36	0	29	1	66	17	1169	0	1	1187	4008
Grand Total	2920	77	1736	0	4733	1405	4299	28	26	5758	101	0	77	2	180	65	4265	4	2	4336	15007
Apprch %	61.7	1.6	36.7	0		24.4	74.7	0.5	0.5		56.1	0	42.8	1.1		1.5	98.4	0.1	0		
Total %	19.5	0.5	11.6	0	31.5	9.4	28.6	0.2	0.2	38.4	0.7	0	0.5	0	1.2	0.4	28.4	0	0	28.9	
Autos	2868		1711			1405	4159										4213				14706
% Autos	98.2	98.7	98.6	0	98.4	100	96.7	64.3	100	97.4	95	0	87	100	91.7	90.8	98.8	100	100	98.7	98
Heavy Vehicles																					
% Heavy Vehicles	1.8	1.3	1.4	0	1.6	0	3.3	35.7	0	2.6	5	0	13	0	8.3	9.2	1.2	0	0	1.3	2

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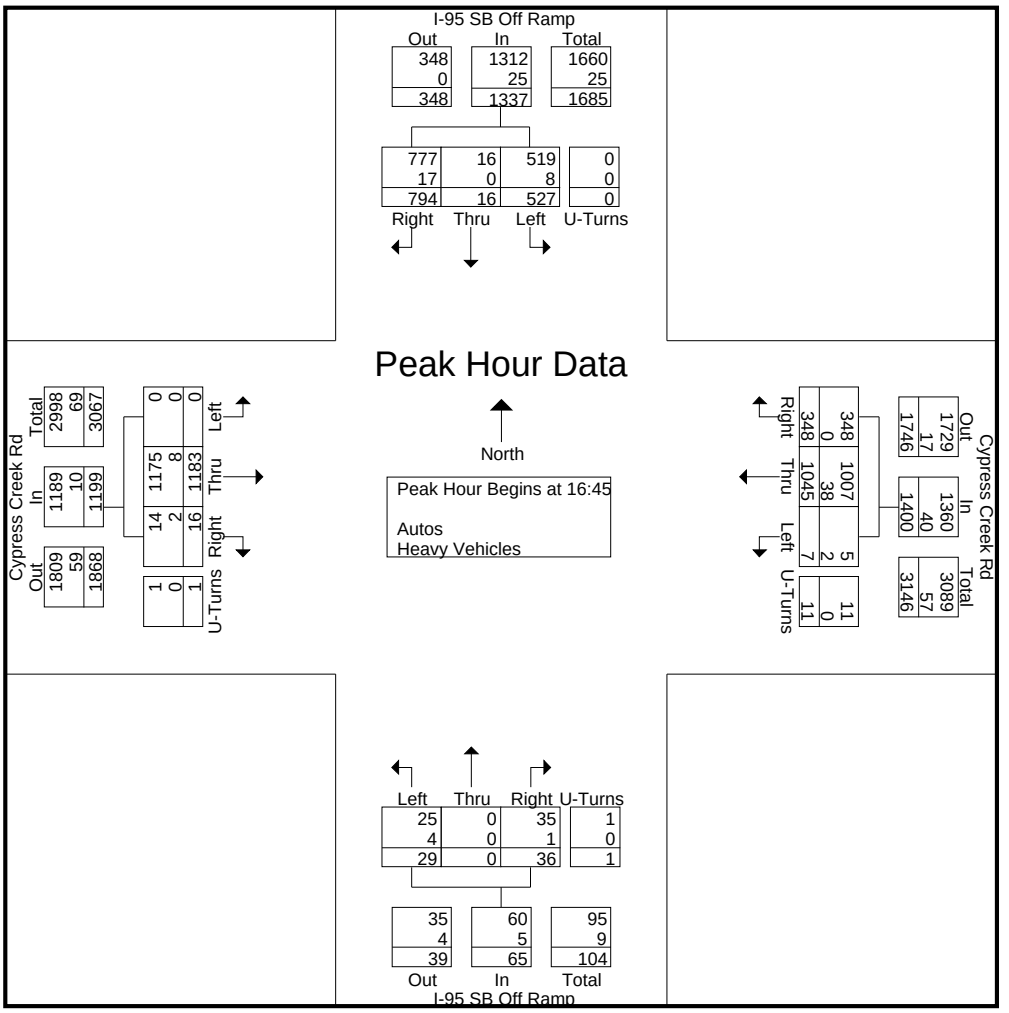
File Name : 2- I-95 SB Ramps & Cypress Creek Rd
Site Code : 00000000
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File Name : 2- I-95 SB Ramps & Cypress Creek Rd
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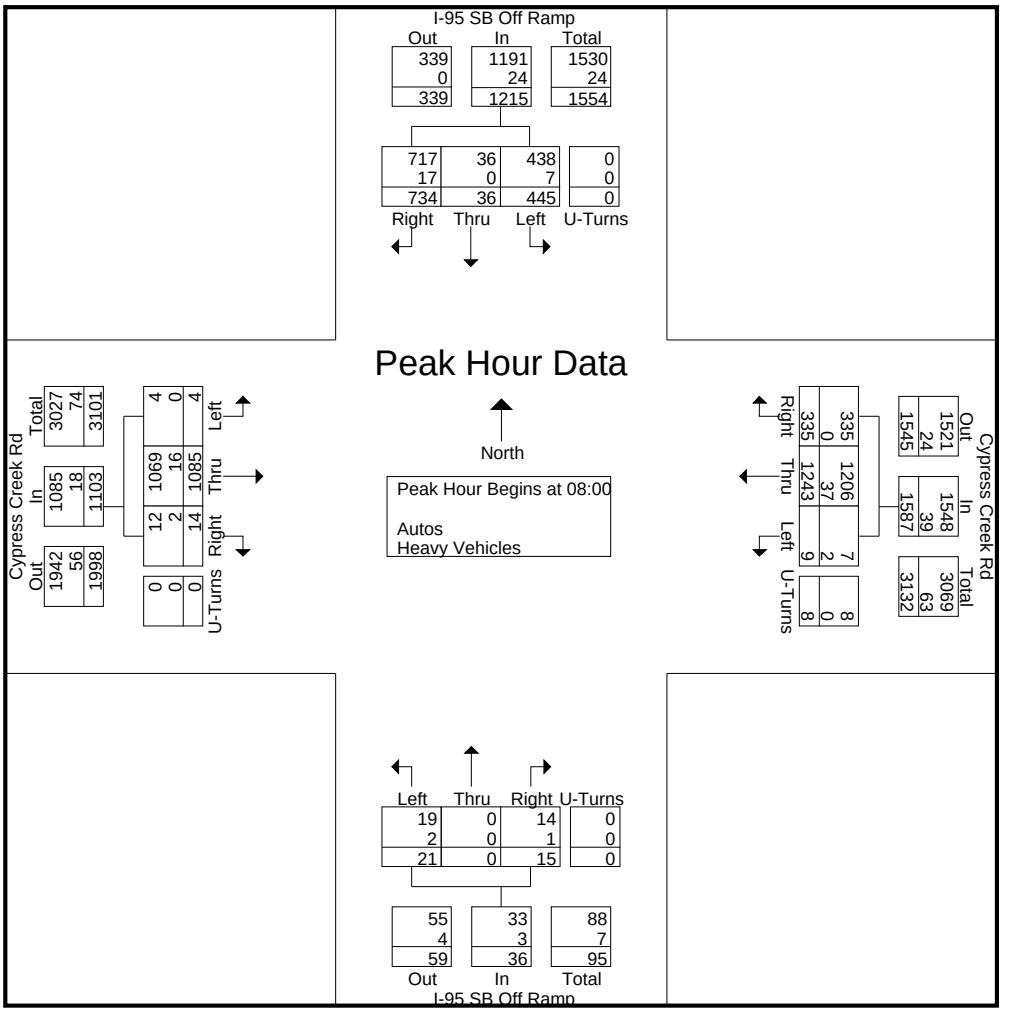
	I-95 SB Off Ramp From North					Cypress Creek Rd From East					I-95 SB Off Ramp From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	188	2	125	0	315	79	265	0	1	345	9	0	7	0	16	3	265	0	1	269	945
17:00	179	4	118	0	301	107	253	5	7	372	10	0	8	0	18	6	332	0	0	338	1029
17:15	189	4	141	0	334	92	266	1	1	360	7	0	10	0	17	4	292	0	0	296	1007
17:30	238	6	143	0	387	70	261	1	2	334	10	0	4	1	15	3	294	0	0	297	1033
Total Volume	794	16	527	0	1337	348	1045	7	11	1411	36	0	29	1	66	16	1183	0	1	1200	4014
% App. Total	59.4	1.2	39.4	0		24.7	74.1	0.5	0.8		54.5	0	43.9	1.5		1.3	98.6	0	0.1		
PHF	.834	.667	.921	.000	.864	.813	.982	.350	.393	.948	.900	.000	.725	.250	.917	.667	.891	.000	.250	.888	.971
Autos	777	16	519	0	1312	348	1007										1175				
% Autos	97.9	100	98.5	0	98.1	100	96.4	71.4	100	97.2	97.2	0	86.2	100	92.4	87.5	99.3	0	100	99.2	98.0
Heavy Vehicles																					
% Heavy Vehicles	2.1	0	1.5	0	1.9	0	3.6	28.6	0	2.8	2.8	0	13.8	0	7.6	12.5	0.7	0	0	0.8	2.0



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File Name : 2- I-95 SB Ramps & Cypress Creek Rd
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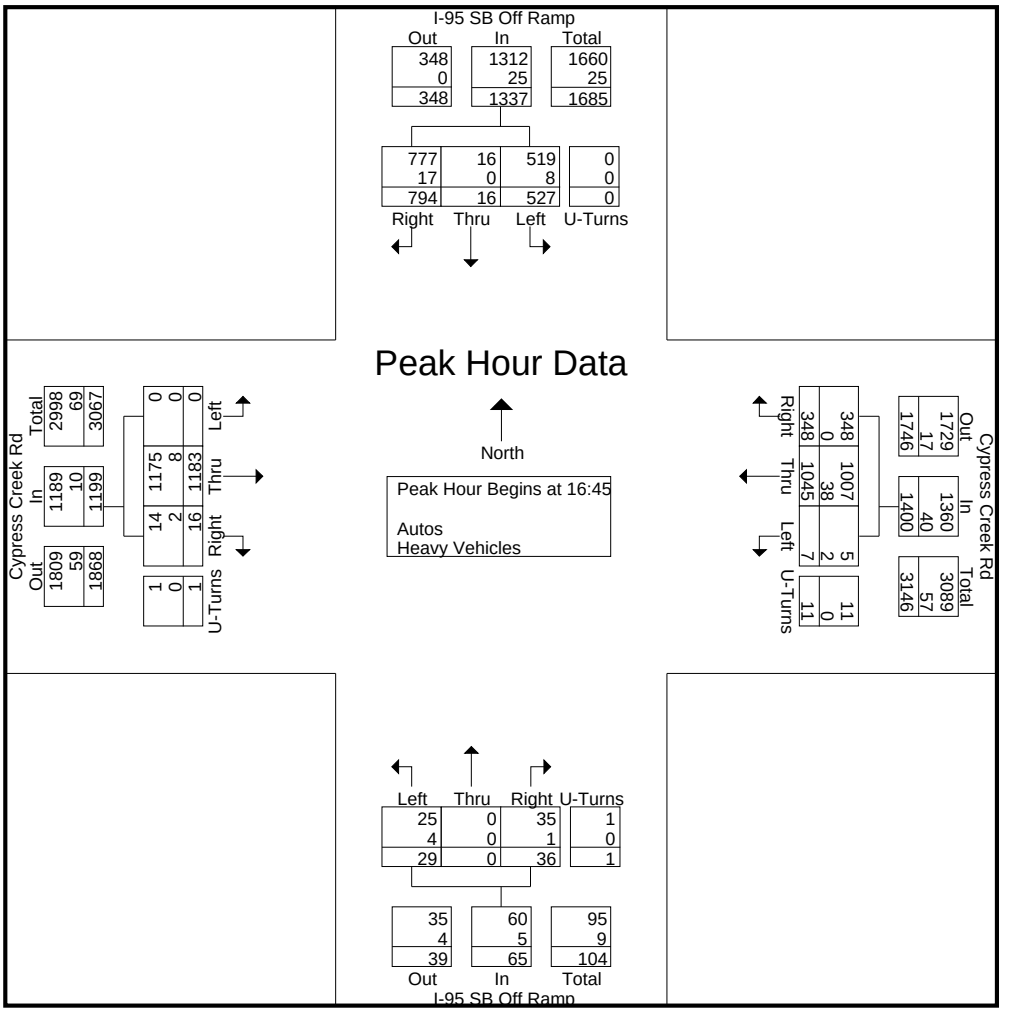
	I-95 SB Off Ramp From North					Cypress Creek Rd From East					I-95 SB Off Ramp From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	159	8	107	0	274	76	290	2	3	371	3	0	4	0	7	1	250	0	0	251	903
08:15	181	11	100	0	292	88	295	2	1	386	2	0	4	0	6	4	290	4	0	298	982
08:30	207	8	119	0	334	75	310	3	1	389	4	0	8	0	12	3	291	0	0	294	1029
08:45	187	9	119	0	315	96	348	2	3	449	6	0	5	0	11	6	254	0	0	260	1035
Total Volume	734	36	445	0	1215	335	1243	9	8	1595	15	0	21	0	36	14	1085	4	0	1103	3949
% App. Total	60.4	3	36.6	0		21	77.9	0.6	0.5		41.7	0	58.3	0		1.3	98.4	0.4	0		
PHF	.886	.818	.935	.000	.909	.872	.893	.750	.667	.888	.625	.000	.656	.000	.750	.583	.932	.250	.000	.925	.954
Autos	717	36	438	0	1191	335	1206										1069				
% Autos	97.7	100	98.4	0	98.0	100	97.0	77.8	100	97.6	93.3	0	90.5	0	91.7	85.7	98.5	100	0	98.4	97.9
Heavy Vehicles																					
% Heavy Vehicles	2.3	0	1.6	0	2.0	0	3.0	22.2	0	2.4	6.7	0	9.5	0	8.3	14.3	1.5	0	0	1.6	2.1



Traf Tech Engineering Inc.

File Name : 2- I-95 SB Ramps & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 5

	I-95 SB Off Ramp From North					Cypress Creek Rd From East					I-95 SB Off Ramp From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	188	2	125	0	315	79	265	0	1	345	9	0	7	0	16	3	265	0	1	269	945
17:00	179	4	118	0	301	107	253	5	7	372	10	0	8	0	18	6	332	0	0	338	1029
17:15	189	4	141	0	334	92	266	1	1	360	7	0	10	0	17	4	292	0	0	296	1007
17:30	238	6	143	0	387	70	261	1	2	334	10	0	4	1	15	3	294	0	0	297	1033
Total Volume	794	16	527	0	1337	348	1045	7	11	1411	36	0	29	1	66	16	1183	0	1	1200	4014
% App. Total	59.4	1.2	39.4	0		24.7	74.1	0.5	0.8		54.5	0	43.9	1.5		1.3	98.6	0	0.1		
PHF	.834	.667	.921	.000	.864	.813	.982	.350	.393	.948	.900	.000	.725	.250	.917	.667	.891	.000	.250	.888	.971
Autos	777	16	519	0	1312	348	1007										1175				
% Autos	97.9	100	98.5	0	98.1	100	96.4	71.4	100	97.2	97.2	0	86.2	100	92.4	87.5	99.3	0	100	99.2	98.0
Heavy Vehicles																					
% Heavy Vehicles	2.1	0	1.5	0	1.9	0	3.6	28.6	0	2.8	2.8	0	13.8	0	7.6	12.5	0.7	0	0	0.8	2.0



Traf Tech Engineering Inc.

File Name : 3- I-95 NB Ramps & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Peds & Bikes

	I-95 NB On Ramp From North				Cypress Creek Rd From East				I-95 NB On Ramp From South				Cypress Creek Rd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

Traf Tech Engineering Inc.

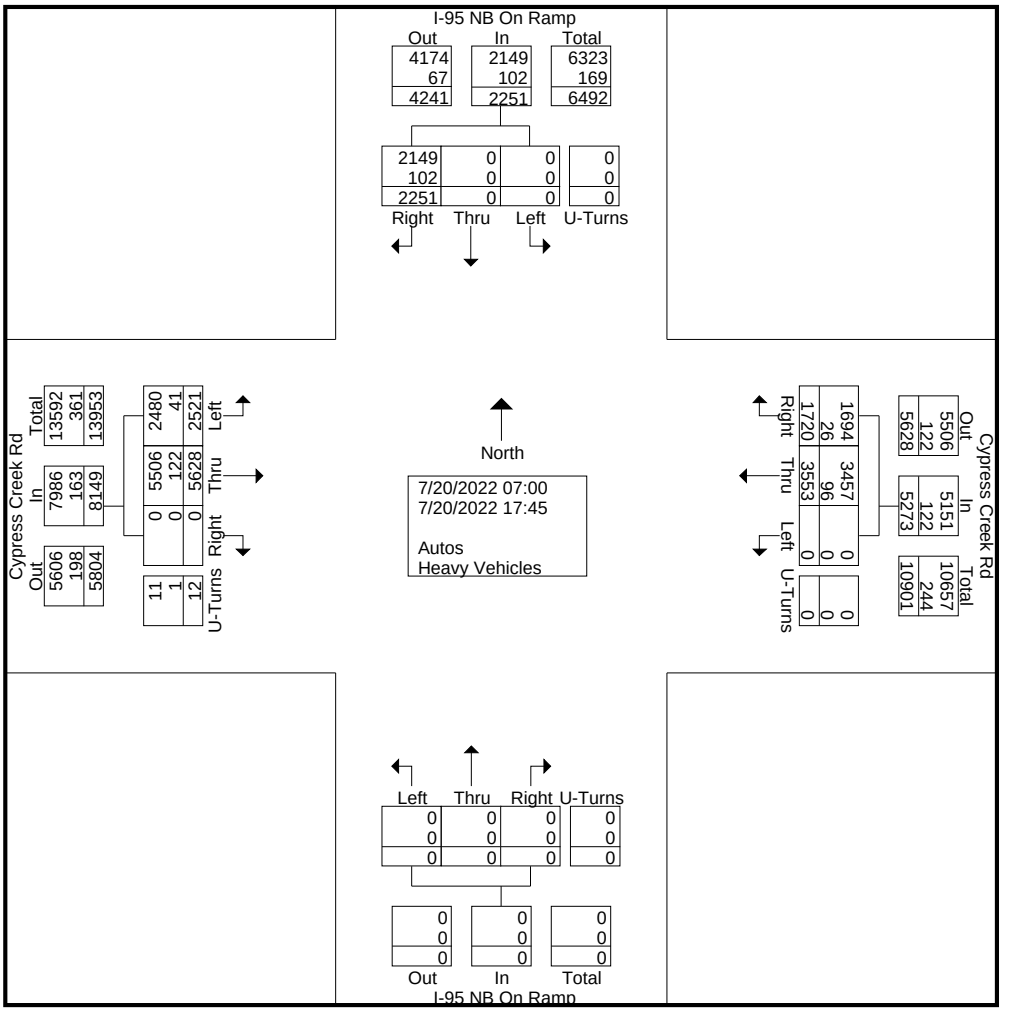
File Name : 3- I-95 NB Ramps & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	I-95 NB On Ramp From North					Cypress Creek Rd From East					I-95 NB On Ramp From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	121	0	0	0	121	43	197	0	0	240	0	0	0	0	0	0	238	157	0	395	756
07:15	148	0	0	0	148	69	184	0	0	253	0	0	0	0	0	0	288	170	0	458	859
07:30	151	0	0	0	151	65	222	0	0	287	0	0	0	0	0	0	301	201	0	502	940
07:45	181	0	0	0	181	72	212	0	0	284	0	0	0	0	0	0	405	155	0	560	1025
Total	601	0	0	0	601	249	815	0	0	1064	0	0	0	0	0	0	1232	683	0	1915	3580
08:00	189	0	0	0	189	89	183	0	0	272	0	0	0	0	0	0	364	157	0	521	982
08:15	184	0	0	0	184	108	206	0	0	314	0	0	0	0	0	0	414	145	1	560	1058
08:30	199	0	0	0	199	83	193	0	0	276	0	0	0	0	0	0	428	186	2	616	1091
08:45	221	0	0	0	221	76	231	0	0	307	0	0	0	0	0	0	365	125	2	492	1020
Total	793	0	0	0	793	356	813	0	0	1169	0	0	0	0	0	0	1571	613	5	2189	4151
*** BREAK ***																					
16:00	113	0	0	0	113	97	274	0	0	371	0	0	0	0	0	0	311	143	3	457	941
16:15	95	0	0	0	95	134	226	0	0	360	0	0	0	0	0	0	294	107	1	402	857
16:30	127	0	0	0	127	135	246	0	0	381	0	0	0	0	0	0	338	150	1	489	997
16:45	120	0	0	0	120	147	225	0	0	372	0	0	0	0	0	0	383	130	0	513	1005
Total	455	0	0	0	455	513	971	0	0	1484	0	0	0	0	0	0	1326	530	5	1861	3800
17:00	95	0	0	0	95	149	277	0	0	426	0	0	0	0	0	0	375	197	0	572	1093
17:15	120	0	0	0	120	129	241	0	0	370	0	0	0	0	0	0	418	177	0	595	1085
17:30	90	0	0	0	90	168	242	0	0	410	0	0	0	0	0	0	385	180	0	565	1065
17:45	97	0	0	0	97	156	194	0	0	350	0	0	0	0	0	0	321	141	2	464	911
Total	402	0	0	0	402	602	954	0	0	1556	0	0	0	0	0	0	1499	695	2	2196	4154
Grand Total	2251	0	0	0	2251	1720	3553	0	0	5273	0	0	0	0	0	0	5628	2521	12	8161	15685
Apprch %	100	0	0	0		32.6	67.4	0	0		0	0	0	0		0	69	30.9	0.1		
Total %	14.4	0	0	0	14.4	11	22.7	0	0	33.6	0	0	0	0	0	0	35.9	16.1	0.1	52	
Autos	2149					1694	3457										5506	2480			15297
% Autos	95.5	0	0	0	95.5	98.5	97.3	0	0	97.7	0	0	0	0	0	0	97.8	98.4	91.7	98	97.5
Heavy Vehicles																					
% Heavy Vehicles	4.5	0	0	0	4.5	1.5	2.7	0	0	2.3	0	0	0	0	0	0	2.2	1.6	8.3	2	2.5

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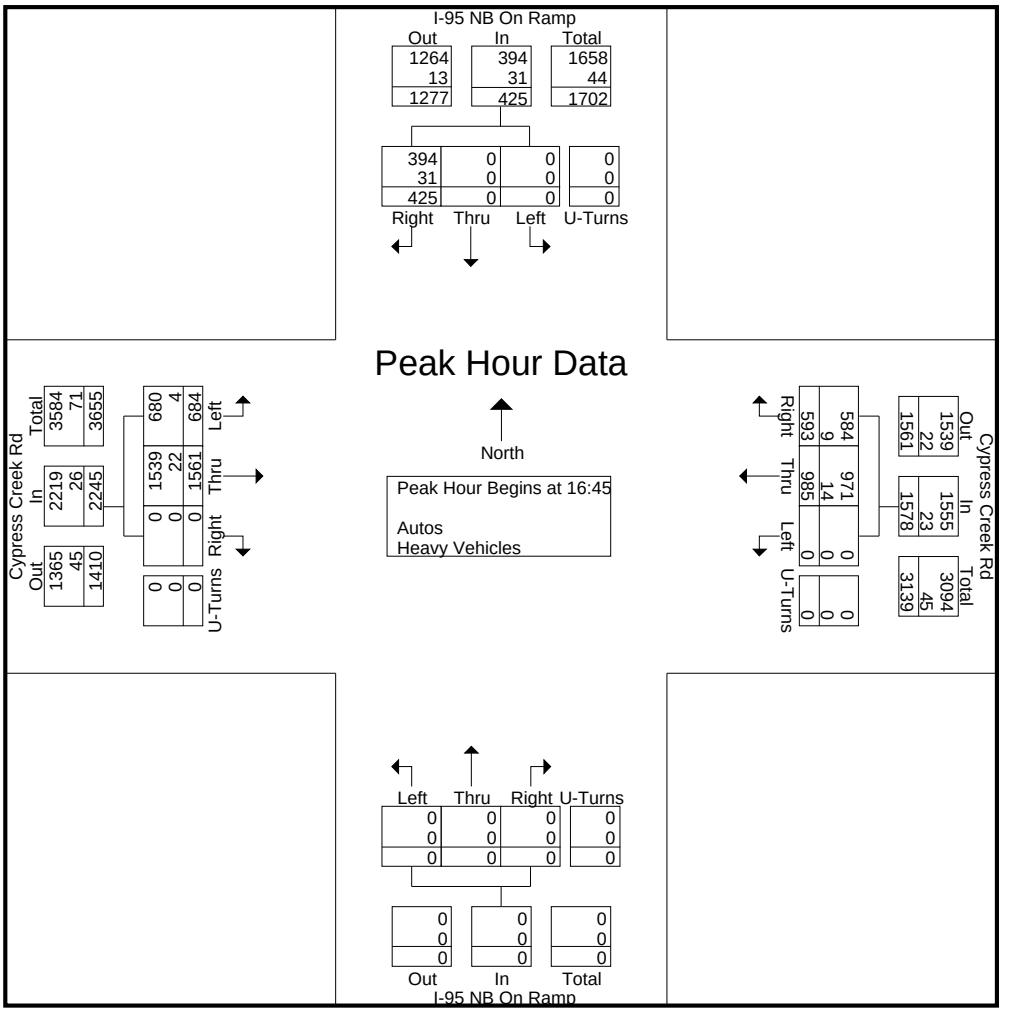
File Name : 3- I-95 NB Ramps & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 2



Traf Tech Engineering Inc.

File Name : 3- I-95 NB Ramps & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 3

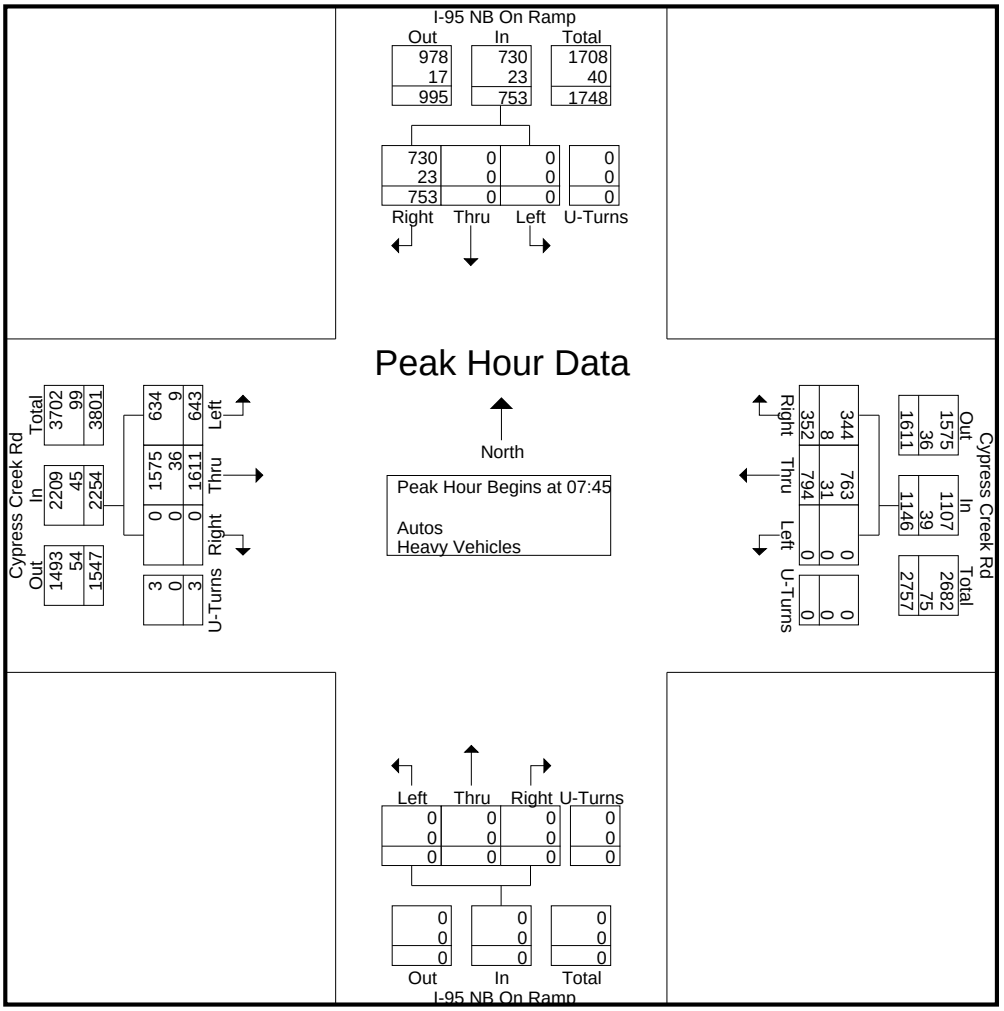
	I-95 NB On Ramp From North					Cypress Creek Rd From East					I-95 NB On Ramp From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	120	0	0	0	120	147	225	0	0	372	0	0	0	0	0	0	383	130	0	513	1005
17:00	95	0	0	0	95	149	277	0	0	426	0	0	0	0	0	0	375	197	0	572	1093
17:15	120	0	0	0	120	129	241	0	0	370	0	0	0	0	0	0	418	177	0	595	1085
17:30	90	0	0	0	90	168	242	0	0	410	0	0	0	0	0	0	385	180	0	565	1065
Total Volume	425	0	0	0	425	593	985	0	0	1578	0	0	0	0	0	0	1561	684	0	2245	4248
% App. Total	100	0	0	0		37.6	62.4	0	0		0	0	0	0		0	69.5	30.5	0		
PHF	.885	.000	.000	.000	.885	.882	.889	.000	.000	.926	.000	.000	.000	.000	.000	.000	.934	.868	.000	.943	.972
Autos	394	0	0	0	394	584	971	0	0	1555	0	0	0	0	0	0	1539				
% Autos	92.7	0	0	0	92.7	98.5	98.6	0	0	98.5	0	0	0	0	0	0	98.6	99.4	0	98.8	98.1
Heavy Vehicles																					
% Heavy Vehicles	7.3	0	0	0	7.3	1.5	1.4	0	0	1.5	0	0	0	0	0	0	1.4	0.6	0	1.2	1.9



Traf Tech Engineering Inc.

File Name : 3- I-95 NB Ramps & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 4

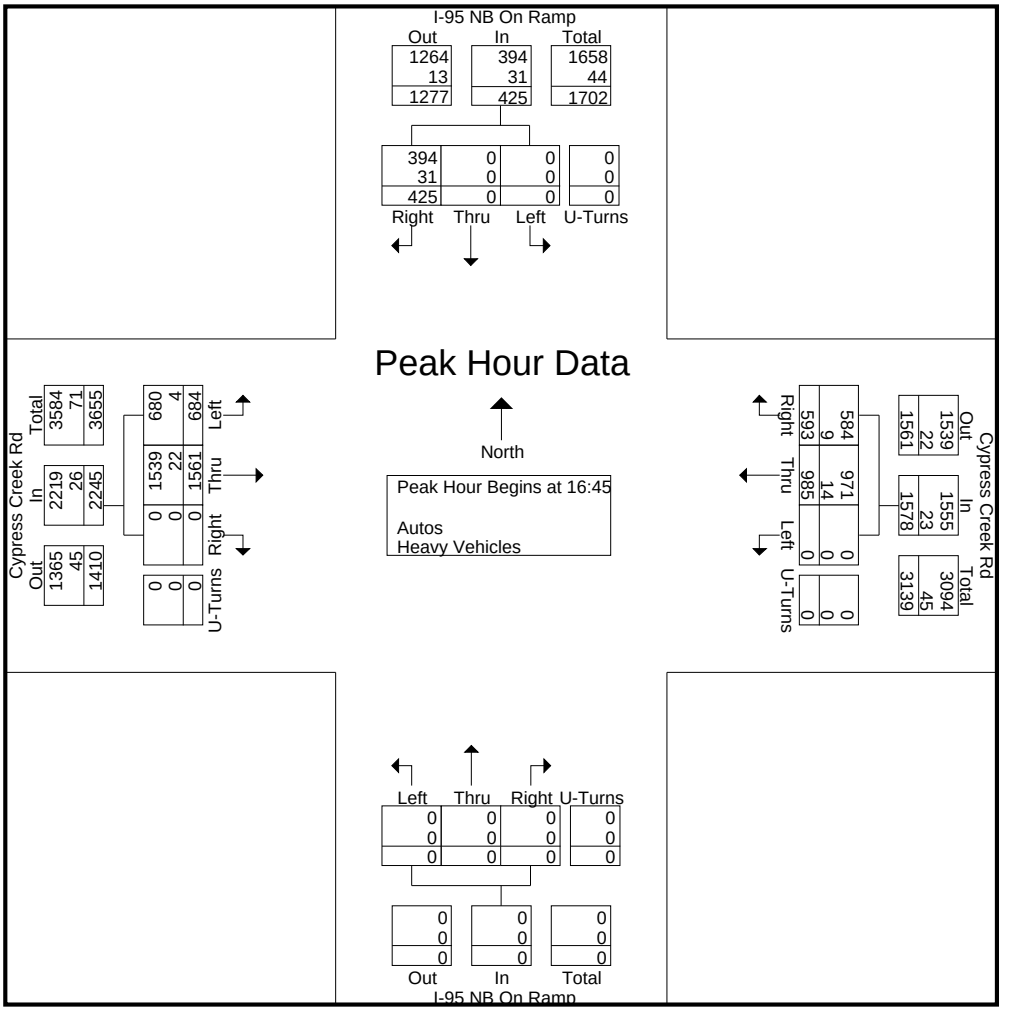
	I-95 NB On Ramp From North					Cypress Creek Rd From East					I-95 NB On Ramp From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	181	0	0	0	181	72	212	0	0	284	0	0	0	0	0	0	405	155	0	560	1025
08:00	189	0	0	0	189	89	183	0	0	272	0	0	0	0	0	0	364	157	0	521	982
08:15	184	0	0	0	184	108	206	0	0	314	0	0	0	0	0	0	414	145	1	560	1058
08:30	199	0	0	0	199	83	193	0	0	276	0	0	0	0	0	0	428	186	2	616	1091
Total Volume	753	0	0	0	753	352	794	0	0	1146	0	0	0	0	0	0	1611	643	3	2257	4156
% App. Total	100	0	0	0		30.7	69.3	0	0		0	0	0	0		0	71.4	28.5	0.1		
PHF	.946	.000	.000	.000	.946	.815	.936	.000	.000	.912	.000	.000	.000	.000	.000	.000	.941	.864	.375	.916	.952
Autos	730	0	0	0	730	344	763	0	0	1107	0	0	0	0	0	0	1575				
% Autos	96.9	0	0	0	96.9	97.7	96.1	0	0	96.6	0	0	0	0	0	0	97.8	98.6	100	98.0	97.4
Heavy Vehicles																					
% Heavy Vehicles	3.1	0	0	0	3.1	2.3	3.9	0	0	3.4	0	0	0	0	0	0	2.2	1.4	0	2.0	2.6



Traf Tech Engineering Inc.

File Name : 3- I-95 NB Ramps & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 5

	I-95 NB On Ramp From North					Cypress Creek Rd From East					I-95 NB On Ramp From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	120	0	0	0	120	147	225	0	0	372	0	0	0	0	0	0	383	130	0	513	1005
17:00	95	0	0	0	95	149	277	0	0	426	0	0	0	0	0	0	375	197	0	572	1093
17:15	120	0	0	0	120	129	241	0	0	370	0	0	0	0	0	0	418	177	0	595	1085
17:30	90	0	0	0	90	168	242	0	0	410	0	0	0	0	0	0	385	180	0	565	1065
Total Volume	425	0	0	0	425	593	985	0	0	1578	0	0	0	0	0	0	1561	684	0	2245	4248
% App. Total	100	0	0	0		37.6	62.4	0	0		0	0	0	0		0	69.5	30.5	0		
PHF	.885	.000	.000	.000	.885	.882	.889	.000	.000	.926	.000	.000	.000	.000	.000	.000	.934	.868	.000	.943	.972
Autos	394	0	0	0	394	584	971	0	0	1555	0	0	0	0	0	0	1539				
% Autos	92.7	0	0	0	92.7	98.5	98.6	0	0	98.5	0	0	0	0	0	0	98.6	99.4	0	98.8	98.1
Heavy Vehicles																					
% Heavy Vehicles	7.3	0	0	0	7.3	1.5	1.4	0	0	1.5	0	0	0	0	0	0	1.4	0.6	0	1.2	1.9



Traf Tech Engineering Inc.

File Name : 4- NE 7th Ave &Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Peds & Bikes

	NE 7th Ave From North				Cypress Creek Rd From East				NE 7th Ave From South				Cypress Creek Rd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	1	1	0	0	0	0	0	0	2	7
*** BREAK ***																	
08:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	4
*** BREAK ***																	
16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
17:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	6
Grand Total	2	0	0	0	7	0	0	2	1	0	0	0	1	0	0	5	18
Apprch %	100	0	0	0	77.8	0	0	22.2	100	0	0	0	16.7	0	0	83.3	
Total %	11.1	0	0	0	38.9	0	0	11.1	5.6	0	0	0	5.6	0	0	27.8	

Traf Tech Engineering Inc.

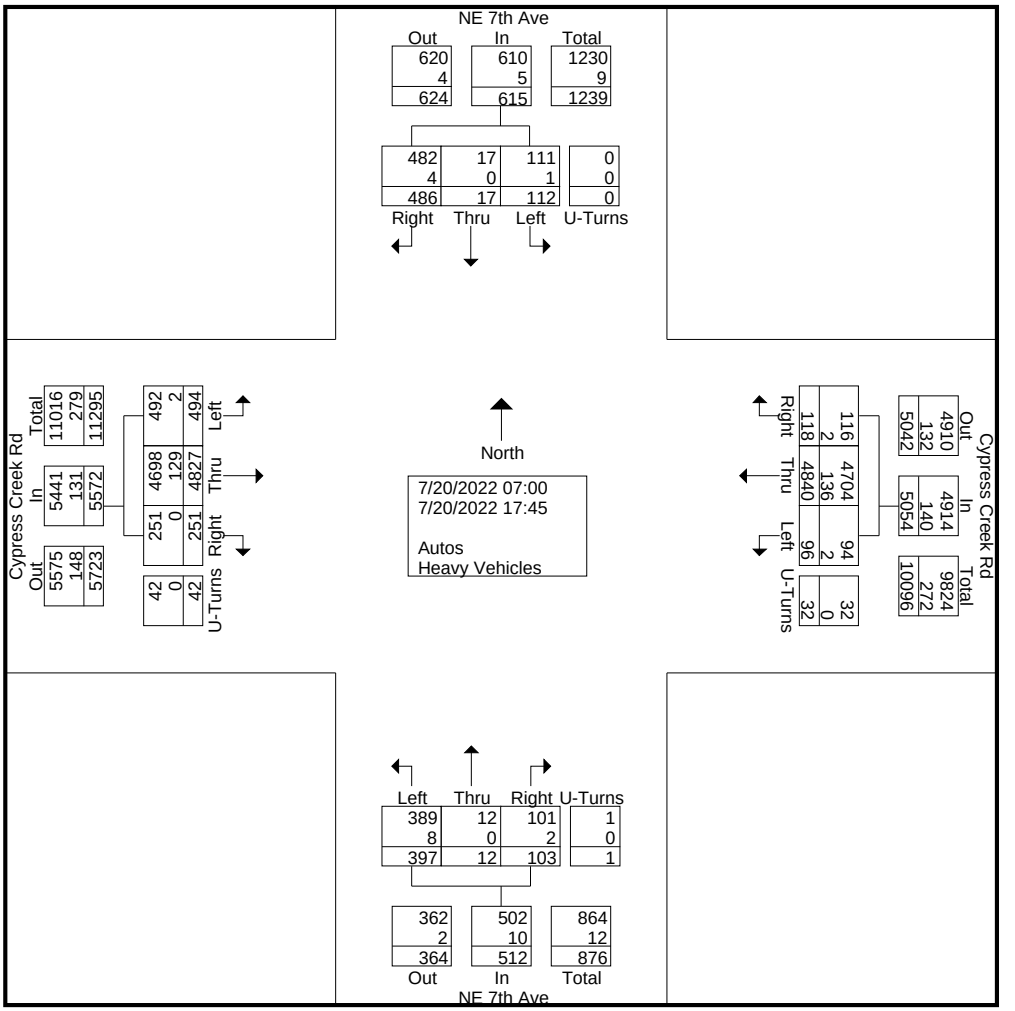
File Name : 4- NE 7th Ave &Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NE 7th Ave From North					Cypress Creek Rd From East					NE 7th Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	11	0	0	0	11	5	269	5	0	279	8	1	17	0	26	7	223	17	0	247	563
07:15	11	0	2	0	13	7	255	2	0	264	2	0	26	0	28	2	273	26	2	303	608
07:30	16	0	1	0	17	10	302	5	3	320	5	0	28	0	33	4	264	51	0	319	689
07:45	7	0	5	0	12	13	276	6	6	301	4	1	37	0	42	6	334	62	4	406	761
Total	45	0	8	0	53	35	1102	18	9	1164	19	2	108	0	129	19	1094	156	6	1275	2621
08:00	19	1	3	0	23	10	261	5	4	280	8	1	28	0	37	7	298	51	5	361	701
08:15	16	2	3	0	21	6	287	5	0	298	4	4	20	0	28	5	325	56	4	390	737
08:30	20	0	5	0	25	13	259	0	1	273	9	2	20	0	31	8	344	52	3	407	736
08:45	18	0	4	0	22	11	298	6	4	319	8	0	21	0	29	9	312	61	0	382	752
Total	73	3	15	0	91	40	1105	16	9	1170	29	7	89	0	125	29	1279	220	12	1540	2926
*** BREAK ***																					
16:00	41	0	11	0	52	7	357	7	5	376	3	0	17	0	20	18	307	13	1	339	787
16:15	23	0	4	0	27	2	323	5	1	331	5	0	11	0	16	16	269	12	1	298	672
16:30	36	1	12	0	49	8	341	5	2	356	9	0	29	0	38	18	297	7	4	326	769
16:45	38	1	8	0	47	2	334	8	0	344	9	1	19	0	29	22	340	18	2	382	802
Total	138	2	35	0	175	19	1355	25	8	1407	26	1	76	0	103	74	1213	50	8	1345	3030
17:00	70	4	14	0	88	3	354	6	1	364	7	0	35	0	42	27	351	14	5	397	891
17:15	37	5	10	0	52	10	308	10	1	329	6	0	31	1	38	30	299	14	7	350	769
17:30	79	2	17	0	98	7	325	15	2	349	7	2	29	0	38	37	333	18	3	391	876
17:45	44	1	13	0	58	4	291	6	2	303	9	0	29	0	38	35	258	22	1	316	715
Total	230	12	54	0	296	24	1278	37	6	1345	29	2	124	1	156	129	1241	68	16	1454	3251
Grand Total	486	17	112	0	615	118	4840	96	32	5086	103	12	397	1	513	251	4827	494	42	5614	11828
Apprch %	79	2.8	18.2	0		2.3	95.2	1.9	0.6		20.1	2.3	77.4	0.2		4.5	86	8.8	0.7		
Total %	4.1	0.1	0.9	0	5.2	1	40.9	0.8	0.3	43	0.9	0.1	3.4	0	4.3	2.1	40.8	4.2	0.4	47.5	
Autos	482	17	111	0	610	116	4704										4698				11542
% Autos	99.2	100	99.1	0	99.2	98.3	97.2	97.9	100	97.2	98.1	100	98	100	98.1	100	97.3	99.6	100	97.7	97.6
Heavy Vehicles																					
% Heavy Vehicles	0.8	0	0.9	0	0.8	1.7	2.8	2.1	0	2.8	1.9	0	2	0	1.9	0	2.7	0.4	0	2.3	2.4

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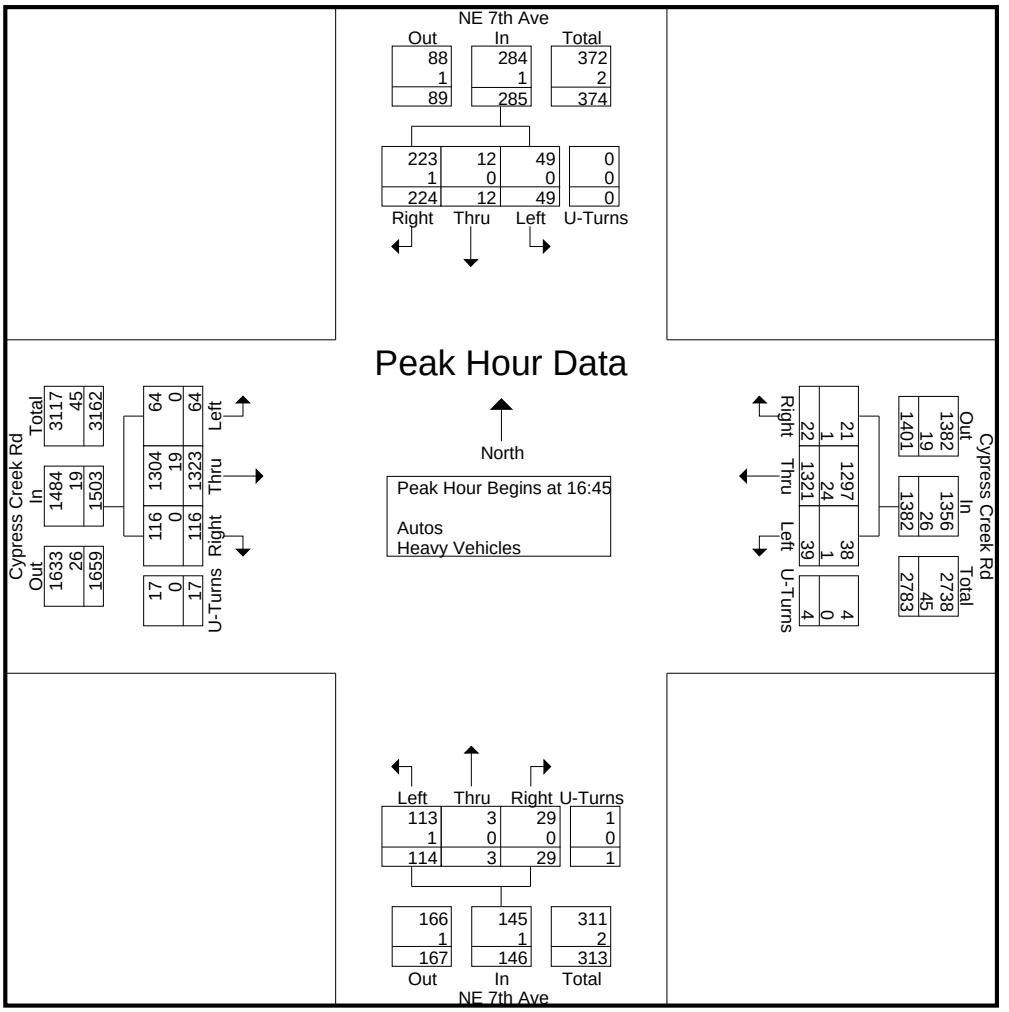
File Name : 4- NE 7th Ave &Cypress Creek Rd
Site Code : 00000000
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Traf Tech Engineering Inc.

File Name : 4- NE 7th Ave &Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
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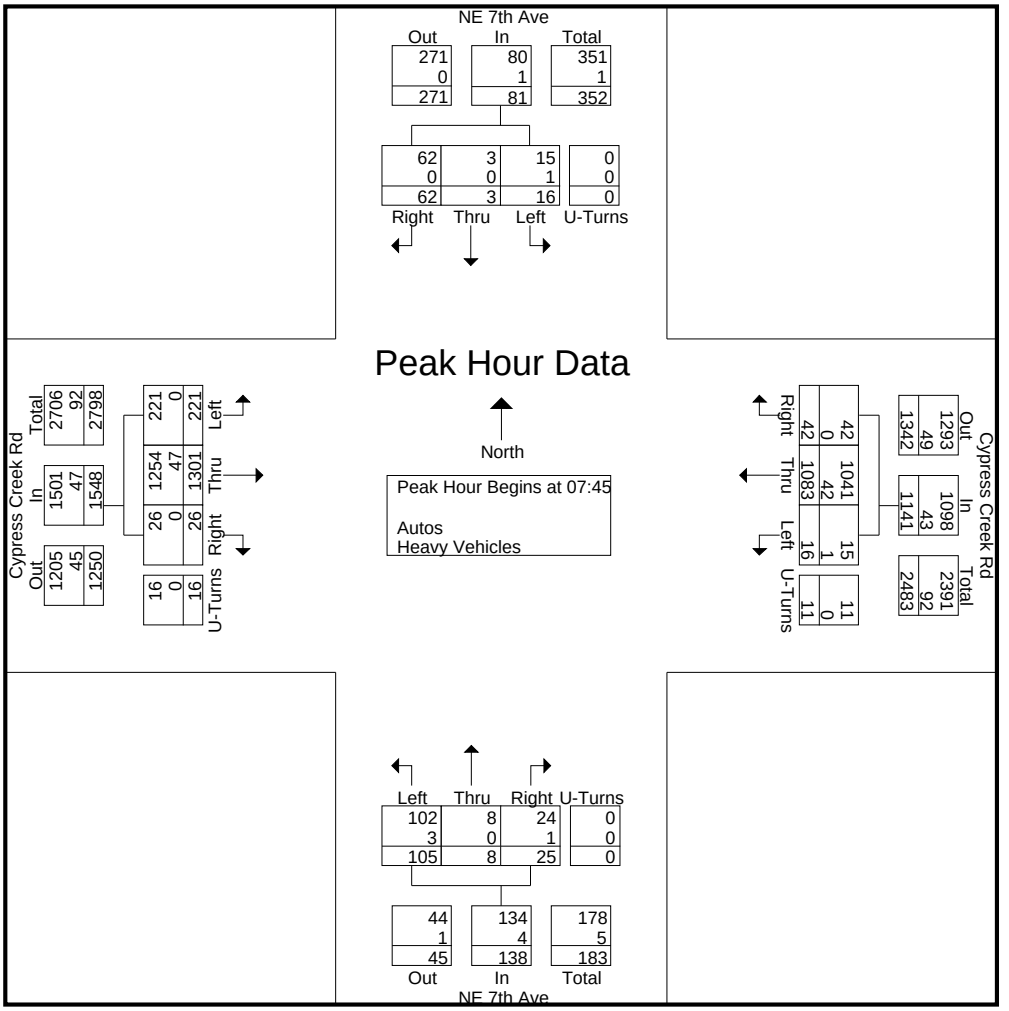
	NE 7th Ave From North					Cypress Creek Rd From East					NE 7th Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	38	1	8	0	47	2	334	8	0	344	9	1	19	0	29	22	340	18	2	382	802
17:00	70	4	14	0	88	3	354	6	1	364	7	0	35	0	42	27	351	14	5	397	891
17:15	37	5	10	0	52	10	308	10	1	329	6	0	31	1	38	30	299	14	7	350	769
17:30	79	2	17	0	98	7	325	15	2	349	7	2	29	0	38	37	333	18	3	391	876
Total Volume	224	12	49	0	285	22	1321	39	4	1386	29	3	114	1	147	116	1323	64	17	1520	3338
% App. Total	78.6	4.2	17.2	0		1.6	95.3	2.8	0.3		19.7	2	77.6	0.7		7.6	87	4.2	1.1		
PHF	.709	.600	.721	.000	.727	.550	.933	.650	.500	.952	.806	.375	.814	.250	.875	.784	.942	.889	.607	.957	.937
Autos	223	12	49	0	284	21	1297										1304				
% Autos	99.6	100	100	0	99.6	95.5	98.2	97.4	100	98.1	100	100	99.1	100	99.3	100	98.6	100	100	98.8	98.6
Heavy Vehicles																					
% Heavy Vehicles	0.4	0	0	0	0.4	4.5	1.8	2.6	0	1.9	0	0	0.9	0	0.7	0	1.4	0	0	1.3	1.4



Traf Tech Engineering Inc.

File Name : 4- NE 7th Ave &Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 4

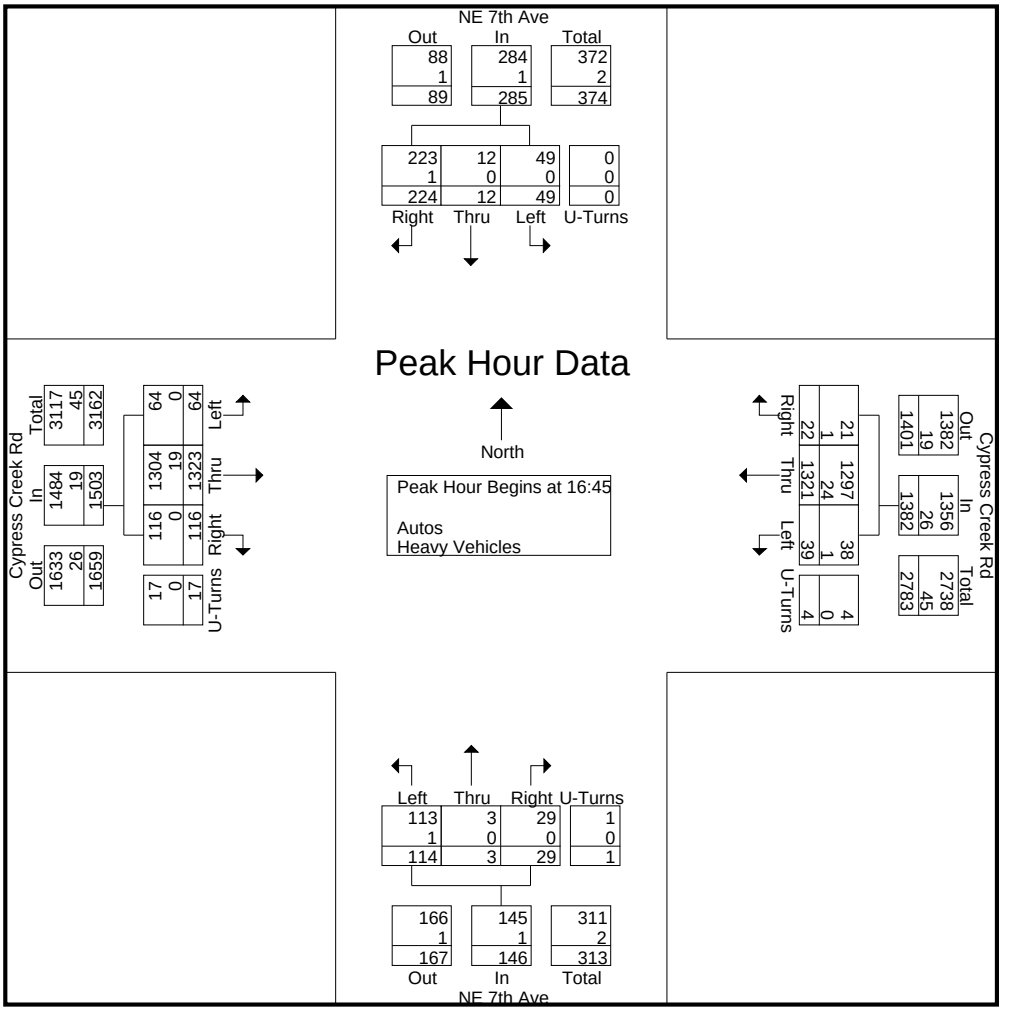
	NE 7th Ave From North					Cypress Creek Rd From East					NE 7th Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	7	0	5	0	12	13	276	6	6	301	4	1	37	0	42	6	334	62	4	406	761
08:00	19	1	3	0	23	10	261	5	4	280	8	1	28	0	37	7	298	51	5	361	701
08:15	16	2	3	0	21	6	287	5	0	298	4	4	20	0	28	5	325	56	4	390	737
08:30	20	0	5	0	25	13	259	0	1	273	9	2	20	0	31	8	344	52	3	407	736
Total Volume	62	3	16	0	81	42	1083	16	11	1152	25	8	105	0	138	26	1301	221	16	1564	2935
% App. Total	76.5	3.7	19.8	0		3.6	94	1.4	1		18.1	5.8	76.1	0		1.7	83.2	14.1	1		
PHF	.775	.375	.800	.000	.810	.808	.943	.667	.458	.957	.694	.500	.709	.000	.821	.813	.945	.891	.800	.961	.964
Autos	62	3	15	0	80	42	1041										1254				
% Autos	100	100	93.8	0	98.8	100	96.1	93.8	100	96.3	96.0	100	97.1	0	97.1	100	96.4	100	100	97.0	96.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	6.3	0	1.2	0	3.9	6.3	0	3.7	4.0	0	2.9	0	2.9	0	3.6	0	0	3.0	3.2



Traf Tech Engineering Inc.

File Name : 4- NE 7th Ave &Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 5

	NE 7th Ave From North					Cypress Creek Rd From East					NE 7th Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	38	1	8	0	47	2	334	8	0	344	9	1	19	0	29	22	340	18	2	382	802
17:00	70	4	14	0	88	3	354	6	1	364	7	0	35	0	42	27	351	14	5	397	891
17:15	37	5	10	0	52	10	308	10	1	329	6	0	31	1	38	30	299	14	7	350	769
17:30	79	2	17	0	98	7	325	15	2	349	7	2	29	0	38	37	333	18	3	391	876
Total Volume	224	12	49	0	285	22	1321	39	4	1386	29	3	114	1	147	116	1323	64	17	1520	3338
% App. Total	78.6	4.2	17.2	0		1.6	95.3	2.8	0.3		19.7	2	77.6	0.7		7.6	87	4.2	1.1		
PHF	.709	.600	.721	.000	.727	.550	.933	.650	.500	.952	.806	.375	.814	.250	.875	.784	.942	.889	.607	.957	.937
Autos	223	12	49	0	284	21	1297										1304				
% Autos	99.6	100	100	0	99.6	95.5	98.2	97.4	100	98.1	100	100	99.1	100	99.3	100	98.6	100	100	98.8	98.6
Heavy Vehicles																					
% Heavy Vehicles	0.4	0	0	0	0.4	4.5	1.8	2.6	0	1.9	0	0	0.9	0	0.7	0	1.4	0	0	1.3	1.4



Traf Tech Engineering Inc.

File Name : 5- NE 9th Ave & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Peds & Bikes

	NE 9th Ave From North				Cypress Creek Rd From East				NE 9th Ave From South				Cypress Creek Rd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
07:45	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
Total	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	4
*** BREAK ***																	
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
*** BREAK ***																	
Grand Total	0	0	0	0	1	0	0	2	3	0	0	0	1	0	0	0	7
Apprch %	0	0	0	0	33.3	0	0	66.7	100	0	0	0	100	0	0	0	
Total %	0	0	0	0	14.3	0	0	28.6	42.9	0	0	0	14.3	0	0	0	

Traf Tech Engineering Inc.

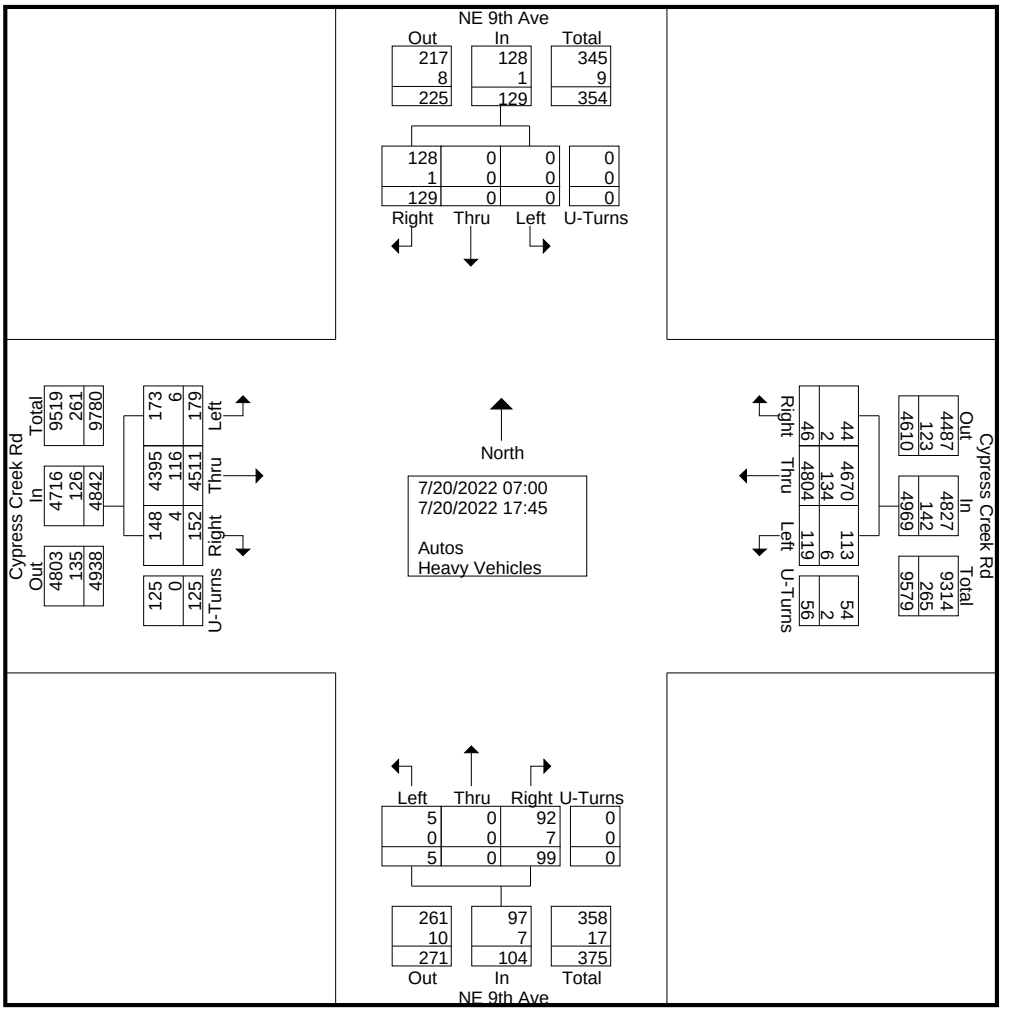
File Name : 5- NE 9th Ave & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NE 9th Ave From North					Cypress Creek Rd From East					NE 9th Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	5	0	0	0	5	1	276	11	4	292	3	0	0	0	3	10	203	8	3	224	524
07:15	6	0	0	0	6	0	245	3	5	253	1	0	1	0	2	8	260	4	11	283	544
07:30	6	0	0	0	6	1	297	4	4	306	9	0	0	0	9	12	241	6	13	272	593
07:45	6	0	0	0	6	0	277	5	3	285	7	0	1	0	8	10	326	14	9	359	658
Total	23	0	0	0	23	2	1095	23	16	1136	20	0	2	0	22	40	1030	32	36	1138	2319
08:00	14	0	0	0	14	1	257	5	2	265	4	0	0	0	4	8	282	17	3	310	593
08:15	7	0	0	0	7	0	283	6	1	290	7	0	0	0	7	9	305	8	8	330	634
08:30	4	0	0	0	4	3	253	5	1	262	11	0	1	0	12	10	337	7	3	357	635
08:45	9	0	0	0	9	4	289	16	5	314	2	0	0	0	2	11	296	13	10	330	655
Total	34	0	0	0	34	8	1082	32	9	1131	24	0	1	0	25	38	1220	45	24	1327	2517
*** BREAK ***																					
16:00	14	0	0	0	14	2	345	4	5	356	8	0	0	0	8	8	288	11	6	313	691
16:15	6	0	0	0	6	4	334	7	5	350	5	0	0	0	5	8	258	9	10	285	646
16:30	5	0	0	0	5	4	348	12	5	369	5	0	0	0	5	9	292	13	13	327	706
16:45	8	0	0	0	8	7	331	4	5	347	8	0	0	0	8	9	307	9	6	331	694
Total	33	0	0	0	33	17	1358	27	20	1422	26	0	0	0	26	34	1145	42	35	1256	2737
17:00	11	0	0	0	11	6	321	9	2	338	9	0	0	0	9	10	288	11	14	323	681
17:15	8	0	0	0	8	4	358	11	4	377	9	0	1	0	10	11	263	15	4	293	688
17:30	16	0	0	0	16	5	311	12	4	332	3	0	0	0	3	12	322	21	5	360	711
17:45	4	0	0	0	4	4	279	5	1	289	8	0	1	0	9	7	243	13	7	270	572
Total	39	0	0	0	39	19	1269	37	11	1336	29	0	2	0	31	40	1116	60	30	1246	2652
Grand Total	129	0	0	0	129	46	4804	119	56	5025	99	0	5	0	104	152	4511	179	125	4967	10225
Apprch %	100	0	0	0		0.9	95.6	2.4	1.1		95.2	0	4.8	0		3.1	90.8	3.6	2.5		
Total %	1.3	0	0	0	1.3	0.4	47	1.2	0.5	49.1	1	0	0	0	1	1.5	44.1	1.8	1.2	48.6	
Autos	128	0	0	0	128	44	4670										4395				
% Autos	99.2	0	0	0	99.2	95.7	97.2	95	96.4	97.1	92.9	0	100	0	93.3	97.4	97.4	96.6	100	97.5	97.3
Heavy Vehicles																					
% Heavy Vehicles	0.8	0	0	0	0.8	4.3	2.8	5	3.6	2.9	7.1	0	0	0	6.7	2.6	2.6	3.4	0	2.5	2.7

Traf Tech Engineering Inc.

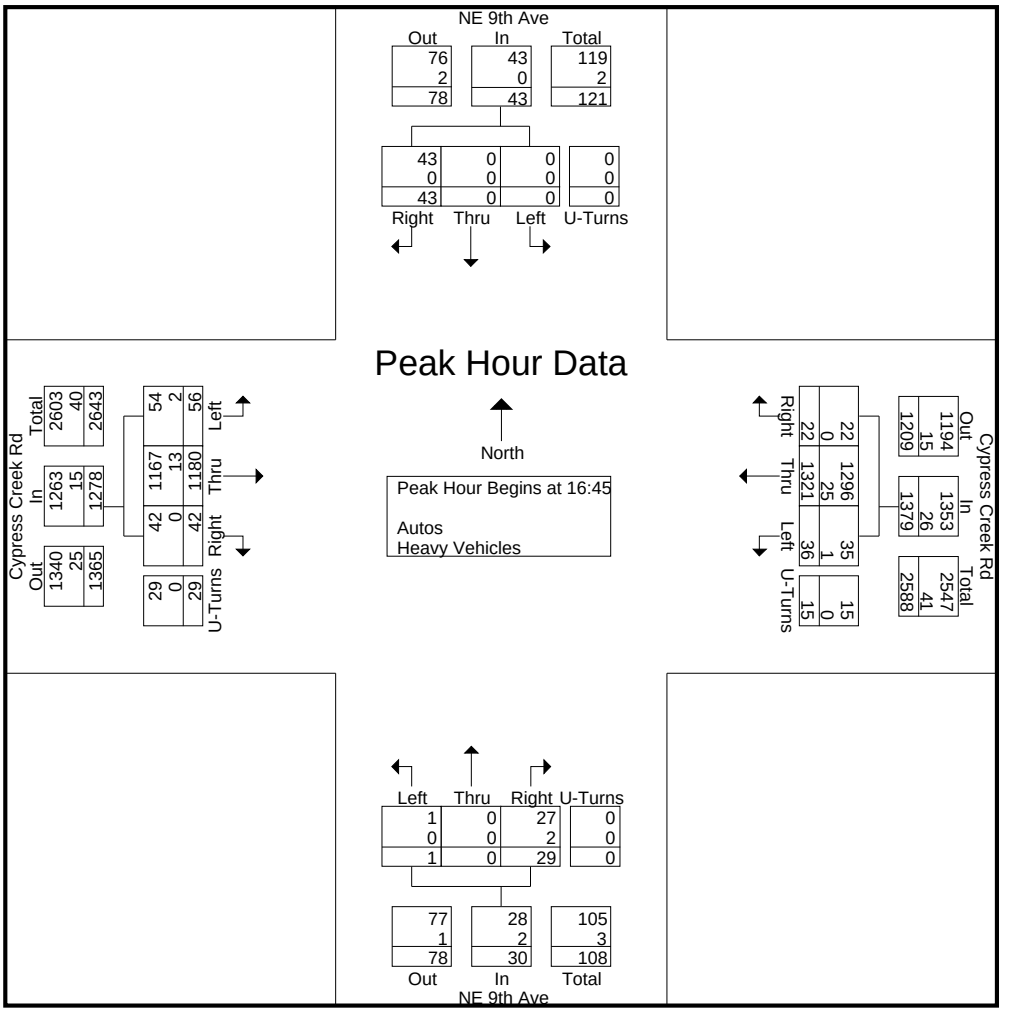
File Name : 5- NE 9th Ave & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
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Traf Tech Engineering Inc.

