CITY COMMISSION (CC)
General Application

Cover: Deadline, Notes, and Fees
Page 1: Applicant Information Sheet, Required Documentation & Mail Notice Requirements
Page 2: Sign Notification Requirements & Affidavit

DEADLINE: City Commission submittal deadlines are set by the City Clerk and vary by type of application. Contact project planner to determine deadline prior to submittal of complete application.

FEES: All applications for development permits are established by the City Commission, as set forth by resolution and amended from time to time. In addition to the application fee, any additional costs incurred by the City including review by a consultant on behalf of the City, or special advertising costs shall be paid by the applicant. Any additional costs, which are unknown at the time of application, but are later incurred by the City, shall be paid by the applicant prior to the issuance of a development permit.

☐ **Innovative Development (ID)**	**$ 2,640.00**
☐ **Site Plan Level IV**	**$ 950.00**
☐ **Site Plan Level II in DRAC/SRAC-SA** (Downtown Regional Activity Center / South Regional Activity Center-South Andrews)	**$ 1,920.00**
☐ **Plat / Plat Note Amendment**	**$ 540.00** (includes $90 Final-DRC Fee)
☐ **Easement Vacation**	**$ 560.00** (includes $90 Final-DRC Fee)
☐ **ROW Vacation**	**$ 830.00** (includes $100 Final-DRC Fee)
☐ **Rezoning** (In addition to above site plan fee)	**$ 910.00** (includes $110 Final-DRC Fee)
☐ **Appeal and/or DeNovo Hearing**	**$ 1,180.00**
☐ **Site Plan Deferral**	**$ 490.00**
☐ **City Commission Request for Review**	**$ 800.00**
☐ **City Commission General Review**	**$ 89.00 / Hr.***

*The above fee is calculated at a rate of $89.00 per hour. Generally thes applications take no more than 3 hours total to review ($267.00), however any additional time required by staff will be charged prior to the City Commission meeting.

Page 1: City Commission Submittal Requirements

INSTRUCTIONS: The following information is requested pursuant to the City's Unified Land Development Regulations (ULDR). The application must be filled out accurately and completely. Please print or type and answer all questions. Indicate N/A if does not apply.

NOTE: To be filled out by Department

Case Number	
Date of complete submittal	

NOTE: To be filled out by Applicant

Property Owner's Name	Multiple Property Owners (See Attached List)	
Applicant / Agent's Name	Florentina Hutt, AICP, Keith and Associates, Inc.	
Development / Project Name	West Village	
Development / Project Address	**Existing:** 501 NW 7th Avenue	**New:** 501 NW 7th Avenue
Current Land Use Designation	NW Regional Activity Center	
Proposed Land Use Designation	NW Regional Activity Center	
Current Zoning Designation	NWRAC-MUw	
Proposed Zoning Designation	NWRAC-MUw	
Specific Request	N/A	

The following number of Plans:

- ❑ One (1) original signed-off set, signed and sealed at 24" x 36"
- ❑ Two (2) copy sets at 11" x 17"
- ❑ One (1) electronic version* of complete application and plans in PDF format to include only the following:
  - ❑ Cover page
  - ❑ Survey
  - ❑ Site plan with data table
  - ❑ Ground floor plan
  - ❑ Parking garage plan
  - ❑ Typical floor plan for multi-level structure
  - ❑ Roof plan
  - ❑ Building elevations
  - ❑ Landscape plan
  - ❑ Project renderings i.e. context plan, street-level perspectives, oblique perspectives, shadow study, etc.
  - ❑ Important details i.e. wall, fence, lighting, etc.

*All electronic files provided should include the name followed by case number "Cover Page Case no.pdf"

MAIL NOTIFICATION

Mail notice is required for City Commission hearing of a Rezoning of Less than Ten Acres and of an Appeal of ROW Vacation. Notice shall be in the form provided by the Department and mailed on the date the application is accepted by the Department. The names and addresses of homeowner associations shall be those on file with the City Clerk. Rezoning of Less Than Ten Acres hearing notice must be mailed within 30 days of the hearing and Appeal of ROW Vacation hearing notice within 10 days of hearing.

- **REQUIREMENT**: Mail notice of development proposal shall be provided to real property owners within 300 feet of applicant's property, as listed in the most recent ad valorem tax records of Broward County.
- **TAX MAP**: Applicant shall provide a tax map of all property within the required notification radius, with each property clearly shown and delineated. Each property within the notice area must be numbered (by Folio ID) on the map to cross-reference with property owners notice list.
- **PROPERTY OWNERS NOTICE LIST**: Applicant shall provide a property owners notice list with the names, property control numbers (Folio ID) and complete addresses for all property owners within the required notification radius. The list shall also include all homeowners associations, condominium associations, municipalities and counties noticed, as indicated on the tax roll.
- **ENVELOPES**: The applicant shall provide business size (#10) envelopes with first class postage attached (stamps only, metered mail will not be accepted). Envelopes must be addressed to all property owners within the required notification radius, and mailing addresses must be typed or labeled; no handwritten addresses will be accepted. Indicate the following as the return address on all envelopes: City of Fort Lauderdale, Urban Design & Planning, 700 NW 19th Avenue, Fort Lauderdale, FL 33311.
- **DISTRIBUTION**: The City of Fort Lauderdale, Urban Design & Planning Division will mail all notices prior to the public hearing meeting date, as outlined in Section 47-27.

August 2, 2019

Mr. Anthony Fajardo, Director
Department of Sustainable Development
City of Fort Lauderdale
700 NW 19th Avenue
Fort Lauderdale, FL 33311

Dear Mr. Fajardo,

On behalf of the property owners, Keith and Associates, Inc, is submitting a City Commission application to request additional height for a mixed-use development on the property located at the intersection of NW 6th Street (Sistrunk Blvd.) and NW 7th Avenue (Avenue of the Arts). The property is zoned North West Regional Activity Center-Mixed Use west (NWRAC-MUw) and RMM-25 - Residential Multifamily Mid Rise/ Medium High Density with an underlying future land use of NW Regional Activity Center. The portion of the property zoned RMM-25 is undergoing a rezoning approval process to NWRAC-MUw zoning district. The developer is proposing a mixed-use development that includes 455 residential units and 17,752 square feet commercial use.

The following are the associated applications submitted to the City for review:

1. Site Plan Level III for Anointed by Christ Church received Final DRC approval on May 15, 2019.
2. DRT Application for West Village Site Plan submitted on March 15, 2019.
3. Rezoning Application received recommendation of approval at June 19, 2019 PZB meeting.
4. ROW Vacation Application received recommendation of approval at June 19, 2019 PZB meeting.

The West Village is a mixed-use community designed to be a catalyst in the rebirth of the Sistrunk neighborhood. The vision for this area, as established in the NWRAC-MUw Design Standards and Zoning Regulations, is to promote a mix of uses along the Sistrunk Corridor. The proposed development offers a mix of uses intended to serve the nearby neighborhood and promote a vibrant and thriving residential, business and shopping area. The project supports the long-term future vision of the NWRAC-MU district of promoting and enhancing the existing commercial and residential character of the main corridors of the NWRAC by providing a wide range of employment, shopping, services, cultural and residential opportunities through allowing a mix of residential and non-residential uses. The Northwest Regional Activity Center is experiencing

rapid redevelopment and there is a recognized need for permanent supportive housing in Fort Lauderdale. The proposed use of residential apartments and commercial/retail is suitable to the mixed-use character of the area. Providing employment, shopping, services, cultural and residential opportunities further promote the goals, objectives and policies of the City of Fort Lauderdale.

The full-block development builds out the urban street wall fabric while offering a variety of pedestrian experiences. The articulated facades, mini pocket art plazas, deeply carved reveals and varying building entrances create a dynamic streetscape and pedestrian interaction. The intersection of Sistrunk and NW 7th Avenue integrates a multi-story public plaza space that marks the gateway to the Sistrunk neighborhood. The plan envisions commercial spaces to activate the sidewalk and plaza. The intersection of NW 5th Street and NW 7th Avenue anchors the south end of the block with retail and residential entrances. NW 5th Street and the NW 7th Terrace corridors are lined with walk-up units that anchor the pedestrian scale to the surrounding single-family homes. The interior courtyards were designed with controlled entrance locations and openings from the street, offering glimpses into the interior spaces and creating a sense of porosity thru the block.

The request to the City Commission is to approve an increase in height to 65 Feet pursuant to ULDR Section 47-13.52. B 4 *Performance standards and criteria for additional height bonus*. The proposed mixed-use development meets these criteria as follows:

B. Performance standards and criteria for additional height bonus.

1. The purpose of Affordable Housing height incentive is to maintain a balanced community that provides housing for people of all income levels and to ensure the opportunity of affordable housing for employees of businesses that are located or will be located in the community.

Response: The definitions as stated in Sec. 47.13.52.B.1 are acknowledged. The proposed development incorporates a mix of residential units, designed for all income levels, that include market rate units and affordable housing units as defined in Sec. 47-13.52. - NWRAC-MU special regulations.

2. Any development requesting additional height pursuant to section 47.13.52.B above shall include at least ten percent (10%) of all units in a development as affordable housing.

Response: The project contains 455 units, of which 46 (10%) will be affordable and 409 will be market rate.

3. Application and Affordable Housing Development Plan.

a. For all developments in which affordable housing is required to be provided or in which the applicant proposes to include affordable housing, the applicant shall complete and file an application on a form required by the City with the Department of Sustainable Development ("DSD"), Urban Design & Planning Division ("UD&P"). The application shall require, and the applicant shall provide, among other things, general information on the

nature and the scope of the development as the City may determine is necessary to properly evaluate the proposed development.

Response: The Applicant will file the appropriate application to the Department of Sustainable Development.

b. As part of the application required under subsection 2 above, the applicant shall provide to the City an affordable housing development plan. The plan shall be subject to approval by the DSD/UD&P Division and shall be incorporated into the affordable housing development agreement pursuant to subsection d. below. The affordable housing development plan shall contain, at a minimum, the following information concerning the development:

i. A general description of the development, including whether the development will contain units for rent or for sale;

Response: West Village is a mixed-use development comprised of approximately 455 rental units and 17,752 square feet of retail space. The design of the project envisions two courtyard structures at the north and south end of the block, with a central building for parking.

ii. The total number of market-rate units and affordable housing units;

Response: The project contains 455 units, of which 46 will be affordable and 409 will be market rate.

iii. The number of bedrooms in each market-rate unit and each affordable unit;

Response: See table below.

iv. The square footage of each market-rate unit and of each affordable unit measured from the interior walls of the unit and including air-conditioned and non-air-conditioned areas;

Response: See table below.

Unit Type	SF Range	Market Rate	Affordable	Total
STUDIO	487 - 570	77	9	86
1 BED	454 - 866	254	28	282
2 BED	774 - 881	64	7	71
TOWNHOUSE	1,282 - 1,754	14	2	16

* The affordable housing unit mix is estimative. Refer to Affordable Housing Development Order for detailed information.

v. The location in the development of each market-rate and affordable housing unit;

Response: The affordable units will be scattered throughout the project and not specifically designated but will be allocated in the same ratio of studios, one and two bedrooms as the overall project mix.

vi. If construction of dwelling units is to be phased, a phasing plan stating the number of market-rate and affordable housing units in each phase;

Response: The project will be phased, with the north building containing 254 units comprising Phase 1 and the south building comprising 201 units as Phase 2. Affordable units will be 26 in Phase 1 and 20 in Phase 2, with units located throughout the project in the same proportion as the overall unit mix.

vii. The estimated sale price or monthly rent of each market-rate unit and each affordable housing unit;

Response: The developer is in the process of establishing monthly rent rates.

viii. Documentation and plans regarding the exterior appearances, materials, and finishes of the affordable housing development and each of its individual units; and

Response: The project will be a concrete block building, with stucco and architectural panels (both metal and cementitious) accenting the façade. Perforated metal panels will be included on the garage façade. (See attached Plans)

ix. A proposed marketing plan to promote the sale or rental of the affordable units within the development to eligible households.

Response: The developer will coordinate marketing of the affordable units through with NW CRA and UDP in Sustainable Development Department, to ensure a community focused effort to provide living opportunities.

c. Criteria for Location, Integration, Character of Affordable Housing Units:

An affordable housing development shall comply with the following criteria:

i Affordable housing units in an affordable housing development shall be mixed with, and not clustered together or segregated in any way from market-rate units.

Response: The affordable units will be scattered throughout the project and not specifically designated but will be allocated in the same ratio of studios, one and two bedrooms as the overall project mix.

ii. If the affordable housing development plan contains a phasing plan, the phasing plan shall provide for the development of affordable housing units concurrently with the market-rate units. No phasing plan shall provide that the affordable housing units built are the last units in an affordable housing development.

Response: The project will be phased, with the north building containing 254 units comprising Phase 1 and the south building comprising 201 units as Phase 2. Affordable units will be 26 in Phase 1 and 20 in Phase 2, with units located throughout the project in the same proportion as the overall unit mix.

iii. The exterior appearance of affordable housing units in an affordable housing development shall be made similar to market-rate units by the provision of exterior building materials and finishes substantially the same in type and quality.

Response: The affordable units will be scattered throughout the project and the exterior treatment of the facades of both affordable and market rate units are equally treated with quality materials.

d. Affordable Housing Development Agreement.

Response: The Applicant is in the process of entering into an affordable housing development agreement with the City.

e. Enforcement of Affordable Housing Development Agreement; Affordability Controls.

Response: Acknowledged.

4. Additional Height Criteria:

a. In addition to the performance standards outlined herein, the following additional criteria shall apply:

b. 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;

Response: The property is zoned North West Regional Activity Center-Mixed Use west (NWRAC-MUw) with an underlying future land use of NW Regional Activity Center. The developer is proposing a mixed-use development that includes 455 residential units and 17,752 square feet commercial use. The surrounding areas include commercial uses along Sistrunk Corridor, framed by residential uses to the north and south of the corridor. The vision for this area, as established in the NWRAC-MUw Design Standards and Zoning Regulations, is to promote a mix of uses along the Sistrunk Corridor. The proposed development offers a mix of uses intended to serve the nearby neighborhood and promote a vibrant and thriving residential, business and shopping area. The project supports the long-term future vision of the NWRAC-MU district of promoting and enhancing the existing commercial and residential character of the main corridors of the NWRAC by providing a wide range of employment, shopping, services, cultural and residential opportunities through allowing a mix of residential and non-residential uses.

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,

The proposed development considered the transition to the adjacent commercial and residential uses, by providing a sensitive design solution and compatible uses to the nearby neighborhood. Ground floor retail spaces activate the north and east sides of the development to be in harmony with the commercial character of Sistrunk Boulevard and Avenue of the Arts.
Response: Walk-up residential units are being proposed to line the ground floor along NW 7th Terrace and NW 5th Street to provide adequate transition to the residential neighborhood. The design of the parking garage is well integrated in the overall design by proving lined residential units to screen the garage from the residential neighborhood along NW 7 Terrace and by activating the ground floor and providing an exceptional design solution at the higher floors along Avenue of the Arts. Overall, a well-thought design is being proposed to enhance the visual appearance of the site and improve the public space. Particular attention was given to the ground floor which is lined with active uses along both street sides and enhanced with large window coverage which allow for transparency and interaction with the public realm.

d. 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;

Response: The alley vacation has demonstrated compliance with the Code criteria and received recommendation of approval at June 19 PZB meeting. The closure of the alley will not negatively impact pedestrian traffic, since the current sidewalk circulation along Sistrunk Blvd. and NW 7th Avenue will be maintained and sidewalk along NW 5th Street and NW 7th Terrace will be added. The proposed development plans to enhance the pedestrian experience, per the intent of the design standards for projects located within the North West Regional Activity Center District. In addition, an east – west pedestrian connection is provided to improve pedestrian circulation on site.

5. Development that demonstrates substantial, significant and recognizable improvements and long-term beneficial effect to the community and city. Such as:

a. Preservation/adaptive-reuse of historically significant structures not otherwise protected;

Response: The site does not include historically significant structures.

b. 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: While we will not be pursuing an official LEED certification, we are implementing many of the criteria in the LEED Neighborhood Development Plan as follows:

The building design promotes walkable neighborhoods, urban sprawl reduction, heat island reduction, healthy indoor environments and water reduction.

I. Walkable Neighborhoods are created by a combination of mixed uses, open space/public activity centers, inviting facades, and bicycle transportation.

- **Mixed Use: The proposed development offers a mix of uses intended to serve the nearby neighborhood and promote a vibrant and thriving residential, business and shopping area essential to a walkable neighborhood.**
- **Open space/public activity centers: The proposed development gave special consideration to the quality of public space in and around the site. A significant portion of the site has been carved to allow for plazas intended to provide open space opportunities to serve the neighborhood. The plazas also provide a welcoming space that supports pedestrian access to the ground floor uses.**
- **Inviting facades: The development is designed with increased façade articulation and human scale elements, such as: large storefronts for visual connection to the street, porches that highlight the walk-up units, Juliet balconies, awnings, etc.**
- **Bicycle transportation: The development offers bicycle parking encouraging bicycle transportation throughout the neighborhood.**

II. Urban Sprawl Reduction is achieved through high urban core density, reduction of private vehicles, and public transportation

- **High Urban Core Density: The increase in height to 65ft allows the design to increased density necessary for an urban increment while maintaining publicly activated lowers levels.**
- **Reduction of Private Vehicles: A walkable neighborhood along with a reduced number of parking spaces, both contribute to the discouragement of private vehicles.**
- **Public Transportation: The design maintains the existing bus stop on Avenue of the Arts encouraging public transportation.**

III. Heat Island Reduction is achieved through highly reflective roof materials and shading the site with deep overhangs and trees.

- **Shading the Site: Deep overhangs and shade trees are provided along the perimeter of the entire site.**

IV. Healthy Indoor Environments are achieved through a combination of indoor air quality, daylighting and connection to the outdoors.

- **Indoor Air Quality: IAQ will be addressed during the permitting phase.**
- **Daylighting: An abundance of low E glazing is introduced to flood the interior spaces with indirect natural daylight while reducing heat gain.**
- **Connection to the Outdoors: The low E glazing offers panoramic views to the city creating a vital connection to the exterior environment.**

V. Water Reduction can be achieved through the use of native planting materials and low flow plumbing fixtures.

- **Planting Materials: Native planting materials will be used to reduce the need for irrigation.**
- **Low Flow Plumbing Fixtures: Will be introduced during the permitting phase.**

c. Provision of public facilities and public usable 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 proposed development gave special consideration to the quality of public space in and around the site. Significant portions of the site have been carved to allow for plazas intended to provide open space opportunities to serve the neighborhood and to provide access to the ground floor uses. The building was designed to enhance the public experience by lining the ground floor with active uses. Retail and restaurant spaces are proposed to have direct pedestrian connections to the streets, while the walk-up units benefit from private yards that highlight the entrance to each unit. Landscaping and other streetscape and architecture features are also proposed to enhance the public realm experience with a design that accommodates seamless pedestrian connections throughout and around the site.

d. 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, including innovative design usage such as Low Impact Development ("LID"), which is an ecologically-based stormwater management approach favoring soft engineering to manage rainfall on site through a vegetated treatment network; and;

Response: The landscape palette selected is 100% Florida Friendly landscaping which requires less irrigation and also is more likely to sustain growth patterns. The landscape will exceed the streetscape guidelines for this district and the project will include tree canopy to create added shade cover and reduce heat island effect. The landscape will also be aggregated into larger planting zones and bioswales that will allow water to collect in storm events. These environments create green zones at the street level that capture water, reduce runoff, mitigate heat island and create urban habitat. The project will also include sub-surface green infrastructure that is designed to increase the root zone for larger planting that will encourage growth and sustainability/resilience in storm events.

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

Response: The project seeks to add back in more tree canopy than is required by the City Standards. In addition, couple of trees will be relocated, including a specimen live oak tree which will be located at the corner of NW 7th Terrace and NW 5th Street in order to create an improved public realm, with public access, which will benefit the community. This will positively impact the area from a natural/environmental resource standpoint. There are no brownfields as a part of this redevelopment project.

Section 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: Acknowledged.

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: There are no drainage facilities or stormwater facilities within the site.

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.
2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.
Response: It is not anticipated that there are any environmentally sensitive lands on or in the vicinity of the 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: The future project will be designed to meet all fire protection requirements and the proposed building will be fully sprinklered.

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.
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. The future project will be designed to be consistent with park and open space requirements.

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. The future project will be designed to be consistent with CPTED guidelines and principles.

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: Acknowledged. The future project will be designed to provide adequate potable water services.

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: Acknowledged. The future project will be designed to provide adequate sanitary sewer services.

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: The proposed project will comply with Broward County Land Development Code and section 47-38C Educational Mitigation.

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: Adequate solid waste collection facilities and service will be provided with the proposed development.

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: Adequate stormwater facilities and service will be provided with the proposed development.

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.

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: Not Applicable.

4. Traffic impact studies.

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

b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (½) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (½) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in trafficways impact analysis which shall:

i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.

ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed trafficways.

iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.

iv. A further detailed analysis and any other information that the review committee considers relevant.

v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by

the applicant.

vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.

Response: A traffic impact study is provided with the associate site plan DRC application.

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: Acknowledged.

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: Sidewalk facilities exist on Sistrunk Blvd. and NW 7th Avenue and new sidewalks are proposed along NW 5th Street and NW 7th Terrace. The proposed development plans to enhance the sidewalk experience, per the intent of the design standards for projects located within the North West Regional Activity Center District.

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 non-access 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: Acknowledged.

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: The proposed project will comply with all landscape requirements.

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: Acknowledged.

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: It is not anticipated that there are any historic or archaeological resources on or in the vicinity of the alley.

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: This project is not located east of the Intracoastal Waterway.

Thank you for your review of this application. Please feel free to contact (954) 788-3400 if you require additional information or have questions regarding this application. We look forward to working with you on this exciting project.

Respectfully Submitted,

Florentina Hutt, AICP
Senior Planner

August 21, 2019

Bhargava Nagaraju
KEITH
301 East Atlantic Boulevard,
Pompano Beach, Florida 33060

Subject: **WATER AND WASTEWATER CAPACITY AVAILABILITY LETTER**
West Village – DRC Case No. R19014
501 NW 7th Avenue, Fort Lauderdale, Florida 33311

Dear Mr. Nagaraju,

According to the information submitted, the project consists of constructing a mixed-use building with 455 residential units, 13,753 square feet (SF) of retail space, a 3,999 SF restaurant, and a stand-alone parking garage. There are proposed water and sewer connections to City of Fort Lauderdale (City) utilities along NW 7th Terrace. According to the information submitted, this project lies within the City's Pump Station (PS) A-36 basin and will increase water and sewer demand by approximately 0.115 million gallons per day (MGD).

A review of the utility services impacted by the proposed development indicate that improvements to the sanitary sewer mains and PS A-36 would be necessary to adequately serve the development to the City's standard. Approximately 1,270 linear feet (LF) of 10-inch sewer along NW 7th Terrace needs to be upsized to at least a 12-inch sewer, 440 LF of 12-inch sewer along NW 4th Street needs to be upsized to at least a 14-inch sewer, and 40 LF of 12-inch sewer immediately upstream of PS A-36 needs to be upsized to at least a 16-inch sewer. Additionally, improvements to PS A-36 are needed to prevent excessive runtimes.

Once the required improvements are completed, there will be sufficient capacity in the sanitary sewer system to accommodate the proposed development. The capacities shall not be considered available and the Certificate of Occupancy will not be issued until all required improvements are complete and approved by the regulatory agencies that have jurisdiction.

If Public Works staff issues comments on the proposed flow calculations after the issuance of this capacity availability letter, the consultant shall request a revised letter with the correct approved flow calculations. The determination of capacity availability is based upon tools and data analysis as of the date of this letter. Availability of capacities, as calculated in the attached analysis, is not guaranteed and no existing system capacity shall be considered "committed" for this project until a permit has been issued and all fees have been paid. The City reserves the right to re-evaluate the availability of capacities at the time of permit application. If sufficient capacities are not available, the City may deny the permit application or ask the Owner/Developer to submit an alternate design prior to approval. Information contained in this letter will expire one year from the date issued.

Should you have any questions or require any additional information, please contact me at (954) 828-6126.

Sincerely,

Thomas Lawrence, P.E.
Project Manager II

Enclosures: Water and Wastewater Capacity Analysis
cc: Talal Abi-Karam, P.E., Assistant Public Works Director
Omar Castellon, P.E., Chief Engineer
Dennis Girisgen, P.E., City Engineer
File: Water and Sewer Capacity Letters

City of Fort Lauderdale
Public Works Department
Water and Wastewater Capacity Analysis

West Village – DRC Case No. R19014
501 NW 7th Avenue, Fort Lauderdale, Florida 33311

PROJECT AND DESCRIPTION

Constructing a mixed-use building with 455 residential units, 13,753 square feet (SF) of retail space, a 3,999 SF restaurant, and a stand-alone parking garage

DESCRIPTION OF EXISTING UTILITIES

Water: The site is currently served by an 8-inch water main to the west of the project site along NW 7th Terrace. See Figure 1.

Wastewater: The site is currently served by a 10-inch gravity sewer main to the west of the project site along NW 7th Terrace. See Figure 2.

Pumping Station: The site is served by PS A-36 which is located south of the project site along NW 4th Street.

SUMMARY OF ANALYSIS AND REQUIRED ACTION

Approximately 1,270 linear feet (LF) of 10-inch sewer along NW 7th Terrace needs to be upsized to at least a 12-inch sewer, 440 LF of 12-inch sewer along NW 4th Street needs to be upsized to at least a 14-inch sewer, and 40 LF of 12-inch sewer immediately upstream of PS A-36 needs to be upsized to at least a 16-inch sewer. Additionally, improvements to PS A-36 are needed to prevent excessive runtimes. See Figure 3.

The existing water infrastructure has sufficient capacity to serve the project with no improvements required.