File Name : 5- NE 9th Ave & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 3

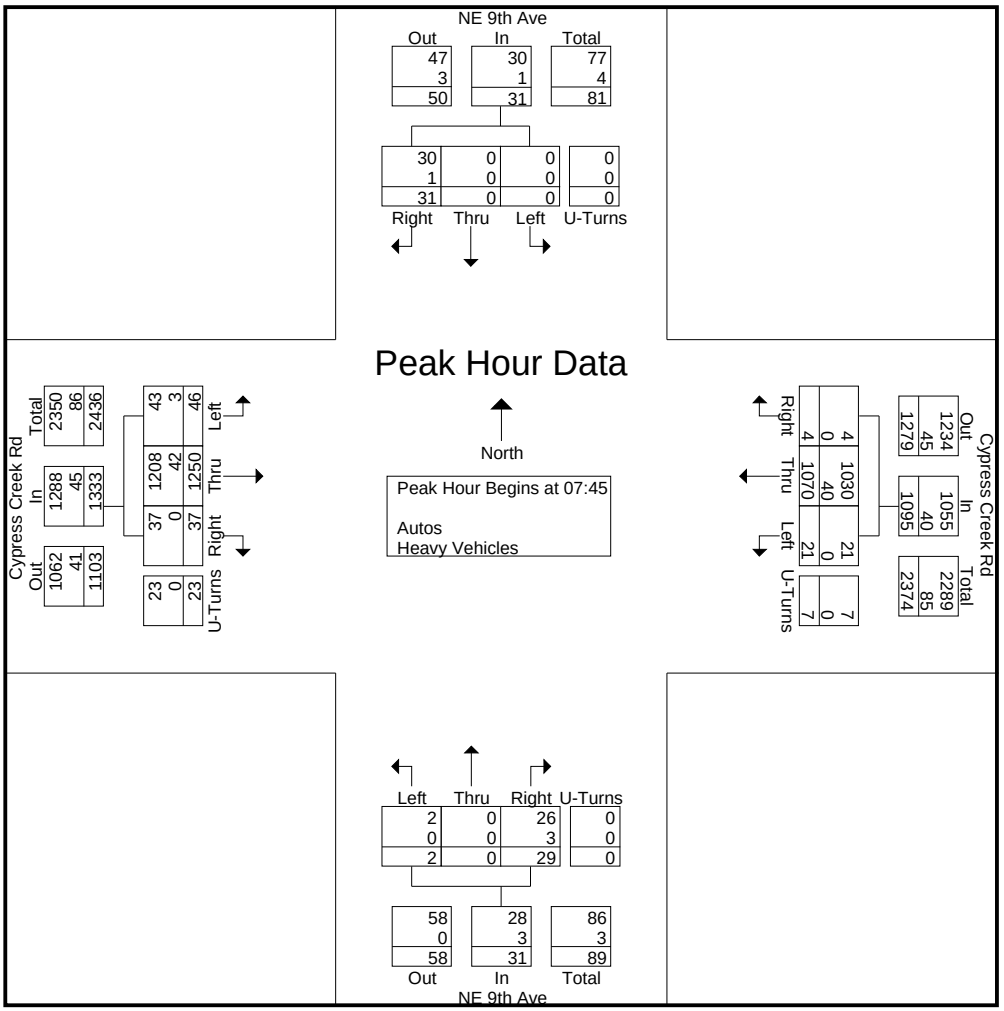
	NE 9th Ave From North					Cypress Creek Rd From East					NE 9th Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	8	0	0	0	8	7	331	4	5	347	8	0	0	0	8	9	307	9	6	331	694
17:00	11	0	0	0	11	6	321	9	2	338	9	0	0	0	9	10	288	11	14	323	681
17:15	8	0	0	0	8	4	358	11	4	377	9	0	1	0	10	11	263	15	4	293	688
17:30	16	0	0	0	16	5	311	12	4	332	3	0	0	0	3	12	322	21	5	360	711
Total Volume	43	0	0	0	43	22	1321	36	15	1394	29	0	1	0	30	42	1180	56	29	1307	2774
% App. Total	100	0	0	0		1.6	94.8	2.6	1.1		96.7	0	3.3	0		3.2	90.3	4.3	2.2		
PHF	.672	.000	.000	.000	.672	.786	.922	.750	.750	.924	.806	.000	.250	.000	.750	.875	.916	.667	.518	.908	.975
Autos	43	0	0	0	43	22	1296										1167				
% Autos	100	0	0	0	100	100	98.1	97.2	100	98.1	93.1	0	100	0	93.3	100	98.9	96.4	100	98.9	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.9	2.8	0	1.9	6.9	0	0	0	6.7	0	1.1	3.6	0	1.1	1.6



Traf Tech Engineering Inc.

File Name : 5- NE 9th Ave & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 4

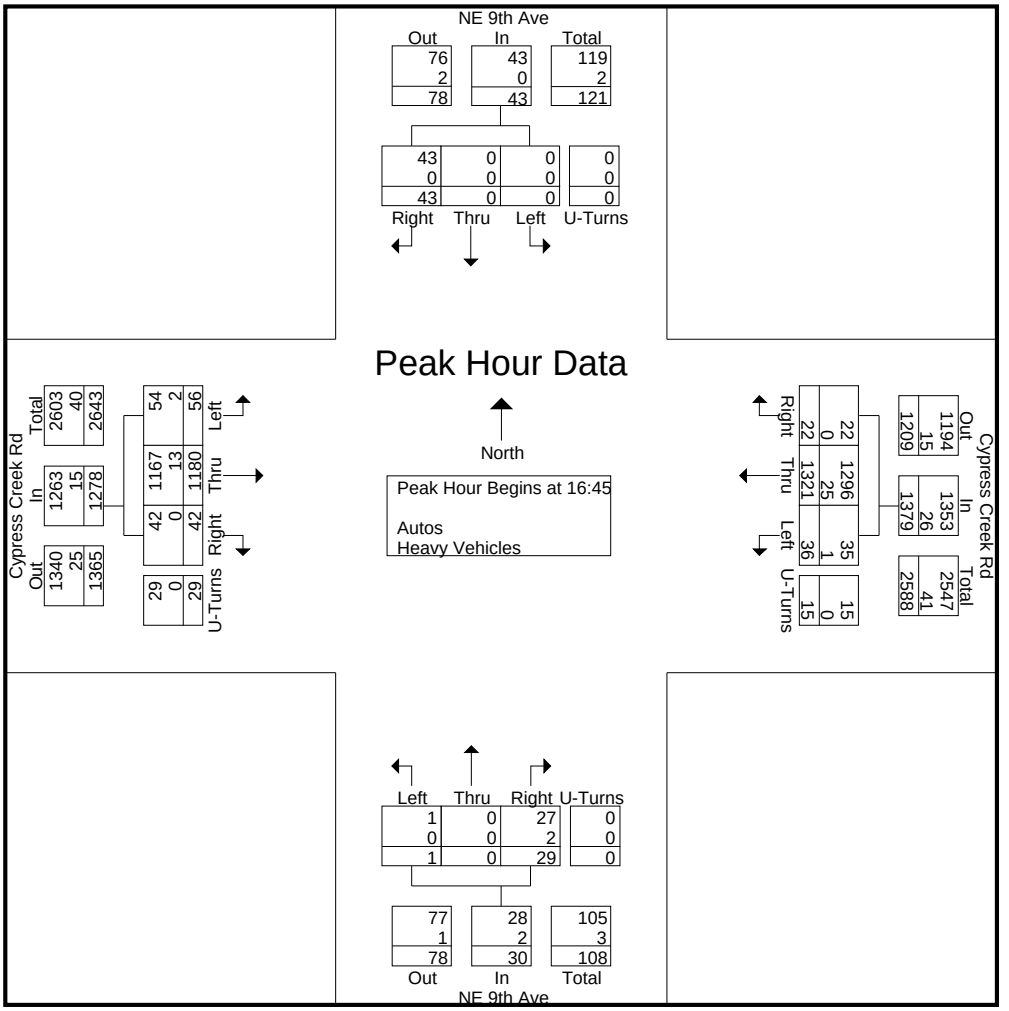
	NE 9th Ave From North					Cypress Creek Rd From East					NE 9th Ave From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	6	0	0	0	6	0	277	5	3	285	7	0	1	0	8	10	326	14	9	359	658
08:00	14	0	0	0	14	1	257	5	2	265	4	0	0	0	4	8	282	17	3	310	593
08:15	7	0	0	0	7	0	283	6	1	290	7	0	0	0	7	9	305	8	8	330	634
08:30	4	0	0	0	4	3	253	5	1	262	11	0	1	0	12	10	337	7	3	357	635
Total Volume	31	0	0	0	31	4	1070	21	7	1102	29	0	2	0	31	37	1250	46	23	1356	2520
% App. Total	100	0	0	0		0.4	97.1	1.9	0.6		93.5	0	6.5	0		2.7	92.2	3.4	1.7		
PHF	.554	.000	.000	.000	.554	.333	.945	.875	.583	.950	.659	.000	.500	.000	.646	.925	.927	.676	.639	.944	.957
Autos	30	0	0	0	30	4	1030										1208				
% Autos	96.8	0	0	0	96.8	100	96.3	100	100	96.4	89.7	0	100	0	90.3	100	96.6	93.5	100	96.7	96.5
Heavy Vehicles																					
% Heavy Vehicles	3.2	0	0	0	3.2	0	3.7	0	0	3.6	10.3	0	0	0	9.7	0	3.4	6.5	0	3.3	3.5



Traf Tech Engineering Inc.

File Name : 5- NE 9th Ave & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 5

Start Time	NE 9th Ave From North					Cypress Creek Rd From East					NE 9th Ave From South					Cypress Creek Rd From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	8	0	0	0	8	7	331	4	5	347	8	0	0	0	8	9	307	9	6	331	694
17:00	11	0	0	0	11	6	321	9	2	338	9	0	0	0	9	10	288	11	14	323	681
17:15	8	0	0	0	8	4	358	11	4	377	9	0	1	0	10	11	263	15	4	293	688
17:30	16	0	0	0	16	5	311	12	4	332	3	0	0	0	3	12	322	21	5	360	711
Total Volume	43	0	0	0	43	22	1321	36	15	1394	29	0	1	0	30	42	1180	56	29	1307	2774
% App. Total	100	0	0	0		1.6	94.8	2.6	1.1		96.7	0	3.3	0		3.2	90.3	4.3	2.2		
PHF	.672	.000	.000	.000	.672	.786	.922	.750	.750	.924	.806	.000	.250	.000	.750	.875	.916	.667	.518	.908	.975
Autos	43	0	0	0	43	22	1296										1167				
% Autos	100	0	0	0	100	100	98.1	97.2	100	98.1	93.1	0	100	0	93.3	100	98.9	96.4	100	98.9	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.9	2.8	0	1.9	6.9	0	0	0	6.7	0	1.1	3.6	0	1.1	1.6



Traf Tech Engineering Inc.

File Name : 6- Dixie Hwy & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Peds & Bikes

	Dixie Hwy From North				Cypress Creek Rd From East				Dixie Hwy From South				Cypress Creek Rd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	1	0	0	2	0	0	0	0	5
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
*** BREAK ***																	
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
*** BREAK ***																	
Grand Total	0	0	0	1	1	0	0	1	1	0	0	2	0	0	0	1	7
Apprch %	0	0	0	100	50	0	0	50	33.3	0	0	66.7	0	0	0	100	
Total %	0	0	0	14.3	14.3	0	0	14.3	14.3	0	0	28.6	0	0	0	14.3	

Traf Tech Engineering Inc.

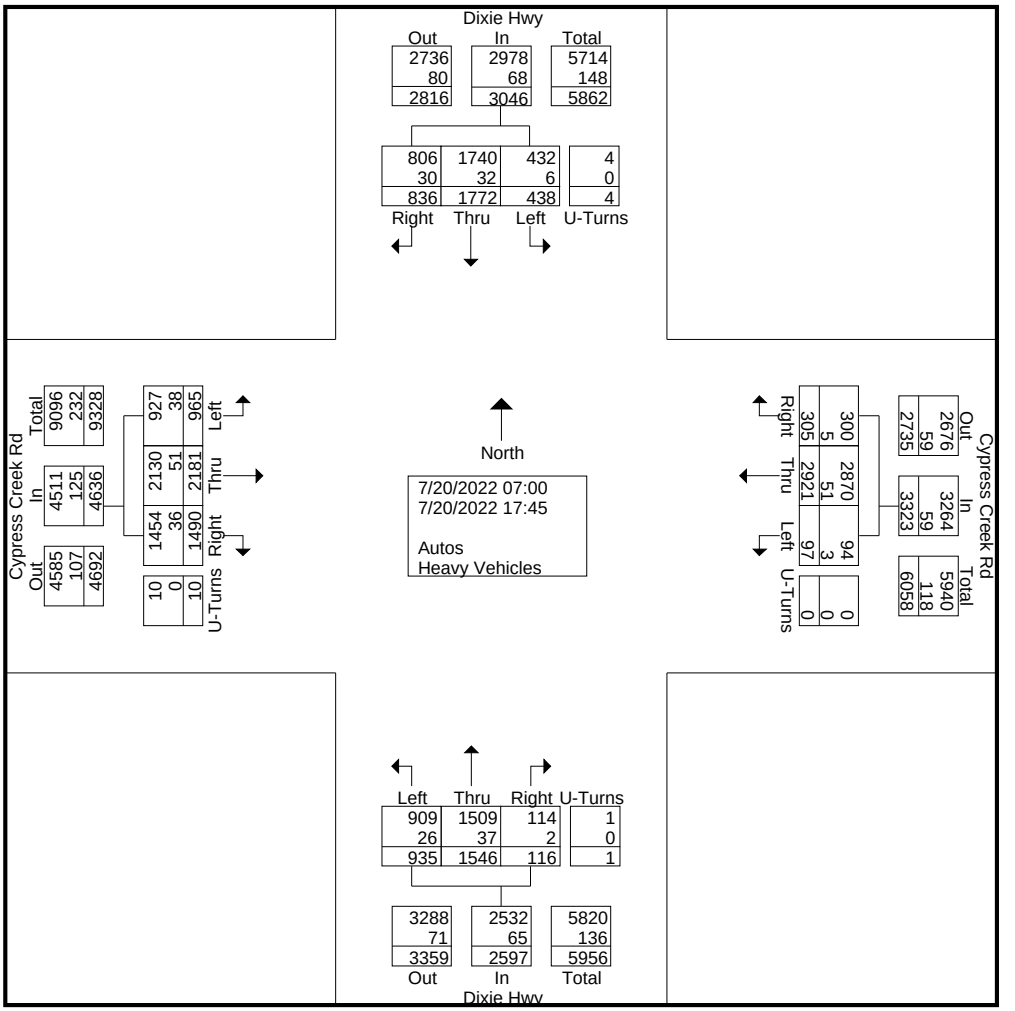
File Name : 6- Dixie Hwy & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Dixie Hwy From North					Cypress Creek Rd From East					Dixie Hwy From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	75	71	23	0	169	8	148	8	0	164	3	63	57	0	123	54	94	56	0	204	660
07:15	58	95	8	0	161	12	123	3	0	138	2	32	29	0	63	81	98	52	1	232	594
07:30	62	84	31	0	177	13	189	2	0	204	5	81	50	0	136	79	111	57	0	247	764
07:45	62	105	24	1	192	14	174	8	0	196	11	77	41	0	129	131	137	49	1	318	835
Total	257	355	86	1	699	47	634	21	0	702	21	253	177	0	451	345	440	214	2	1001	2853
08:00	52	118	30	0	200	17	152	3	0	172	12	82	55	0	149	100	137	53	2	292	813
08:15	38	90	37	0	165	10	185	6	0	201	2	77	52	1	132	87	138	55	0	280	778
08:30	43	110	37	0	190	18	137	4	0	159	7	67	66	0	140	110	167	55	0	332	821
08:45	39	116	34	0	189	20	191	6	0	217	6	71	49	0	126	109	139	38	1	287	819
Total	172	434	138	0	744	65	665	19	0	749	27	297	222	1	547	406	581	201	3	1191	3231
*** BREAK ***																					
16:00	57	112	23	0	192	15	196	7	0	218	8	117	69	0	194	73	147	61	0	281	885
16:15	35	89	17	0	141	20	218	7	0	245	6	117	69	0	192	70	131	49	2	252	830
16:30	46	102	34	0	182	26	223	10	0	259	10	108	79	0	197	92	173	43	0	308	946
16:45	79	209	38	2	328	25	191	9	0	225	6	129	62	0	197	122	271	134	1	528	1278
Total	217	512	112	2	843	86	828	33	0	947	30	471	279	0	780	357	722	287	3	1369	3939
17:00	53	122	31	0	206	24	201	8	0	233	15	128	69	0	212	99	149	64	0	312	963
17:15	41	112	24	0	177	28	242	6	0	276	5	142	54	0	201	70	111	48	2	231	885
17:30	50	126	30	0	206	28	198	6	0	232	15	143	68	0	226	100	115	66	0	281	945
17:45	46	111	17	1	175	27	153	4	0	184	3	112	66	0	181	113	63	85	0	261	801
Total	190	471	102	1	764	107	794	24	0	925	38	525	257	0	820	382	438	263	2	1085	3594
Grand Total	836	1772	438	4	3050	305	2921	97	0	3323	116	1546	935	1	2598	1490	2181	965	10	4646	13617
Apprch %	27.4	58.1	14.4	0.1		9.2	87.9	2.9	0		4.5	59.5	36	0		32.1	46.9	20.8	0.2		
Total %	6.1	13	3.2	0	22.4	2.2	21.5	0.7	0	24.4	0.9	11.4	6.9	0	19.1	10.9	16	7.1	0.1	34.1	
Autos	806	1740					2870					1509				1454	2130				13300
% Autos	96.4	98.2	98.6	100	97.8	98.4	98.3	96.9	0	98.2	98.3	97.6	97.2	100	97.5	97.6	97.7	96.1	100	97.3	97.7
Heavy Vehicles																					
% Heavy Vehicles	3.6	1.8	1.4	0	2.2	1.6	1.7	3.1	0	1.8	1.7	2.4	2.8	0	2.5	2.4	2.3	3.9	0	2.7	2.3

Traf Tech Engineering Inc.

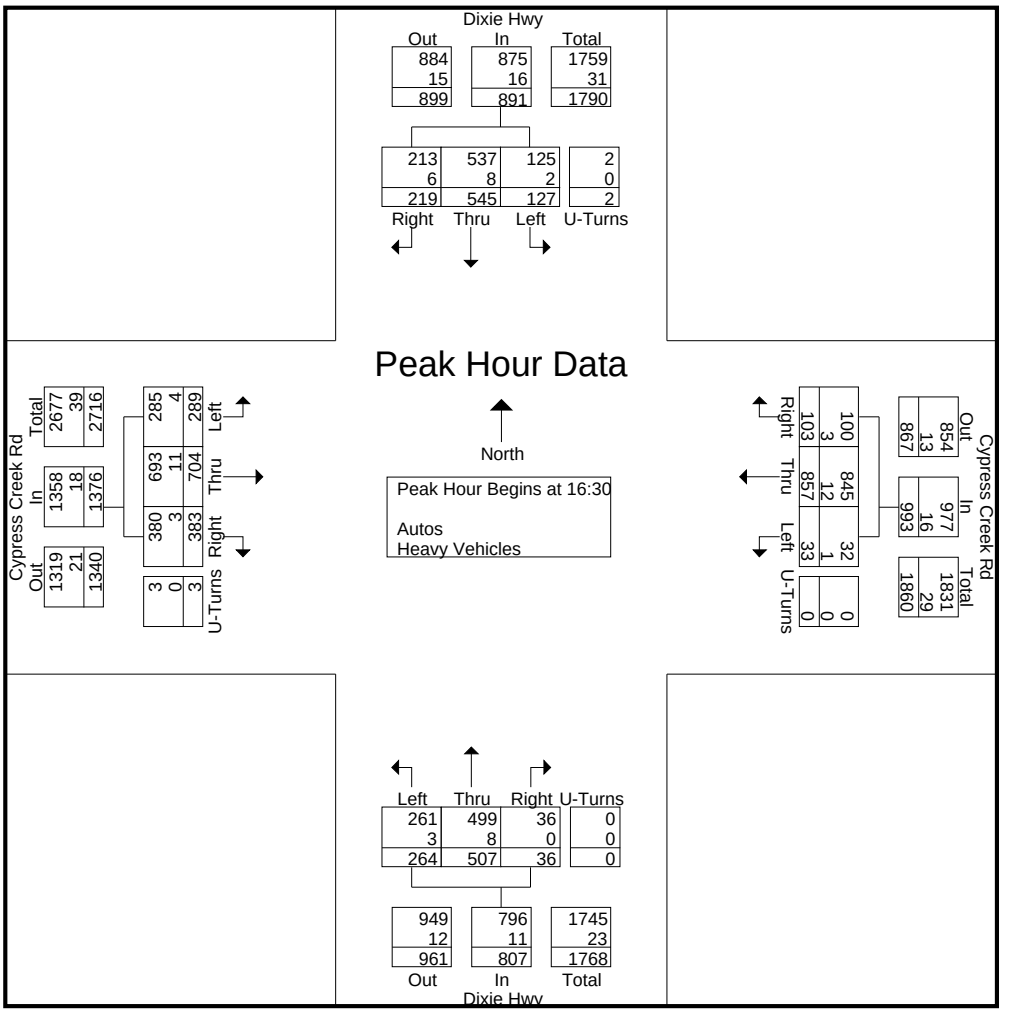
File Name : 6- Dixie Hwy & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
Page No : 2



Traf Tech Engineering Inc.

File Name : 6- Dixie Hwy & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
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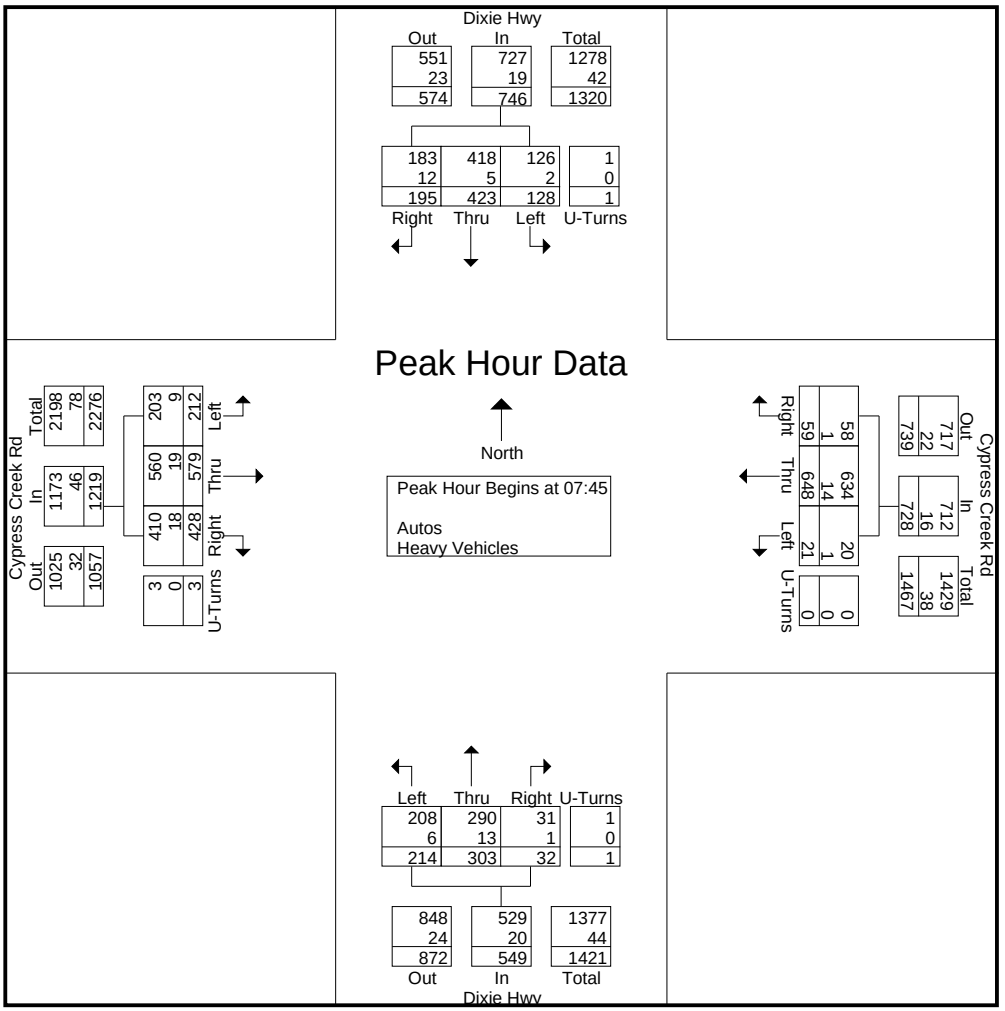
	Dixie Hwy From North					Cypress Creek Rd From East					Dixie Hwy From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	46	102	34	0	182	26	223	10	0	259	10	108	79	0	197	92	173	43	0	308	946
16:45	79	209	38	2	328	25	191	9	0	225	6	129	62	0	197	122	271	134	1	528	1278
17:00	53	122	31	0	206	24	201	8	0	233	15	128	69	0	212	99	149	64	0	312	963
17:15	41	112	24	0	177	28	242	6	0	276	5	142	54	0	201	70	111	48	2	231	885
Total Volume	219	545	127	2	893	103	857	33	0	993	36	507	264	0	807	383	704	289	3	1379	4072
% App. Total	24.5	61	14.2	0.2		10.4	86.3	3.3	0		4.5	62.8	32.7	0		27.8	51.1	21	0.2		
PHF	.693	.652	.836	.250	.681	.920	.885	.825	.000	.899	.600	.893	.835	.000	.952	.785	.649	.539	.375	.653	.797
Autos	213	537	125	2	877	100	845	32	0	977	36	499	261	0	796	380	693	285	3	1361	4011
% Autos	97.3	98.5	98.4	100	98.2	97.1	98.6	97.0	0	98.4	100	98.4	98.9	0	98.6	99.2	98.4	98.6	100	98.7	98.5
Heavy Vehicles																					
% Heavy Vehicles	2.7	1.5	1.6	0	1.8	2.9	1.4	3.0	0	1.6	0	1.6	1.1	0	1.4	0.8	1.6	1.4	0	1.3	1.5



Traf Tech Engineering Inc.

File Name : 6- Dixie Hwy & Cypress Creek Rd
Site Code : 00000000
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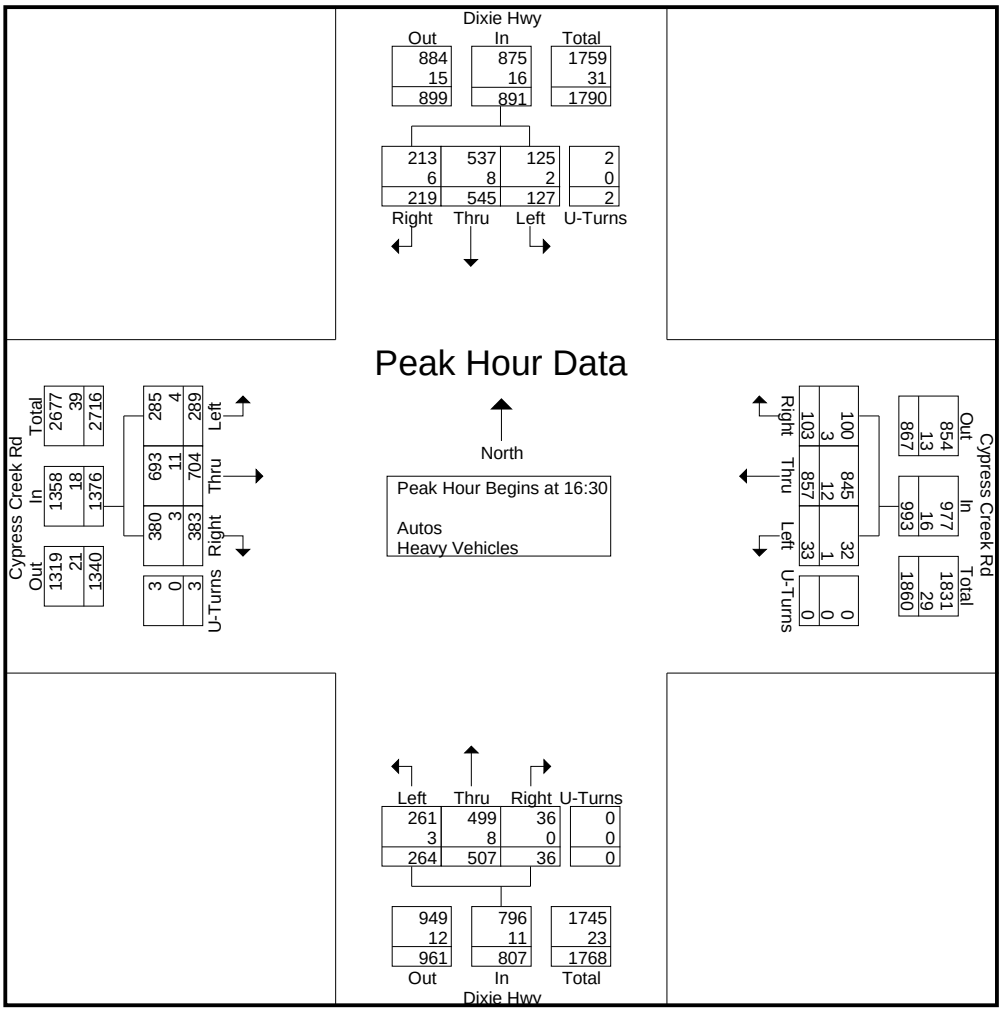
	Dixie Hwy From North					Cypress Creek Rd From East					Dixie Hwy From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	62	105	24	1	192	14	174	8	0	196	11	77	41	0	129	131	137	49	1	318	835
08:00	52	118	30	0	200	17	152	3	0	172	12	82	55	0	149	100	137	53	2	292	813
08:15	38	90	37	0	165	10	185	6	0	201	2	77	52	1	132	87	138	55	0	280	778
08:30	43	110	37	0	190	18	137	4	0	159	7	67	66	0	140	110	167	55	0	332	821
Total Volume	195	423	128	1	747	59	648	21	0	728	32	303	214	1	550	428	579	212	3	1222	3247
% App. Total	26.1	56.6	17.1	0.1		8.1	89	2.9	0		5.8	55.1	38.9	0.2		35	47.4	17.3	0.2		
PHF	.786	.896	.865	.250	.934	.819	.876	.656	.000	.905	.667	.924	.811	.250	.923	.817	.867	.964	.375	.920	.972
Autos	183	418	126	1	728	58	634	20	0	712	31	290	208	1	530	410	560	203	3	1176	3146
% Autos	93.8	98.8	98.4	100	97.5	98.3	97.8	95.2	0	97.8	96.9	95.7	97.2	100	96.4	95.8	96.7	95.8	100	96.2	96.9
Heavy Vehicles																					
% Heavy Vehicles	6.2	1.2	1.6	0	2.5	1.7	2.2	4.8	0	2.2	3.1	4.3	2.8	0	3.6	4.2	3.3	4.2	0	3.8	3.1



Traf Tech Engineering Inc.

File Name : 6- Dixie Hwy & Cypress Creek Rd
Site Code : 00000000
Start Date : 7/20/2022
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	Dixie Hwy From North					Cypress Creek Rd From East					Dixie Hwy From South					Cypress Creek Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	46	102	34	0	182	26	223	10	0	259	10	108	79	0	197	92	173	43	0	308	946
16:45	79	209	38	2	328	25	191	9	0	225	6	129	62	0	197	122	271	134	1	528	1278
17:00	53	122	31	0	206	24	201	8	0	233	15	128	69	0	212	99	149	64	0	312	963
17:15	41	112	24	0	177	28	242	6	0	276	5	142	54	0	201	70	111	48	2	231	885
Total Volume	219	545	127	2	893	103	857	33	0	993	36	507	264	0	807	383	704	289	3	1379	4072
% App. Total	24.5	61	14.2	0.2		10.4	86.3	3.3	0		4.5	62.8	32.7	0		27.8	51.1	21	0.2		
PHF	.693	.652	.836	.250	.681	.920	.885	.825	.000	.899	.600	.893	.835	.000	.952	.785	.649	.539	.375	.653	.797
Autos	213	537	125	2	877	100	845	32	0	977	36	499	261	0	796	380	693	285	3	1361	4011
% Autos	97.3	98.5	98.4	100	98.2	97.1	98.6	97.0	0	98.4	100	98.4	98.9	0	98.6	99.2	98.4	98.6	100	98.7	98.5
Heavy Vehicles																					
% Heavy Vehicles	2.7	1.5	1.6	0	1.8	2.9	1.4	3.0	0	1.6	0	1.6	1.1	0	1.4	0.8	1.6	1.4	0	1.3	1.5



Traf Tech Engineering Inc.

File Name : 7- NE 7th Ave & NE 61st Street
Site Code : 00000000
Start Date : 7/20/2022

Groups Printed- Peds & Bikes

	NE 7th Ave From North				NE 61st Street From East				NE 7th Ave From South				NE 61st Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	

Traf Tech Engineering Inc.

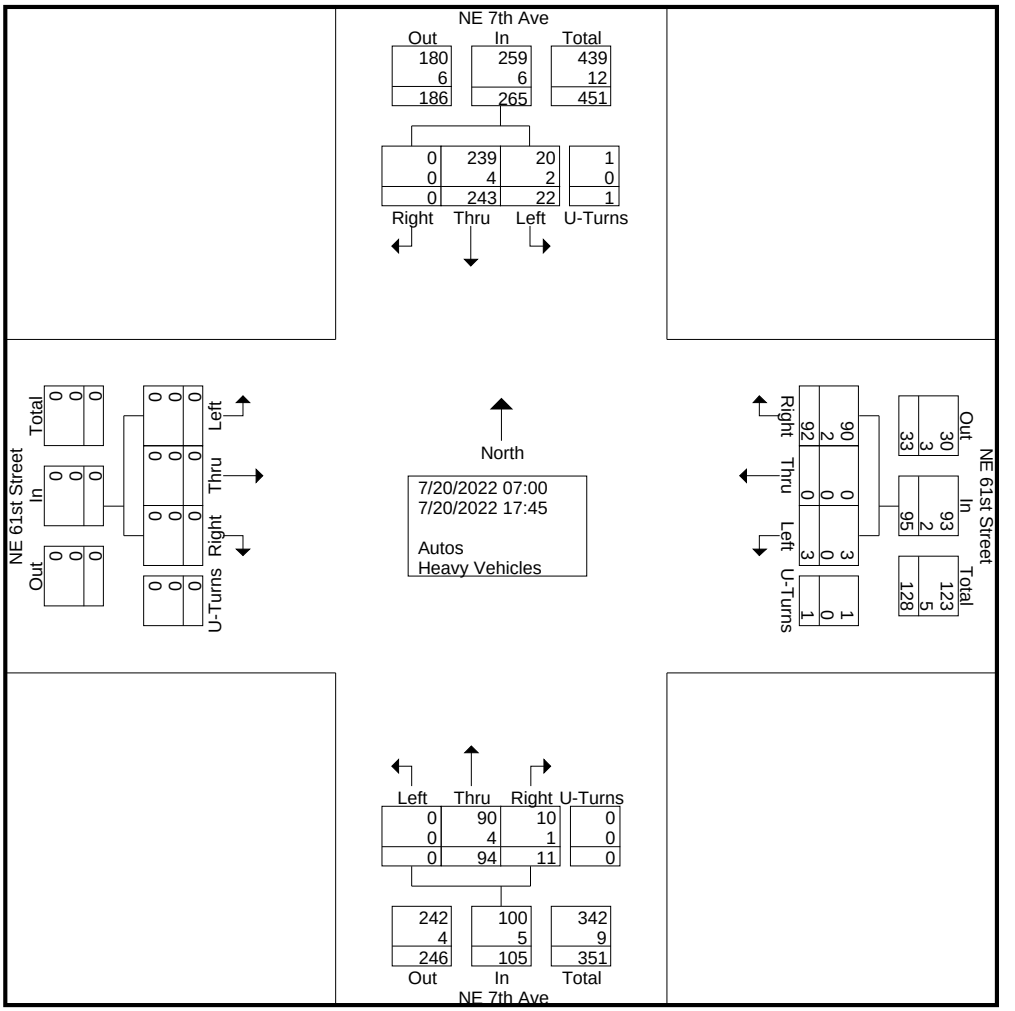
File Name : 7- NE 7th Ave & NE 61st Street
Site Code : 00000000
Start Date : 7/20/2022
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NE 7th Ave From North					NE 61st Street From East					NE 7th Ave From South					NE 61st Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	7	3	0	10	4	0	0	0	4	0	7	0	0	7	0	0	0	0	0	21
07:15	0	3	0	0	3	3	0	0	0	3	5	9	0	0	14	0	0	0	0	0	20
07:30	0	3	2	0	5	5	0	0	0	5	0	7	0	0	7	0	0	0	0	0	17
07:45	0	5	0	0	5	8	0	0	0	8	1	6	0	0	7	0	0	0	0	0	20
Total	0	18	5	0	23	20	0	0	0	20	6	29	0	0	35	0	0	0	0	0	78
08:00	0	6	1	0	7	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	15
08:15	0	5	0	0	5	7	0	0	0	7	0	4	0	0	4	0	0	0	0	0	16
08:30	0	9	0	0	9	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	18
08:45	0	7	1	1	9	4	0	0	0	4	0	8	0	0	8	0	0	0	0	0	21
Total	0	27	2	1	30	16	0	1	0	17	0	23	0	0	23	0	0	0	0	0	70
*** BREAK ***																					
16:00	0	16	0	0	16	10	0	0	0	10	1	4	0	0	5	0	0	0	0	0	31
16:15	0	15	0	0	15	7	0	1	0	8	0	3	0	0	3	0	0	0	0	0	26
16:30	0	18	1	0	19	5	0	0	0	5	1	3	0	0	4	0	0	0	0	0	28
16:45	0	21	2	0	23	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	28
Total	0	70	3	0	73	24	0	1	0	25	2	13	0	0	15	0	0	0	0	0	113
17:00	0	24	2	0	26	11	0	1	0	12	2	12	0	0	14	0	0	0	0	0	52
17:15	0	32	2	0	34	7	0	0	0	7	0	5	0	0	5	0	0	0	0	0	46
17:30	0	39	4	0	43	7	0	0	0	7	1	7	0	0	8	0	0	0	0	0	58
17:45	0	33	4	0	37	7	0	0	1	8	0	5	0	0	5	0	0	0	0	0	50
Total	0	128	12	0	140	32	0	1	1	34	3	29	0	0	32	0	0	0	0	0	206
Grand Total	0	243	22	1	266	92	0	3	1	96	11	94	0	0	105	0	0	0	0	0	467
Apprch %	0	91.4	8.3	0.4		95.8	0	3.1	1		10.5	89.5	0	0		0	0	0	0		
Total %	0	52	4.7	0.2	57	19.7	0	0.6	0.2	20.6	2.4	20.1	0	0	22.5	0	0	0	0	0	
Autos	0	239	20	1	260	90	0	3	1	94	10	90	0	0	100	0	0	0	0	0	454
% Autos	0	98.4	90.9	100	97.7	97.8	0	100	100	97.9	90.9	95.7	0	0	95.2	0	0	0	0	0	97.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.6	9.1	0	2.3	2.2	0	0	0	2.1	9.1	4.3	0	0	4.8	0	0	0	0	0	2.8

Traf Tech Engineering Inc.

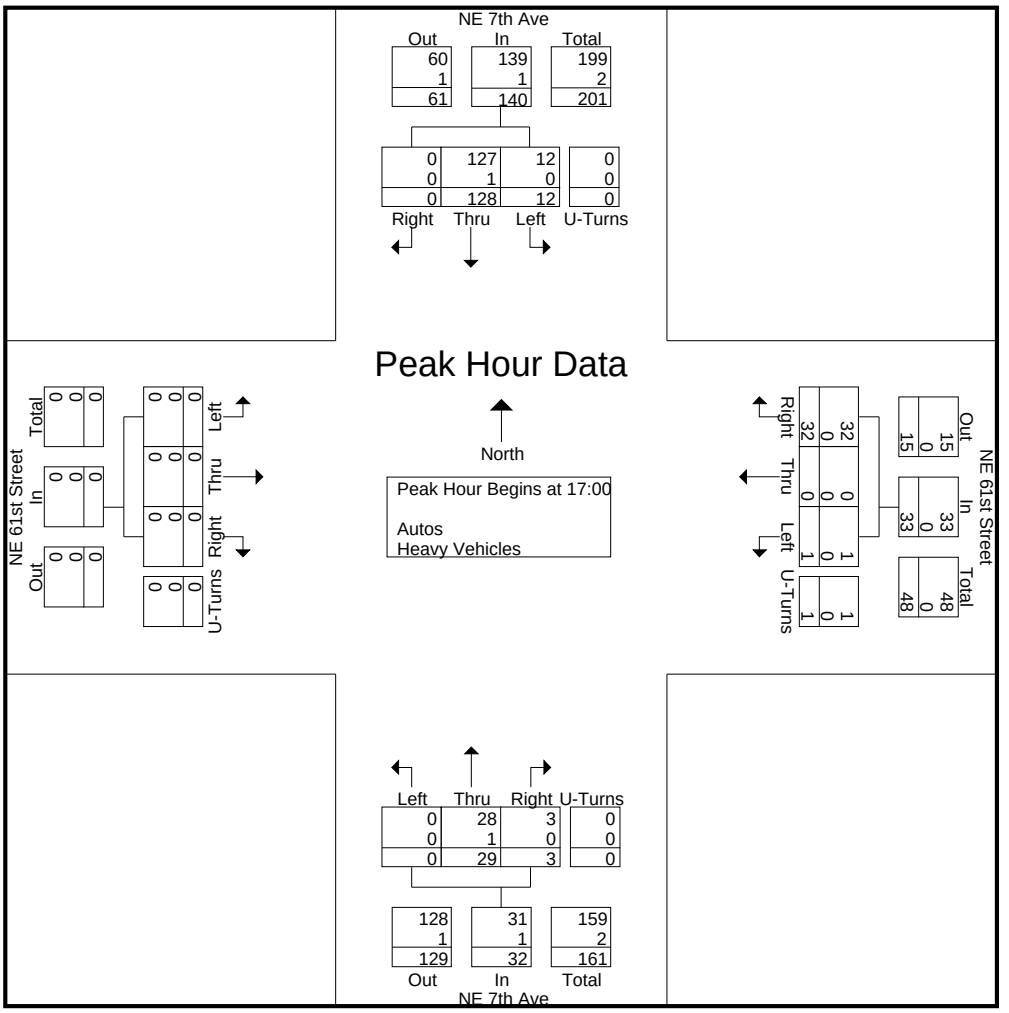
File Name : 7- NE 7th Ave & NE 61st Street
Site Code : 00000000
Start Date : 7/20/2022
Page No : 2



Traf Tech Engineering Inc.

File Name : 7- NE 7th Ave & NE 61st Street
Site Code : 00000000
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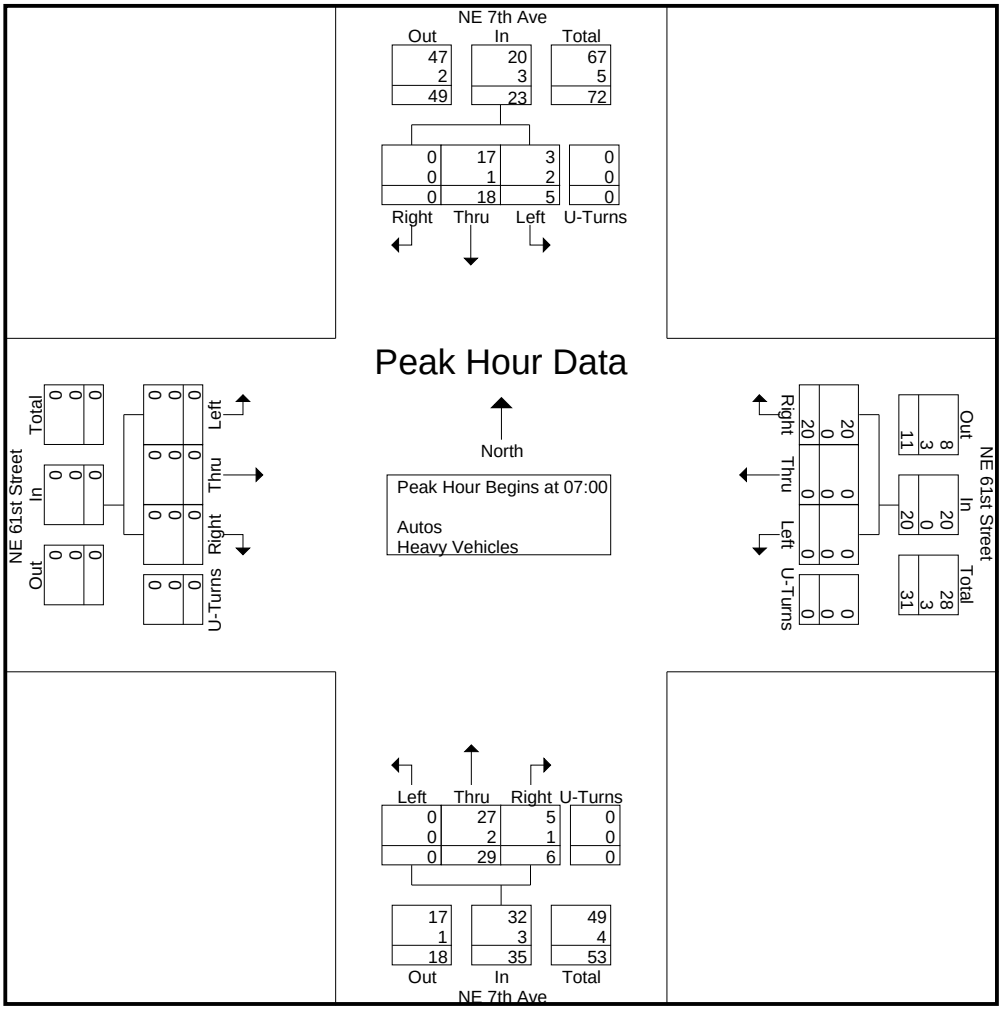
	NE 7th Ave From North					NE 61st Street From East					NE 7th Ave From South					NE 61st Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	24	2	0	26	11	0	1	0	12	2	12	0	0	14	0	0	0	0	0	52
17:15	0	32	2	0	34	7	0	0	0	7	0	5	0	0	5	0	0	0	0	0	46
17:30	0	39	4	0	43	7	0	0	0	7	1	7	0	0	8	0	0	0	0	0	58
17:45	0	33	4	0	37	7	0	0	1	8	0	5	0	0	5	0	0	0	0	0	50
Total Volume	0	128	12	0	140	32	0	1	1	34	3	29	0	0	32	0	0	0	0	0	206
% App. Total	0	91.4	8.6	0		94.1	0	2.9	2.9		9.4	90.6	0	0		0	0	0	0		
PHF	.000	.821	.750	.000	.814	.727	.000	.250	.250	.708	.375	.604	.000	.000	.571	.000	.000	.000	.000	.000	.888
Autos	0	127	12	0	139	32	0	1	1	34	3	28	0	0	31	0	0	0	0	0	204
% Autos	0	99.2	100	0	99.3	100	0	100	100	100	100	96.6	0	0	96.9	0	0	0	0	0	99.0
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0	0	0.7	0	0	0	0	0	0	3.4	0	0	3.1	0	0	0	0	0	1.0



Traf Tech Engineering Inc.

File Name : 7- NE 7th Ave & NE 61st Street
Site Code : 00000000
Start Date : 7/20/2022
Page No : 4

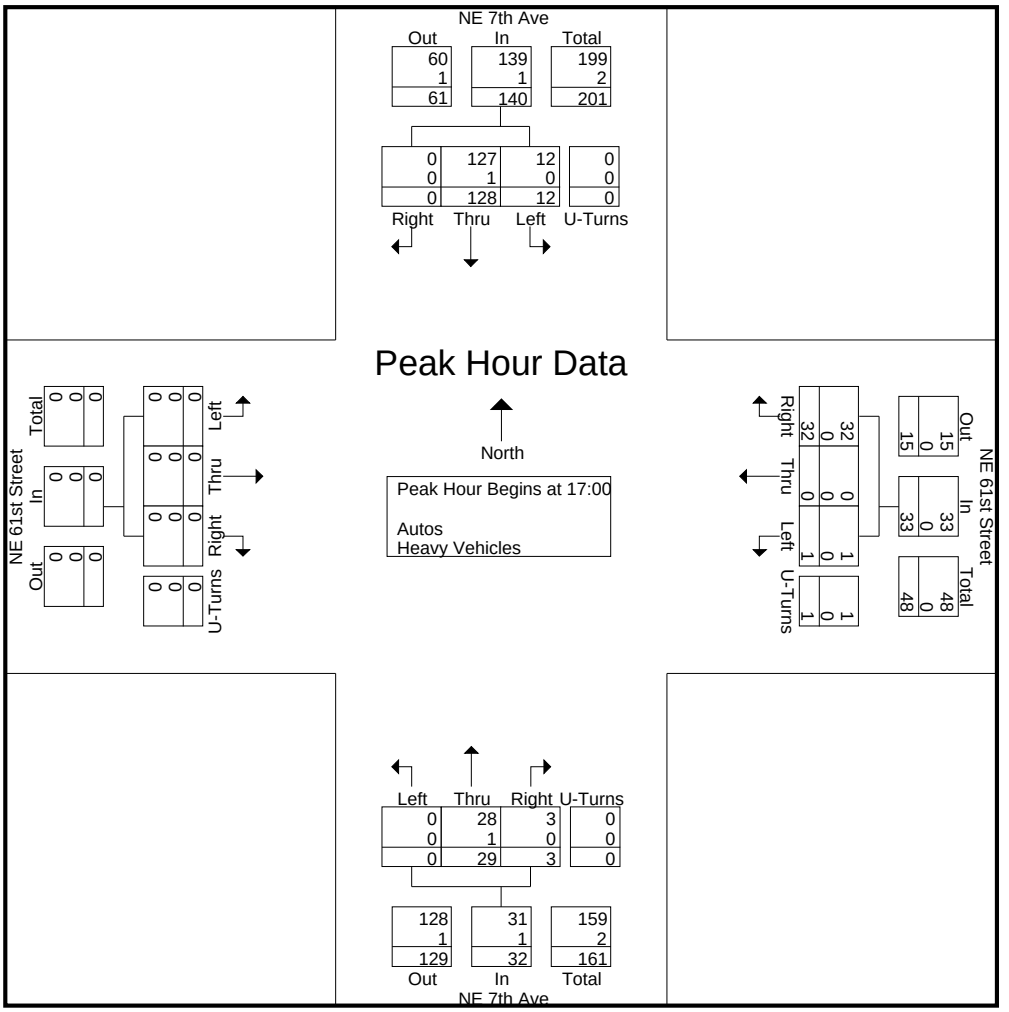
	NE 7th Ave From North					NE 61st Street From East					NE 7th Ave From South					NE 61st Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	7	3	0	10	4	0	0	0	4	0	7	0	0	7	0	0	0	0	0	21
07:15	0	3	0	0	3	3	0	0	0	3	5	9	0	0	14	0	0	0	0	0	20
07:30	0	3	2	0	5	5	0	0	0	5	0	7	0	0	7	0	0	0	0	0	17
07:45	0	5	0	0	5	8	0	0	0	8	1	6	0	0	7	0	0	0	0	0	20
Total Volume	0	18	5	0	23	20	0	0	0	20	6	29	0	0	35	0	0	0	0	0	78
% App. Total	0	78.3	21.7	0		100	0	0	0		17.1	82.9	0	0		0	0	0	0		
PHF	.000	.643	.417	.000	.575	.625	.000	.000	.000	.625	.300	.806	.000	.000	.625	.000	.000	.000	.000	.000	.929
Autos	0	17	3	0	20	20	0	0	0	20	5	27	0	0	32	0	0	0	0	0	72
% Autos	0	94.4	60.0	0	87.0	100	0	0	0	100	83.3	93.1	0	0	91.4	0	0	0	0	0	92.3
Heavy Vehicles																					
% Heavy Vehicles	0	5.6	40.0	0	13.0	0	0	0	0	0	16.7	6.9	0	0	8.6	0	0	0	0	0	7.7



Traf Tech Engineering Inc.

File Name : 7- NE 7th Ave & NE 61st Street
Site Code : 00000000
Start Date : 7/20/2022
Page No : 5

Start Time	NE 7th Ave From North					NE 61st Street From East					NE 7th Ave From South					NE 61st Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	24	2	0	26	11	0	1	0	12	2	12	0	0	14	0	0	0	0	0	52
17:15	0	32	2	0	34	7	0	0	0	7	0	5	0	0	5	0	0	0	0	0	46
17:30	0	39	4	0	43	7	0	0	0	7	1	7	0	0	8	0	0	0	0	0	58
17:45	0	33	4	0	37	7	0	0	1	8	0	5	0	0	5	0	0	0	0	0	50
Total Volume	0	128	12	0	140	32	0	1	1	34	3	29	0	0	32	0	0	0	0	0	206
% App. Total	0	91.4	8.6	0		94.1	0	2.9	2.9		9.4	90.6	0	0		0	0	0	0		
PHF	.000	.821	.750	.000	.814	.727	.000	.250	.250	.708	.375	.604	.000	.000	.571	.000	.000	.000	.000	.000	.888
Autos	0	127	12	0	139	32	0	1	1	34	3	28	0	0	31	0	0	0	0	0	204
% Autos	0	99.2	100	0	99.3	100	0	100	100	100	100	96.6	0	0	96.9	0	0	0	0	0	99.0
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0	0	0.7	0	0	0	0	0	0	3.4	0	0	3.1	0	0	0	0	0	1.0



Station : 1028 - NE 62 St/Cypress Creek Rd & Dixie Hwy (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		29		22		29		22								
Min Green	4	12	4	15	4	12	4	15								
Gap Ext	1.5	2.5	1.5	2.5	1.5	2.5	2	2.5								
Max1	12	45	15	60	25	45	25	60								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2.5	2.5	2	2	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit							33	75								
Dynamic Max Step							8	15								
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell		8	8	8	8	8
Max Presence		180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2					
Dwell Cyc Veh 2	6					
Dwell Cyc Veh 3	7					
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3					
Exit 2	8					
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 10/11/2022 2:49:00 PM

Station : 1028 - NE 62 St/Cypress Creek Rd & Dixie Hwy (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		100	254																							
9		100	254																							
15		100	254																							
20		100	254																							
Day Plan 2											**Easy**															
		100	254																							
1		100	254																							
6	30	100	254																							

Day Plan 3												Easy															
		100	254																								
1		100	254																								
6	30	100	254																								
23		100	254																								

Broward County Timing Sheet 10/11/2022 2:49:00 PM

Station : 1028 - NE 62 St/Cypress Creek Rd & Dixie Hwy (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1029 - NE 62 St/Cypress Creek Rd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		37		34		37		34								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	2	3	2	2.5	2	3	2	2.5								
Max1	18	50	18	35	18	50	18	35								
Max2																
Yellow Clr	5	5	4.5	4.5	5	5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 10/11/2022 2:44:43 PM

Station : 1029 - NE 62 St/Cypress Creek Rd & Andrews Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	25	2	1	10	50		25	79	36	40	34	70	25	51								
9		3	3	160	38	3	1	10	50		25	72	25	38	25	72	25	38								
15		4	4	180	11	4	1	10	50		26	78	31	45	26	78	31	45								
20		3	3	160	38	3	1	10	50		25	72	25	38	25	72	25	38								
Day Plan 2											**Easy**															
		3	3	160	38	3	1	10	50		25	72	25	38	25	72	25	38								
1		100	254																							
6	30	3	3	160	38	3	1	10	50		25	72	25	38	25	72	25	38								

Day Plan 3											Easy																
		3	3	160	38	3	1	10	50		25	72	25	38	25	72	25	38									
1		100	254																								
6	30	3	3	160	38	3	1	10	50		25	72	25	38	25	72	25	38									
23		100	254																								

Station : 1029 - NE 62 St/Cypress Creek Rd & Andrews Ave (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1054 - NE 62 St/Cypress Creek Rd & I-95 NB On (Standard File)

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 10/11/2022 2:47:27 PM

Station : 1054 - NE 62 St/Cypress Creek Rd & I-95 NB On (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	90		2	1	10	50		35	55				90										
9		3	3	80	1	3	1	10	50		25	55				80										
15		4	4	90	27	4	1	10	50		35	55				90										
20		3	3	80	1	3	1	10	50		25	55				80										
Day Plan 2											**Easy**															
		3	3	80	1	3	1	10	50		25	55				80										
1		100	254																							
6	30	3	3	80	1	3	1	10	50		25	55				80										

Day Plan 3											Easy															
		3	3	80	1	3	1	10	50		25	55				80										
1		100	254																							
6	30	3	3	80	1	3	1	10	50		25	55				80										
23		100	254																							

Station : 1054 - NE 62 St/Cypress Creek Rd & I-95 NB On (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																			2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

Station : 1182 - NE 62 St/Cypress Creek Rd & I-95 SB Off (Standard File)

Phase	1	2 (WT)	3 (NT)	4 (ST)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7				7										
Ped Clearance		18				18										
Min Green		12	6	6	5	12										
Gap Ext		3	2	2	1.5	3										
Max1		50	20	40	15	50										
Max2																
Yellow Clr		5	4	4	4	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 10/11/2022 2:46:37 PM

Station : 1182 - NE 62 St/Cypress Creek Rd & I-95 SB Off (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	12	2	1	10	50			95	25	60	20	75										
9		3	3	160	46	3	1	10	50			95	30	35	15	80										
15		4	4	180	24	4	1	10	50			110	20	50	20	90										
20		3	3	160	46	3	1	10	50			95	30	35	15	80										
Day Plan 2											**Easy**															
		3	3	160	46	3	1	10	50			95	30	35	15	80										
1		100	254																							
6	30	3	3	160	46	3	1	10	50			95	30	35	15	80										

Day Plan 3											Easy															
		3	3	160	46	3	1	10	50			95	30	35	15	80										
1		100	254																							
6	30	3	3	160	46	3	1	10	50			95	30	35	15	80										
23		100	254																							

Broward County Timing Sheet 10/11/2022 2:46:37 PM

Station : 1182 - NE 62 St/Cypress Creek Rd & I-95 SB Off (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																			2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1321 - NE 62 St/Cypress Creek Rd & NE 7 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (ST)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		23		27		23										
Min Green	4	12	6	6	4	12										
Gap Ext	1.5	3	2.5	2	1.5	3										
Max1	20	60	22	18	10	60										
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	3	3.5	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 10/11/2022 2:48:14 PM

Station : 1321 - NE 62 St/Cypress Creek Rd & NE 7 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		2	2	180	24	2	1	10	50		30	72	36	42	16	86										
9		3	3	160	15	3	1	10	50		20	73	25	42	20	73										
15		4	4	180	150	4	1	10	50		20	88	30	42	20	88										
20		3	3	160	15	3	1	10	50		20	73	25	42	20	73										
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	15	3	1	10	50		20	73	25	42	20	73										

Day Plan 3											Easy																
		25	255																								
6		100	254																								
6	30	3	3	160	15	3	1	10	50		20	73	25	42	20	73											

Broward County Timing Sheet 10/11/2022 2:48:14 PM

Station : 1321 - NE 62 St/Cypress Creek Rd & NE 7 Ave (Standard File)

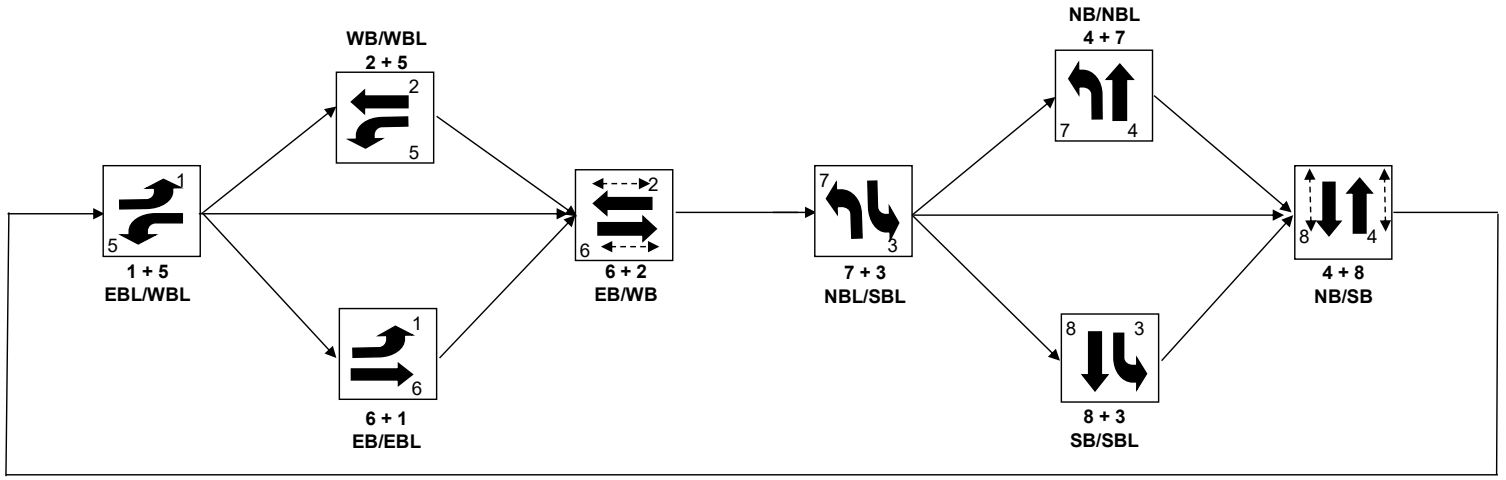
Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

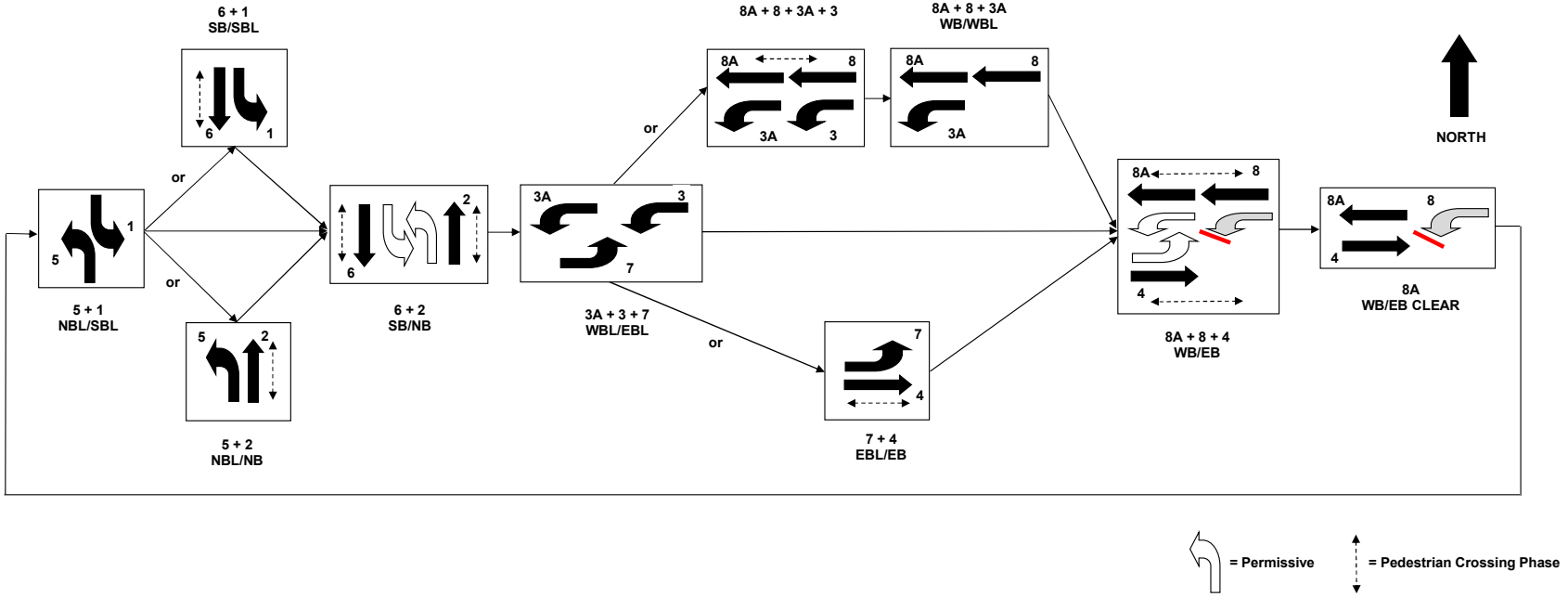
	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																			2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

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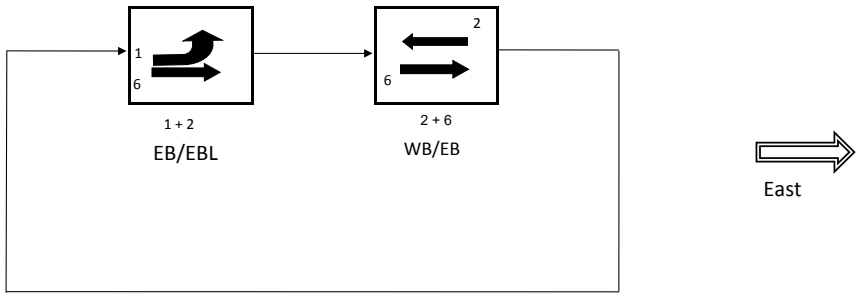
Sequence of Operation for (A-29), NE 62 St (Cypress Creek RD) and Andrews Ave



NE 62 Street (Cypress Creek Road) and Dixie Highway (811)
Intersection Number 1028 (Oakland Park) Mod 19 and Higher

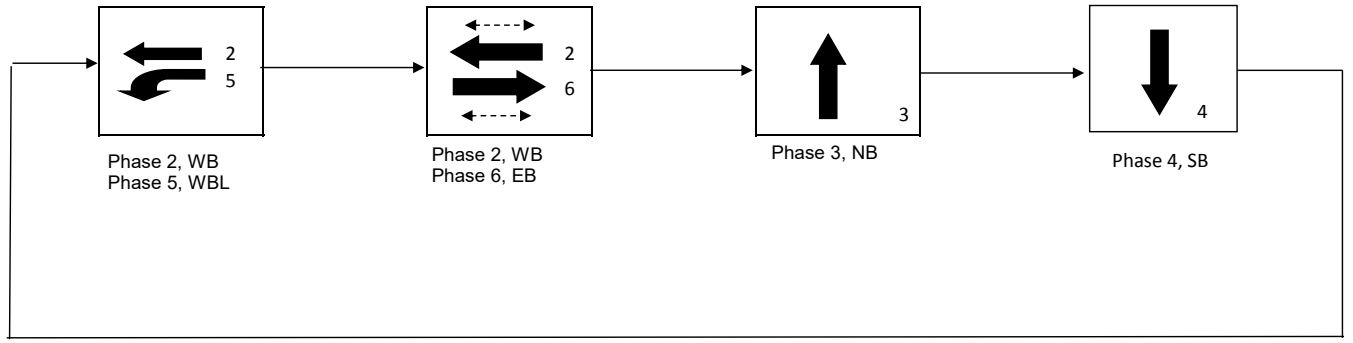


Sequence of Operation for 1054
NE 62 St (CYP. CRK. RD) and I-95 (NB/SR9)
Oakland Park

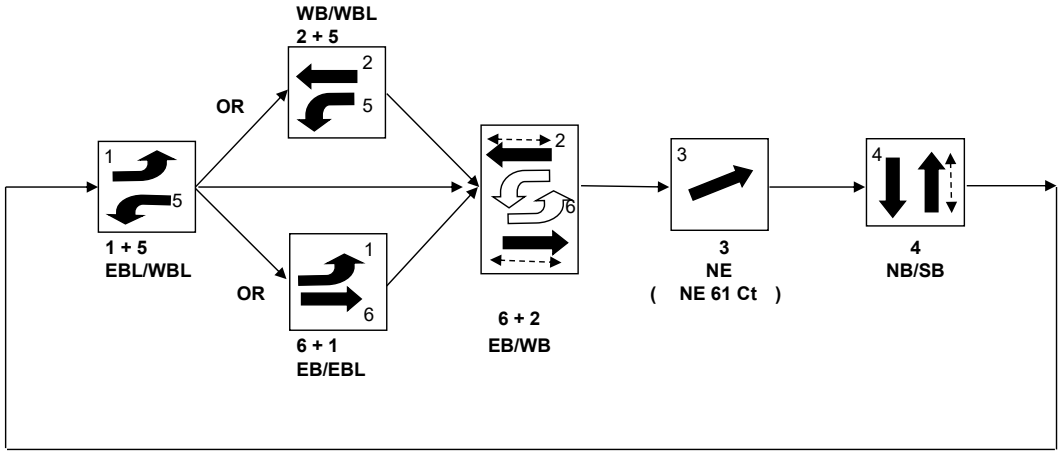


Note: EB is permanently green

Sequence of Operation
NE 62 Street (Cypress Creek Road) and I-95 (SB) (SR 9)
Intersection Number 1182



Sequence of Operation for NE 62 Street (Cypress Creek Rd) and NE 7 Avenue (1321)



APPENDIX C

Signal Timing, PSCF, Historical Data, and Growth Rate

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1028	**Initial Operation Date**	11/29/60
Controller Type	2070 LN	**System Number**	1028
Modification Number	19	**Modification Date**	04/21/2020
Drawing/Project No		**FPL Grid Number**	87686970608
Intersection	NE 62 ST. (CYP. CRK. RD.) and DIXIE HWY. (SR 811)		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,3A	4	5	6	7	8,8A
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	15	4	12	4	15
Vehicle Ext.(GAP)	1.5	2.5	1.5	2.5	1.5	2.5	2.0	2.5
Maximum Green I	12	45	15	60	25	45	25	60
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.5	2.5	2.0	2.0	2.5	2.5
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		29		22		29		22
Permissive	5 SECT		NOTE 4		5 SECT		5 SECT	
Flash Operation		RED	RED	YELLOW		RED		YELLOW

Attachment

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. DOUBLE CLEARANCE WB AND WBL (MEASURED FROM BEGINING OF NEARSIDE YELLOW):
6G, 4Y, 2.5AR (HEADS 3A AND 8A).
4. NEARSIDE WBL (HEAD 3) IS PROTECTED ONLY, FARSIDE WBL IS 5-SECT.
5. FARSIDE WB AND EB HEADS CLEAR SIMULTANEOUSLY.
6. RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEARANCE = NOT USED.
(B) ACTIVE PHASES: 2,6 & 7 (NB, SB, EBL).
(C) RETURN TO PHASES 3+8 (WB/WBL).
7. MOD. 19 UPDATES PRE-EMPTION.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1029	**Initial Operation Date**	6/14/74
Controller Type	2070 LN2 BIU	**System Number**	1029
Modification Number	20	**Modification Date**	04/20/2020
Drawing/Project No	N1030013P1	**FPL Grid Number**	87586930501
Intersection	NE 62 ST. (CYP. CRK. RD.) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	2.0	3.0	2.0	2.5	2.0	3.0	2.0	2.5
Maximum Green I	18	50	18	35	18	50	18	35
Maximum Green II								
Yellow Clearance	5.0	5.0	4.5	4.5	5.0	5.0	4.5	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		7		7		7
Pedestrian Clearance		37		34		37		34
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD.20 UPDATES YELLOW CLEARANCE VALUES FOR ALL PHASES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1054	**Initial Operation Date**	6/10/76
Controller Type	2070 LN	**System Number**	1054
Modification Number	7	**Modification Date**	04/20/2020
Drawing/Project No	86070-3517	**FPL Grid Number**	87686530608
Intersection	NE 62 ST. (CYP. CRK. RD.) and I-95 (NB) (SR 9)		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2				6*		
Direction	EBL	WB				EB		
Initial Green(MIN)	5	15						
Vehicle Ext.(GAP)	2.0	3.0						
Maximum Green I	25	50						
Maximum Green II								
Yellow Clearance	5.0	5.0						
All Red Clearance	2.0	2.0						
Phase Recall	OFF	MIN						
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive	DUAL							
Flash Operation	RED	YELLOW						

Attachment

NOTES:

1. *HEADS 6 (EASTBOUND THRU) ARE GREEN PERMANENTLY (SINGLE SECTIONS).
2. MOD. 7 UPDATES YELLOW AND ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1182	**Initial Operation Date**	11/27/90
Controller Type	2070 LN	**System Number**	1182
Modification Number	6	**Modification Date**	04/20/2020
Drawing/Project No	231735-1-52-01	**FPL Grid Number**	87686100506
Intersection	NE 62 ST. (CYP. CRK. RD.) and I-95 (SB) (SR 9)		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	4,7	3,8,8R	5	6		
Direction		WB	NB	SB	WBL	EB		
Initial Green(MIN)		12	6	6	5	12		
Vehicle Ext.(GAP)		3.0	2.0	2.0	1.5	3.0		
Maximum Green I		50	20	40	15	50		
Maximum Green II								
Yellow Clearance		5.0	4.0	4.0	4.0	5.0		
All Red Clearance		2.0	2.0	2.0	2.0	2.0		
Phase Recall		MIN	OFF	OFF	OFF	MIN		
Detector Delay			20-RT					
Walk		7				7		
Pedestrian Clearance		18				18		
Permissive					NO			
Flash Operation		YELLOW	RED	RED	RED	YELLOW		

Attachment

NOTES:

1. MOD. 6 UPDATES PH. 2 & 6 YELLOW CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1321	**Initial Operation Date**	1/3/84
Controller Type	2070 LN2 (BIU)	**System Number**	1321
Modification Number	10	**Modification Date**	04/20/2020
Drawing/Project No		**FPL Grid Number**	87686070402
Intersection	NE 62 ST. (CYP. CRK. RD.) and NE 7 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	6A	4,8	5	6		
Direction	EBL	WB	NE	N/S	WBL	EB		
Initial Green(MIN)	4	12	6	6	4	12		
Vehicle Ext.(GAP)	1.5	3.0	2.5	2.0	1.5	3.0		
Maximum Green I	20	60	22	18	10	60		
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0		
All Red Clearance	2.0	2.0	3.0	3.5	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay				10*				
Walk		7		7		7		
Pedestrian Clearance		23		27		23		
Permissive	YES				YES			
Flash Operation		YELLOW	RED	RED		YELLOW		

Attachment

NOTES:

1. FLASH OPERATION: 00:00-06:00, 7 DAYS
2. *DETECTOR DELAY ON PHASE 4; NB AND SBR.
3. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
4. MOD. 10 UPDATES EW/EWL YELLOW CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.04	1.07
2	01/03/2021 - 01/09/2021	1.05	1.08
3	01/10/2021 - 01/16/2021	1.06	1.09
4	01/17/2021 - 01/23/2021	1.05	1.08
5	01/24/2021 - 01/30/2021	1.04	1.07
6	01/31/2021 - 02/06/2021	1.03	1.06
7	02/07/2021 - 02/13/2021	1.02	1.05
8	02/14/2021 - 02/20/2021	1.01	1.04
9	02/21/2021 - 02/27/2021	1.00	1.03
10	02/28/2021 - 03/06/2021	0.99	1.02
*11	03/07/2021 - 03/13/2021	0.98	1.01
*12	03/14/2021 - 03/20/2021	0.97	1.00
*13	03/21/2021 - 03/27/2021	0.96	0.99
*14	03/28/2021 - 04/03/2021	0.96	0.99
*15	04/04/2021 - 04/10/2021	0.96	0.99
*16	04/11/2021 - 04/17/2021	0.96	0.99
*17	04/18/2021 - 04/24/2021	0.96	0.99
*18	04/25/2021 - 05/01/2021	0.96	0.99
*19	05/02/2021 - 05/08/2021	0.96	0.99
*20	05/09/2021 - 05/15/2021	0.97	1.00
*21	05/16/2021 - 05/22/2021	0.97	1.00
*22	05/23/2021 - 05/29/2021	0.98	1.01
*23	05/30/2021 - 06/05/2021	0.99	1.02
24	06/06/2021 - 06/12/2021	1.00	1.03
25	06/13/2021 - 06/19/2021	1.01	1.04
26	06/20/2021 - 06/26/2021	1.00	1.03
27	06/27/2021 - 07/03/2021	1.00	1.03
28	07/04/2021 - 07/10/2021	1.00	1.03
29	07/11/2021 - 07/17/2021	1.00	1.03
30	07/18/2021 - 07/24/2021	1.00	1.03
31	07/25/2021 - 07/31/2021	1.00	1.03
32	08/01/2021 - 08/07/2021	1.00	1.03
33	08/08/2021 - 08/14/2021	1.00	1.03
34	08/15/2021 - 08/21/2021	1.00	1.03
35	08/22/2021 - 08/28/2021	1.01	1.04
36	08/29/2021 - 09/04/2021	1.02	1.05
37	09/05/2021 - 09/11/2021	1.03	1.06
38	09/12/2021 - 09/18/2021	1.04	1.07
39	09/19/2021 - 09/25/2021	1.03	1.06
40	09/26/2021 - 10/02/2021	1.02	1.05
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.01	1.04
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.02	1.05
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.03	1.06
48	11/21/2021 - 11/27/2021	1.03	1.06
49	11/28/2021 - 12/04/2021	1.03	1.06
50	12/05/2021 - 12/11/2021	1.03	1.06
51	12/12/2021 - 12/18/2021	1.04	1.07
52	12/19/2021 - 12/25/2021	1.05	1.08
53	12/26/2021 - 12/31/2021	1.06	1.09

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0300 - CYPRESS CREEK RD - W OF SR 9/I-95 E OF ANDREWS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	37500 C	E 13500	W 24000	9.00	53.80	5.50
2020	40500 C	E 21000	W 19500	9.00	53.90	6.30
2019	55000 C	E 26500	W 28500	9.00	54.60	6.70
2018	56000 C	E 28000	W 28000	9.00	54.50	3.00
2017	50500 C	E 25500	W 25000	9.00	51.90	7.00
2016	59000 C	E 30000	W 29000	9.00	54.10	2.20
2015	55500 C	E 27500	W 28000	9.00	54.00	2.50
2014	52000 C	E 26000	W 26000	9.00	54.20	3.50
2013	44000 C	E 21500	W 22500	9.00	53.60	6.60
2012	49500 C	E 25000	W 24500	9.00	52.20	2.20
2011	48000 C	E 23500	W 24500	9.00	52.50	2.00
2010	50000 C	E 26000	W 24000	8.35	52.69	2.10
2009	52500 C	E 26000	W 26500	8.53	53.89	2.10
2008	53000 C	E 26000	W 27000	8.81	54.16	5.40
2007	52500 C	E 26000	W 26500	8.63	55.75	2.60
2006	51000 C	E 25000	W 26000	8.40	55.34	3.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0301 - CYPRESS CREEK RD - 0.5 MI E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	35500 C	E 18000	W 17500	9.00	53.80	5.50
2020	40500 C	E 21000	W 19500	9.00	53.90	5.50
2019	42500 C	E 21500	W 21000	9.00	54.60	6.60
2018	39500 C	E 19500	W 20000	9.00	54.50	6.60
2017	35000 C	E 18000	W 17000	9.00	51.90	6.60
2016	39500 C	E 19500	W 20000	9.00	54.10	6.30
2015	35000 C	E 18500	W 16500	9.00	54.00	6.30
2014	43000 C	E 22000	W 21000	9.00	54.20	6.30
2013	38000 C	E 19000	W 19000	9.00	53.60	6.60
2012	38000 C	E 19500	W 18500	9.00	52.20	6.80
2011	35000 C	E 18000	W 17000	9.00	52.50	6.80
2010	34000 C	E 17000	W 17000	8.35	52.69	6.80
2009	36000 C	E 18000	W 18000	8.53	53.89	3.90
2008	41000 C	E 20500	W 20500	8.81	54.16	3.90
2007	39000 C	E 19000	W 20000	8.63	55.75	2.40
2006	38000 C	E 19000	W 19000	8.40	55.34	3.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0501 - SR 811/DIXIE HWY - N OF NW 62 ST/CYPRESS CR RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	25400 C	N 15500	S 9900	9.00	53.80	6.00
2020	20200 C	N 9200	S 11000	9.00	53.90	6.00
2019	23500 C	N 11000	S 12500	9.00	54.60	4.90
2018	23000 C	N 11000	S 12000	9.00	54.50	4.90
2017	22500 C	N 11500	S 11000	9.00	51.90	4.90
2016	23000 C	N 11000	S 12000	9.00	54.10	5.10
2015	20500 C	N 10000	S 10500	9.00	54.00	5.10
2014	20500 C	N 9500	S 11000	9.00	54.20	5.10
2013	19300 C	N 9300	S 10000	9.00	53.60	5.10
2012	19900 C	N 9900	S 10000	9.00	52.20	4.90
2011	18500 C	N 9000	S 9500	9.00	52.50	4.90
2010	19000 C	N 9100	S 9900	8.35	52.69	4.90
2009	19400 C	N 9400	S 10000	8.53	53.89	4.30
2008	23500 C	N 11500	S 12000	8.81	54.16	4.30
2007	21500 C	N 10500	S 11000	8.63	55.75	4.70
2006	22500 C	N 11000	S 11500	8.40	55.34	4.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 3503 - N ANDREWS AVE SOUTH OF CYPRESS CREEK RD (SIS CONNECTOR)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	15800 C	N 8700	S 7100	9.00	53.80	8.20
2020	30000 C	N 9000	S 21000	9.00	53.90	4.70
2019	32000 F	N 8500	S 23500	9.00	54.60	5.20
2018	32000 C	N 8500	S 23500	9.00	54.50	5.20
2017	28900 C	N 8400	S 20500	9.00	51.90	5.40
2016	26200 C	N 8200	S 18000	9.00	54.10	5.60
2015	28800 C	N 8800	S 20000	9.00	54.00	5.70
2014	24700 C	N 7700	S 17000	9.00	54.20	4.30
2013	26000 C	N 8000	S 18000	9.00	53.60	4.00
2012	27100 C	N 7600	S 19500	9.00	52.20	5.60
2011	27500 C	N 7500	S 20000	9.00	52.50	5.10
2010	26900 C	N 6900	S 20000	8.35	52.69	5.10
2009	25600 C	N 6600	S 19000	8.53	53.89	4.50
2008	21200 C	N 7200	S 14000	8.81	54.16	4.30
2007	30300 C	N 8300	S 22000	8.63	55.75	4.40
2006	15100 C	N 8100	S 7000	8.40	55.34	3.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7577 - ANDREWS AVE, N OF NW 62 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	19200 F	N 9300	S 9900	9.00	53.80	14.30
2020	19400 C	N 9400	S 10000	9.00	53.90	8.80
2019	31000 R	N 16000	S 15000	9.00	54.60	5.50
2018	31000 T	N 16000	S 15000	9.00	54.50	6.00
2017	31000 S	N 16000	S 15000	9.00	51.90	6.20
2016	31000 F	N 16000	S 15000	9.00	54.10	2.90
2015	31000 C	N 16000	S 15000	9.00	54.00	3.40
2014	17500 X			9.00	54.20	7.40
2013	17500 X	0	0	9.00	53.60	7.60
2012	17500 T	0	0	9.00	52.20	5.90
2011	17400 S	0	0	9.00	52.50	6.30
2010	17400 F	N 7900	S 9500	8.35	52.69	9.30
2009	17400 C	N 7900	S 9500	8.53	53.89	5.30
2008	18700 F	N 9200	S 9500	8.81	54.16	6.50
2007	19300 C	N 9500	S 9800	8.63	55.75	4.80
2006	19900 C	N 9900	S 10000	8.40	55.34	2.90

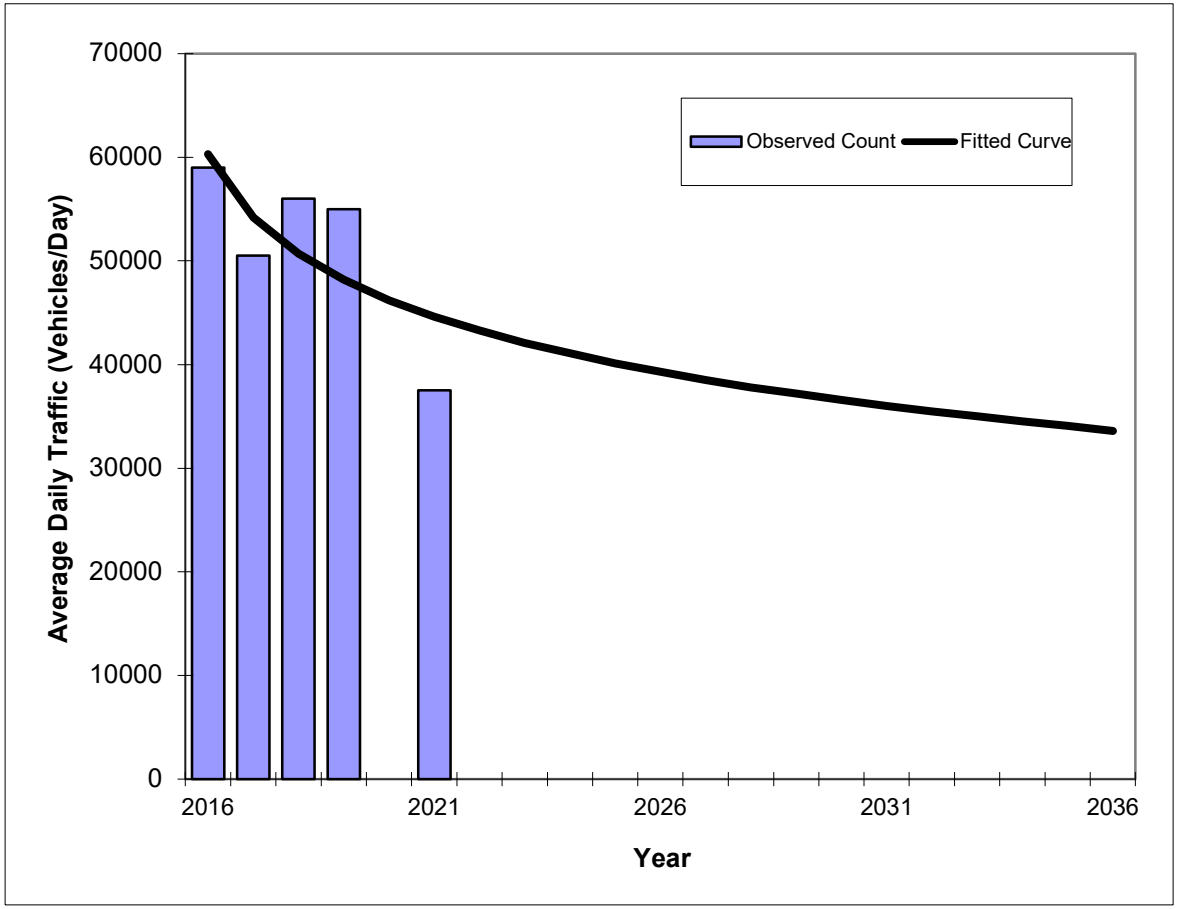
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CYPRESS CREEK RD -- W OF SR 9/I-95 E OF ANDREWS

FIN#	0
Location	1

County:	BROWARD
Station #:	0300
Highway:	CYPRESS CREEK RD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	59000	60300
2017	50500	54200
2018	56000	50700
2019	55000	48200
2020	N/A	N/A
2021	37500	44600
2022 Opening Year Trend		
2022	N/A	43300
2023 Mid-Year Trend		
2023	N/A	42100
2026 Design Year Trend		
2026	N/A	39300
TRANPLAN Forecasts/Trends		

Trend R-squared:	50.56%
Compounded Annual Historic Growth Rate:	-5.85%
Compounded Growth Rate (2021 to Design Year):	-2.50%
Printed:	13-Oct-22

Decaying Exponential Growth Option

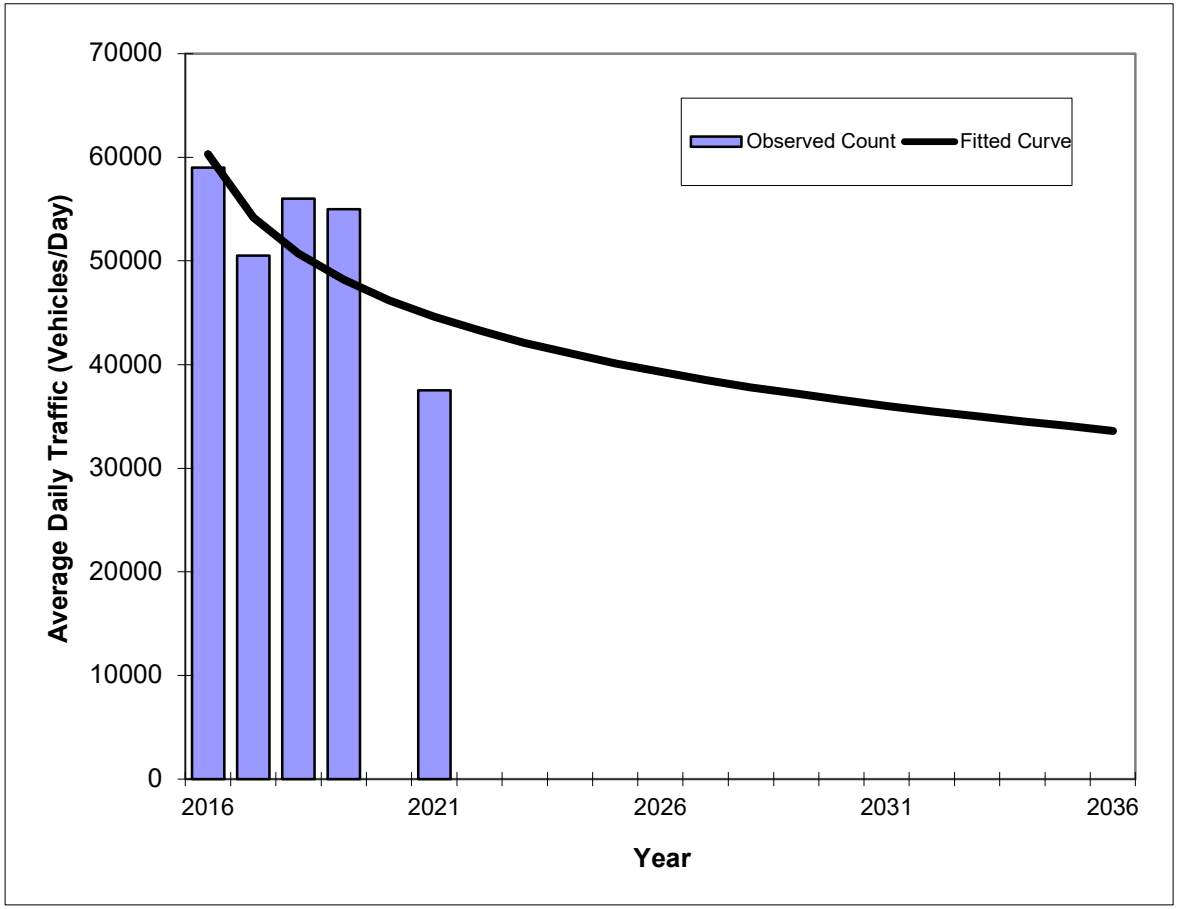
***Axle-Adjusted**

Traffic Trends - V03.a

CYPRESS CREEK RD -- W OF SR 9/I-95 E OF ANDREWS

FIN#	0
Location	1

County:	BROWARD
Station #:	0300
Highway:	CYPRESS CREEK RD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	59000	60300
2017	50500	54200
2018	56000	50700
2019	55000	48200
2020	N/A	N/A
2021	37500	44600
2022 Opening Year Trend		
2022	N/A	43300
2023 Mid-Year Trend		
2023	N/A	42100
2026 Design Year Trend		
2026	N/A	39300
TRANPLAN Forecasts/Trends		

Trend R-squared:	65.97%
Compounded Annual Historic Growth Rate:	-5.85%
Compounded Growth Rate (2021 to Design Year):	-2.50%
Printed:	13-Oct-22

Exponential Growth Option

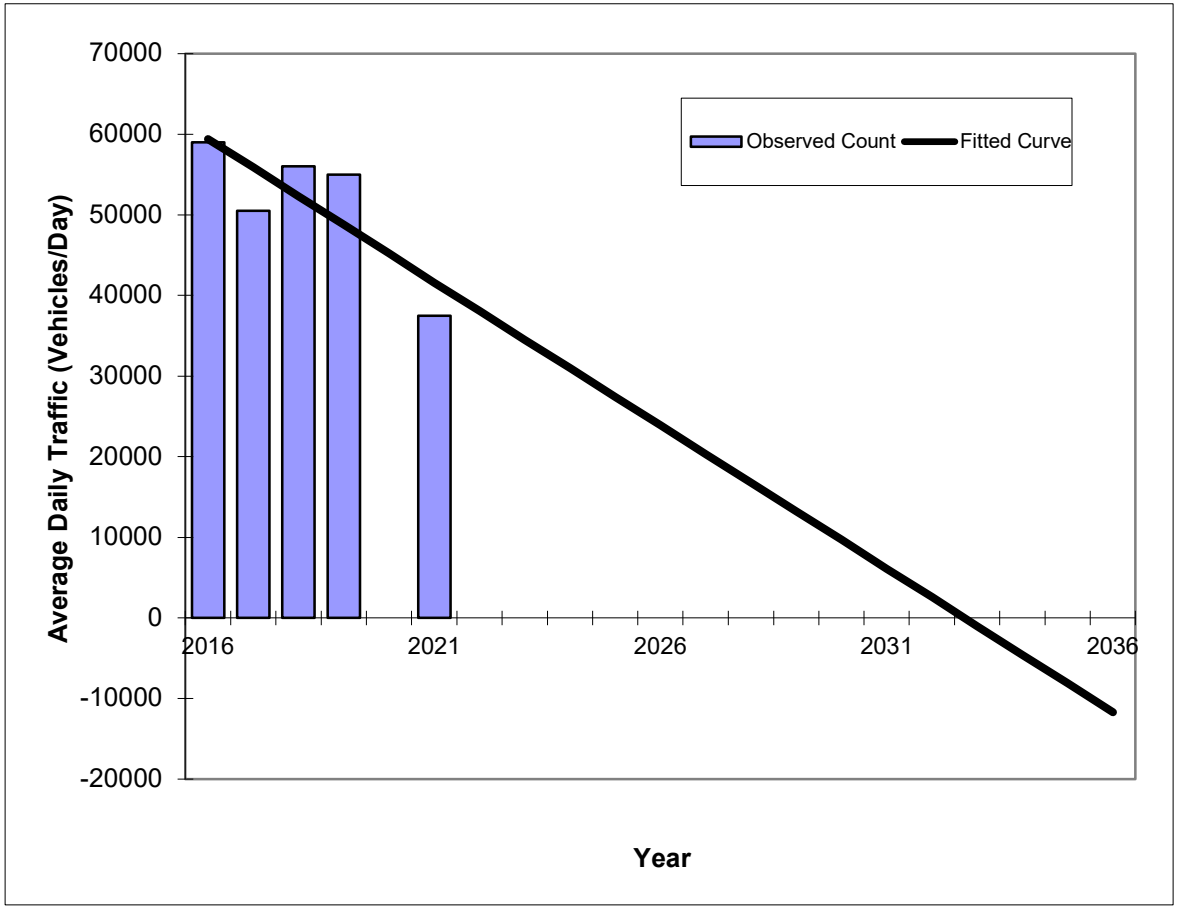
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Traffic Trends - V03.a

CYPRESS CREEK RD -- W OF SR 9/I-95 E OF ANDREWS

FIN#	0
Location	1

County:	BROWARD
Station #:	0300
Highway:	CYPRESS CREEK RD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	59000	59400
2017	50500	55900
2018	56000	52300
2019	55000	48800
2020	N/A	N/A
2021	37500	41600
2022 Opening Year Trend		
2022	N/A	38100
2023 Mid-Year Trend		
2023	N/A	34500
2026 Design Year Trend		
2026	N/A	23900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-3,554
Trend R-squared:	65.43%
Trend Annual Historic Growth Rate:	-5.99%
Trend Growth Rate (2021 to Design Year):	-8.51%
Printed:	13-Oct-22

Straight Line Growth Option

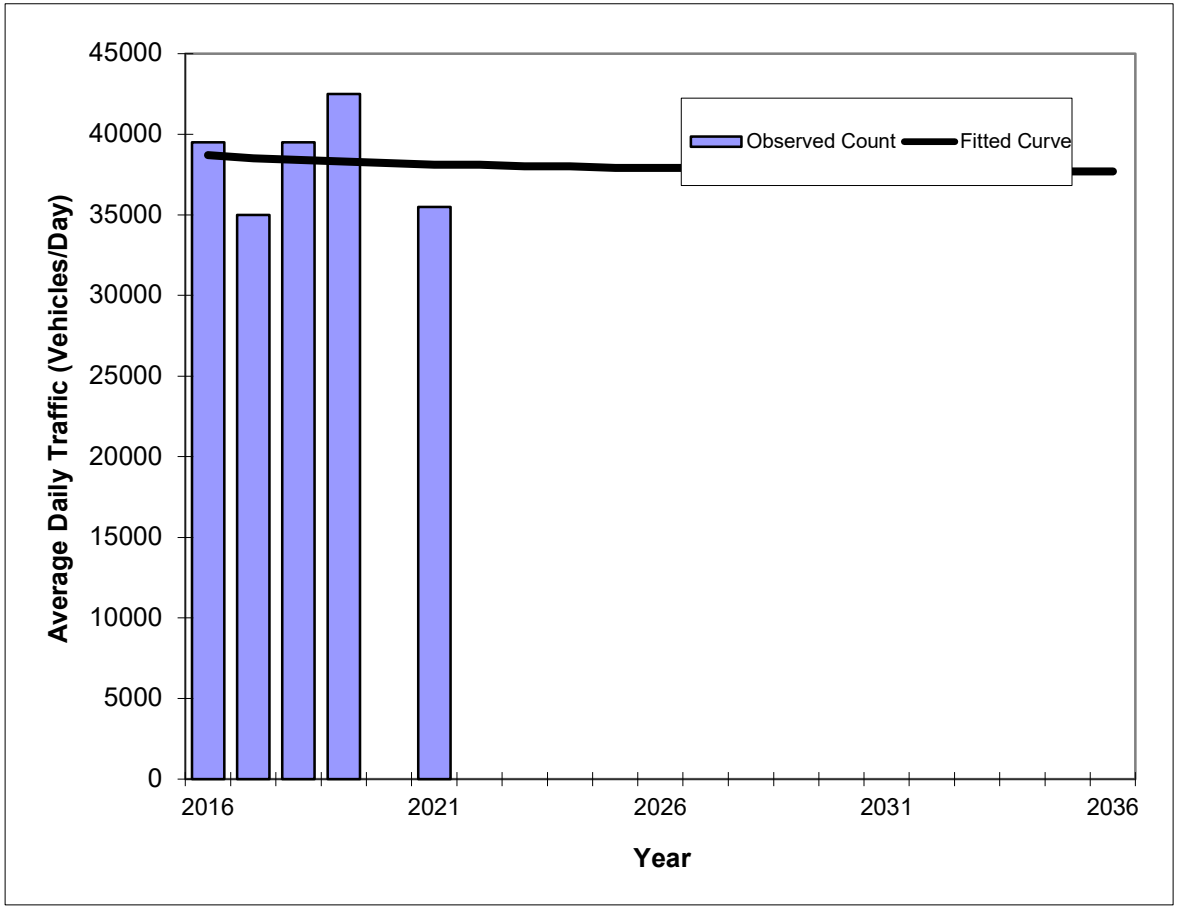
***Axle-Adjusted**

Traffic Trends - V03.a

CYPRESS CREEK RD -- 0.5 MI E OF SR 9/I-95

FIN#	0
Location	1

County:	BROWARD
Station #:	0301
Highway:	CYPRESS CREEK RD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	39500	38700
2017	35000	38500
2018	39500	38400
2019	42500	38300
2020	N/A	N/A
2021	35500	38100
2022 Opening Year Trend		
2022	N/A	38100
2023 Mid-Year Trend		
2023	N/A	38000
2026 Design Year Trend		
2026	N/A	37900
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.59%
Compounded Annual Historic Growth Rate:	-0.31%
Compounded Growth Rate (2021 to Design Year):	-0.11%
Printed:	13-Oct-22

Decaying Exponential Growth Option

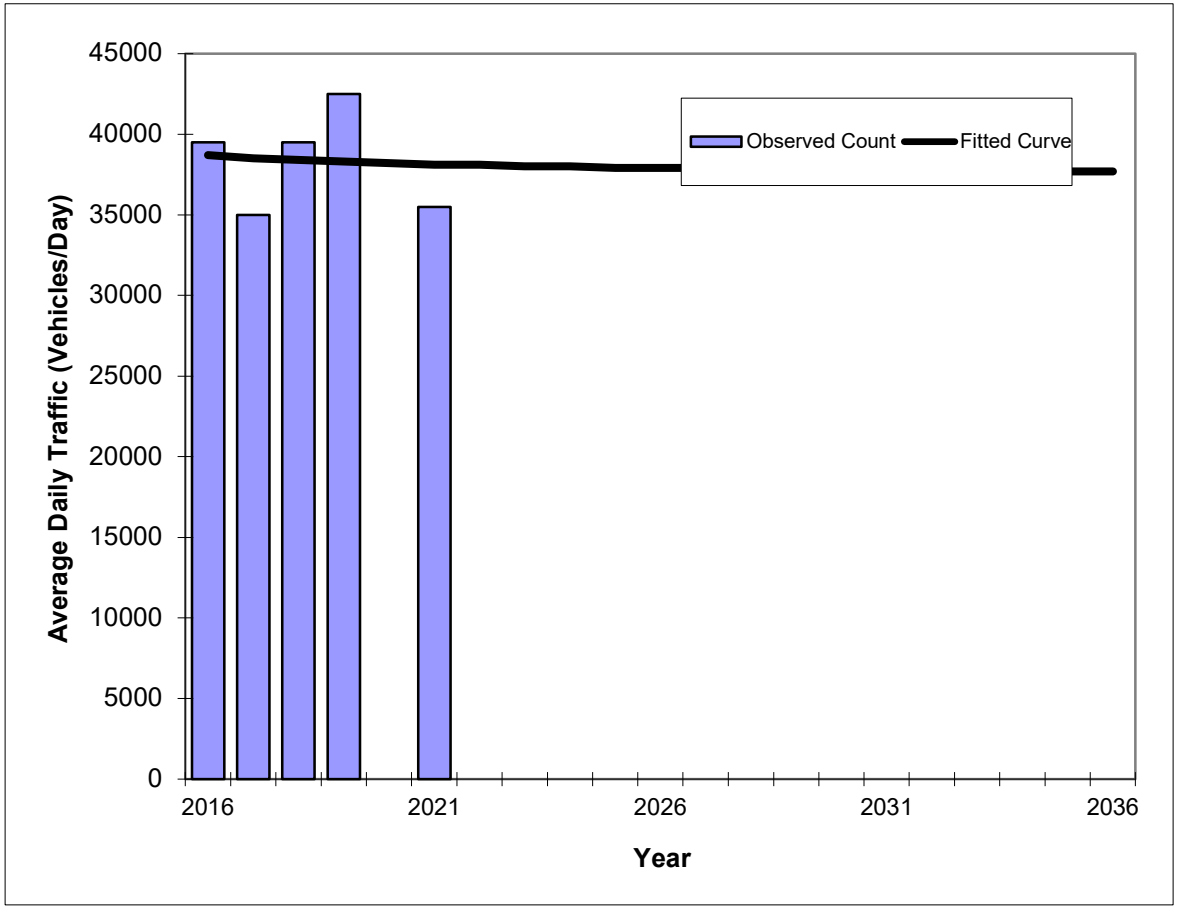
***Axle-Adjusted**

Traffic Trends - V03.a

CYPRESS CREEK RD -- 0.5 MI E OF SR 9/I-95

FIN#	0
Location	1

County:	BROWARD
Station #:	0301
Highway:	CYPRESS CREEK RD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	39500	38700
2017	35000	38500
2018	39500	38400
2019	42500	38300
2020	N/A	N/A
2021	35500	38100
2022 Opening Year Trend		
2022	N/A	38100
2023 Mid-Year Trend		
2023	N/A	38000
2026 Design Year Trend		
2026	N/A	37900
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.30%
Compounded Annual Historic Growth Rate:	-0.31%
Compounded Growth Rate (2021 to Design Year):	-0.11%
Printed:	13-Oct-22

Exponential Growth Option

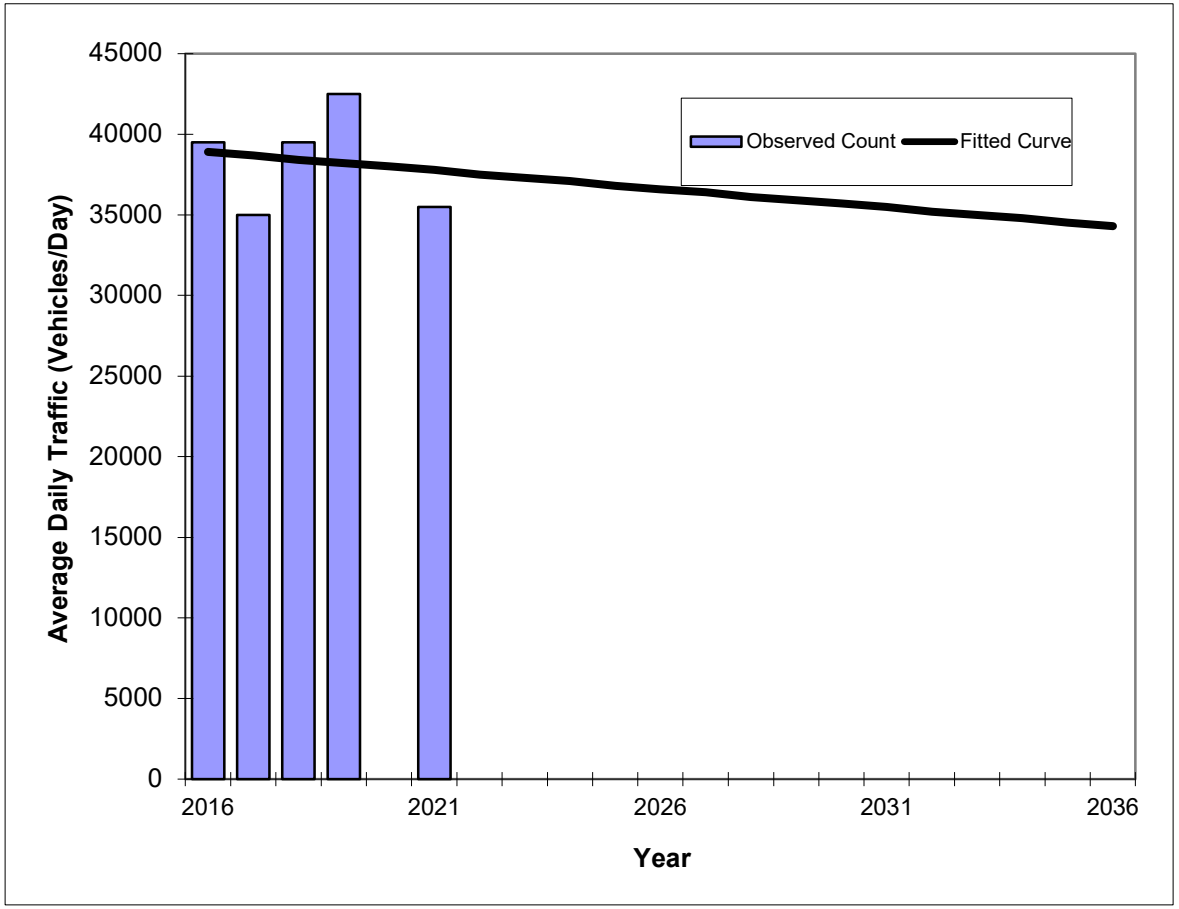
***Axle-Adjusted**

Traffic Trends - V03.a

CYPRESS CREEK RD -- 0.5 MI E OF SR 9/I-95

FIN#	0
Location	1

County:	BROWARD
Station #:	0301
Highway:	CYPRESS CREEK RD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	39500	38900
2017	35000	38700
2018	39500	38400
2019	42500	38200
2020	N/A	N/A
2021	35500	37800
2022 Opening Year Trend		
2022	N/A	37500
2023 Mid-Year Trend		
2023	N/A	37300
2026 Design Year Trend		
2026	N/A	36600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-230
Trend R-squared:	1.99%
Trend Annual Historic Growth Rate:	-0.57%
Trend Growth Rate (2021 to Design Year):	-0.63%
Printed:	13-Oct-22

Straight Line Growth Option

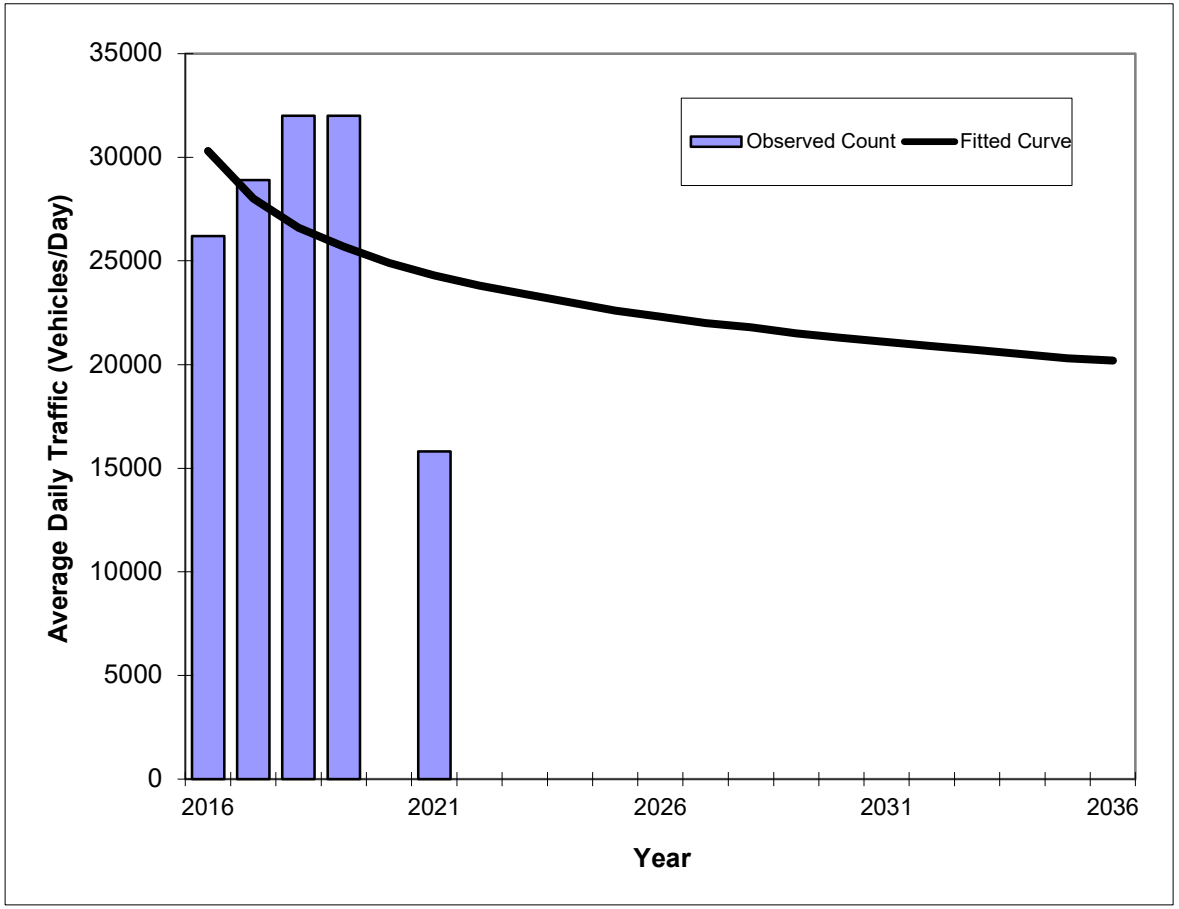
***Axle-Adjusted**

Traffic Trends - V03.a

N ANDREWS AVE -- SOUTH OF CYPRESS CREEK RD (SIS CONNECTOR)

FIN#	0
Location	4

County:	BROWARD
Station #:	3503
Highway:	N ANDREWS AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2016	26200	30300
2017	28900	28000
2018	32000	26600
2019	32000	25700
2020	N/A	N/A
2021	15800	24300
2022 Opening Year Trend		
2022	N/A	23800
2023 Mid-Year Trend		
2023	N/A	23400
2026 Design Year Trend		
2026	N/A	22300
TRANPLAN Forecasts/Trends		

Trend R-squared:	11.48%
Compounded Annual Historic Growth Rate:	-4.32%
Compounded Growth Rate (2021 to Design Year):	-1.70%
Printed:	13-Oct-22

Decaying Exponential Growth Option

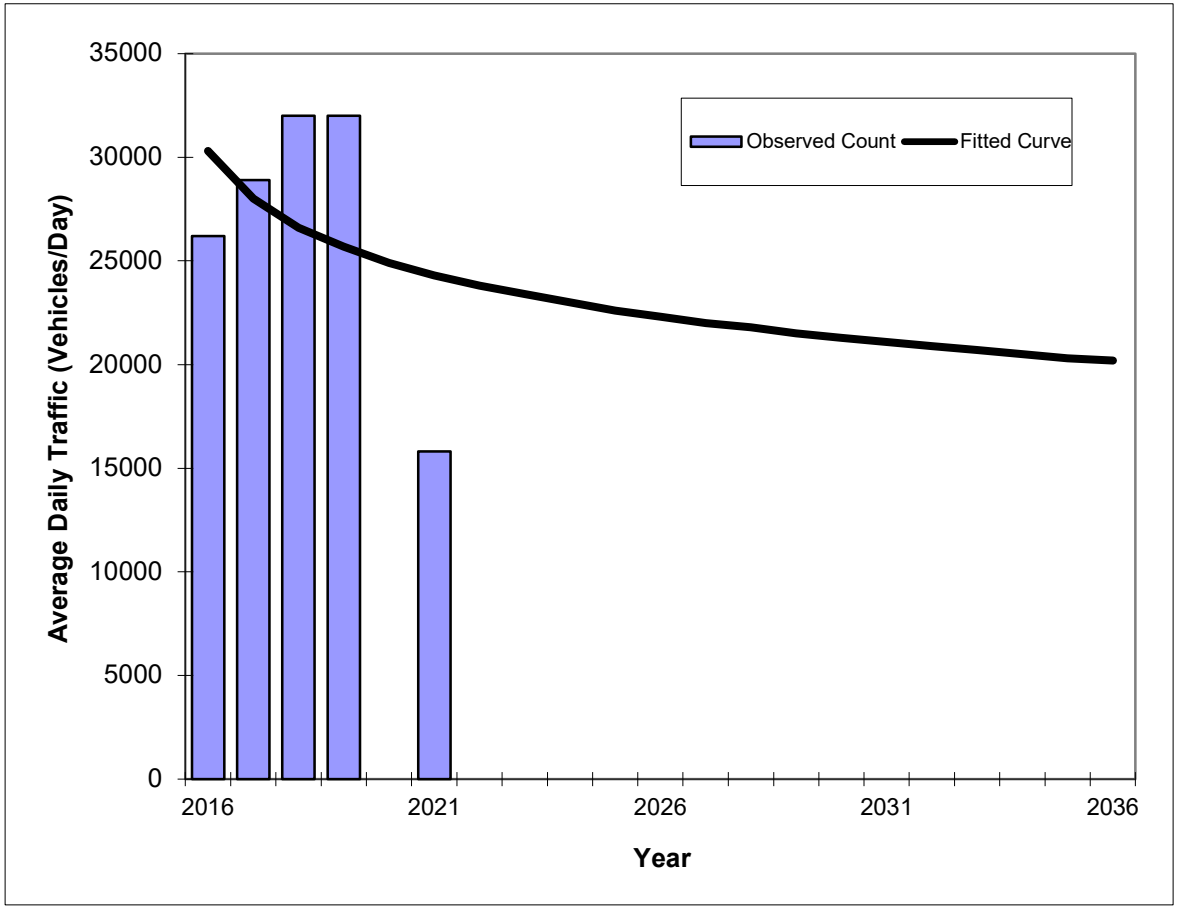
***Axle-Adjusted**

Traffic Trends - V03.a

N ANDREWS AVE -- SOUTH OF CYPRESS CREEK RD (SIS CONNECTOR)

FIN#	0
Location	4

County:	BROWARD
Station #:	3503
Highway:	N ANDREWS AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2016	26200	30300
2017	28900	28000
2018	32000	26600
2019	32000	25700
2020	N/A	N/A
2021	15800	24300
2022 Opening Year Trend		
2022	N/A	23800
2023 Mid-Year Trend		
2023	N/A	23400
2026 Design Year Trend		
2026	N/A	22300
TRANPLAN Forecasts/Trends		

Trend R-squared:	39.11%
Compounded Annual Historic Growth Rate:	-4.32%
Compounded Growth Rate (2021 to Design Year):	-1.70%
Printed:	13-Oct-22

Exponential Growth Option

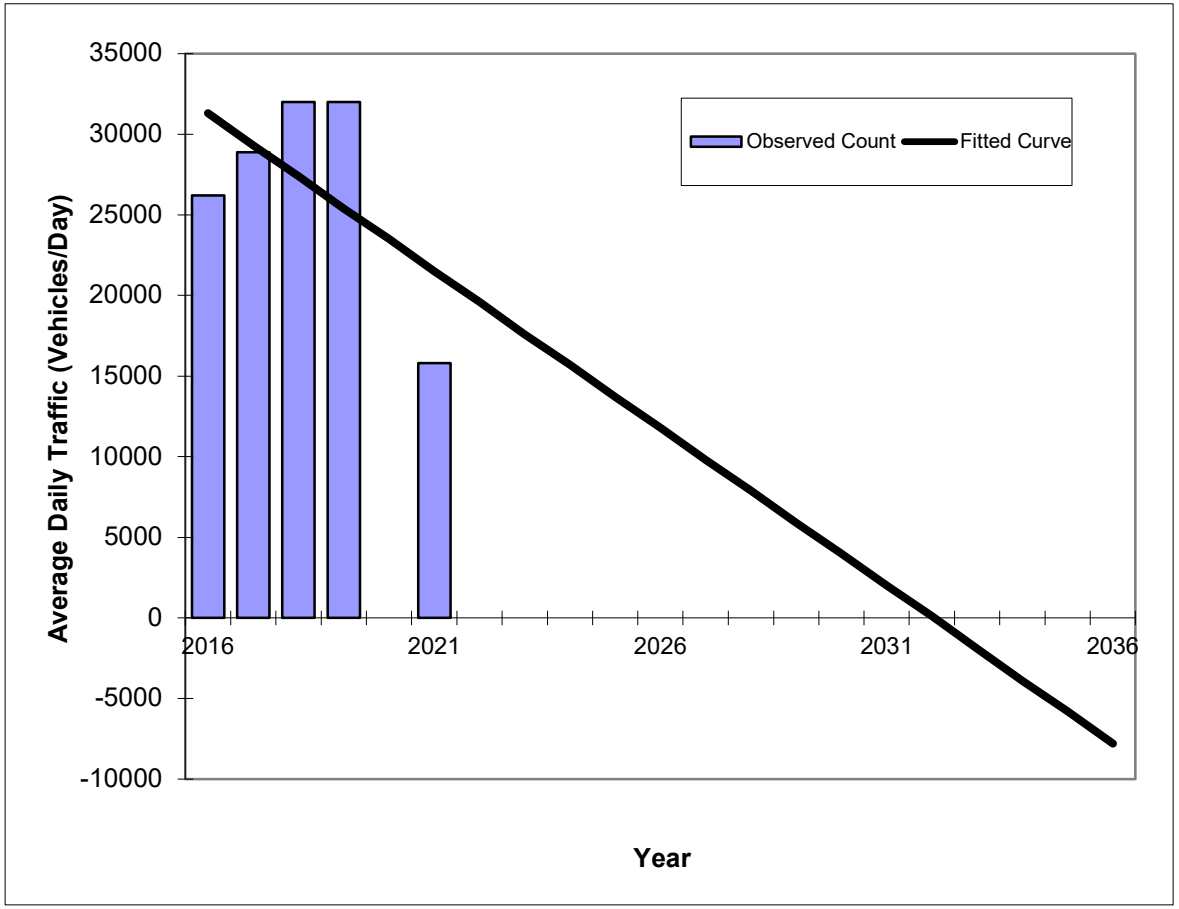
***Axle-Adjusted**

Traffic Trends - V03.a

N ANDREWS AVE -- SOUTH OF CYPRESS CREEK RD (SIS CONNECTOR)

FIN#	0
Location	4

County:	BROWARD
Station #:	3503
Highway:	N ANDREWS AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2016	26200	31300
2017	28900	29300
2018	32000	27400
2019	32000	25400
2020	N/A	N/A
2021	15800	21500
2022 Opening Year Trend		
2022	N/A	19600
2023 Mid-Year Trend		
2023	N/A	17600
2026 Design Year Trend		
2026	N/A	11800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-1,951
Trend R-squared:	31.36%
Trend Annual Historic Growth Rate:	-6.26%
Trend Growth Rate (2021 to Design Year):	-9.02%
Printed:	13-Oct-22

Straight Line Growth Option

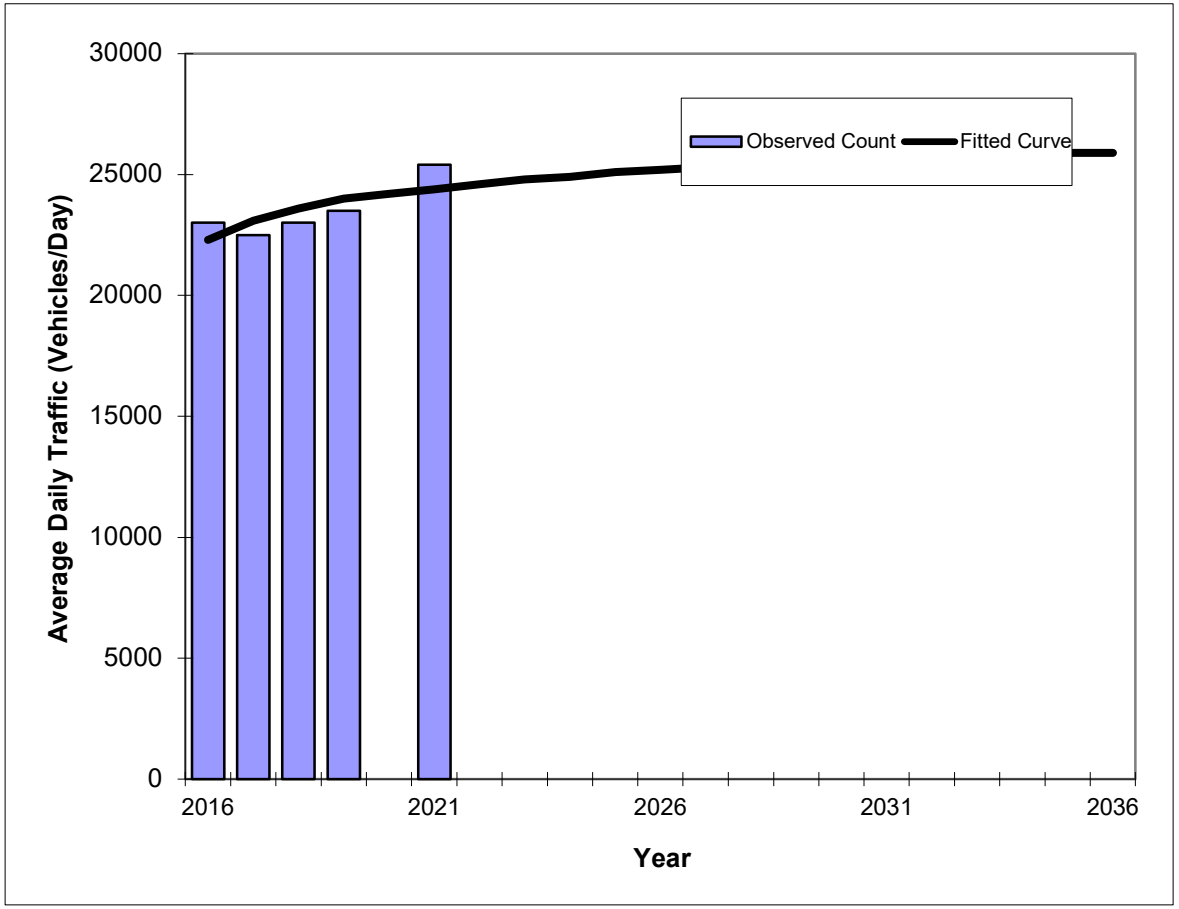
***Axle-Adjusted**

Traffic Trends - V03.a

SR 811/DIXIE HWY -- N OF NW 62 ST/CYPRESS CR RD

FIN#	0
Location	1

County:	BROWARD
Station #:	0501
Highway:	SR 811/DIXIE HWY



Year	Traffic (ADT/AADT) Count*	Trend**
2016	23000	22300
2017	22500	23100
2018	23000	23600
2019	23500	24000
2020	N/A	N/A
2021	25400	24400
2022 Opening Year Trend		
2022	N/A	24600
2023 Mid-Year Trend		
2023	N/A	24800
2026 Design Year Trend		
2026	N/A	25200
TRANPLAN Forecasts/Trends		

Trend R-squared:	53.25%
Compounded Annual Historic Growth Rate:	1.82%
Compounded Growth Rate (2021 to Design Year):	0.65%
Printed:	13-Oct-22

Decaying Exponential Growth Option

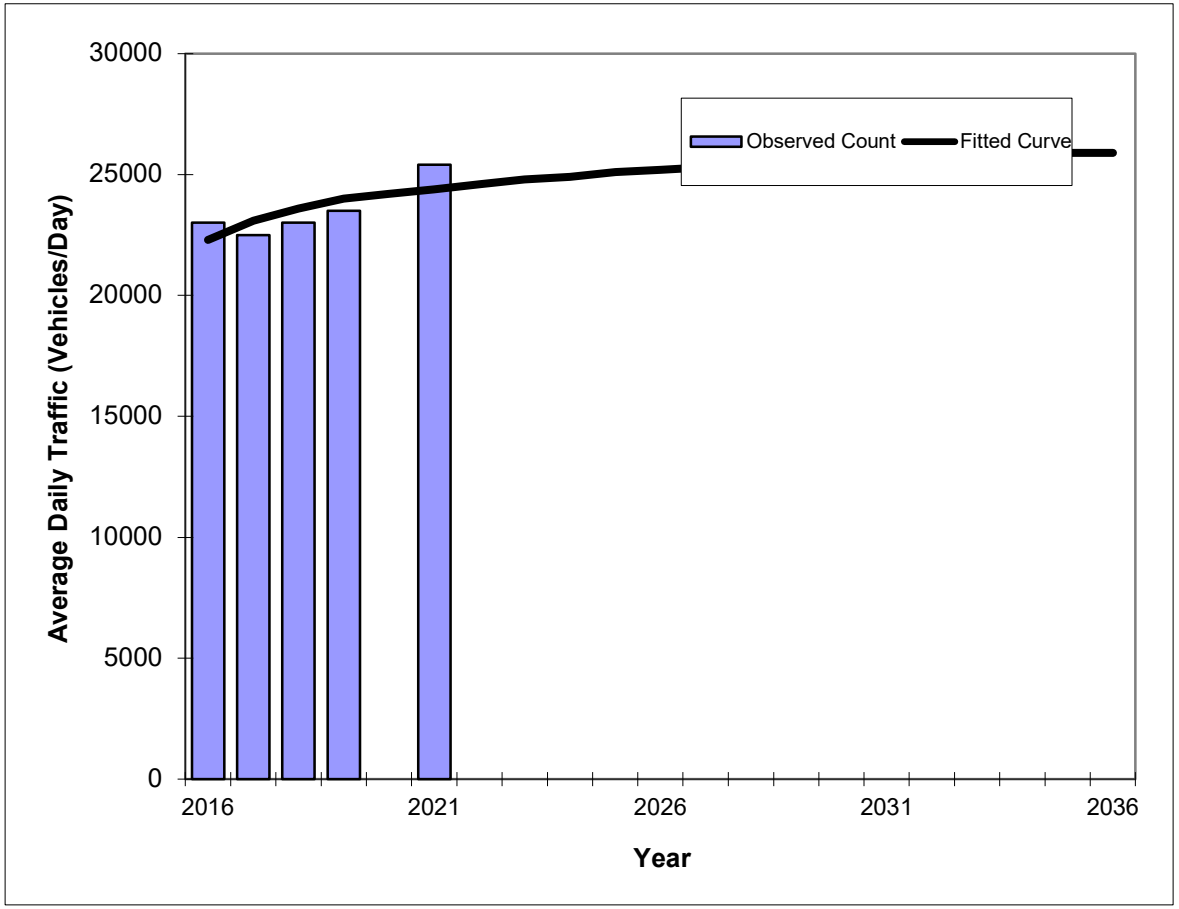
***Axle-Adjusted**

Traffic Trends - V03.a

SR 811/DIXIE HWY -- N OF NW 62 ST/CYPRESS CR RD

FIN#	0
Location	1

County:	BROWARD
Station #:	0501
Highway:	SR 811/DIXIE HWY



Year	Traffic (ADT/AADT) Count*	Trend**
2016	23000	22300
2017	22500	23100
2018	23000	23600
2019	23500	24000
2020	N/A	N/A
2021	25400	24400
2022 Opening Year Trend		
2022	N/A	24600
2023 Mid-Year Trend		
2023	N/A	24800
2026 Design Year Trend		
2026	N/A	25200
TRANPLAN Forecasts/Trends		

Trend R-squared:	78.95%
Compounded Annual Historic Growth Rate:	1.82%
Compounded Growth Rate (2021 to Design Year):	0.65%
Printed:	13-Oct-22

Exponential Growth Option

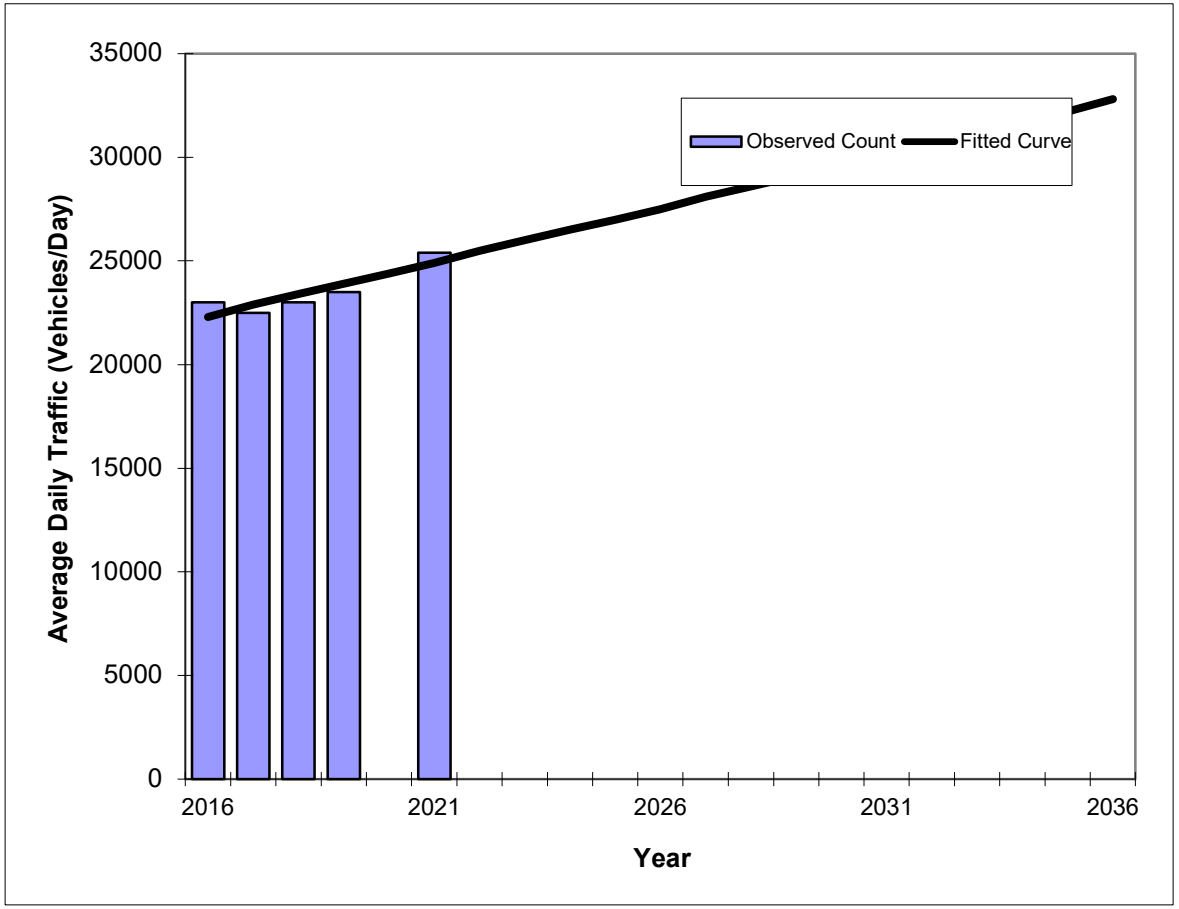
***Axle-Adjusted**

Traffic Trends - V03.a

SR 811/DIXIE HWY -- N OF NW 62 ST/CYPRESS CR RD

FIN#	0
Location	1

County:	BROWARD
Station #:	0501
Highway:	SR 811/DIXIE HWY



Year	Traffic (ADT/AADT) Count*	Trend**
2016	23000	22300
2017	22500	22900
2018	23000	23400
2019	23500	23900
2020	N/A	N/A
2021	25400	24900
2022 Opening Year Trend		
2022	N/A	25500
2023 Mid-Year Trend		
2023	N/A	26000
2026 Design Year Trend		
2026	N/A	27500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	522
Trend R-squared:	78.84%
Trend Annual Historic Growth Rate:	2.33%
Trend Growth Rate (2021 to Design Year):	2.09%
Printed:	13-Oct-22

Straight Line Growth Option

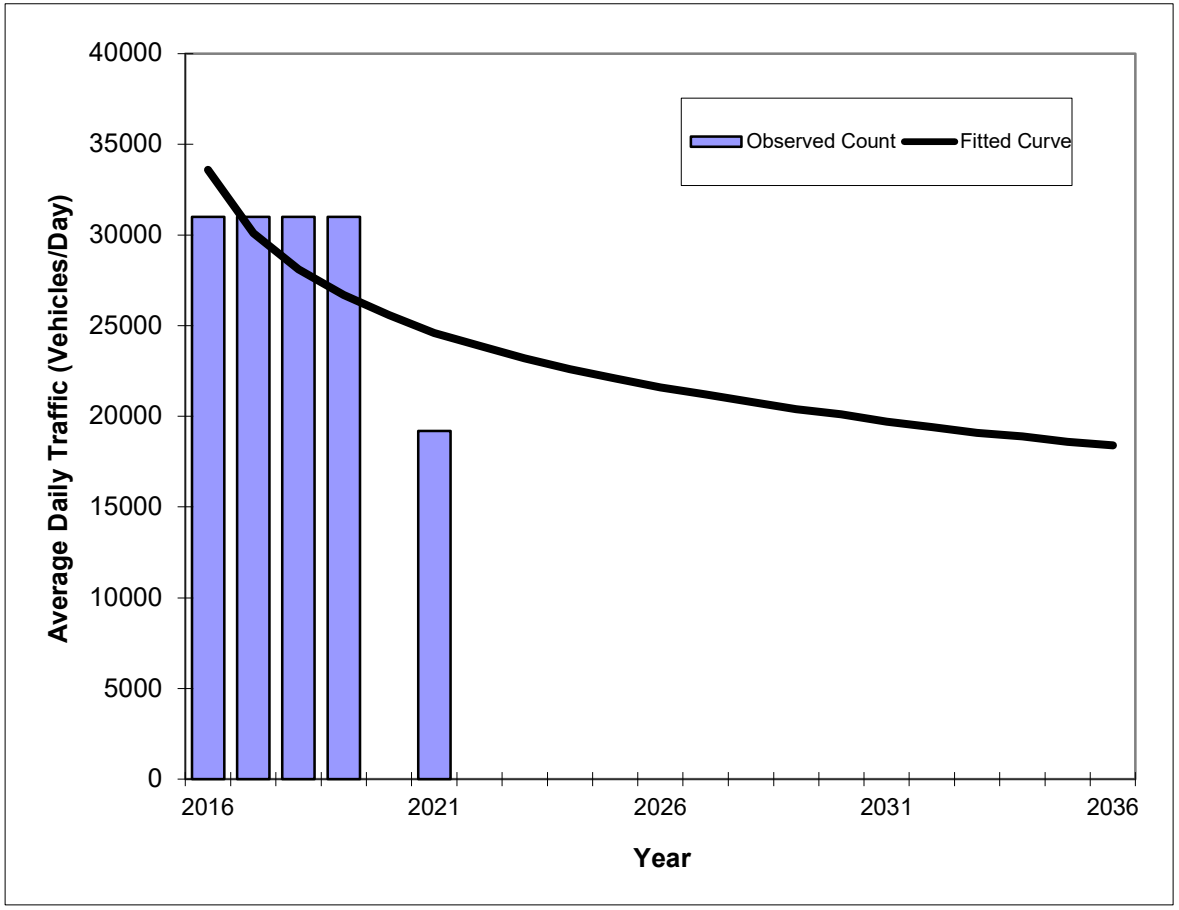
***Axle-Adjusted**

Traffic Trends - V03.a

N ANDREWS AVE -- N OF NW 62 ST

FIN#	0
Location	5

County:	BROWARD
Station #:	7577
Highway:	N ANDREWS AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2016	31000	33600
2017	31000	30100
2018	31000	28100
2019	31000	26700
2020	N/A	N/A
2021	19200	24600
2022 Opening Year Trend		
2022	N/A	23900
2023 Mid-Year Trend		
2023	N/A	23200
2026 Design Year Trend		
2026	N/A	21600
TRANPLAN Forecasts/Trends		

Trend R-squared:	42.32%
Compounded Annual Historic Growth Rate:	-6.05%
Compounded Growth Rate (2021 to Design Year):	-2.57%
Printed:	13-Oct-22

Decaying Exponential Growth Option

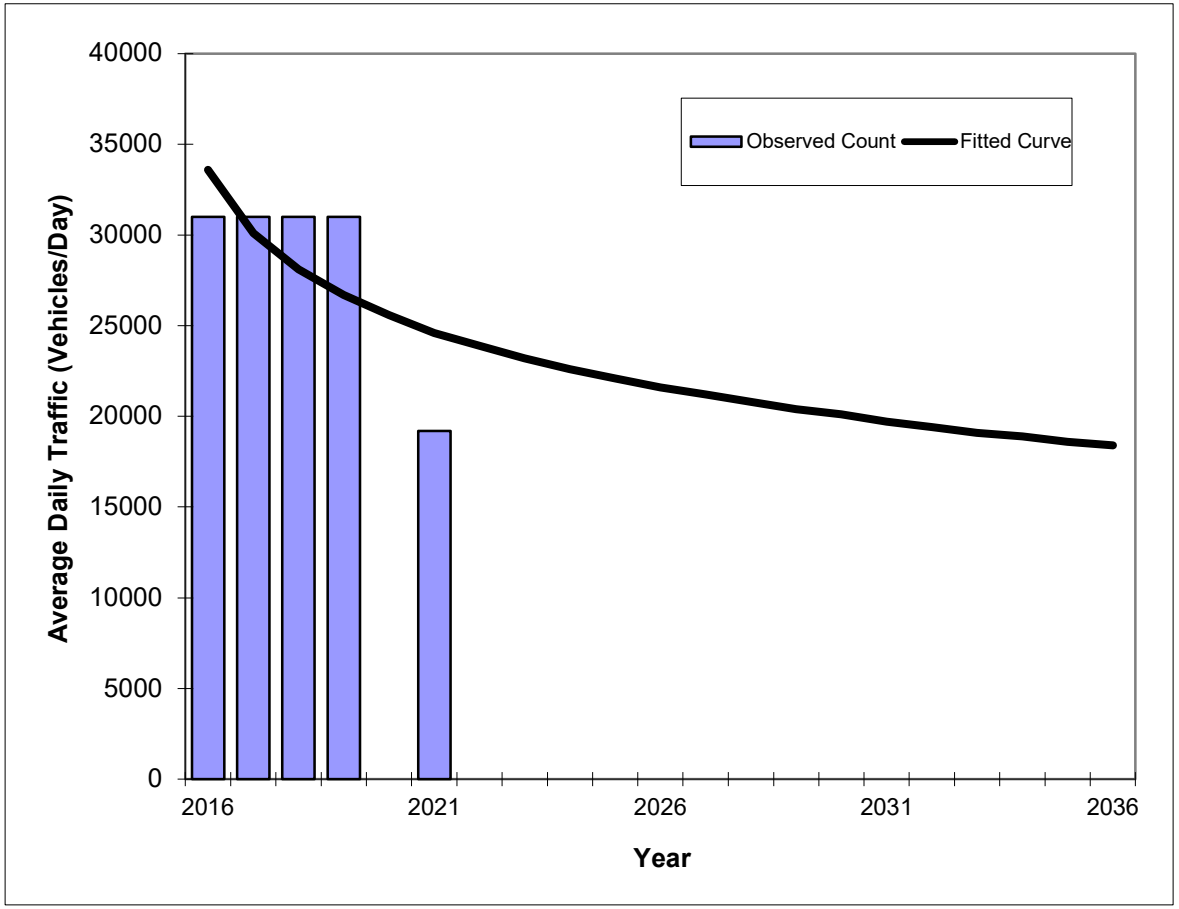
***Axle-Adjusted**

Traffic Trends - V03.a

N ANDREWS AVE -- N OF NW 62 ST

FIN#	0
Location	5

County:	BROWARD
Station #:	7577
Highway:	N ANDREWS AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2016	31000	33600
2017	31000	30100
2018	31000	28100
2019	31000	26700
2020	N/A	N/A
2021	19200	24600
2022 Opening Year Trend		
2022	N/A	23900
2023 Mid-Year Trend		
2023	N/A	23200
2026 Design Year Trend		
2026	N/A	21600
TRANPLAN Forecasts/Trends		

Trend R-squared:	66.22%
Compounded Annual Historic Growth Rate:	-6.05%
Compounded Growth Rate (2021 to Design Year):	-2.57%
Printed:	13-Oct-22

Exponential Growth Option

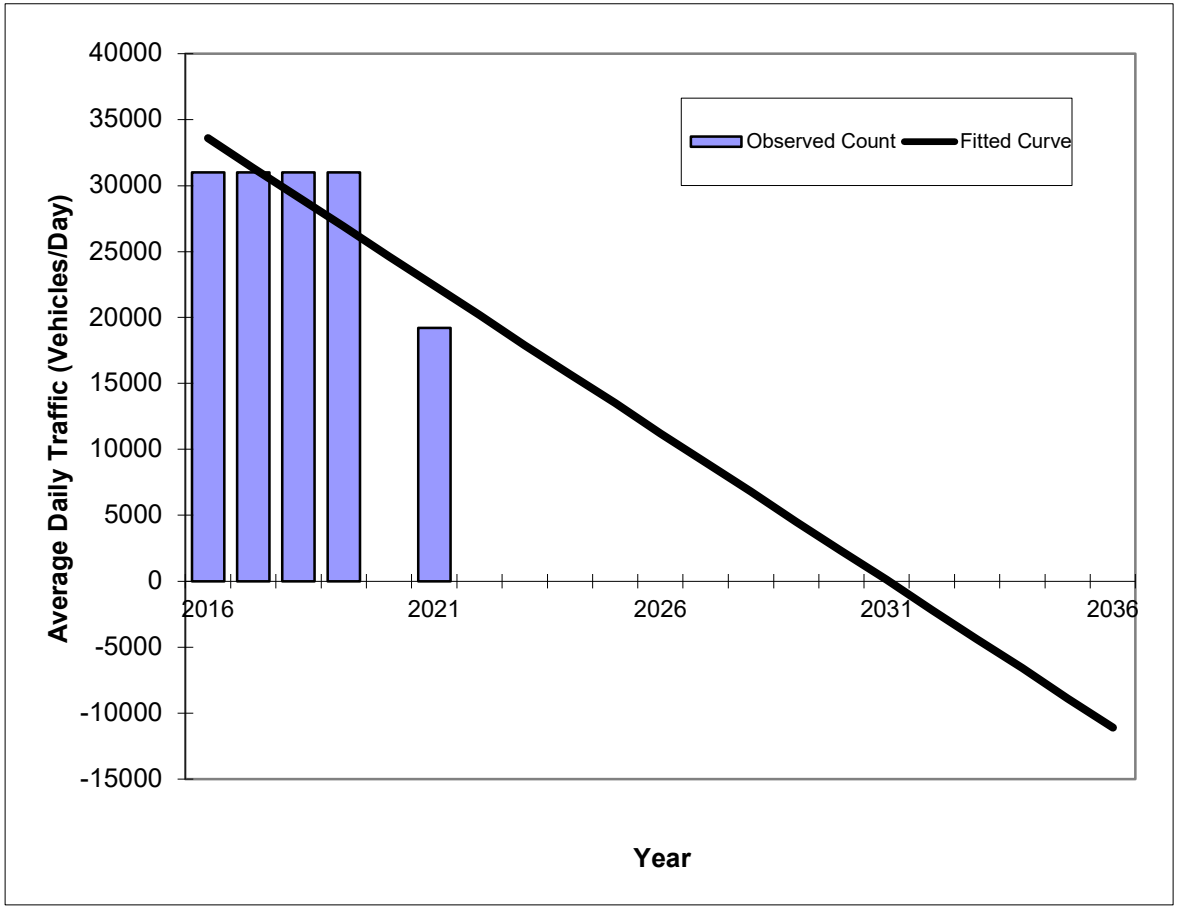
***Axle-Adjusted**

Traffic Trends - V03.a

N ANDREWS AVE -- N OF NW 62 ST

FIN#	0
Location	5

County:	BROWARD
Station #:	7577
Highway:	N ANDREWS AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2016	31000	33600
2017	31000	31300
2018	31000	29100
2019	31000	26900
2020	N/A	N/A
2021	19200	22400
2022 Opening Year Trend		
2022	N/A	20200
2023 Mid-Year Trend		
2023	N/A	17900
2026 Design Year Trend		
2026	N/A	11200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-2,232
Trend R-squared:	66.22%
Trend Annual Historic Growth Rate:	-6.67%
Trend Growth Rate (2021 to Design Year):	-10.00%
Printed:	13-Oct-22

Straight Line Growth Option

***Axle-Adjusted**

Growth Rate Trend Analysis Calcualtions

Description	0300			0301			0501			3503			7577		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate 5 years	-5.99	-5.85	-5.85	-0.57	-0.31	-0.31	2.33	1.82	1.82	-6.26	-4.32	-4.32	-6.67	-6.05	-6.05
Adjusted Growth Rate 5-years (2)	0.50	0.50	0.50	0.50	0.50	0.50	2.33	1.82	1.82	0.50	0.50	0.50	0.50	0.50	0.50
Trend R-squared 5 years	65.43	65.97	50.56	1.99	2.30	0.59	78.84	78.95	53.25	31.36	39.11	11.48	66.22	66.22	42.32
Growth Rate with highest R-squared (5-year)		**0.50**			**0.50**			**1.82**			**0.50**			**0.50**	
Average Growth Rate (5-year)								0.76							
Growth Rate Used								**1.00**							

Notes:

1: Refer to Trend Analysis Chart

2: If the resulting growth rate is negative, a 0.5 growth rate was used

What Is R-squared?