Figure 1 – City Water Atlas

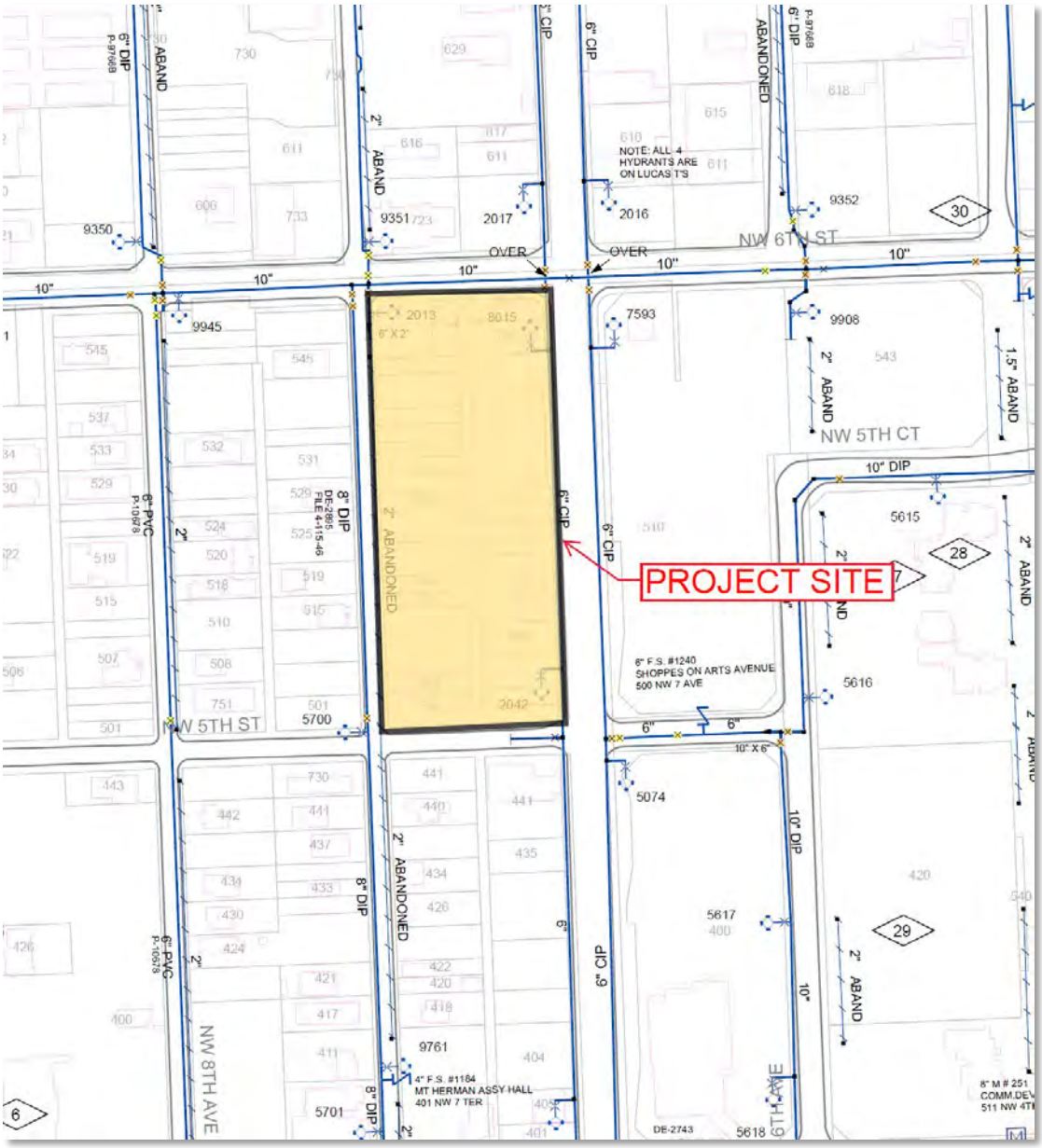
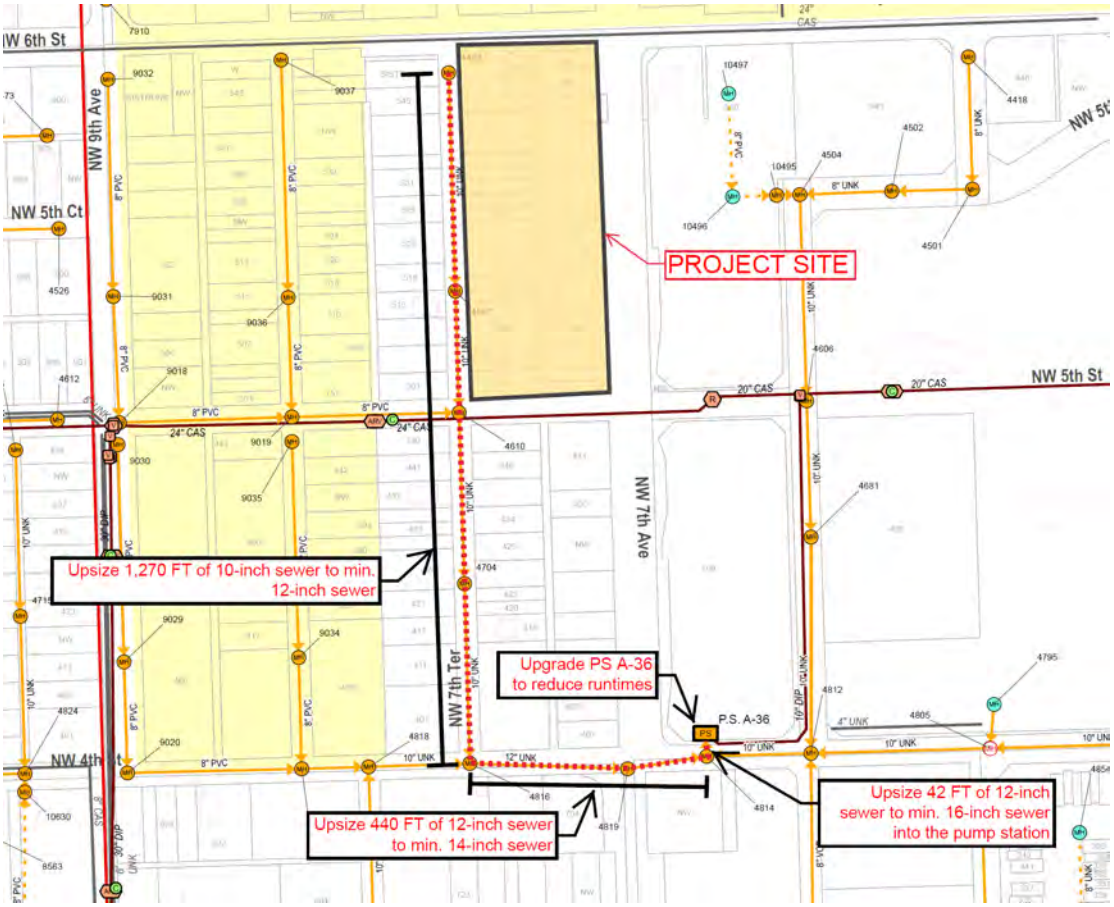


Figure 2 – City Sewer Atlas

Figure 3 – Recommended Sanitary Improvements



WATER CAPACITY ANALYSIS

Requested Demand: Based on the applicant's site plan and building use information, the estimated combined potable water demand is approximately 114,658 gallons per day (GPD), which equates to 0.115 million gallons per day (MGD). Water use demands are calculated based on the City's "*Guidelines for the Calculations of Sanitary Sewer Connection Fees"*.

Evaluation of impact on existing distribution pipe (flow & capacity): According to the site plan, the applicant is proposing to utilize the 8-inch water main along NW 7th Terrace to the west of the project site. The InfoWater hydraulic model was analyzed to determine the impact of this project on the existing 8-inch water main and it was determined that it has capacity to serve the project.

Evaluation of impact of Permitted Water Plant Capacity: The Fiveash and the Peele Dixie Water Treatment Plants are designed to treat 70 MGD and 12 MGD of raw water respectively (82 MGD total). The total permitted Biscayne aquifer water withdrawals for these plants is limited to 52.55 MGD per the South Florida Water Management District (SFWMD) permit number 06-00123-W.

The current twelve-month rolling average production at the two plants is 39.80 MGD. The previously committed demand from development projects in the permitting or the construction stage is 4.593 MGD. Combining these figures with the demand from the proposed project of 0.115 MGD, the required production would be 44.51 MGD. This is less than the allowable withdrawal limit of 52.55 MGD. Therefore, the water plants have sufficient capacity to serve this project. See Figure 4 below.

Recommended Water Infrastructure Improvements: No improvements required.

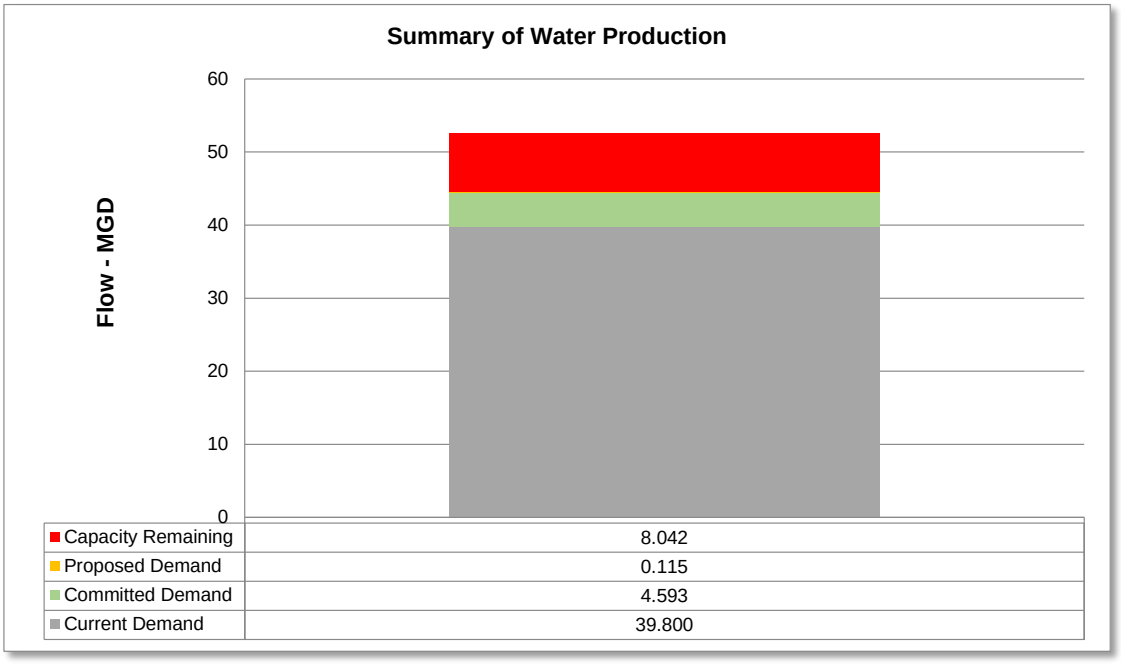


Figure 4

WASTEWATER CAPACITY ANALYSIS

Requested Demand: Based on the applicant's site plan and building use information the estimated additional potable water demand is 114,658 GPD, which equates to 0.115 MGD (although wastewater is usually 80% of the potable water, a higher, conservative figure has been used for calculations). Sewer use demands are calculated based on the City's "*Guidelines for the Calculations of Sanitary Sewer Connection Fees"*.

Evaluation of impact on existing collection pipe (gravity system capacity): According to the site plan, the applicant is proposing to utilize the 10-inch gravity sewer main along NW 7th Terrace to the west of the project site.

Manual of Practice (MOP) 60, published by American Society of Civil Engineers (ASCE) for the gravity sewer design and used by the City staff, recommends that pipe diameters 15-inch or less be designed to flow half full during peak flows. The City uses a peak hourly flow factor of 3.0. Accounting for existing flows and based on the tools and information available to the City staff, it has been calculated that the 10-inch and 12-inch diameter pipes downstream of the proposed development will flow approximately between 50% and 79% full, respectively, which is more than the ASCE-recommended 50%. Therefore, the 10-inch and 12-inch pipes downstream of the development are not adequate to serve the project.

Evaluation of impact on pumping station: PS A-36 has a capacity of 950 gallons per minute (GPM) and has a Nominal Average Pumping Operating Time (NAPOT) of approximately 9.3 hours per day. Based on projected sewage flows, the pumping run times would increase approximately 121 minutes per day. Additionally, there are other committed flows from proposed developments within the PS A-36 basin resulting in 14 minutes of additional runtime. PS A-36 will have a NAPOT of 11.5 hours once the proposed developments are complete, more than the recommended average of 10 hours per day (see Figure 5).

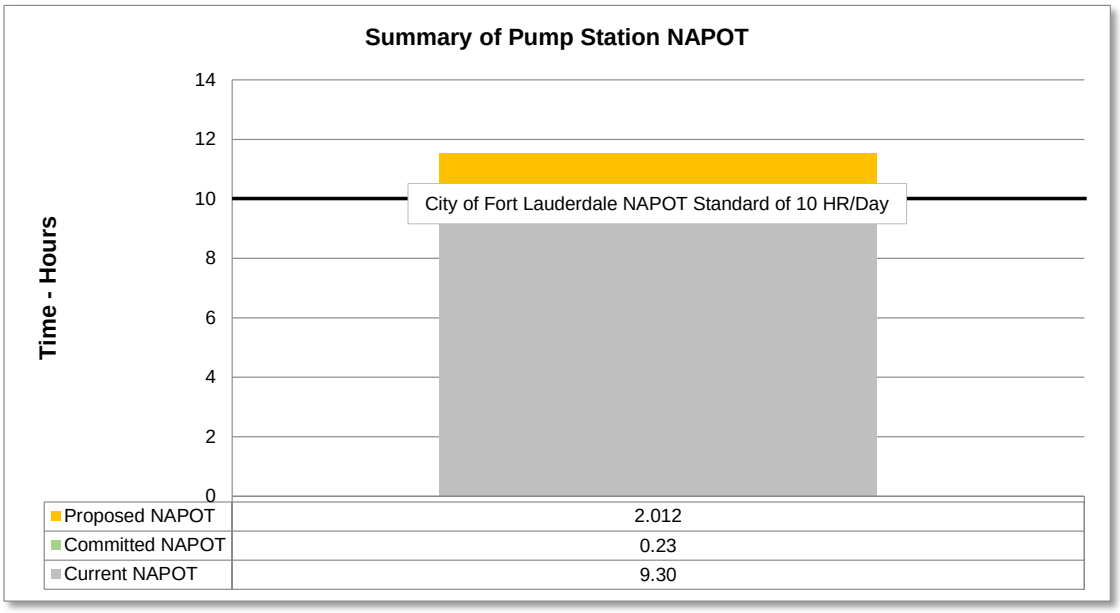


Figure 5

Evaluation of impact of Permitted Wastewater Plant Capacity: The City of Fort Lauderdale owns and operates the George T. Lohmeyer Regional Wastewater Treatment Plant (GTL), which provides wastewater treatment for the City of Fort Lauderdale. The Broward County's Environmental Protection and Growth Management Department's (EPGMD) Environmental Licensing & Building Permitting Division's licensed capacity for GTL is 48 MGD-AADF (Million Gallons per Day – Annual Average Daily Flow). The annual average daily flow (AADF) to the plant is 35.942 MGD. Combining the committed flows for previously approved projects of 4.593 MGD plus the 0.115 MGD net contribution from the project results in a total projected flow of 40.65 MGD. This is less than the permitted treatment plant capacity of 48 MGD. Therefore, the treatment plant has sufficient capacity to serve this project. See Figure 6 below.

Recommended Wastewater Infrastructure Improvements: Approximately 1,270 linear feet (LF) of 10-inch sewer along NW 7th Terrace needs to be upsized to at least a 12-inch sewer, 440 LF of 12-inch sewer along NW 4th Street needs to be upsized to at least a 14-inch sewer, and 40 LF of 12-inch sewer immediately upstream of PS A-36 needs to be upsized to at least a 16-inch sewer. Additionally, improvements to PS A-36 are needed to prevent excessive runtimes.

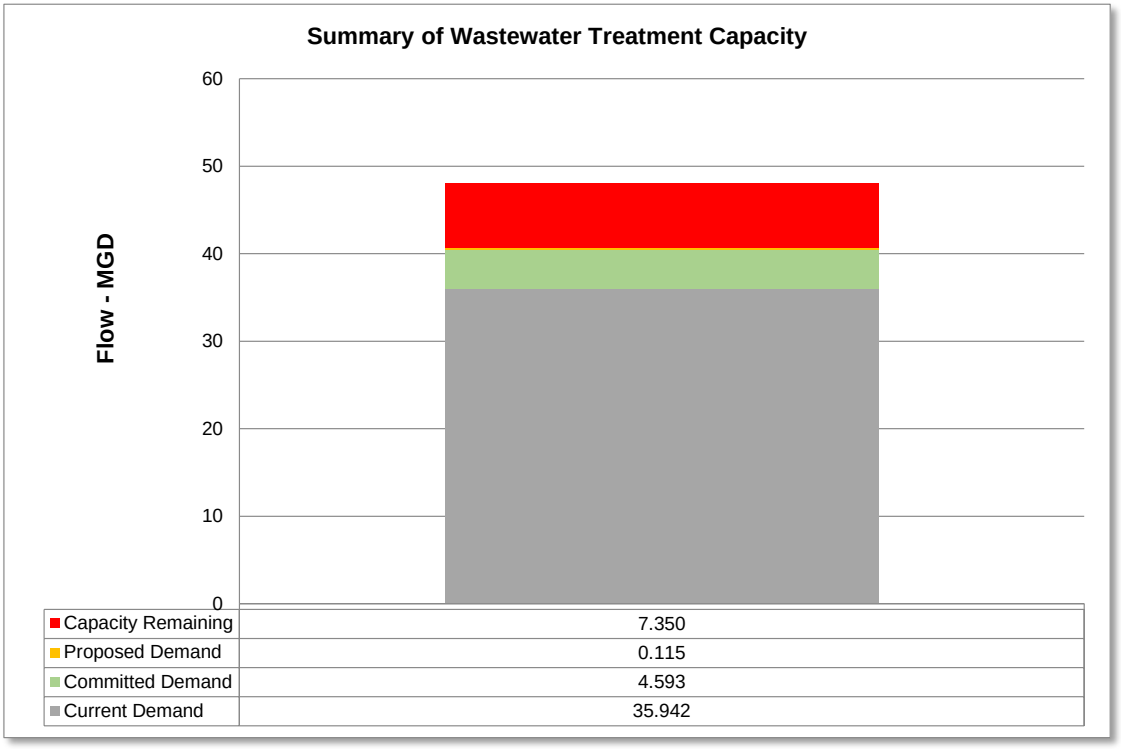


Figure 6

March 1, 2018

Mr. Anthony Fajardo, Director
Department of Sustainable Development
City of Fort Lauderdale
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: NORTHWEST REGIONAL ACTIVITY CENTER (NW-RAC)
Design Review Application
West Village

Dear Mr. Fajardo,

On behalf of the property owners, Keith and Associates, Inc, is submitting a Design Review Application (DRT) for the property located at the intersection of NW 6th Street (Sistrunk Blvd) and NW 7th Avenue. The property is zoned North West Regional Activity Center-Mixed Use west (NWRAC-MUw) and RMM-25 - Residential Multifamily Mid Rise/ Medium High Density with an underlying future land use of NW Regional Activity Center. The developer is proposing a mixed-use development that includes 470 residential units and 17,575 feet commercial use. The DRT Application will be followed by an application to the City Commission to request an increase in height up to 65 Feet, subject to ULDR Section 47-13.52. B *Performance standards and criteria for additional height bonus* and a rezoning request for the portion of the property zoned RMM-25 to NWRAC-MUw, to allow for the development of the entire site.

STREET DESIGN STANDARDS: NWRAC-MU

S-1 A fine-grained street grid is maintained, and right-of-ways are vacated only for strategic public planning purposes.
RESPONSE: A 15-foot-wide alley is proposed to be vacated. The area of the alley is currently underutilized as majority of the adjacent land is vacant. The proposed future improvements which include a multi-story mixed use building are in conflict with the alley, which prompts the applicant's vacation request to allow for effective development of the site. However, a fine-

grained street grid is proposed by breaking the building massing through the middle of the block with an east - west pedestrian connection.

S-2 Development above right-of-ways (air rights) does not occur.
RESPONSE: Development above right-of-way is not proposed.

S-3 Streets have reduced lane widths.
RESPONSE: Lane widths comply with Streetscape Design guidelines.

S-4 Traffic calming is utilized rather than barricading streets.
RESPONSE: N/A

S-5 On-street parking is maximized on all streets.
RESPONSE: On-street parking is proposed along NW 7th Terrace and NW 5th Street to comply with NWRAC-MU Secondary Street design.

S-6 Adequate bike lanes are provided where appropriate, subject to a planned bicycle network.
RESPONSE: Bike lanes will be coordinated with Transportation and Mobility Department.

S-7 Curb radii are reduced at street intersections to a preferred maximum of 15-feet or a maximum of 20-feet at major arterial roadways.
RESPONSE: Curb radii is proposed as follows: 20 FT at the NE corner of the side, while all other corners are proposed at 15 FT.

S-8 County "Corner Cord" requirements are eliminated to the greatest extent possible.
RESPONSE: County "Corner Cord" is not proposed.

S-9 All utility lines (electrical, telephone, cable, etc.) are buried in locations allowing for tree planning and proper root growth.
RESPONSE: All utility lines (electrical, telephone, cable, etc.) are proposed to be buried.

S-10 Shade trees are maximized on all right-of-ways, located between the sidewalk and the street, with palms or ornamental trees providing a visual marker for intersections (spacing 20-feet for palms/ornamentals & 30-feet for shade trees).
RESPONSE: Shade trees are maximized and proposed to be located between sidewalk and street. Shade trees are proposed at 30 FT distance.

S-11 Landscaping (other than street trees) plays a supporting, rather than dominant role in the overall street design.
RESPONSE: Landscaping and other streetscape features, such as benches, water features, shading devises, are proposed to enhance the public realm experience with a design that accommodates seamless pedestrian connections throughout and around the site, along with

areas of respite with shaded plazas.

S-12 Numerous and wide curb cuts are avoided to the greatest extent possible.
RESPONSE: Minimum number of curb cuts have been provided to accommodate appropriate vehicular egress/ingress to the site and minimum width required by Code.

S-13 Drive-thrus are avoided in most cases.
RESPONSE: Drive-thrus are not proposed.

BUILDING DESIGN STANDARDS: NWRAC-MU

B-1 Surface parking facilities are secondary to the pedestrian public realm experience with vehicular access provided from the secondary street or alley where possible.
RESPONSE: Surface parking facilities are not provided.

B-2 Structured parking design is well integrated into the overall building design.
RESPONSE: The proposed parking garage is well integrated in the overall design being placed internally to the mixed-use development with vehicular access from NW 7th Terrace, which is a secondary street. The ground floor of the garage is lined with retail uses along NW 7th Avenue. The higher levels of the garage are lined with residential units along NW 7th Terrace to provide for appropriate transition towards the residential neighborhood to the west.

B-3 To create an interesting, active, street environment, main pedestrian entrances are oriented toward the street.
RESPONSE: Retail spaces are proposed with direct pedestrian connection to the main streets: NW 7th Avenue and W Sistrunk Boulevard, while residential units have entrances facing secondary streets: NW 7th Terrace and NW 5th Street.

B-4 Framing the street: Site open space, as required, is aggregated as usable pedestrian-oriented public space instead of a leftover "green" perimeter.

- Courtyards and Plazas that are part of the development site are lined with active uses.

RESPONSE: The proposed plazas highlight the corners of the building and provide welcoming spaces that supports pedestrian access to the ground floor uses and shaded areas of respite for the passing pedestrians.

B-5 Framing the street: Buildings meet the front and corner build-to-lines to maintain a consistent streetwall.

- Primary Street: The building frontage abutting a Primary Street should be built to the property line.
- Secondary Street: The building frontage abutting a Secondary Street should be built to a zone consisting of 5 to 10 feet from the property line.

RESPONSE: The building is proposed to be placed to the build to line consistent with Sistrunk

Boulevard, NW 7th Avenue and secondary street cross sections.

B-6 Framing the street: Buildings meet the side yard setback to maintain a consistent streetwall.

- Side / Rear Yard Setbacks: 0 feet
  - 15 feet when abutting existing residential

RESPONSE: The building meets the side and rear setbacks.

B-7 Framing the street: Building streetwalls meet minimum and maximum shoulder heights

- 2 stories or 25-feet minimum
- 5 stories or 65-feet maximum

RESPONSE: The height of the building meets the maximum allowed 65 feet (subject to City Commission approval).

B-8 Framing the street: Buildings exceeding a maximum streetwall length of 150-feet provide variation in the physical design and articulation of the streetwall.

RESPONSE: The length of the building has been split into 3 well defined volumes to provide for increased articulation along the long elevations facing NW 7th Avenue and NW 7th Terrace. An East-West pedestrian connection and recess areas designed as attractive plazas have been proposed to break the length of the building.

B-9a Buildings do not exceed maximum height dimensions

- 100-feet NWRAC-MUe
- 65-feet NWRAC-MUw

RESPONSE: The height of the building meets the maximum allowed 65 feet (subject to City Commission approval).

B-9b Maximum Floorplate:

- Commercial 32,000 square feet
- Residential 12,000 square feet

RESPONSE: N/A - Tower is not proposed.

B-9c Minimum Tower Separation:

- 40 feet (depending on floorplate)

RESPONSE: N/A - Tower is not proposed.

B-9d Minimum First Floor Height:

- Fifteen (15) feet

RESPONSE: First floor height is 15 feet.

B-10 Towers do not exceed minimum stepback dimensions and maximum floorplate area.
Minimum Tower Stepback Front Corner Side Rear

- Primary Street: 12 feet* 12 feet* Side and Rear are dependent on floorplate

- Secondary Street: 15 feet 15 feet [Dependent on floorplate]

Maximum Floorplate / Minimum Tower Stepback

- Commercial
  - 32,000 square feet / 30 feet side and rear stepback
  - 20,000 square feet / 25 feet side and rear stepback
  - 16,000 square feet / 20 feet side and rear stepback
- Residential
  - 12,000 square feet / 30 feet side and rear stepback
  - 10,000 square feet / 25 feet side and rear stepback
  - 8,000 square feet / 20 feet side and rear stepback

RESPONSE: N/A – Tower is not proposed

B-11 Where buildings abut existing residential development a transition zone shall be established.

- Minimum Yard Setback: 15-feet
- Maximum Shoulder Height: 45-feet
- Minimum Tower Stepback: 15-feet

RESPONSE: N/A All sides of the building abut public ROW.

B-12 Where buildings with towers are located with frontages on multiple streets, the towers are oriented towards the "Primary Street".
RESPONSE: N/A – Tower is not proposed

B-13 Towers contribute to the overall skyline composition.
RESPONSE: N/A – Tower is not proposed

B-14 Original and self-confident design: A range of architectural styles exist, each having a strong identity, and striving for the highest quality expression of its chosen architectural style.
RESPONSE: A well-articulated structure is being proposed to incorporate active uses along the ground floor with inviting public plazas that highlight the corners of the building and create a break in the pedestrian experience. A rich layered façade is proposed, improved with quality materials, such as: wood panels, glazing, perforated metal and murals. Landscaping and other streetscape features, such as benches, water features, shading devises, are proposed to enhance the public realm experience with a design that accommodates seamless pedestrian connections throughout and around the site, along with areas of respite with shaded plazas.

B-15 Buildings are of high-quality design and construction with an emphasis on durable materials, well thought-out details and careful workmanship.
RESPONSE: A well thought design is being proposed to enhance the visual appearance of the elevations, proposing durable, quality materials and screening solutions, such as: wood panels, glazing, perforated metal and murals.

B-16 Buildings are site responsive, reflect local character, and have architectural features and patterns that provide visual interest from the perspective of the pedestrian.
RESPONSE: The building was designed to enhance the public experience by lining the ground floor with active uses, by providing direct pedestrian connections to these uses and by providing site and architectural elements that create a pedestrian friendly environment.

B-17 Creative façade composition: A rich layering of architectural elements are provided throughout the building, with special attention to details below the shoulder level.
RESPONSE: A well thought design is being proposed to enhance the visual appearance of the elevations, proposing durable, quality materials and screening solutions, such as: wood panels, glazing, perforated metal and murals. Particular attention was given to the ground floor which is lined with active uses on all street sides and enhanced with large window coverage which allow for transparency and interaction with the public realm.

B-18 The first floor of nonresidential buildings are flush with the adjacent sidewalk, have a minimum height of fifteen (15) feet, and a high percentage of clear glazing

- Primary Streets – minimum 60%
- Secondary Streets – minimum 50%

RESPONSE: The first floor is proposed to be 15-feet in height. However, due to FEMA requirements the ground floor is not flushed with the sidewalk along the entire elevation. This issue has been addressed by providing a seamless connection from the sidewalk to the ground floor uses through the use of steps and terraces that invites the public towards proposed restaurant and retail uses.