R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression.

The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or:

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

0% indicates that the model explains none of the variability of the response data around its mean.

100% indicates that the model explains all the variability of the response data around its mean.

In general, the higher the R-squared, the better the model fits your data. However, there are important conditions for this guideline that I'll talk about both in this post and my next post.

APPENDIX D

Future Turning Movement Volumes and Committed Developments Information

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Andrews Avenue and Cypress Creek Road
AM Peak Hour

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)	199	289	72	100	506	174	205	1,013	671	146	1,477	444
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	205	298	74	103	521	179	211	1,043	691	150	1,521	457
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek		3		20	12	20	5					5
Fairfield Inn & Suites and Twin Peaks		8		27	7	17	33	-9			-9	33
Intermiami Lockhart Stadium						99	7	23			363	
Mayla Cypress Creek						11	13	22	16		31	
2026 Background Traffic	213	321	77	154	561	322	265	1,100	719	156	1,937	514
Aura Cypress Creek			6	6				10		16	12	17
2026 Total Traffic	**213**	**321**	**83**	**160**	**561**	**322**	**265**	**1,110**	**719**	**172**	**1,949**	**531**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Andrews Avenue and Cypress Creek Road
PM Peak Hour

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)	236	382	95	146	778	244	221	1,023	797	214	1,481	300
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	243	393	98	150	801	251	228	1,054	821	220	1,525	309
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek		13		13	5	13	24					24
Fairfield Inn & Suites and Twin Peaks		9		30	8	20	35	-10			-10	35
Intermiami Lockhart Stadium			8					124	454		33	
Mayla Cypress Creek						11	13	21	16		30	
2026 Background Traffic	253	431	110	199	847	295	296	1,210	1,308	229	1,610	381
Aura Cypress Creek			14	14				10		10	7	10
2026 Total Traffic	**253**	**431**	**124**	**213**	**847**	**295**	**296**	**1,220**	**1,308**	**239**	**1,617**	**391**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

I-95 SB Ramp and Cypress Creek Road
AM Peak Hour

Description	I-95 SB Ramp Northbound			I-95 SB Ramp Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)	21		15	445	36	734		1,085	14	17	1,243	335
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	22	0	15	458	37	756	0	1,118	14	18	1,280	345
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek								20			5	
Fairfield Inn & Suites and Twin Peaks						7		13			17	
Intermiami Lockhart Stadium												
Mayla Cypress Creek								22			31	
2026 Background Traffic	23	0	16	477	39	794	0	1,196	15	18	1,354	359
Aura Cypress Creek				9				16			45	
2026 Total Traffic	**23**	**0**	**16**	**486**	**39**	**794**	**0**	**1,212**	**15**	**18**	**1,399**	**359**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

I-95 SB Ramp and Cypress Creek Road
PM Peak Hour

Description	I-95 SB Ramp Northbound			I-95 SB Ramp Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)	29		36	527	16	794		1,183	16	18	1,045	348
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	30	0	37	543	16	818	0	1,218	16	19	1,076	358
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek								13			24	
Fairfield Inn & Suites and Twin Peaks						8		14			17	
Intermiami Lockhart Stadium												
Mayla Cypress Creek								21			30	
2026 Background Traffic	31	0	39	565	17	859	0	1,295	17	19	1,161	373
Aura Cypress Creek				20				38			27	
2026 Total Traffic	**31**	**0**	**39**	**585**	**17**	**859**	**0**	**1,333**	**17**	**19**	**1,188**	**373**

** EBT movement runs free (i.,e it not controlled by the signal)*

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

I-95 NB Ramp and Cypress Creek Road
AM Peak Hour

Description	Northbound			I-95 NB Ramp Southbound			Cypress Creek Road Eastbound*			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)							646	1,611			794	352
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	0	0	0	0	0	0	665	1,659	0	0	818	363
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek								20			5	
Fairfield Inn & Suites and Twin Peaks								13			17	
Intermiami Lockhart Stadium												
Mayla Cypress Creek								22			31	
2026 Background Traffic	0	0	0	0	0	0	692	1,760	0	0	873	377
Aura Cypress Creek								25			45	22
2026 Total Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**692**	**1,785**	**0**	**0**	**918**	**399**

** EBT movement runs free (i.,e it is not controlled by the signal)*

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

I-95 NB Ramp and Cypress Creek Road
PM Peak Hour

Description	Northbound			I-95 NB Ramp Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)							684	1,561			985	593
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	0	0	0	0	0	0	705	1,608	0	0	1,015	611
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek								13			24	
Fairfield Inn & Suites and Twin Peaks								14			17	
Intermiami Lockhart Stadium												
Mayla Cypress Creek								21			30	
2026 Background Traffic	0	0	0	0	0	0	733	1,700	0	0	1,097	636
Aura Cypress Creek								58			27	13
2026 Total Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**733**	**1,758**	**0**	**0**	**1,124**	**649**

** EBT movement runs free (i.,e it is not controlled by the signal)*

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7th Avenue and Cypress Creek Road
AM Peak Hour

Description	NE 7th Avenue Northbound			NE 7th Avenue Southbound			Cypress Creek Road Eastbound				Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	H-Right	Right	Left	Through	Right
Existing Traffic (7/20/2022)	105	8	25	16	3	62	221	1,301	16	26	27	1,083	42
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	108	8	26	16	3	64	228	1,340	16	27	28	1,115	43
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:													
Fairfield at Cypress Creek													
Fairfield Inn & Suites and Twin Peaks													
Intermiami Lockhart Stadium													
Mayla Cypress Creek													
2026 Background Traffic	113	9	27	17	3	66	237	1,394	17	28	29	1,161	45
Aura Cypress Creek				44		67	25						16
2026 Total Traffic	**113**	**9**	**27**	**61**	**3**	**133**	**262**	**1,394**	**17**	**28**	**29**	**1,161**	**61**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7th Avenue and Cypress Creek Road
PM Peak Hour

Description	NE 7th Avenue Northbound			NE 7th Avenue Southbound			Cypress Creek Road Eastbound				Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	H-Right	Right	Left	Through	Right
Existing Traffic (7/20/2022)	115	3	29	49	12	224	64	1,323	17	116	43	1,321	22
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	118	3	30	50	12	231	66	1,363	18	119	44	1,361	23
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:													
Fairfield at Cypress Creek													
Fairfield Inn & Suites and Twin Peaks													
Intermiami Lockhart Stadium													
Mayla Cypress Creek													
2026 Background Traffic	123	3	31	53	13	240	69	1,418	18	124	46	1,416	24
Aura Cypress Creek				27		40	58						38
2026 Total Traffic	**123**	**3**	**31**	**80**	**13**	**280**	**127**	**1,418**	**18**	**124**	**46**	**1,416**	**62**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 9th Avenue and Cypress Creek Road
AM Peak Hour

Description	NE 9th Avenue Northbound			NE 9th Avenue Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)			29			31	69	1,250	37	28	1,070	4
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	0	0	30	0	0	32	71	1,288	38	29	1,102	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek												
Fairfield Inn & Suites and Twin Peaks												
Intermiami Lockhart Stadium												
Mayla Cypress Creek												
2026 Background Traffic	0	0	31	0	0	33	74	1,340	40	30	1,147	4
Aura Cypress Creek								44			16	
2026 Total Traffic	**0**	**0**	**31**	**0**	**0**	**33**	**74**	**1,384**	**40**	**30**	**1,163**	**4**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 9th Avenue and Cypress Creek Road
PM Peak Hour

Description	NE 9th Avenue Northbound			NE 9th Avenue Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)			29			43	85	1,180	42	51	1,321	22
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	0	0	30	0	0	44	88	1,215	43	53	1,361	23
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek												
Fairfield Inn & Suites and Twin Peaks												
Intermiami Lockhart Stadium												
Mayla Cypress Creek												
2026 Background Traffic	0	0	31	0	0	46	91	1,265	45	55	1,416	24
Aura Cypress Creek								27			38	
2026 Total Traffic	**0**	**0**	**31**	**0**	**0**	**46**	**91**	**1,292**	**45**	**55**	**1,454**	**24**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Dixie Highway and Cypress Creek Road
AM Peak Hour

Description	Dixie Highway Northbound			Dixie Highway Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)	215	303	32	129	423	195	215	579	428	21	648	59
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	221	312	33	133	436	201	221	596	441	22	667	61
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek												
Fairfield Inn & Suites and Twin Peaks												
Intermiami Lockhart Stadium												
Mayla Cypress Creek												
2026 Background Traffic	230	325	34	138	453	209	230	621	459	23	695	63
Aura Cypress Creek	6					6	17	10	17		4	
2026 Total Traffic	**236**	**325**	**34**	**138**	**453**	**215**	**247**	**631**	**476**	**23**	**699**	**63**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Dixie Highway and Cypress Creek Road
PM Peak Hour

Description	Dixie Highway Northbound			Dixie Highway Southbound			Cypress Creek Road Eastbound			Cypress Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)	264	507	36	129	545	219	292	704	383	33	857	103
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	272	522	37	133	561	226	301	725	394	34	883	106
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek												
Fairfield Inn & Suites and Twin Peaks												
Intermiami Lockhart Stadium												
Mayla Cypress Creek												
2026 Background Traffic	283	543	39	138	584	235	313	755	411	35	919	110
Aura Cypress Creek	14					14	10	7	10		10	
2026 Total Traffic	**297**	**543**	**39**	**138**	**584**	**249**	**323**	**762**	**421**	**35**	**929**	**110**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7th Avenue and NE 61st Street
AM Peak Hour

Description	NE 7th Avenue Northbound			NE 7th Avenue Southbound			Eastbound			NE 61st Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)		29	6	5	18							20
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	0	30	6	5	19	0	0	0	0	0	0	21
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek												
Fairfield Inn & Suites and Twin Peaks												
Intermiami Lockhart Stadium												
Mayla Cypress Creek												
2026 Background Traffic	0	31	6	5	19	0	0	0	0	0	0	21
Aura Cypress Creek												
2026 Total Traffic	**0**	**31**	**6**	**5**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**21**

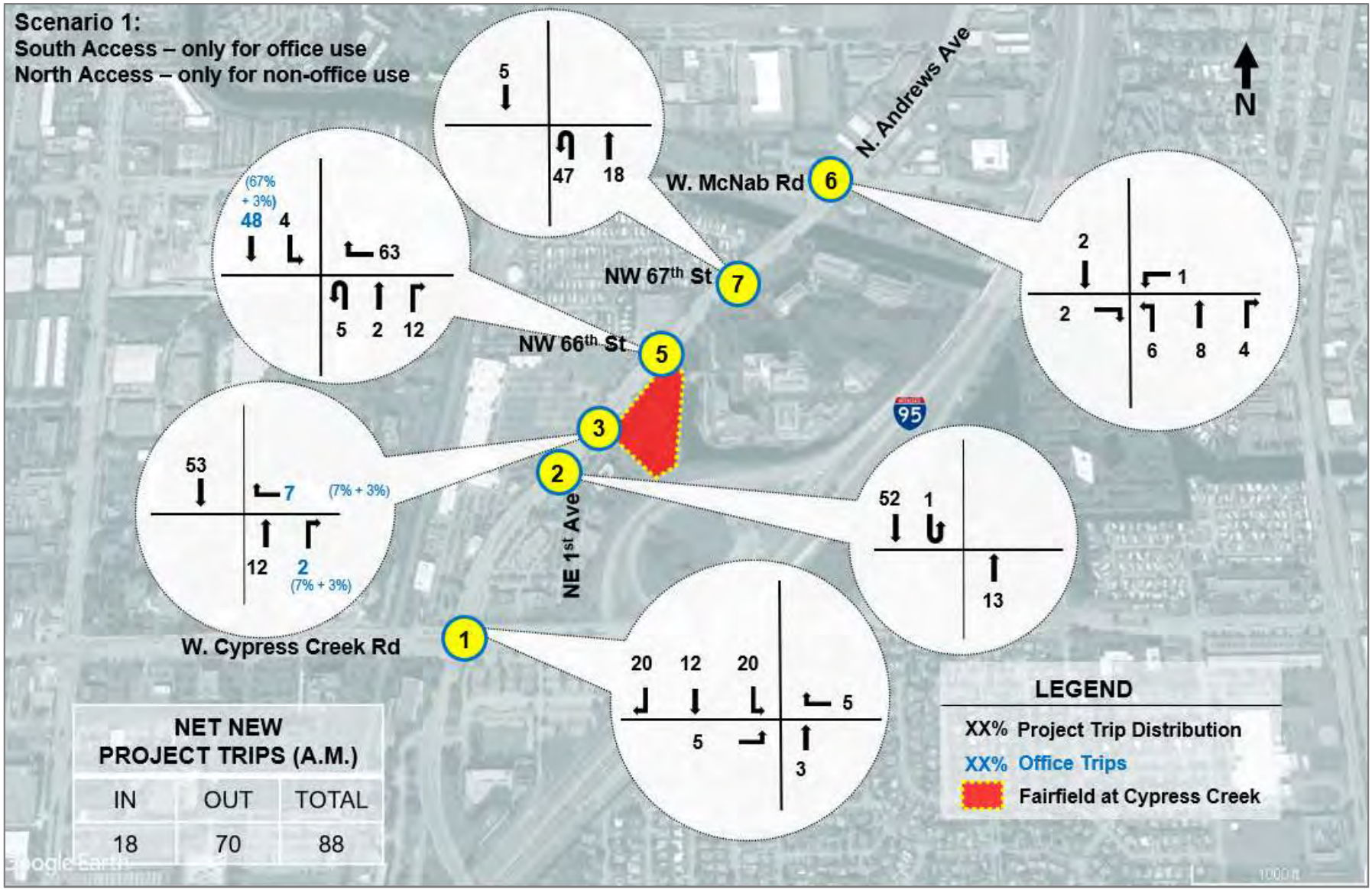
TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

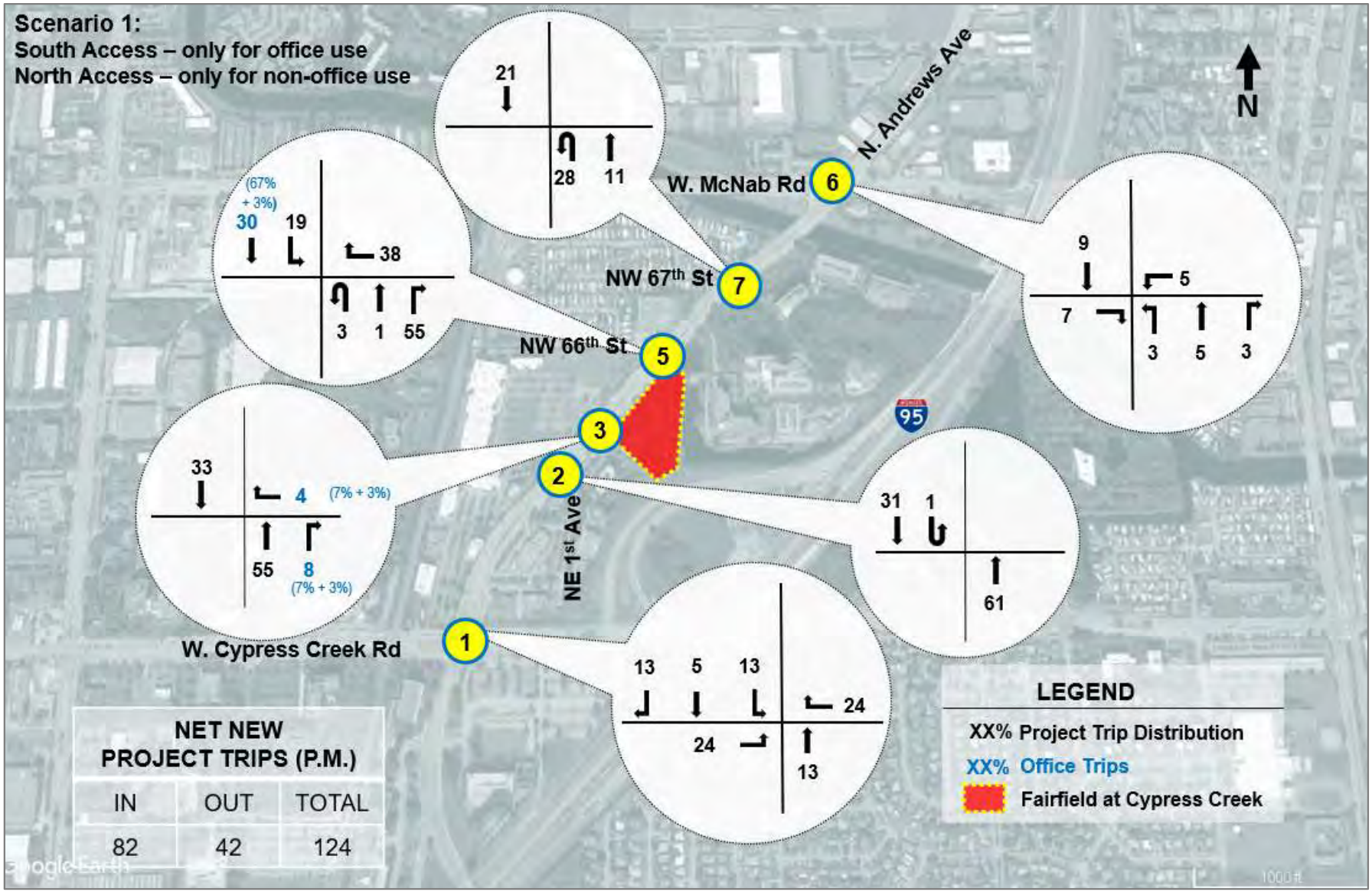
NE 7th Avenue and NE 61st Street
AM Peak Hour

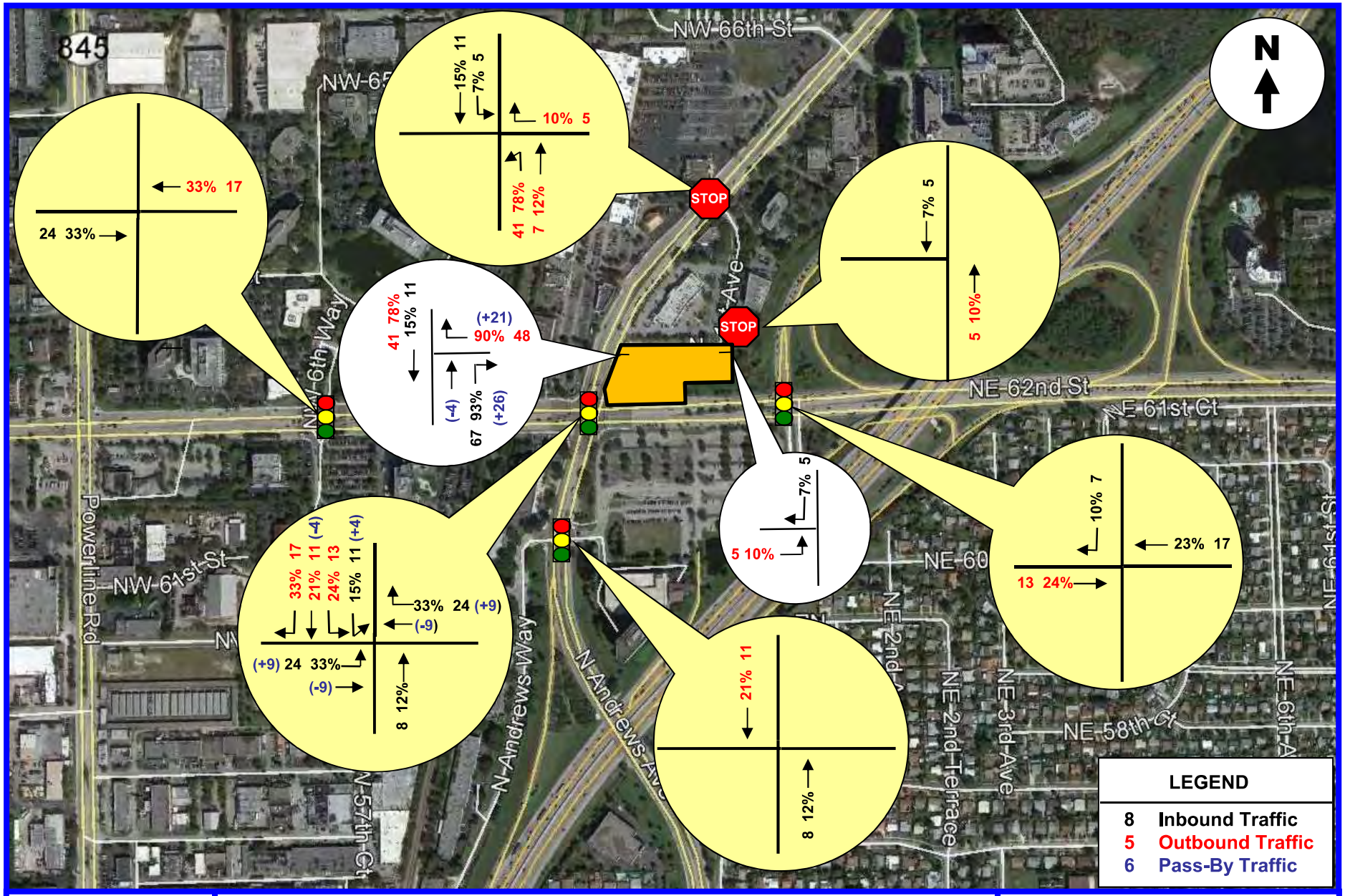
Description	NE 7th Avenue Northbound			NE 7th Avenue Southbound			Eastbound			NE 61st Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/20/2022)		29	3	12	128					2		32
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2022 Peak Season Traffic	0	30	3	12	132	0	0	0	0	2	0	33
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Fairfield at Cypress Creek												
Fairfield Inn & Suites and Twin Peaks												
Intermiami Lockhart Stadium												
Mayla Cypress Creek												
2026 Background Traffic	0	31	3	13	137	0	0	0	0	2	0	34
Aura Cypress Creek												
2026 Total Traffic	**0**	**31**	**3**	**13**	**137**	**0**	**0**	**0**	**0**	**2**	**0**	**34**

TRAFTECH ENGINEERING, INC.



NET NEW PROJECT TRIPS (A.M.)		
IN	OUT	TOTAL
18	70	88

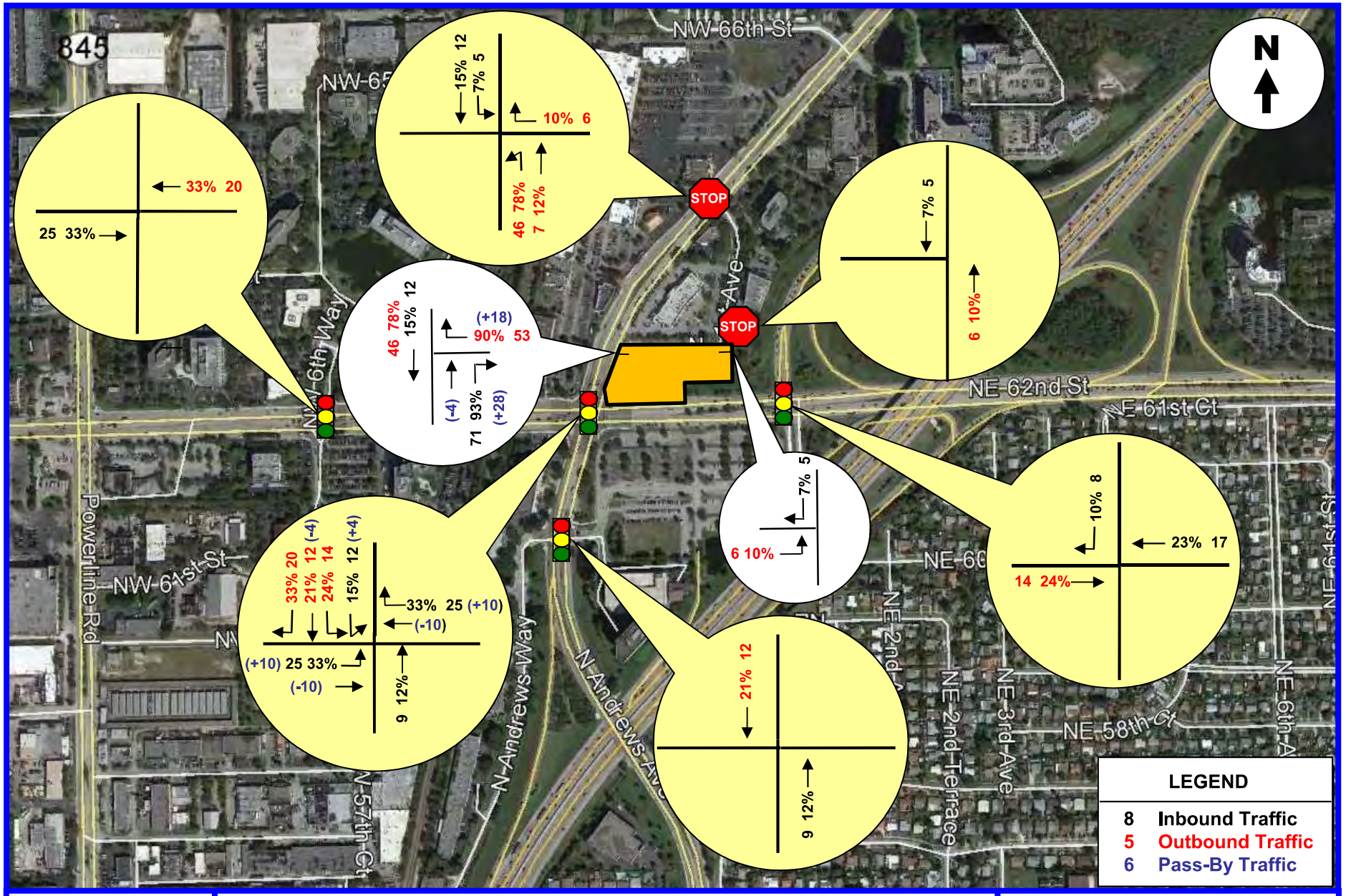

Scenario 1:
South Access – only for office use
North Access – only for non-office use
N
N. Andrews Ave
W. McNab Rd
NW 67th St
NW 66th St
NE 1st Ave
W. Cypress Creek Rd
95
1
2
3
5
6
7
21
28
11
(67% + 3%)
30
19
38
3
1
55
9
5
7
3
5
3
33
4
(7% + 3%)
55
8
(7% + 3%)
31
1
61
13
5
13
24
24
13
LEGEND
XX% Project Trip Distribution
XX% Office Trips
Fairfield at Cypress Creek
NET NEW PROJECT TRIPS (P.M.)
IN
OUT
TOTAL
82
42
124



KBP
CONSULTING, INC.

New Project Traffic Assignment
AM Peak Hour

FIGURE 6
Fairfield Inn & Suites and
Twin Peaks Restaurant
Fort Lauderdale, Florida



KBP
CONSULTING, INC.

New Project Traffic Assignment
PM Peak Hour

FIGURE 7
Fairfield Inn & Suites and
Twin Peaks Restaurant
Fort Lauderdale, Florida

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	Cypress Creek Road and Powerline Road
COUNT DATE:	May 17, 2019
AM PEAK HOUR FACTOR:	0.93
PM PEAK HOUR FACTOR:	0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	11	147	974	175		171	1,212	220		244	725	143		362	856	167
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
AM EXISTING CONDITIONS	**12**	**154**	**1,023**	**184**		**180**	**1,273**	**231**		**256**	**761**	**150**		**380**	**899**	**175**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		96	710	81		58	827	158		139	439	83		160	427	92
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
PM EXISTING CONDITIONS		**101**	**746**	**85**		**61**	**868**	**166**		**146**	**461**	**87**		**168**	**448**	**97**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	15	3		3	19	3		4	11	2		6	13	3
AM NON-PROJECT TRAFFIC	**12**	**156**	**1,038**	**187**		**183**	**1,292**	**234**		**260**	**772**	**152**		**386**	**912**	**178**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH		1	11	1		1	13	2		2	7	1		2	7	1
PM NON-PROJECT TRAFFIC	**0**	**102**	**757**	**86**		**62**	**881**	**168**		**148**	**468**	**88**		**170**	**455**	**98**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							16.0%								13.0%	
	Exiting			6.0%								4.0%	9.0%				

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						11.0%									9.0%	
	Exiting			16.0%								13.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS				-63	66		80	-80			65		73				
Project Trips	Pass - By																
	Valet																
	Net New			20				528				13	30			429	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**-43**	**66**		**80**	**448**	**0**		**65**	**13**	**103**		**0**	**429**	**0**
AM TOTAL TRAFFIC		**12**	**156**	**995**	**253**		**263**	**1,740**	**234**		**325**	**785**	**255**		**386**	**1,341**	**178**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS				-22			76	-76			44		19				
Project Trips	Pass - By																
	Valet																
	Net New			660			45					536				37	
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**638**	**0**		**121**	**-76**	**0**		**44**	**536**	**19**		**0**	**37**	**0**
PM TOTAL TRAFFIC		**0**	**102**	**1,395**	**86**		**183**	**805**	**168**		**192**	**1,004**	**107**		**170**	**492**	**98**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Cypress Creek Road and Andrews Avenue
COUNT DATE: May 17, 2019
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	40	188	759	656		100	1,002	291		192	349	66	23	109	752	198
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
AM EXISTING CONDITIONS	**42**	**197**	**797**	**689**		**105**	**1,052**	**306**		**202**	**366**	**69**	**24**	**114**	**790**	**208**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		158	441	456		79	772	209		112	193	52		116	339	143
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
PM EXISTING CONDITIONS		**166**	**463**	**479**		**83**	**811**	**219**		**118**	**203**	**55**		**122**	**356**	**150**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0		0	0	0		0	0	0	0	0	0	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	1	3	12	10		2	16	5		3	5	1	0	2	12	3
AM NON-PROJECT TRAFFIC	**43**	**200**	**809**	**699**		**107**	**1,068**	**311**		**205**	**371**	**70**	**24**	**116**	**802**	**211**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0		0	0	0		0	0	0	0	0	0	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH		2	7	7		1	12	3		2	3	1		2	5	2
PM NON-PROJECT TRAFFIC	**0**	**168**	**470**	**486**		**84**	**823**	**222**		**120**	**206**	**56**	**0**	**124**	**361**	**152**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							11.0%									3.0%
	Exiting		2.0%	7.0%													

"PM PROJECT DISTRIBUTION"

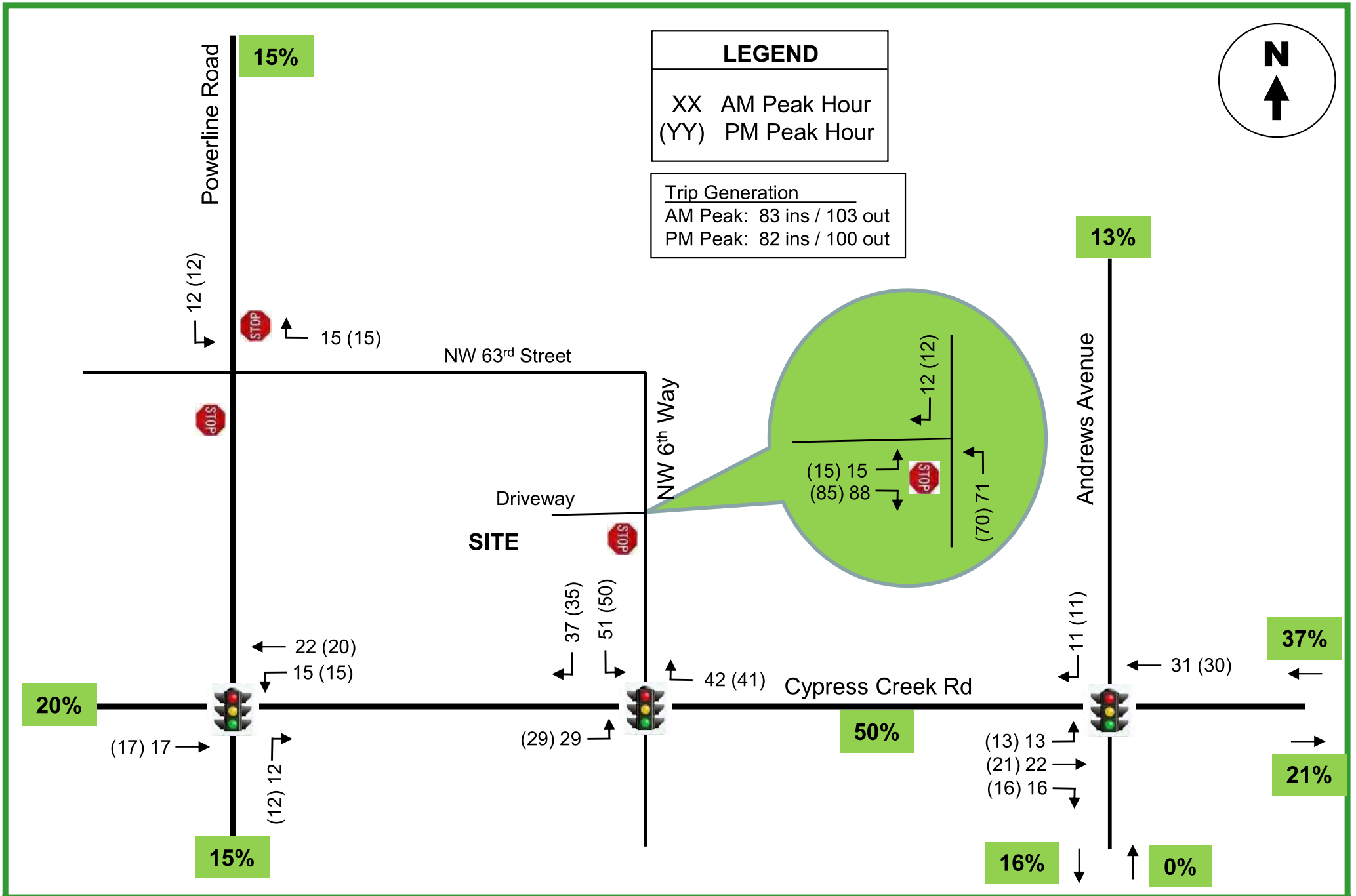
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							8.0%									2.0%
	Exiting		3.0%	11.0%													

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		7	23				363									99
AM TOTAL PROJECT TRAFFIC		**0**	**7**	**23**	**0**		**0**	**363**	**0**		**0**	**0**	**0**	**0**	**0**	**0**	**99**
AM TOTAL TRAFFIC		**43**	**207**	**832**	**699**		**107**	**1,431**	**311**		**205**	**371**	**70**	**24**	**116**	**802**	**310**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		124	454				33									8
PM TOTAL PROJECT TRAFFIC		**0**	**124**	**454**	**0**		**0**	**33**	**0**		**0**	**0**	**0**	**0**	**0**	**0**	**8**
PM TOTAL TRAFFIC		**0**	**292**	**924**	**486**		**84**	**856**	**222**		**120**	**206**	**56**	**0**	**124**	**361**	**160**



PROJECT TRAFFIC

FIGURE 4B
Mayla Cypress Creek
Fort Lauderdale, Florida

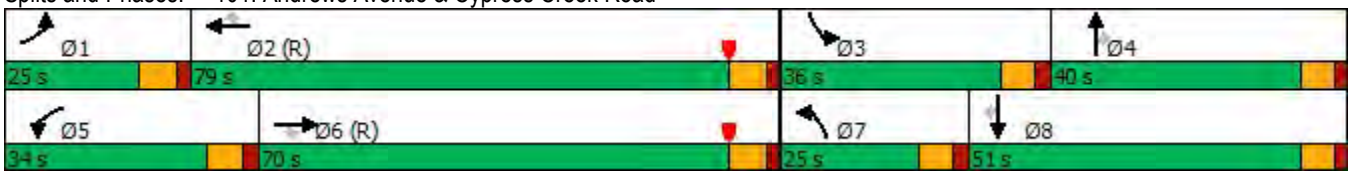
APPENDIX E

SYNCHRO Analyses

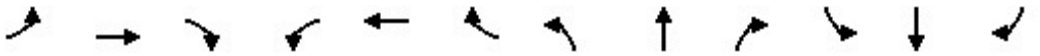
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1043	691	150	1521	457	205	298	74	103	521	179
Future Volume (vph)	211	1043	691	150	1521	457	205	298	74	103	521	179
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	51.0	51.0	12.0	51.0	51.0	11.5	40.0	40.0	11.5	51.0	51.0
Total Split (s)	25.0	70.0	70.0	34.0	79.0	79.0	25.0	40.0	40.0	36.0	51.0	51.0
Total Split (%)	13.9%	38.9%	38.9%	18.9%	43.9%	43.9%	13.9%	22.2%	22.2%	20.0%	28.3%	28.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	16.2	98.3	98.3	12.8	94.9	94.9	15.5	31.7	31.7	10.2	26.4	26.4
Actuated g/C Ratio	0.09	0.55	0.55	0.07	0.53	0.53	0.09	0.18	0.18	0.06	0.15	0.15
v/c Ratio	0.73	0.32	0.72	0.66	0.48	0.49	0.74	0.36	0.19	0.57	0.75	0.49
Control Delay	93.8	23.8	20.5	102.3	25.4	7.5	95.6	65.7	1.0	93.9	80.2	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	23.8	20.5	102.3	25.4	7.5	95.6	65.7	1.0	93.9	80.2	11.9
LOS	F	C	C	F	C	A	F	E	A	F	F	B
Approach Delay		30.2			27.0			67.9			66.7	
Approach LOS		C			C			E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 25 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 38.3	Intersection LOS: D
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Andrews Avenue & Cypress Creek Road



Queues
101: Andrews Avenue & Cypress Creek Road

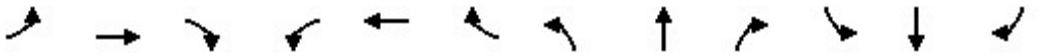


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	227	1122	743	161	1635	491	220	320	80	111	560	192
v/c Ratio	0.73	0.32	0.72	0.66	0.48	0.49	0.74	0.36	0.19	0.57	0.75	0.49
Control Delay	93.8	23.8	20.5	102.3	25.4	7.5	95.6	65.7	1.0	93.9	80.2	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	23.8	20.5	102.3	25.4	7.5	95.6	65.7	1.0	93.9	80.2	11.9
Queue Length 50th (ft)	137	209	355	102	392	145	132	123	0	67	235	0
Queue Length 95th (ft)	182	271	617	m140	488	171	180	153	0	102	273	77
Internal Link Dist (ft)		555			820			326			369	
Turn Bay Length (ft)	220		200	275		240	175		105	260		300
Base Capacity (vph)	353	3497	1027	514	3377	995	352	974	450	562	1257	530
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.32	0.72	0.31	0.48	0.49	0.63	0.33	0.18	0.20	0.45	0.36

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Andrews Avenue & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	1043	691	150	1521	457	205	298	74	103	521	179
Future Volume (veh/h)	211	1043	691	150	1521	457	205	298	74	103	521	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	1122	0	161	1635	0	220	320	80	111	560	192
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	3595		201	3476		259	967	295	151	807	245
Arrive On Green	0.10	0.74	0.00	0.08	0.72	0.00	0.08	0.19	0.19	0.04	0.16	0.16
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1559	3456	5106	1553
Grp Volume(v), veh/h	227	1122	0	161	1635	0	220	320	80	111	560	192
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1559	1728	1702	1553
Q Serve(g_s), s	11.6	10.5	0.0	8.2	19.4	0.0	11.3	9.8	7.9	5.7	18.7	21.4
Cycle Q Clear(g_c), s	11.6	10.5	0.0	8.2	19.4	0.0	11.3	9.8	7.9	5.7	18.7	21.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	3595		201	3476		259	967	295	151	807	245
V/C Ratio(X)	0.86	0.31		0.80	0.47		0.85	0.33	0.27	0.74	0.69	0.78
Avail Cap(c_a), veh/h	346	3595		518	3476		355	967	295	566	1262	384
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.78	0.78	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.8	11.6	0.0	82.0	14.4	0.0	82.2	63.1	62.3	85.1	71.7	72.8
Incr Delay (d2), s/veh	12.5	0.2	0.0	2.2	0.4	0.0	10.1	0.1	0.4	2.6	0.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	3.5	0.0	3.7	6.4	0.0	5.5	4.3	3.2	2.6	8.3	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.4	11.8	0.0	84.2	14.7	0.0	92.4	63.2	62.7	87.7	72.5	76.9
LnGrp LOS	F	B		F	B		F	E	E	F	E	E
Approach Vol, veh/h		1349			1796			620			863	
Approach Delay, s/veh		25.3			21.0			73.5			75.4	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	104.2	14.4	40.6	17.5	107.6	20.0	34.9
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	18.0	72.0	29.5	33.5	27.0	63.0	18.5	44.5
Max Q Clear Time (g_c+I1), s	13.6	21.4	7.7	11.8	10.2	12.5	13.3	23.4
Green Ext Time (p_c), s	0.2	19.5	0.2	1.9	0.2	10.8	0.2	3.7

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

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

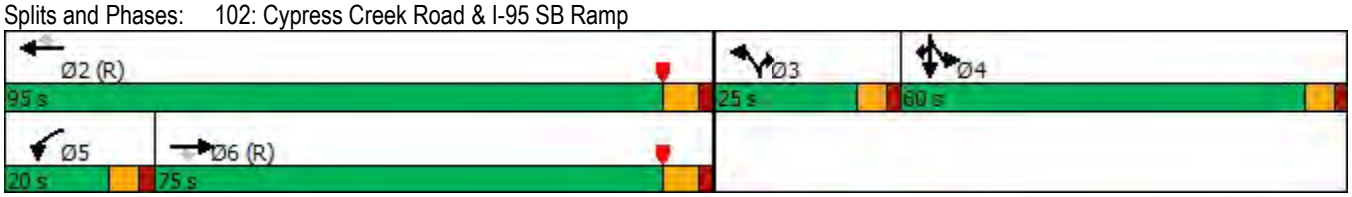
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
102: Cypress Creek Road & I-95 SB Ramp

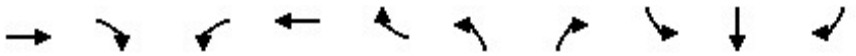
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1118	14	18	1280	345	22	15	458	37	756
Future Volume (vph)	1118	14	18	1280	345	22	15	458	37	756
Turn Type	NA	Perm	Prot	NA	Perm	Prot	Prot	Split	NA	Prot
Protected Phases	6		5	2		3	3	4	4	4
Permitted Phases		6			2					
Detector Phase	6	6	5	2	2	3	3	4	4	4
Switch Phase										
Minimum Initial (s)	12.0	12.0	5.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	75.0	75.0	20.0	95.0	95.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	41.7%	41.7%	11.1%	52.8%	52.8%	13.9%	13.9%	33.3%	33.3%	33.3%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	104.4	104.4	6.2	112.2	112.2	7.2	7.2	44.0	44.0	44.0
Actuated g/C Ratio	0.58	0.58	0.03	0.62	0.62	0.04	0.04	0.24	0.24	0.24
v/c Ratio	0.32	0.02	0.31	0.43	0.32	0.32	0.10	0.63	0.63	0.87
Control Delay	15.2	0.0	93.7	16.8	2.4	95.5	1.3	66.8	66.6	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	0.0	93.7	16.8	2.4	95.5	1.3	66.8	66.6	49.3
LOS	B	A	F	B	A	F	A	E	E	D
Approach Delay	15.0			14.6					56.2	
Approach LOS	B			B					E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 12 (7%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Cypress Creek Road & I-95 SB Ramp

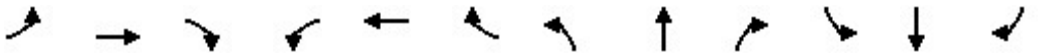


Queues
102: Cypress Creek Road & I-95 SB Ramp



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1177	15	19	1347	363	23	16	260	261	796
v/c Ratio	0.32	0.02	0.31	0.43	0.32	0.32	0.10	0.63	0.63	0.87
Control Delay	15.2	0.0	93.7	16.8	2.4	95.5	1.3	66.8	66.6	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	0.0	93.7	16.8	2.4	95.5	1.3	66.8	66.6	49.3
Queue Length 50th (ft)	116	0	23	264	11	27	0	292	292	338
Queue Length 95th (ft)	130	0	55	375	48	61	0	365	365	393
Internal Link Dist (ft)	820			1504					224	
Turn Bay Length (ft)		215	200		890					
Base Capacity (vph)	3715	935	137	3169	1123	186	253	510	515	1062
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.02	0.14	0.43	0.32	0.12	0.06	0.51	0.51	0.75

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1118	14	18	1280	345	22	0	15	458	37	756
Future Volume (vph)	0	1118	14	18	1280	345	22	0	15	458	37	756
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.86	1.00	1.00	0.91	1.00	1.00		1.00	0.95	0.95	0.88
Frpb, ped/bikes		1.00	0.98	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.96	1.00
Satd. Flow (prot)		6408	1549	1770	5085	1583	1770		1583	1681	1697	2787
Flt Permitted		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.96	1.00
Satd. Flow (perm)		6408	1549	1770	5085	1583	1770		1583	1681	1697	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1177	15	19	1347	363	23	0	16	482	39	796
RTOR Reduction (vph)	0	0	7	0	0	139	0	0	15	0	0	235
Lane Group Flow (vph)	0	1177	8	19	1347	224	23	0	1	260	261	561
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA	Perm	Prot		Prot	Split	NA	Prot
Protected Phases		6		5	2		3		3	4	4	4
Permitted Phases			6			2						
Actuated Green, G (s)		100.8	100.8	4.2	111.0	111.0	6.0		6.0	44.0	44.0	44.0
Effective Green, g (s)		100.8	100.8	4.2	111.0	111.0	6.0		6.0	44.0	44.0	44.0
Actuated g/C Ratio		0.56	0.56	0.02	0.62	0.62	0.03		0.03	0.24	0.24	0.24
Clearance Time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	1.5	3.0	3.0	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		3588	867	41	3135	976	59		52	410	414	681
v/s Ratio Prot		0.18		0.01	c0.26		c0.01		0.00	0.15	0.15	c0.20
v/s Ratio Perm			0.01			0.14						
v/c Ratio		0.33	0.01	0.46	0.43	0.23	0.39		0.01	0.63	0.63	0.82
Uniform Delay, d1		21.3	17.5	86.8	18.0	15.4	85.2		84.1	60.8	60.7	64.3
Progression Factor		0.67	1.00	0.96	0.86	0.92	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2	0.0	3.0	0.4	0.5	1.6		0.0	2.4	2.3	7.6
Delay (s)		14.6	17.5	86.1	15.8	14.8	86.8		84.2	63.2	63.0	72.0
Level of Service		B	B	F	B	B	F		F	E	E	E
Approach Delay (s)		14.6			16.4			85.7			68.5	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

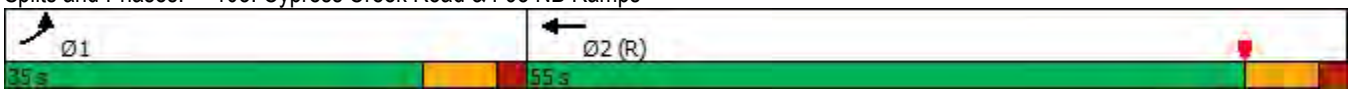
c Critical Lane Group

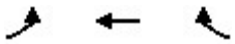
HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lane Group	EBL	WBT	WBR
Lane Configurations			
Traffic Volume (vph)	665	818	363
Future Volume (vph)	665	818	363
Turn Type	Prot	NA	Free
Protected Phases	1	2	
Permitted Phases			Free
Detector Phase	1	2	
Switch Phase			
Minimum Initial (s)	5.0	15.0	
Minimum Split (s)	12.0	23.0	
Total Split (s)	35.0	55.0	
Total Split (%)	38.9%	61.1%	
Yellow Time (s)	5.0	5.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	
Act Effct Green (s)	22.7	53.3	90.0
Actuated g/C Ratio	0.25	0.59	1.00
v/c Ratio	0.81	0.29	0.24
Control Delay	37.3	8.4	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	37.3	8.4	0.4
LOS	D	A	A
Approach Delay		6.0	
Approach LOS		A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 43.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Cypress Creek Road & I-95 NB Ramps

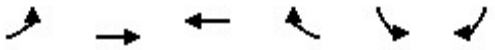




Lane Group	EBL	WBT	WBR
Lane Group Flow (vph)	700	861	382
v/c Ratio	0.81	0.29	0.24
Control Delay	37.3	8.4	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	37.3	8.4	0.4
Queue Length 50th (ft)	280	175	0
Queue Length 95th (ft)	332	98	0
Internal Link Dist (ft)		920	
Turn Bay Length (ft)			200
Base Capacity (vph)	1068	3013	1583
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.66	0.29	0.24

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Cypress Creek Road & I-95 NB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	665	0	818	363	0	0
Future Volume (veh/h)	665	0	818	363	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	0	1870	1870		
Adj Flow Rate, veh/h	700	0	861	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	0	2	2		
Cap, veh/h	795	0	3137			
Arrive On Green	0.23	0.00	1.00	0.00		
Sat Flow, veh/h	3456	700	5274	1585		
Grp Volume(v), veh/h	700	38.6	861	0		
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1585		
Q Serve(g_s), s	17.6		0.0	0.0		
Cycle Q Clear(g_c), s	17.6		0.0	0.0		
Prop In Lane	1.00			1.00		
Lane Grp Cap(c), veh/h	795		3137			
V/C Ratio(X)	0.88		0.27			
Avail Cap(c_a), veh/h	1075		3137			
HCM Platoon Ratio	1.00		2.00	2.00		
Upstream Filter(I)	0.94		0.93	0.00		
Uniform Delay (d), s/veh	33.5		0.0	0.0		
Incr Delay (d2), s/veh	5.1		0.2	0.0		
Initial Q Delay(d3),s/veh	0.0		0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.7		0.1	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.6		0.2	0.0		
LnGrp LOS	D		A			
Approach Vol, veh/h			861			
Approach Delay, s/veh			0.2			
Approach LOS			A			

Timer - Assigned Phs	1	2
Phs Duration (G+Y+Rc), s	27.7	62.3
Change Period (Y+Rc), s	7.0	7.0
Max Green Setting (Gmax), s	28.0	48.0
Max Q Clear Time (g_c+I1), s	19.6	2.0
Green Ext Time (p_c), s	1.1	7.4

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

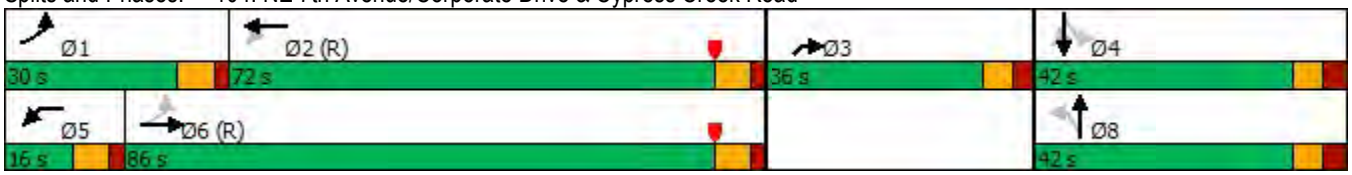
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

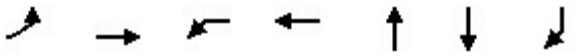
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	228	1340	28	1115	108	8	16	3	64	
Future Volume (vph)	228	1340	28	1115	108	8	16	3	64	
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	
Protected Phases	1	6	5	2		8		4		3
Permitted Phases	6		2		8		4		4	
Detector Phase	1	6	5	2	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	37.0	11.0	37.0	41.5	41.5	41.5	41.5	41.5	13.5
Total Split (s)	30.0	86.0	16.0	72.0	42.0	42.0	42.0	42.0	42.0	36.0
Total Split (%)	16.7%	47.8%	8.9%	40.0%	23.3%	23.3%	23.3%	23.3%	23.3%	20%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.5	3.5	3.5	3.5	3.5	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.5		7.5	7.5	
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	141.7	131.0	120.0	113.8		23.8		23.8	23.8	
Actuated g/C Ratio	0.79	0.73	0.67	0.63		0.13		0.13	0.13	
v/c Ratio	0.55	0.39	0.11	0.38		0.79		0.11	0.32	
Control Delay	10.3	10.7	8.2	17.7		99.1		66.5	72.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	10.3	10.7	8.2	17.7		99.1		66.5	72.8	
LOS	B	B	A	B		F		E	E	
Approach Delay		10.6		17.5		99.1		71.4		
Approach LOS		B		B		F		E		

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 24 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Queues
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	238	1441	29	1206	148	20	67
v/c Ratio	0.55	0.39	0.11	0.38	0.79	0.11	0.32
Control Delay	10.3	10.7	8.2	17.7	99.1	66.5	72.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	10.7	8.2	17.7	99.1	66.5	72.8
Queue Length 50th (ft)	62	232	7	242	166	21	73
Queue Length 95th (ft)	110	314	18	347	240	49	120
Internal Link Dist (ft)		920		700	420	345	
Turn Bay Length (ft)	190		190				
Base Capacity (vph)	461	3682	291	3197	269	269	303
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.39	0.10	0.38	0.55	0.07	0.22

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	228	1340	27	16	28	1115	43	108	8	26	16	3
Future Volume (vph)	228	1340	27	16	28	1115	43	108	8	26	16	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0			7.5			7.5
Lane Util. Factor	1.00	0.91			1.00	0.91			1.00			1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Frt	1.00	1.00			1.00	0.99			0.98			1.00
Flt Protected	0.95	1.00			0.95	1.00			0.96			0.96
Satd. Flow (prot)	1770	5061			1770	5057			1744			1784
Flt Permitted	0.18	1.00			0.17	1.00			0.76			0.76
Satd. Flow (perm)	339	5061			322	5057			1383			1407
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	238	1396	28	17	29	1161	45	112	8	27	17	3
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	5	0	0	0
Lane Group Flow (vph)	238	1441	0	0	29	1205	0	0	143	0	0	20
Confl. Peds. (#/hr)										2	2	
Confl. Bikes (#/hr)										3		
Turn Type	pm+pt	NA			pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	1	6			5	2			8			4
Permitted Phases	6				2			8			4	
Actuated Green, G (s)	141.7	129.6			118.9	113.8			23.8			23.8
Effective Green, g (s)	141.7	129.6			118.9	113.8			23.8			23.8
Actuated g/C Ratio	0.79	0.72			0.66	0.63			0.13			0.13
Clearance Time (s)	7.0	7.0			7.0	7.0			7.5			7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	433	3643			253	3197			182			186
v/s Ratio Prot	c0.06	0.28			0.00	0.24						
v/s Ratio Perm	c0.37				0.07				c0.10			0.01
v/c Ratio	0.55	0.40			0.11	0.38			0.78			0.11
Uniform Delay, d1	7.8	9.9			10.5	16.0			75.6			68.8
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	1.4	0.3			0.2	0.3			19.5			0.3
Delay (s)	9.2	10.2			10.7	16.3			95.2			69.0
Level of Service	A	B			B	B			F			E
Approach Delay (s)		10.0				16.2			95.2			71.1
Approach LOS		B				B			F			E

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NER
Lane Configurations		
Traffic Volume (vph)	64	0
Future Volume (vph)	64	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.5	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.85	
Flt Protected	1.00	
Satd. Flow (prot)	1583	
Flt Permitted	1.00	
Satd. Flow (perm)	1583	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	67	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	67	0
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Turn Type	Perm	Prot
Protected Phases		3
Permitted Phases	4	
Actuated Green, G (s)	23.8	
Effective Green, g (s)	23.8	
Actuated g/C Ratio	0.13	
Clearance Time (s)	7.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	209	
v/s Ratio Prot		
v/s Ratio Perm	0.04	
v/c Ratio	0.32	
Uniform Delay, d1	70.8	
Progression Factor	1.00	
Incremental Delay, d2	0.9	
Delay (s)	71.7	
Level of Service	E	
Approach Delay (s)		
Approach LOS		

Intersection Summary

HCM 6th Edition methodology does not support more than 4 approaches.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	1288	38	29	1102	4	2	0	30	0	0	32
Future Vol, veh/h	71	1288	38	29	1102	4	2	0	30	0	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	1342	40	30	1148	4	2	0	31	0	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1152	0	0	1382	0	0	2029	-	692	-	-	576
Stage 1	-	-	-	-	-	-	1510	-	-	-	-	-
Stage 2	-	-	-	-	-	-	519	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	330	-	-	255	-	-	61	0	331	0	0	394
Stage 1	-	-	-	-	-	-	87	0	-	0	0	-
Stage 2	-	-	-	-	-	-	464	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	330	-	-	255	-	-	42	-	331	-	-	394
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	-	-	-	-	-
Stage 1	-	-	-	-	-	-	68	-	-	-	-	-
Stage 2	-	-	-	-	-	-	375	-	-	-	-	-

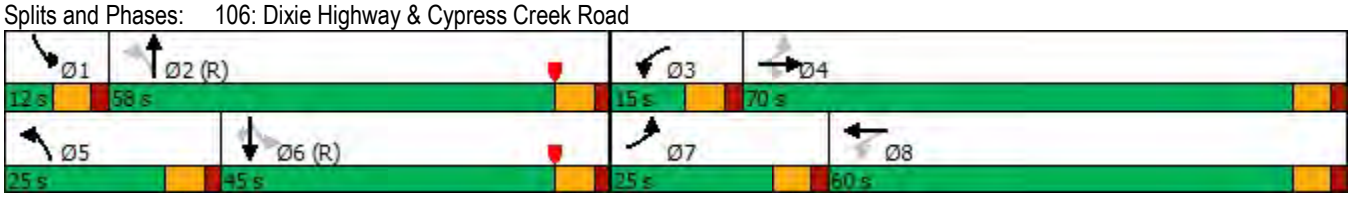
Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.5	17	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	331	330	-	-	255	-	-	394
HCM Lane V/C Ratio	0.094	0.224	-	-	0.118	-	-	0.085
HCM Control Delay (s)	17	19	-	-	21	-	-	15
HCM Lane LOS	C	C	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.3	0.8	-	-	0.4	-	-	0.3

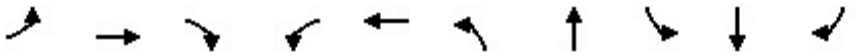
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	221	596	441	22	667	221	312	133	436	201
Future Volume (vph)	221	596	441	22	667	221	312	133	436	201
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.5	35.5	35.5	10.5	35.5	10.5	42.5	10.5	42.5	42.5
Total Split (s)	25.0	70.0	70.0	15.0	60.0	25.0	58.0	12.0	45.0	45.0
Total Split (%)	16.1%	45.2%	45.2%	9.7%	38.7%	16.1%	37.4%	7.7%	29.0%	29.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	65.1	57.9	57.9	47.0	41.9	75.3	62.5	63.2	55.3	55.3
Actuated g/C Ratio	0.42	0.37	0.37	0.30	0.27	0.49	0.40	0.41	0.36	0.36
v/c Ratio	0.72	0.88	0.57	0.18	0.55	0.53	0.25	0.31	0.36	0.30
Control Delay	41.5	60.2	11.1	26.2	48.4	30.2	33.1	30.4	41.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	60.2	11.1	26.2	48.4	30.2	33.1	30.4	41.3	6.5
LOS	D	E	B	C	D	C	C	C	D	A
Approach Delay		39.7			47.8		31.9		30.4	
Approach LOS		D			D		C		C	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Dixie Highway & Cypress Creek Road



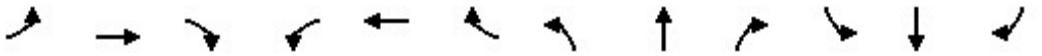
Queues
106: Dixie Highway & Cypress Creek Road



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	228	614	455	23	751	228	356	137	449	207
v/c Ratio	0.72	0.88	0.57	0.18	0.55	0.53	0.25	0.31	0.36	0.30
Control Delay	41.5	60.2	11.1	26.2	48.4	30.2	33.1	30.4	41.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	60.2	11.1	26.2	48.4	30.2	33.1	30.4	41.3	6.5
Queue Length 50th (ft)	142	571	78	13	224	142	134	80	189	0
Queue Length 95th (ft)	186	693	175	28	252	226	183	139	265	66
Internal Link Dist (ft)		750			258		334		334	
Turn Bay Length (ft)	270		270	260		260		200		200
Base Capacity (vph)	332	768	845	166	1739	467	1408	447	1262	698
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.80	0.54	0.14	0.43	0.49	0.25	0.31	0.36	0.30