B-19 Buildings with historic value are preserved and utilized for adaptive re-use.
RESPONSE: N/A

B-20 Environmental Architectural Design that responds to the unique nature of the South Florida environment.
RESPONSE: The building is designed with increased articulation to provide air and space to the neighboring properties; also, green design elements are being provided to support a sustainable design solution and development of the site.

B-21 Pedestrian shading devices, of various types, are provided along the façade of buildings.
RESPONSE: The building cantilevers along the ground floor providing shade; street trees are also proposed to provide shade along the street.

B-22 Active and 'extroverted' ground floors with retail are located in strategic locations.
RESPONSE: The ground floor I lined with retail uses along W Sistrunk Blvd. and W 7th Ave.

B-23 In residential buildings, ground floor units have individual entrances.
RESPONSE: The proposed residential units at the ground floor have individual entrances.

B-24 Balconies and bay windows animate residential building façades.
RESPONSE: Balconies and bay windows enhance the building facades along all elevations.

B-25 The 'Fifth Façade' of a building is treated as part of the total design.
RESPONSE: N/A

B-26 Lighting is utilized to enhance safety without contributing to excessive light pollution or glare.
RESPONSE: Appropriate lighting is being provided.

B-26 Noise pollution as a result of building design is mitigated.
RESPONSE: The proposed development is not anticipated to provide noise pollution.

Thank you for your review of this application. Please feel free to contact (954) 788-3400 if you require additional information or have questions regarding this application. We look forward to working with you on this exciting project.

Respectfully Submitted,

Florentina Hutt, AICP
Senior Planner

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: 501 NW 7 AVE, 33311

PREVIOUS ADDRESS: 500,502,506,516,518,520,524,526,528,530,532,534,536,540, 542,544 NW 7 TER / 501,503,505,509,517,519,521,523,525, 527,529,541,545 NW 7 AVE / 700,714,720 NW 6 ST, 33311

NOTES: NEW MULTI-USE RESIDENTIAL/COMMERCIAL

ZONING: RMM-25

FOLIO #: 5040203011270,280,290,300/5040203011320,330,340,350,360,370,380,390, 400,410,420 /5040203011440,450,460,470,480,490,500,510,520,530,540, 550,560,570,580,590

LEGAL DESCRIPTION: NORTH LAUDERDALE 1-48 D LOT 1 -52 BLK 14

DRC #:

AUTHORIZED SIGNATURE:

DATE: 02/20/2019

Owner Affidavit / Letter of Authorization

City of Fort Lauderdale
Urban Design & Development
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: 220145, LLC
90 N Compass Drive, Fort Lauderdale FL 33308

Folio: 504203011520, 504203011530,

To Whom It May Concern;

State of Florida
County of Broward

I, Felipe Yalale, am the authorized agent of **220145 LLC**, the owner of property located along *NW 7th Terrace*, and described in below abbreviated legal description.

LOT 42 AND 43, BLOCK 14, NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 48, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

Said land is situated in the City of Fort Lauderdale, Broward County, Florida.

We hereby authorize **Melville Law, P.A., Built Form, LLC, Lansing Melbourne Group and Keith & Associates, Inc.,** to act on our behalf to submit all necessary applications for entitlement and development related issues.

Signature of owner/agent

Print Name
Felipe Yalale

Sworn and subscribed to before me this 18 day of February, 2019
He/she is personally known to me or
Has presented as identification.

Signature of Notary Public

Print Name
Karen M Schuyler

KAREN M. SCHUYLER
Notary Public - State of Florida
Commission # FF 238740
My Comm. Expires Aug 17, 2019
Bonded through National Notary Assn.

Owner Affidavit / Letter of Authorization

City of Fort Lauderdale
Urban Design & Development
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: URBANO 500 LLC
500 W Cypress Creek Road, Suite 455, Fort Lauderdale FL 33309

Folio: 504203011470, 504203011460,

To Whom It May Concern;

State of Florida
County of Broward

I, Felipe Yalale, am the authorized agent of **URBANO 500 LLC**, the owner of property located at 516 *NW 7th Terrace and 518 NW 7th Terrace*, and described in below abbreviated legal description.

LOT 34 AND 35, BLOCK 14, NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 48, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

Said land is situated in the City of Fort Lauderdale, Broward County, Florida.

We hereby authorize **Melville Law, P.A., Built Form, LLC, Lansing Melbourne Group and Keith & Associates, Inc.,** to act on our behalf to submit all necessary applications for entitlement and development related issues.

Signature of owner/agent

Print Name

Felipe Yalale

Sworn and subscribed to before me this 18 day of February, 2019
He/she is personally known to me or
Has presented as identification.

KAREN M. SCHUYLER
Notary Public - State of Florida
Commission # FF 238740
My Comm. Expires Aug 17, 2019
Bonded through National Notary Assn.

Signature of Notary Public

Print Name
Karen M Schuyler

Owner Affidavit / Letter of Authorization

City of Fort Lauderdale
Urban Design & Development
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: Sistrunk 2245 LLC
90 N Compass Drive,
Fort Lauderdale FL 33308

Folios: 504203011580, 504203011570, 504203011560, 504203011550, 504203011540, 504203011510, 504203011490, 504203011480, 504203011450, 504203011420, 504203011410, 504203011400, 504203011390, 504203011380, 504203011330, 504203011370, 504203011280, 504203011360, 504203011350, 504203011340, 504203011320, 504203011300, 504203011290, 504203011270,

To Whom It May Concern;

State of Florida
County of Broward

I, Felipe Valale, am the authorized agent of **Sistrunk 2245 LLC**, the owner of property per above Folio Numbers and more particularly described in below abbreviated legal description.

PORTIONS OF LOTS 1-4, LOTS 5-6, PORTION OF LOTS 7-12,16-26, LOTS 27-28,30-33,36-39,41,44-48, PORTION OF LOTS 49-52, BLOCK 14, NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 48, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

Said land is situated in the City of Fort Lauderdale, Broward County, Florida.

We hereby authorize **Melville Law, P.A., Built Form, LLC, Lansing Melbourne Group and Keith & Associates, Inc.,** to act on our behalf to submit all necessary applications for entitlement and development related issues.

Signature of owner/agent

Print Name

Felipe Valale

Sworn and subscribed to before me this 18 day of Febuary, 2019
He/she is personally known to me or Has presented as identification.

Signature of Notary Public

Print Name
Karen M. Schuyler

KAREN M. SCHUYLER
Notary Public - State of Florida
Commission # FF 238740
My Comm. Expires Aug 17, 2019
Bonded through National Notary Assn.

Owner Affidavit / Letter of Authorization

City of Fort Lauderdale
Urban Design & Development
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: ANOINTED BY CHRIST INTERNATIONAL CHRISTIAN CENTER, INC.
502 NW 7th Terrace, Fort Lauderdale FL 33311

Folio: 504203011440

To Whom It May Concern;

State of Florida
County of Broward

I, Johnny N. Gaines, am the authorized agent of **ANOINTED BY CHRIST INTERNATIONAL CHRISTIAN CENTER, INC.**, the owner of property located at *502 NW 7th Terrace*, and described in the legal description.

LOT 29, BLOCK 14, NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 48, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

Said land is situated in the City of Fort Lauderdale, Broward County, Florida.

We hereby authorize **Melville Law, P.A., Built Form, LLC, Lansing Melbourne Group and Keith & Associates, Inc.,** to act on our behalf to submit all necessary applications for entitlement and development related issues.

Signature of owner/agent — Print Name

Johnny N. Gaines

Sworn and subscribed to before me this 27th day of February 2019

He/she is personally known to me or
Has presented as identification.

Signature of Notary Public

Print Name KERRIE-ANNE TAYLOR

KERRIE-ANNE TAYLOR
MY COMMISSION # GG 235625
EXPIRES: November 4, 2022
Bonded Thru Notary Public Underwriters

Owner Affidavit / Letter of Authorization

City of Fort Lauderdale
Urban Design & Development
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: FORT LAUDERDALE COMMUNITY REDEVELOPMENT AGENCY
100 N Andrews Avenue, Fort Lauderdale FL 33301

Folio: 504203011590, 504203011500, 504203011750, 504203011730, 504203011720

To Whom It May Concern;

State of Florida
County of Broward

I, CHRISTOPHER LAGERBLOOM am the authorized agent of **FORT LAUDERDALE COMMUNITY REDEVELOPMENT AGENCY**, the owner of property located at 714 Sistrunk Boulevard, 501 and *526 NW 7th Terrace*, and vacant land along NW 7th Terrace, further described in the legal description below.

LOT 40 AND PORTION OF LOTS 50-52, BLOCK 14, AND LOTS 21-25, BLOCK 15, NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 48, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA

Said land is situated in the City of Fort Lauderdale, Broward County, Florida.

We hereby authorize **Melville Law, P.A., Built Form, LLC, Lansing Melbourne Group, and Keith & Associates, Inc.,** to act on our behalf to submit all necessary applications for entitlement and development related issues.

Signature of owner/agent _____ Print Name CHRISTOPHER LAGERBLOOM

Sworn and subscribed to before me this 20 day of FEB, 2019
He/she is personally known to me or Has presented as identification.

Signature of Notary Public
Sharon K Coryell
Print Name
SHARON K. CORYELL

SHARON K CORYELL
MY COMMISSION # FF956855
EXPIRES April 16, 2020
(407) 398-0153 FloridaNotaryService.com

The School Board of Broward County, Florida

PRELIMINARY SCHOOL CAPACITY AVAILABILITY DETERMINATION

SITE PLAN

SBBC-2630-2019

County Number: Municipality Number: R19014

West Village

March 22, 2019

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

PRELIMINARY SCHOOL CAPACITY AVAILABILITY DETERMINATION
SITE PLAN

PROJECT INFORMATION	NUMBER & TYPE OF PROPOSED UNITS		OTHER PROPOSED USES	STUDENT IMPACT	
Date: March 22, 2019	**Single-Family:**		Ground floor retail/restaurant	Elementary:	13
Name: West Village	**Townhouse:**			Middle:	6
SBBC Project Number: SBBC-2630-2019	**Garden Apartments:**				
County Project Number:	**Mid-Rise:**	470		High:	10
Municipality Project Number: R19014	**High-Rise:**				
Owner/Developer: Urbano 500, LLC	**Mobile Home:**				
Jurisdiction: Fort Lauderdale	**Total:**	470		Total:	29

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	Cumulative Reserved Seats
Walker	1,017	1,119	818	-301	-16	73.1%	16
Sunrise	1,403	1,403	1,358	-45	-2	96.8%	12
Fort Lauderdale	2,016	2,218	2,132	-86	-3	96.1%	19

Currently Assigned Schools	Adjusted Benchmark	Over/Under LOS-Adj. Benchmark Enrollment	% LOS Cap. Adj. Benchmark	Projected Enrollment				
				19/20	20/21	21/22	22/23	23/24
Walker	834	-285	74.5%	824	833	841	826	840
Sunrise	1,370	-33	97.6%	1,372	1,375	1,366	1,384	1,375
Fort Lauderdale	2,151	-67	97%	2,116	2,136	2,126	2,133	2,096

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. Information contained herein is current as of the date of review.
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 taken on the Monday following Labor Day and is used to apply individual charter school enrollment impacts against school facility review processes.

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2018-19 Contract Permanent Capacity	2018-19 Benchmark Enrollment	Over/(Under)	Projected Enrollment		
				19/20	20/21	21/22
Sunrise High	550	389	-161	**389**	**389**	**389**

PLANNED AND FUNDED CAPACITY ADDITIONS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN

School(s)	Description of Improvements
Walker	There are no capacity additions scheduled in the ADEFP that will increase the reflected FISH capacity of the school.
Sunrise	There are no capacity additions scheduled in the ADEFP that will increase the reflected FISH capacity of the school.
Fort Lauderdale	There are no capacity additions scheduled in the ADEFP that will increase the reflected FISH capacity of the school.

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. Information contained herein is current as of the date of review. 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 benchmark enrollment count taken on the first Monday following Labor Day is used to apply individual charter school enrollment impacts against school facility review processes.

Comments

This project proposes a total of 470 (two or more bedroom) midrise units, which will generate 29 students (13 elementary, 6 middle and 10 high school students).

The school Concurrency Service Areas (CSA) impacted by the project in the 2018/19 school year include Walker Elementary, Sunrise Middle and Fort Lauderdale High Schools. Based on the Public School Concurrency Planning Document (PSCPD), all three schools are currently operating below the Level of Service Standard (LOS), which is established as the higher of: 100% gross capacity or 110% permanent capacity. Incorporating the cumulative students anticipated from this project and approved and vested developments anticipated to be built within the next three years (2018/19- 2020/21), these schools are expected to maintain their current status through the 2020/21 school year. Additionally, the school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment.

In the 2018/19 school year, the charter schools located within a two-mile radius of the site and their associated data are depicted above. Students returning, attending or anticipated to attend charter schools are factored into the five-year student enrollment projections for District schools. Enrollment projections are adjusted for all elementary, middle and high schools impacted by a charter school until the charter school reaches full enrollment status.

To ensure maximum utilization of the impacted CSA, the Board may utilize school boundary changes to accommodate students generated from developments in the County.

Capital Improvements scheduled in the currently Adopted District Educational Facilities Plan (DEFP), Fiscal Years 2018/19 to 2022/23 regarding pertinent impacted schools are depicted above.

This application satisfies public school concurrency on the basis that adequate school capacity is anticipated to be available to support the project as proposed. This preliminary determination shall be valid for 180 days for a maximum of 470 (two or more bedroom) midrise units and conditioned upon final approval by the applicable governmental body. As such, this Preliminary School Capacity Availability Determination (SCAD) Letter will expire on September 14, 2019. This preliminary school concurrency determination shall be deemed to be void unless prior to the referenced expiration of the preliminary SCAD, notification of final approval to the District has been provided and/or an extension of this preliminary SCAD has been requested in writing and granted by the School District. Upon the District's receipt of sufficient evidence of final approval which shall minimally specify the number, type and bedroom mix for the approved residential units, the District will issue and provide a final SCAD letter for the approved units, which shall ratify and commence the vesting period for the approved residential project.

Please be advised that if a change is proposed to the development, which increases the number of students generated by the project, the additional students will not be considered vested for public school concurrency.

SBBC-2630-2019 Meets Public School Concurrency Requirements ☒ Yes ☐ No

Reviewed By:

3/22/19

Signature

Lisa Wight

Name

Planner

Title

Date

BROWARD COUNTY Planning Council

March 20, 2019

Mike Vonder Meulen, AICP, Director of Planning
Keith
301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Dear Mr. Vonder Meulen:

Re: Platting requirements for a parcel legally described as Lots 1-52, Block 14, "North Lauderdale," according to the Plat thereof, as recorded in Plat Book 1, Page 48, of the Public Records of Miami-Dade County, Florida, said lands situate, lying and being in Broward County, Florida, together with the proposed adjacent 15 foot alley, less portions for right-of-way purposes. This parcel is generally located on the south side of Northwest 6 Street/Sistrunk Boulevard, between Northwest 7 Terrace and Northwest 7 Avenue, in the City of Fort Lauderdale.

This letter is in response to your correspondence regarding the Broward County Land Use Plan's platting requirements for a proposed mixed-use development on the above referenced parcel.

Planning Council staff has determined that replatting **would not be required** by Policy 2.13.1 of the Broward County Land Use Plan for the proposed development, subject to compliance with any applicable Broward County Trafficways Plan requirement.

As per the criteria of Policy 2.13.1, replatting is required for the issuance of building permits when constructing a non-residential or multi-family development, unless all of the following conditions are met:

a. The lot or parcel is smaller than 10 acres and is unrelated to any adjacent development;

b. The lot or parcel has been specifically delineated in a recorded plat;

c. All land within the lot or parcel which is necessary to comply with the County Trafficways Plan has been conveyed to the public by deed or easement; and

d. The proposed development is in compliance with the applicable land development regulations.

115 South Andrews Avenue, Room 307 • Fort Lauderdale, Florida 33301
Telephone: 954-357-6695 • Fax: 954-357-6685
Broward.org/PlanningCouncil

The subject parcel is less than 10 acres (approximately 3.47 acres) and meets the specifically delineated requirement. This platting interpretation is subject to the municipality finding that the proposed development is unrelated to any adjacent development, as noted in "a." above.

Planning Council staff notes that when a specifically delineated parcel (i.e. Lots 1-52, Block 14) is combined with land which has been included in a plat recorded before June 4, 1953, but not specifically delineated, or with vacated rights-of-way (i.e. the adjacent 15 foot alley), Policy 2.13.1 of the Broward County Land Use Plan does not require replatting if the specifically delineated portion of the parcel constitutes the majority of the enlarged parcel; in this case the specifically delineated portion constitutes a majority of the enlarged parcel.

Some jurisdictions may be more restrictive and require platting in more situations than the Broward County Land Use Plan. The City of Fort Lauderdale's platting requirements should be investigated.

The contents of this letter are not a judgment as to whether this development proposal complies with the Broward County Trafficways Plan, permitted uses and densities, local zoning, the land development regulations of the municipality, or the development review requirements of the Broward County Land Use Plan, including concurrency requirements.

If you have any additional questions concerning the Broward County Land Use Plan's platting requirements, please contact Garrett McAllister, Planner, at your convenience.

Respectfully,

Barbara Blake Boy
Executive Director

BBB:GSM

cc: Chris Lagerbloom, City Manager
City of Fort Lauderdale

Anthony Fajardo, Director, Department of Sustainable Development
City of Fort Lauderdale

West Village

NW 7 Avenue

Fort Lauderdale, Florida 33311

Traffic Impact Study

February 18, 2019

Prepared By:
Keith and Associates, Inc.
301 East Atlantic Boulevard
Pompano Beach, Florida 33060
Project No: 09535.01

West Village

NW 7 Avenue

Fort Lauderdale, Florida 33311

Traffic Impact Study

February 2019

Prepared For:

Urbano 500 LLC

500 West Cypress Road

Fort Lauderdale, Florida 33309

Prepared By:

Keith and Associates, Inc.

301 East Atlantic Boulevard

Pompano Beach, Florida 33060

This item has been electronically signed and sealed by Lisa Susan Bernstein, P.E. on the date below using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

LISA SUSAN BERNSTEIN LICENSE No. 54770 STATE OF FLORIDA PROFESSIONAL ENGINEER

Date: 2019.03.04 14:36:17-05'00'

Lisa S. Bernstein, PE

Florida Registration Number 54770

Table of Contents

List of Figures

List of Tables

List of Appendices

Executive Summary

Urbano 500 LLC is proposing to develop West Village, a six-story Mixed-Use Development with 470 apartment units and 16,575 Square Feet (SF) of Retail use on NW 7 Avenue in Fort Lauderdale, Florida. The City of Fort Lauderdale is requesting a Traffic Impact Study to evaluate the traffic that will be generated by the project.

The Traffic Impact Study consists of the proposed project's trip generation and trip distribution throughout the surrounding roadways. Eight (8) area intersections and the project's access drive are analyzed during the morning (AM) and afternoon (PM) peak traffic hours. The existing traffic is compared to the future traffic without the project and the future traffic with the project. The future is considered 2023, the buildout year of the project.

The analyses in the study demonstrates that the proposed access to the development is sufficient to accommodate the projects trips. The new trips anticipated to be generated by the proposed project will not have a significant impact on the surrounding roadways. The intersections around the proposed development will continue to operate at acceptable Levels of Service.

TRAFFIC IMPACT STUDY

West Village

Fort Lauderdale, Florida 33060

Introduction

Urbano 500 LLC is proposing to develop West Village, a six-story Mixed-Use Development on the southwest corner of NW 6 Street (Sistrunk Boulevard) and NW 7 Avenue (Avenue of the Arts). There will be a maximum of 470 apartment units and 16,575 Square Feet (SF) of Retail use. The properties are mostly vacant except for a Christian Center and a small, single-story apartment building.

Existing Conditions

The property is located on the southwest corner of NW 6 Street (Sistrunk Boulevard) and NW 7 Avenue (Avenue of the Arts) which is a signalized intersection. The site is bordered by NW 6 Street to the north, NW 7 Avenue to the east, NW 5 Street to the south and NW 7 Terrace to the west. The roadways in the vicinity of the project are as follows:

- NW 6 Street (Sistrunk Boulevard) – A four-lane (10-foot) divided, east-west roadway. The speed limit is 30 MPH.
- NW 7 Avenue (Avenue of the Arts) – A five-lane (11-foot), north-south, roadway. The speed limit is 35 MPH.
- NW 5 Street – A two-lane (12-foot), east-west roadway. The speed limit is 30 MPH.
- NW 7 Terrace – A two-lane (10-foot), north-south, roadway. The speed limit is 30 MPH.
- NW 9 Avenue – A two-lane (10-foot), north-south, roadway. The speed limit is 25 MPH.
- NW 4 Street – A two-lane (12-foot), east-west roadway. The speed limit is 30 MPH.

The property is currently occupied by a Christian Center and a small, single-story apartment building. Figure 1 shows the property location.

Proposed Conditions

The redevelopment of the site will result in the demolition of the existing building space and the construction of a new six-story apartment building with 470 units and 16,575 SF of retail. The proposed access to the property will be a driveway connection at NW 7 Terrace, north of NW 5 Street. The buildout year is 2023. The proposed site plan is included in Appendix A.

KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Location

Figure 1
West Village
Fort Lauderdale, Florida

Trip Generation

Trip generation calculations for the existing and proposed conditions are based on trip generation rates and equations published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual,* 10th Edition. Trip generation calculations for the proposed development are based on ITE Land Use Code (LUC) 221, Multifamily (Mid-Rise) and LUC 820, Shopping Center. The Shopping Center LUC is used for retail uses that are not specifically defined. Due to the small SF proposed compared to a shopping center, the lower end of the average rate is used for the Retail component Daily trips. These Land Use Codes are used for the analysis and the results are summarized in Tables 1, 2 and 3 for Daily, AM Peak Hour and PM Peak Hour, respectively.

Table 1
Daily - Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	In	Out	Total Trips		
							In	Out	Total
Multi-Family Housing (Mid-Rise)	221	470	Dwelling Units	T=5.45(X)-1.75	50%	50%	1,280	1,280	2,560
Shopping Center (Retail)	820	16,575	SF	T=7.42(X)	50%	50%	61	61	122
Sub-Total							**1,341**	**1,341**	**2,682**
Internalization 10%							134	134	268
Total Proposed							**1,207**	**1,207**	**2,414**

Source: ITE Trip Generation Handbook, 10 Edition

Table 2
AM Peak Hour - Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	In	Out	Total Trips		
							In	Out	Total
Multi-Family Housing (Mid-Rise)	221	470	Dwelling Units	Ln(X)=0.98Ln(X)-0.98	26%	74%	41	115	156
Shopping Center (Retail)	820	16,575	SF	T=0.94(X)	62%	38%	10	6	16
Sub-Total							**51**	**121**	**172**
Internalization 10%							5	12	17
Total Proposed							**46**	**109**	**155**

Source: ITE Trip Generation Handbook, 10 Edition

Table 3

PM Peak Hour - Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	In	Out	Total Trips		
							In	Out	Total
Multi-Family Housing (Mid-Rise)	221	470	Dwelling Units	Ln(X)=0.96Ln(X)-0.63	61%	39%	119	77	196
Shopping Center (Retail)	820	16,575	SF	T=3.81(X)	48%	52%	30	33	63
Sub-Total							**149**	**110**	**259**
Internalization 10%							15	11	26
Total Proposed							**134**	**99**	**233**

Source: ITE Trip Generation Handbook, 10 Edition

Using the ITE trip generation rates, the proposed development will 2,414 Daily trips, 155 AM Peak Hour trips and 233 PM Peak Hour trips.

The trips generated by the proposed development are used in the analyses, trip credit was not applied for the few small buildings on the site. Appendix B includes the trip generation worksheets.

Trip Distribution

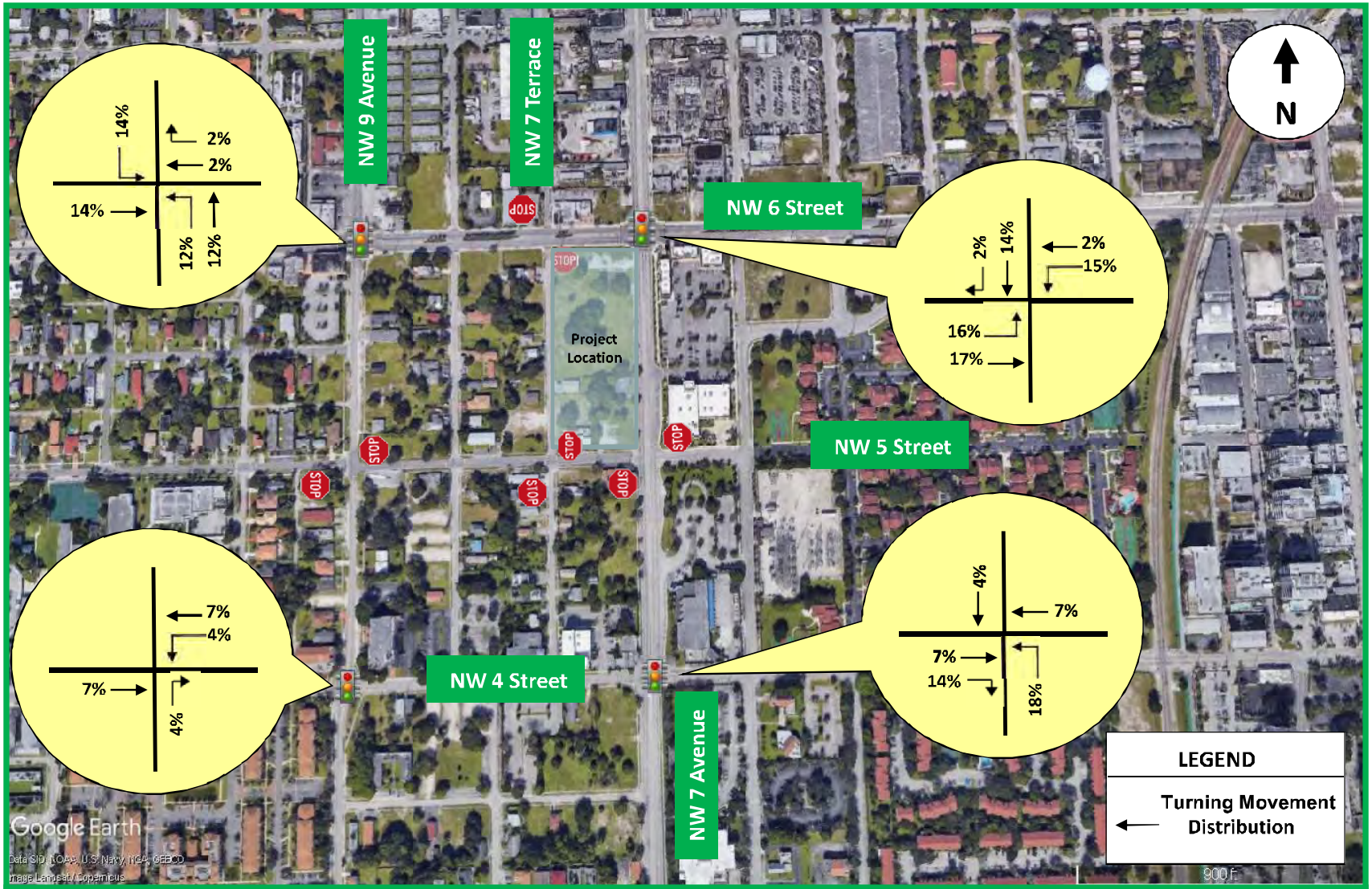
The trip distribution is based on the data from existing traffic counts, FDOT count stations and general knowledge of the area surrounding the project location. Figure 2A illustrates the trip distribution percentages for the area. Figures 2B and 2C show the distribution at the study intersections by lane movement.

KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Overall Project Distribution

Figure 2A
West Village
Fort Lauderdale, Florida

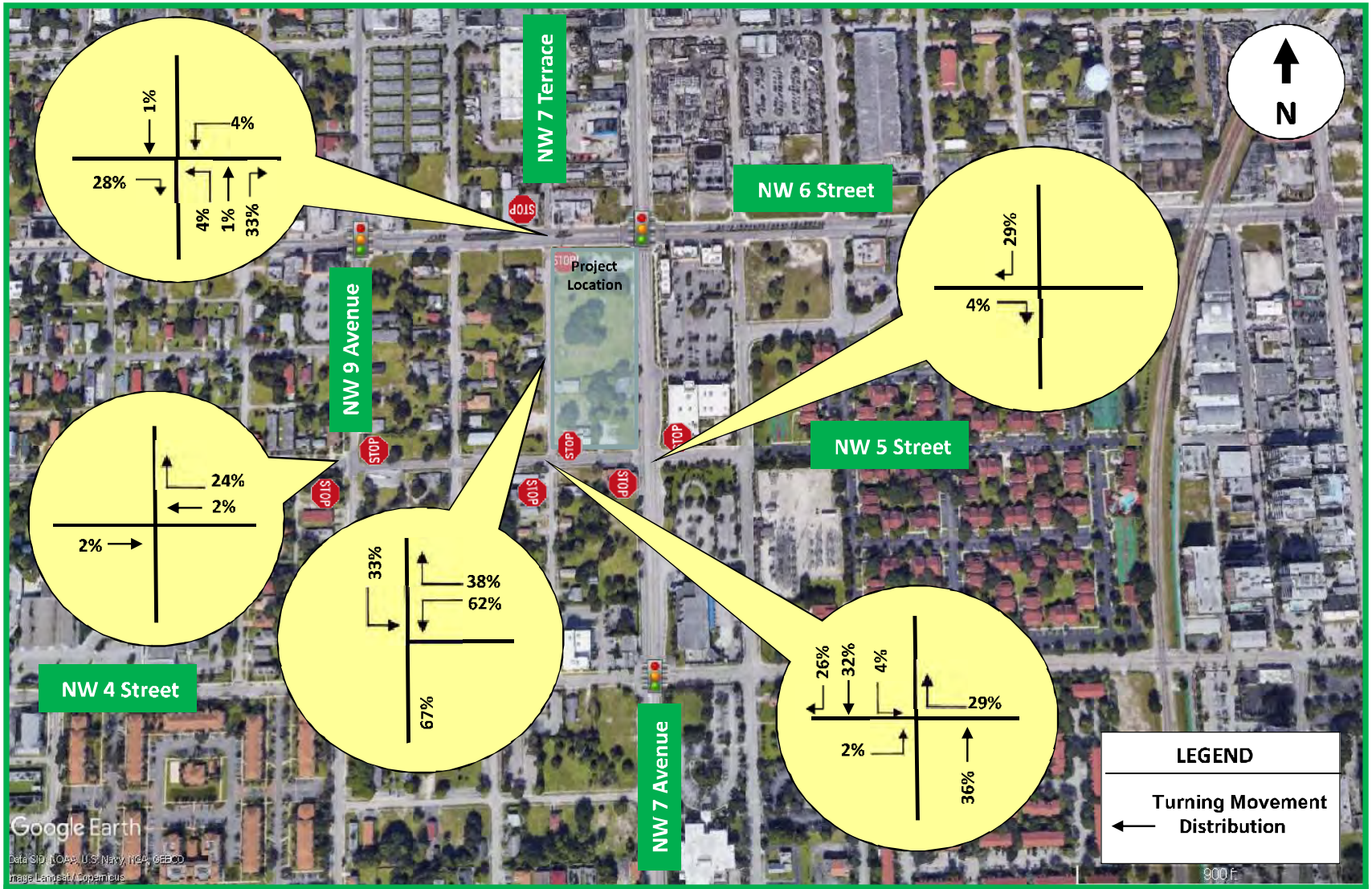


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Distribution By Turning Movement

Figure 2B
West Village
Fort Lauderdale, Florida



KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Distribution By Turning Movement

Figure 2C
West Village
Fort Lauderdale, Florida

Intersection Analyses

The following intersections are analyzed for existing, future without the project and future with the project conditions for both the AM and PM Peak Hours:

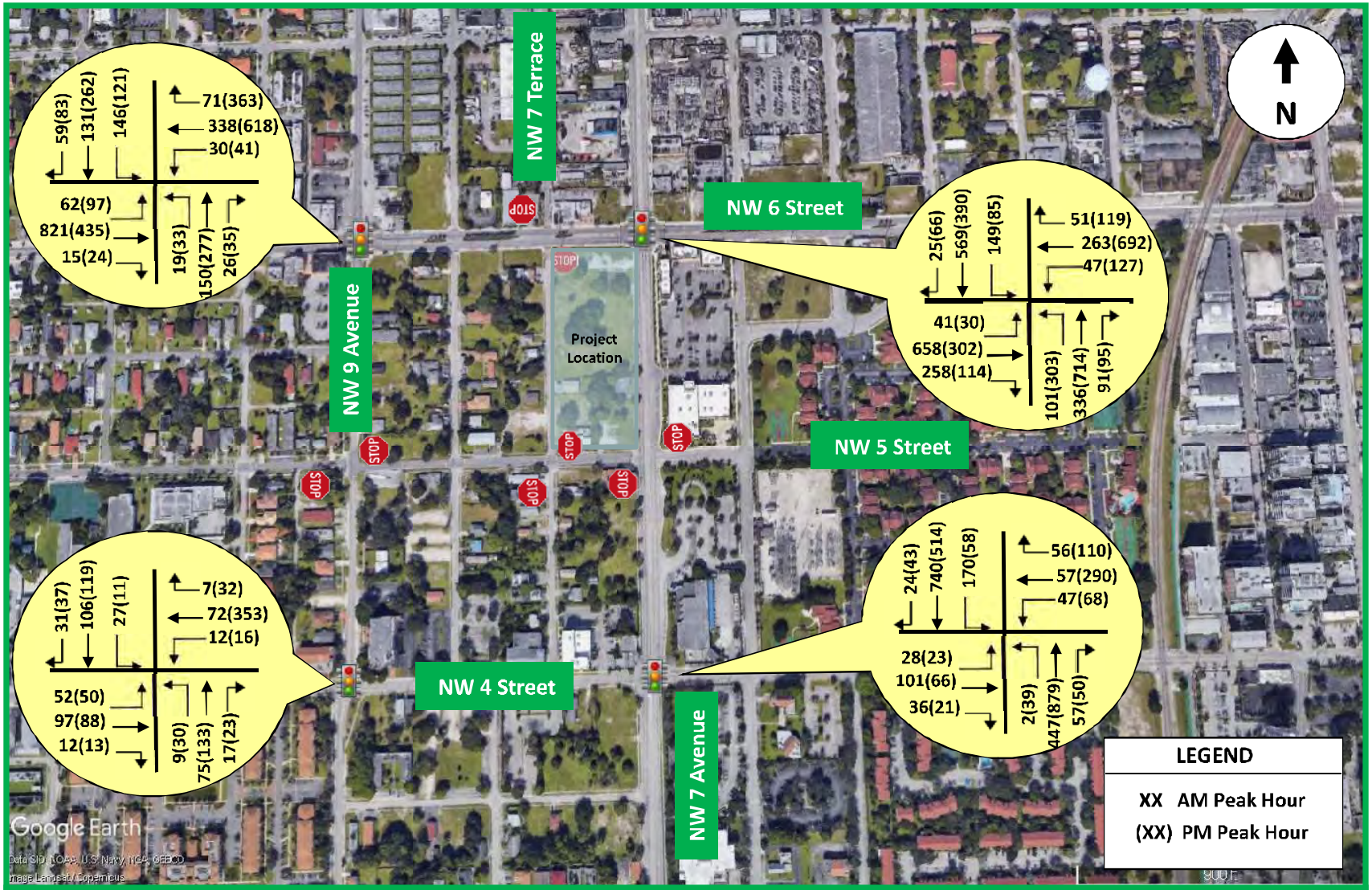
- NW 6 Street (Sistrunk Boulevard)/NW 7 Avenue (Avenue of the Arts) – A signalized intersection.
- NW 6 Street (Sistrunk Boulevard)/NW 7 Terrace – An unsignalized intersection.
- NW 6 Street (Sistrunk Boulevard)/NW 9 Avenue – A signalized intersection.
- NW 5 Street/NW 7 Avenue (Avenue of the Arts) – An unsignalized intersection.
- NW 5 Street/NW 7 Terrace – An unsignalized intersection.
- NW 5 Street/NW 9 Avenue – An unsignalized intersection.
- NW 4 Street/NW 7 Avenue (Avenue of the Arts) – A signalized intersection.
- NW 4 Street/NW 9 Avenue – A signalized intersection.

Traffic counts were performed on December 11 and 12, 2018 during the AM Peak Hour (7:00 to 9:00) and PM Peak Hour (4:00 to 6:00). Figures 3A and 3B detail the existing traffic at the subject intersections. Figures 4A and 4B are the Future Background Traffic; Figures 5A and 5B show the Project Traffic and Figures 6A and 6B show the Future Total Traffic and includes the volumes at the proposed driveway on NW 7 Terrace.

The growth rate of 1% is documented through five (5) FDOT count stations around the project the FDOT Traffic Trends Analysis Tool. The five (5) sites yielded growth rate of 2.12%, -2.43%, 0.66%, 1.03% and 0.85%. The average of these rates is less than 1.00%, therefore, to be conservative a 1% growth rate is applied for the 2023 background traffic. The Historical AADT and FDOT Traffic Trends Analysis Tool spreadsheets are included in Appendix C.

The peak season factor was determined by using the FDOT Peak Season Factor Category Report for the area in which the project is located. For the peak season factor, the area is Central Broward, west of US 1 to SR 7. The peak season factor is also in Appendix C.

The analyses, to determine Level of Service (LOS), are done using Highway Capacity Software. The Highway Capacity Manual (HCM) states that the LOS is a quantitative stratification of a performance measure or measures that represent quality of service. The measures used to determine LOS for transportation system elements are called service measures. The HCM defines six (6) levels of service, ranging from A to F, for each service measure, or for the output from a mathematical model based on multiple performance measures. The results of the analyses for the eight (8) intersections are summarized in Table 4.