Intersection Summary

HCM 6th Signalized Intersection Summary
106: Dixie Highway & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	596	441	22	667	61	221	312	33	133	436	201
Future Volume (veh/h)	221	596	441	22	667	61	221	312	33	133	436	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	614	455	23	688	63	228	322	34	137	449	207
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	663	554	96	1269	115	426	1380	145	481	1319	588
Arrive On Green	0.10	0.35	0.35	0.02	0.27	0.27	0.09	0.43	0.43	0.04	0.37	0.37
Sat Flow, veh/h	1781	1870	1562	1781	4762	433	1781	3238	339	1781	3554	1584
Grp Volume(v), veh/h	228	614	455	23	490	261	228	175	181	137	449	207
Grp Sat Flow(s),veh/h/ln	1781	1870	1562	1781	1702	1791	1781	1777	1800	1781	1777	1584
Q Serve(g_s), s	14.0	48.9	41.1	1.5	19.1	19.4	12.0	9.7	9.9	5.5	14.1	14.7
Cycle Q Clear(g_c), s	14.0	48.9	41.1	1.5	19.1	19.4	12.0	9.7	9.9	5.5	14.1	14.7
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	332	663	554	96	907	477	426	757	767	481	1319	588
V/C Ratio(X)	0.69	0.93	0.82	0.24	0.54	0.55	0.54	0.23	0.24	0.28	0.34	0.35
Avail Cap(c_a), veh/h	360	766	640	165	1175	618	477	757	767	481	1319	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	48.1	45.6	44.6	48.7	48.8	25.7	28.3	28.4	30.0	35.1	35.3
Incr Delay (d2), s/veh	3.8	15.5	7.1	0.5	0.4	0.7	0.4	0.7	0.7	0.1	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	25.6	17.1	0.7	8.3	8.8	5.2	4.4	4.5	3.5	6.3	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	63.6	52.7	45.1	49.1	49.5	26.1	29.0	29.1	30.1	35.8	36.9
LnGrp LOS	D	E	D	D	D	D	C	C	C	C	D	D
Approach Vol, veh/h		1297			774			584			793	
Approach Delay, s/veh		55.6			49.1			27.9			35.1	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	72.6	9.0	61.4	20.5	64.0	22.6	47.8
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	5.5	51.5	8.5	63.5	18.5	38.5	18.5	53.5
Max Q Clear Time (g_c+I1), s	7.5	11.9	3.5	50.9	14.0	16.7	16.0	21.4
Green Ext Time (p_c), s	0.0	1.8	0.0	4.0	0.1	3.0	0.1	4.5

Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	30	6	5	19
Future Vol, veh/h	0	21	30	6	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	32	6	5	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	65	35	0	0	38	0
Stage 1	35	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	941	1038	-	-	1572	-
Stage 1	987	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	938	1038	-	-	1572	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1038	1572	-
HCM Lane V/C Ratio	-	-	0.022	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Timings
101: Andrews Avenue & Cypress Creek Road

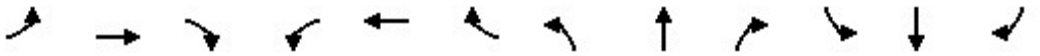
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	1100	719	156	1937	514	213	321	77	154	561	322
Future Volume (vph)	265	1100	719	156	1937	514	213	321	77	154	561	322
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	51.0	51.0	12.0	51.0	51.0	11.5	40.0	40.0	11.5	51.0	51.0
Total Split (s)	25.0	70.0	70.0	34.0	79.0	79.0	25.0	40.0	40.0	36.0	51.0	51.0
Total Split (%)	13.9%	38.9%	38.9%	18.9%	43.9%	43.9%	13.9%	22.2%	22.2%	20.0%	28.3%	28.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	18.9	93.5	93.5	13.2	87.8	87.8	15.9	33.2	33.2	13.1	30.4	30.4
Actuated g/C Ratio	0.10	0.52	0.52	0.07	0.49	0.49	0.09	0.18	0.18	0.07	0.17	0.17
v/c Ratio	0.79	0.36	0.78	0.67	0.67	0.60	0.76	0.37	0.19	0.67	0.70	0.80
Control Delay	94.6	27.3	25.9	103.3	33.4	13.5	96.2	64.5	0.9	94.1	74.6	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	27.3	25.9	103.3	33.4	13.7	96.2	64.5	0.9	94.1	74.6	42.5
LOS	F	C	C	F	C	B	F	E	A	F	E	D
Approach Delay		35.4			33.7			67.5			67.5	
Approach LOS		D			C			E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 25 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 43.0	Intersection LOS: D
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Andrews Avenue & Cypress Creek Road



Queues
101: Andrews Avenue & Cypress Creek Road

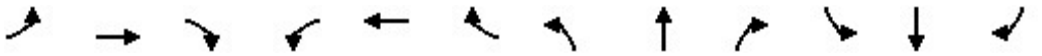


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	285	1183	773	168	2083	553	229	345	83	166	603	346
v/c Ratio	0.79	0.36	0.78	0.67	0.67	0.60	0.76	0.37	0.19	0.67	0.70	0.80
Control Delay	94.6	27.3	25.9	103.3	33.4	13.5	96.2	64.5	0.9	94.1	74.6	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	27.3	25.9	103.3	33.4	13.7	96.2	64.5	0.9	94.1	74.6	42.5
Queue Length 50th (ft)	171	232	427	105	534	261	138	133	0	100	252	173
Queue Length 95th (ft)	226	321	#837	m145	666	413	187	157	0	141	275	282
Internal Link Dist (ft)		555			820			326			369	
Turn Bay Length (ft)	220		200	275		240	175		105	260		300
Base Capacity (vph)	374	3330	990	514	3126	926	352	1019	462	562	1257	539
Starvation Cap Reductn	0	0	0	0	0	45	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.36	0.78	0.33	0.67	0.63	0.65	0.34	0.18	0.30	0.48	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Andrews Avenue & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1100	719	156	1937	514	213	321	77	154	561	322
Future Volume (veh/h)	265	1100	719	156	1937	514	213	321	77	154	561	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	1183	0	168	2083	0	229	345	83	166	603	346
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	3055		208	2846		268	1301	398	207	1211	370
Arrive On Green	0.12	0.63	0.00	0.08	0.59	0.00	0.08	0.25	0.25	0.06	0.24	0.24
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1561	3456	5106	1558
Grp Volume(v), veh/h	285	1183	0	168	2083	0	229	345	83	166	603	346
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1561	1728	1702	1558
Q Serve(g_s), s	14.6	16.1	0.0	8.6	42.1	0.0	11.8	9.7	7.5	8.5	18.4	39.2
Cycle Q Clear(g_c), s	14.6	16.1	0.0	8.6	42.1	0.0	11.8	9.7	7.5	8.5	18.4	39.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	3055		208	2846		268	1301	398	207	1211	370
V/C Ratio(X)	0.89	0.39		0.81	0.73		0.85	0.27	0.21	0.80	0.50	0.94
Avail Cap(c_a), veh/h	346	3055		518	2846		355	1301	398	566	1262	385
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.75	0.75	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.0	20.4	0.0	81.7	29.3	0.0	82.0	53.6	52.8	83.5	59.4	67.3
Incr Delay (d2), s/veh	21.3	0.4	0.0	2.1	1.3	0.0	11.6	0.1	0.2	2.7	0.2	29.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	5.8	0.0	3.9	15.6	0.0	5.7	4.2	3.0	3.9	8.1	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.3	20.8	0.0	83.9	30.6	0.0	93.6	53.7	53.0	86.3	59.6	96.7
LnGrp LOS	F	C		F	C		F	D	D	F	E	F
Approach Vol, veh/h		1468			2251			657			1115	
Approach Delay, s/veh		36.0			34.6			67.5			75.1	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.7	86.6	17.3	52.4	17.9	92.5	20.5	49.2
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	18.0	72.0	29.5	33.5	27.0	63.0	18.5	44.5
Max Q Clear Time (g_c+I1), s	16.6	44.1	10.5	11.7	10.6	18.1	13.8	41.2
Green Ext Time (p_c), s	0.1	19.7	0.3	2.1	0.3	11.5	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Notes

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

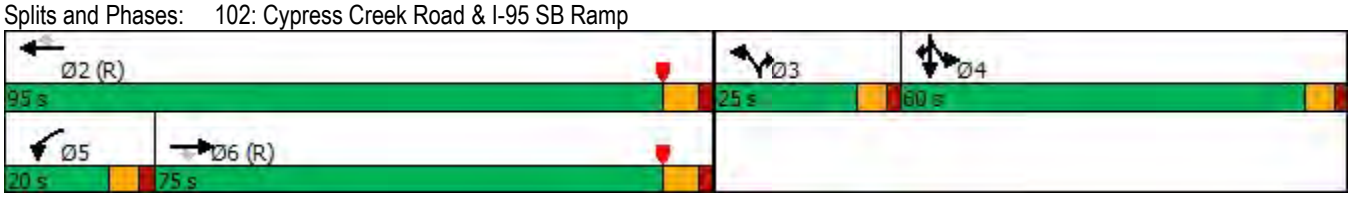
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
102: Cypress Creek Road & I-95 SB Ramp

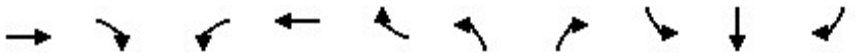
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1196	15	18	1354	359	23	16	477	39	794
Future Volume (vph)	1196	15	18	1354	359	23	16	477	39	794
Turn Type	NA	Perm	Prot	NA	Perm	Prot	Prot	Split	NA	Prot
Protected Phases	6		5	2		3	3	4	4	4
Permitted Phases		6			2					
Detector Phase	6	6	5	2	2	3	3	4	4	4
Switch Phase										
Minimum Initial (s)	12.0	12.0	5.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	75.0	75.0	20.0	95.0	95.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	41.7%	41.7%	11.1%	52.8%	52.8%	13.9%	13.9%	33.3%	33.3%	33.3%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	100.6	100.6	6.2	108.4	108.4	7.3	7.3	47.7	47.7	47.7
Actuated g/C Ratio	0.56	0.56	0.03	0.60	0.60	0.04	0.04	0.26	0.26	0.26
v/c Ratio	0.35	0.02	0.31	0.47	0.34	0.33	0.11	0.61	0.61	0.87
Control Delay	17.2	0.1	93.7	19.4	3.1	95.7	1.4	62.8	62.6	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	0.1	93.7	19.4	3.1	95.7	1.4	62.8	62.6	49.9
LOS	B	A	F	B	A	F	A	E	E	D
Approach Delay	17.0			16.8					54.9	
Approach LOS	B			B					D	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 12 (7%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Cypress Creek Road & I-95 SB Ramp



Queues
102: Cypress Creek Road & I-95 SB Ramp



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1259	16	19	1425	378	24	17	271	272	836
v/c Ratio	0.35	0.02	0.31	0.47	0.34	0.33	0.11	0.61	0.61	0.87
Control Delay	17.2	0.1	93.7	19.4	3.1	95.7	1.4	62.8	62.6	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	0.1	93.7	19.4	3.1	95.7	1.4	62.8	62.6	49.9
Queue Length 50th (ft)	136	0	22	301	19	28	0	297	297	370
Queue Length 95th (ft)	151	0	55	423	57	64	0	368	368	423
Internal Link Dist (ft)	820			1504					224	
Turn Bay Length (ft)		215	200		890					
Base Capacity (vph)	3579	904	137	3062	1103	186	253	517	522	1066
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.02	0.14	0.47	0.34	0.13	0.07	0.52	0.52	0.78

Intersection Summary

HCM Signalized Intersection Capacity Analysis
102: Cypress Creek Road & I-95 SB Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1196	15	18	1354	359	23	0	16	477	39	794
Future Volume (vph)	0	1196	15	18	1354	359	23	0	16	477	39	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.86	1.00	1.00	0.91	1.00	1.00		1.00	0.95	0.95	0.88
Frpb, ped/bikes		1.00	0.98	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.96	1.00
Satd. Flow (prot)		6408	1549	1770	5085	1583	1770		1583	1681	1698	2787
Flt Permitted		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.96	1.00
Satd. Flow (perm)		6408	1549	1770	5085	1583	1770		1583	1681	1698	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1259	16	19	1425	378	24	0	17	502	41	836
RTOR Reduction (vph)	0	0	7	0	0	153	0	0	16	0	0	221
Lane Group Flow (vph)	0	1259	9	19	1425	225	24	0	1	271	272	616
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA	Perm	Prot		Prot	Split	NA	Prot
Protected Phases		6		5	2		3		3	4	4	4
Permitted Phases			6			2						
Actuated Green, G (s)		97.0	97.0	4.2	107.2	107.2	6.1		6.1	47.7	47.7	47.7
Effective Green, g (s)		97.0	97.0	4.2	107.2	107.2	6.1		6.1	47.7	47.7	47.7
Actuated g/C Ratio		0.54	0.54	0.02	0.60	0.60	0.03		0.03	0.27	0.27	0.27
Clearance Time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	1.5	3.0	3.0	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		3453	834	41	3028	942	59		53	445	449	738
v/s Ratio Prot		0.20		0.01	c0.28		c0.01		0.00	0.16	0.16	c0.22
v/s Ratio Perm			0.01			0.14						
v/c Ratio		0.36	0.01	0.46	0.47	0.24	0.41		0.01	0.61	0.61	0.83
Uniform Delay, d1		23.8	19.2	86.8	20.5	17.2	85.2		84.0	58.0	57.9	62.4
Progression Factor		0.69	1.00	0.96	0.87	1.18	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		0.3	0.0	3.0	0.5	0.6	1.7		0.0	1.6	1.6	7.7
Delay (s)		16.6	19.3	86.2	18.3	20.9	86.8		84.1	59.6	59.5	70.1
Level of Service		B	B	F	B	C	F		F	E	E	E
Approach Delay (s)		16.7			19.5			85.7			66.0	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	33.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

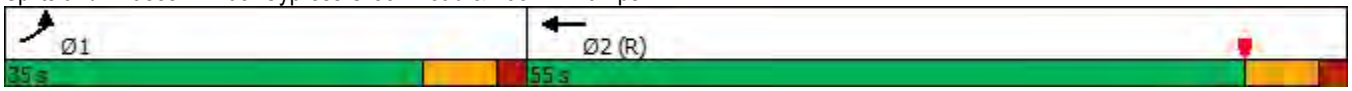
c Critical Lane Group

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

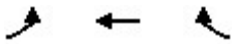
Lane Group	EBL	WBT	WBR
Lane Configurations			
Traffic Volume (vph)	692	873	377
Future Volume (vph)	692	873	377
Turn Type	Prot	NA	Free
Protected Phases	1	2	
Permitted Phases			Free
Detector Phase	1	2	
Switch Phase			
Minimum Initial (s)	5.0	15.0	
Minimum Split (s)	12.0	23.0	
Total Split (s)	35.0	55.0	
Total Split (%)	38.9%	61.1%	
Yellow Time (s)	5.0	5.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	
Act Effct Green (s)	23.2	52.8	90.0
Actuated g/C Ratio	0.26	0.59	1.00
v/c Ratio	0.82	0.31	0.25
Control Delay	37.4	8.6	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	37.4	8.6	0.4
LOS	D	A	A
Approach Delay		6.1	
Approach LOS		A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 45.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Cypress Creek Road & I-95 NB Ramps



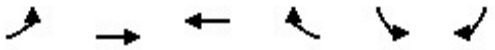
Queues
103: Cypress Creek Road & I-95 NB Ramps



Lane Group	EBL	WBT	WBR
Lane Group Flow (vph)	728	919	397
v/c Ratio	0.82	0.31	0.25
Control Delay	37.4	8.6	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	37.4	8.6	0.4
Queue Length 50th (ft)	296	189	0
Queue Length 95th (ft)	264	105	0
Internal Link Dist (ft)		920	
Turn Bay Length (ft)			200
Base Capacity (vph)	1068	2981	1583
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	0.31	0.25

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Cypress Creek Road & I-95 NB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	692	0	873	377	0	0
Future Volume (veh/h)	692	0	873	377	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	0	1870	1870		
Adj Flow Rate, veh/h	728	0	919	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	0	2	2		
Cap, veh/h	822	0	3097			
Arrive On Green	0.24	0.00	1.00	0.00		
Sat Flow, veh/h	3456	728	5274	1585		
Grp Volume(v), veh/h	728	38.8	919	0		
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1585		
Q Serve(g_s), s	18.3		0.0	0.0		
Cycle Q Clear(g_c), s	18.3		0.0	0.0		
Prop In Lane	1.00			1.00		
Lane Grp Cap(c), veh/h	822		3097			
V/C Ratio(X)	0.89		0.30			
Avail Cap(c_a), veh/h	1075		3097			
HCM Platoon Ratio	1.00		2.00	2.00		
Upstream Filter(I)	0.92		0.92	0.00		
Uniform Delay (d), s/veh	33.1		0.0	0.0		
Incr Delay (d2), s/veh	5.7		0.2	0.0		
Initial Q Delay(d3),s/veh	0.0		0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.1		0.1	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.8		0.2	0.0		
LnGrp LOS	D		A			
Approach Vol, veh/h			919			
Approach Delay, s/veh			0.2			
Approach LOS			A			

Timer - Assigned Phs	1	2
Phs Duration (G+Y+Rc), s	28.4	61.6
Change Period (Y+Rc), s	7.0	7.0
Max Green Setting (Gmax), s	28.0	48.0
Max Q Clear Time (g_c+I1), s	20.3	2.0
Green Ext Time (p_c), s	1.1	8.1

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

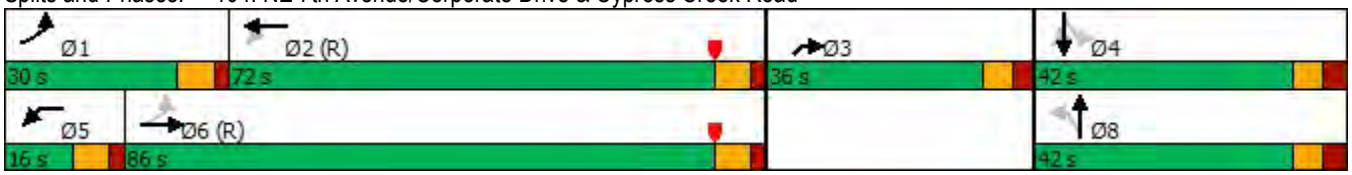
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road

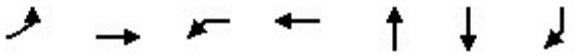
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	237	1394	29	1161	113	9	17	3	66	
Future Volume (vph)	237	1394	29	1161	113	9	17	3	66	
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	
Protected Phases	1	6	5	2		8		4		3
Permitted Phases	6		2		8		4		4	
Detector Phase	1	6	5	2	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	37.0	11.0	37.0	41.5	41.5	41.5	41.5	41.5	13.5
Total Split (s)	30.0	86.0	16.0	72.0	42.0	42.0	42.0	42.0	42.0	36.0
Total Split (%)	16.7%	47.8%	8.9%	40.0%	23.3%	23.3%	23.3%	23.3%	23.3%	20%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.5	3.5	3.5	3.5	3.5	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.5		7.5	7.5	
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	141.6	132.1	117.5	112.8		23.9		23.9	23.9	
Actuated g/C Ratio	0.79	0.73	0.65	0.63		0.13		0.13	0.13	
v/c Ratio	0.58	0.40	0.13	0.40		0.82		0.11	0.33	
Control Delay	12.2	10.4	9.0	18.5		104.8		66.5	72.9	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	12.2	10.4	9.0	18.5		104.8		66.5	72.9	
LOS	B	B	A	B		F		E	E	
Approach Delay		10.6		18.2		104.8		71.4		
Approach LOS		B		B		F		E		

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 24 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Queues
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	247	1499	30	1256	155	21	69
v/c Ratio	0.58	0.40	0.13	0.40	0.82	0.11	0.33
Control Delay	12.2	10.4	9.0	18.5	104.8	66.5	72.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	10.4	9.0	18.5	104.8	66.5	72.9
Queue Length 50th (ft)	65	238	7	260	176	22	75
Queue Length 95th (ft)	124	323	19	370	253	51	124
Internal Link Dist (ft)		920		700	420	345	
Turn Bay Length (ft)	190		190				
Base Capacity (vph)	450	3713	277	3170	269	268	303
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.40	0.11	0.40	0.58	0.08	0.23

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	237	1394	28	17	29	1161	45	113	9	27	17	3
Future Volume (vph)	237	1394	28	17	29	1161	45	113	9	27	17	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0			7.5			7.5
Lane Util. Factor	1.00	0.91			1.00	0.91			1.00			1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Frt	1.00	1.00			1.00	0.99			0.98			1.00
Flt Protected	0.95	1.00			0.95	1.00			0.96			0.96
Satd. Flow (prot)	1770	5061			1770	5057			1744			1783
Flt Permitted	0.17	1.00			0.16	1.00			0.76			0.75
Satd. Flow (perm)	316	5061			302	5057			1383			1401
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	247	1452	29	18	30	1209	47	118	9	28	18	3
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	4	0	0	0
Lane Group Flow (vph)	247	1499	0	0	30	1255	0	0	151	0	0	21
Confl. Peds. (#/hr)										2	2	
Confl. Bikes (#/hr)										3		
Turn Type	pm+pt	NA			pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	1	6			5	2			8			4
Permitted Phases	6				2			8			4	
Actuated Green, G (s)	141.6	130.7			116.8	112.9			23.9			23.9
Effective Green, g (s)	141.6	130.7			116.8	112.9			23.9			23.9
Actuated g/C Ratio	0.79	0.73			0.65	0.63			0.13			0.13
Clearance Time (s)	7.0	7.0			7.0	7.0			7.5			7.5
Vehicle Extension (s)	1.5	3.0			1.5	3.0			2.0			2.0
Lane Grp Cap (vph)	423	3674			227	3171			183			186
v/s Ratio Prot	c0.07	0.30			0.00	0.25						
v/s Ratio Perm	c0.39				0.08				c0.11			0.01
v/c Ratio	0.58	0.41			0.13	0.40			0.82			0.11
Uniform Delay, d1	8.8	9.6			11.3	16.6			76.0			68.7
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	1.3	0.3			0.1	0.4			23.8			0.1
Delay (s)	10.1	9.9			11.4	17.0			99.8			68.8
Level of Service	B	A			B	B			F			E
Approach Delay (s)		10.0				16.9			99.8			70.6
Approach LOS		A				B			F			E

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR	NER
Lane Configurations		
Traffic Volume (vph)	66	0
Future Volume (vph)	66	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.5	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.85	
Flt Protected	1.00	
Satd. Flow (prot)	1583	
Flt Permitted	1.00	
Satd. Flow (perm)	1583	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	69	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	69	0
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Turn Type	Perm	Prot
Protected Phases		3
Permitted Phases	4	
Actuated Green, G (s)	23.9	
Effective Green, g (s)	23.9	
Actuated g/C Ratio	0.13	
Clearance Time (s)	7.5	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	210	
v/s Ratio Prot		
v/s Ratio Perm	0.04	
v/c Ratio	0.33	
Uniform Delay, d1	70.8	
Progression Factor	1.00	
Incremental Delay, d2	0.3	
Delay (s)	71.1	
Level of Service	E	
Approach Delay (s)		
Approach LOS		

Intersection Summary

HCM 6th Edition methodology does not support more than 4 approaches.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	1340	40	30	1147	4	2	0	31	0	0	33
Future Vol, veh/h	74	1340	40	30	1147	4	2	0	31	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	1396	42	31	1195	4	2	0	32	0	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1199	0	0	1438	0	0	2111	-	720	-	-	600
Stage 1	-	-	-	-	-	-	1571	-	-	-	-	-
Stage 2	-	-	-	-	-	-	540	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	313	-	-	239	-	-	54	0	318	0	0	381
Stage 1	-	-	-	-	-	-	79	0	-	0	0	-
Stage 2	-	-	-	-	-	-	450	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	313	-	-	239	-	-	36	-	318	-	-	381
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	-	-	-	-	-
Stage 1	-	-	-	-	-	-	60	-	-	-	-	-
Stage 2	-	-	-	-	-	-	356	-	-	-	-	-

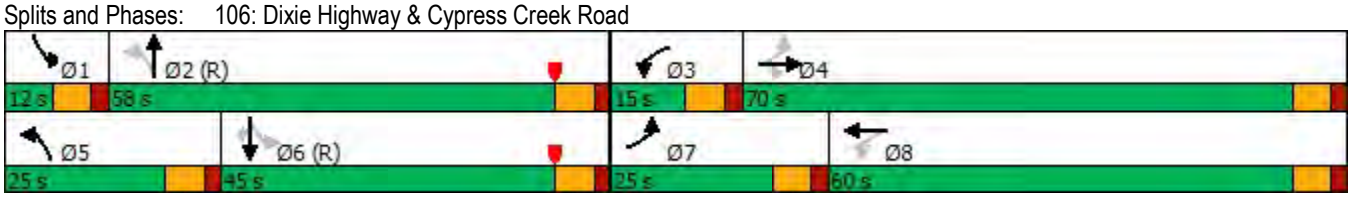
Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.6	17.6	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	318	313	-	-	239	-	-	381
HCM Lane V/C Ratio	0.102	0.246	-	-	0.131	-	-	0.09
HCM Control Delay (s)	17.6	20.2	-	-	22.3	-	-	15.4
HCM Lane LOS	C	C	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.3	0.9	-	-	0.4	-	-	0.3

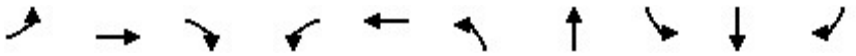
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	230	621	459	23	695	230	325	138	453	209
Future Volume (vph)	230	621	459	23	695	230	325	138	453	209
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.5	35.5	35.5	10.5	35.5	10.5	42.5	10.5	42.5	42.5
Total Split (s)	25.0	70.0	70.0	15.0	60.0	25.0	58.0	12.0	45.0	45.0
Total Split (%)	16.1%	45.2%	45.2%	9.7%	38.7%	16.1%	37.4%	7.7%	29.0%	29.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	67.2	59.9	59.9	48.9	43.8	73.6	61.0	60.4	53.1	53.1
Actuated g/C Ratio	0.43	0.39	0.39	0.32	0.28	0.47	0.39	0.39	0.34	0.34
v/c Ratio	0.74	0.89	0.58	0.19	0.55	0.57	0.27	0.34	0.39	0.31
Control Delay	41.6	59.6	11.8	25.7	47.2	32.6	34.0	33.4	43.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	59.6	11.8	25.7	47.2	32.6	34.0	33.4	43.1	6.7
LOS	D	E	B	C	D	C	C	C	D	A
Approach Delay		39.7			46.6		33.5		32.0	
Approach LOS		D			D		C		C	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 38.4	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Dixie Highway & Cypress Creek Road

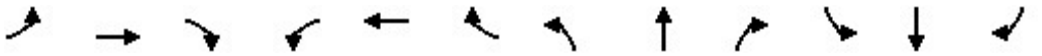


Queues
106: Dixie Highway & Cypress Creek Road



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	237	640	473	24	781	237	370	142	467	215
v/c Ratio	0.74	0.89	0.58	0.19	0.55	0.57	0.27	0.34	0.39	0.31
Control Delay	41.6	59.6	11.8	25.7	47.2	32.6	34.0	33.4	43.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	59.6	11.8	25.7	47.2	32.6	34.0	33.4	43.1	6.7
Queue Length 50th (ft)	143	590	92	13	229	153	144	86	205	0
Queue Length 95th (ft)	193	738	197	29	264	235	190	143	276	67
Internal Link Dist (ft)		750			258		334		334	
Turn Bay Length (ft)	270		270	260		260		200		200
Base Capacity (vph)	334	775	849	163	1740	443	1375	422	1211	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.83	0.56	0.15	0.45	0.53	0.27	0.34	0.39	0.31

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	621	459	23	695	63	230	325	34	138	453	209
Future Volume (veh/h)	230	621	459	23	695	63	230	325	34	138	453	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	640	473	24	716	65	237	335	35	142	467	215
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	686	573	95	1322	119	411	1340	139	459	1253	559
Arrive On Green	0.11	0.37	0.37	0.02	0.28	0.28	0.10	0.41	0.41	0.04	0.35	0.35
Sat Flow, veh/h	1781	1870	1563	1781	4766	430	1781	3242	336	1781	3554	1584
Grp Volume(v), veh/h	237	640	473	24	510	271	237	182	188	142	467	215
Grp Sat Flow(s),veh/h/ln	1781	1870	1563	1781	1702	1792	1781	1777	1801	1781	1777	1584
Q Serve(g_s), s	14.4	51.0	42.6	1.5	19.7	20.0	12.8	10.4	10.6	5.5	15.2	15.8
Cycle Q Clear(g_c), s	14.4	51.0	42.6	1.5	19.7	20.0	12.8	10.4	10.6	5.5	15.2	15.8
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	338	686	573	95	944	497	411	734	744	459	1253	559
V/C Ratio(X)	0.70	0.93	0.83	0.25	0.54	0.54	0.58	0.25	0.25	0.31	0.37	0.38
Avail Cap(c_a), veh/h	362	766	640	163	1175	618	452	734	744	459	1253	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	47.2	44.6	43.8	47.6	47.7	27.3	29.7	29.8	32.1	37.4	37.6
Incr Delay (d2), s/veh	4.4	16.9	7.6	0.5	0.4	0.7	0.7	0.8	0.8	0.1	0.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	26.9	17.7	0.7	8.5	9.1	5.6	4.7	4.9	3.7	6.9	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	64.1	52.1	44.3	48.0	48.4	28.0	30.5	30.6	32.2	38.2	39.6
LnGrp LOS	D	E	D	D	D	D	C	C	C	C	D	D
Approach Vol, veh/h		1350			805			607			824	
Approach Delay, s/veh		55.6			48.0			29.6			37.5	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	70.6	9.1	63.4	21.4	61.2	22.9	49.5
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	5.5	51.5	8.5	63.5	18.5	38.5	18.5	53.5
Max Q Clear Time (g_c+I1), s	7.5	12.6	3.5	53.0	14.8	17.8	16.4	22.0
Green Ext Time (p_c), s	0.0	1.9	0.0	3.8	0.1	3.1	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	31	6	5	19
Future Vol, veh/h	0	21	31	6	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	33	6	5	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	66	36	0	0	39	0
Stage 1	36	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	939	1037	-	-	1571	-
Stage 1	986	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	936	1037	-	-	1571	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1037	1571	-
HCM Lane V/C Ratio	-	-	0.022	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

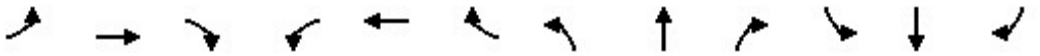
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	1110	719	172	1949	531	213	321	83	160	561	322
Future Volume (vph)	265	1110	719	172	1949	531	213	321	83	160	561	322
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	51.0	51.0	12.0	51.0	51.0	11.5	40.0	40.0	11.5	51.0	51.0
Total Split (s)	25.0	70.0	70.0	34.0	79.0	79.0	25.0	40.0	40.0	36.0	51.0	51.0
Total Split (%)	13.9%	38.9%	38.9%	18.9%	43.9%	43.9%	13.9%	22.2%	22.2%	20.0%	28.3%	28.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	18.9	92.7	92.7	14.1	87.8	87.8	15.9	32.9	32.9	13.4	30.4	30.4
Actuated g/C Ratio	0.10	0.52	0.52	0.08	0.49	0.49	0.09	0.18	0.18	0.07	0.17	0.17
v/c Ratio	0.79	0.36	0.79	0.69	0.67	0.61	0.76	0.37	0.20	0.67	0.70	0.80
Control Delay	94.6	27.9	27.1	103.7	33.9	13.8	96.2	64.7	1.0	94.1	74.6	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	27.9	27.1	103.7	33.9	14.0	96.2	64.7	1.0	94.1	74.6	42.5
LOS	F	C	C	F	C	B	F	E	A	F	E	D
Approach Delay		36.1			34.4			67.1			67.7	
Approach LOS		D			C			E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 25 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 43.5	Intersection LOS: D
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Andrews Avenue & Cypress Creek Road



Queues
101: Andrews Avenue & Cypress Creek Road



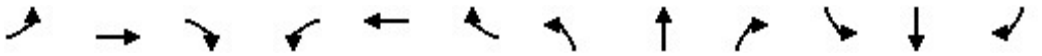
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	285	1194	773	185	2096	571	229	345	89	172	603	346
v/c Ratio	0.79	0.36	0.79	0.69	0.67	0.61	0.76	0.37	0.20	0.67	0.70	0.80
Control Delay	94.6	27.9	27.1	103.7	33.9	13.8	96.2	64.7	1.0	94.1	74.6	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	27.9	27.1	103.7	33.9	14.0	96.2	64.7	1.0	94.1	74.6	42.5
Queue Length 50th (ft)	171	237	443	115	537	273	138	133	0	104	252	173
Queue Length 95th (ft)	226	328	#857	m157	688	450	187	158	0	145	275	282
Internal Link Dist (ft)		555			820			326			369	
Turn Bay Length (ft)	220		200	275		240	175		105	260		300
Base Capacity (vph)	374	3298	980	514	3126	931	352	1015	461	562	1257	539
Starvation Cap Reductn	0	0	0	0	0	44	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.36	0.79	0.36	0.67	0.64	0.65	0.34	0.19	0.31	0.48	0.64

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
101: Andrews Avenue & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1110	719	172	1949	531	213	321	83	160	561	322
Future Volume (veh/h)	265	1110	719	172	1949	531	213	321	83	160	561	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	1194	0	185	2096	0	229	345	89	172	603	346
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	3023		226	2846		268	1292	395	213	1211	370
Arrive On Green	0.12	0.62	0.00	0.09	0.59	0.00	0.08	0.25	0.25	0.06	0.24	0.24
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1561	3456	5106	1558
Grp Volume(v), veh/h	285	1194	0	185	2096	0	229	345	89	172	603	346
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1561	1728	1702	1558
Q Serve(g_s), s	14.6	16.6	0.0	9.5	42.6	0.0	11.8	9.7	8.1	8.8	18.4	39.2
Cycle Q Clear(g_c), s	14.6	16.6	0.0	9.5	42.6	0.0	11.8	9.7	8.1	8.8	18.4	39.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	3023		226	2846		268	1292	395	213	1211	370
V/C Ratio(X)	0.89	0.39		0.82	0.74		0.85	0.27	0.23	0.81	0.50	0.94
Avail Cap(c_a), veh/h	346	3023		518	2846		355	1292	395	566	1262	385
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.75	0.75	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.0	21.0	0.0	81.1	29.4	0.0	82.0	53.8	53.2	83.4	59.4	67.3
Incr Delay (d2), s/veh	21.3	0.4	0.0	2.1	1.3	0.0	11.6	0.1	0.2	2.7	0.2	29.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	6.0	0.0	4.2	15.7	0.0	5.7	4.3	3.3	4.1	8.1	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.3	21.4	0.0	83.3	30.7	0.0	93.6	53.9	53.5	86.1	59.6	96.7
LnGrp LOS	F	C		F	C		F	D	D	F	E	F
Approach Vol, veh/h		1479			2281			663			1121	
Approach Delay, s/veh		36.4			35.0			67.6			75.1	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.7	86.6	17.6	52.1	18.8	91.6	20.5	49.2
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	18.0	72.0	29.5	33.5	27.0	63.0	18.5	44.5
Max Q Clear Time (g_c+I1), s	16.6	44.6	10.8	11.7	11.5	18.6	13.8	41.2
Green Ext Time (p_c), s	0.1	19.6	0.3	2.1	0.3	11.6	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

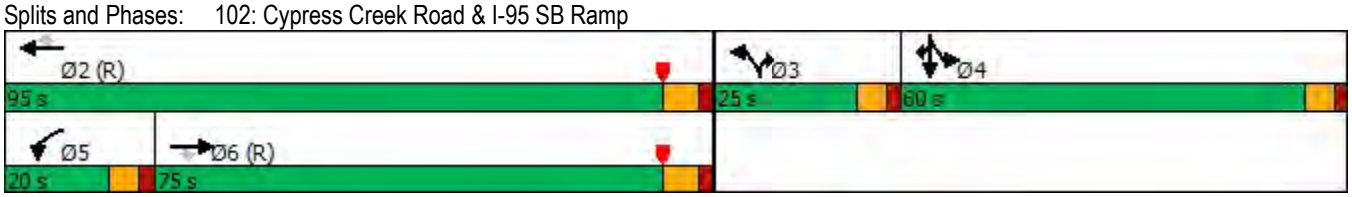
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

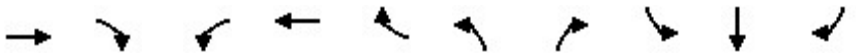
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1212	15	18	1399	359	23	16	486	39	794
Future Volume (vph)	1212	15	18	1399	359	23	16	486	39	794
Turn Type	NA	Perm	Prot	NA	Perm	Prot	Prot	Split	NA	Prot
Protected Phases	6		5	2		3	3	4	4	4
Permitted Phases		6			2					
Detector Phase	6	6	5	2	2	3	3	4	4	4
Switch Phase										
Minimum Initial (s)	12.0	12.0	5.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	75.0	75.0	20.0	95.0	95.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	41.7%	41.7%	11.1%	52.8%	52.8%	13.9%	13.9%	33.3%	33.3%	33.3%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	100.3	100.3	6.2	108.2	108.2	7.3	7.3	47.9	47.9	47.9
Actuated g/C Ratio	0.56	0.56	0.03	0.60	0.60	0.04	0.04	0.27	0.27	0.27
v/c Ratio	0.36	0.02	0.31	0.48	0.34	0.33	0.11	0.62	0.61	0.87
Control Delay	17.4	0.1	93.8	20.8	4.0	95.7	1.4	63.0	62.8	50.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	0.1	93.8	20.8	4.0	95.7	1.4	63.0	62.8	50.1
LOS	B	A	F	C	A	F	A	E	E	D
Approach Delay	17.2			18.1					55.2	
Approach LOS	B			B					E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 12 (7%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Cypress Creek Road & I-95 SB Ramp



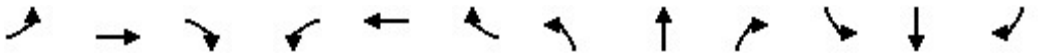
Queues
102: Cypress Creek Road & I-95 SB Ramp



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1276	16	19	1473	378	24	17	276	277	836
v/c Ratio	0.36	0.02	0.31	0.48	0.34	0.33	0.11	0.62	0.61	0.87
Control Delay	17.4	0.1	93.8	20.8	4.0	95.7	1.4	63.0	62.8	50.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	0.1	93.8	20.8	4.0	95.7	1.4	63.0	62.8	50.1
Queue Length 50th (ft)	140	0	23	316	24	28	0	303	304	373
Queue Length 95th (ft)	155	0	55	473	90	64	0	373	374	424
Internal Link Dist (ft)	820			1504					224	
Turn Bay Length (ft)		215	200		890					
Base Capacity (vph)	3571	902	137	3055	1101	186	253	518	523	1064
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.02	0.14	0.48	0.34	0.13	0.07	0.53	0.53	0.79

Intersection Summary

HCM Signalized Intersection Capacity Analysis
102: Cypress Creek Road & I-95 SB Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1212	15	18	1399	359	23	0	16	486	39	794
Future Volume (vph)	0	1212	15	18	1399	359	23	0	16	486	39	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.86	1.00	1.00	0.91	1.00	1.00		1.00	0.95	0.95	0.88
Frpb, ped/bikes		1.00	0.98	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.96	1.00
Satd. Flow (prot)		6408	1549	1770	5085	1583	1770		1583	1681	1697	2787
Flt Permitted		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.96	1.00
Satd. Flow (perm)		6408	1549	1770	5085	1583	1770		1583	1681	1697	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1276	16	19	1473	378	24	0	17	512	41	836
RTOR Reduction (vph)	0	0	7	0	0	153	0	0	16	0	0	217
Lane Group Flow (vph)	0	1276	9	19	1473	225	24	0	1	276	277	619
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA	Perm	Prot		Prot	Split	NA	Prot
Protected Phases		6		5	2		3		3	4	4	4
Permitted Phases			6			2						
Actuated Green, G (s)		96.8	96.8	4.2	107.0	107.0	6.1		6.1	47.9	47.9	47.9
Effective Green, g (s)		96.8	96.8	4.2	107.0	107.0	6.1		6.1	47.9	47.9	47.9
Actuated g/C Ratio		0.54	0.54	0.02	0.59	0.59	0.03		0.03	0.27	0.27	0.27
Clearance Time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	1.5	3.0	3.0	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		3446	833	41	3022	941	59		53	447	451	741
v/s Ratio Prot		0.20		0.01	c0.29		c0.01		0.00	0.16	0.16	c0.22
v/s Ratio Perm			0.01			0.14						
v/c Ratio		0.37	0.01	0.46	0.49	0.24	0.41		0.01	0.62	0.61	0.84
Uniform Delay, d1		24.0	19.3	86.8	20.8	17.3	85.2		84.0	58.0	57.9	62.3
Progression Factor		0.69	1.00	0.96	0.91	1.64	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		0.3	0.0	3.0	0.6	0.6	1.7		0.0	1.8	1.7	7.7
Delay (s)		16.8	19.4	86.3	19.5	28.9	86.8		84.1	59.8	59.7	70.1
Level of Service		B	B	F	B	C	F		F	E	E	E
Approach Delay (s)		16.8			22.1			85.7			65.9	
Approach LOS		B			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

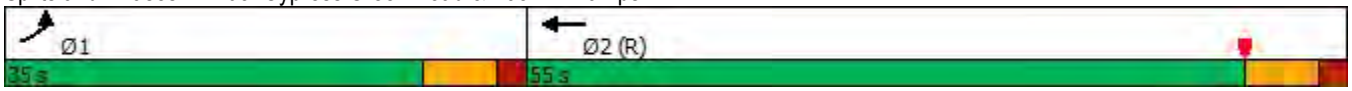
c Critical Lane Group

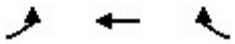
HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lane Group	EBL	WBT	WBR
Lane Configurations			
Traffic Volume (vph)	692	918	399
Future Volume (vph)	692	918	399
Turn Type	Prot	NA	Free
Protected Phases	1	2	
Permitted Phases			Free
Detector Phase	1	2	
Switch Phase			
Minimum Initial (s)	5.0	15.0	
Minimum Split (s)	12.0	23.0	
Total Split (s)	35.0	55.0	
Total Split (%)	38.9%	61.1%	
Yellow Time (s)	5.0	5.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	
Act Effct Green (s)	23.2	52.8	90.0
Actuated g/C Ratio	0.26	0.59	1.00
v/c Ratio	0.82	0.32	0.27
Control Delay	36.9	7.2	0.5
Queue Delay	0.0	0.0	0.0
Total Delay	36.9	7.2	0.5
LOS	D	A	A
Approach Delay		5.1	
Approach LOS		A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 16.1	Intersection LOS: B
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Cypress Creek Road & I-95 NB Ramps

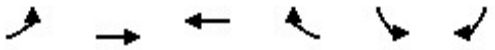




Lane Group	EBL	WBT	WBR
Lane Group Flow (vph)	728	966	420
v/c Ratio	0.82	0.32	0.27
Control Delay	36.9	7.2	0.5
Queue Delay	0.0	0.0	0.0
Total Delay	36.9	7.2	0.5
Queue Length 50th (ft)	296	86	0
Queue Length 95th (ft)	239	112	0
Internal Link Dist (ft)		920	
Turn Bay Length (ft)			200
Base Capacity (vph)	1068	2981	1583
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	0.32	0.27

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Cypress Creek Road & I-95 NB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	692	0	918	399	0	0
Future Volume (veh/h)	692	0	918	399	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	0	1870	1870		
Adj Flow Rate, veh/h	728	0	966	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	0	2	2		
Cap, veh/h	822	0	3097			
Arrive On Green	0.24	0.00	1.00	0.00		
Sat Flow, veh/h	3456	728	5274	1585		
Grp Volume(v), veh/h	728	38.8	966	0		
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1585		
Q Serve(g_s), s	18.3		0.0	0.0		
Cycle Q Clear(g_c), s	18.3		0.0	0.0		
Prop In Lane	1.00			1.00		
Lane Grp Cap(c), veh/h	822		3097			
V/C Ratio(X)	0.89		0.31			
Avail Cap(c_a), veh/h	1075		3097			
HCM Platoon Ratio	1.00		2.00	2.00		
Upstream Filter(I)	0.92		0.91	0.00		
Uniform Delay (d), s/veh	33.1		0.0	0.0		
Incr Delay (d2), s/veh	5.7		0.2	0.0		
Initial Q Delay(d3),s/veh	0.0		0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.1		0.1	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.8		0.2	0.0		
LnGrp LOS	D		A			
Approach Vol, veh/h			966			
Approach Delay, s/veh			0.2			
Approach LOS			A			

Timer - Assigned Phs	1	2
Phs Duration (G+Y+Rc), s	28.4	61.6
Change Period (Y+Rc), s	7.0	7.0
Max Green Setting (Gmax), s	28.0	48.0
Max Q Clear Time (g_c+I1), s	20.3	2.0
Green Ext Time (p_c), s	1.1	8.7

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

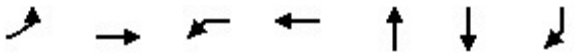
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	262	1394	29	1161	113	9	61	3	133	
Future Volume (vph)	262	1394	29	1161	113	9	61	3	133	
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	
Protected Phases	1	6	5	2		8		4		3
Permitted Phases	6		2		8		4		4	
Detector Phase	1	6	5	2	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	37.0	11.0	37.0	41.5	41.5	41.5	41.5	41.5	13.5
Total Split (s)	30.0	86.0	16.0	72.0	42.0	42.0	42.0	42.0	42.0	36.0
Total Split (%)	16.7%	47.8%	8.9%	40.0%	23.3%	23.3%	23.3%	23.3%	23.3%	20%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.5	3.5	3.5	3.5	3.5	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.5		7.5	7.5	
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	140.7	131.2	112.3	107.6		24.8		24.8	24.8	
Actuated g/C Ratio	0.78	0.73	0.62	0.60		0.14		0.14	0.14	
v/c Ratio	0.61	0.40	0.13	0.42		0.83		0.37	0.64	
Control Delay	15.5	10.7	10.0	21.3		105.2		74.6	85.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	15.5	10.7	10.0	21.3		105.2		74.6	85.7	
LOS	B	B	A	C		F		E	F	
Approach Delay		11.4		21.0		105.2		82.1		
Approach LOS		B		C		F		F		

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 24 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Queues
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	273	1481	30	1273	155	67	139
v/c Ratio	0.61	0.40	0.13	0.42	0.83	0.37	0.64
Control Delay	15.5	10.7	10.0	21.3	105.2	74.6	85.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	10.7	10.0	21.3	105.2	74.6	85.7
Queue Length 50th (ft)	75	239	7	290	176	73	158
Queue Length 95th (ft)	180	326	19	397	253	121	226
Internal Link Dist (ft)		920		700	420	345	
Turn Bay Length (ft)	190		190				
Base Capacity (vph)	456	3696	271	3018	258	249	303
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.40	0.11	0.42	0.60	0.27	0.46

Intersection Summary

HCM Signalized Intersection Capacity Analysis
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	1394	28	29	1161	61	113	9	27	61	3	133
Future Volume (vph)	262	1394	28	29	1161	61	113	9	27	61	3	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.5			7.5	7.5
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			0.98			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.95	1.00
Satd. Flow (prot)	1770	5070		1770	5047			1744			1774	1583
Flt Permitted	0.16	1.00		0.17	1.00			0.73			0.70	1.00
Satd. Flow (perm)	299	5070		308	5047			1328			1301	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	273	1452	29	30	1209	64	118	9	28	64	3	139
RTOR Reduction (vph)	0	0	0	0	2	0	0	4	0	0	0	0
Lane Group Flow (vph)	273	1481	0	30	1271	0	0	151	0	0	67	139
Confl. Peds. (#/hr)									2	2		
Confl. Bikes (#/hr)									3			
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6			2			8			4		4
Actuated Green, G (s)	140.7	129.8		111.5	107.6			24.8			24.8	24.8
Effective Green, g (s)	140.7	129.8		111.5	107.6			24.8			24.8	24.8
Actuated g/C Ratio	0.78	0.72		0.62	0.60			0.14			0.14	0.14
Clearance Time (s)	7.0	7.0		7.0	7.0			7.5			7.5	7.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	447	3656		222	3016			182			179	218
v/s Ratio Prot	c0.09	0.29		0.00	0.25							
v/s Ratio Perm	c0.39			0.08				c0.11			0.05	0.09
v/c Ratio	0.61	0.41		0.14	0.42			0.83			0.37	0.64
Uniform Delay, d1	11.2	9.9		13.3	19.5			75.5			70.5	73.4
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	1.7	0.3		0.1	0.4			24.5			0.5	4.4
Delay (s)	13.0	10.2		13.4	19.9			100.0			71.0	77.8
Level of Service	B	B		B	B			F			E	E
Approach Delay (s)		10.7			19.7			100.0			75.6	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	NER
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Turn Type	Prot
Protected Phases	3
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM 6th Edition methodology does not support more than 4 approaches.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	1384	40	30	1163	4	0	0	31	0	0	33
Future Vol, veh/h	74	1384	40	30	1163	4	0	0	31	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	1442	42	31	1211	4	0	0	32	0	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1215	0	0	1484	0	0	-	-	743	-	-	608
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	308	-	-	227	-	-	0	0	307	0	0	376
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	308	-	-	227	-	-	-	-	307	-	-	376
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

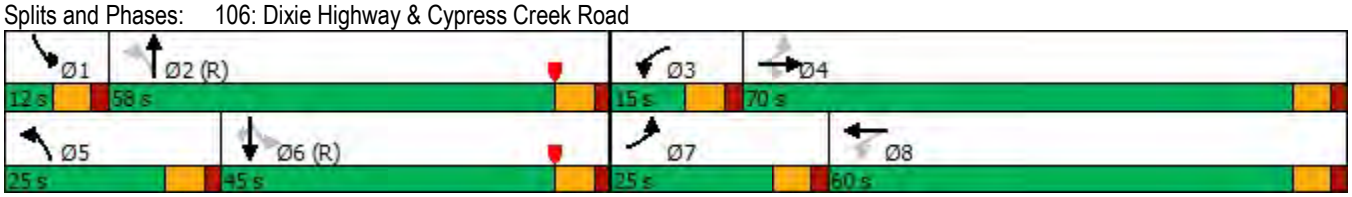
Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.6	18.1	15.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	307	308	-	-	227	-	-	376
HCM Lane V/C Ratio	0.105	0.25	-	-	0.138	-	-	0.091
HCM Control Delay (s)	18.1	20.5	-	-	23.4	-	-	15.5
HCM Lane LOS	C	C	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.3	1	-	-	0.5	-	-	0.3

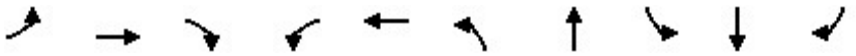
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	247	631	476	23	699	236	325	138	453	215
Future Volume (vph)	247	631	476	23	699	236	325	138	453	215
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.5	35.5	35.5	10.5	35.5	10.5	42.5	10.5	42.5	42.5
Total Split (s)	25.0	70.0	70.0	15.0	60.0	25.0	58.0	12.0	45.0	45.0
Total Split (%)	16.1%	45.2%	45.2%	9.7%	38.7%	16.1%	37.4%	7.7%	29.0%	29.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	67.9	60.6	60.6	49.0	43.9	73.0	60.5	59.3	52.1	52.1
Actuated g/C Ratio	0.44	0.39	0.39	0.32	0.28	0.47	0.39	0.38	0.34	0.34
v/c Ratio	0.78	0.90	0.60	0.20	0.55	0.59	0.27	0.34	0.39	0.33
Control Delay	44.3	59.8	12.4	25.8	47.2	33.5	34.3	33.8	43.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	59.8	12.4	25.8	47.2	33.5	34.3	33.8	43.8	6.7
LOS	D	E	B	C	D	C	C	C	D	A
Approach Delay		40.3			46.6		34.0		32.2	
Approach LOS		D			D		C		C	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Dixie Highway & Cypress Creek Road



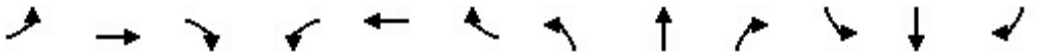
Queues
106: Dixie Highway & Cypress Creek Road



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	255	651	491	24	786	243	370	142	467	222
v/c Ratio	0.78	0.90	0.60	0.20	0.55	0.59	0.27	0.34	0.39	0.33
Control Delay	44.3	59.8	12.4	25.8	47.2	33.5	34.3	33.8	43.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	59.8	12.4	25.8	47.2	33.5	34.3	33.8	43.8	6.7
Queue Length 50th (ft)	154	599	102	13	231	159	144	87	207	0
Queue Length 95th (ft)	209	757	212	29	265	241	190	143	276	69
Internal Link Dist (ft)		750			258		334		334	
Turn Bay Length (ft)	270		270	260		260		200		200
Base Capacity (vph)	334	775	853	161	1740	438	1363	414	1189	679
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.84	0.58	0.15	0.45	0.55	0.27	0.34	0.39	0.33

Intersection Summary

HCM 6th Signalized Intersection Summary
106: Dixie Highway & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	631	476	23	699	63	236	325	34	138	453	215
Future Volume (veh/h)	247	631	476	23	699	63	236	325	34	138	453	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	651	491	24	721	65	243	335	35	142	467	222
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	696	582	94	1314	118	408	1323	137	453	1223	545
Arrive On Green	0.11	0.37	0.37	0.02	0.28	0.28	0.10	0.41	0.41	0.04	0.34	0.34
Sat Flow, veh/h	1781	1870	1563	1781	4769	427	1781	3242	336	1781	3554	1584
Grp Volume(v), veh/h	255	651	491	24	513	273	243	182	188	142	467	222
Grp Sat Flow(s),veh/h/ln	1781	1870	1563	1781	1702	1792	1781	1777	1801	1781	1777	1584
Q Serve(g_s), s	15.5	52.0	44.6	1.5	19.9	20.1	13.3	10.5	10.7	5.5	15.4	16.6
Cycle Q Clear(g_c), s	15.5	52.0	44.6	1.5	19.9	20.1	13.3	10.5	10.7	5.5	15.4	16.6
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	348	696	582	94	938	494	408	725	735	453	1223	545
V/C Ratio(X)	0.73	0.94	0.84	0.25	0.55	0.55	0.60	0.25	0.26	0.31	0.38	0.41
Avail Cap(c_a), veh/h	359	766	640	162	1175	619	444	725	735	453	1223	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	46.9	44.5	44.0	47.9	48.0	28.0	30.3	30.3	32.9	38.4	38.8
Incr Delay (d2), s/veh	6.3	17.5	9.1	0.5	0.4	0.7	1.1	0.8	0.8	0.1	0.9	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	27.5	18.7	0.7	8.6	9.2	5.9	4.8	4.9	3.8	7.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	64.3	53.6	44.5	48.3	48.7	29.0	31.1	31.2	33.0	39.3	41.0
LnGrp LOS	D	E	D	D	D	D	C	C	C	C	D	D
Approach Vol, veh/h		1397			810			613			831	
Approach Delay, s/veh		56.3			48.3			30.3			38.7	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	69.7	9.1	64.2	21.9	59.9	24.0	49.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	5.5	51.5	8.5	63.5	18.5	38.5	18.5	53.5
Max Q Clear Time (g_c+I1), s	7.5	12.7	3.5	54.0	15.3	18.6	17.5	22.1
Green Ext Time (p_c), s	0.0	1.9	0.0	3.7	0.1	3.1	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	31	6	5	19
Future Vol, veh/h	0	21	31	6	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	33	6	5	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	66	36	0	0	39	0
Stage 1	36	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	939	1037	-	-	1571	-
Stage 1	986	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	936	1037	-	-	1571	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	990	-	-	-	-	-

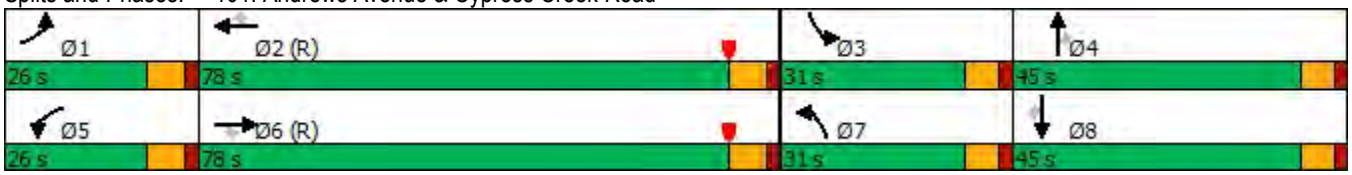
Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1037	1571	-
HCM Lane V/C Ratio	-	-	0.022	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

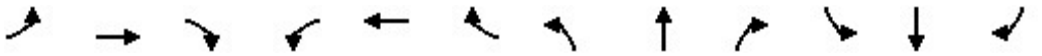
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	1054	821	220	1525	309	243	393	98	150	801	251
Future Volume (vph)	228	1054	821	220	1525	309	243	393	98	150	801	251
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	51.0	51.0	12.0	51.0	51.0	11.5	45.0	45.0	11.5	51.0	51.0
Total Split (s)	26.0	78.0	78.0	26.0	78.0	78.0	31.0	45.0	45.0	31.0	45.0	45.0
Total Split (%)	14.4%	43.3%	43.3%	14.4%	43.3%	43.3%	17.2%	25.0%	25.0%	17.2%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	16.6	80.8	80.8	16.3	80.5	80.5	18.0	43.1	43.1	12.8	37.9	37.9
Actuated g/C Ratio	0.09	0.45	0.45	0.09	0.45	0.45	0.10	0.24	0.24	0.07	0.21	0.21
v/c Ratio	0.77	0.39	0.98	0.76	0.57	0.39	0.76	0.35	0.23	0.66	0.80	0.55
Control Delay	96.4	34.8	55.9	97.7	34.7	8.4	93.1	57.2	9.0	94.2	73.8	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	34.8	55.9	97.7	34.7	8.4	93.1	57.2	9.0	94.2	73.8	20.8
LOS	F	C	E	F	C	A	F	E	A	F	E	C
Approach Delay		49.7			37.5			62.7			65.3	
Approach LOS		D			D			E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 11 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 50.2	Intersection LOS: D
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Andrews Avenue & Cypress Creek Road



Queues
101: Andrews Avenue & Cypress Creek Road

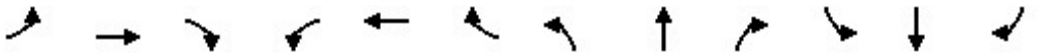


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	1133	883	237	1640	332	261	423	105	161	861	270
v/c Ratio	0.77	0.39	0.98	0.76	0.57	0.39	0.76	0.35	0.23	0.66	0.80	0.55
Control Delay	96.4	34.8	55.9	97.7	34.7	8.4	93.1	57.2	9.0	94.2	73.8	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	34.8	55.9	97.7	34.7	8.4	93.1	57.2	9.0	94.2	73.8	20.8
Queue Length 50th (ft)	147	263	778	140	509	63	157	152	0	97	355	68
Queue Length 95th (ft)	198	320	#1158	m176	567	m94	205	186	51	138	407	170
Internal Link Dist (ft)		555			820			326			369	
Turn Bay Length (ft)	220		200	275		240	175		105	260		300
Base Capacity (vph)	362	2876	898	362	2865	842	467	1230	463	467	1120	501
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.39	0.98	0.65	0.57	0.39	0.56	0.34	0.23	0.34	0.77	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Andrews Avenue & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	1054	821	220	1525	309	243	393	98	150	801	251
Future Volume (veh/h)	228	1054	821	220	1525	309	243	393	98	150	801	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	1133	0	237	1640	0	261	423	105	161	861	270
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	3132		275	3118		302	1150	357	202	1001	307
Arrive On Green	0.11	0.65	0.00	0.11	0.64	0.00	0.09	0.23	0.23	0.06	0.20	0.20
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	3456	5106	1564
Grp Volume(v), veh/h	245	1133	0	237	1640	0	261	423	105	161	861	270
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1728	1702	1564
Q Serve(g_s), s	12.6	14.6	0.0	12.1	24.7	0.0	13.4	12.6	9.9	8.3	29.4	30.2
Cycle Q Clear(g_c), s	12.6	14.6	0.0	12.1	24.7	0.0	13.4	12.6	9.9	8.3	29.4	30.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	3132		275	3118		302	1150	357	202	1001	307
V/C Ratio(X)	0.87	0.36		0.86	0.53		0.86	0.37	0.29	0.80	0.86	0.88
Avail Cap(c_a), veh/h	365	3132		365	3118		470	1150	357	470	1092	335
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.77	0.77	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.2	18.9	0.0	79.5	20.9	0.0	81.1	58.9	57.9	83.7	70.0	70.3
Incr Delay (d2), s/veh	13.3	0.3	0.0	9.6	0.5	0.0	6.2	0.1	0.3	2.8	6.5	21.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	5.2	0.0	5.7	8.7	0.0	6.3	5.5	4.1	3.8	13.5	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.5	19.2	0.0	89.1	21.4	0.0	87.2	59.1	58.2	86.5	76.5	91.4
LnGrp LOS	F	B		F	C		F	E	E	F	E	F
Approach Vol, veh/h		1378			1877			789			1292	
Approach Delay, s/veh		32.2			29.9			68.3			80.8	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	94.2	17.0	47.0	21.3	94.6	22.3	41.8
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	19.0	71.0	24.5	38.5	19.0	71.0	24.5	38.5
Max Q Clear Time (g_c+I1), s	14.6	26.7	10.3	14.6	14.1	16.6	15.4	32.2
Green Ext Time (p_c), s	0.2	18.7	0.2	2.7	0.2	11.1	0.3	3.1

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

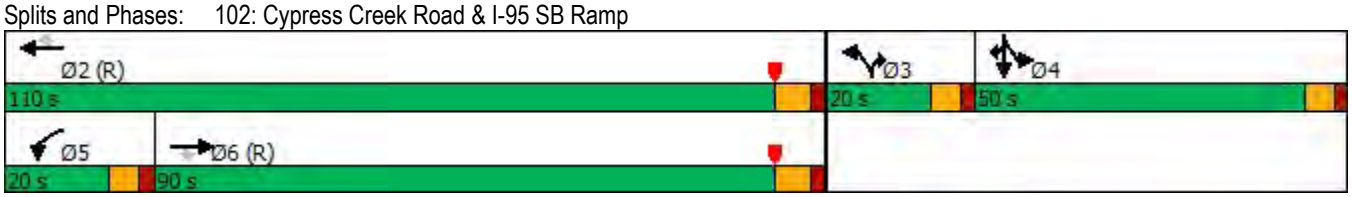
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

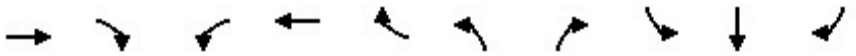
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1218	16	19	1076	358	30	37	543	16	818
Future Volume (vph)	1218	16	19	1076	358	30	37	543	16	818
Turn Type	NA	Perm	Prot	NA	Perm	Prot	Prot	Split	NA	Prot
Protected Phases	6		5	2		3	3	4	4	4
Permitted Phases		6			2					
Detector Phase	6	6	5	2	2	3	3	4	4	4
Switch Phase										
Minimum Initial (s)	12.0	12.0	5.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	90.0	90.0	20.0	110.0	110.0	20.0	20.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	11.1%	61.1%	61.1%	11.1%	11.1%	27.8%	27.8%	27.8%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	100.8	100.8	6.3	108.7	108.7	7.9	7.9	46.8	46.8	46.8
Actuated g/C Ratio	0.56	0.56	0.04	0.60	0.60	0.04	0.04	0.26	0.26	0.26
v/c Ratio	0.35	0.02	0.32	0.36	0.33	0.40	0.23	0.66	0.66	0.91
Control Delay	12.2	0.1	115.6	11.9	1.1	98.0	3.4	67.1	67.4	57.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	0.1	115.6	11.9	1.1	98.0	3.4	67.1	67.4	57.4
LOS	B	A	F	B	A	F	A	E	E	E
Approach Delay	12.1			10.7					61.4	
Approach LOS	B			B					E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 24 (13%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Cypress Creek Road & I-95 SB Ramp



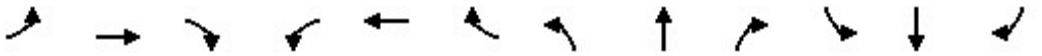
Queues
102: Cypress Creek Road & I-95 SB Ramp



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1256	16	20	1109	369	31	38	286	290	843
v/c Ratio	0.35	0.02	0.32	0.36	0.33	0.40	0.23	0.66	0.66	0.91
Control Delay	12.2	0.1	115.6	11.9	1.1	98.0	3.4	67.1	67.4	57.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	0.1	115.6	11.9	1.1	98.0	3.4	67.1	67.4	57.4
Queue Length 50th (ft)	85	0	22	244	0	37	0	311	316	389
Queue Length 95th (ft)	99	m0	54	174	0	77	0	437	445	#531
Internal Link Dist (ft)	820			1504					224	
Turn Bay Length (ft)		215	200		890					
Base Capacity (vph)	3587	926	137	3070	1102	137	212	444	447	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.02	0.15	0.36	0.33	0.23	0.18	0.64	0.65	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1218	16	19	1076	358	30	0	37	543	16	818
Future Volume (vph)	0	1218	16	19	1076	358	30	0	37	543	16	818
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.86	1.00	1.00	0.91	1.00	1.00		1.00	0.95	0.95	0.88
Frt		1.00	0.85	1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.95	1.00
Satd. Flow (prot)		6408	1583	1770	5085	1583	1770		1583	1681	1690	2787
Flt Permitted		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.95	1.00
Satd. Flow (perm)		6408	1583	1770	5085	1583	1770		1583	1681	1690	2787
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1256	16	20	1109	369	31	0	38	560	16	843
RTOR Reduction (vph)	0	0	7	0	0	149	0	0	37	0	0	201
Lane Group Flow (vph)	0	1256	9	20	1109	220	31	0	1	286	290	642
Turn Type		NA	Perm	Prot	NA	Perm	Prot		Prot	Split	NA	Prot
Protected Phases		6		5	2		3		3	4	4	4
Permitted Phases			6			2						
Actuated Green, G (s)		97.2	97.2	4.3	107.5	107.5	6.7		6.7	46.8	46.8	46.8
Effective Green, g (s)		97.2	97.2	4.3	107.5	107.5	6.7		6.7	46.8	46.8	46.8
Actuated g/C Ratio		0.54	0.54	0.02	0.60	0.60	0.04		0.04	0.26	0.26	0.26
Clearance Time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	1.5	3.0	3.0	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		3460	854	42	3036	945	65		58	437	439	724
v/s Ratio Prot		0.20		0.01	c0.22		c0.02		0.00	0.17	0.17	c0.23
v/s Ratio Perm			0.01			0.14						
v/c Ratio		0.36	0.01	0.48	0.37	0.23	0.48		0.02	0.65	0.66	0.89
Uniform Delay, d1		23.7	19.1	86.7	18.7	17.0	84.9		83.5	59.4	59.5	64.0
Progression Factor		0.51	1.00	1.21	0.61	0.21	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		0.3	0.0	3.0	0.3	0.6	2.0		0.1	2.7	2.9	12.3
Delay (s)		12.4	19.2	108.4	11.7	4.1	86.9		83.6	62.1	62.4	76.3
Level of Service		B	B	F	B	A	F		F	E	E	E
Approach Delay (s)		12.5			11.2			85.1			70.6	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

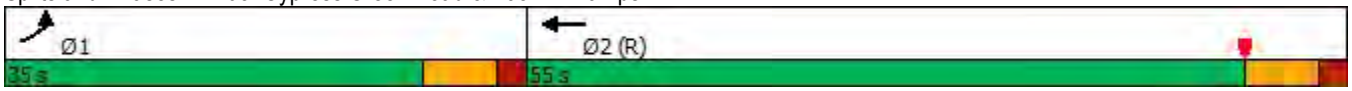
c Critical Lane Group

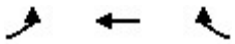
HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lane Group	EBL	WBT	WBR
Lane Configurations			
Traffic Volume (vph)	705	1015	611
Future Volume (vph)	705	1015	611
Turn Type	Prot	NA	Free
Protected Phases	1	2	
Permitted Phases			Free
Detector Phase	1	2	
Switch Phase			
Minimum Initial (s)	5.0	15.0	
Minimum Split (s)	12.0	23.0	
Total Split (s)	35.0	55.0	
Total Split (%)	38.9%	61.1%	
Yellow Time (s)	5.0	5.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	
Act Effct Green (s)	23.2	52.8	90.0
Actuated g/C Ratio	0.26	0.59	1.00
v/c Ratio	0.82	0.35	0.40
Control Delay	49.9	7.0	2.5
Queue Delay	0.0	0.0	0.0
Total Delay	49.9	7.0	2.5
LOS	D	A	A
Approach Delay		5.3	
Approach LOS		A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 27 (30%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Cypress Creek Road & I-95 NB Ramps

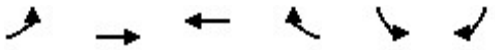




Lane Group	EBL	WBT	WBR
Lane Group Flow (vph)	727	1046	630
v/c Ratio	0.82	0.35	0.40
Control Delay	49.9	7.0	2.5
Queue Delay	0.0	0.0	0.0
Total Delay	49.9	7.0	2.5
Queue Length 50th (ft)	311	95	59
Queue Length 95th (ft)	360	124	297
Internal Link Dist (ft)		920	
Turn Bay Length (ft)			200
Base Capacity (vph)	1068	2982	1583
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	0.35	0.40

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Cypress Creek Road & I-95 NB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	705	0	1015	611	0	0
Future Volume (veh/h)	705	0	1015	611	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	0	1870	1870		
Adj Flow Rate, veh/h	727	0	1046	0		
Peak Hour Factor	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	0	2	2		
Cap, veh/h	821	0	3098			
Arrive On Green	0.24	0.00	1.00	0.00		
Sat Flow, veh/h	3456	727	5274	1585		
Grp Volume(v), veh/h	727	38.8	1046	0		
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1585		
Q Serve(g_s), s	18.3		0.0	0.0		
Cycle Q Clear(g_c), s	18.3		0.0	0.0		
Prop In Lane	1.00			1.00		
Lane Grp Cap(c), veh/h	821		3098			
V/C Ratio(X)	0.89		0.34			
Avail Cap(c_a), veh/h	1075		3098			
HCM Platoon Ratio	1.00		2.00	2.00		
Upstream Filter(I)	0.92		0.89	0.00		
Uniform Delay (d), s/veh	33.1		0.0	0.0		
Incr Delay (d2), s/veh	5.7		0.3	0.0		
Initial Q Delay(d3),s/veh	0.0		0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.1		0.1	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.8		0.3	0.0		
LnGrp LOS	D		A			
Approach Vol, veh/h			1046			
Approach Delay, s/veh			0.3			
Approach LOS			A			

Timer - Assigned Phs	1	2
Phs Duration (G+Y+Rc), s	28.4	61.6
Change Period (Y+Rc), s	7.0	7.0
Max Green Setting (Gmax), s	28.0	48.0
Max Q Clear Time (g_c+I1), s	20.3	2.0
Green Ext Time (p_c), s	1.1	9.7

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

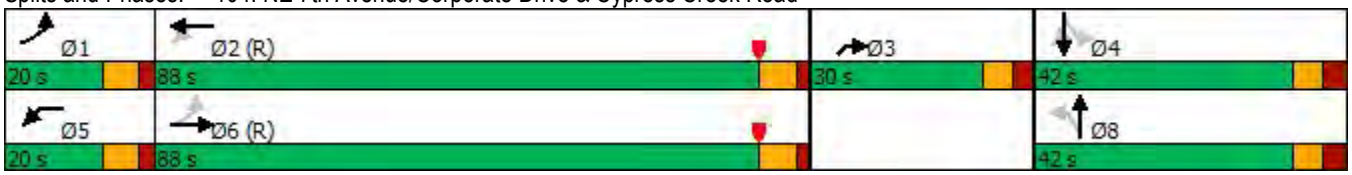
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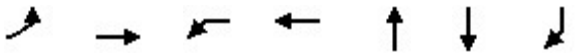
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	66	1363	44	1361	118	3	50	12	231	
Future Volume (vph)	66	1363	44	1361	118	3	50	12	231	
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	
Protected Phases	1	6	5	2		8		4		3
Permitted Phases	6		2		8		4		4	
Detector Phase	1	6	5	2	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	88.0	11.0	37.0	41.5	41.5	41.5	41.5	41.5	13.5
Total Split (s)	20.0	88.0	20.0	88.0	42.0	42.0	42.0	42.0	42.0	30.0
Total Split (%)	11.1%	48.9%	11.1%	48.9%	23.3%	23.3%	23.3%	23.3%	23.3%	17%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.5	3.5	3.5	3.5	3.5	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.5		7.5	7.5	
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	126.2	119.8	123.4	116.5		34.3		34.3	34.3	
Actuated g/C Ratio	0.70	0.67	0.69	0.65		0.19		0.19	0.19	
v/c Ratio	0.29	0.48	0.22	0.45		0.63		0.26	0.83	
Control Delay	11.1	16.6	10.6	17.0		74.6		62.6	92.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	11.1	16.6	10.6	17.0		74.6		62.6	92.7	
LOS	B	B	B	B		E		E	F	
Approach Delay		16.4		16.8		74.6		86.3		
Approach LOS		B		B		E		F		

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 150 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 155	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: NE 7th Avenue/Corporate Drive & Cypress Creek Road





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	70	1596	47	1472	161	66	246
v/c Ratio	0.29	0.48	0.22	0.45	0.63	0.26	0.83
Control Delay	11.1	16.6	10.6	17.0	74.6	62.6	92.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	16.6	10.6	17.0	74.6	62.6	92.7
Queue Length 50th (ft)	22	339	15	304	171	67	283
Queue Length 95th (ft)	46	439	33	397	245	112	374
Internal Link Dist (ft)		920		700	420	345	
Turn Bay Length (ft)	190		190				
Base Capacity (vph)	292	3330	272	3286	276	275	319
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.48	0.17	0.45	0.58	0.24	0.77

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	66	1363	119	18	44	1361	23	118	3	30	50	12
Future Volume (vph)	66	1363	119	18	44	1361	23	118	3	30	50	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0			7.5			7.5
Lane Util. Factor	1.00	0.91			1.00	0.91			1.00			1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Frt	1.00	0.99			1.00	1.00			0.97			1.00
Flt Protected	0.95	1.00			0.95	1.00			0.96			0.96
Satd. Flow (prot)	1770	5006			1770	5073			1740			1791
Flt Permitted	0.14	1.00			0.12	1.00			0.73			0.72
Satd. Flow (perm)	254	5006			224	5073			1317			1336
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	70	1450	127	19	47	1448	24	126	3	32	53	13
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	5	0	0	0
Lane Group Flow (vph)	70	1596	0	0	47	1471	0	0	156	0	0	66
Confl. Bikes (#/hr)			1							2		
Turn Type	pm+pt	NA			pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	1	6			5	2			8			4
Permitted Phases	6				2			8			4	
Actuated Green, G (s)	126.0	118.4			122.4	116.6			34.3			34.3
Effective Green, g (s)	126.0	118.4			122.4	116.6			34.3			34.3
Actuated g/C Ratio	0.70	0.66			0.68	0.65			0.19			0.19
Clearance Time (s)	7.0	7.0			7.0	7.0			7.5			7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	241	3292			202	3286			250			254
v/s Ratio Prot	c0.01	c0.32			0.01	0.29						
v/s Ratio Perm	0.19				0.15				0.12			0.05
v/c Ratio	0.29	0.48			0.23	0.45			0.62			0.26
Uniform Delay, d1	10.2	15.5			10.9	15.7			66.9			62.0
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	0.7	0.5			0.6	0.4			4.8			0.5
Delay (s)	10.8	16.0			11.5	16.2			71.7			62.6
Level of Service	B	B			B	B			E			E
Approach Delay (s)		15.8				16.0			71.7			82.7
Approach LOS		B				B			E			F

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR	NER
Lane Configurations		
Traffic Volume (vph)	231	0
Future Volume (vph)	231	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.5	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.85	
Flt Protected	1.00	
Satd. Flow (prot)	1549	
Flt Permitted	1.00	
Satd. Flow (perm)	1549	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	246	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	246	0
Confl. Bikes (#/hr)	1	
Turn Type	Perm	Prot
Protected Phases		3
Permitted Phases	4	
Actuated Green, G (s)	34.3	
Effective Green, g (s)	34.3	
Actuated g/C Ratio	0.19	
Clearance Time (s)	7.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	295	
v/s Ratio Prot		
v/s Ratio Perm	c0.16	
v/c Ratio	0.83	
Uniform Delay, d1	70.1	
Progression Factor	1.00	
Incremental Delay, d2	18.0	
Delay (s)	88.1	
Level of Service	F	
Approach Delay (s)		
Approach LOS		

Intersection Summary

HCM 6th Edition methodology does not support more than 4 approaches.