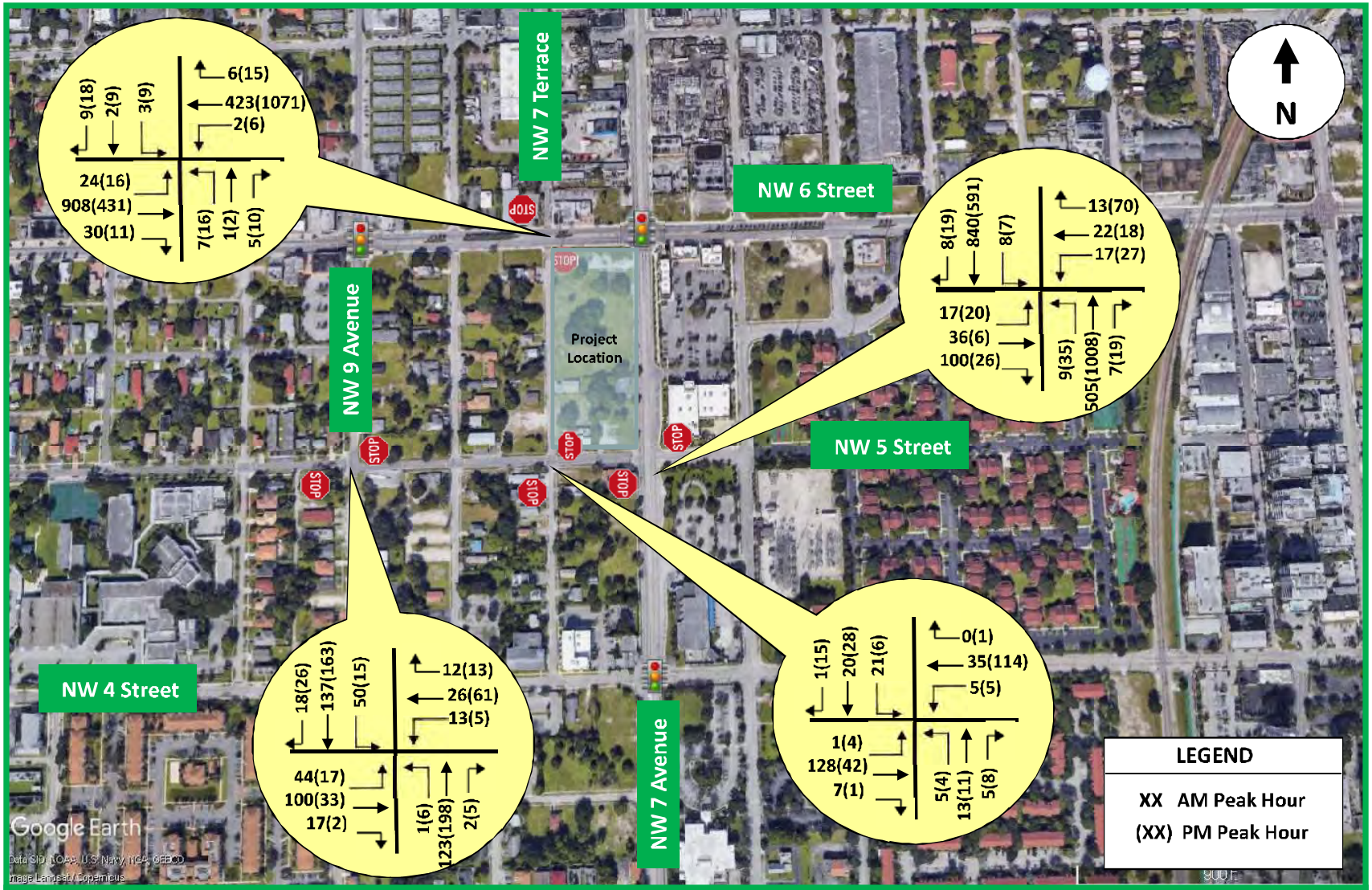


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Existing Traffic

Figure 3A
West Village
Fort Lauderdale, Florida

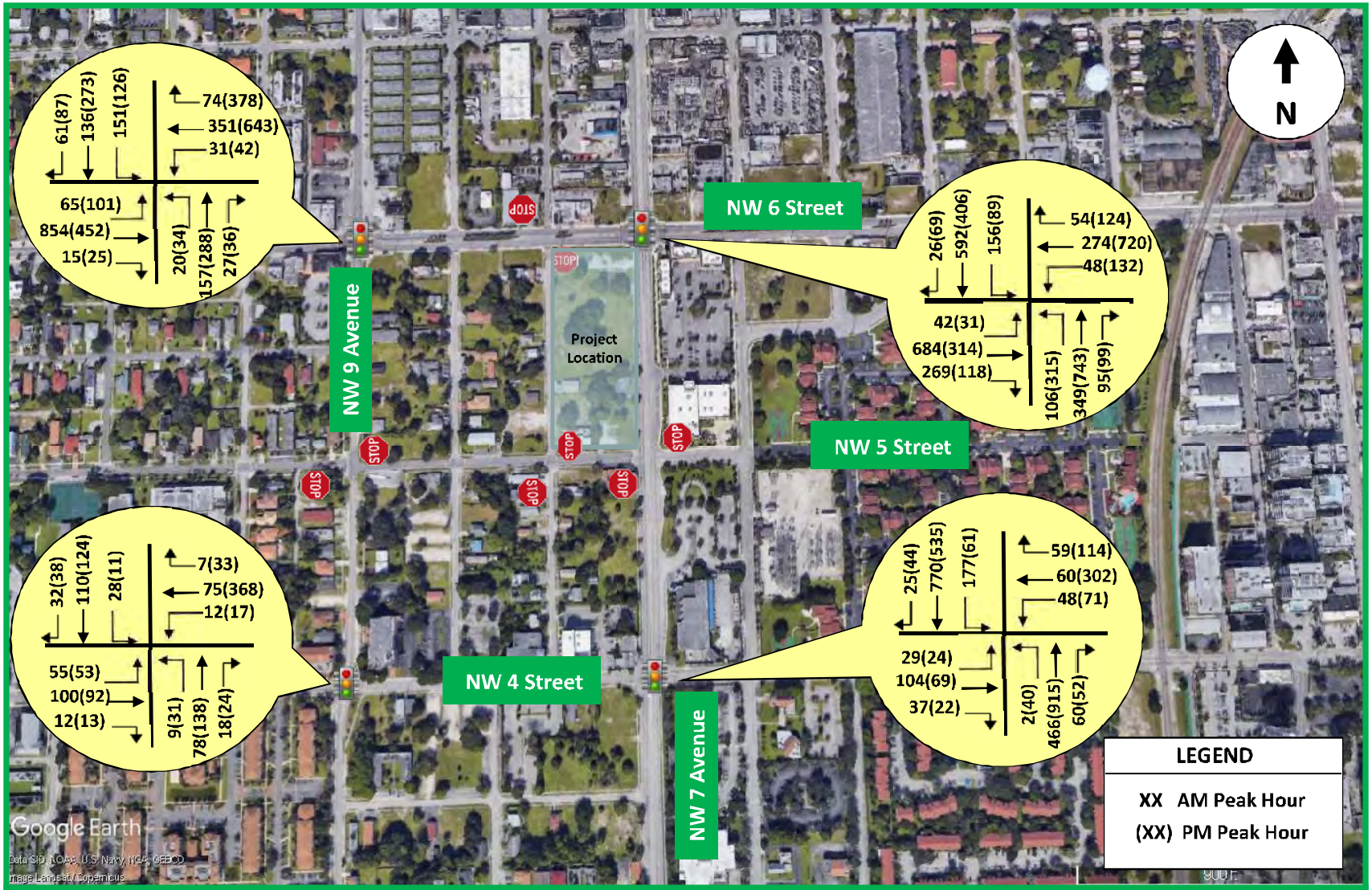


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Existing Traffic

Figure 3B
West Village
Fort Lauderdale, Florida

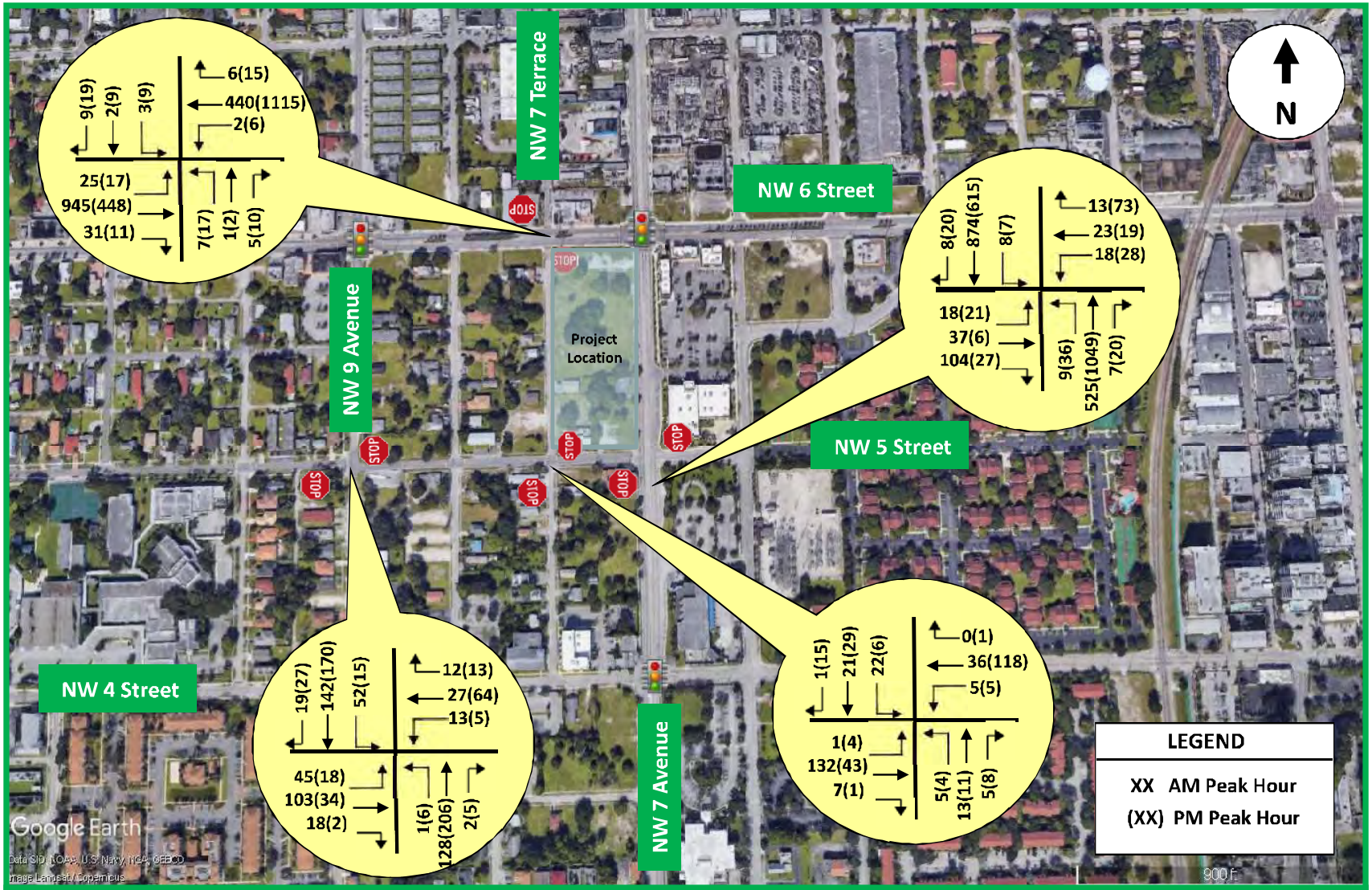


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Future Background Traffic

Figure 4A
Sistrunk Redevelopment
Fort Lauderdale, Florida

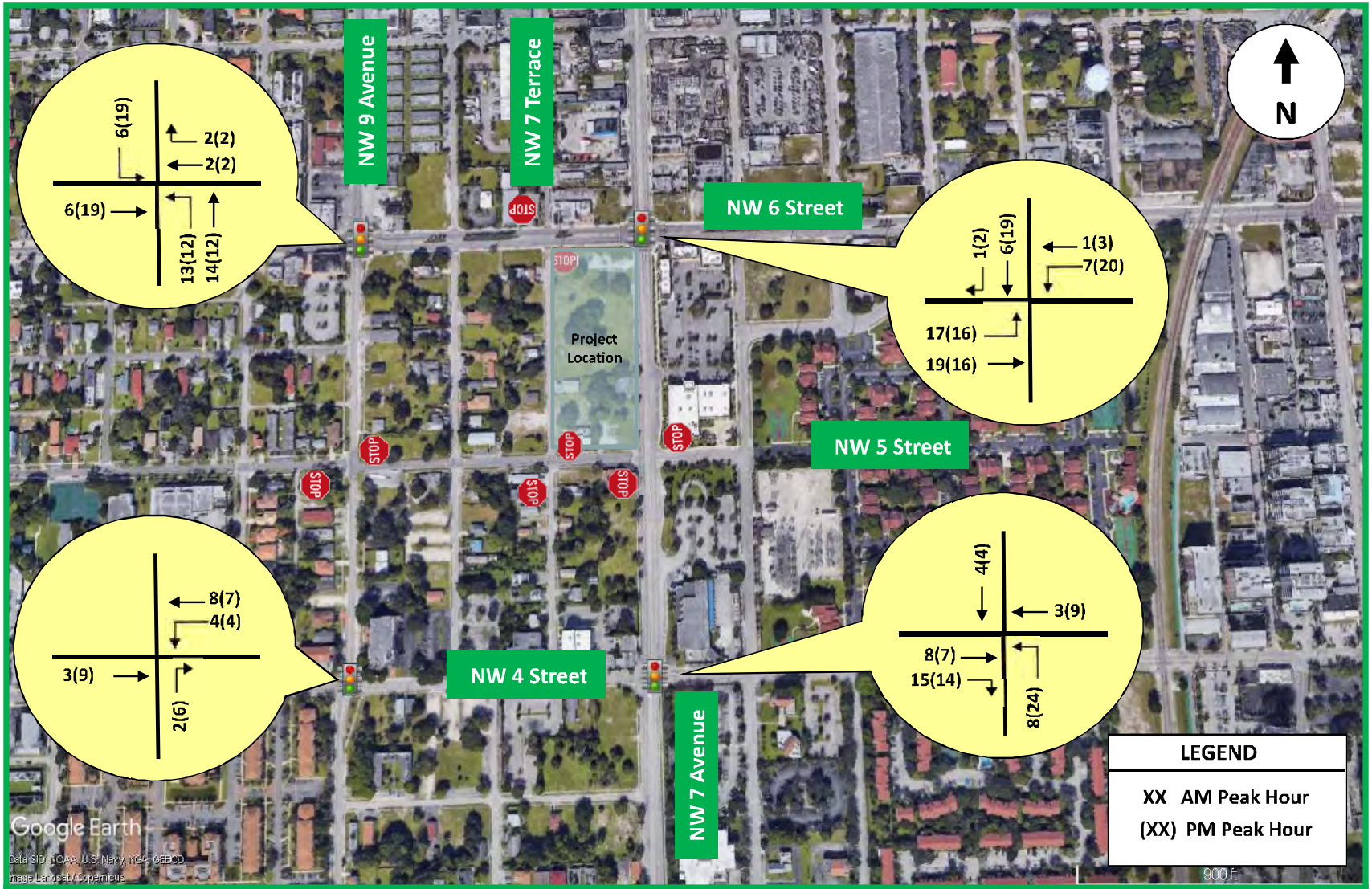


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Future Background Traffic

Figure 4B
Sistrunk Redevelopment
Fort Lauderdale, Florida

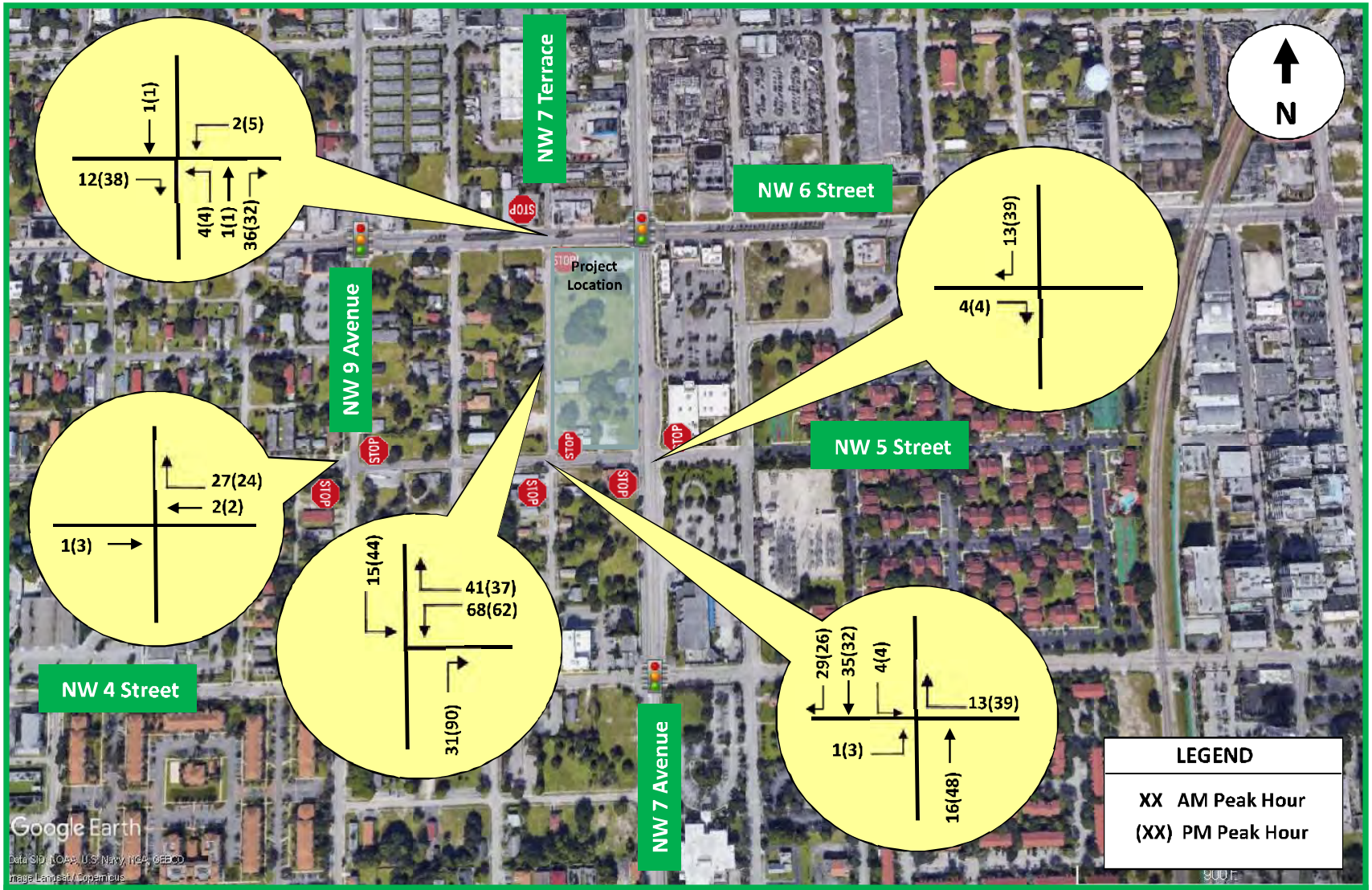


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Traffic

Figure 5A
West Village
Fort Lauderdale, Florida

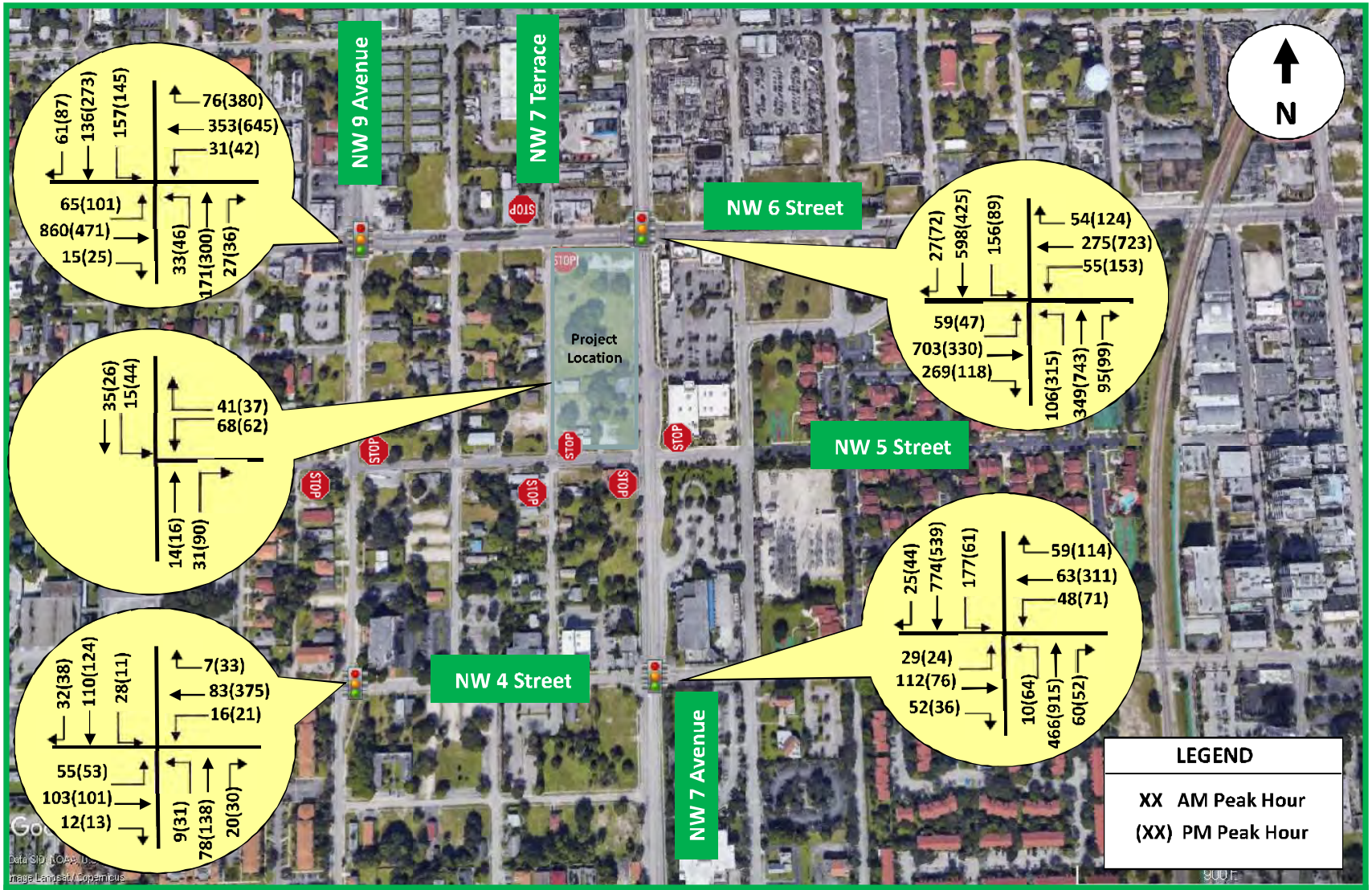


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Traffic

Figure 5B
West Village
Fort Lauderdale, Florida

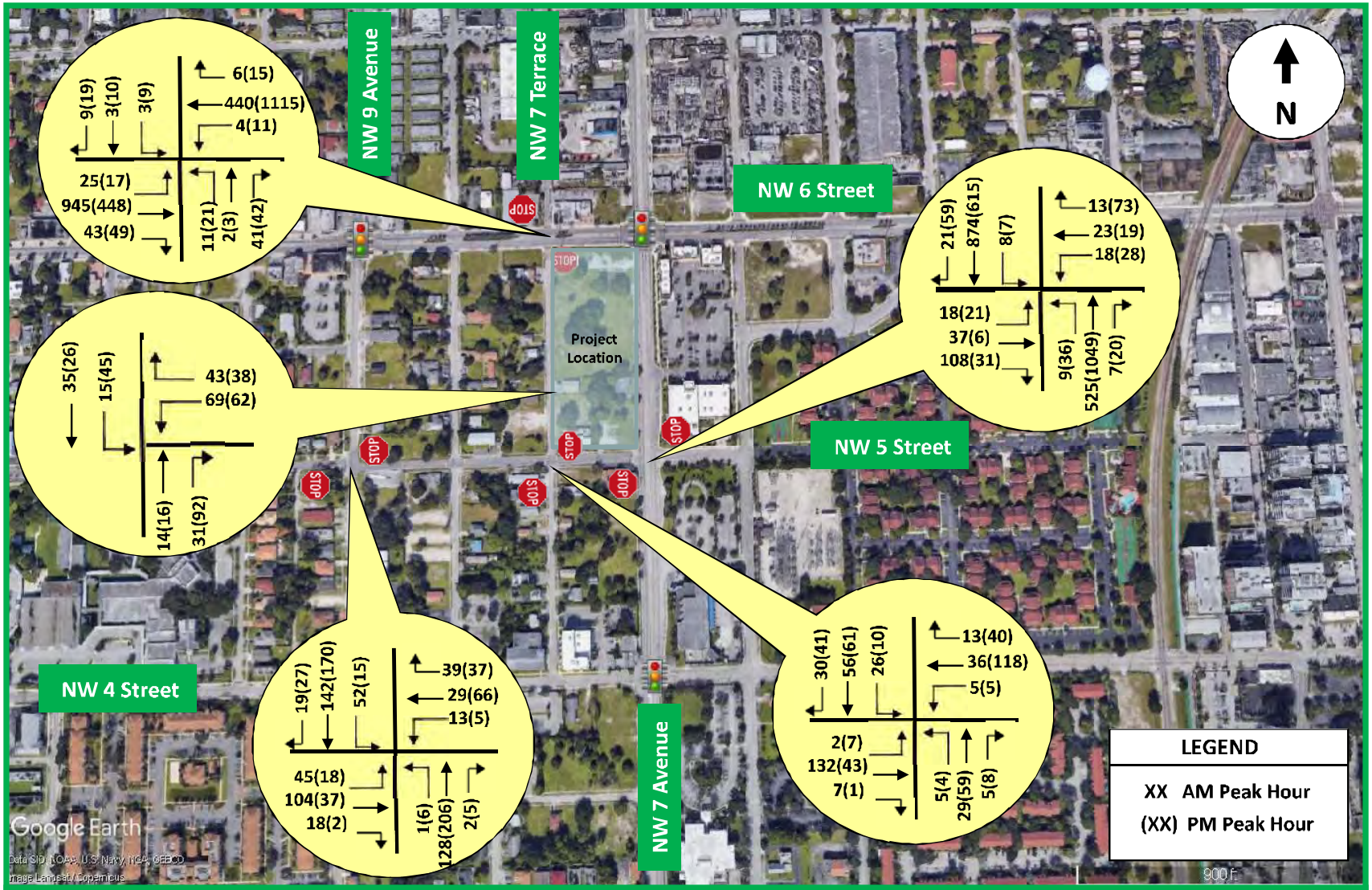


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Future Total Traffic

Figure 6A
Sistrunk Redevelopment
Fort Lauderdale, Florida



KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Future Total Traffic

Figure 6B
Sistrunk Redevelopment
Fort Lauderdale, Florida

Table 4
Level of Service

Intersection	Existing 2018 (AM/PM)					Future Without Project (AM/PM)					Future With Project (AM/PM)				
	EB	WB	NB	SB	Int.	EB	WB	NB	SB	Int.	EB	WB	NB	SB	Int.
NW 6 Street/NW 7 Avenue Delay (s/veh) Signalized	C/C 33.4/23.6	C/C 24.1/29.0	B/B 10.6/12.8	C/C 22.2/21.2	**C/C** **24.2/20.9**	D/C 35.7/23.8	C/C 24.3/30.0	B/B 10.7/13.2	C/C 22.6/21.5	**C/C** **25.3/21.4**	D/C 36.9/24.4	C/C 26.0/30.6	B/B 10.7/13.3	C/C 22.6/21.6	**C/C** **26.1/21.9**
NW 6 Street/NW 7 Terrace Delay (s/veh) Unsignalized (Two-Way Stop)	A/B 8.3/11.1	B/A 10.2/8.3	C/C 18.7/16.1	B/C 12.7/20.1		A/B 8.4/11.4	B/A 10.4/8.4	C/C 19.4/16.8	B/C 13.0/20.6		A/B 8.4/11.4	B/A 10.4/8.4	C/C 15.8/14.5	B/C 13.9/20.9	
NW 6 Street/NW 9 Avenue Delay (s/veh) Signalized	B/B 10.7/10.9	A/B 9.4/7.8	B/C 17.5/21.2	B/C 17.5/20.3	**B/B** **12.0/15.9**	B/B 10.4/11.7	A/B 9.4/15.3	B/C 17.6/21.5	B/C 17.7/20.6	**B/B** **12.3/16.3**	B/B 10.4/11.3	A/B 9.6/15.3	B/C 17.7/21.9	B/C 17.9/22.0	**B/B** **12.4/16.7**
NW 5 Street/NW 7 Avenue Delay (s/veh) Unsignalized (Two-Way Stop)	D/C 31.0/24.7	D/D 27.0/32.4	A/A 9.8/9.1	A/B 8.5/10.9		E/D 35.2/26.9	D/E 29.3/37.6	A/A 10.0/9.2	A/B 8.6/11.1		E/D 35.9/26.8	D/E 29.8/39.2	B/A 10.0/9.3	A/B 8.6/11.1	
NW 5 Street/NW 7 Terrace Delay (s/veh) Unsignalized (Two-Way Stop)	A/A 7.3/7.5	A/A 7.6/7.3	B/A 10.2/9.7	B/A 10.6/10.1		A/A 7.3/7.5	A/A 7.6/7.3	B/A 10.3/9.8	B/A 10.7/10.2		A/A 7.3/7.6	A/A 7.6/7.3	B/B 10.7/11.2	B/B 11.1/11.3	
NW 5 Street/NW 9 Avenue Delay (s/veh) Unsignalized (All-Way Stop)	A/A 9.85/8.63	A/A 8.62/8.68	A/A 9.71/9.45	B/A 10.13/9.30	**A/A** **9.70/9.21**	B/A 10.00/8.73	A/A 8.70/8.79	A/A 9.34/9.62	B/A 10.36/9.47	**A/A** **9.87/9.36**	B/A 10.17/8.85	A/A 8.84/8.95	A/A 9.52/9.83	B/A 10.60/9.67	**B/A** **10.00+/9.51**
NW 4 Street/NW 7 Avenue Delay (s/veh) Signalized	C/B 20.1/19.5	B/C 19.1/25.4	B/B 13.3/16.5	B/B 15.7/14.1	**B/B** **15.7/17.9**	C/B 20.2/19.7	B/C 19.2/26.1	B/B 13.4/16.9	B/B 16.1/14.5	**B/B** **16.0/18.3**	C/C 20.6/20.1	B/C 19.2/26.6	B/B 13.4/16.8	B/B 16.2/14.5	**B/B** **16.1/18.4**
NW 4 Street/NW 9 Avenue Delay (s/veh) Signalized	B/B 10.1/12.1	B/B 11.3/15.3	B/B 10.9/11.3	B/B 11.2/11.4	**B/B** **11.4/13.2**	B/B 10.2/12.2	B/B 11.3/15.8	B/B 10.9/11.3	B/B 11.2/11.4	**B/B** **11.5/13.5**	B/B 10.2/12.3	B/B 11.4/16.2	B/B 10.9/11.4	B/B 11.2/11.4	**B/B** **11.5/13.7**
Project Driveway/NW 7 Terrace Delay (s/veh) Unsignalized (One-Way Stop)	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		A/A			B/A	

The LOS, for the study intersections do not exceed the City of Fort Lauderdale requirements for capacity per City Code: *Article V. Development Review Criteria, Section 47.25. – Development Review Criteria, M. Transportation facilities, 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.*

FDOT and Broward County did not require a traffic study.

The overall Level of Service (LOS) for the study intersections are acceptable for all conditions.

Pedestrian and bicycle activity were observed during the vehicle counts. The pedestrian and bicycle activity did not have a significant impact on the operation of any of the intersections.

The actual count data and the turning movement count data are included in Appendix D. The signal timing and the HCS+ summary reports are included in Appendix E.

Conclusions

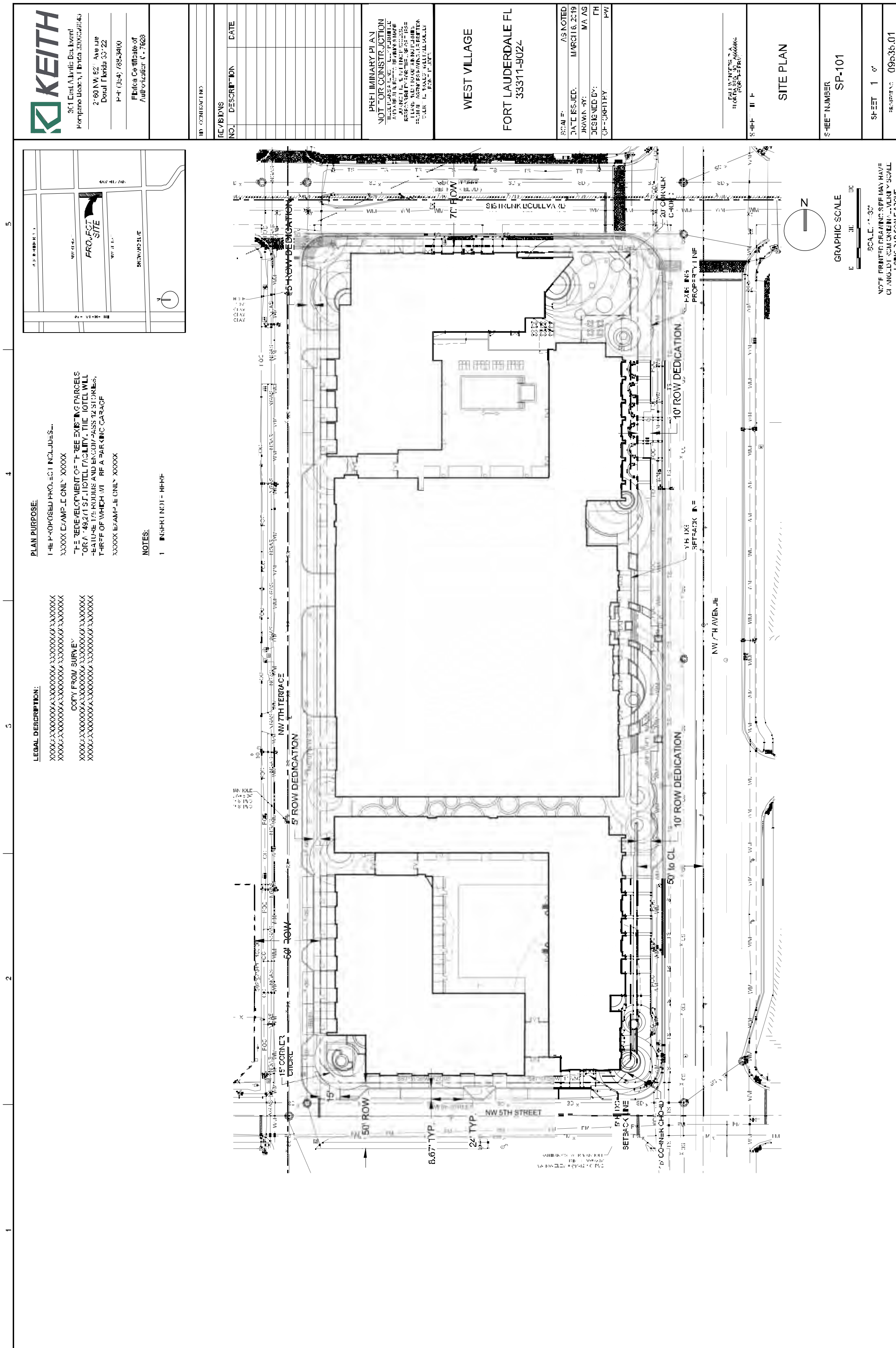
Urbano 500 LLC is proposing to develop West Village, a six-story Mixed-Use Development on the southwest corner of NW 6 Street (Sistrunk Boulevard) and NW 7 Avenue (Avenue of the Arts). There will be a maximum of 470 apartment units and 16,575 Square Feet (SF) of Retail use.

The access to the proposed development is sufficient to accommodate the project trips. The trip generation for the project indicates that the new trips anticipated to be generated will not have a significant impact on the surrounding roadways. The intersections around the proposed development will continue to operate at acceptable Levels of Service.

Based on the findings in this report, the proposed development, at NW 6 Street (Sistrunk Boulevard) and NW 7 Avenue (Avenue of the Arts), is compatible with the surrounding neighborhood and will not have a significant impact on the surrounding roadways.

Appendix A

Site Plan


KEITH
PRELIMINARY PLAN
NOT FOR CONSTRUCTION
WEST VILLAGE
FORT LAUDERDALE FL
33311-9024
SITE PLAN
SP-101
REVISIONS
PLAN PURPOSE:
LEGAL DESCRIPTION:
NOTES:
SISTRUNK BOULEVARD
NW 7TH AVENUE
NW 7TH TERRACE
NW 5TH STREET
10' ROW DEDICATION
5' ROW DEDICATION
50' to CL
GRAPHIC SCALE

Appendix B

Trip Generation

Multifamily Housing (Mid-Rise)
(221)

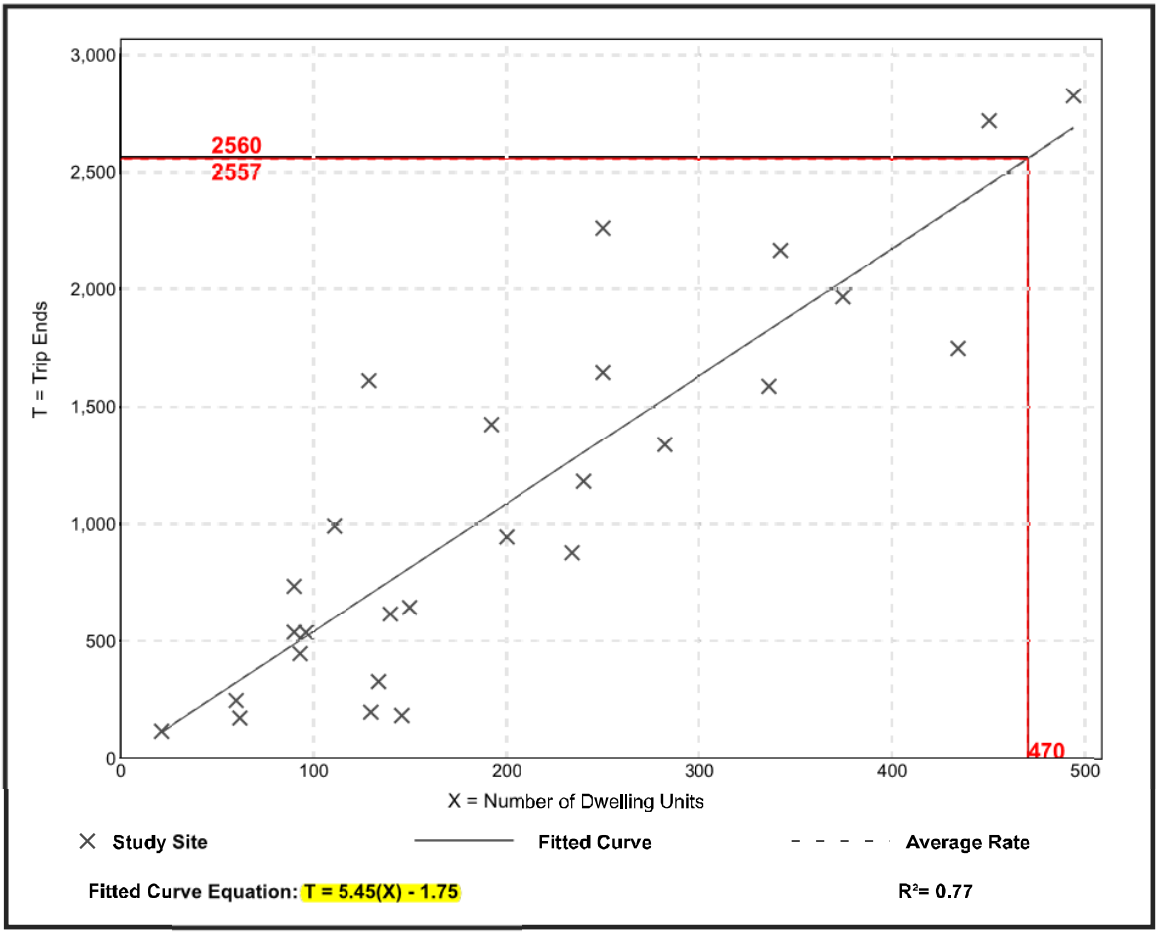
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

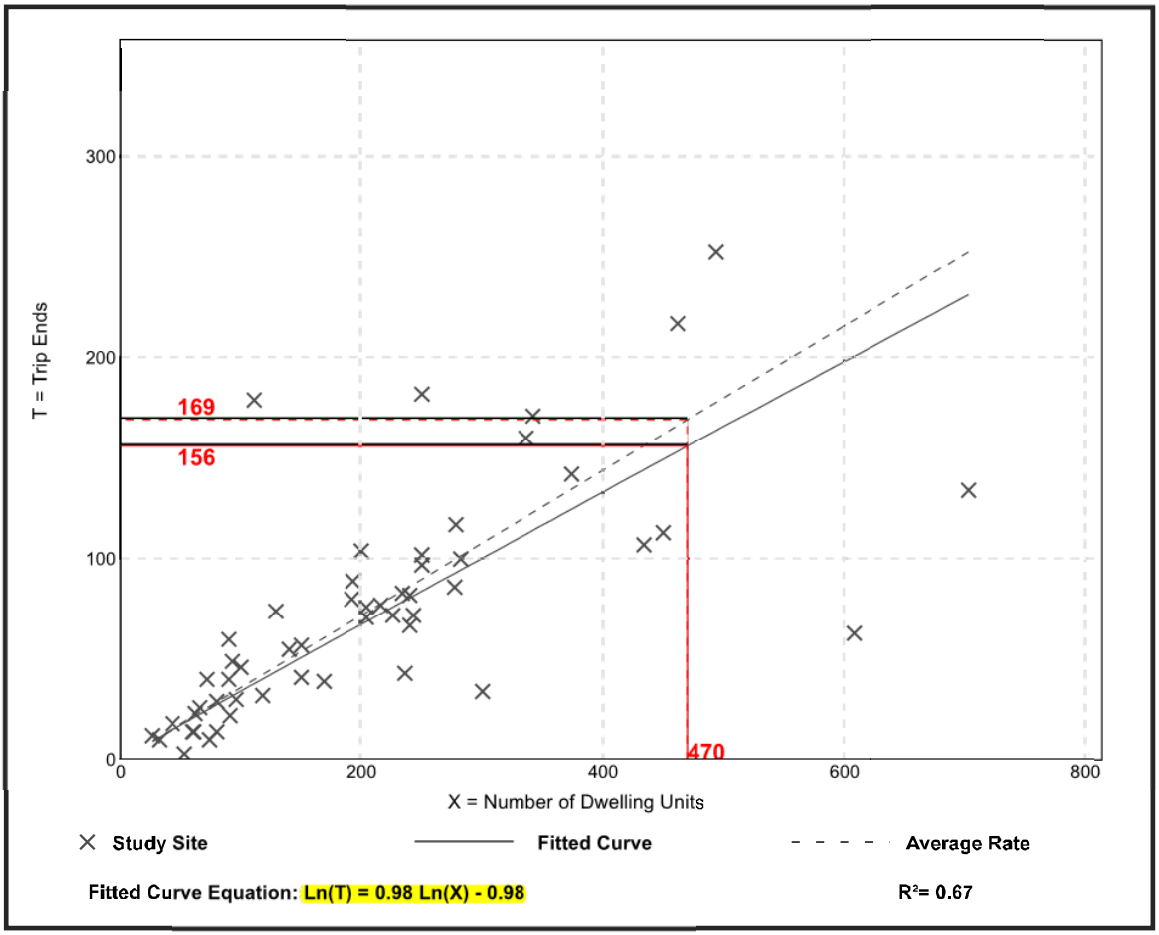
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