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	1215	43	53	1361	23	1	0	30	0	0	44
Future Vol, veh/h	88	1215	43	53	1361	23	1	0	30	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	91	1253	44	55	1403	24	1	0	31	0	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1427	0	0	1297	0	0	2128	-	649	-	-	714
Stage 1	-	-	-	-	-	-	1457	-	-	-	-	-
Stage 2	-	-	-	-	-	-	671	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	242	-	-	281	-	-	53	0	354	0	0	321
Stage 1	-	-	-	-	-	-	95	0	-	0	0	-
Stage 2	-	-	-	-	-	-	375	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	242	-	-	281	-	-	28	-	354	-	-	321
Mov Cap-2 Maneuver	-	-	-	-	-	-	28	-	-	-	-	-
Stage 1	-	-	-	-	-	-	59	-	-	-	-	-
Stage 2	-	-	-	-	-	-	259	-	-	-	-	-

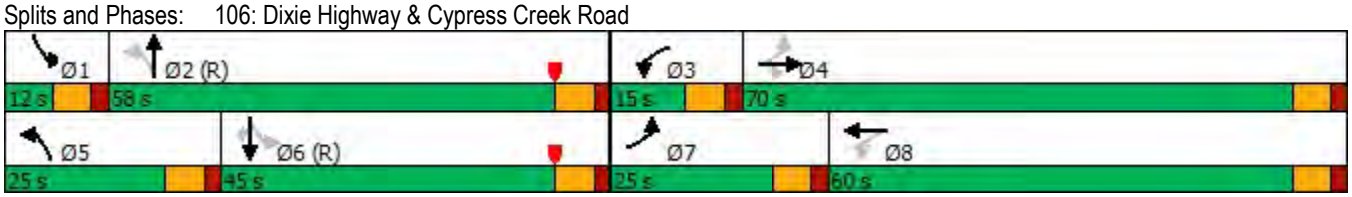
Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.8	16.1	18.1
HCM LOS			C	C

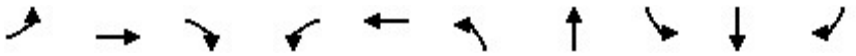
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	354	242	-	-	281	-	-	321
HCM Lane V/C Ratio	0.087	0.375	-	-	0.194	-	-	0.141
HCM Control Delay (s)	16.1	28.5	-	-	20.9	-	-	18.1
HCM Lane LOS	C	D	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.3	1.7	-	-	0.7	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	301	725	394	34	883	272	522	133	561	226
Future Volume (vph)	301	725	394	34	883	272	522	133	561	226
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.5	35.5	35.5	10.5	35.5	10.5	42.5	10.5	42.5	42.5
Total Split (s)	25.0	70.0	70.0	15.0	60.0	25.0	58.0	12.0	45.0	45.0
Total Split (%)	16.1%	45.2%	45.2%	9.7%	38.7%	16.1%	37.4%	7.7%	29.0%	29.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	78.5	68.2	68.2	59.4	53.5	63.5	51.5	44.0	38.5	38.5
Actuated g/C Ratio	0.51	0.44	0.44	0.38	0.35	0.41	0.33	0.28	0.25	0.25
v/c Ratio	1.34	1.10	0.59	0.38	0.71	1.24	0.60	0.81	0.80	0.52
Control Delay	209.5	104.8	18.7	30.9	46.3	170.3	45.4	69.6	62.5	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	209.5	104.8	18.7	30.9	46.3	170.3	45.4	69.6	62.5	17.3
LOS	F	F	B	C	D	F	D	E	E	B
Approach Delay		103.1			45.7		86.3		52.4	
Approach LOS		F			D		F		D	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 74.6	Intersection LOS: E
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Dixie Highway & Cypress Creek Road





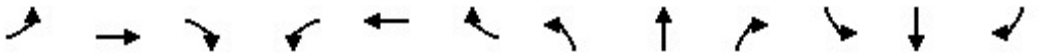
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	376	906	493	43	1237	340	699	166	701	283
v/c Ratio	1.34	1.10	0.59	0.38	0.71	1.24	0.60	0.81	0.80	0.52
Control Delay	209.5	104.8	18.7	30.9	46.3	170.3	45.4	69.6	62.5	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	209.5	104.8	18.7	30.9	46.3	170.3	45.4	69.6	62.5	17.3
Queue Length 50th (ft)	~423	~1067	185	22	394	~359	308	109	353	61
Queue Length 95th (ft)	#525	#1112	235	39	383	#463	324	#154	371	111
Internal Link Dist (ft)		750			258		334		334	
Turn Bay Length (ft)	270		270	260		260		200		200
Base Capacity (vph)	280	820	838	144	1737	274	1167	205	879	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	1.10	0.59	0.30	0.71	1.24	0.60	0.81	0.80	0.52

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
106: Dixie Highway & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	725	394	34	883	106	272	522	37	133	561	226
Future Volume (veh/h)	301	725	394	34	883	106	272	522	37	133	561	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	906	492	42	1104	132	340	652	46	166	701	282
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	766	649	90	1454	174	317	1222	86	266	992	442
Arrive On Green	0.12	0.41	0.41	0.02	0.31	0.31	0.12	0.36	0.36	0.04	0.28	0.28
Sat Flow, veh/h	1781	1870	1585	1781	4623	552	1781	3367	237	1781	3554	1585
Grp Volume(v), veh/h	376	906	492	42	813	423	340	344	354	166	701	282
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1702	1771	1781	1777	1828	1781	1777	1585
Q Serve(g_s), s	18.5	63.5	41.2	2.5	33.3	33.4	18.5	23.7	23.7	5.5	27.5	24.2
Cycle Q Clear(g_c), s	18.5	63.5	41.2	2.5	33.3	33.4	18.5	23.7	23.7	5.5	27.5	24.2
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	304	766	649	90	1071	557	317	645	663	266	992	442
V/C Ratio(X)	1.24	1.18	0.76	0.47	0.76	0.76	1.07	0.53	0.53	0.62	0.71	0.64
Avail Cap(c_a), veh/h	304	766	649	144	1175	611	317	645	663	266	992	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	45.7	39.2	42.4	47.8	47.9	39.5	39.0	39.0	47.0	50.2	49.0
Incr Delay (d2), s/veh	132.1	95.2	4.9	1.4	2.5	4.7	70.7	3.1	3.1	3.4	4.2	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.2	49.5	17.0	1.1	14.6	15.5	14.9	11.0	11.3	3.4	12.9	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	170.7	141.0	44.1	43.8	50.3	52.6	110.3	42.1	42.1	50.3	54.4	55.9
LnGrp LOS	F	F	D	D	D	D	F	D	D	D	D	E
Approach Vol, veh/h		1774			1278			1038			1149	
Approach Delay, s/veh		120.4			50.9			64.4			54.2	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	62.8	10.2	70.0	25.0	49.8	25.0	55.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	5.5	51.5	8.5	63.5	18.5	38.5	18.5	53.5
Max Q Clear Time (g_c+I1), s	7.5	25.7	4.5	65.5	20.5	29.5	20.5	35.4
Green Ext Time (p_c), s	0.0	3.7	0.0	0.0	0.0	3.3	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	77.8
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	33	30	3	12	132
Future Vol, veh/h	2	33	30	3	12	132
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	38	34	3	14	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	215	37	0	0	38	0
Stage 1	37	-	-	-	-	-
Stage 2	178	-	-	-	-	-
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	773	1035	-	-	1572	-
Stage 1	985	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	764	1034	-	-	1571	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.6
HCM LOS	A		

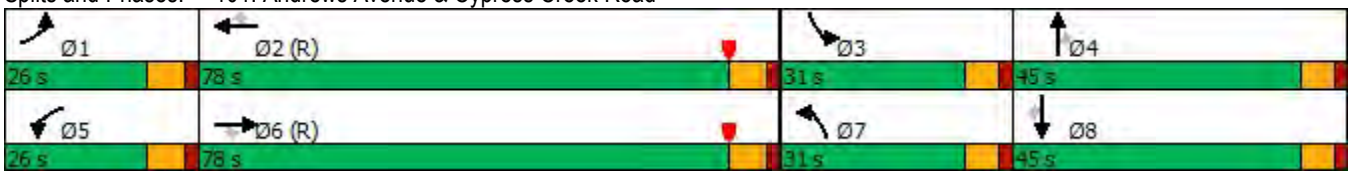
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1014	1571	-
HCM Lane V/C Ratio	-	-	0.039	0.009	-
HCM Control Delay (s)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Timings
101: Andrews Avenue & Cypress Creek Road

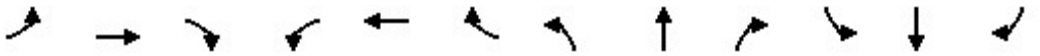
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	1210	1308	229	1610	381	253	431	110	199	847	295
Future Volume (vph)	296	1210	1308	229	1610	381	253	431	110	199	847	295
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	51.0	51.0	12.0	51.0	51.0	11.5	45.0	45.0	11.5	51.0	51.0
Total Split (s)	26.0	78.0	78.0	26.0	78.0	78.0	31.0	45.0	45.0	31.0	45.0	45.0
Total Split (%)	14.4%	43.3%	43.3%	14.4%	43.3%	43.3%	17.2%	25.0%	25.0%	17.2%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	19.2	78.7	78.7	16.6	76.1	76.1	18.6	42.1	42.1	15.6	39.1	39.1
Actuated g/C Ratio	0.11	0.44	0.44	0.09	0.42	0.42	0.10	0.23	0.23	0.09	0.22	0.22
v/c Ratio	0.87	0.46	1.59	0.78	0.64	0.49	0.77	0.39	0.26	0.72	0.83	0.64
Control Delay	101.4	37.4	298.8	98.6	37.9	10.2	92.9	58.9	12.6	93.8	74.3	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	37.4	298.8	98.6	37.9	10.2	92.9	58.9	12.6	93.8	74.3	29.1
LOS	F	D	F	F	D	B	F	E	B	F	E	C
Approach Delay		165.6			39.4			63.3			67.3	
Approach LOS		F			D			E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 11 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.59	
Intersection Signal Delay: 96.8	Intersection LOS: F
Intersection Capacity Utilization 121.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: Andrews Avenue & Cypress Creek Road



Queues
101: Andrews Avenue & Cypress Creek Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	318	1301	1406	246	1731	410	272	463	118	214	911	317
v/c Ratio	0.87	0.46	1.59	0.78	0.64	0.49	0.77	0.39	0.26	0.72	0.83	0.64
Control Delay	101.4	37.4	298.8	98.6	37.9	10.2	92.9	58.9	12.6	93.8	74.3	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	37.4	298.8	98.6	37.9	10.2	92.9	58.9	12.6	93.8	74.3	29.1
Queue Length 50th (ft)	190	323	~2155	145	569	91	164	167	11	129	373	126
Queue Length 95th (ft)	#280	375	#2451	m181	597	m117	212	209	69	174	436	246
Internal Link Dist (ft)		555			820			326			369	
Turn Bay Length (ft)	220		200	275		240	175		105	260		300
Base Capacity (vph)	376	2802	882	362	2709	833	467	1203	455	467	1132	502
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.46	1.59	0.68	0.64	0.49	0.58	0.38	0.26	0.46	0.80	0.63

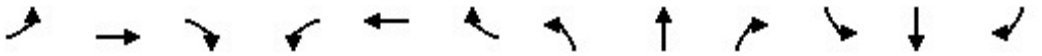
Intersection Summary

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

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

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

HCM 6th Signalized Intersection Summary
101: Andrews Avenue & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	1210	1308	229	1610	381	253	431	110	199	847	295
Future Volume (veh/h)	296	1210	1308	229	1610	381	253	431	110	199	847	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	1301	0	246	1731	0	272	463	118	214	911	317
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	2986		284	2859		313	1173	364	255	1087	333
Arrive On Green	0.14	0.62	0.00	0.11	0.59	0.00	0.09	0.23	0.23	0.07	0.21	0.21
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	3456	5106	1564
Grp Volume(v), veh/h	318	1301	0	246	1731	0	272	463	118	214	911	317
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1728	1702	1564
Q Serve(g_s), s	16.3	19.1	0.0	12.6	30.9	0.0	14.0	13.8	11.2	11.0	30.8	36.0
Cycle Q Clear(g_c), s	16.3	19.1	0.0	12.6	30.9	0.0	14.0	13.8	11.2	11.0	30.8	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	2986		284	2859		313	1173	364	255	1087	333
V/C Ratio(X)	0.90	0.44		0.87	0.61		0.87	0.39	0.32	0.84	0.84	0.95
Avail Cap(c_a), veh/h	365	2986		365	2859		470	1173	364	470	1092	335
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.75	0.75	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.9	22.1	0.0	79.2	26.8	0.0	80.8	58.7	57.7	82.3	67.9	69.9
Incr Delay (d2), s/veh	23.4	0.5	0.0	10.5	0.7	0.0	7.5	0.2	0.4	2.8	5.7	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	6.9	0.0	5.9	11.3	0.0	6.6	6.1	4.6	5.1	14.1	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.3	22.6	0.0	89.7	27.5	0.0	88.3	58.9	58.1	85.1	73.6	106.2
LnGrp LOS	F	C		F	C		F	E	E	F	E	F
Approach Vol, veh/h		1619			1977			853			1442	
Approach Delay, s/veh		37.8			35.2			68.1			82.5	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	87.0	19.8	47.9	21.8	90.5	22.8	44.8
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	19.0	71.0	24.5	38.5	19.0	71.0	24.5	38.5
Max Q Clear Time (g_c+I1), s	18.3	32.9	13.0	15.8	14.6	21.1	16.0	38.0
Green Ext Time (p_c), s	0.1	19.0	0.3	2.9	0.2	13.5	0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

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

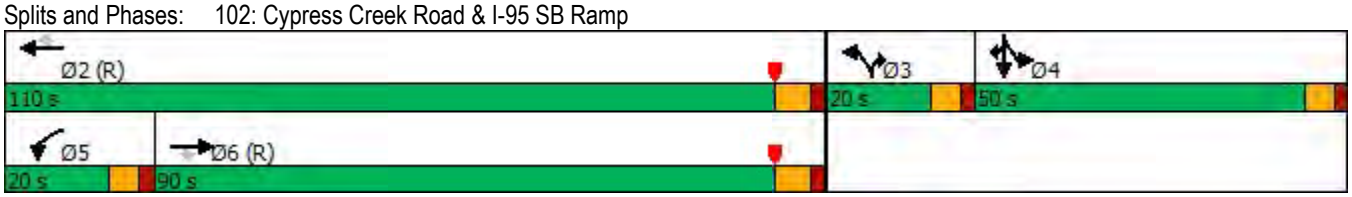
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
102: Cypress Creek Road & I-95 SB Ramp

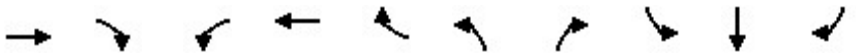
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1295	17	19	1161	373	31	39	565	17	859
Future Volume (vph)	1295	17	19	1161	373	31	39	565	17	859
Turn Type	NA	Perm	Prot	NA	Perm	Prot	Prot	Split	NA	Prot
Protected Phases	6		5	2		3	3	4	4	4
Permitted Phases		6			2					
Detector Phase	6	6	5	2	2	3	3	4	4	4
Switch Phase										
Minimum Initial (s)	12.0	12.0	5.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	90.0	90.0	20.0	110.0	110.0	20.0	20.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	11.1%	61.1%	61.1%	11.1%	11.1%	27.8%	27.8%	27.8%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	96.6	96.6	6.3	104.5	104.5	8.0	8.0	50.9	50.9	50.9
Actuated g/C Ratio	0.54	0.54	0.04	0.58	0.58	0.04	0.04	0.28	0.28	0.28
v/c Ratio	0.39	0.02	0.32	0.41	0.36	0.41	0.25	0.63	0.63	0.92
Control Delay	13.9	0.1	115.9	13.8	1.4	98.3	3.6	63.8	64.2	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	0.1	115.9	13.8	1.4	98.3	3.6	63.8	64.2	59.5
LOS	B	A	F	B	A	F	A	E	E	E
Approach Delay	13.7			12.1					61.3	
Approach LOS	B			B					E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 24 (13%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Cypress Creek Road & I-95 SB Ramp



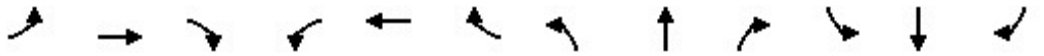
Queues
102: Cypress Creek Road & I-95 SB Ramp



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1335	18	20	1197	385	32	40	297	303	886
v/c Ratio	0.39	0.02	0.32	0.41	0.36	0.41	0.25	0.63	0.63	0.92
Control Delay	13.9	0.1	115.9	13.8	1.4	98.3	3.6	63.8	64.2	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	0.1	115.9	13.8	1.4	98.3	3.6	63.8	64.2	59.5
Queue Length 50th (ft)	99	0	22	253	0	38	0	326	333	449
Queue Length 95th (ft)	113	m0	55	216	0	79	0	457	467	#622
Internal Link Dist (ft)	820			1504					224	
Turn Bay Length (ft)		215	200		890					
Base Capacity (vph)	3437	891	137	2951	1080	137	212	475	478	964
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.02	0.15	0.41	0.36	0.23	0.19	0.63	0.63	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1295	17	19	1161	373	31	0	39	565	17	859
Future Volume (vph)	0	1295	17	19	1161	373	31	0	39	565	17	859
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.86	1.00	1.00	0.91	1.00	1.00		1.00	0.95	0.95	0.88
Frt		1.00	0.85	1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.96	1.00
Satd. Flow (prot)		6408	1583	1770	5085	1583	1770		1583	1681	1690	2787
Flt Permitted		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.96	1.00
Satd. Flow (perm)		6408	1583	1770	5085	1583	1770		1583	1681	1690	2787
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1335	18	20	1197	385	32	0	40	582	18	886
RTOR Reduction (vph)	0	0	9	0	0	164	0	0	38	0	0	176
Lane Group Flow (vph)	0	1335	9	20	1197	221	32	0	2	297	303	710
Turn Type		NA	Perm	Prot	NA	Perm	Prot		Prot	Split	NA	Prot
Protected Phases		6		5	2		3		3	4	4	4
Permitted Phases			6			2						
Actuated Green, G (s)		93.0	93.0	4.3	103.3	103.3	6.8		6.8	50.9	50.9	50.9
Effective Green, g (s)		93.0	93.0	4.3	103.3	103.3	6.8		6.8	50.9	50.9	50.9
Actuated g/C Ratio		0.52	0.52	0.02	0.57	0.57	0.04		0.04	0.28	0.28	0.28
Clearance Time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	1.5	3.0	3.0	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		3310	817	42	2918	908	66		59	475	477	788
v/s Ratio Prot		0.21		0.01	c0.24		c0.02		0.00	0.18	0.18	c0.25
v/s Ratio Perm			0.01			0.14						
v/c Ratio		0.40	0.01	0.48	0.41	0.24	0.48		0.03	0.63	0.64	0.90
Uniform Delay, d1		26.6	21.1	86.7	21.4	19.0	84.9		83.4	56.2	56.4	62.1
Progression Factor		0.54	1.00	1.22	0.64	0.32	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		0.3	0.0	3.0	0.4	0.6	2.0		0.1	1.9	2.0	13.1
Delay (s)		14.5	21.2	108.8	14.0	6.6	86.9		83.5	58.1	58.5	75.2
Level of Service		B	C	F	B	A	F		F	E	E	E
Approach Delay (s)		14.6			13.4			85.0			68.4	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

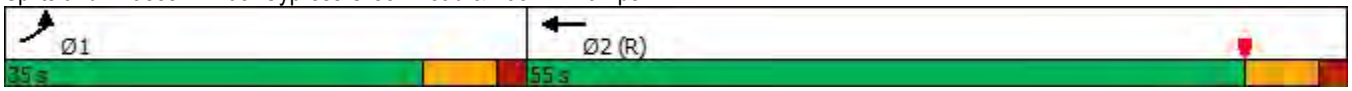
c Critical Lane Group

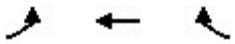
HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lane Group	EBL	WBT	WBR
Lane Configurations			
Traffic Volume (vph)	733	1097	636
Future Volume (vph)	733	1097	636
Turn Type	Prot	NA	Free
Protected Phases	1	2	
Permitted Phases			Free
Detector Phase	1	2	
Switch Phase			
Minimum Initial (s)	5.0	15.0	
Minimum Split (s)	12.0	23.0	
Total Split (s)	35.0	55.0	
Total Split (%)	38.9%	61.1%	
Yellow Time (s)	5.0	5.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	
Act Effct Green (s)	23.8	52.2	90.0
Actuated g/C Ratio	0.26	0.58	1.00
v/c Ratio	0.83	0.38	0.41
Control Delay	49.1	7.2	2.6
Queue Delay	0.0	0.0	0.0
Total Delay	49.1	7.2	2.6
LOS	D	A	A
Approach Delay		5.5	
Approach LOS		A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 27 (30%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Cypress Creek Road & I-95 NB Ramps

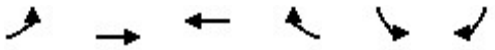




Lane Group	EBL	WBT	WBR
Lane Group Flow (vph)	756	1131	656
v/c Ratio	0.83	0.38	0.41
Control Delay	49.1	7.2	2.6
Queue Delay	0.0	0.0	0.0
Total Delay	49.1	7.2	2.6
Queue Length 50th (ft)	328	108	59
Queue Length 95th (ft)	379	136	357
Internal Link Dist (ft)		920	
Turn Bay Length (ft)			200
Base Capacity (vph)	1068	2949	1583
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.71	0.38	0.41

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Cypress Creek Road & I-95 NB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	733	0	1097	636	0	0
Future Volume (veh/h)	733	0	1097	636	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	0	1870	1870		
Adj Flow Rate, veh/h	756	0	1131	0		
Peak Hour Factor	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	0	2	2		
Cap, veh/h	849	0	3057			
Arrive On Green	0.25	0.00	1.00	0.00		
Sat Flow, veh/h	3456	756	5274	1585		
Grp Volume(v), veh/h	756	39.1	1131	0		
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1585		
Q Serve(g_s), s	19.0		0.0	0.0		
Cycle Q Clear(g_c), s	19.0		0.0	0.0		
Prop In Lane	1.00			1.00		
Lane Grp Cap(c), veh/h	849		3057			
V/C Ratio(X)	0.89		0.37			
Avail Cap(c_a), veh/h	1075		3057			
HCM Platoon Ratio	1.00		2.00	2.00		
Upstream Filter(I)	0.91		0.88	0.00		
Uniform Delay (d), s/veh	32.8		0.0	0.0		
Incr Delay (d2), s/veh	6.3		0.3	0.0		
Initial Q Delay(d3),s/veh	0.0		0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.5		0.1	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1		0.3	0.0		
LnGrp LOS	D		A			
Approach Vol, veh/h			1131			
Approach Delay, s/veh			0.3			
Approach LOS			A			

Timer - Assigned Phs	1	2
Phs Duration (G+Y+Rc), s	29.1	60.9
Change Period (Y+Rc), s	7.0	7.0
Max Green Setting (Gmax), s	28.0	48.0
Max Q Clear Time (g_c+I1), s	21.0	2.0
Green Ext Time (p_c), s	1.1	10.8

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

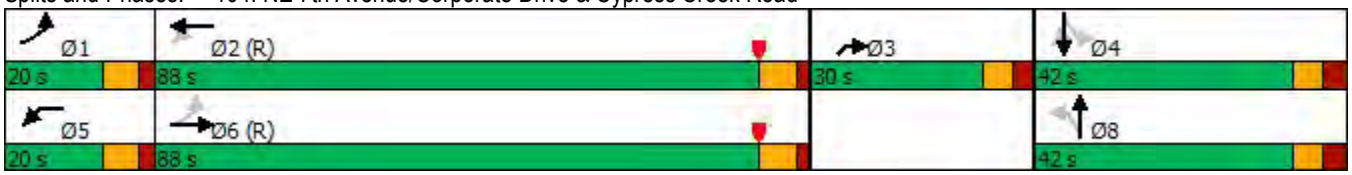
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road

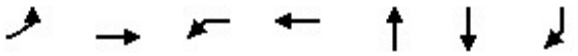
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	69	1418	46	1416	123	3	53	13	240	
Future Volume (vph)	69	1418	46	1416	123	3	53	13	240	
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	
Protected Phases	1	6	5	2		8		4		3
Permitted Phases	6		2		8		4		4	
Detector Phase	1	6	5	2	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	88.0	11.0	37.0	41.5	41.5	41.5	41.5	41.5	13.5
Total Split (s)	20.0	88.0	20.0	88.0	42.0	42.0	42.0	42.0	42.0	30.0
Total Split (%)	11.1%	48.9%	11.1%	48.9%	23.3%	23.3%	23.3%	23.3%	23.3%	17%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.5	3.5	3.5	3.5	3.5	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.5		7.5	7.5	
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	125.0	118.3	121.8	114.8		35.8		35.8	35.8	
Actuated g/C Ratio	0.69	0.66	0.68	0.64		0.20		0.20	0.20	
v/c Ratio	0.32	0.50	0.25	0.47		0.63		0.27	0.83	
Control Delay	12.2	17.8	11.7	18.3		73.5		61.7	90.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	12.2	17.8	11.7	18.3		73.5		61.7	90.7	
LOS	B	B	B	B		E		E	F	
Approach Delay		17.6		18.1		73.5		84.5		
Approach LOS		B		B		E		F		

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 150 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 155	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Queues
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	73	1660	49	1532	167	70	255
v/c Ratio	0.32	0.50	0.25	0.47	0.63	0.27	0.83
Control Delay	12.2	17.8	11.7	18.3	73.5	61.7	90.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	17.8	11.7	18.3	73.5	61.7	90.7
Queue Length 50th (ft)	24	370	16	331	176	71	292
Queue Length 95th (ft)	48	473	35	432	253	118	385
Internal Link Dist (ft)		920		700	420	345	
Turn Bay Length (ft)	190		190				
Base Capacity (vph)	276	3289	257	3234	281	280	326
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.50	0.19	0.47	0.59	0.25	0.78

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	69	1418	124	18	46	1416	24	123	3	31	53	13
Future Volume (vph)	69	1418	124	18	46	1416	24	123	3	31	53	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0			7.5			7.5
Lane Util. Factor	1.00	0.91			1.00	0.91			1.00			1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Frt	1.00	0.99			1.00	1.00			0.97			1.00
Flt Protected	0.95	1.00			0.95	1.00			0.96			0.96
Satd. Flow (prot)	1770	5007			1770	5072			1740			1791
Flt Permitted	0.12	1.00			0.11	1.00			0.73			0.72
Satd. Flow (perm)	231	5007			203	5072			1312			1332
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	73	1509	132	19	49	1506	26	131	3	33	56	14
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	5	0	0	0
Lane Group Flow (vph)	73	1660	0	0	49	1531	0	0	162	0	0	70
Confl. Bikes (#/hr)			1							2		
Turn Type	pm+pt	NA			pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	1	6			5	2			8			4
Permitted Phases	6				2			8			4	
Actuated Green, G (s)	124.7	116.8			120.7	114.8			35.8			35.8
Effective Green, g (s)	124.7	116.8			120.7	114.8			35.8			35.8
Actuated g/C Ratio	0.69	0.65			0.67	0.64			0.20			0.20
Clearance Time (s)	7.0	7.0			7.0	7.0			7.5			7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	227	3248			187	3234			260			264
v/s Ratio Prot	c0.01	c0.33			0.01	0.30						
v/s Ratio Perm	0.21				0.17				0.12			0.05
v/c Ratio	0.32	0.51			0.26	0.47			0.62			0.27
Uniform Delay, d1	11.1	16.6			11.9	16.9			65.9			61.0
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	0.8	0.6			0.8	0.5			4.6			0.5
Delay (s)	11.9	17.2			12.7	17.4			70.5			61.5
Level of Service	B	B			B	B			E			E
Approach Delay (s)		17.0				17.3			70.5			80.5
Approach LOS		B				B			E			F

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR	NER
Lane Configurations		
Traffic Volume (vph)	240	0
Future Volume (vph)	240	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.5	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.85	
Flt Protected	1.00	
Satd. Flow (prot)	1549	
Flt Permitted	1.00	
Satd. Flow (perm)	1549	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	255	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	255	0
Confl. Bikes (#/hr)	1	
Turn Type	Perm	Prot
Protected Phases		3
Permitted Phases	4	
Actuated Green, G (s)	35.8	
Effective Green, g (s)	35.8	
Actuated g/C Ratio	0.20	
Clearance Time (s)	7.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	308	
v/s Ratio Prot		
v/s Ratio Perm	c0.16	
v/c Ratio	0.83	
Uniform Delay, d1	69.1	
Progression Factor	1.00	
Incremental Delay, d2	16.5	
Delay (s)	85.6	
Level of Service	F	
Approach Delay (s)		
Approach LOS		

Intersection Summary

HCM 6th Edition methodology does not support more than 4 approaches.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	1265	45	55	1416	24	1	0	31	0	0	46
Future Vol, veh/h	91	1265	45	55	1416	24	1	0	31	0	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	1304	46	57	1460	25	1	0	32	0	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1485	0	0	1350	0	0	2213	-	675	-	-	743
Stage 1	-	-	-	-	-	-	1515	-	-	-	-	-
Stage 2	-	-	-	-	-	-	698	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	227	-	-	264	-	-	47	0	340	0	0	307
Stage 1	-	-	-	-	-	-	86	0	-	0	0	-
Stage 2	-	-	-	-	-	-	361	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	227	-	-	264	-	-	23	-	340	-	-	307
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	-	-	-	-	-
Stage 1	-	-	-	-	-	-	50	-	-	-	-	-
Stage 2	-	-	-	-	-	-	239	-	-	-	-	-

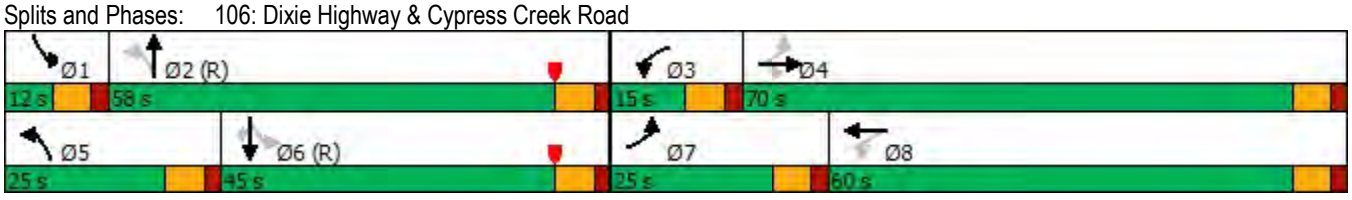
Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.8	16.7	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	227	-	-	264	-	-	307
HCM Lane V/C Ratio	0.094	0.413	-	-	0.215	-	-	0.154
HCM Control Delay (s)	16.7	31.6	-	-	22.3	-	-	18.9
HCM Lane LOS	C	D	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.3	1.9	-	-	0.8	-	-	0.5

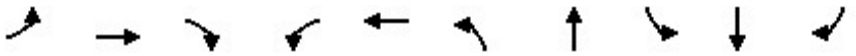
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	313	755	411	35	919	283	543	138	584	235
Future Volume (vph)	313	755	411	35	919	283	543	138	584	235
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.5	35.5	35.5	10.5	35.5	10.5	42.5	10.5	42.5	42.5
Total Split (s)	25.0	70.0	70.0	15.0	60.0	25.0	58.0	12.0	45.0	45.0
Total Split (%)	16.1%	45.2%	45.2%	9.7%	38.7%	16.1%	37.4%	7.7%	29.0%	29.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	78.5	68.2	68.2	59.4	53.5	63.5	51.5	44.0	38.5	38.5
Actuated g/C Ratio	0.51	0.44	0.44	0.38	0.35	0.41	0.33	0.28	0.25	0.25
v/c Ratio	1.44	1.15	0.61	0.39	0.74	1.34	0.62	0.89	0.83	0.54
Control Delay	249.7	121.6	20.0	31.2	47.2	209.8	46.1	82.8	64.5	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	249.7	121.6	20.0	31.2	47.2	209.8	46.1	82.8	64.5	18.7
LOS	F	F	C	C	D	F	D	F	E	B
Approach Delay		120.5			46.7		99.7		55.9	
Approach LOS		F			D		F		E	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 84.2	Intersection LOS: F
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Dixie Highway & Cypress Creek Road



Queues
106: Dixie Highway & Cypress Creek Road



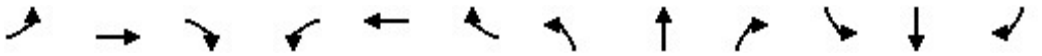
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	391	944	514	44	1287	354	728	173	730	294
v/c Ratio	1.44	1.15	0.61	0.39	0.74	1.34	0.62	0.89	0.83	0.54
Control Delay	249.7	121.6	20.0	31.2	47.2	209.8	46.1	82.8	64.5	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	249.7	121.6	20.0	31.2	47.2	209.8	46.1	82.8	64.5	18.7
Queue Length 50th (ft)	~472	~1147	207	22	416	~409	325	114	371	70
Queue Length 95th (ft)	#572	#1184	258	40	402	#511	340	#182	387	122
Internal Link Dist (ft)		750			258		334		334	
Turn Bay Length (ft)	270		270	260		260		200		200
Base Capacity (vph)	272	819	838	144	1737	265	1167	195	879	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.44	1.15	0.61	0.31	0.74	1.34	0.62	0.89	0.83	0.54

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
106: Dixie Highway & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	755	411	35	919	110	283	543	39	138	584	235
Future Volume (veh/h)	313	755	411	35	919	110	283	543	39	138	584	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	391	944	514	44	1149	138	354	679	49	172	730	294
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	766	649	91	1458	175	309	1216	88	255	988	441
Arrive On Green	0.12	0.41	0.41	0.03	0.32	0.32	0.12	0.36	0.36	0.04	0.28	0.28
Sat Flow, veh/h	1781	1870	1585	1781	4620	555	1781	3361	242	1781	3554	1585
Grp Volume(v), veh/h	391	944	514	44	846	441	354	359	369	172	730	294
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1702	1771	1781	1777	1827	1781	1777	1585
Q Serve(g_s), s	18.5	63.5	43.9	2.6	35.1	35.1	18.5	25.0	25.1	5.5	28.9	25.5
Cycle Q Clear(g_c), s	18.5	63.5	43.9	2.6	35.1	35.1	18.5	25.0	25.1	5.5	28.9	25.5
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	297	766	649	91	1074	559	309	643	661	255	988	441
V/C Ratio(X)	1.32	1.23	0.79	0.48	0.79	0.79	1.14	0.56	0.56	0.67	0.74	0.67
Avail Cap(c_a), veh/h	297	766	649	144	1175	611	309	643	661	255	988	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	45.7	40.0	42.3	48.3	48.3	39.0	39.5	39.6	48.6	50.8	49.6
Incr Delay (d2), s/veh	164.0	115.7	6.4	1.5	3.2	6.0	96.1	3.5	3.4	5.6	4.9	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.7	53.8	18.3	1.2	15.4	16.5	16.7	11.7	12.0	3.9	13.6	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	204.4	161.4	46.4	43.7	51.5	54.4	135.1	43.0	42.9	54.2	55.8	57.4
LnGrp LOS	F	F	D	D	D	D	F	D	D	D	E	E
Approach Vol, veh/h		1849			1331			1082			1196	
Approach Delay, s/veh		138.5			52.2			73.1			56.0	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	62.6	10.4	70.0	25.0	49.6	25.0	55.4
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	5.5	51.5	8.5	63.5	18.5	38.5	18.5	53.5
Max Q Clear Time (g_c+I1), s	7.5	27.1	4.6	65.5	20.5	30.9	20.5	37.1
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	3.1	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	86.4
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	34	31	3	13	137
Future Vol, veh/h	2	34	31	3	13	137
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	39	35	3	15	156

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	224	38	0	0	39	0
Stage 1	38	-	-	-	-	-
Stage 2	186	-	-	-	-	-
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	764	1034	-	-	1571	-
Stage 1	984	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	756	1033	-	-	1570	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.6
HCM LOS	A		

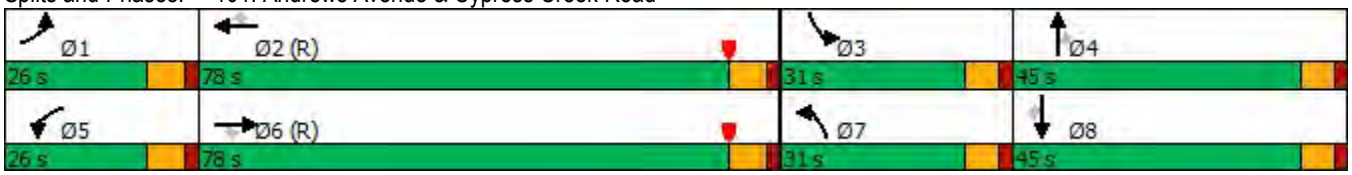
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1012	1570	-
HCM Lane V/C Ratio	-	-	0.04	0.009	-
HCM Control Delay (s)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Timings
101: Andrews Avenue & Cypress Creek Road

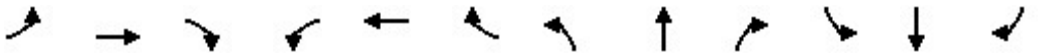
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	1220	1308	239	1617	391	253	431	124	213	847	295
Future Volume (vph)	296	1220	1308	239	1617	391	253	431	124	213	847	295
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	51.0	51.0	12.0	51.0	51.0	11.5	45.0	45.0	11.5	51.0	51.0
Total Split (s)	26.0	78.0	78.0	26.0	78.0	78.0	31.0	45.0	45.0	31.0	45.0	45.0
Total Split (%)	14.4%	43.3%	43.3%	14.4%	43.3%	43.3%	17.2%	25.0%	25.0%	17.2%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	19.2	78.4	78.4	16.9	76.1	76.1	18.6	41.3	41.3	16.4	39.1	39.1
Actuated g/C Ratio	0.11	0.44	0.44	0.09	0.42	0.42	0.10	0.23	0.23	0.09	0.22	0.22
v/c Ratio	0.87	0.47	1.60	0.80	0.64	0.50	0.77	0.40	0.30	0.73	0.83	0.64
Control Delay	101.4	37.7	301.0	99.5	37.0	10.1	92.9	59.6	16.0	93.6	74.3	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	37.7	301.0	99.5	37.0	10.1	92.9	59.6	16.0	93.6	74.3	29.1
LOS	F	D	F	F	D	B	F	E	B	F	E	C
Approach Delay		166.3			39.0			63.4			67.5	
Approach LOS		F			D			E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 11 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.60	
Intersection Signal Delay: 96.8	Intersection LOS: F
Intersection Capacity Utilization 121.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: Andrews Avenue & Cypress Creek Road



Queues
101: Andrews Avenue & Cypress Creek Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	318	1312	1406	257	1739	420	272	463	133	229	911	317
v/c Ratio	0.87	0.47	1.60	0.80	0.64	0.50	0.77	0.40	0.30	0.73	0.83	0.64
Control Delay	101.4	37.7	301.0	99.5	37.0	10.1	92.9	59.6	16.0	93.6	74.3	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	37.7	301.0	99.5	37.0	10.1	92.9	59.6	16.0	93.6	74.3	29.1
Queue Length 50th (ft)	190	329	~2160	152	555	93	164	168	25	138	373	126
Queue Length 95th (ft)	#280	379	#2453	m190	578	m119	212	210	89	184	436	246
Internal Link Dist (ft)		555			820			326			369	
Turn Bay Length (ft)	220		200	275		240	175		105	260		300
Base Capacity (vph)	376	2791	879	362	2709	837	467	1184	450	467	1132	502
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.47	1.60	0.71	0.64	0.50	0.58	0.39	0.30	0.49	0.80	0.63

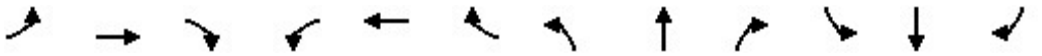
Intersection Summary

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

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

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

HCM 6th Signalized Intersection Summary
101: Andrews Avenue & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	1220	1308	239	1617	391	253	431	124	213	847	295
Future Volume (veh/h)	296	1220	1308	239	1617	391	253	431	124	213	847	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	1312	0	257	1739	0	272	463	133	229	911	317
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	2966		295	2859		313	1151	357	270	1087	333
Arrive On Green	0.14	0.61	0.00	0.11	0.59	0.00	0.09	0.23	0.23	0.08	0.21	0.21
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	3456	5106	1564
Grp Volume(v), veh/h	318	1312	0	257	1739	0	272	463	133	229	911	317
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1728	1702	1564
Q Serve(g_s), s	16.3	19.5	0.0	13.2	31.1	0.0	14.0	13.9	12.8	11.8	30.8	36.0
Cycle Q Clear(g_c), s	16.3	19.5	0.0	13.2	31.1	0.0	14.0	13.9	12.8	11.8	30.8	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	2966		295	2859		313	1151	357	270	1087	333
V/C Ratio(X)	0.90	0.44		0.87	0.61		0.87	0.40	0.37	0.85	0.84	0.95
Avail Cap(c_a), veh/h	365	2966		365	2859		470	1151	357	470	1092	335
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.74	0.74	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.9	22.5	0.0	78.8	26.8	0.0	80.8	59.4	58.9	81.9	67.9	69.9
Incr Delay (d2), s/veh	23.4	0.5	0.0	11.7	0.7	0.0	7.5	0.2	0.5	2.8	5.7	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	7.1	0.0	6.3	11.4	0.0	6.6	6.1	5.3	5.4	14.1	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.3	23.0	0.0	90.5	27.5	0.0	88.3	59.6	59.4	84.7	73.6	106.2
LnGrp LOS	F	C		F	C		F	E	E	F	E	F
Approach Vol, veh/h		1630			1996			868			1457	
Approach Delay, s/veh		38.1			35.6			68.5			82.4	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	87.0	20.6	47.1	22.4	90.0	22.8	44.8
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	19.0	71.0	24.5	38.5	19.0	71.0	24.5	38.5
Max Q Clear Time (g_c+I1), s	18.3	33.1	13.8	15.9	15.2	21.5	16.0	38.0
Green Ext Time (p_c), s	0.1	19.1	0.3	3.0	0.2	13.6	0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Notes

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

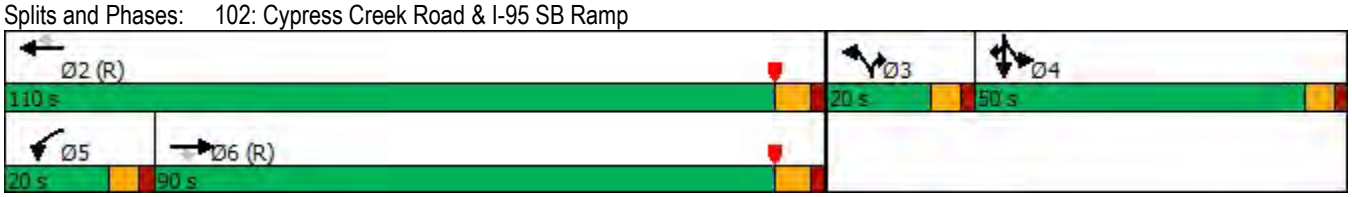
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
102: Cypress Creek Road & I-95 SB Ramp

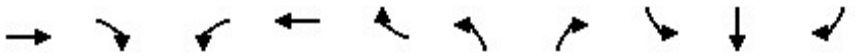
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1333	17	19	1188	373	31	39	585	17	859
Future Volume (vph)	1333	17	19	1188	373	31	39	585	17	859
Turn Type	NA	Perm	Prot	NA	Perm	Prot	Prot	Split	NA	Prot
Protected Phases	6		5	2		3	3	4	4	4
Permitted Phases		6			2					
Detector Phase	6	6	5	2	2	3	3	4	4	4
Switch Phase										
Minimum Initial (s)	12.0	12.0	5.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	90.0	90.0	20.0	110.0	110.0	20.0	20.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	11.1%	61.1%	61.1%	11.1%	11.1%	27.8%	27.8%	27.8%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	96.0	96.0	6.3	103.9	103.9	8.0	8.0	51.5	51.5	51.5
Actuated g/C Ratio	0.53	0.53	0.04	0.58	0.58	0.04	0.04	0.29	0.29	0.29
v/c Ratio	0.40	0.02	0.32	0.42	0.36	0.41	0.25	0.64	0.65	0.92
Control Delay	14.6	0.1	119.2	14.3	2.7	98.3	3.6	64.4	64.6	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	0.1	119.2	14.3	2.7	98.3	3.6	64.4	64.6	59.5
LOS	B	A	F	B	A	F	A	E	E	E
Approach Delay	14.4			12.9					61.5	
Approach LOS	B			B					E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 24 (13%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Cypress Creek Road & I-95 SB Ramp



Queues
102: Cypress Creek Road & I-95 SB Ramp

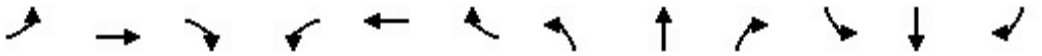


Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1374	18	20	1225	385	32	40	308	313	886
v/c Ratio	0.40	0.02	0.32	0.42	0.36	0.41	0.25	0.64	0.65	0.92
Control Delay	14.6	0.1	119.2	14.3	2.7	98.3	3.6	64.4	64.6	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	0.1	119.2	14.3	2.7	98.3	3.6	64.4	64.6	59.5
Queue Length 50th (ft)	109	0	24	128	0	38	0	341	347	454
Queue Length 95th (ft)	123	m0	58	243	85	79	0	475	484	#628
Internal Link Dist (ft)	820			1504					224	
Turn Bay Length (ft)		215	200		890					
Base Capacity (vph)	3418	886	137	2936	1076	137	212	480	483	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.02	0.15	0.42	0.36	0.23	0.19	0.64	0.65	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
102: Cypress Creek Road & I-95 SB Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1333	17	19	1188	373	31	0	39	585	17	859
Future Volume (vph)	0	1333	17	19	1188	373	31	0	39	585	17	859
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.86	1.00	1.00	0.91	1.00	1.00		1.00	0.95	0.95	0.88
Frt		1.00	0.85	1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.95	1.00
Satd. Flow (prot)		6408	1583	1770	5085	1583	1770		1583	1681	1690	2787
Flt Permitted		1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.95	1.00
Satd. Flow (perm)		6408	1583	1770	5085	1583	1770		1583	1681	1690	2787
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1374	18	20	1225	385	32	0	40	603	18	886
RTOR Reduction (vph)	0	0	9	0	0	165	0	0	38	0	0	171
Lane Group Flow (vph)	0	1374	9	20	1225	220	32	0	2	308	313	715
Turn Type		NA	Perm	Prot	NA	Perm	Prot		Prot	Split	NA	Prot
Protected Phases		6		5	2		3		3	4	4	4
Permitted Phases			6			2						
Actuated Green, G (s)		92.4	92.4	4.3	102.7	102.7	6.8		6.8	51.5	51.5	51.5
Effective Green, g (s)		92.4	92.4	4.3	102.7	102.7	6.8		6.8	51.5	51.5	51.5
Actuated g/C Ratio		0.51	0.51	0.02	0.57	0.57	0.04		0.04	0.29	0.29	0.29
Clearance Time (s)		7.0	7.0	6.0	7.0	7.0	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	1.5	3.0	3.0	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		3289	812	42	2901	903	66		59	480	483	797
v/s Ratio Prot		0.21		0.01	c0.24		c0.02		0.00	0.18	0.19	c0.26
v/s Ratio Perm			0.01			0.14						
v/c Ratio		0.42	0.01	0.48	0.42	0.24	0.48		0.03	0.64	0.65	0.90
Uniform Delay, d1		27.1	21.4	86.7	21.9	19.3	84.9		83.4	56.2	56.3	61.7
Progression Factor		0.55	1.00	1.26	0.65	1.24	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.0	3.0	0.4	0.6	2.0		0.1	2.2	2.2	12.5
Delay (s)		15.4	21.5	112.1	14.7	24.5	86.9		83.5	58.4	58.6	74.2
Level of Service		B	C	F	B	C	F		F	E	E	E
Approach Delay (s)		15.5			18.2			85.0			67.7	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	34.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

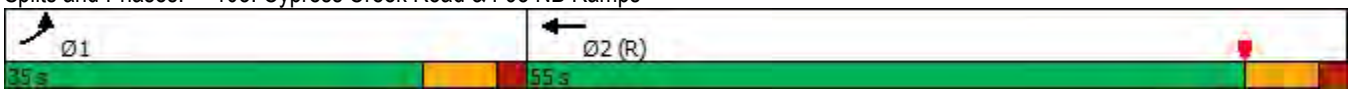
c Critical Lane Group

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

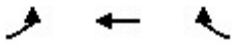
Lane Group	EBL	WBT	WBR
Lane Configurations			
Traffic Volume (vph)	733	1124	649
Future Volume (vph)	733	1124	649
Turn Type	Prot	NA	Free
Protected Phases	1	2	
Permitted Phases			Free
Detector Phase	1	2	
Switch Phase			
Minimum Initial (s)	5.0	15.0	
Minimum Split (s)	12.0	23.0	
Total Split (s)	35.0	55.0	
Total Split (%)	38.9%	61.1%	
Yellow Time (s)	5.0	5.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	
Act Effct Green (s)	23.8	52.2	90.0
Actuated g/C Ratio	0.26	0.58	1.00
v/c Ratio	0.83	0.39	0.42
Control Delay	48.7	7.4	3.1
Queue Delay	0.0	0.0	0.0
Total Delay	48.7	7.4	3.1
LOS	D	A	A
Approach Delay		5.8	
Approach LOS		A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 27 (30%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Cypress Creek Road & I-95 NB Ramps



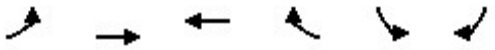
Queues
103: Cypress Creek Road & I-95 NB Ramps



Lane Group	EBL	WBT	WBR
Lane Group Flow (vph)	756	1159	669
v/c Ratio	0.83	0.39	0.42
Control Delay	48.7	7.4	3.1
Queue Delay	0.0	0.0	0.0
Total Delay	48.7	7.4	3.1
Queue Length 50th (ft)	328	112	22
Queue Length 95th (ft)	378	236	619
Internal Link Dist (ft)		920	
Turn Bay Length (ft)			200
Base Capacity (vph)	1068	2949	1583
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.71	0.39	0.42

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Cypress Creek Road & I-95 NB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	733	0	1124	649	0	0
Future Volume (veh/h)	733	0	1124	649	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	0	1870	1870		
Adj Flow Rate, veh/h	756	0	1159	0		
Peak Hour Factor	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	0	2	2		
Cap, veh/h	849	0	3057			
Arrive On Green	0.25	0.00	1.00	0.00		
Sat Flow, veh/h	3456	756	5274	1585		
Grp Volume(v), veh/h	756	39.0	1159	0		
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1585		
Q Serve(g_s), s	19.0		0.0	0.0		
Cycle Q Clear(g_c), s	19.0		0.0	0.0		
Prop In Lane	1.00			1.00		
Lane Grp Cap(c), veh/h	849		3057			
V/C Ratio(X)	0.89		0.38			
Avail Cap(c_a), veh/h	1075		3057			
HCM Platoon Ratio	1.00		2.00	2.00		
Upstream Filter(I)	0.90		0.81	0.00		
Uniform Delay (d), s/veh	32.8		0.0	0.0		
Incr Delay (d2), s/veh	6.2		0.3	0.0		
Initial Q Delay(d3),s/veh	0.0		0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.5		0.1	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.0		0.3	0.0		
LnGrp LOS	D		A			
Approach Vol, veh/h			1159			
Approach Delay, s/veh			0.3			
Approach LOS			A			

Timer - Assigned Phs	1	2
Phs Duration (G+Y+Rc), s	29.1	60.9
Change Period (Y+Rc), s	7.0	7.0
Max Green Setting (Gmax), s	28.0	48.0
Max Q Clear Time (g_c+I1), s	21.0	2.0
Green Ext Time (p_c), s	1.1	11.2

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

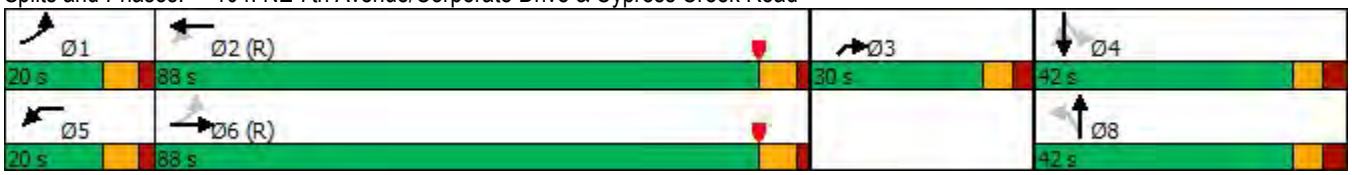
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

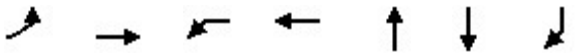
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	127	1418	46	1416	123	3	80	13	280	
Future Volume (vph)	127	1418	46	1416	123	3	80	13	280	
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	
Protected Phases	1	6	5	2		8		4		3
Permitted Phases	6		2		8		4		4	
Detector Phase	1	6	5	2	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	88.0	11.0	37.0	41.5	41.5	41.5	41.5	41.5	13.5
Total Split (s)	20.0	88.0	20.0	88.0	42.0	42.0	42.0	42.0	42.0	30.0
Total Split (%)	11.1%	48.9%	11.1%	48.9%	23.3%	23.3%	23.3%	23.3%	23.3%	17%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.5	3.5	3.5	3.5	3.5	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.5		7.5	7.5	
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	119.8	109.1	108.0	100.8		44.7		44.7	44.7	
Actuated g/C Ratio	0.67	0.61	0.60	0.56		0.25		0.25	0.25	
v/c Ratio	0.57	0.54	0.27	0.55		0.52		0.31	0.78	
Control Delay	22.7	22.5	15.2	27.0		62.3		57.4	77.3	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	22.7	22.5	15.2	27.0		62.3		57.4	77.3	
LOS	C	C	B	C		E		E	E	
Approach Delay		22.5		26.6		62.3		72.4		
Approach LOS		C		C		E		E		

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 150 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 155	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Queues
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	135	1641	49	1572	167	99	298
v/c Ratio	0.57	0.54	0.27	0.55	0.52	0.31	0.78
Control Delay	22.7	22.5	15.2	27.0	62.3	57.4	77.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	22.5	15.2	27.0	62.3	57.4	77.3
Queue Length 50th (ft)	54	416	19	420	167	97	332
Queue Length 95th (ft)	101	502	38	534	244	153	440
Internal Link Dist (ft)		920		700	420	345	
Turn Bay Length (ft)	190		190				
Base Capacity (vph)	251	3041	241	2833	319	316	384
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.54	0.20	0.55	0.52	0.31	0.78

Intersection Summary

HCM Signalized Intersection Capacity Analysis
104: NE 7th Avenue/Corporate Drive & Cypress Creek Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1418	124	46	1416	62	123	3	31	80	13	280
Future Volume (vph)	127	1418	124	46	1416	62	123	3	31	80	13	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.5			7.5	7.5
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.96	1.00
Satd. Flow (prot)	1770	5016		1770	5053			1740			1786	1549
Flt Permitted	0.10	1.00		0.11	1.00			0.70			0.69	1.00
Satd. Flow (perm)	183	5016		203	5053			1268			1276	1549
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	135	1509	132	49	1506	66	131	3	33	85	14	298
RTOR Reduction (vph)	0	0	0	0	2	0	0	5	0	0	0	0
Lane Group Flow (vph)	135	1641	0	49	1570	0	0	162	0	0	99	298
Confl. Bikes (#/hr)			1						2			1
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6			2			8			4		4
Actuated Green, G (s)	120.8	107.8		106.8	100.8			44.7			44.7	44.7
Effective Green, g (s)	120.8	107.8		106.8	100.8			44.7			44.7	44.7
Actuated g/C Ratio	0.67	0.60		0.59	0.56			0.25			0.25	0.25
Clearance Time (s)	7.0	7.0		7.0	7.0			7.5			7.5	7.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	237	3004		172	2829			314			316	384
v/s Ratio Prot	c0.04	c0.33		0.01	0.31							
v/s Ratio Perm	c0.34			0.16				0.13			0.08	c0.19
v/c Ratio	0.57	0.55		0.28	0.55			0.52			0.31	0.78
Uniform Delay, d1	18.0	21.5		17.0	25.3			58.3			55.1	63.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	3.1	0.7		0.9	0.8			1.4			0.6	9.5
Delay (s)	21.1	22.2		17.9	26.1			59.8			55.7	72.5
Level of Service	C	C		B	C			E			E	E
Approach Delay (s)		22.2			25.8			59.8			68.3	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	NER
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Bikes (#/hr)	
Turn Type	Prot
Protected Phases	3
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM 6th Edition methodology does not support more than 4 approaches.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	1292	45	55	1454	24	0	0	31	0	0	46
Future Vol, veh/h	91	1292	45	55	1454	24	0	0	31	0	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	1332	46	57	1499	25	0	0	32	0	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1524	0	0	1378	0	0	-	-	689	-	-	762
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	217	-	-	256	-	-	0	0	333	0	0	298
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	217	-	-	256	-	-	-	-	333	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

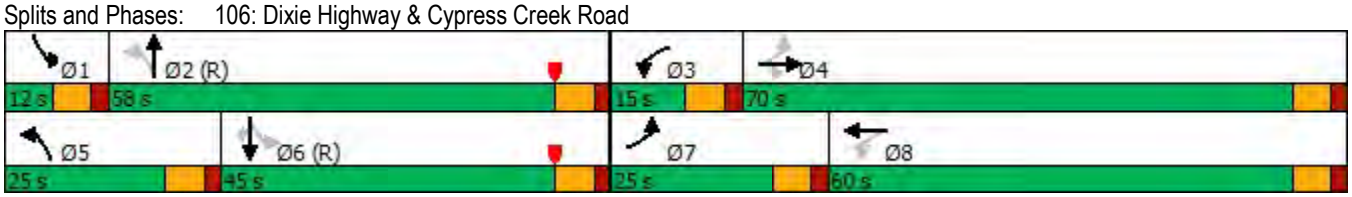
Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.8	17	19.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	217	-	-	256	-	-	298
HCM Lane V/C Ratio	0.096	0.432	-	-	0.221	-	-	0.159
HCM Control Delay (s)	17	33.7	-	-	23	-	-	19.4
HCM Lane LOS	C	D	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.3	2	-	-	0.8	-	-	0.6

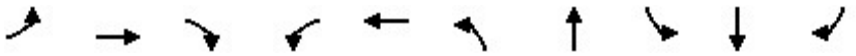
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	323	762	421	35	929	297	543	138	584	249
Future Volume (vph)	323	762	421	35	929	297	543	138	584	249
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.5	35.5	35.5	10.5	35.5	10.5	42.5	10.5	42.5	42.5
Total Split (s)	25.0	70.0	70.0	15.0	60.0	25.0	58.0	12.0	45.0	45.0
Total Split (%)	16.1%	45.2%	45.2%	9.7%	38.7%	16.1%	37.4%	7.7%	29.0%	29.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	78.5	68.2	68.2	59.4	53.5	63.5	51.5	44.0	38.5	38.5
Actuated g/C Ratio	0.51	0.44	0.44	0.38	0.35	0.41	0.33	0.28	0.25	0.25
v/c Ratio	1.49	1.16	0.63	0.39	0.75	1.40	0.62	0.89	0.83	0.57
Control Delay	271.9	125.7	20.6	31.2	47.6	235.4	46.1	82.8	64.5	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	271.9	125.7	20.6	31.2	47.6	235.4	46.1	82.8	64.5	20.8
LOS	F	F	C	C	D	F	D	F	E	C
Approach Delay		127.7			47.0		110.0		55.9	
Approach LOS		F			D		F		E	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 88.9	Intersection LOS: F
Intersection Capacity Utilization 97.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Dixie Highway & Cypress Creek Road



Queues
106: Dixie Highway & Cypress Creek Road



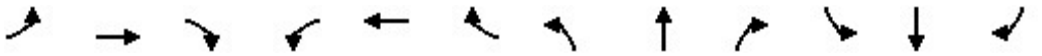
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	404	953	526	44	1299	371	728	173	730	311
v/c Ratio	1.49	1.16	0.63	0.39	0.75	1.40	0.62	0.89	0.83	0.57
Control Delay	271.9	125.7	20.6	31.2	47.6	235.4	46.1	82.8	64.5	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	271.9	125.7	20.6	31.2	47.6	235.4	46.1	82.8	64.5	20.8
Queue Length 50th (ft)	~502	~1166	217	22	421	~445	325	114	371	88
Queue Length 95th (ft)	#600	#1200	268	40	407	#547	340	#182	387	141
Internal Link Dist (ft)		750			258		334		334	
Turn Bay Length (ft)	270		270	260		260		200		200
Base Capacity (vph)	271	819	839	144	1736	265	1167	195	879	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.49	1.16	0.63	0.31	0.75	1.40	0.62	0.89	0.83	0.57

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
106: Dixie Highway & Cypress Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	762	421	35	929	110	297	543	39	138	584	249
Future Volume (veh/h)	323	762	421	35	929	110	297	543	39	138	584	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	404	952	526	44	1161	138	371	679	49	172	730	311
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	766	649	91	1459	173	309	1216	88	255	988	441
Arrive On Green	0.12	0.41	0.41	0.03	0.32	0.32	0.12	0.36	0.36	0.04	0.28	0.28
Sat Flow, veh/h	1781	1870	1585	1781	4626	550	1781	3361	242	1781	3554	1585
Grp Volume(v), veh/h	404	952	526	44	854	445	371	359	369	172	730	311
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1702	1771	1781	1777	1827	1781	1777	1585
Q Serve(g_s), s	18.5	63.5	45.4	2.6	35.5	35.6	18.5	25.0	25.1	5.5	28.9	27.3
Cycle Q Clear(g_c), s	18.5	63.5	45.4	2.6	35.5	35.6	18.5	25.0	25.1	5.5	28.9	27.3
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	296	766	649	91	1074	559	309	643	661	255	988	441
V/C Ratio(X)	1.37	1.24	0.81	0.48	0.80	0.80	1.20	0.56	0.56	0.67	0.74	0.71
Avail Cap(c_a), veh/h	296	766	649	144	1175	611	309	643	661	255	988	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	45.7	40.4	42.3	48.5	48.5	38.9	39.5	39.6	48.6	50.8	50.3
Incr Delay (d2), s/veh	185.4	120.0	7.4	1.5	3.4	6.4	117.8	3.5	3.4	5.6	4.9	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.3	54.8	19.1	1.2	15.7	16.8	18.5	11.7	12.0	3.9	13.6	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.2	165.8	47.8	43.7	51.9	54.9	156.7	43.0	42.9	54.2	55.8	59.4
LnGrp LOS	F	F	D	D	D	D	F	D	D	D	E	E
Approach Vol, veh/h		1882			1343			1099			1213	
Approach Delay, s/veh		145.8			52.6			81.4			56.5	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	62.6	10.4	70.0	25.0	49.6	25.0	55.4
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	5.5	51.5	8.5	63.5	18.5	38.5	18.5	53.5
Max Q Clear Time (g_c+I1), s	7.5	27.1	4.6	65.5	20.5	30.9	20.5	37.6
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	3.1	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	90.8
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	34	31	3	13	137
Future Vol, veh/h	2	34	31	3	13	137
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	39	35	3	15	156

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	224	38	0	0	39	0
Stage 1	38	-	-	-	-	-
Stage 2	186	-	-	-	-	-
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	764	1034	-	-	1571	-
Stage 1	984	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	756	1033	-	-	1570	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.6
HCM LOS	A		

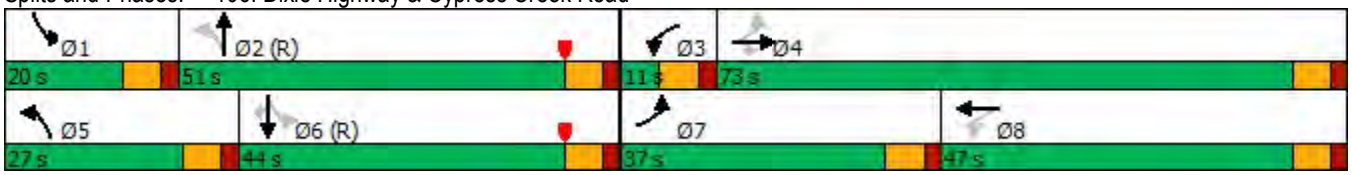
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1012	1570	-
HCM Lane V/C Ratio	-	-	0.04	0.009	-
HCM Control Delay (s)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Timings
106: Dixie Highway & Cypress Creek Road

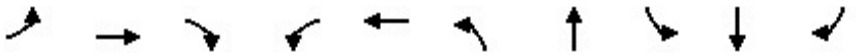
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	323	762	421	35	929	297	543	138	584	249
Future Volume (vph)	323	762	421	35	929	297	543	138	584	249
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.5	35.5	35.5	10.5	35.5	10.5	42.5	10.5	42.5	42.5
Total Split (s)	37.0	73.0	73.0	11.0	47.0	27.0	51.0	20.0	44.0	44.0
Total Split (%)	23.9%	47.1%	47.1%	7.1%	30.3%	17.4%	32.9%	12.9%	28.4%	28.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	77.5	68.7	68.7	44.9	40.5	64.5	45.7	49.8	37.5	37.5
Actuated g/C Ratio	0.50	0.44	0.44	0.29	0.26	0.42	0.29	0.32	0.24	0.24
v/c Ratio	1.02	1.16	0.62	0.45	0.99	1.31	0.70	0.73	0.85	0.56
Control Delay	97.8	122.2	19.4	40.0	77.6	200.2	52.8	49.6	66.8	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.8	122.2	19.4	40.0	77.6	200.2	52.8	49.6	66.8	18.9
LOS	F	F	B	D	E	F	D	D	E	B
Approach Delay		88.3			76.4		102.6		52.1	
Approach LOS		F			E		F		D	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 80.3	Intersection LOS: F
Intersection Capacity Utilization 97.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Dixie Highway & Cypress Creek Road



Queues
106: Dixie Highway & Cypress Creek Road



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	404	953	526	44	1299	371	728	173	730	311
v/c Ratio	1.02	1.16	0.62	0.45	0.99	1.31	0.70	0.73	0.85	0.56
Control Delay	97.8	122.2	19.4	40.0	77.6	200.2	52.8	49.6	66.8	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.8	122.2	19.4	40.0	77.6	200.2	52.8	49.6	66.8	18.9
Queue Length 50th (ft)	~383	~1161	207	22	479	~430	348	113	375	73
Queue Length 95th (ft)	#480	#1171	251	41	463	#532	364	149	391	127
Internal Link Dist (ft)		750			258		334		334	
Turn Bay Length (ft)	270		270	260		260		200		200
Base Capacity (vph)	395	825	849	98	1317	283	1037	251	856	552
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.16	0.62	0.45	0.99	1.31	0.70	0.69	0.85	0.56

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
106: Dixie Highway & Cypress Creek Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	762	421	35	929	110	297	543	39	138	584	249
Future Volume (veh/h)	323	762	421	35	929	110	297	543	39	138	584	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	404	952	526	44	1161	138	371	679	49	172	730	311
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	807	684	93	1208	144	307	973	70	277	860	384
Arrive On Green	0.20	0.43	0.43	0.03	0.26	0.26	0.13	0.29	0.29	0.08	0.24	0.24
Sat Flow, veh/h	1781	1870	1585	1781	4626	550	1781	3361	242	1781	3554	1585
Grp Volume(v), veh/h	404	952	526	44	854	445	371	359	369	172	730	311
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1702	1771	1781	1777	1827	1781	1777	1585
Q Serve(g_s), s	30.5	66.9	43.8	2.8	38.4	38.4	20.5	27.9	27.9	11.2	30.4	28.7
Cycle Q Clear(g_c), s	30.5	66.9	43.8	2.8	38.4	38.4	20.5	27.9	27.9	11.2	30.4	28.7
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	403	807	684	93	889	463	307	514	529	277	860	384
V/C Ratio(X)	1.00	1.18	0.77	0.47	0.96	0.96	1.21	0.70	0.70	0.62	0.85	0.81
Avail Cap(c_a), veh/h	403	807	684	98	889	463	307	514	529	281	860	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	44.1	37.5	45.6	56.5	56.5	42.5	49.0	49.0	40.6	56.0	55.4
Incr Delay (d2), s/veh	45.7	93.4	5.1	1.4	21.1	32.0	120.2	7.6	7.5	3.0	10.2	16.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.9	51.6	17.9	1.3	19.1	21.3	19.3	13.5	13.9	5.2	14.9	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.3	137.4	42.6	47.0	77.6	88.5	162.7	56.6	56.5	43.6	66.2	72.1
LnGrp LOS	F	F	D	D	E	F	F	E	E	D	E	E
Approach Vol, veh/h		1882			1343			1099			1213	
Approach Delay, s/veh		101.9			80.2			92.4			64.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	51.4	10.6	73.4	27.0	44.0	37.0	47.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	44.5	4.5	66.5	20.5	37.5	30.5	40.5
Max Q Clear Time (g_c+I1), s	13.2	29.9	4.8	68.9	22.5	32.4	32.5	40.4
Green Ext Time (p_c), s	0.0	3.3	0.0	0.0	0.0	2.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	86.6
HCM 6th LOS	F

CONSULTING ARBORIST, INC.

Arboriculture Tree Report

Aura Cypress Creek, Ft Lauderdale, FL

Name: Trinsic Residential Group
Attn: Keven Neal
327 Plaza Real Suite 219
Boca Raton, FL 33432

Date: Feb. 9, 2022
Phone: 561-315-8477
Cell: 561
Email: kneal@trinsicres.com

Prepared by: John Sutton
International Society of Arboriculture Certified Arborist

Certification of Performance

I, John Sutton, certify to the best of my knowledge, and abilities.

That I have personally inspected the tree(s) and or the property referred to in this report.

That it is my professional opinion, that the following report is true and the conclusions and results stated are correct based on the information received about the property evaluated and the evaluation methods followed.

That the reported analyses, opinions, and conclusions are only limited by the reported assumptions, methods and limiting conditions and my personal, unbiased professional analyses, opinions and conclusions.

That Sutton Consulting Arborist, Inc. acts as an independent tree, and landscape consultant. This firm has no prospective or current interest in the property evaluated or interest/bias with respect to the parties involved.

That this Report, or parts of this Report, have not been revealed to any party other than the Client named and will not be revealed to any other party unless authorized to do so by Client named or by due process of law or by legally required public testimony by this firm of these results.

This report is written in good faith and all rights are reserved by Sutton Consulting Arborist, Inc. It is for use by the client named only.

_____John Sutton_____
John Sutton/Sutton Consulting Arborist
ISA Certified Arborist #SO-0326A

Arboriculture consulting work for your property: Aura Cypress Creek, Ft Lauderdale, FL

I have evaluated all trees/palms (see attached survey) located on the referenced property. The purpose of my visit is to evaluate the trees and palms for health and provide values as per City of Fort Lauderdale code. Please see site survey (attached), excel spreadsheet and pictures below for individual unit's details and location. Trees are tagged with corresponding numbers.

Total value $42,470.50

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount
1	Medjool date palm	*Phoenix dactylifera*		14	70%	P	$420.00
2	Medjool date palm	*Phoenix dactylifera*		14	70%	P	$420.00
3	Live oak	*Quercus virginiana*	19		30%	A	$370.50
4	Live oak	*Quercus virginiana*	14.5		40%	A	$377.00
5	Solitaire palm	*Ptychosperma elegans*		14	70%	P	$180.00
6	Solitaire palm	*Ptychosperma elegans*		14	70%	P	$180.00
7	Solitaire palm	*Ptychosperma elegans*		14	60%	P	$180.00
8	Ligustrum	*Ligustrum lucidum*	12		70%	A	$546.00
9	Medjool date palm	*Phoenix dactylifera*		14	70%	P	$420.00
10	Ligustrum	*Ligustrum lucidum*	6		50%	A	$195.00
11	Pongam	*Millettia pinnata*	40		40%	A	$1,040.00
12	Pongam	*Millettia pinnata*	18		40%	A	$468.00
13	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
14	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
15	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
16	Black olive	*Bucida buceras*	24		50%	C	$468.00
17	Black olive	*Bucida buceras*	16		20%	C	$124.80
18	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
19	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
20	Washingtonia palm	*Washingtonia robusta*		NA	0%	P	$0.00
21	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
22	Washingtonia palm	*Washingtonia robusta*		NA	0%	P	$0.00
23	Washingtonia palm	*Washingtonia robusta*		45	70%	P	$180.00
24	Black olive	*Bucida buceras*	13.5		30%	C	$157.95
25	Live oak	*Quercus virginiana*	7.5		10%	A	$48.75
26	Black olive	*Bucida buceras*	11		30%	C	$128.70
27	Black olive	*Bucida buceras*	18.5		40%	C	$288.60
28	Black olive	*Bucida buceras*	14		30%	C	$163.80
29	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
30	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
31	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00
32	Black olive	*Bucida buceras*	12		20%	C	$93.60
33	Black olive	*Bucida buceras*	24		50%	C	$468.00

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount
34	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
35	Washingtonia palm	*Washingtonia robusta*		50	60%	P	$180.00
36	Pongam	*Millettia pinnata*	22		30%	A	$429.00
37	Washingtonia palm	*Washingtonia robusta*		50	60%	P	$180.00
38	Washingtonia palm	*Washingtonia robusta*		40	40%	P	$180.00
39	Ficus nitida	*Ficus microcarpa*	NA		NA	F	$0.00
40	Pongam	*Millettia pinnata*	24		60%	A	$936.00
41	Black olive	*Bucida buceras*	16.5		20%	C	$128.70
42	Black olive	*Bucida buceras*	32		30%	C	$374.40
43	Black olive	*Bucida buceras*	21		20%	C	$163.80
44	Sabal palm	*Sabal palmetto*		23	60%	P	$180.00
45	Black olive	*Bucida buceras*	17.5		30%	C	$204.75
46	Sabal palm	*Sabal palmetto*		4	70%	P	$0.00
47	Black olive	*Bucida buceras*	21		30%	C	$245.70
48	Sabal palm	*Sabal palmetto*		16	70%	P	$180.00
49	Sabal palm	*Sabal palmetto*		19	70%	P	$180.00
50	Sabal palm	*Sabal palmetto*		5	70%	P	$180.00
51	Black olive	*Bucida buceras*	21		40%	C	$327.60
52	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00
53	Live oak	*Quercus virginiana*	18		20%	A	$234.00
54	Live oak	*Quercus virginiana*	16		60%	A	$624.00
55	Gumbo limbo	*Bursera simaruba*	14		10%	A	$91.00
56	Gumbo limbo	*Bursera simaruba*	4		10%	A	$26.00
57	Gumbo limbo	*Bursera simaruba*	5		10%	A	$32.50
58	Gumbo limbo	*Bursera simaruba*	7		10%	A	$45.50
59	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00
60	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00
61	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00
62	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00
63	Sabal palm	*Sabal palmetto*		16	70%	P	$180.00
64	Gumbo limbo	*Bursera simaruba*	5		10%	A	$32.50
65	Gumbo limbo	*Bursera simaruba*	5		10%	A	$32.50
66	Gumbo limbo	*Bursera simaruba*	5		10%	A	$32.50
67	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00
68	Live oak	*Quercus virginiana*	16.5		50%	A	$536.25
69	Sabal palm	*Sabal palmetto*		2	NA	P	$0.00
70	Live oak	*Quercus virginiana*	12		20%	A	$156.00
71	Live oak	*Quercus virginiana*	13.5		40%	A	$351.00
72	Sabal palm	*Sabal palmetto*		7	70%	P	$180.00
73	Sabal palm	*Sabal palmetto*		7	70%	P	$180.00
74	Live oak	*Quercus virginiana*	15		20%	A	$195.00
75	Live oak	*Quercus virginiana*	22		60%	A	$858.00

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount
76	Live oak	*Quercus virginiana*	18		60%	A	$702.00
77	Live oak	*Quercus virginiana*	17.5		40%	A	$455.00
78	Gumbo limbo	*Bursera simaruba*	4		10%	A	$26.00
79	Gumbo limbo	*Bursera simaruba*	7		20%	A	$91.00
80	Sabal palm	*Sabal palmetto*		8	60%	P	$180.00
81	Sabal palm	*Sabal palmetto*		9	70%	P	$180.00
82	Sabal palm	*Sabal palmetto*		15	60%	P	$180.00
83	Sabal palm	*Sabal palmetto*		15	60%	P	$180.00
84	Live oak	*Quercus virginiana*	26		50%	A	$845.00
85	Live oak	*Quercus virginiana*	10		10%	A	$65.00
86	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00
87	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
88	Black olive	*Bucida buceras*	7		20%	C	$54.60
89	Sabal palm	*Sabal palmetto*		19	70%	P	$180.00
90	Live oak	*Quercus virginiana*	21		30%	A	$409.50
91	Live oak	*Quercus virginiana*	19		20%	A	$247.00
92	Live oak	*Quercus virginiana*	22.5		60%	A	$877.50
93	Live oak	*Quercus virginiana*	10		20%	A	$130.00
94	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00
95	Live oak	*Quercus virginiana*	25		60%	A	$975.00
96	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00
97	Calophyllum	*Calophyllum inophyllum*	6		20%	F	$0.00
98	Sabal palm	*Sabal palmetto*		15	70%	P	$180.00
99	Black olive	*Bucida buceras*	12.5		60%	C	$292.50
100	Black olive	*Bucida buceras*	11		50%	C	$214.50
101	Sabal palm	*Sabal palmetto*		15	70%	P	$180.00
102	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00
103	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00
104	Sabal palm	*Sabal palmetto*		18	70%	P	$180.00
105	Black olive	*Bucida buceras*	14		20%	C	$109.20
106	Black olive	*Bucida buceras*	3		70%	C	$81.90
107	Black olive	*Bucida buceras*	14		40%	C	$218.40
108	Black olive	*Bucida buceras*	13		40%	C	$202.80
109	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
110	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
111	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
112	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
113	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
114	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
115	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
116	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
117	Sabal palm	*Sabal palmetto*		10	70%	P	$180.00

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount
118	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
119	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
120	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
121	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
122	Black olive	*Bucida buceras*	13.5		50%	C	$263.25
123	Black olive	*Bucida buceras*	19.5		40%	C	$304.20
124	Sabal palm	*Sabal palmetto*		16	70%	P	$180.00
125	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00
126	Sabal palm	*Sabal palmetto*		21	70%	P	$180.00
127	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00
128	Sabal palm	*Sabal palmetto*		22	70%	P	$180.00
129	Sabal palm	*Sabal palmetto*		18	70%	P	$180.00
130	Sabal palm	*Sabal palmetto*		26	70%	P	$180.00
131	Sabal palm	*Sabal palmetto*		18	70%	P	$180.00
132	Mahogany	*Swietenia mahagoni*	19.5		40%	A	$507.00
133	Mahogany	*Swietenia mahagoni*	28		40%	A	$728.00
134	Sabal palm	*Sabal palmetto*		21	70%	P	$180.00
135	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00
136	Sabal palm	*Sabal palmetto*		18	70%	P	$180.00
137	Sabal palm	*Sabal palmetto*		211	70%	P	$180.00
138	Sabal palm	*Sabal palmetto*		19	70%	P	$180.00
139	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
140	Sabal palm	*Sabal palmetto*		14	50%	P	$180.00
141	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
142	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00
143	Sabal palm	*Sabal palmetto*		16	70%	P	$180.00
144	Sabal palm	*Sabal palmetto*		10	70%	P	$180.00
145	Ligustrum	*Ligustrum lucidum*	12		70%	A	$546.00
146	Mahogany	*Swietenia mahagoni*	28		30%	A	$546.00
147	Royal palm	*Roystonea regia*		16	60%	P	$480.00
148	Royal palm	*Roystonea regia*		16	60%	P	$480.00
149	Royal palm	*Roystonea regia*		16	60%	P	$480.00
150	Royal palm	*Roystonea regia*		16	60%	P	$480.00
151	Royal palm	*Roystonea regia*		16	60%	P	$480.00
152	Royal palm	*Roystonea regia*		14	60%	P	$420.00
153	Mahogany	*Swietenia mahagoni*	29.5		40%	A	$767.00
154	Royal palm	*Roystonea regia*		16	60%	P	$480.00
155	Royal palm	*Roystonea regia*		16	60%	P	$480.00
156	Crepe myrtle	*Lagerstroemia indica*	7		70%	A	$318.50
157	Crepe myrtle	*Lagerstroemia indica*	10		70%	A	$455.00
158	Crepe myrtle	*Lagerstroemia indica*	8		70%	A	$364.00
159	Royal palm	*Roystonea regia*		17	60%	P	$510.00

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount
160	Royal palm	*Roystonea regia*		16	60%	P	$480.00
161	Royal palm	*Roystonea regia*		16	60%	P	$480.00
162	Washingtonia palm	*Washingtonia robusta*		21	70%	P	$180.00
163	Washingtonia palm	*Washingtonia robusta*		21	70%	P	$180.00
164	Washingtonia palm	*Washingtonia robusta*		25	70%	P	$180.00
165	Washingtonia palm	*Washingtonia robusta*		35	70%	P	$180.00
166	Washingtonia palm	*Washingtonia robusta*		30	60%	P	$180.00
167	Washingtonia palm	*Washingtonia robusta*		35	70%	P	$180.00
168	Gumbo limbo	*Bursera simaruba*	15.5		60%	A	$604.50
169	Live oak	*Quercus virginiana*	6		30%	A	$117.00
170	Live oak	*Quercus virginiana*	16		60%	A	$624.00
171	Live oak	*Quercus virginiana*	11.5		50%	A	$373.75
172	Live oak	*Quercus virginiana*	10		60%	A	$390.00
							$42,470.50


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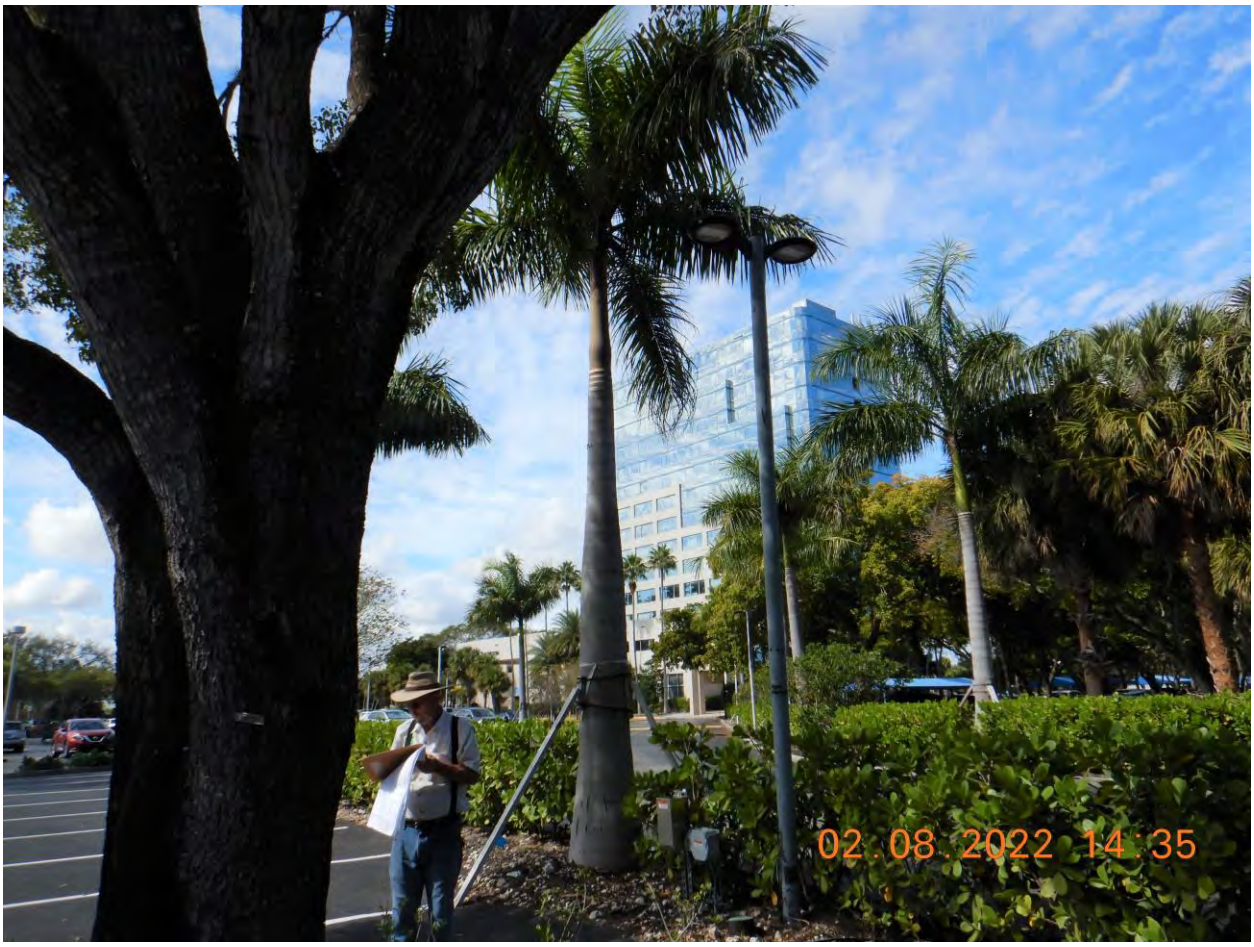

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Please feel free to contact me should you have any questions.

In Support
_____John Sutton_____
John Sutton/Sutton Consulting Arborist
ISA Certified Arborist #SO-0326A

Sutton Consulting Arborist is staffed by professional Arborists, Horticulturists, and Landscape Inspectors. We utilize associates with expertise in their fields to provide the most accurate, efficient and useful information available to clients. We stand behind our work and can additionally answer any questions or fulfill needs for additional information or services.

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount	Notes
1	Medjool date palm	*Phoenix dactylifera*		14	70%	P	$420.00	
2	Medjool date palm	*Phoenix dactylifera*		14	70%	P	$420.00	
3	Live oak	*Quercus virginiana*	19		30%	A	$370.50	Overlifted, previous hatrack, restricted roots 2 sides
4	Live oak	*Quercus virginiana*	14.5		40%	A	$377.00	Overlifted, restricted roots 2 sides
5	Solitaire palm	*Ptychosperma elegans*		14	70%	P	$180.00	
6	Solitaire palm	*Ptychosperma elegans*		14	70%	P	$180.00	
7	Solitaire palm	*Ptychosperma elegans*		14	60%	P	$180.00	
8	Ligustrum	*Ligustrum lucidum*	12		70%	A	$546.00	
9	Medjool date palm	*Phoenix dactylifera*		14	70%	P	$420.00	
10	Ligustrum	*Ligustrum lucidum*	6		50%	A	$195.00	
11	Pongam	*Millettia pinnata*	40		40%	A	$1,040.00	Co-canopy, co-dom
12	Pongam	*Millettia pinnata*	18		40%	A	$468.00	Sub-canopy
13	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
14	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
15	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
16	Black olive	*Bucida buceras*	24		50%	C	$468.00	Co-canopy, two co-doms with inclusion, overlifted
17	Black olive	*Bucida buceras*	16		20%	C	$124.80	Co-canopy
18	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
19	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
20	Washingtonia palm	*Washingtonia robusta*		NA	0%	P	$0.00	Dead
21	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
22	Washingtonia palm	*Washingtonia robusta*		NA	0%	P	$0.00	Dead
23	Washingtonia palm	*Washingtonia robusta*		45	70%	P	$180.00	
24	Black olive	*Bucida buceras*	13.5		30%	C	$157.95	Co-canopy, restricted roots 2 sides
25	Live oak	*Quercus virginiana*	7.5		10%	A	$48.75	Co-canopy, dead leader, restricted roots
26	Black olive	*Bucida buceras*	11		30%	C	$128.70	Co-canopy
27	Black olive	*Bucida buceras*	18.5		40%	C	$288.60	Co-canopy, overlifted
28	Black olive	*Bucida buceras*	14		30%	C	$163.80	Co-canopy, overlifted, co-dom with inclusion
29	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
30	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
31	Thrinax palm	*Thrinax radiata*		1	NA	P	$0.00	Too small
32	Black olive	*Bucida buceras*	12		20%	C	$93.60	Co-canopy 2 sides
33	Black olive	*Bucida buceras*	24		50%	C	$468.00	Co-canopy 2 sides, co-dom
34	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
35	Washingtonia palm	*Washingtonia robusta*		50	60%	P	$180.00	

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount	Notes
36	Pongam	*Millettia pinnata*	22		30%	A	$429.00	Co-canopy
37	Washingtonia palm	*Washingtonia robusta*		50	60%	P	$180.00	
38	Washingtonia palm	*Washingtonia robusta*		40	40%	P	$180.00	Trunk damage
39	Ficus nitida	*Ficus microcarpa*	NA		NA	F	$0.00	Invasive
40	Pongam	*Millettia pinnata*	24		60%	A	$936.00	Co-canopy, restricted roots, root cut
41	Black olive	*Bucida buceras*	16.5		20%	C	$128.70	Co-canopy, restricted roots, powerlines overhead canopy
42	Black olive	*Bucida buceras*	32		30%	C	$374.40	Co-canopy, restricted roots, powerlines overhead canopy
43	Black olive	*Bucida buceras*	21		20%	C	$163.80	Co-canopy, restricted roots, powerlines overhead canopy, severe co-dom with inclusion
44	Sabal palm	*Sabal palmetto*		23	60%	P	$180.00	
45	Black olive	*Bucida buceras*	17.5		30%	C	$204.75	Co-canopy, restricted roots, powerlines overhead
46	Sabal palm	*Sabal palmetto*		4	70%	P	$0.00	Too small
47	Black olive	*Bucida buceras*	21		30%	C	$245.70	Powerlines overhead, restricted roots, co-dom
48	Sabal palm	*Sabal palmetto*		16	70%	P	$180.00	
49	Sabal palm	*Sabal palmetto*		19	70%	P	$180.00	
50	Sabal palm	*Sabal palmetto*		5	70%	P	$180.00	
51	Black olive	*Bucida buceras*	21		40%	C	$327.60	Restricted roots, overhead powerlines
52	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00	Too small
53	Live oak	*Quercus virginiana*	18		20%	A	$234.00	Sub-canopy, restricted roots, overhead powerlines
54	Live oak	*Quercus virginiana*	16		60%	A	$624.00	Restricted roots, overhead powerlines
55	Gumbo limbo	*Bursera simaruba*	14		10%	A	$91.00	Severe co-dom with inclusion, overhead powerlines
56	Gumbo limbo	*Bursera simaruba*	4		10%	A	$26.00	Stump sprout
57	Gumbo limbo	*Bursera simaruba*	5		10%	A	$32.50	Stump sprout
58	Gumbo limbo	*Bursera simaruba*	7		10%	A	$45.50	Co-canopy
59	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00	Too small
60	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00	Too small
61	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00	Too small
62	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00	Too small
63	Sabal palm	*Sabal palmetto*		16	70%	P	$180.00	
64	Gumbo limbo	*Bursera simaruba*	5		10%	A	$32.50	Co-canopy

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount	Notes
65	Gumbo limbo	*Bursera simaruba*	5		10%	A	$32.50	Co-canopy
66	Gumbo limbo	*Bursera simaruba*	5		10%	A	$32.50	Co-canopy
67	Sabal palm	*Sabal palmetto*		1	NA	P	$0.00	Too small
68	Live oak	*Quercus virginiana*	16.5		50%	A	$536.25	Restricted roots, overhead powerlines
69	Sabal palm	*Sabal palmetto*		2	NA	P	$0.00	Too small
70	Live oak	*Quercus virginiana*	12		20%	A	$156.00	Restricted roots, major roots cut, co-canopy
71	Live oak	*Quercus virginiana*	13.5		40%	A	$351.00	Restricted roots, co-canopy
72	Sabal palm	*Sabal palmetto*		7	70%	P	$180.00	
73	Sabal palm	*Sabal palmetto*		7	70%	P	$180.00	
74	Live oak	*Quercus virginiana*	15		20%	A	$195.00	Restricted roots, co-canopy
75	Live oak	*Quercus virginiana*	22		60%	A	$858.00	Restricted roots
76	Live oak	*Quercus virginiana*	18		60%	A	$702.00	Restricted roots, co-canopy, storm damage
77	Live oak	*Quercus virginiana*	17.5		40%	A	$455.00	Restricted roots, co-canopy
78	Gumbo limbo	*Bursera simaruba*	4		10%	A	$26.00	Co-canopy
79	Gumbo limbo	*Bursera simaruba*	7		20%	A	$91.00	Co-canopy
80	Sabal palm	*Sabal palmetto*		8	60%	P	$180.00	
81	Sabal palm	*Sabal palmetto*		9	70%	P	$180.00	
82	Sabal palm	*Sabal palmetto*		15	60%	P	$180.00	
83	Sabal palm	*Sabal palmetto*		15	60%	P	$180.00	Trunk damage
84	Live oak	*Quercus virginiana*	26		50%	A	$845.00	Restricted roots, co-canopy
85	Live oak	*Quercus virginiana*	10		10%	A	$65.00	Restricted roots, sub-canopy, previous hatrack
86	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00	
87	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
88	Black olive	*Bucida buceras*	7		20%	C	$54.60	Restricted roots, overlifted
89	Sabal palm	*Sabal palmetto*		19	70%	P	$180.00	
90	Live oak	*Quercus virginiana*	21		30%	A	$409.50	Restricted roots, co-canopy, storm damage, parking island
91	Live oak	*Quercus virginiana*	19		20%	A	$247.00	Restricted roots, co-canopy
92	Live oak	*Quercus virginiana*	22.5		60%	A	$877.50	
93	Live oak	*Quercus virginiana*	10		20%	A	$130.00	Co-canopy
94	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00	
95	Live oak	*Quercus virginiana*	25		60%	A	$975.00	Restricted roots, co-canopy
96	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00	
97	Calophyllum	*Calophyllum inophyllum*	6		20%	F	$0.00	Co-canopy
98	Sabal palm	*Sabal palmetto*		15	70%	P	$180.00	

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount	Notes
99	Black olive	*Bucida buceras*	12.5		60%	C	$292.50	Restricted roots, co-dom
100	Black olive	*Bucida buceras*	11		50%	C	$214.50	Restricted roots, co-dom
101	Sabal palm	*Sabal palmetto*		15	70%	P	$180.00	
102	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00	
103	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00	
104	Sabal palm	*Sabal palmetto*		18	70%	P	$180.00	
105	Black olive	*Bucida buceras*	14		20%	C	$109.20	Two co-doms with inclusion
106	Black olive	*Bucida buceras*	3		70%	C	$81.90	New tree
107	Black olive	*Bucida buceras*	14		40%	C	$218.40	Storm damage, co-dom with inclusion
108	Black olive	*Bucida buceras*	13		40%	C	$202.80	Storm damage, co-dom with inclusion
109	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
110	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
111	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
112	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
113	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
114	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
115	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
116	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
117	Sabal palm	*Sabal palmetto*		10	70%	P	$180.00	
118	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
119	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
120	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
121	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
122	Black olive	*Bucida buceras*	13.5		50%	C	$263.25	Restricted roots, storm damage, co-dom with inclusion
123	Black olive	*Bucida buceras*	19.5		40%	C	$304.20	Restricted roots, storm damage, co-dom with inclusion
124	Sabal palm	*Sabal palmetto*		16	70%	P	$180.00	
125	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00	
126	Sabal palm	*Sabal palmetto*		21	70%	P	$180.00	
127	Sabal palm	*Sabal palmetto*		17	70%	P	$180.00	
128	Sabal palm	*Sabal palmetto*		22	70%	P	$180.00	
129	Sabal palm	*Sabal palmetto*		18	70%	P	$180.00	
130	Sabal palm	*Sabal palmetto*		26	70%	P	$180.00	
131	Sabal palm	*Sabal palmetto*		18	70%	P	$180.00	
132	Mahogany	*Swietenia mahagoni*	19.5		40%	A	$507.00	Parking island, restricted roots 2 sides, storm damage

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount	Notes
133	Mahogany	*Swietenia mahagoni*	28		40%	A	$728.00	Parking island, restricted roots 2 sides, storm damage
134	Sabal palm	*Sabal palmetto*		21	70%	P	$180.00	
135	Sabal palm	*Sabal palmetto*		20	70%	P	$180.00	
136	Sabal palm	*Sabal palmetto*		18	70%	P	$180.00	
137	Sabal palm	*Sabal palmetto*		211	70%	P	$180.00	
138	Sabal palm	*Sabal palmetto*		19	70%	P	$180.00	
139	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
140	Sabal palm	*Sabal palmetto*		14	50%	P	$180.00	
141	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
142	Sabal palm	*Sabal palmetto*		14	70%	P	$180.00	
143	Sabal palm	*Sabal palmetto*		16	70%	P	$180.00	
144	Sabal palm	*Sabal palmetto*		10	70%	P	$180.00	
145	Ligustrum	*Ligustrum lucidum*	12		70%	A	$546.00	
146	Mahogany	*Swietenia mahagoni*	28		30%	A	$546.00	Parking island, restricted roots, co-dom with inclusion, roots cut
147	Royal palm	*Roystonea regia*		16	60%	P	$480.00	
148	Royal palm	*Roystonea regia*		16	60%	P	$480.00	
149	Royal palm	*Roystonea regia*		16	60%	P	$480.00	
150	Royal palm	*Roystonea regia*		16	60%	P	$480.00	
151	Royal palm	*Roystonea regia*		16	60%	P	$480.00	
152	Royal palm	*Roystonea regia*		14	60%	P	$420.00	Penciling
153	Mahogany	*Swietenia mahagoni*	29.5		40%	A	$767.00	Parking island, restricted roots, co-dom with inclusion
154	Royal palm	*Roystonea regia*		16	60%	P	$480.00	
155	Royal palm	*Roystonea regia*		16	60%	P	$480.00	
156	Crepe myrtle	*Lagerstroemia indica*	7		70%	A	$318.50	
157	Crepe myrtle	*Lagerstroemia indica*	10		70%	A	$455.00	
158	Crepe myrtle	*Lagerstroemia indica*	8		70%	A	$364.00	
159	Royal palm	*Roystonea regia*		17	60%	P	$510.00	
160	Royal palm	*Roystonea regia*		16	60%	P	$480.00	Penciling
161	Royal palm	*Roystonea regia*		16	60%	P	$480.00	Penciling
162	Washingtonia palm	*Washingtonia robusta*		21	70%	P	$180.00	
163	Washingtonia palm	*Washingtonia robusta*		21	70%	P	$180.00	
164	Washingtonia palm	*Washingtonia robusta*		25	70%	P	$180.00	
165	Washingtonia palm	*Washingtonia robusta*		35	70%	P	$180.00	
166	Washingtonia palm	*Washingtonia robusta*		30	60%	P	$180.00	
167	Washingtonia palm	*Washingtonia robusta*		35	70%	P	$180.00	
168	Gumbo limbo	*Bursera simaruba*	15.5		60%	A	$604.50	Storm damage

Tree #	Common name	*Botanical name*	DBH	Height	Condition	Class	Amount	Notes
169	Live oak	*Quercus virginiana*	6		30%	A	$117.00	Non symmetrical canopy
170	Live oak	*Quercus virginiana*	16		60%	A	$624.00	Co-dom
171	Live oak	*Quercus virginiana*	11.5		50%	A	$373.75	Overlifted
172	Live oak	*Quercus virginiana*	10		60%	A	$390.00	Poor structure
							$42,470.50	Total

SURFACE WATER MANAGEMENT CALCULATIONS

Aura Cypress Creek

Fort Lauderdale, FLORIDA

HSQ PROJECT No.: 220106

Prepared For:

Trinsic Residential

Prepared By:

HSQ GROUP, LLC

Engineers ● Planners ● Surveyors

1001 Yamato Road, Suite 105

Boca Raton, Florida 33431

(561) 392-0221 Phone

Zachary Todd, P.E.

Fl Reg # 84179

DATE: November 14th, 2022

GIVEN: **Pre- Development**

A. LAND USE SUMMARY:

1.	WM Area =	7.700	ac.
2.	Buildings =	1.180	ac.
3.	Impervious Areas =	14.800	ac.
			PRE DEVELOPMENT CALCS
5.	**Total =**	**23.680**	

B. PROPOSED improvements:

Construcion of a commercial self storage facility

DESIGN CRITERIA:

A. WATER QUALITY CRITERIA:

1. If a wet detention system, then whichever is the greater of the following:
   a. The first inch of runoff from the entire project site.
   b. The amount of 2.5 inches times the percent impervious for the project site.
2. If a dry detention system, then 75% of the volume required for the wet detention system.
3. If a retention system, then 50% of the volume required.
4. If the property is zoned "Commercial", at least 0.5 inches of retention or dry detention pre-treatment will be required.
5. Any detention system shall be designed to discharge no more than 0.5 inches of the detained volume per day.

B. WATER QUANTITY CRITERIA:

1. DESIGN EVENTS AND RAINFALL AMOUNTS:

a. Design Event for Minimum Road Elevation:

Frequency:	5	year
Duration:	1	day
Amount:	7.00	inches

b. Design Event for Minimum Discharge Elevation:

Frequency:	10	year
Duration:	3	day
Amount:	11.00	inches

c. Design Event for Minimum Finish Floor Elevation:

Frequency:	100	year
Duration:	3	day
Amount:	16.00	inches

2. ADDITIONAL DESIGN INFORMATION:

a.	Design Water / Control Elevation:	2.00 NAVD
b.	Drainage Basin / Canal Number:	C-14

COMPUTATIONS:

A. WATER QUALITY COMPUTATIONS:

1. Compute the first inch of runoff from the entire developed project site:
   = 1.00 inch X 23.680 acres X (1 foot / 12 inches)
   = **1.973 ac-ft for the first inch of runoff**

2. Compute 2.5 inches times the percent impervious for the developed project site:
   a. Site area for water quality pervious / impervious calculations only:
      = Total Project - (Lake Area + Buildings)
      = 23.680 acres - (7.700 acres + 1.180 acres)
      = **14.800 acres of site area for water quality calculations**

   b. Impervious area for water quality pervious / impervious calculations only:
      = Site area for water quality - Pervious area
      = 14.800 acres - 0.000 acres
      = **14.800 acres of impervious area for water quality calculations**

   c. Percentage of impervious area for water quality:
      = Impervious area for water quality / Site area for water quality X 100%
      = 14.800 acres / 14.800 acres X 100%
      = **100.00 % Impervious**

   d. For 2.5 inches times the percentage of impervious area:
      = 2.5 inches X 100.00 %
      = **2.500 inches to be treated**

   e. Compute volume required for quality detention:
      = Inches to be treated X (Total Site Area - Lake Area)
      = 2.500 inches X (23.680 acres - 7.700 acres) X (1 foot / 12 inches)
      = **3.329 ac-ft required for detention storage**

3. The first inch of runoff from the entire developed site = 1.973 ac-ft
   2.5 inches times the percentage of impervious area = 3.329 ac-ft

   The volume of 3.329 ac-ft controls

4. If the project is zoned "Commercial" or if the project were discharging directly to a sensitive receiving body and is more than 40% impervious, 0.5 inches of dry detention pre-treatment must be provided:

   = 0.5 inches X (Total Site Area - Lake Area)
   = 0.5 inches X (23.680 acres - 7.700 acres) X (1 foot / 12 inches)
   = **0.666 ac-ft required for pre-treatment**

5. Compute credit for using one of the following systems:

   a. Wet detention volume to be provided:
      = Total required detention - Pre-treatment
      = 3.329 ac-ft - 0.666 ac-ft
      = **2.663 ac-ft of volume required for wet detention**

   b. Dry detention volume to be provided (75% of the total required detention volume):
      = Total required detention volume X 75%
      = 3.329 ac-ft X 75%
      = **2.497 ac-ft of volume required for dry detention**

   c. Dry retention volume to be provided (50% of the total required detention volume):
      = Total required detention volume X 50%
      = 3.329 ac-ft X 50%
      = **1.665 ac-ft of volume required for dry retention**

B. SUMMARY OF WATER QUALITY COMPUTATIONS:

Item:	Description:	Quantity:	
A.1	First inch of runoff from entire project site =	1.973	ac-ft
A.2	2.5 inches times percent impervious =	3.329	ac-ft
A.3	Volume to be treated =	3.329	ac-ft
A.4	Pre-treatment required for commercial site =	0.666	ac-ft
A.5.a	Wet detention volume required =	2.663	ac-ft
A.5.b	Dry detention volume required =	2.497	ac-ft
A.5.c	Dry retention volume required =	1.665	ac-ft
A.5.d	Exfiltration trench volume required =	3.329	ac-ft

C. STAGE ELEVATION INFORMATION:

Item:	Description:	S type	Area ac.	Low ft.	High ft.	I %	C %	Total Area %
1	WM Area	L	8.880	2.00	4.00	0	0	37.48
2	Parking Lot	L	13.600	4.50	8.00	100	95	57.41
3	Building	V	1.210	8.00	8.00	100	95	5.11
	Total:		**23.690**	**2.00**	**8.00**	**62.52**	**59.39**	**100.0**

* Abbreviations:
S = Storage; (V = Vertical Storage & L = Linear Storage)
I = Impervious
C = Compaction; (Use the following compaction factors: 0%, 50%, 100%)

D. SCS CURVE NUMBER AND SOIL STORAGE CALCULATIONS:

1. Soil Moisture Storage Table:

Existing Soil Type: 1 **COASTAL**

Depth to Water Table ft.	Cumulative Water Storage (Pre.-Dev.) in.	Compacted Water Storage (Post 50%) in.	Compacted Water Storage (Post 100%) in.
1	0.60	0.53	0.45
2	2.50	2.19	1.88
3	6.60	5.78	4.95
4	10.90	9.54	8.18

2. Available Soil Storage Calculation:

Item:	Description:	Elev. ft.	S in.	Area acres	Stored ac-in
1	WM Area	3.00	0.60	8.880	5.33
2	Parking Lot	6.25	8.18	0.000	0.00
3	Building	8.00	8.18	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
Total:		**3.00**	**16.95**	**8.880**	**5.33**

* Abbreviations: S = Soil Storage
P = Pervious

3. Moisture Storage Calculation (S):

= Available soil storage / Total Site Area
= 5.33 ac-in / 23.680 acres
= **0.23 inches**

4. SCS Curve Number Calculation (CN):

= 1000 / (S + 10)
= 1000 / (0.225 + 10)
= **98**

E. SURFACE STORAGE CALCULATIONS:

1. Stage vs. Storage Calculations:

		STORAGE (ac-ft)											
Stage ft.	Item:	1 ac-ft	2 ac-ft	3 ac-ft	4 ac-ft	5 ac-ft	6 ac-ft	7 ac-ft	8 ac-ft	9 ac-ft	10 ac-ft	T ac-ft	Total ac-ft
2.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.50		4.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.44
3.00		8.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.88
3.50		13.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.32
4.00		17.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.76
4.50		22.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.20
5.00		26.64	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.13
5.50		31.08	1.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.02
6.00		35.52	4.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.89
12.90		96.79	90.44	5.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**193.16**
13.40		101.23	97.24	6.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	205.01
13.90		105.67	104.04	7.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	216.85
14.40		110.11	110.84	7.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	228.70
14.90		114.55	117.64	8.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	240.54
15.40		118.99	124.44	8.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	252.39
15.90		123.43	131.24	9.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	264.23
16.40		127.87	138.04	10.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	276.08
16.90		132.31	144.84	10.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	287.92
17.40		136.75	151.64	11.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	299.77
17.90		141.19	158.44	11.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	311.61

* Abbreviations: T = Exfiltration Trench

H. MINIMUM BUILDING FINISH FLOOR ELEVATION CALCULATIONS (ZERO DISCHARGE):

1. The rainfall amount for the 100-Year, 3-Day storm event:
   = **16.00 in.**

2. Compute inches of runoff, Q:
   = (P - (0.2 S)) ^2 / (P + (0.8 X S))
   = (16.00 in. - (0.2 X 0.23 in.)) ^2 / 16.00 in. + (0.8 X 0.23 in.))
   = **15.73 inches of runoff**

3. Compute volume of runoff:
   = (Inches of Runoff) X (Project Area)
   = 15.73 inches X 23.680 acres X (1 foot / 12 inches)
   = **31.05 ac-ft of storage required (zero discharge)**

4. From the stage vs storage curve, **31.05** ac-ft corresponds to elevation **5.33 NAVD**

I. MINIMUM DISCHARGE ELEVATION CALCULATIONS (ZERO DISCHARGE):

1. The rainfall amount for the 10-Year, 3-Day storm event:
   = **11.00 in.**

2. Compute inches of runoff, Q:
   = (P - (0.2 S)) ^2 / (P + (0.8 X S))
   = (11.00 in. - (0.2 X 0.23 in.)) ^2 / 11.00 in. + (0.8 X 0.23 in.))
   = **10.73 inches of runoff**

3. Compute volume of runoff:
   = (Inches of Runoff) X (Project Area)
   = 10.73 inches X 23.680 acres X (1 foot / 12 inches)
   = **21.18 ac-ft of storage required (zero discharge)**

4. From the stage vs storage curve, **21.18** ac-ft corresponds to elevation **4.39 NAVD**

I. MINIMUM ROAD CROWN ELEVATION CALCULATIONS (ZERO DISCHARGE):

1. The rainfall amount for the 5-Year, 1-Day storm event:
   = **7.00 in.**

2. Compute inches of runoff, Q:
   = (P - (0.2 S)) ^2 / (P + (0.8 X S))
   = (7.00 in. - (0.2 X 0.23 in.)) ^2 / 7.00 in. + (0.8 X 0.23 in.))
   = **6.74 inches of runoff**

3. Compute volume of runoff:
   = (Inches of Runoff) X (Project Area)
   = 6.74 inches X 23.680 acres X (1 foot / 12 inches)
   = **13.29 ac-ft of storage required (zero discharge)**

4. From the stage vs storage curve, **13.29** ac-ft corresponds to elevation **3.50 NAVD**

GIVEN: Post- Development

A. LAND USE SUMMARY:

1.	WM Area =	7.700	ac.
2.	Buildings =	2.650	ac.
3.	Impervious Areas =	13.330	ac.
5.	**Total =**	**23.680**	

B. PROPOSED improvements:

Construcion of a commercial self storage facility

DESIGN CRITERIA:

A. WATER QUALITY CRITERIA:

1. If a wet detention system, then whichever is the greater of the following:
   a. The first inch of runoff from the entire project site.
   b. The amount of 2.5 inches times the percent impervious for the project site.
2. If a dry detention system, then 75% of the volume required for the wet detention system.
3. If a retention system, then 50% of the volume required.
4. If the property is zoned "Commercial", at least 0.5 inches of retention or dry detention pre-treatment will be required.
5. Any detention system shall be designed to discharge no more than 0.5 inches of the detained volume per day.

B. WATER QUANTITY CRITERIA:

1. DESIGN EVENTS AND RAINFALL AMOUNTS:

a. Design Event for Minimum Road Elevation:

Frequency:	5	year
Duration:	1	day
Amount:	7.00	inches

b. Design Event for Minimum Discharge Elevation:

Frequency:	10	year
Duration:	3	day
Amount:	11.00	inches

c. Design Event for Minimum Finish Floor Elevation:

Frequency:	100	year
Duration:	3	day
Amount:	16.00	inches

2. ADDITIONAL DESIGN INFORMATION:

a.	Design Water / Control Elevation:	2.00	NAVD
b.	Drainage Basin / Canal Number:	C-14	

COMPUTATIONS:

A. WATER QUALITY COMPUTATIONS:

1. Compute the first inch of runoff from the entire developed project site:
   = 1.00 inch X 23.680 acres X (1 foot / 12 inches)
   = **1.973 ac-ft for the first inch of runoff**

2. Compute 2.5 inches times the percent impervious for the developed project site:
   a. Site area for water quality pervious / impervious calculations only:
      = Total Project - (Lake Area + Buildings)
      = 23.680 acres - (7.700 acres + 2.650 acres)
      = **13.330 acres of site area for water quality calculations**

   b. Impervious area for water quality pervious / impervious calculations only:
      = Site area for water quality - Pervious area
      = 13.330 acres - 0.000 acres
      = **13.330 acres of impervious area for water quality calculations**

   c. Percentage of impervious area for water quality:
      = Impervious area for water quality / Site area for water quality X 100%
      = 13.330 acres / 13.330 acres X 100%
      = **100.00 % Impervious**

   d. For 2.5 inches times the percentage of impervious area:
      = 2.5 inches X 100.00 %
      = **2.500 inches to be treated**

   e. Compute volume required for quality detention:
      = Inches to be treated X (Total Site Area - Lake Area)
      = 2.500 inches X (23.680 acres - 7.700 acres) X (1 foot / 12 inches)
      = **3.329 ac-ft required for detention storage**

3. The first inch of runoff from the entire developed site = 1.973 ac-ft
   2.5 inches times the percentage of impervious area = 3.329 ac-ft

   The volume of 3.329 ac-ft controls

4. If the project is zoned "Commercial" or if the project were discharging directly to a sensitive receiving body and is more than 40% impervious, 0.5 inches of dry detention pre-treatment must be provided:

   = 0.5 inches X (Total Site Area - Lake Area)
   = 0.5 inches X (23.680 acres - 7.700 acres) X (1 foot / 12 inches)
   = **0.666 ac-ft required for pre-treatment**

5. Compute credit for using one of the following systems:

   a. Wet detention volume to be provided:
      = Total required detention - Pre-treatment
      = 3.329 ac-ft - 0.666 ac-ft
      = **2.663 ac-ft of volume required for wet detention**

   b. Dry detention volume to be provided (75% of the total required detention volume):
      = Total required detention volume X 75%
      = 3.329 ac-ft X 75%
      = **2.497 ac-ft of volume required for dry detention**

   c. Dry retention volume to be provided (50% of the total required detention volume):
      = Total required detention volume X 50%
      = 3.329 ac-ft X 50%
      = **1.665 ac-ft of volume required for dry retention**

B. SUMMARY OF WATER QUALITY COMPUTATIONS:

Item:	Description:	Quantity:	
A.1	First inch of runoff from entire project site =	1.973	ac-ft
A.2	2.5 inches times percent impervious =	3.329	ac-ft
A.3	Volume to be treated =	3.329	ac-ft
A.4	Pre-treatment required for commercial site =	0.666	ac-ft
A.5.a	Wet detention volume required =	2.663	ac-ft
A.5.b	Dry detention volume required =	2.497	ac-ft
A.5.c	Dry retention volume required =	1.665	ac-ft
A.5.d	Exfiltration trench volume required =	3.329	ac-ft

C. STAGE ELEVATION INFORMATION:

Item:	Description:	S type	Area ac.	Low ft.	High ft.	I %	C %	Total Area %
1	WM Area	L	8.880	2.00	4.00	0	0	37.48
2	Parking Lot	L	12.160	4.50	8.00	100	95	51.33
3	Building	V	2.650	8.00	8.00	100	95	11.19
	Total:		**23.690**	**2.00**	**8.00**	**62.52**	**59.39**	**100.0**

* Abbreviations:
S = Storage; (V = Vertical Storage & L = Linear Storage)
I = Impervious
C = Compaction; (Use the following compaction factors: 0%, 50%, 100%)

D. SCS CURVE NUMBER AND SOIL STORAGE CALCULATIONS:

1. Soil Moisture Storage Table:

Existing Soil Type: 1 **COASTAL**

Depth to Water Table ft.	Cumulative Water Storage (Pre.-Dev.) in.	Compacted Water Storage (Post 50%) in.	Compacted Water Storage (Post 100%) in.
1	0.60	0.53	0.45
2	2.50	2.19	1.88
3	6.60	5.78	4.95
4	10.90	9.54	8.18

2. Available Soil Storage Calculation:

Item:	Description:	Elev. ft.	S in.	Area acres	Stored ac-in
1	WM Area	3.00	0.60	8.880	5.33
2	Parking Lot	6.25	8.18	0.000	0.00
3	Building	8.00	8.18	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
0	0	0.00	0.00	0.000	0.00
Total:		**3.00**	**16.95**	**8.880**	**5.33**

* Abbreviations: S = Soil Storage
P = Pervious

3. Moisture Storage Calculation (S):

= Available soil storage / Total Site Area
= 5.33 ac-in / 23.680 acres
= **0.23 inches**

4. SCS Curve Number Calculation (CN):

= 1000 / (S + 10)
= 1000 / (0.225 + 10)
= **98**

E. SURFACE STORAGE CALCULATIONS:

1. Stage vs. Storage Calculations:

		STORAGE (ac-ft)											
Stage ft.	Item:	1 ac-ft	2 ac-ft	3 ac-ft	4 ac-ft	5 ac-ft	6 ac-ft	7 ac-ft	8 ac-ft	9 ac-ft	10 ac-ft	T ac-ft	Total ac-ft
2.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.50		4.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	4.48
3.00		8.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	8.96
3.50		13.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	13.45
4.00		17.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	17.93
4.50		22.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	22.37
5.00		26.64	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	27.24
5.50		31.08	1.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	32.98
6.00		35.52	3.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	39.60
12.90		96.79	80.86	12.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	**190.81**
13.40		101.23	86.94	14.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	202.65
13.90		105.67	93.02	15.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	214.50
14.40		110.11	99.10	16.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	226.34
14.90		114.55	105.18	18.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	238.19
15.40		118.99	111.26	19.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	250.03
15.90		123.43	117.34	20.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	261.88
16.40		127.87	123.42	22.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	273.72
16.90		132.31	129.50	23.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	285.57
17.40		136.75	135.58	24.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	297.41
17.90		141.19	141.66	26.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	309.26

* Abbreviations: T = Exfiltration Trench

H. MINIMUM BUILDING FINISH FLOOR ELEVATION CALCULATIONS (ZERO DISCHARGE):

1. The rainfall amount for the 100-Year, 3-Day storm event:
   = **16.00 in.**

2. Compute inches of runoff, Q:
   = (P - (0.2 S)) ^2 / (P + (0.8 X S))
   = (16.00 in. - (0.2 X 0.23 in.)) ^2 / 16.00 in. + (0.8 X 0.23 in.))
   = **15.73 inches of runoff**

3. Compute volume of runoff:
   = (Inches of Runoff) X (Project Area)
   = 15.73 inches X 23.680 acres X (1 foot / 12 inches)
   = **31.05 ac-ft of storage required (zero discharge)**

4. From the stage vs storage curve, **31.05** ac-ft corresponds to elevation **5.33 NAVD**

I. MINIMUM DISCHARGE ELEVATION CALCULATIONS (ZERO DISCHARGE):

1. The rainfall amount for the 10-Year, 3-Day storm event:
   = **11.00 in.**

2. Compute inches of runoff, Q:
   = (P - (0.2 S)) ^2 / (P + (0.8 X S))
   = (11.00 in. - (0.2 X 0.23 in.)) ^2 / 11.00 in. + (0.8 X 0.23 in.))
   = **10.73 inches of runoff**

3. Compute volume of runoff:
   = (Inches of Runoff) X (Project Area)
   = 10.73 inches X 23.680 acres X (1 foot / 12 inches)
   = **21.18 ac-ft of storage required (zero discharge)**

4. From the stage vs storage curve, **21.18** ac-ft corresponds to elevation **4.37 NAVD**

I. MINIMUM ROAD CROWN ELEVATION CALCULATIONS (ZERO DISCHARGE):

1. The rainfall amount for the 5-Year, 1-Day storm event:
   = **7.00 in.**

2. Compute inches of runoff, Q:
   = (P - (0.2 S)) ^2 / (P + (0.8 X S))
   = (7.00 in. - (0.2 X 0.23 in.)) ^2 / 7.00 in. + (0.8 X 0.23 in.))
   = **6.74 inches of runoff**

3. Compute volume of runoff:
   = (Inches of Runoff) X (Project Area)
   = 6.74 inches X 23.680 acres X (1 foot / 12 inches)
   = **13.29 ac-ft of storage required (zero discharge)**

4. From the stage vs storage curve, **13.29** ac-ft corresponds to elevation **3.48 NAVD**

I. EXFILTRATION TRENCH CALCULATIONS:

1. Design Formula: L = (FS ((%WQ*V1) + V2)) / (K((H2*W) + (2*H2*Du) - (Du^2) + (2*H2*Ds)) + (1.39x10^4*W*Du))

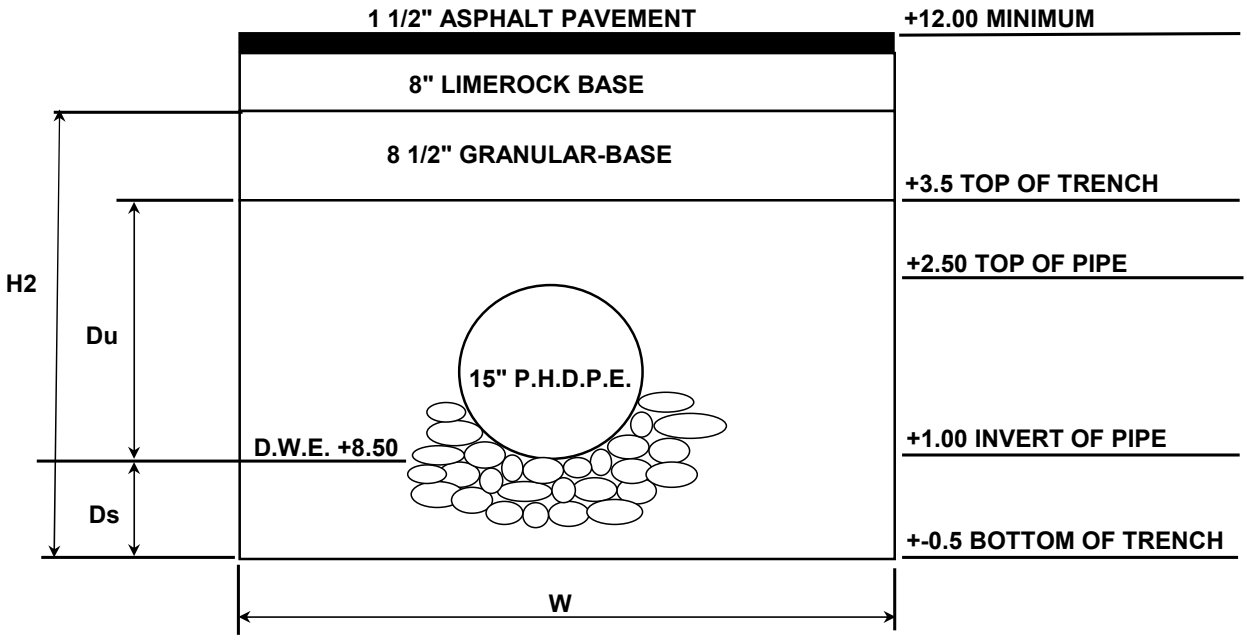
2. Design Information:

V1 = Exfiltrated Volume (Pre-treatment):	2.00	ac-in
V2 = Exfiltrated Volume (Additional Storage):	0.00	ac-in
W = Trench Width:	8.00	ft.
K = Hydraulic Conductivity:	3.30E-04	cfs/sq-ft per ft head
H2 = Depth of Water Table:	4.00	ft.
Du = Non-Saturated Trench Depth:	2.00	ft.
Ds = Saturated Trench Depth:	2.00	ft.

3. Exfiltration Trench Required: **182 ft.**

4. Exfiltration Trench Provided: **182 ft.**

5. Exfiltration Trench Storage Provided: **2.00 ac-in** or **0.17 ac-ft**



South Florida
Water Management District
Post Office Box V 3301 Gun Club Road
West Palm Beach Florida 33402
Telephone (305) 686-8800
Florida WATS Line 1-800-432-2045

John R. Wodraska, Executive Director

IN REPLY REFER TO:

May 6, 1985

Radice Construction Corporation
2601 East Oakland Park Blvd.,
Ft. Lauderdale, Fl 33306

RE: Modification of General Permit No. 06-00450-S,
(I-95 Cypress Hotel), S11/T49S/R42E

Gentlemen:

The December 7, 1984 request, submitted by Keith and Schnars, P.A., to modify the above referenced permit is hereby approved, subject to the Limiting and Special Conditions listed on pages 3 and 4 of the enclosed staff report.

Sincerely,

Charles W. Pemble

Charles W. Pemble, P.E. Director
Water Management Division
Resource Control Department

CWP/mr:
cc: DER
Ms. Nancy Roen
Keith And Schnars
Broward County Engineers
Broward County Dir., Water Mgmt., Div.,

Stanley W. Hole, Chairman - Naples
W. Bain F. Sadowski, Vice Chairman - Miami
J. Neil Gallagher, St. Cloud
Nathaniel P. Reed, Hobe Sound
Kathleen Shea Abrams, Miami Shores
John F. Flanigan, North Palm Beach
Elmer E. Powers, Indiantown
Kent Price, Okeechobee
Nancy H. Roen, Plantation

GENERAL PERMIT DUE BY:
April 16, 1985

SURFACE WATER MANAGEMENT

PERMIT MODIFICATION

PERMIT NUMBER: 06-00450-S

PROJECT NAME: I-95 Cypress Hotel

CITY: COUNTY: Broward S 11 T 49S R 42E

OWNER/DEVELOPER: Radice Construction Corporation

	TOTAL PROJECT		PREVIOUSLY PERMITTED		PRESENT PHASE	
TOTAL	23.69	ACRES	17.79	ACRES	5.9	ACRES
WATER MANAGEMENT	8.88	ACRES	8.88	ACRES	0	ACRES
IMPERVIOUS	14.8	ACRES	9.8	ACRES	5.0	ACRES
DWELLING	0	UNITS	0	UNITS	0	UNITS
COMMERCIAL/ INDUSTRIAL	341420	SQ. FT	310260	SQ. FT.	31160	SQ. FT.

SPECIAL DISTRICT: N/A

SFWMD BASIN: C-14 East

COMMENTS: Runoff from this 5.9-acre tract was included in the calculations used during original permit issuance. Building and parking lot elevations are in agreement with the original approval.

4-16-85

APPLICATION REVIEWER:		SUPERVISOR/CHECKER:
TECHNICAL:	M. Brady	J. Nichols
WATER QUALITY:	M. Cullum	J. Nichols
ENVIRONMENTAL:	C. Padera	C. Padera

The staff recommends that Permit Number 06-00450-S be modified for construction and operation subject to the following 12 Standard Limiting and 8 Special Conditions.

APPROVED:

DIVISION DIRECTOR: Charles W. Pemble DATE: 4-16-85

Charles W. Pemble, P.E.
Water Management Division
Resource Control Department

LIMITING CONDITIONS

1. THE PERMITTEE SHALL PROSECUTE THE WORK AUTHORIZED IN A MANNER SO AS TO MINIMIZE ANY ADVERSE IMPACT OF THE WORKS ON FISH, WILDLIFE, NATURAL ENVIRONMENTAL VALUES, AND WATER QUALITY. THE PERMITTEE SHALL INSTITUTE NECESSARY MEASURES DURING THE CONSTRUCTION PERIOD, INCLUDING FULL COMPACTION OF ANY FILL MATERIAL PLACED AROUND NEWLY INSTALLED STRUCTURES, TO REDUCE EROSION, TURBIDITY, NUTRIENT LOADING AND SEDIMENTATION IN THE RECEIVING WATERS.

2. WATER QUALITY DATA FOR THE WATER DISCHARGED FROM THE PERMITTEE'S PROPERTY OR INTO SURFACE WATERS OF THE STATE SHALL BE SUBMITTED TO THE DISTRICT AS REQUIRED. PARAMETERS TO BE MONITORED MAY INCLUDE THOSE LISTED IN CHAPTER 17-3. IF WATER QUALITY DATA IS REQUIRED, THE PERMITTEE SHALL PROVIDE DATA AS REQUIRED, ON VOLUMES OF WATER DISCHARGED, INCLUDING TOTAL VOLUME DISCHARGED DURING THE DAYS OF SAMPLING AND TOTAL MONTHLY DISCHARGES FROM THE PROPERTY OR INTO SURFACE WATERS OF THE STATE.

3. THE PERMITTEE SHALL COMPLY WITH ALL APPLICABLE LOCAL SUBDIVISION REGULATIONS AND OTHER LOCAL REQUIREMENTS. IN ADDITION THE PERMITTEE SHALL OBTAIN ALL NECESSARY FEDERAL, STATE, LOCAL AND SPECIAL DISTRICT AUTHORIZATIONS PRIOR TO THE START OF ANY CONSTRUCTION OR ALTERATION OF WORKS AUTHORIZED BY THIS PERMIT.

4. THE OPERATION PHASE OF THIS PERMIT SHALL NOT BECOME EFFECTIVE UNTIL A FLORIDA REGISTERED PROFESSIONAL ENGINEER CERTIFIES THAT ALL FACILITIES HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE DESIGN APPROVED BY THE DISTRICT. WITHIN 30 DAYS AFTER COMPLETION OF CONSTRUCTION OF THE SURFACE WATER MANAGEMENT SYSTEM, THE PERMITTEE SHALL SUBMIT THE CERTIFICATION AND NOTIFY THE DISTRICT THAT THE FACILITIES ARE READY FOR INSPECTION AND APPROVAL. UPON APPROVAL OF THE COMPLETED SURFACE WATER MANAGEMENT SYSTEM, THE PERMITTEE SHALL REQUEST TRANSFER OF THE PERMIT TO THE RESPONSIBLE ENTITY APPROVED BY THE DISTRICT.

5. ALL ROADS SHALL BE SET AT OR ABOVE ELEVATIONS REQUIRED BY THE APPLICABLE LOCAL GOVERNMENT FLOOD CRITERIA.

6. ALL BUILDING FLOORS SHALL BE SET AT OR ABOVE ELEVATIONS ACCEPTABLE TO THE APPLICABLE LOCAL GOVERNMENT.

7. OFF-SITE DISCHARGES DURING CONSTRUCTION AND DEVELOPMENT SHALL BE MADE ONLY THROUGH THE FACILITIES AUTHORIZED BY THIS PERMIT. NO ROADWAY OR BUILDING CONSTRUCTION SHALL COMMENCE ON-SITE UNTIL COMPLETION OF THE PERMITTED DISCHARGE STRUCTURE AND DETENTION AREAS. WATER DISCHARGED FROM THE PROJECT SHALL BE THROUGH STRUCTURES HAVING A MECHANISM SUITABLE FOR REGULATING UPSTREAM WATER STAGES. STAGES MAY BE SUBJECT TO OPERATING SCHEDULES SATISFACTORY TO THE DISTRICT.