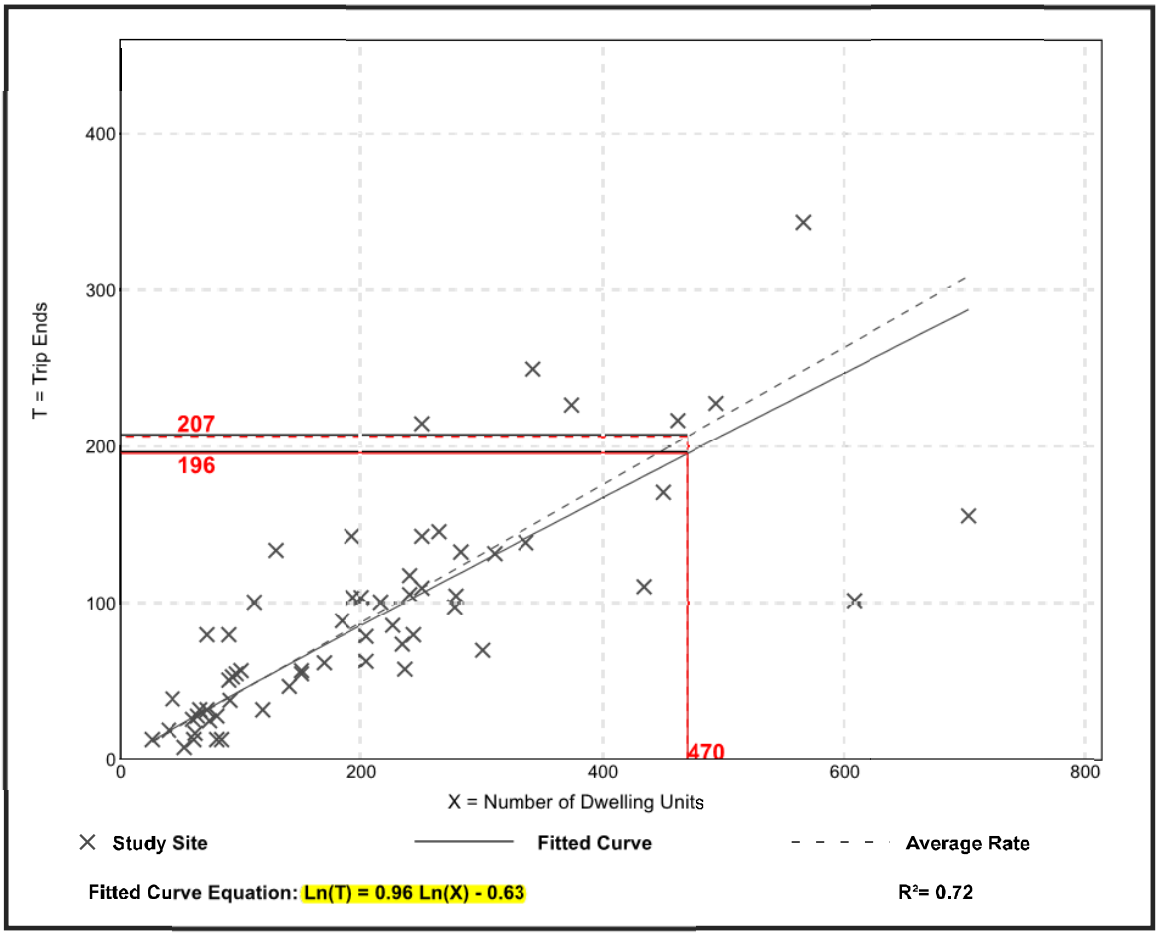
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

Shopping Center
(820)

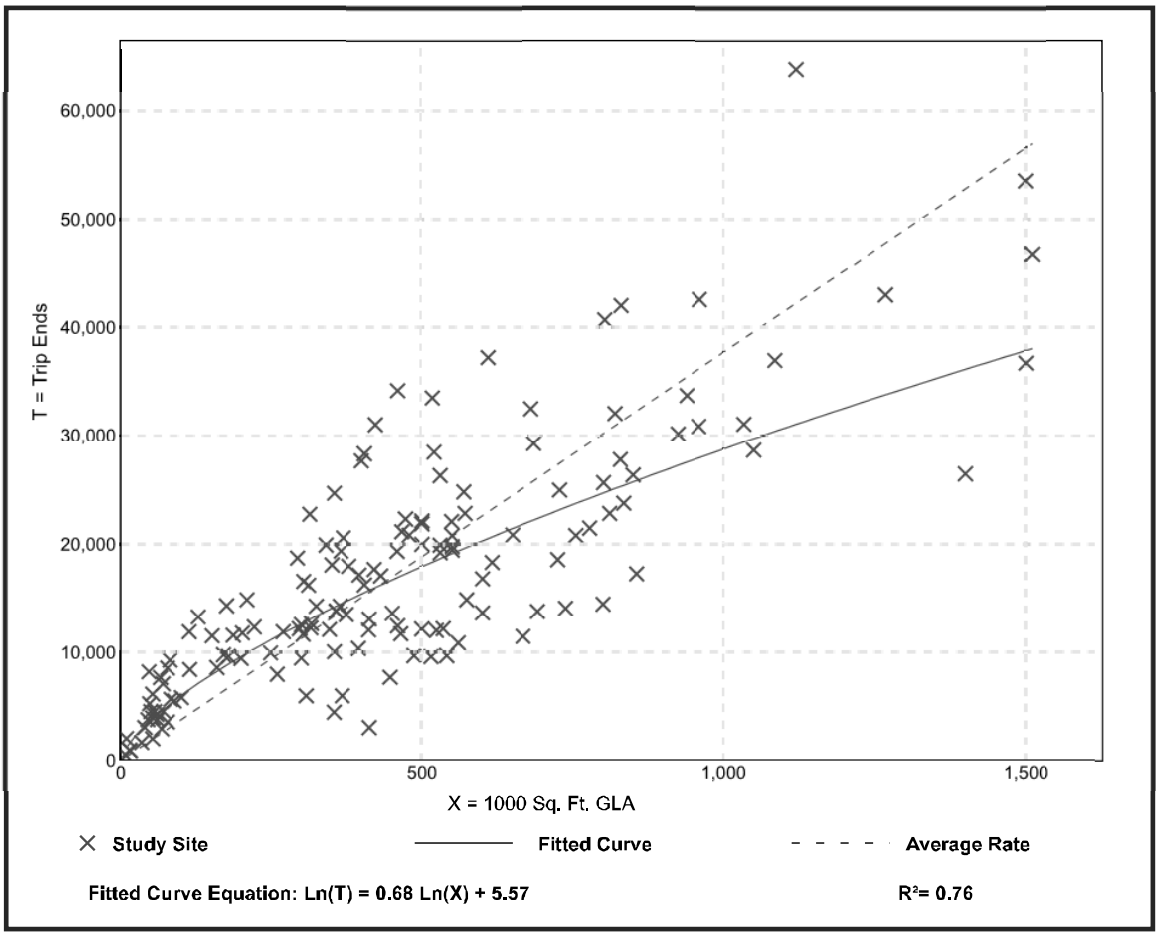
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 147
Avg. 1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

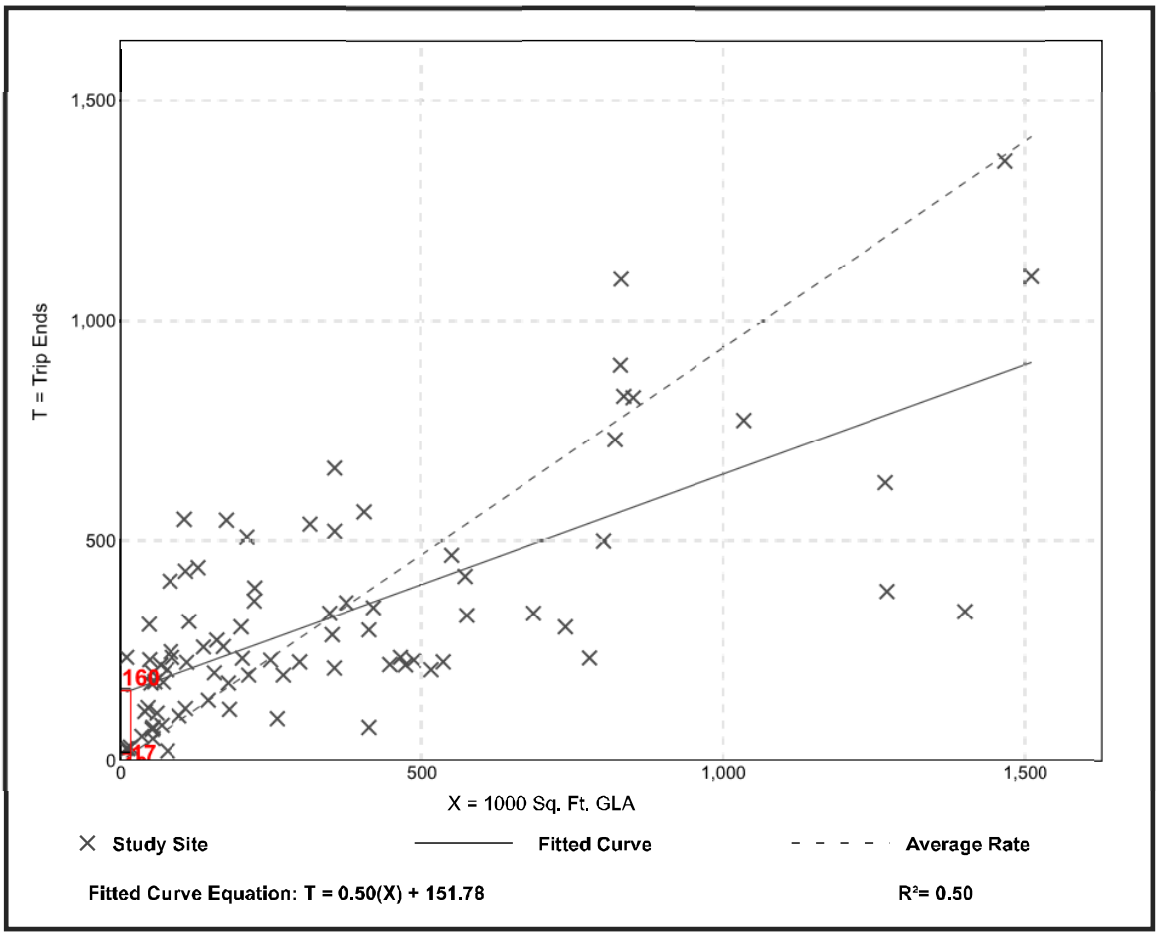
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 84
Avg. 1000 Sq. Ft. GLA: 351
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

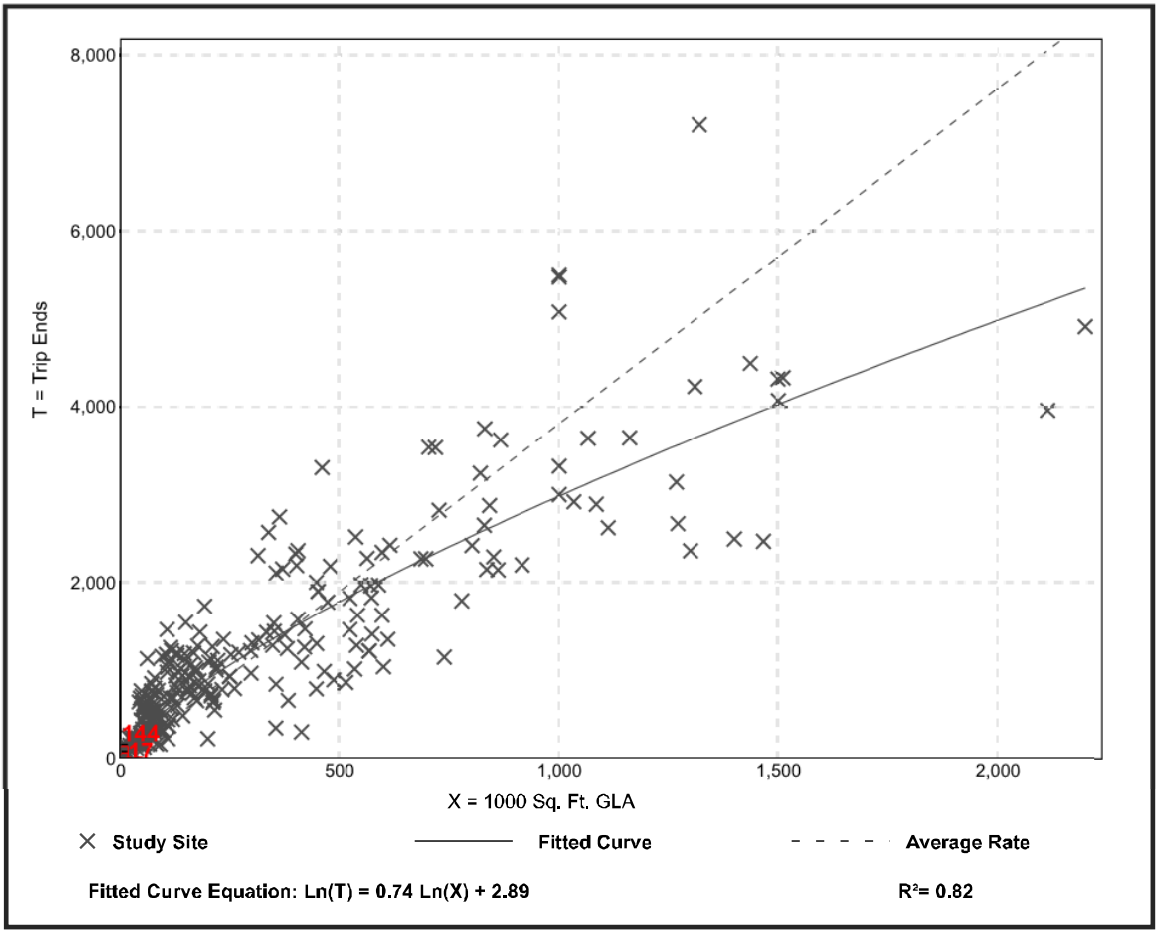
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 261
Avg. 1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

Appendix C

FDOT Historical AADT

FDOT Traffic Trends Analysis

FDOT Peak Season Factor

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7729 - NW 6 ST, E OF NW 7 AVE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2017	15200 F	E	7300	W	7900	9.00	51.90	4.10
2016	15200 C	E	7300	W	7900	9.00	54.10	4.10
2015	12400 S	E	5300	W	7100	9.00	54.00	5.10
2014	12200 F	E	5200	W	7000	9.00	54.20	5.10
2013	12100 C	E	5200	W	6900	9.00	53.60	5.10
2012	12500 S		0		0	9.00	52.20	5.90
2011	12400 F		0		0	9.00	52.50	6.30
2010	12400 C	E	5700	W	6700	8.35	52.69	6.50
2009	9000 F	E	4200	W	4800	8.53	53.89	6.50
2008	9200 C	E	4300	W	4900	8.81	54.16	6.50
2007	14000 C	E	6600	W	7400	8.63	55.75	4.80
2006	14000 C	E	6700	W	7300	8.40	55.34	2.90
2005	16900 C	E	7800	W	9100	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9042 - NW 6 STREET, W OF NW 9 AVENUE/FT. LAUDERDALE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2017	12400 S	E	4400	W	8000	9.00	51.90	6.20
2016	12400 F	E	4400	W	8000	9.00	54.10	2.90
2015	12200 C	E	4300	W	7900	9.00	54.00	3.40
2014	16000 X					9.00	54.20	7.40
2013	16000 X		0		0	9.00	53.60	7.60
2012	16000 T		0		0	9.00	52.20	5.90
2011	16200 S		0		0	9.00	52.50	6.30
2010	16200 F	E	7400	W	8800	8.35	52.69	9.30
2009	16200 C	E	7400	W	8800	8.53	53.89	5.30
2008	18200 C	E	8200	W	10000	8.81	54.16	6.50
2007	19200 C	E	8700	W	10500	8.63	55.75	4.80
2006	23500 C	E	10000	W	13500	8.40	55.34	2.90
2005	19800 C	E	8800	W	11000	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9029 - NW 7 AVENUE, N OF BROWARD BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	18900 S	N 9700	S 9200	9.00	51.90	6.20
2016	18900 F	N 9700	S 9200	9.00	54.10	2.90
2015	18700 C	N 9600	S 9100	9.00	54.00	3.40
2014	17000 X			9.00	54.20	7.40
2013	17000 X	0	0	9.00	53.60	7.60
2012	17000 T	0	0	9.00	52.20	5.90
2011	16800 S	0	0	9.00	52.50	6.30
2010	16800 F	N 7900	S 8900	8.35	52.69	9.30
2009	16800 C	N 7900	S 8900	8.53	53.89	5.30
2008	16200 C	N 8200	S 8000	8.81	54.16	6.50
2007	17500 C	N 8800	S 8700	8.63	55.75	4.80
2006	18100 C	N 9200	S 8900	8.40	55.34	2.90
2005	17000 C	N 8800	S 8200	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9061 - NW 9 AVENUE, N OF BROWARD BLVD.

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2017	4400 S	N	1600	S	2800	9.00	51.90	6.20
2016	4400 F	N	1600	S	2800	9.00	54.10	2.90
2015	4400 C	N	1600	S	2800	9.00	54.00	3.40
2014	3600 X					9.00	54.20	7.40
2013	3600 X		0		0	9.00	53.60	7.60
2012	3570 E		0		0	9.00	52.20	5.90
2011	3400 F	N	0	S	0	9.00	52.50	6.30
2010	3400 F		0		0	8.35	52.69	9.30
2009	3400 C	N	0	S	0	8.53	53.89	5.30
2008	3400 C	N	0	S	0	8.81	54.16	6.50
2007	3600 C	N	0	S	0	8.63	55.75	4.80
2006	3800 C	N	0	S	0	8.40	55.34	2.90
2005	4000 C	N		S		8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9047 - NW 9 AVENUE, N OF NW 6 STREET/FT. LAUDERDALE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2017	9200 F	N	4700	S	4500	9.00	51.90	6.20
2016	9200 C	N	4700	S	4500	9.00	54.10	2.90
2015	8100 V		0		0	9.00	54.00	3.40
2014	8000 R					9.00	54.20	7.40
2013	7900 T		0		0	9.00	53.60	7.60
2012	7900 S		0		0	9.00	52.20	5.90
2011	7900 F		0		0	9.00	52.50	6.30
2010	7900 C	N	0	S	0	8.35	52.69	9.30
2009	8600 F		0		0	8.53	53.89	5.30
2008	8800 C	N	0	S	0	8.81	54.16	6.50
2007	9900 C	N	0	S	0	8.63	55.75	4.80
2006	9800 C	N	0	S	0	8.40	55.34	2.90
2005	9700 C	N		S		8.20	51.70	0.00

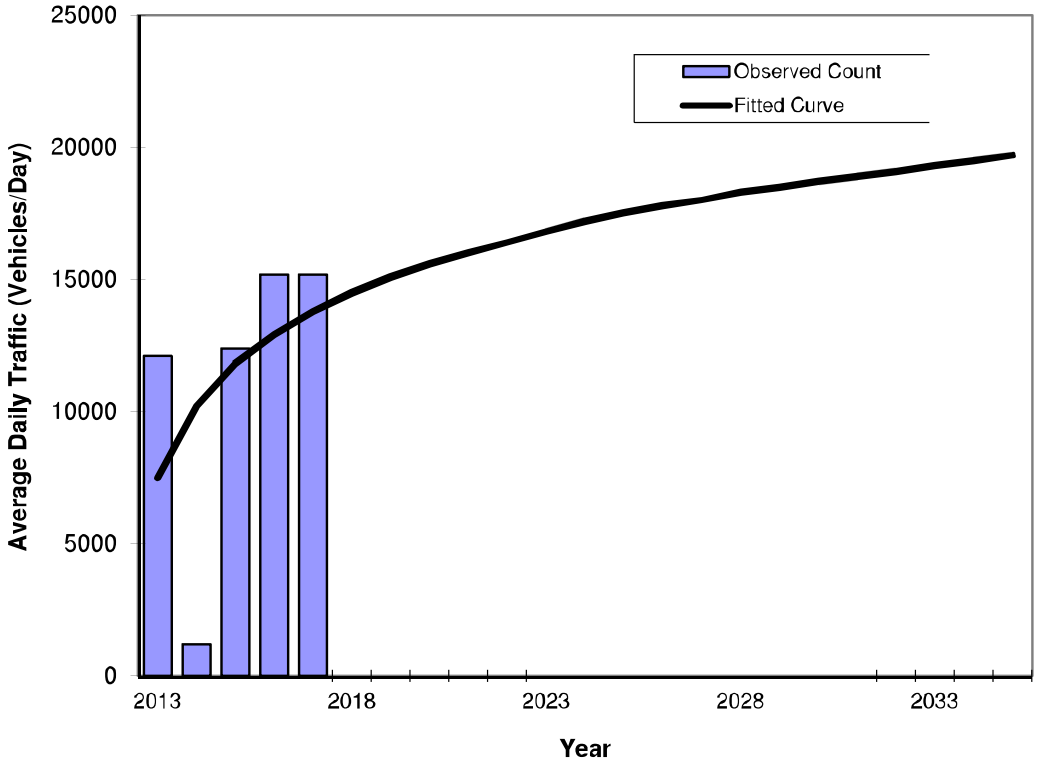
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 6 ST/SISTRUNK BLV –

FIN#	1234
Location	1

County:	Broward (86)
Station #:	7729
Highway:	NW 6 ST/SISTRUNK BLV



Year	Traffic (ADT/AADT) Count*	Trend**
2013	12100	7500
2014	1200	10200
2015	12400	11800
2016	15200	12900
2017	15200	13800
2019 Opening Year Trend		
2019	N/A	15100
2029 Mid-Year Trend		
2029	N/A	18500
2033 Design Year Trend		
2033	N/A	19300
TRANPLAN Forecasts/Trends		

Trend R-squared:	18.15%
Compounded Annual Historic Growth Rate:	16.47%
Compounded Growth Rate (2017 to Design Year):	2.12%
Printed:	18-Dec-18

Decaying Exponential Growth Option

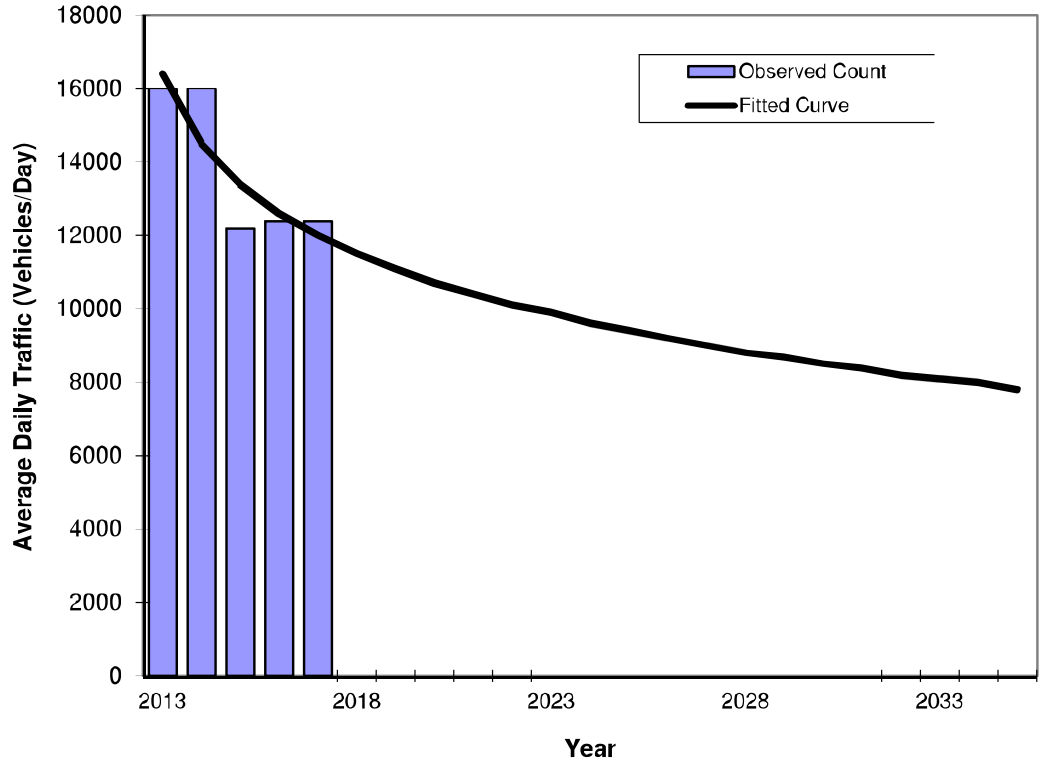
*Axle-Adjusted

Traffic Trends - V03.a

NW 6 ST/SISTRUNK BLV –

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9042
Highway:	NW 6 ST/SISTRUNK BLV



Year	Traffic (ADT/AADT) Count*	Trend**
2013	16000	16400
2014	16000	14500
2015	12200	13400
2016	12400	12600
2017	12400	12000
2019 Opening Year Trend		
2019	N/A	11100
2029 Mid-Year Trend		
2029	N/A	8700
2033 Design Year Trend		
2033	N/A	8100
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.07%
Compounded Annual Historic Growth Rate:	-7.51%
Compounded Growth Rate (2017 to Design Year):	-2.43%
Printed:	18-Dec-18