8. NO CONSTRUCTION AUTHORIZED HEREIN SHALL COMMENCE UNTIL A RESPONSIBLE ENTITY ACCEPTABLE TO THE DISTRICT HAS BEEN ESTABLISHED AND HAS AGREED TO OPERATE AND MAINTAIN THE SYSTEM. THE ENTITY MUST BE PROVIDED WITH SUFFICIENT OWNERSHIP SO THAT IT HAS CONTROL OVER ALL WATER MANAGEMENT FACILITIES AUTHORIZED HEREIN. UPON RECEIPT OF WRITTEN EVIDENCE OF THE SATISFACTION OF THIS CONDITION, THE DISTRICT WILL ISSUE AN AUTHORIZATION TO COMMENCE CONSTRUCTION.

9. THE PERMIT DOES NOT CONVEY TO THE PERMITTEE ANY PROPERTY RIGHT NOR ANY RIGHTS OR PRIVILEGES OTHER THAN THOSE SPECIFIED IN THE PERMIT AND CHAPTER 40E-4, FAC.

10. THE PERMITTEE SHALL HOLD AND SAVE THE DISTRICT HARMLESS FROM ANY AND ALL DAMAGES, CLAIMS, OR LIABILITIES WHICH MAY ARISE BY REASON OF THE CONSTRUCTION, OPERATION, MAINTENANCE OR USE OF ANY FACILITY AUTHORIZED BY THE PERMIT.

11. THIS PERMIT IS ISSUED BASED ON THE APPLICANT'S SUBMITTED INFORMATION WHICH REASONABLY DEMONSTRATES THAT ADVERSE OFF-SITE WATER RESOURCE RELATED IMPACTS WILL NOT BE CAUSED BY THE COMPLETED PERMIT ACTIVITY. IT IS ALSO THE RESPONSIBILITY OF THE PERMITTEE TO INSURE THAT ADVERSE OFF-SITE WATER RESOURCE RELATED IMPACTS DO NOT OCCUR DURING CONSTRUCTION.

12. PRIOR TO DEWATERING, PLANS SHALL BE SUBMITTED TO THE DISTRICT FOR APPROVAL. INFORMATION SHALL INCLUDE AS A MINIMUM: PUMP SIZES, LOCATIONS AND HOURS OF OPERATION FOR EACH PUMP. IF OFF-SITE DISCHARGE IS PROPOSED, OR OFF-SITE ADVERSE IMPACTS ARE EVIDENT, AN INDIVIDUAL WATER USE PERMIT MAY BE REQUIRED. THE PERMITTEE IS CAUTIONED THAT SEVERAL MONTHS MAY BE REQUIRED FOR CONSIDERATION OF THE WATER USE PERMIT APPLICATION.

SPECIAL CONDITIONS

1. MINIMUM BUILDING FLOOR ELEVATION 9.5 FEET NGVD.

2. MINIMUM ROAD CROWN ELEVATION 6.0 FEET NGVD.

3. DISCHARGE FACILITIES: (Existing) 1-4.0' WIDE WEIR WITH A CREST AT ELEVATION 5.0' NGVD; 1-31 DEGREE V-NOTCH BLEEDER WITH A CREST AT ELEVATION 3.5' NGVD, AND 33 LF OF 42" DIAMETER RCP CULVERT DISCHARGING TO THE C-14 CANAL.

   RECEIVING WATER: C-14 Canal

   CONTROL ELEVATION: 3.5 FEET NGVD.

4. MEASURES SHALL BE TAKEN DURING CONSTRUCTION TO INSURE THAT SEDIMENTATION AND/OR TURBIDITY PROBLEMS ARE NOT CREATED IN THE RECEIVING WATER.

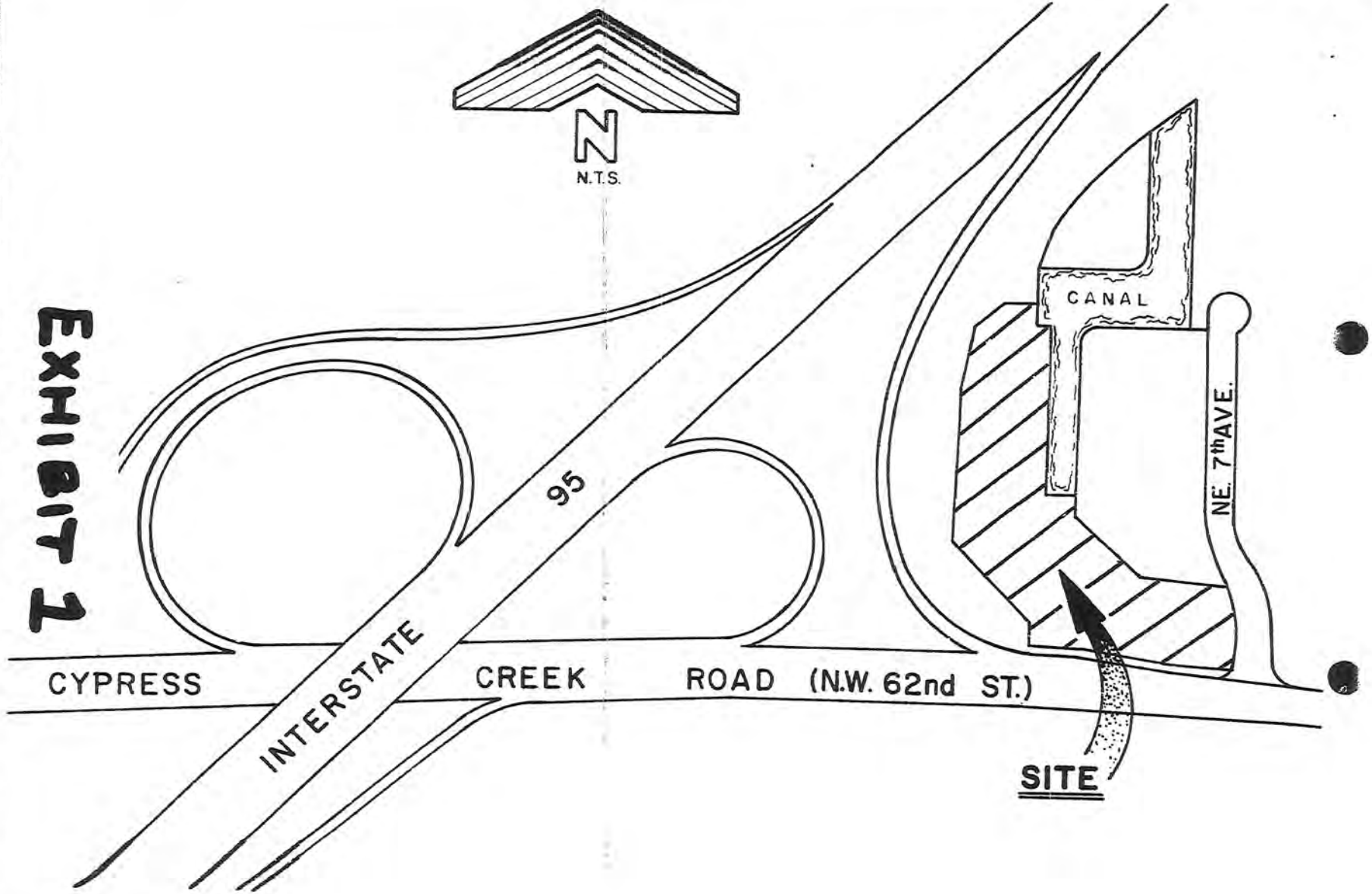
5. THE PERMITTEE SHALL BE RESPONSIBLE FOR THE CORRECTION OF ANY WATER QUALITY PROBLEMS THAT RESULT FROM THE CONSTRUCTION OR OPERATION OF THE SURFACE WATER MANAGEMENT SYSTEM.

6. THE DISTRICT RESERVES THE RIGHT TO REQUIRE THAT WATER QUALITY TREATMENT METHODS BE INCORPORATED INTO THE DRAINAGE SYSTEM IF SUCH MEASURES ARE SHOWN TO BE NECESSARY.

7. OPERATION OF THE SURFACE WATER MANAGEMENT SYSTEM SHALL BE THE RESPONSIBILITY OF RADICE CORPORATE CENTER, INC.

8. PAVING, GRADING AND DRAINAGE PLANS FOR THE RECREATION AREA SHALL BE SUBMITTED TO THE DISTRICT FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION OF THE RECREATION AREA.

EXHIBIT 1


N
N.T.S.
CANAL
NE. 7th AVE.
95
INTERSTATE
CYPRESS CREEK ROAD (N.W. 62nd ST.)
SITE

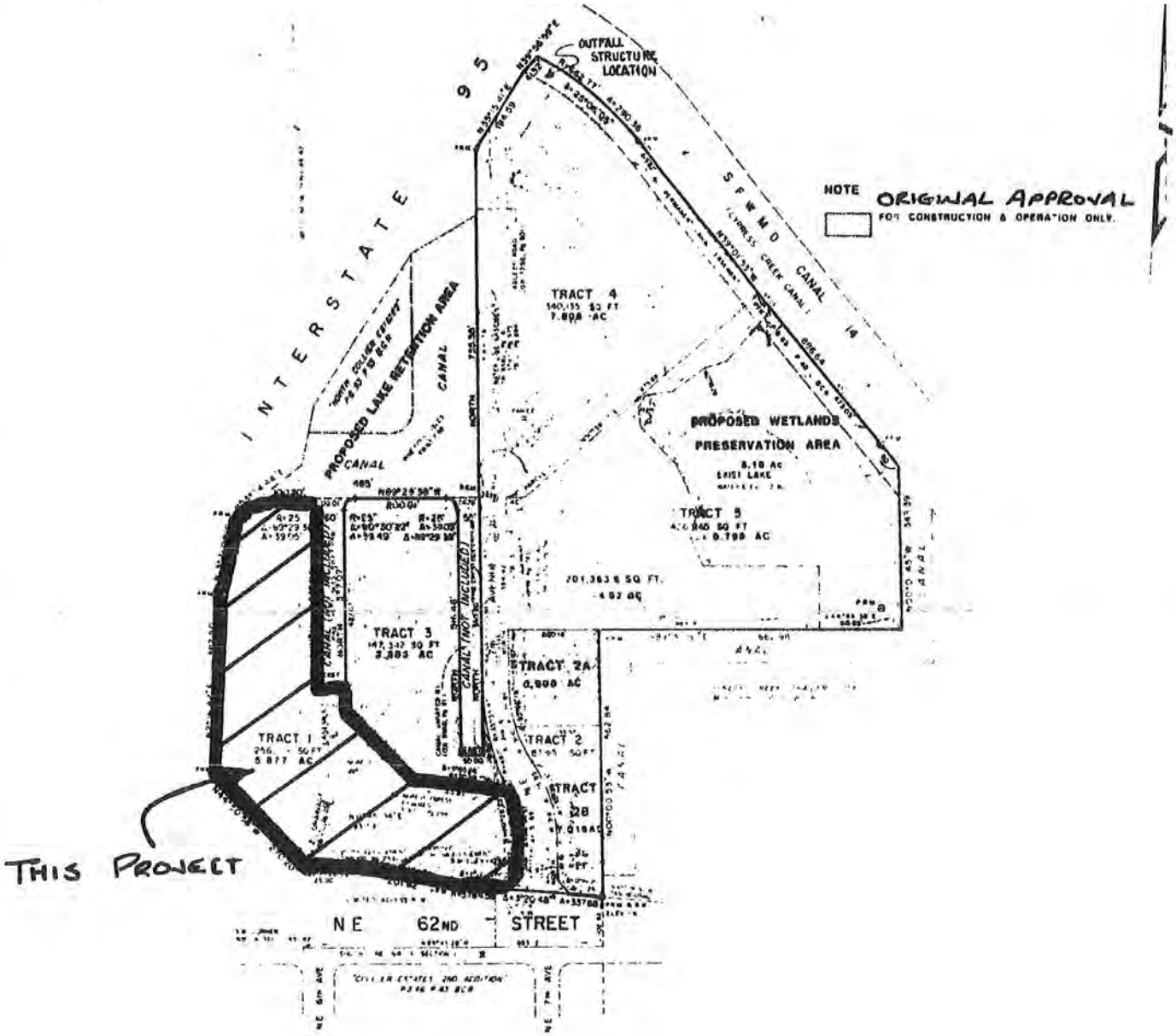

INTERSTATE 95
OUTFALL STRUCTURE LOCATION
SFWMD CANAL 14
CYPRESS CREEK CANAL
NOTE
ORIGINAL APPROVAL
FOR CONSTRUCTION & OPERATION ONLY.
PROPOSED LAKE RETENTION AREA
CANAL
TRACT 4
PROPOSED WETLANDS PRESERVATION AREA
TRACT 5
TRACT 3
TRACT 2A
TRACT 2
TRACT 1
TRACT 2B
CANAL (NOT INCLUDED)
THIS PROJECT
NE 62ND STREET
NE 6th AVE
NE 7th AVE

EXHIBIT 2

I-95 CYPRESS HOTEL COMPLEX

Broward County Florida

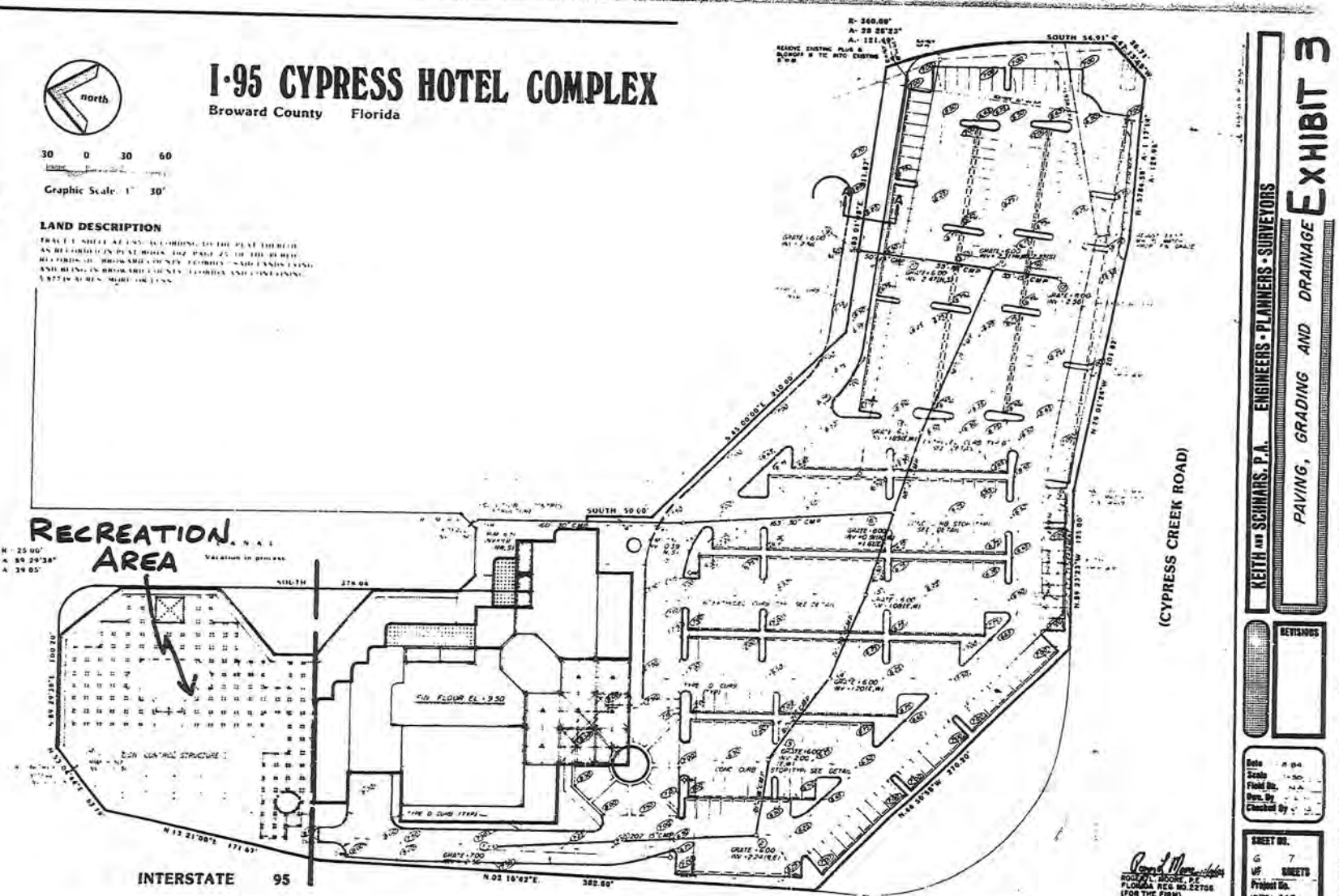
north

30 0 30 60

Graphic Scale 1" = 30'

LAND DESCRIPTION

TRACT 1, SHEET ACCESS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 102, PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, AND LYING AND BEING IN BROWARD COUNTY, FLORIDA AND CONTAINING 5.8774 ACRES, MORE OR LESS.



KEITH and SCHNARS, P.A. ENGINEERS • PLANNERS • SURVEYORS

PAVING, GRADING AND DRAINAGE

EXHIBIT 3

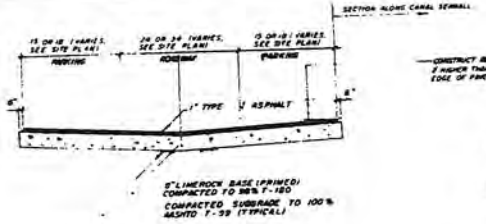
REVISIONS

Date 8-84
Scale 1"=30'
Field Bk. N.A.
Des. By
Checked By

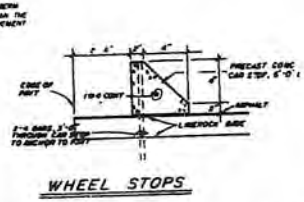
SHEET NO. G 7
OF SHEETS
Project No. 10706.34C

ROGER L. MOORE, P.E.
FLORIDA REG. NO. 22705
(FOR THE FIRM)

EXHIBIT 4



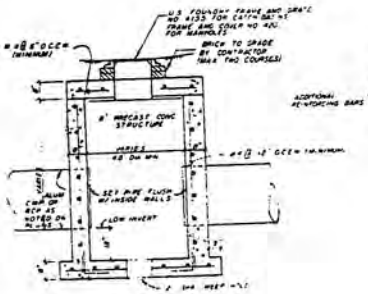
TYPICAL PARKING SECTION



WHEEL STOPS



EXTRUDED CURB



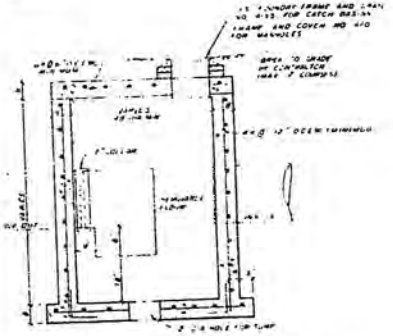
TYPICAL CATCH BASIN



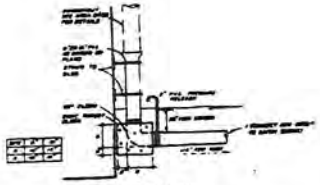
SECTION "A-A"



TYPE "D" CURB



POLLUTION CONTROL STRUCTURE



ROOF DRAIN DETAIL

ROGER E. MOORE, P.E.
FLORIDA REG NO 22796
(FOR THE FIRM)

I-95 CYPRESS HOTEL COMPLEX

PAVING, GRADING & DETAIL SHEET

KEITH and SCHNARS, P.A.
ENGINEERS - PLANNERS - SURVEYORS

STAFF REPORT DISTRIBUTION LIST

PROJECT I-95 Cypress Hotel

MODIFICATION NUMBER 06-00450-S

INTERNAL DISTRIBUTION

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X L. Wedderburn
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R. Fanson
X J. Nichols
R. Tomasello
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X Inspection
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Mr. William E. Sadowski
Mr. Timer E. Powers
Mr. Nathaniel P. Reed
Mr. John F. Flanigan
Dr. Kathleen Abrams
Mr. Stanley W. Hole
Mr. Kent Price

X Applicant: Radice Construction Corporation

X Applicant's Consultant: Keith and Schnars, P.A.

Applicant's Agent:

X Engineer, County of Broward

EXTERNAL DISTRIBUTION CONTINUED

Engineer, City of_____
Local Drainage District:

BUILDING AND ZONING

Boca Raton
Boynton Beach
Royal Palm Beach
Tequesta
West Palm Beach

COUNTY

X Broward -Water Mgmt Division
Collier -Agricultural Agent
Dade -DERM
Lee -Long Range Planning
-Mosquito Control
Martin -Planning and Zoning
Palm Beach-Building Department
-Area Planning Board
-School Plant Planning
Polk -Water Resources Dept.

Fred Vidzes, Big Cypress Basin
Kissimmee River Coordinating Council

Other:

EXHIBIT 5

The School Board of Broward County, Florida

SCHOOL CONSISTENCY REVIEW REPORT

LAND USE
SBBC-2853-2020
County No: TBD
Aura Cypress Creek

August 9, 2022

Growth Management
Facility Planning and Real Estate Department
600 SE 3rd Avenue, 8th Floor
Fort Lauderdale, Florida 33301
Tel: (754) 321-2177 Fax: (754) 321-2179
www.browardschools.com

SCHOOL CONSISTENCY REVIEW REPORT - LAND USE

PROJECT INFORMATION	IMPACT OF PROPOSED CHANGE			PROPERTY INFORMATION	
Date: August 9, 2022	Units Permitted	170	Units Proposed 340	**Existing Land Use:**	Medium-High (25)
Name: Aura Cypress Creek	NET CHANGE (UNITS):		170	**Proposed Land Use:**	Irregular Residential
SBBC Project Number: SBBC-2853-2020	**Students**	**Permitted**	**Proposed** **NET CHANGE**	**Current Zoning**	R-6
County Project Number: TBD	Elem	4	3 -1	**Proposed Zoning:**	TBD
Municipality Project Number: TBD	Mid	3	5 2	**Section:**	33
Owner/Developer: PFL IVV, LLC - Trinsic Residential	High	7	2 -5	**Township:**	49
Jurisdiction: Ft. Lauderdale	Total	14	10 -4	**Range:**	42

SHORT RANGE - 5-YEAR IMPACT

Currently Assigned Schools	Gross Capacity	LOS* Capacity	Benchmark** Enrollment	Over/Under LOS	Classroom Equivalent Needed to Meet LOS	% of LOS*** Capacity
North Andrews Gardens Elementa	921	921	783	-138	0	85.0%
Rickards, James S. Middle	1,704	1,704	816	-888	-18	47.9%
Northeast High	2,376	2,536	1,587	-949	-37	62.6%

Currently Assigned Schools	Adjusted Benchmark	Over/Under LOS-Adj. Benchmark Enrollment	% LOS Capacity Adjusted Benchmark	Projected Enrollment 22/23	23/24	24/25	25/26	26/27
North Andrews Gardens Elementa	783	-138	85.0%	767	771	775	769	773
Rickards, James S. Middle	820	-312	48.1%	877	923	897	902	862
Northeast High	1,596	-940	62.9%	1,600	1,491	1,490	1,489	1,488

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code.
A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml. The annual benchmark enrollment is used to apply individual charter school enrollment impacts against school facility review processes.
* This number already represents the higher of 100% gross capacity or 110% permanent capacity. ** The first Monday following Labor Day. *** Greater than 100% represents above the adopted Level Of Service (LOS)
INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

* See comments for additional Impacted Planning Area information

LONG RANGE - TEN-YEAR IMPACT

Impacted Planning Area	School District's Planning Area Data			Aggregate Projected Enrollment				
	Aggregate School Capacity	Aggregate Enrollment	Aggregate Over/(Under) Enrollment	26/27	27/28	28/29	29/30	30/31
Area 3 - Elementary	12,298	9,149	-3,151	8,556	8,496	8,416	8,338	8,258
Area 3 - Middle	4,633	3,596	-1,022	3,497	3,508	3,459	3,410	3,361
Area 3 - High	7,312	5,422	-1,945	5,136	4,975	4,916	4,857	4,798

* See comments for additional Impacted Planning Area information

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2021-22 Contract Permanent Capacity	2021-22 Benchmark** Enrollment	Over/(Under)	Projected Enrollment		
				22/23	23/24	24/25
Innovation Charter School	580	451	-129	**451**	**451**	**451**

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code.
A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml. The annual benchmark school enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

**The first Monday following Labor Day
INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

* See comments for additional Impacted Planning Area information

PLANNED AND FUNDED CAPACITY ADDITION IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 1 - 5)

School(s)	Description of Capacity Additions
North Andrews Gardens Elementa	There are no capacity additions scheduled in the ADEFP that would increase the reflected FISH capacity of the school.
Rickards, James S. Middle	There are no capacity additions scheduled in the ADEFP that would increase the reflected FISH capacity of the school.
Northeast High	24-classroom addition shown in the ADEFP is part of concurrent replacement of old building and will not increase the reflected FISH capacity of the school.

PLANNED CAPACITY ADDITION IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 6 - 10)

Capacity Additions for Planning Area 3

School Level	Comments
Elementary	None
Middle	None
High	None

INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

* See comments for additional Impacted Planning Area information

Comments

Information contained in the application indicates that the approximately 6.8-acre site is generally located north of Cypress Creek Road between I-95 and NE 7th Avenue in the City of Fort Lauderdale. The current land use designation for the site is Medium-High (25) Residential, which allows 170 mid-rise (all 2 or more bedroom) residential units. Currently allowed units generates 14 students (4 elementary, 3 middle, and 7 high). The applicant proposes to change the land use designation to Irregular Residential (50) and Commerce to allow 340 high-rise units, which are anticipated to generate 10 students (3 elementary, 5 middle, and 2 high). As such, the land use change as proposed will result in 1 less elementary and 5 less high school students but 2 more middle school students into Broward County Public Schools.

This application was reviewed based on its location in the School District's Long Range Seven Planning Areas, and Ten-Year Long Range Plan contained in the Adopted District Educational Facilities Plan (DEFP). However, the statistical data regarding the Level of Service (LOS) standard status of the actual schools impacted by this land use application in the initial five years of the ten-year period is depicted herein for informational purposes only.

Schools serving the amendment site in the 2021-22 school year are North Andrews Gardens Elementary, James Rickards Middle, and Northeast High. Based on the District's Public School Concurrency Planning Document, all the schools are operating below the adopted LOS of the higher of 100% gross capacities or 110% permanent capacities in the 2021-22 school year. Incorporating the cumulative students anticipated from approved and vested developments anticipated to be built within the next three years (2021-23 – 2023-24), all the schools are expected to operate below the adopted LOS of the higher of 100% gross capacities or 110% permanent capacities through the 2023-24 school year. It should be noted that the school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment and the permanent capacity additions that are planned for the schools within the first three years of the Five-Year Adopted DEFP, FY 2021-22 – 2025-26. In addition, to ensure maximum utilization of the impacted Concurrency Service Areas, the Board may utilize other options such as school boundary changes to accommodate students generated from developments in the County. Charter school located within a two-mile radius of the subject site in the 2021-22 school year is depicted herein.

Capital Improvements scheduled in the long-range section (2026-27 to 2030-31) of the currently Adopted DEFP Fiscal Years 2021-22 – 2025-26 regarding pertinent impacted schools are depicted above. Based on the School District's Seven Long Range Planning Areas, the amendment site is located within School District Planning Area "3" and the elementary, middle, and high schools currently serving Planning Area "3" and their cumulative student enrollments, cumulative capacities, and pertinent student enrollment projections are depicted herein.Therefore, Planning Area "3" is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area.

Please be advised that if approved, the units from this project will be subject to a public school concurrency review at the plat, site plan (or functional equivalent) phase of development review, whichever comes first.

The School Board of Broward County, Florida

SCHOOL CONSISTENCY REVIEW REPORT

PROJECT NUMBER: SBBC-2853-2020

August 9, 2022

Date

Reviewed By:



Signature

Mohammed Rasheduzzaman, AICP

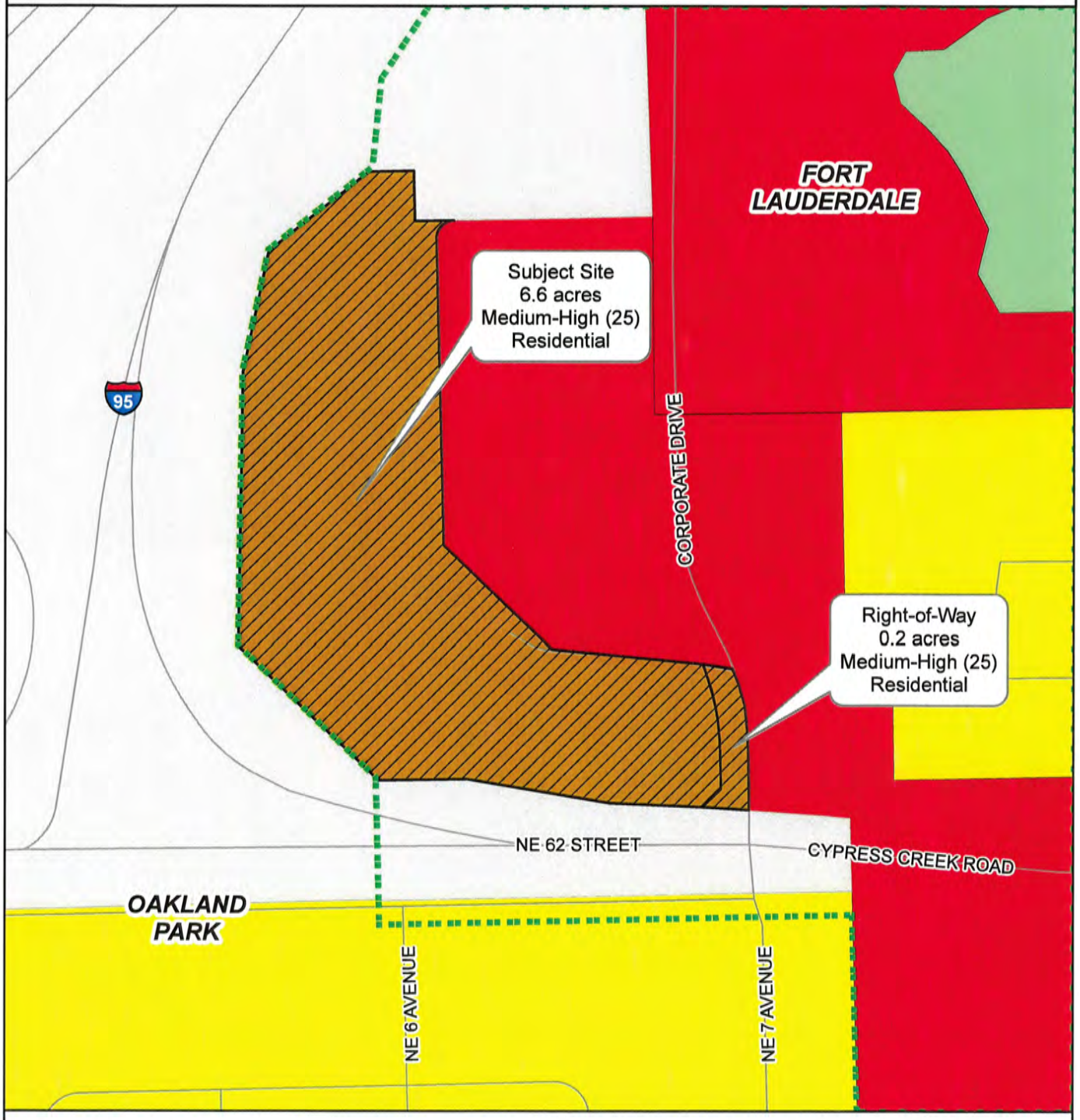
Name

Planner

Title

* See comments for additional Impacted Planning Area information

Broward County Land Use Plan
Acreage and Land Use Confirmation



Subject Site
Municipal Boundary
Low (5) Residential
Medium-High (25) Residential
Commerce
Recreation and Open Space
Transportation

Total Gross Acres = 6.8

AD 22-005 Kerr Fort Lauderdale
Acreage Determination

200 100 0 200 Feet

N

Jeffrey Modarelli, City Clerk
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301

Re: Permitting for property located at 400 Corporate Drive, identified with folio numbers 494211240070 and 494211240010, located in the City of Fort Lauderdale Fl 33334 ("Property")

Dear City Clerk:

We hereby authorize Lochrie & Chakas, P.A., Leigh Kerr & Associates and Trinsic Acquisition Company LLC its representatives, affiliates and/or consultants to act as agents in connection with land use plan amendment, rezoning and site plan approvals for the Property noted above.

Sincerely,

PFL VII LLC

By: _____

Printed Name: JAMES A. PROCACCIANTI

Title: MANAGER

Date: 7/7/2022

STATE OF Rhode Island
COUNTY OF Providence

The foregoing instrument was acknowledged before me, by means of (check one): ___ physical presence or ✓ online notarization, this 7th day of July, 2022, by JAMES A. PROCACCIANTI, who is the MANAGER of PFL VII LLC, who is personally known to me or who has produced RI DL as identification.

RON M. HADAR
MY COMM. EXPIRES 12-28-2023
NOTARY PUBLIC
Commission # 758648
STATE OF RHODE ISLAND

_____
Notary Public

RON M. HADAR
Typed, printed or stamped name of Notary Public

My Commission Expires: 12/28/2023

Public Works Department • Water and Wastewater Services
WATER AND WASTEWATER ENGINEERING DIVISION
2555 West Copans Road • Pompano Beach Florida 33069
PHONE: 954-831-0745 • FAX: 954 831-0798/0925

November 3, 2022

Kelly Ray
Leigh Robinson Kerr & Associates, Inc.
808 East Las Olas Boulevard, Suite 104
Fort Lauderdale, Florida 33301

RE: AURA CYPRESS CREEK LAND USE PLAN AMENDMENT

Dear Ms. Kelly Ray:

We concur with your Water and Wastewater Analysis as per in your original letter dated October 10, 2022, and latest modification document dated October 31, 2022.

Sincerely,

Mario Manrique, E.I.

File: Rezoning and Land Use Plan Amendments

Leigh Robinson Kerr
& Associates, Inc.
Member, American Institute of Certified Planners

October 10, 2022

Via E-mail: mmanrique@broward.org

Mario Manrique
Planner
Broward County Water & Wastewater Services
2555 Copans Road
Pompano Beach, FL 33069

Re: "Aura Cypress Creek" Land Use Plan Amendment – Water & Wastewater Analysis

Mr. Manrique:

My office is preparing an application for a land use plan amendment (LUPA) for a property in the City of Fort Lauderdale and within Broward County's water and wastewater service area. As part of our analysis, we are required to evaluate the impacts of the proposed amendment and confirm the effect on water and wastewater.

I have attached a copy of the analysis we have prepared and a site location map. I would appreciate your review of the materials and a written response concerning the accuracy of this information. If you could provide that information, it would be greatly appreciated.

If you should have any questions or require additional information, do not hesitate to contact me.

Thank you for your assistance in this matter.

Sincerely,

Kelly Ray
Planner

Enclosures

• Planning • Zoning • Land Use • Expert Testimony •
808 East Las Olas Boulevard, Suite 104, Fort Lauderdale, Florida 33301
Phone (954) 467-6308 Fax (954) 467-6309
lkerr808@bellsouth.net • www.LeighRobinsonKerr.com
Established 1985

A. POTABLE WATER ANALYSIS

1. Provide the potable water level of service per the adopted and certified local land use plan, including the adoption date of the 10 Year Water Supply Facilities Plan.

The site is served by Broward County District 1. The level of service for District 1 is 96 gpcd as stated in table WS13 of the Broward County Water Supply Facilities Work Plan adopted April 21, 2020.

2. Identify the facilities serving the service area in which the amendment is located including current plant capacity, current and committed demand on the plant and SFWMD permitted withdrawal, including expiration date of SFWMD permit. Identify the wellfield serving the service area in which the amendment is located including permitted withdrawal and expiration date the permit.

8.36 MGD

PLANT CAPACITY & DEMAND – POTABLE WATER Broward County District 1 Water Treatment Plant	
Current Plant Capacity	16.00 MGD
Current + Committed Plant Demand	8.08 MGD [1]
SFWMD Permitted Withdrawal	52.55 MGD [2]
Expiration Date of SFWMD Permit	2028
Source: [1] Broward County 2020 Water Supply Plan Table WS-14 (2025)	WWS data

The District 1 wellfield is in the area surrounding the WTP and is comprised of nine Biscayne Aquifer wells, all of which are currently in service. The total design capacity of the wellfield is approximately 23.5 MGD.

BCWWS was issued a SFWMD CUP (No. 06-00146-W) in April 2008 for a 20-year permit duration to withdraw water from the Biscayne Aquifer and Floridan Aquifer. The permit allocates an annual withdrawal from the Biscayne Aquifer of 3,664 million gallons (MG) with a maximum month of 333 MG and an annual withdrawal from the Floridan Aquifer of 1,410 MG with a maximum month of 128 MG. The 2025 demand is 8.08 MGD and the 2040 projected demand is 9.14 MGD.

3. Identify the net impact on potable water demand, based on adopted level of service resulting from the proposed amendment. Provide calculations, including anticipated demand per s.f.* or d.u.

The net impact on potable water demand is identified in the table below. Demands are generated from potable water standards outlined in the Broward County's Guidelines *for Determining Ability to Provide Potable Water and Wastewater Service*.

POTABLE WATER IMPACT (Provider: Broward County)			
CURRENT FUTURE LAND USE	**DENSITY/ INTENSITY**		
Medium High 25 Residential (Multi-Family)	170 DUs	x 141 GPD/DU	**= 23,970 GPD**
PROPOSED FUTURE LAND USE: MIXED USE (60)			
Mixed Use (60) consisting of:			
Residential (Multi-Family)	340 DUs	x 141 GPD/DU	= 47,940 GPD
Hotel	300 Rooms	x 94 GPD/Room	= 28,200 GPD
Commercial Uses Ancillary to Hotel (Existing):			
Restaurant	9,500 sf	X 356 GPD/1000 sf	= 3,382 GPD
Merchandising (GiftShop, Meeting Space)	22,521 sf	X 37 GPD/1000 sf	= 834 GPD
Commercial Uses Proposed:	2,979 sf	X 356 GPD/1000 sf	= 1,061 GPD
Restaurant	3,000 sf	X 37 GPD/1000 sf	= 111 GPD
Merchandising			
		subtotal	**= 81,528 GPD**
		CHANGE IN DEMAND	**+ 57,558 GPD**

Source: Broward County Guidelines for Determining Ability to Provide Potable Water and Wastewater Service

4. Identify the projected capacity and demand for the short and long range planning horizons as identified within the adopted comprehensive plan - provide demand projections and information regarding planned wellfield and planned plant capacity expansions including year, funding sources and other relevant information. If additional wellfields are planned, provide status including the status of any permit applications.

The below table identifies the projected capacity and demand for the short and long range planning horizons as identified within the adopted comprehensive plan, demand projections and information regarding planned wellfield and planned plant capacity expansions including year, and funding sources.

PROJECTED POTABLE WATER DEMAND AND CAPACITY		
	2025	**2040**
Projected Plant Design	16 MGD	16 MGD
Projected Plant Demand[1]	8.08 MGD	9.14 MGD
Planned Expansions: None		
Source: Broward County 2020 Water Supply Plan Table WS14		

5. Correspondence from potable water provider verifying the information submitted as part of the application on items 1-4 above. Correspondence must contain name, position and contact information of party providing verification.

See Exhibit I: and below:

Name: Mario Manrique
Position Planner
Agency: Broward County Water & Wastewater Services
Ph: 954-831-0968 Email: mmanrique@broward.org
Address: 2555 Copans Rd, Pompano Beach, FL 33069

B. SANITARY SEWER ANALYSIS

1. Identify whether the amendment site or a portion is currently and/or proposed to be serviced by septic tanks.

The site is not proposed to be served by septic tanks.

2. Provide the sanitary sewer level of service per the adopted and certified local land use plan.

Broward County's Level of Service Standard is as described in Table WM-26. Regional Wellfield Base Condition Water Use and Large User's Allocations are not anticipated to change over the planning horizon.

Table WM-26: Regional Wellfield Base Condition Water Use and Large User's Allocations

	NORTH REGIONAL WELLFIELD		SOUTH REGIONAL WELLFIELD			
Description	BCWWS WTP 2 (MGD)	Deerfield Beach (MGD)	Hallandale Beach (MGD)	Hollywood (MGD)	Dania Beach (MGD)	FPL (MGD)
Current Permitted (Avg. Day-Max. Day)	Avg. Day 7.4 MGD Max. Day 8.9 MGD		Avg. Day 14.2 MGD Max. Day 22.4 MGD			
Large User Allocation (Avg. Day)[2]	6.8	0.6	4.4	5.9	1.7	2.0
Large User Allocation (Max. Day)[2]	8.1	0.8	5.3	7.1	2.0	2.4
Total for Large Users (Avg. Day-Max. Day)	Avg. Day 7.4 MGD Max. Day 8.9 MGD		Avg. Day 14.0 MGD Max. Day 16.8 MGD			

1 Based on current CUP allocations under permits 06-01634-W and 06-01474-W.
2 Based on current large user CUP demand projections and large user agreements.

3. Identify the sanitary sewer facilities serving the amendment site including the current plant capacity, current plus committed demand on plant capacity, and planned plant capacity.

68.4 + 3.84= 72.24 MGD

SANITARY SEWER FACILITIES Broward County North Regional Wastewater Tr	
Plant Capacity	95.00 MGD
Current + Committed Demand	66.2 + 3.52 = 69.72 MGD
Planned Plant Capacity	95.00
Planned Expansions	None. Projections indicate sufficient capacity
Source: Broward County Wastewater Treatment Plant Floe Calculations	

4. Identify the net impact on sanitary sewer demand resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot* or dwelling unit.

The below table identifies the net impact on sanitary sewer demands resulting from the proposed amendment. Demands are generated from sanitary sewer standards outlined in the Broward County's Guidelines *for Determining Ability to Provide Potable Water and Wastewater Service*.

SANITARY SEWER IMPACT (Provider: Broward County)			
CURRENT FUTURE LAND USE	**DENSITY/ INTENSITY**		
Medium High 25 Residential (Multi-Family)	170 DUs	x 100 GPD/DU	**= 17,000 GPD**
PROPOSED FUTURE LAND USE: MIXED USE (60)			
Mixed Use (60) consisting of:			
Residential (Multi-Family)	340 DUs	x 100 GPD/DU	= 34,000 GPD
Hotel	300 Rooms	x 77 GPD/Room	= 23,100 GPD
Commercial Uses Ancillary to Hotel (Existing):			
Restaurant	9,500 sf	X 290 GPD/1000 sf	= 2,755 GPD
Merchandising (GiftShop, Meeting Space)	22,521 sf	X 30 GPD/1000 sf	= 676 GPD
Commercial Uses Proposed:			
Restaurant	2,979 sf	X 290 GPD/1000 sf	= 864 GPD
Merchandising	3,000 sf	X 30 GPD/1000 sf	= 90 GPD
		subtotal	**= 61,485 GPD**
		CHANGE IN DEMAND	**+ 44,485 GPD**

Source: Broward County Guidelines for Determining Ability to Provide Potable Water and Wastewater Service

5. Identify the projected plant capacity and demand for the short and long range planning horizons as identified within the local government's adopted comprehensive plan. Provide demand projections and information regarding planned plant capacity expansions including year, identified funding sources and other relevant information.

PROJECTED PLANT CAPACITY & DEMAND – SANITARY SEWER Broward County North Regional Wastewater Treatment Plant		
	2020	**2025**
Projected Plant Capacity	95.0 MGD	95.0 MGD
Planned Plant Expansions	None. Projections indicate sufficient capacity	
Funding Sources	N/A	

6. Correspondence from sewer provider verifying information submitted as part of the application on items 1-4. Correspondence must contain name, position and contact information of party providing verification.

See <u>Exhibit I:</u> and below:

Name: Mario Manrique
Position Planner
Agency: Broward County Water & Wastewater Services
Ph: 954-831-0968 Email: mmanrique@broward.org
Address: 2555 Copans Rd, Pompano Beach, FL 33069



AURA CYPRESS CREEK

Land Use Plan Amendment

Subject Property

CityBoundaries

1 inch = 750 feet

Leigh Robinson Kerr & Associates, Inc.
808 East Las Olas Boulevard
Suite 104
Fort Lauderdale, FL 33301
Ph: 954-467-6308
E: Lkerr808@bellsouth.net

ARTICLE XXX. HOTEL R-6 DISTRICT

Sec. 39-531. Uses permitted.

No building or structure, or part thereof, shall be erected, altered or used, or land or water used, in whole or in part, for other than one (1) or more of the following specified uses:

(1) Any use permitted in an R-5 district, subject to the limitations, requirements and procedure prescribed for such use. (Amend. Zoning Regs., § 28.1, 7-17-73)

Sec. 39-532. Size of plot.

Every plot shall be not less than one hundred (100) feet in width and ten thousand (10,000) square feet in area, provided that a plot consisting of a single lot of record on the effective date of this chapter not less than fifty (50) feet in width may be utilized for a one-family dwelling. (Amend. Zoning Regs., § 28.2, 7-17-73)

Sec. 39-533. Height.

No building or structure, or part thereof, shall be erected or altered to a height exceeding fifteen (15) stories or one hundred fifty (150) feet, provided that where any portion of a building or structure is utilized for a medical or dental office or clinic, such use shall not extend to a greater height than three (3) stories or thirty-five (35) feet. (Amend. Zoning Regs., § 28.3, 7-17-73)

Sec. 39-534. Plot coverage.

The combined area occupied by all main and accessory buildings and structures shall not exceed the per cent given in the following table for various heights of buildings:

Height	*Per cent*
One story	55
Two story	55
Three story	50
Four story	50

Five story	45
Six story	45
Seven story	40
Eight story	40
Nine story	40
Ten story	40
Eleven story	40
Twelve story	40
Thirteen story	40
Fourteen story	40
Fifteen story	40

(Amend. Zoning Regs., § 28.4, 7-17-73)

Sec. 39-535. Plot area per room.

Every plot used for dwelling purposes shall provide a plot area per room of not less than the following:

Size of dwelling unit	*Square feet of plot area*
One room	450
Two rooms	275
Three rooms	200
Four rooms	175
Each additional room	150

(Amend. Zoning Regs., § 28.5, 7-17-73)

Sec. 39-536. Front yard.

Every plot shall have a front yard not less than twenty-five (25) feet in depth, provided that where the building exceeds one hundred (100) feet in height, the depth of the front yard shall be increased by two and one-half (2½) feet for each ten (10) feet, or major fraction thereof, by which the height of the building exceeds one hundred (100) feet. A greater depth of front yard shall be provided where required under Article V, yard space districts. (Amend. Zoning Regs., § 28.6, 7-17-73)

Sec. 39-537. Side yards.

(a) *One-family or two-family dwellings.* Every plot used for a one-family dwelling or two-family dwelling shall provide side yards as specified in section 39-404.

(b) *Other permitted uses.* Every plot utilized for any other use permitted in an R-6 district shall provide a side yard on each side, each of which shall be at least (10) feet in width, provided that the above required width of side yard shall be increased by two (2) feet for each ten (10) feet, or major fraction thereof, by which the height of the building exceeds twenty-two (22) feet.

(c) *Corner plots.* Upon corner plots there shall be a front yard as hereinbefore specified, and a side yard at least fifteen (15) feet in width, unless a greater width is required under subsection (b) above or under Article V, yard space districts. (Amend. Zoning Regs., § 28.7, 7-17-73)

Sec. 39-538. Rear yard.

Every plot shall have a rear yard not less than twenty (20) feet in depth, which shall be increased by two (2) feet for each ten (10) feet or major fraction thereof by which the height of the building exceeds forty-four (44) feet. (Amend. Zoning Regs., § 28.8, 7-17-73)

Sec. 39-539. Minimum floor area.

The minimum floor area of a one-family dwelling shall be six hundred (600) square feet, the minimum floor area of a dwelling unit in a two-family dwelling shall be four hundred (400) square feet, the minimum floor area of a dwelling unit in a multiple dwelling shall be four hundred (400) square feet and the minimum floor area of a rental sleeping room in a hotel, motel, lodging house, tourist home or similar use shall be one hundred fifty (150) square feet. (Amend. Zoning Regs., § 28.9, 7-17-73)

Secs. 39-540—39-549. Reserved.

ARTICLE XXXI. TRAILER PARK T-1 DISTRICT

Sec. 39-550. Purpose of district.

The T-1, mobile home park district, is intended to apply to areas to be used for the parking or placement of mobile

CITY OF FORT LAUDERDALE

DEPARTMENT OF SUSTAINABLE DEVELOPMENT • BUILDING SERVICES DIVISION

ADDRESS VERIFICATION

CONTACT: Devon Anderson
Phone: 954-828-5233
Email: DAnderson@fortlauderdale.gov

PROJECT ADDRESS: 200 CORPORATE DR

PREVIOUS ADDRESS: 400 CORPORATE DR #PKG (PARKING LOT)

NOTES: NEW MULTI-FAMILY BUILDING (TO BE BUILD ON CURRENT PARKING LOT SEPARATE FROM HOTEL @ 494211240010 - 400 CORPORATE DR)

ZONING: R-6

FOLIO #: 494211240070

LEGAL DESCRIPTION: SHELL AT I-95 102-25 B POR TR 1 DESC AS:BEG AT PI ON N R/W/L NE 62ND ST INTERSECT BY W R/W/L NE 7TH AVE, WLY 129.96, NW 201.82,W 125,NW 270.20,NE 116.87,E 301.70,SE 186.92,SE 211.87,SLY 121.49,S 54.91,SW 36.71 TO POB AKA:PARKING PARCEL

DRC #:

AUTHORIZED SIGNATURE:

DATE: 07/20/2022

OPINION OF TITLE

To: City of Fort Lauderdale, a Florida municipal corporation

With the understanding that this opinion of title ("**Opinion**") is furnished to City of Fort Lauderdale, a Florida municipal corporation ("**City**"), in connection with the submission of a site plan ("**Site Plan**") application for the real property hereinafter described, it is hereby certified that I have examined the ALTA Commitment for Title Insurance issued by First American Title Insurance Company, File No. 1002-353187A, having a Commitment Date of November 7, 2022 at 7:30 a.m. ("**Title Evidence**"), which covers all public records on file in Broward County, Florida through November 7, 2022 at 7:30 a.m., of the following described real property ("**Property**"):

See Exhibit "A" attached hereto and made a part hereof.

Based solely on the foregoing Title Evidence and assuming the accuracy of the information contained therein, I am of the opinion that on the last mentioned date, the fee simple title to the Property was vested in the following entity (the "**Property Owner**"):

PFL VII, LLC, a Delaware limited liability company

Subject to the following liens, encumbrances and other exceptions:

1. RECORDED MORTGAGES

(A) Mortgage executed by PFL VII, LLC, a Delaware limited liability company, in favor of Wachovia Bank, National Association, a national banking association, recorded on March 15, 2007, in Official Records Book 43751, Page 410; as assigned to Wells Fargo Bank, N.A., as trustee for the registered holders of COBALT CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2 by Assignment recorded on June 02, 2008, in Official Records Book 45411, Page 1467; as assigned to Bank of America, N.A., in its Capacity as Trustee for the Registered Holders of Cobalt CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2 by Assignment recorded on July 24, 2009 in Official Records Book 46403, Page 1186; as assigned to U.S. Bank National Association, in its Capacity as Trustee, Successor-In-Interest to Bank of America, N.A., in its Capacity as Trustee, Successor to Wells Fargo Bank, N.A., in its Capacity as Trustee, for the registered Holders of Cobalt CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2, as successor Trustee by Assignment recorded on August 02, 2013, in Official Records Book 50047, Page 1386; as modified by Modification Agreement, recorded on March 02, 2015 as Instrument No. 112842137; as assigned to Rockland Trust Company, a Massachusetts trust company, by Assignment recorded on April 04, 2019 as Instrument No. 115719878; and, as affected by Amended and Restated Mortgage and Security Agreement, recorded on April 04, 2019, as Instrument No. 115719880, all of the Public Records of Broward County ("County"), Florida.

(B) Assignment of Rents and Leases from PFL VII, LLC, a Delaware limited liability company, to Wachovia Bank, National Association, a national banking association recorded on March 15, 2007, in Official Records Book 43751, Page 486; as affected by Assignment of Assignment of Leases and Rents, recorded on June 02, 2008, in Official Records Book 45411, Page 1473; as affected by Assignment of Mortgage, Security Agreement and Fixture Filing and Assignment of Assignment of Leases and Rents,

recorded on July 24, 2009, in Book 46403, Page 1186; as affected by Assignment of Assignment of Leases and Rents, recorded on August 02, 2013, in Official Records Book 50047, Page 1389; and, as affected by Amended and Restated Collateral Assignment of Leases and Rents, recorded on April 04, 2019, as Instrument No. 115719881, all of the Public Records of the County.

(C) UCC-1 Financing Statement naming Wachovia Bank, National Association, as secured party and PFL VII, LLC, a Delaware limited liability company as debtor, recorded on April 04, 2007, in Official Records Book 43848, Page 1633, of the Public Records of the County.

(D) Commercial Code Financing Statement recorded on December 05, 2007 in Official Records Book 44871, Page 573, of the Public Records of the County, assigning interest of the secured party to Wells Fargo Bank, N.A., as trustee for the registered holders of COBALT CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2.

(E) Commercial Code Financing Statement recorded on July 24, 2009 in Official Records Book 46403, Page 1189, assigning interest of the secured party to Bank of America, N.A., in its Capacity as Trustee for the Registered Holders of Cobalt CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2 and Wells Fargo Bank, N.A., in its capacity as trustee for the registered holders of COBALT CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2; as affected by Continuation Statement, recorded on October 19, 2011 in Official Records Book 48251, Page 1163, of the Public Records of the County.

(F) Commercial Code Financing Statement, recorded on August 02, 2013, in Official Records Book 50047, Page 1392, of the Public Records of the County, assigning interest of the secured party to U.S. Bank National Association, in its Capacity as Trustee, Successor-In-Interest to Bank of America, N.A., in its Capacity as Trustee, Successor to Wells Fargo Bank, N.A., in its Capacity as Trustee, for the registered Holders of Cobalt CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2 and Bank of America, N.A., in its Capacity as Trustee for the Registered Holders of Cobalt CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2; as affected by Continuation Statement recorded on October 12, 2016 as Instrument No. 113979812 of the Public Records of the County.

(G) Commercial Code Financing Statement recorded on April 04, 2019 as Instrument No. 115719879, of the Public Records of the County, assigning interest of the secured party to Rockland Trust Company and U.S. Bank National Association, in its Capacity as Trustee, Successor-In-Interest to Bank of America, N.A., in its Capacity as Trustee, Successor to Wells Fargo Bank, N.A., in its Capacity as Trustee, for the registered Holders of Cobalt CMBS Commercial Mortgage Trust 2007-C2, Commercial Mortgage Pass-Through Certificates, Series 2007-C2.

(H) UCC-1 Financing Statement naming Rockland Trust Company as secured party and PFL VII, LLC as debtor, recorded on April 04, 2019, as Instrument No. 115719882, in the Public Records of the County.

(I) UCC-1 Financing Statement naming Rockland Trust Company as secured party and PFL VII, LLC as debtor, recorded on April 04, 2019, as Instrument No. 115719883 of the Public Records of the County.

2. RECORDED CONSTRUCTION LIENS, CONTRACT LIENS AND JUDGEMENTS

NONE

3. NOTICES OF COMMENCEMENT

(A) Notice of Commencement, recorded on January 24, 2022, as Instrument No. 117886687, of the Public Records of the County.

(B) Notice of Commencement, recorded on May 17, 2022, as Instrument No. 118150092, of the Public Records of the County.

(C) Notice of Commencement, recorded on May 25, 2022, as Instrument No. 118170073, of the Public Records of the County.

4. GENERAL EXCEPTIONS

(A) All taxes for the year in which this opinion is rendered, unless noted below that such taxes have been paid.

(B) Rights of persons other than the above owners who are in possession, including transient hotel guests.

(C) Facts, including without limitation, any encroachment, encumbrance, violation, variation or adverse circumstance that would be disclosed by an accurate and complete land survey of the Property.

(D) Any unrecorded labor, mechanics' or materialmen's' liens.

(E) Zoning and other restrictions imposed by governmental authority.

(F) Any dispute as to the boundaries caused by a change in the location of any water body within or adjacent to the land prior to Date of Policy, and any adverse claim to all or part of the land that is, at Date of Policy, or was previously under water.

(G) Any minerals or mineral rights leased, granted or retained by current or prior owners.

5. SPECIAL EXCEPTIONS

(A) Matters shown on the Plat of Shell at I-95, recorded in Plat Book 102, Page 25; as affected by Resolution recorded in Official Records Book 11678, Page 805; as affected by Agreement recorded in Official Records Book 12001, Page 673, all of the Public Records of the County.

(B) Easement granted from Shell Oil Company to Broward County, a political subdivision of the State of Florida, recorded in Official Records Book 8582, Page 18, of the Public Records of the County.

(C) Easement Agreement between Shell Oil Company, a Delaware corporation and Arthur S. Davis, individually and as Trustee, recorded in Official Records Book 8770, Page 294, of Official Records.

(D) Declaration of Covenants, Conditions and Restrictions, recorded in Official Records Book 10302, Page 521, of the Public Records of the County.

(E) Easement granted to Florida Power & Light Company, by instrument recorded in Official Records Book 11016, Page 255, of the Public Records of the County.

(F) Easement, granted from Irving Waltman, as Trustee to Broward County, Florida, recorded in Official Records Book 11640, Page 96, of the Public Records of the County.

(G) Declaration of Covenants, Conditions and Restrictions, recorded in Official Records Book 11826, Page 218; as affected by Amendment, recorded in Official Records Book 12646, Page 845; as affected by Second Amendment, recorded in Official Records Book 13394, Page 714; as affected by Certificate of Amendment to Articles of Incorporation of Radice Corporate Center Association, Inc., recorded as Instrument No. 118267298; as affected by Certificate of Amendment to the Amended and Restated Articles of Incorporation of Radice Corporate Center Association, Inc., recorded as Instrument No. 118379759, all of the Public Records of the County.

(H) Developer's Agreement between Broward County, a political subdivision of the State of Florida and Corporate Center Hotel, Inc., recorded in Official Records Book 12952, Page 302, of the Public Records of the County.

(I) Easement granted to Florida Power & Light Company, by instrument recorded in Official Records Book 13820, Page 524, of the Public Records of the County.

(J) Easement granted from Corporate Center Hotel, Inc. to Broward County, a political subdivision of the State of Florida, recorded in Official Records Book 13897, Page 554; as affected by Consent of Mortgagee, recorded in Official Records Book 13897, Page 544 of the Public Records of the County.

(K) Easement granted from Westin Cypress Creek to Selkirk Communications, Inc., a Florida corporation, recorded in Official Records Book 16556, Page 872; as affected by Hotel/Motel Cable Television Services Agreement, recorded in Official Records Book 16556, Page 875; as affected by Release and Correction of Easement and Service Agreements, recorded in Official Records Book 16890, Page 184, all of the Public Records of the County.

(L) Easement granted from Lauderdale Hotel Company, a corporation to Broward County, a political subdivision of the State of Florida, recorded in Official Records Book 27234, Page 568, of the Public Records of the County.

(M) Assignment and Assumption of Agreement between Global Tower Assets, LLC, a Delaware limited liability company and GTP Structures I, LLC, a Delaware limited liability company, recorded in Official Records Book 49332, Page 660; as affected by Assignment and Assumption of Rooftop License Agreement, recorded in Official Records Book 49907, Page 5, all of the Public Records of the County.

(N) On/Off Street Parking Agreement between City of Fort Lauderdale, a municipal corporation and PFL VII, LLC, a Delaware limited liability company, recorded as Instrument No. 118242938, of the Public Records of the County.

(O) Any claim that the title to the Property is subject to a trust or lien created under The Perishable Agricultural Commodities Act, 1930 (7 U.S.C. §§499a, et seq.) or the Packers and Stockyards Act (7 U.S.C. §§181 et seq.) or under similar state laws.

(P) Right of First Refusal executed by Marriott International, Inc., a Delaware corporation, as Optionor, and PFL VII, LLC, a Delaware limited liability company, as Optionee, recorded on May 10, 2019, as Instrument No. 115794576 of the Public Records of the County.

I, the undersigned, further certify that I am an attorney-at-law duly admitted to practice in the State of Florida and a member in good standing in the Florida Bar.

Respectfully submitted this 10th day of November, 2022.

SHUTTS & BOWEN LLP

By: _____

Sandra E. Krumbein Sadov, Esq.
Florida Bar No. 578894
200 E. Broward Blvd., Suite 2100
Fort Lauderdale, Florida 33301
Phone: (954) 847-3855

EXHIBIT "A"

Property

The Land referred to herein below is situated in the County of Broward, State of Florida, and is described as follows:

PARCEL 1:

ALL OF TRACT 1, SHELL AT I-95, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 102, AT PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

A PORTION OF THAT CANAL VACATED BY ORDINANCE RECORDED IN OFFICIAL RECORDS BOOK 12368, AT PAGE 909, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LYING WEST OF TRACT 3 AND EAST AND NORTH OF TRACT 1, OF SAID "SHELL AT I-95", SAID PORTION MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID TRACT 3, THENCE ALONG THE WEST BOUNDARY OF SAID TRACT 3, NORTH, FOR 50.00 FEET TO THE POINT OF BEGINNING; THENCE ALONG THE BOUNDARY COMMON TO SAID TRACT 1 AND SAID VACATED CANAL THE FOLLOWING FOUR (4) COURSES: WEST, 60.00 FEET; NORTH, 378.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 25.00 FEET; NORTHWESTERLY FOR 39.05 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89 DEGREES 29 MINUTES 38 SECONDS; AND TANGENT TO SAID CURVE NORTH 89 DEGREES 29 MINUTES 38 SECONDS WEST, 100.20 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE 95) AS SHOWN ON SAID PLAT OF SHELL AT I-95; THENCE ALONG SAID RIGHT-OF-WAY LINE, NORTH 53 DEGREES 04 MINUTES 44 SECONDS EAST, 115.18 FEET TO A POINT ON THE CENTERLINE OF SAID CANAL; THENCE ALONG SAID CENTERLINE, SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST, 63.52 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 22 SECONDS WEST, 70.00 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST, 55.22 FEET TO THE POINT OF CURVATURE OF A CURVE TANGENT TO THE LAST COURSE, CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 25.00 FEET, SAID POINT LYING ON THE WEST BOUNDARY OF SAID TRACT 3; THENCE ALONG SAID WEST BOUNDARY, SOUTHWESTERLY, 39.49 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90 DEGREES 30 MINUTES 22 SECONDS; THENCE SOUTH 377.07 FEET TO THE POINT OF BEGINNING.

DESCRIPTION FOR PARCEL AS A WHOLE:

BEGINNING AT A POINT IN THE CURVED NORTH RIGHT-OF-WAY LINE OF N.E. 62ND STREET WHERE THE SAME IS INTERSECTED BY THE WESTERLY RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; THENCE RUN WESTERLY 129.96 FEET WITH THE NORTH RIGHT-OF-WAY LINE OF N.E. 62ND STREET AND WITH A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 5,784.58 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 86 DEGREES 10 MINUTES 40 SECONDS WEST 129.96 FEET TO AN ANGLE POINT; THENCE RUN NORTH 79 DEGREES 01 MINUTES 29 SECONDS WEST 201.82 FEET TO AN ANGLE POINT; THENCE RUN NORTH 89 DEGREES 23 MINUTES 23 SECONDS WEST 125.00 FEET TO A POINT AT THE SOUTHEASTERLY END OF A RIGHT-OF-WAY CUTBACK FROM INTERSTATE 95; THENCE RUN NORTH 44 DEGREES 50 MINUTES 58 SECONDS WEST 270.20 FEET WITH SAID CUTBACK LINE TO A

POINT IN THE EAST RIGHT-OF-WAY LINE OF INTERSTATE 95, THENCE RUN THE FOLLOWING COURSES AND DISTANCES WITH SAID EASTERLY RIGHT-OF-WAY LINE INTERSTATE 95; NORTH 02 DEGREES 16 MINUTES 42 SECONDS EAST 382.50 FEET TO AN ANGLE POINT; NORTH 13 DEGREES 21 MINUTES 08 SECONDS EAST 171.67 FEET TO AN ANGLE POINT; NORTH 53 DEGREES 04 MINUTES 44 SECONDS EAST 177.97 FEET TO A POINT FOR CORNER; THENCE RUN SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST 63.52 FEET TO A POINT; THENCE RUN SOUTH 00 DEGREES 30 MINUTES 22 SECONDS WEST 70.00 FEET TO A POINT; THENCE RUN SOUTH 89 DEGREES 29 MINUTES 38 SECONDS EAST 55.22 FEET TO A POINT; THENCE RUN SOUTHWESTERLY 39.49 FEET WITH A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 45 DEGREES 15 MINUTES 11 SECONDS WEST 35.51 FEET TO A POINT; THENCE RUN SOUTH 427.07 FEET TO A POINT; THENCE RUN SOUTH 45 DEGREES 00 MINUTES 00 SECONDS EAST 210.00 FEET TO A POINT; THENCE RUN SOUTH 83 DEGREES 01 MINUTES 08 SECONDS EAST 211.87 FEET TO A POINT IN THE WEST RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; THENCE RUN THE FOLLOWING COURSES AND DISTANCES WITH THE WEST RIGHT-OF-WAY LINE OF N.E. 7TH AVENUE; SOUTHERLY 121.49 FEET WITH A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 340.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 10 DEGREES 14 MINUTES 12 SECONDS WEST 120.84 FEET TO A POINT; SOUTH 54.91 FEET TO A POINT; SOUTH 47 DEGREES 13 MINUTES 58 SECONDS WEST 36.71 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY EASEMENT AGREEMENT, BY AND BETWEEN SHELL OIL COMPANY, A DELAWARE CORPORATION AND ARTHUR S. DAVIS, INDIVIDUALLY AND AS TRUSTEE, FILED MARCH 6, 1980, RECORDED IN BOOK 8770, PAGE 294 OF OFFICIAL RECORDS, FOR INGRESS AND EGRESS, OVER, UNDER AND ACROSS THE LAND DESCRIBED AS FOLLOWS:

THE SOUTHERLY 15 FEET OF THE EASTERLY 211.87 FEET OF THE MOST SOUTHERLY BOUNDARY LINE OF TRACT 3, OF SHELL AT I-95, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 102, AT PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. SUBJECT TO THE TERMS, PROVISIONS AND CONDITIONS SET FORTH IN SAID INSTRUMENT.

PARCEL 3:

NON-EXCLUSIVE EASEMENTS FOR THE BENEFIT OF PARCEL 1 AS CREATED BY DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS OF RADICE CORPORATE CENTER, BY RADICE CORPORATE CENTER, INC., A FLORIDA CORPORATION, FILED JULY 3, 1984, RECORDED IN BOOK 11826, PAGE 218 OF OFFICIAL RECORDS; AS AFFECTED BY THAT AMENDMENT, FILED JUNE 28, 1985, RECORDED IN BOOK 12646, PAGE 845 OF OFFICIAL RECORDS; AS AFFECTED BY THAT SECOND AMENDMENT, FILED MAY 13, 1986, RECORDED IN BOOK 13394, PAGE 714 OF OFFICIAL RECORDS, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

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Marty Kiar Broward County Property Appraiser Florida



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Parcel Information

Parcel Id:	494211240070
Owner:	PFL VII LLC
Situs Address:	CORPORATE DR FORT LAUDERDALE FL 33334
Legal:	SHELL AT I-95 102-25 B POR TR 1 DESC AS:BEG AT PI ON N R/W/L NE 62ND ST INTERSECT BY W R/W/L NE 7TH AVE, WLY 129.96, NW 201.82,W 125,NW 270.20,NE 116.87,E 301.70,SE 186.92,SE
Millage Code:	0312
Use Code:	28
Land Value:	$ 3,109,880
Building Value:	$ 260,000
Other Value:	0
Total Value:	$ 3,369,880
SOH Capped Value:	$ 3,369,880
Homestead Exempt. Amt:	$ 0
WVD Exempt. Amt:	$ 0
Other Exempt. Amt:	$ 0
Taxable Value:	$ 3,369,880
Sale Date 1:	

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Marty Kiar Broward County Property Appraiser Florida



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Parcel Information

Parcel Id:	494211240010
Owner:	PFL VII LLC
Situs Address:	400 CORPORATE DR FORT LAUDERDALE FL 33334
Legal:	SHELL AT I-95 102-25 B POR TR 1 TOG WITH PT OF VACATED CANAL LYING W OF TR 3 & E & N OF TR 1 DESC AS: BEG SW COR TR 3,SE 23.08,W 301.70,NE 265.63,NE 171.67,NE 177.97,E 63.52,S 70,E
Millage Code:	0312
Use Code:	39
Land Value:	$ 2,652,300
Building Value:	$ 20,977,820
Other Value:	0
Total Value:	$ 23,630,120
SOH Capped Value:	$ 23,630,120
Homestead Exempt. Amt:	$ 0
WVD Exempt. Amt:	$ 0
Other Exempt. Amt:	$ 0
Taxable Value:	$ 23,630,120
Sale Date 1:	03/12/2007