Decaying Exponential Growth Option

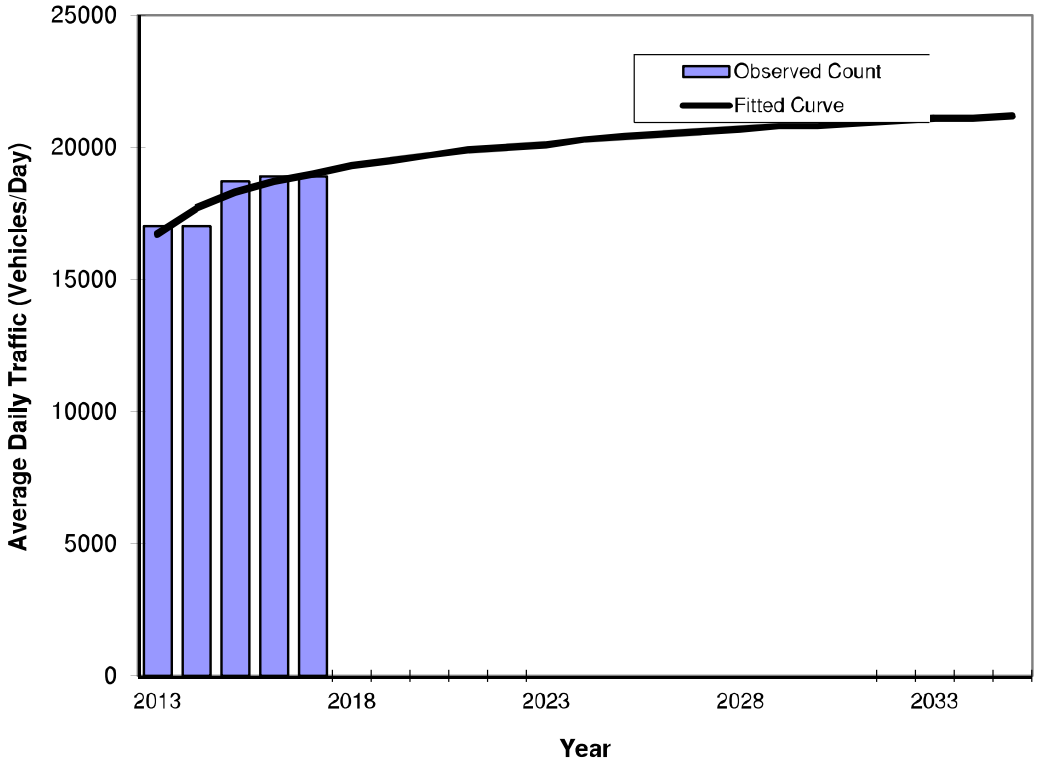
*Axle-Adjusted

Traffic Trends - V03.a

NW 7 Ave --

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9029
Highway:	NW 7 Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2013	17000	16700
2014	17000	17700
2015	18700	18300
2016	18900	18700
2017	18900	19000
2019 Opening Year Trend		
2019	N/A	19500
2029 Mid-Year Trend		
2029	N/A	20800
2033 Design Year Trend		
2033	N/A	21100
TRANPLAN Forecasts/Trends		

Trend R-squared:	80.18%
Compounded Annual Historic Growth Rate:	3.28%
Compounded Growth Rate (2017 to Design Year):	0.66%
Printed:	18-Dec-18

Decaying Exponential Growth Option

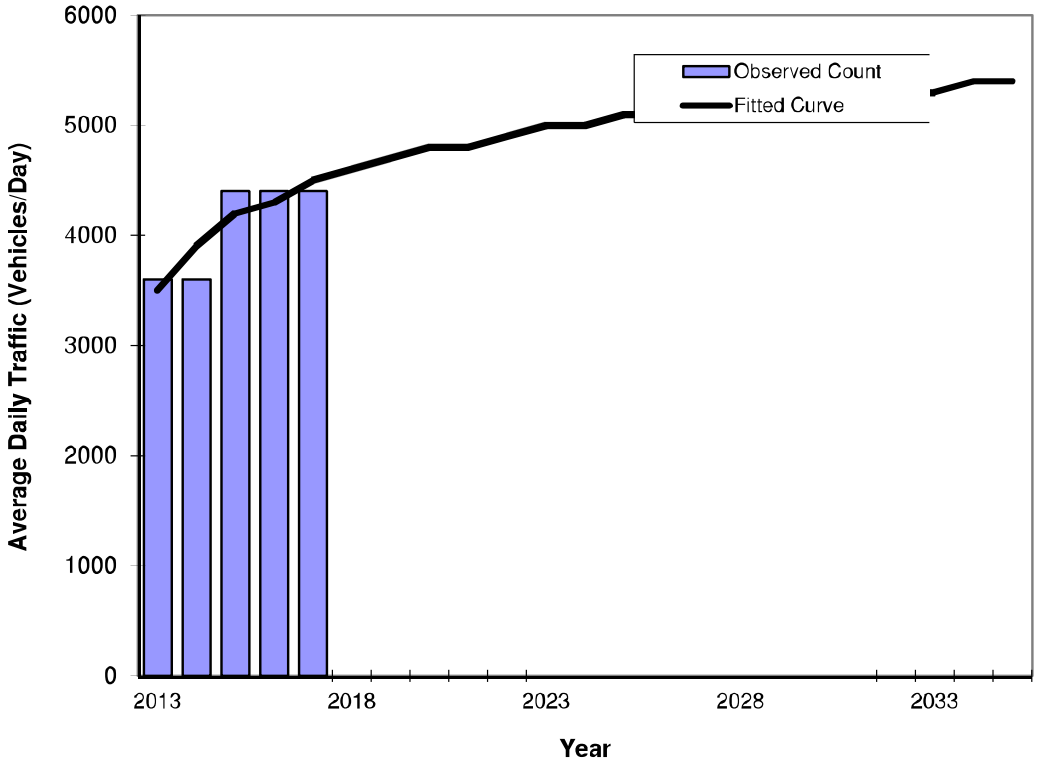
*Axle-Adjusted

Traffic Trends - V03.a

NW 9 Ave --

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9061
Highway:	NW 9 Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2013	3600	3500
2014	3600	3900
2015	4400	4200
2016	4400	4300
2017	4400	4500
2019 Opening Year Trend		
2019	N/A	4700
2029 Mid-Year Trend		
2029	N/A	5200
2033 Design Year Trend		
2033	N/A	5300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	77.01%
Compounded Annual Historic Growth Rate:	6.48%
Compounded Growth Rate (2017 to Design Year):	1.03%
Printed:	18-Dec-18

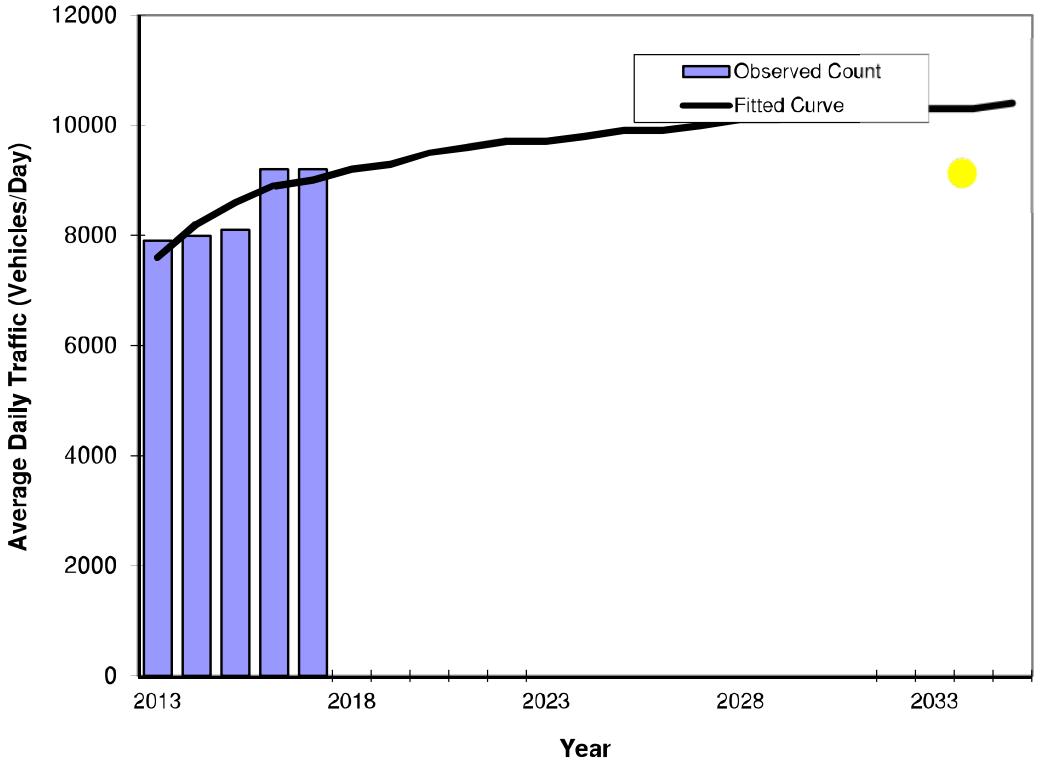
Decaying Exponential Growth Option

Traffic Trends - V03.a

NW 9 Ave --

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9047
Highway:	NW 9 Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2013	7900	7600
2014	8000	8200
2015	8100	8600
2016	9200	8900
2017	9200	9000
2019 Opening Year Trend		
2019	N/A	9300
2029 Mid-Year Trend		
2029	N/A	10100
2033 Design Year Trend		
2033	N/A	10300
TRANPLAN Forecasts/Trends		

Trend R-squared:	70.08%
Compounded Annual Historic Growth Rate:	4.32%
Compounded Growth Rate (2017 to Design Year):	0.85%
Printed:	18-Dec-18

Decaying Exponential Growth Option

*Axle-Adjusted

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8602 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	0.96	0.99
2	01/08/2017 - 01/14/2017	0.98	1.01
3	01/15/2017 - 01/21/2017	0.99	1.02
4	01/22/2017 - 01/28/2017	0.99	1.02
* 5	01/29/2017 - 02/04/2017	0.98	1.01
* 6	02/05/2017 - 02/11/2017	0.98	1.01
* 7	02/12/2017 - 02/18/2017	0.97	1.00
* 8	02/19/2017 - 02/25/2017	0.97	1.00
* 9	02/26/2017 - 03/04/2017	0.96	0.99
*10	03/05/2017 - 03/11/2017	0.96	0.99
*11	03/12/2017 - 03/18/2017	0.96	0.99
*12	03/19/2017 - 03/25/2017	0.96	0.99
*13	03/26/2017 - 04/01/2017	0.97	1.00
*14	04/02/2017 - 04/08/2017	0.97	1.00
*15	04/09/2017 - 04/15/2017	0.98	1.01
*16	04/16/2017 - 04/22/2017	0.98	1.01
*17	04/23/2017 - 04/29/2017	0.99	1.02
18	04/30/2017 - 05/06/2017	0.99	1.02
19	05/07/2017 - 05/13/2017	0.99	1.02
20	05/14/2017 - 05/20/2017	1.00	1.03
21	05/21/2017 - 05/27/2017	1.00	1.03
22	05/28/2017 - 06/03/2017	1.00	1.03
23	06/04/2017 - 06/10/2017	1.01	1.04
24	06/11/2017 - 06/17/2017	1.01	1.04
25	06/18/2017 - 06/24/2017	1.01	1.04
26	06/25/2017 - 07/01/2017	1.01	1.04
27	07/02/2017 - 07/08/2017	1.01	1.04
28	07/09/2017 - 07/15/2017	1.02	1.05
29	07/16/2017 - 07/22/2017	1.01	1.04
30	07/23/2017 - 07/29/2017	1.01	1.04
31	07/30/2017 - 08/05/2017	1.01	1.04
32	08/06/2017 - 08/12/2017	1.01	1.04
33	08/13/2017 - 08/19/2017	1.01	1.04
34	08/20/2017 - 08/26/2017	1.05	1.08
35	08/27/2017 - 09/02/2017	1.08	1.11
36	09/03/2017 - 09/09/2017	1.12	1.15
37	09/10/2017 - 09/16/2017	1.16	1.20
38	09/17/2017 - 09/23/2017	1.13	1.16
39	09/24/2017 - 09/30/2017	1.10	1.13
40	10/01/2017 - 10/07/2017	1.08	1.11
41	10/08/2017 - 10/14/2017	1.05	1.08
42	10/15/2017 - 10/21/2017	1.03	1.06
43	10/22/2017 - 10/28/2017	1.02	1.05
44	10/29/2017 - 11/04/2017	1.01	1.04
45	11/05/2017 - 11/11/2017	1.00	1.03
46	11/12/2017 - 11/18/2017	0.99	1.02
47	11/19/2017 - 11/25/2017	0.98	1.01
48	11/26/2017 - 12/02/2017	0.98	1.01
49	12/03/2017 - 12/09/2017	0.97	1.00
50	12/10/2017 - 12/16/2017	0.96	0.99
51	12/17/2017 - 12/23/2017	0.97	1.00
52	12/24/2017 - 12/30/2017	0.98	1.01
53	12/31/2017 - 12/31/2017	0.99	1.02

* PEAK SEASON

02-MAR-2018 15:35:06 830UPD 4_8602_PKSEASON.TXT

Appendix D

Field Data Counts

Turning Movement Counts

TRAFFIC SURVEY SPECIALISTS, INC.

NW 6TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/11/18
File I.D. : 6ST_9AVE
Page : 1

ALL VEHICLES

	NW 9TH AVENUE From North				NW 6TH STREET From East				NW 9TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/11/18																	
07:00	0	22	17	18	0	1	55	16	0	2	22	2	0	17	101	4	277
07:15	0	32	36	16	0	6	79	25	0	3	30	5	0	30	146	0	408
07:30	0	37	36	14	0	5	92	15	0	7	52	7	0	17	198	6	486
07:45	0	28	26	15	0	8	97	17	0	6	38	7	0	11	209	4	466
Hr Total	0	119	115	63	0	20	323	73	0	18	142	21	0	75	654	14	1637
08:00	0	37	33	11	0	8	64	17	0	4	27	5	0	18	208	4	436
08:15	0	45	37	20	0	9	88	23	0	2	35	7	0	17	214	1	498
08:30	0	36	23	13	0	4	78	17	0	5	27	10	0	18	207	3	441
08:45	0	32	27	15	0	8	76	23	0	4	26	7	0	15	207	4	444
Hr Total	0	150	120	59	0	29	306	80	0	15	115	29	0	68	836	12	1819
* BREAK *																	
16:00	0	22	29	14	0	4	173	55	0	7	29	5	0	21	67	1	427
16:15	0	18	24	22	0	7	206	81	0	8	40	4	0	13	71	5	499
16:30	0	24	32	10	0	8	178	54	0	10	54	6	0	15	66	6	463
16:45	0	33	39	19	0	1	204	75	0	10	42	10	0	18	81	4	536
Hr Total	0	97	124	65	0	20	761	265	0	35	165	25	0	67	285	16	1925
17:00	0	29	51	20	0	9	172	81	0	6	66	7	0	22	105	3	571
17:15	0	31	77	20	0	14	150	95	0	10	73	10	0	21	95	8	604
17:30	0	35	68	21	0	9	149	92	0	6	67	7	0	21	118	7	600
17:45	0	27	69	23	0	9	153	99	0	11	74	11	0	34	121	6	637
Hr Total	0	122	265	84	0	41	624	367	0	33	280	35	0	98	439	24	2412
TOTAL	0	488	624	271	0	110	2014	785	0	101	702	110	0	308	2214	66	7793

TRAFFIC SURVEY SPECIALISTS, INC.

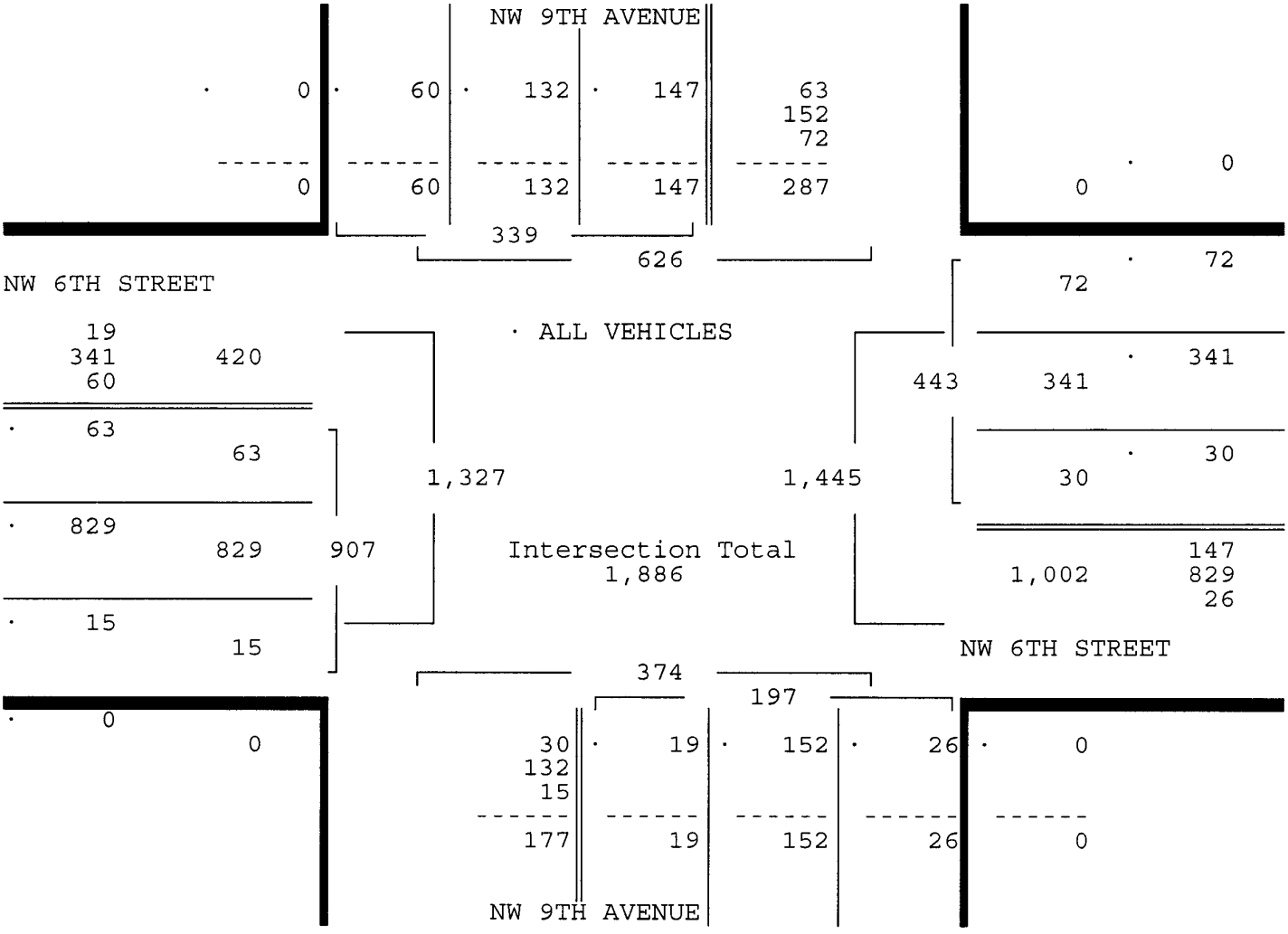
NW 6TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/11/18
File I.D. : 6ST_9AVE

ALL VEHICLES

	NW 9TH AVENUE From North				NW 6TH STREET From East				NW 9TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/11/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/11/18																	
Peak start 07:30					07:30				07:30				07:30				
Volume	0	147	132	60	0	30	341	72	0	19	152	26	0	63	829	15	
Percent	0%	43%	39%	18%	0%	7%	77%	16%	0%	10%	77%	13%	0%	7%	91%	2%	
Pk total	339				443				197				907				
Highest	08:15				07:45				07:30				08:15				
Volume	0	45	37	20	0	8	97	17	0	7	52	7	0	17	214	1	
Hi total	102				122				66				232				
PHF	.83				.91				.75				.98				



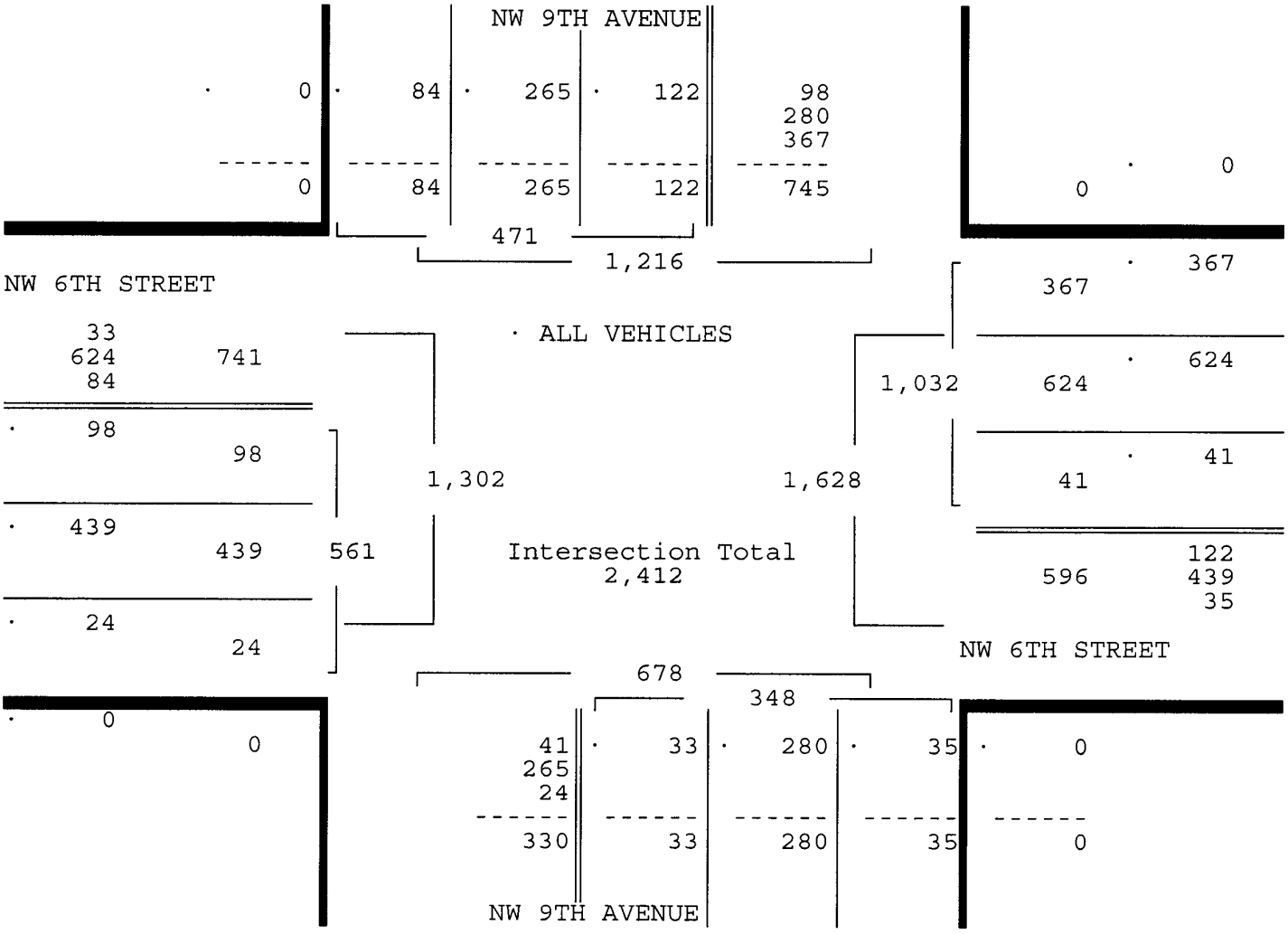
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NW 6TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

Site Code : 00180222
Start Date: 12/11/18
File I.D. : 6ST_9AVE
Page : 3

ALL VEHICLES

	NW 9TH AVENUE From North				NW 6TH STREET From East				NW 9TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/11/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/11/18																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	122	265	84	0	41	624	367	0	33	280	35	0	98	439	24	
Percent	0%	26%	56%	18%	0%	4%	60%	36%	0%	9%	80%	10%	0%	17%	78%	4%	
Pk total	471				1032				348				561				
Highest	17:15				17:00				17:45				17:45				
Volume	0	31	77	20	0	9	172	81	0	11	74	11	0	34	121	6	
Hi total	128				262				96				161				
PHF	.92				.98				.91				.87				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 6TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

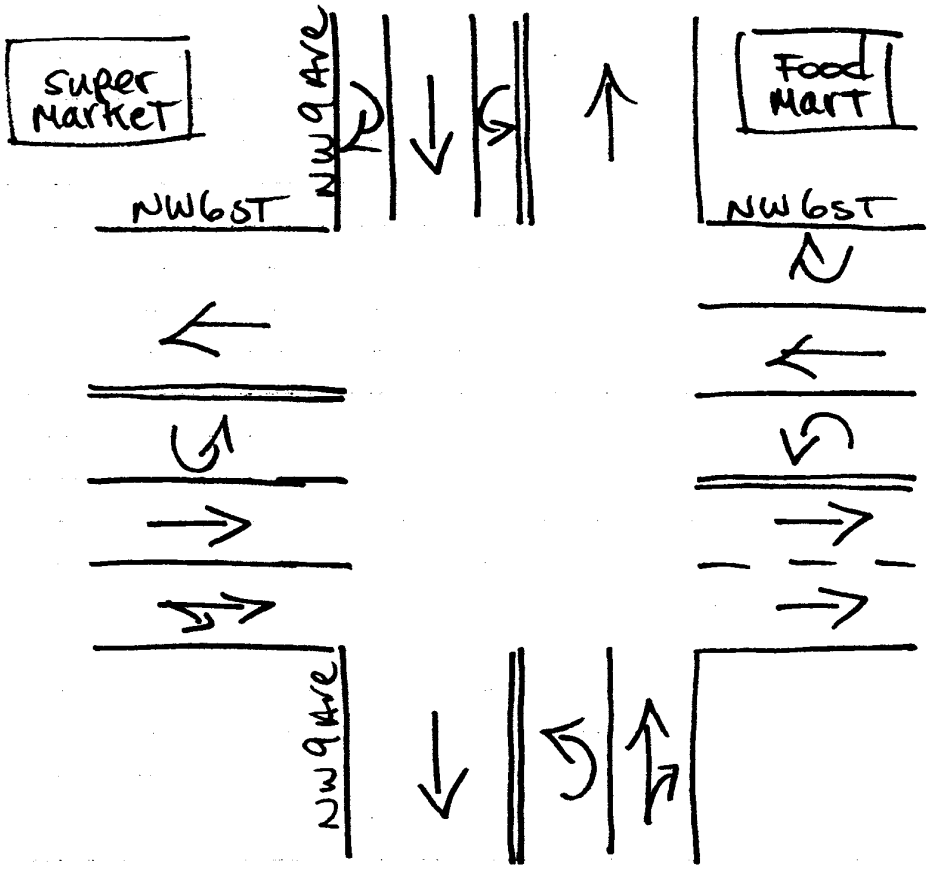
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180222
Start Date: 12/11/18
File I.D. : 6ST_9AVE
Page : 1

PEDESTRIANS & BIKES

	NW 9TH AVENUE From North				NW 6TH STREET From East				NW 9TH AVENUE From South				NW 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/11/18																	
07:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	0	0	5	0	0	0	3	0	0	0	2	0	1	0	0	11
07:30	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3
07:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Hr Total	0	4	0	9	0	0	0	3	0	0	0	3	0	1	0	1	21
08:00	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	1	5
08:15	0	0	0	7	0	0	0	5	0	2	0	0	0	0	0	0	14
08:30	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	1	0	11	0	0	0	6	0	4	0	1	0	0	0	2	25
* BREAK *																	
16:00	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	5
16:15	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	3
16:30	0	1	0	1	0	0	0	0	0	1	0	2	0	1	0	0	6
16:45	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	4
Hr Total	0	3	0	5	0	0	0	0	0	4	0	2	0	3	0	1	18
17:00	0	0	0	6	0	1	0	1	0	0	0	0	0	0	0	0	8
17:15	0	2	0	8	0	0	0	0	0	2	0	0	0	0	0	0	12
17:30	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	2	0	16	0	1	0	2	0	2	0	0	0	0	0	0	23
TOTAL	0	10	0	41	0	1	0	11	0	10	0	6	0	4	0	4	87

North



Ft. Lauderdale, Florida

September 26, 2012

drawn by: Luis Palomino

Signalized

12-11-18

TRAFFIC SURVEY SPECIALISTS, INC.

NW 6TH STREET & NW 7TH TERRACE
FT LAUDERDALE, FLORIDA
COUNTED BY: GERMAIN CAMPUSANO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 6ST_7TER
Page : 1

ALL VEHICLES

	NW 7TH TERRACE From North				NW 6TH STREET From East				NW 7TH TERRACE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
07:00	0	0	0	1	0	0	71	0	0	4	1	0	0	2	103	7	189
07:15	0	1	2	1	0	0	100	0	0	3	1	0	0	5	177	8	298
07:30	0	0	0	3	0	1	108	2	0	2	0	3	1	2	208	7	337
07:45	0	1	1	4	0	0	107	1	1	2	0	1	1	6	227	10	362
Hr Total	0	2	3	9	0	1	386	3	1	11	2	4	2	15	715	32	1186
08:00	0	0	0	0	0	1	107	1	0	1	1	0	0	8	230	7	356
08:15	0	2	1	2	0	0	105	2	0	1	0	1	0	6	252	6	378
08:30	0	1	0	1	0	0	92	2	0	0	1	1	0	3	216	7	324
08:45	0	1	0	6	0	0	99	3	0	0	0	0	0	4	245	7	365
Hr Total	0	4	1	9	0	1	403	8	0	2	2	2	0	21	943	27	1423
* BREAK *																	
16:00	0	0	0	4	0	2	264	0	0	1	1	0	0	3	89	2	366
16:15	0	0	2	3	0	1	248	1	0	3	2	0	0	1	118	7	386
16:30	0	1	2	3	1	2	235	1	0	3	0	1	0	3	99	4	355
16:45	0	3	1	7	0	2	261	0	0	6	0	3	0	3	136	5	427
Hr Total	0	4	5	17	1	7	1008	2	0	13	3	4	0	10	442	18	1534
17:00	0	4	3	3	0	2	264	4	0	3	0	5	0	2	105	2	397
17:15	0	0	2	4	0	2	294	6	0	3	1	2	1	4	95	3	417
17:30	0	2	3	4	0	0	263	5	0	4	1	0	0	6	99	1	388
17:45	0	5	3	4	0	0	217	1	0	1	2	1	0	4	108	2	348
Hr Total	0	11	11	15	0	4	1038	16	0	11	4	8	1	16	407	8	1550
TOTAL	0	21	20	50	1	13	2835	29	1	37	11	18	3	62	2507	85	5693

TRAFFIC SURVEY SPECIALISTS, INC.

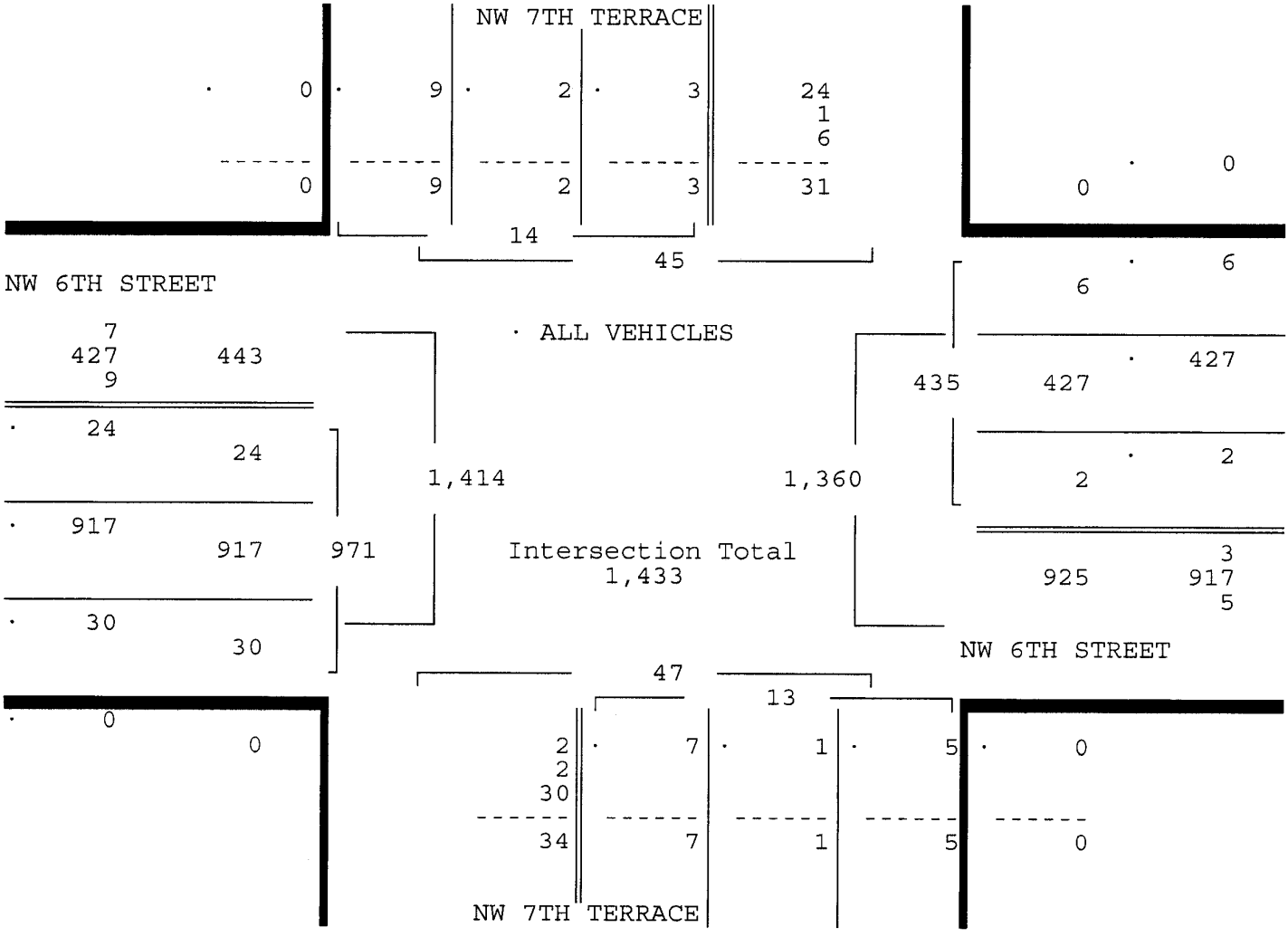
NW 6TH STREET & NW 7TH TERRACE
FT LAUDERDALE, FLORIDA
COUNTED BY: GERMAIN CAMPUSANO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 6ST_7TER
Page : 2

ALL VEHICLES

	NW 7TH TERRACE From North				NW 6TH STREET From East				NW 7TH TERRACE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/12/18																	
Peak start 07:30					07:30				07:30				07:30				
Volume	0	3	2	9	0	2	427	6	1	6	1	5	2	22	917	30	
Percent	0%	21%	14%	64%	0%	0%	98%	1%	8%	46%	8%	38%	0%	2%	94%	3%	
Pk total	14				435				13				971				
Highest	07:45				07:30				07:30				08:15				
Volume	0	1	1	4	0	1	108	2	0	2	0	3	0	6	252	6	
Hi total	6				111				5				264				
PHF	.58				.98				.65				.92				



TRAFFIC SURVEY SPECIALISTS, INC.

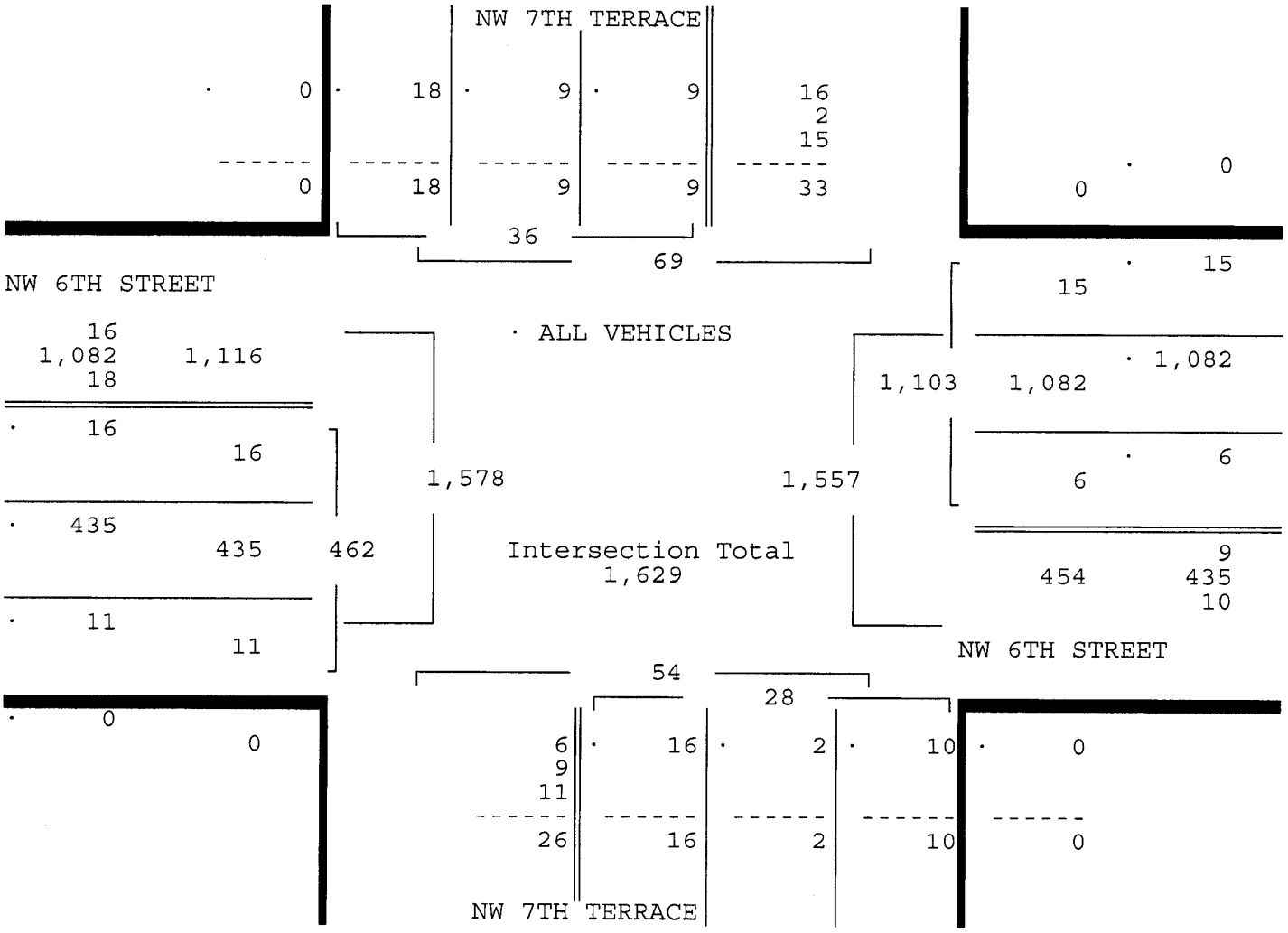
NW 6TH STREET & NW 7TH TERRACE
FT LAUDERDALE, FLORIDA
COUNTED BY: GERMAIN CAMPUSANO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 6ST_7TER
Page : 3

ALL VEHICLES

	NW 7TH TERRACE From North				NW 6TH STREET From East				NW 7TH TERRACE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/12/18																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	9	9	18	0	6	1082	15	0	16	2	10	1	15	435	11	
Percent	0%	25%	25%	50%	0%	1%	98%	1%	0%	57%	7%	36%	0%	3%	94%	2%	
Pk total	36				1103				28				462				
Highest	16:45				17:15				16:45				16:45				
Volume	0	3	1	7	0	2	294	6	0	6	0	3	0	3	136	5	
Hi total	11				302				9				144				
PHF	.82				.91				.78				.80				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 6TH STREET & NW 7TH TERRACE
FT LAUDERDALE, FLORIDA
COUNTED BY: GERMAIN CAMPUSANO
NOT SIGNALIZED

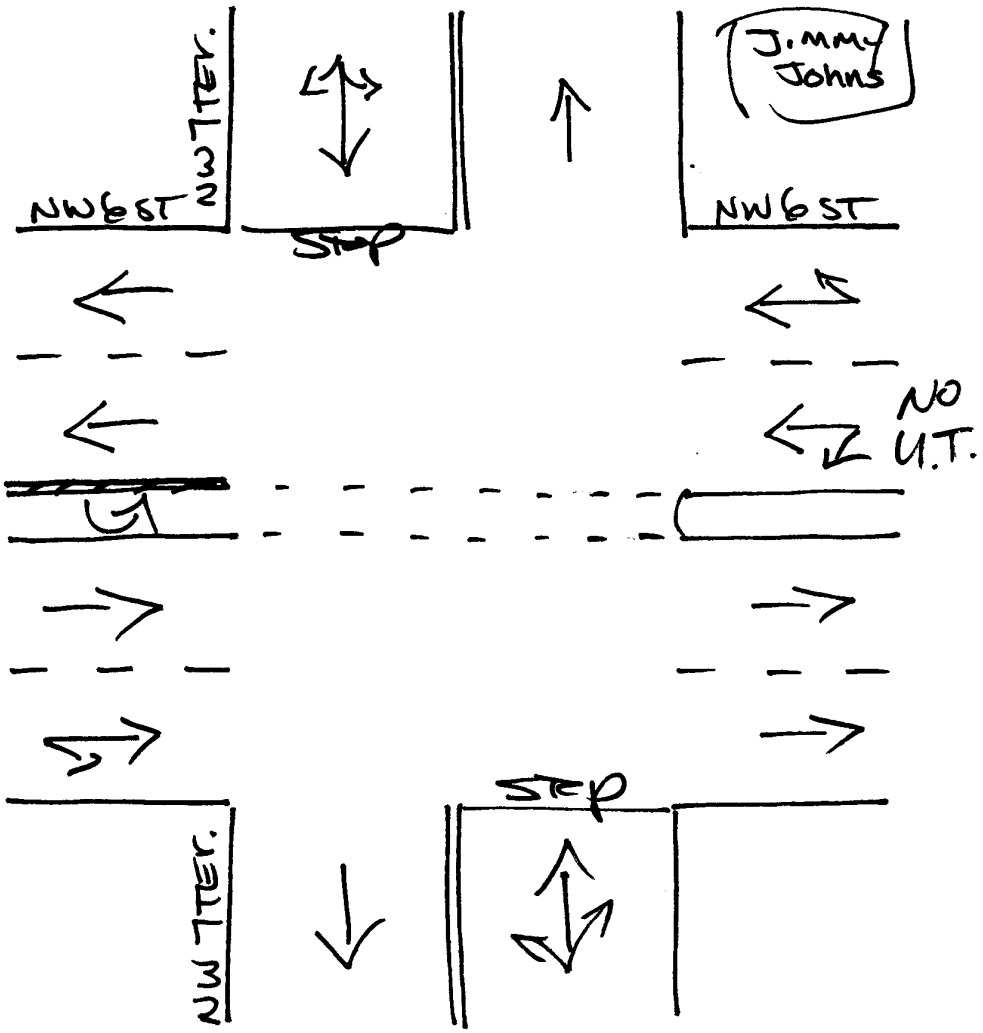
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 6ST_7TER
Page : 1

PEDESTRIANS & BIKES

	NW 7TH TERRACE From North				NW 6TH STREET From East				NW 7TH TERRACE From South				NW 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/12/18																	
07:00	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	1	5
07:15	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
07:30	0	2	0	1	0	0	0	0	0	1	0	1	0	0	0	0	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	4	0	4	0	1	0	0	0	2	0	1	0	0	0	1	13
08:00	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3
08:15	0	1	0	1	0	0	0	0	0	2	0	1	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Hr Total	0	2	0	1	0	0	0	0	0	5	0	3	0	0	0	0	11
---------- * BREAK * ----------																	
16:00	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
16:15	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
16:45	0	2	0	5	0	0	0	0	0	1	0	0	0	1	0	0	9
Hr Total	0	6	0	6	0	0	0	0	0	3	0	0	0	2	0	1	18
17:00	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3
17:15	0	3	0	2	0	0	0	0	0	0	0	2	0	0	0	0	7
17:30	0	2	0	3	0	0	0	0	0	4	0	3	0	0	0	0	12
17:45	0	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	7
Hr Total	0	7	0	9	0	0	0	0	0	6	0	7	0	0	0	0	29
TOTAL	0	19	0	20	0	1	0	0	0	16	0	11	0	2	0	2	71

North



FT. Lauderdale, Florida
December 12, 2018
drawn by: Luis Palomino

TRAFFIC SURVEY SPECIALISTS, INC.

NW 6TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 6ST_7AVE
Page : 1

ALL VEHICLES

	NW 7TH AVENUE From North				NW 6TH STREET From East				NW 7TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
07:00	0	19	71	4	0	13	50	8	0	16	65	10	0	8	67	31	362
07:15	0	17	101	6	0	15	74	17	0	16	82	10	0	10	112	56	516
07:30	0	29	122	13	0	12	72	22	0	19	74	17	0	11	134	59	584
07:45	0	32	148	10	0	18	83	20	0	19	95	27	0	10	154	48	664
Hr Total	0	97	442	33	0	58	279	67	0	70	316	64	0	39	467	194	2126
08:00	0	33	138	4	0	15	77	15	0	29	91	22	0	11	174	61	670
08:15	0	37	145	6	0	12	64	9	0	22	84	26	0	14	159	68	646
08:30	0	30	150	8	0	6	68	16	0	24	88	23	0	7	156	60	636
08:45	0	51	142	7	0	14	57	12	0	27	76	21	0	9	176	72	664
Hr Total	0	151	575	25	0	47	266	52	0	102	339	92	0	41	665	261	2616
* BREAK *																	
16:00	0	13	99	22	1	29	149	22	0	72	139	20	0	9	59	25	659
16:15	0	14	82	16	0	22	164	15	0	64	163	25	0	6	89	26	686
16:30	1	21	106	19	1	27	149	24	0	70	151	22	0	5	73	24	693
16:45	0	17	107	17	0	30	179	21	0	59	163	21	0	10	93	31	748
Hr Total	1	65	394	74	2	108	641	82	0	265	616	88	0	30	314	106	2786
17:00	1	24	88	10	0	39	183	31	0	81	194	26	0	8	73	34	792
17:15	0	22	105	20	0	28	178	42	0	89	191	26	0	7	68	27	803
17:30	0	22	94	20	0	31	159	26	0	77	173	23	0	5	71	23	724
17:45	0	16	108	13	0	27	133	20	0	60	168	23	0	8	86	20	682
Hr Total	1	84	395	63	0	125	653	119	0	307	726	98	0	28	298	104	3001
TOTAL	2	397	1806	195	2	338	1839	320	0	744	1997	342	0	138	1744	665	10529

TRAFFIC SURVEY SPECIALISTS, INC.

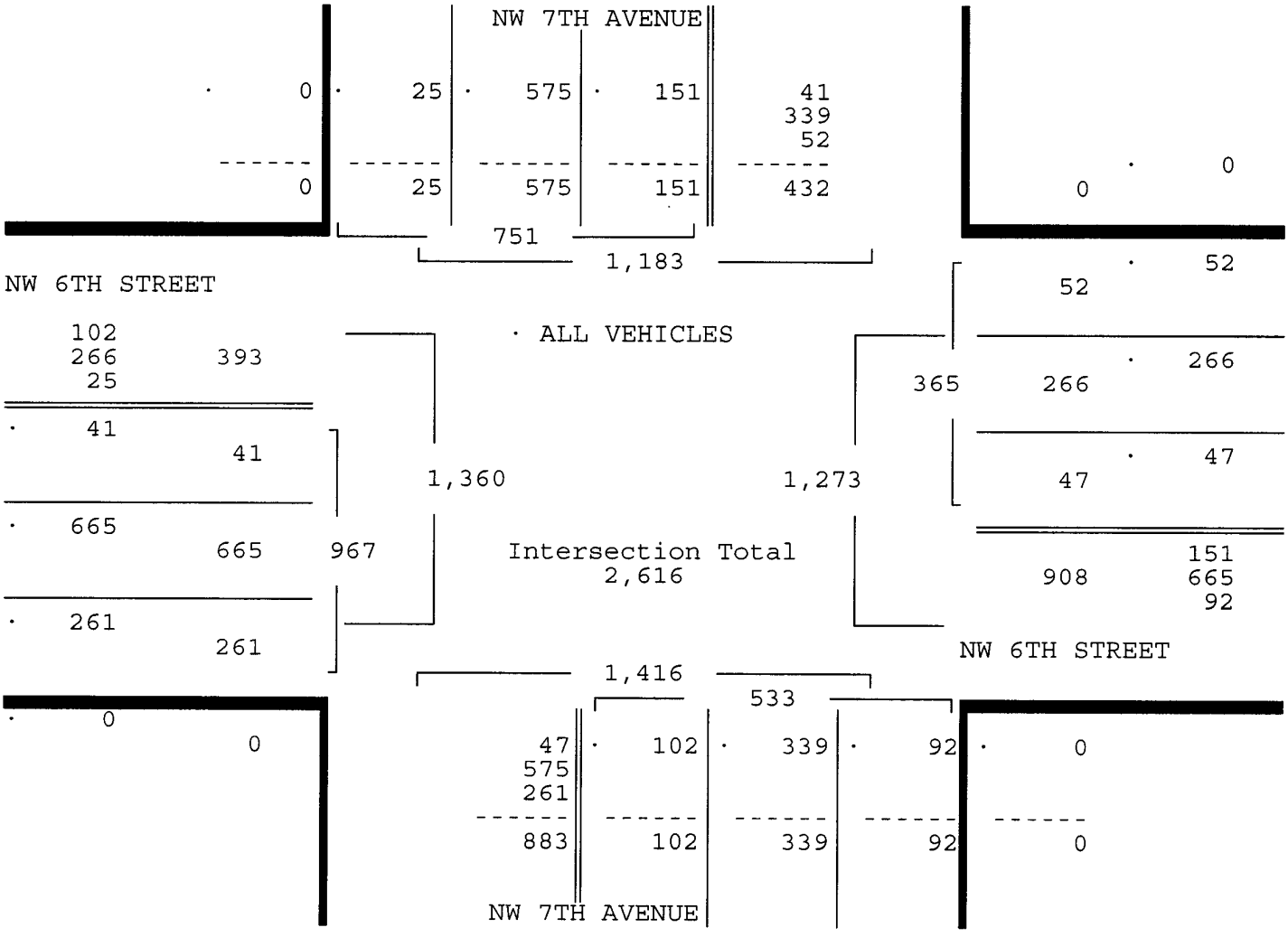
NW 6TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 6ST_7AVE

ALL VEHICLES

	NW 7TH AVENUE From North				NW 6TH STREET From East				NW 7TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/12/18																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	151	575	25	0	47	266	52	0	102	339	92	0	41	665	261	
Percent	0%	20%	77%	3%	0%	13%	73%	14%	0%	19%	64%	17%	0%	4%	69%	27%	
Pk total	751				365				533				967				
Highest	08:45				08:00				08:00				08:45				
Volume	0	51	142	7	0	15	77	15	0	29	91	22	0	9	176	72	
Hi total	200				107				142				257				
PHF	.94				.85				.94				.94				



TRAFFIC SURVEY SPECIALISTS, INC.

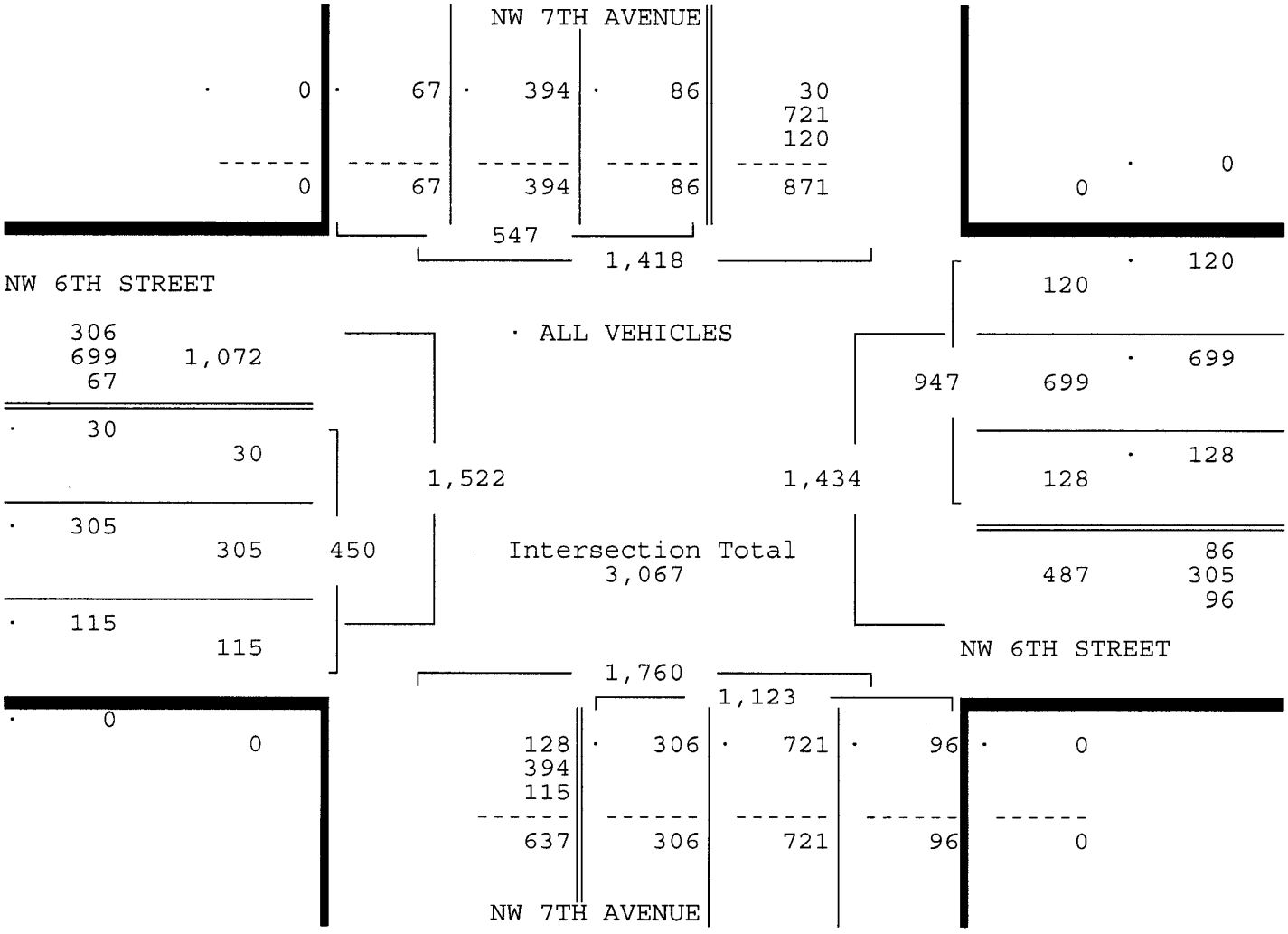
NW 6TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 6ST_7AVE
Page : 3

ALL VEHICLES

	NW 7TH AVENUE From North				NW 6TH STREET From East				NW 7TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/12/18																	
Peak start	16:45				16:45				16:45				16:45				
Volume	1	85	394	67	0	128	699	120	0	306	721	96	0	30	305	115	
Percent	0%	16%	72%	12%	0%	14%	74%	13%	0%	27%	64%	9%	0%	7%	68%	26%	
Pk total	547				947				1123				450				
Highest	17:15				17:00				17:15				16:45				
Volume	0	22	105	20	0	39	183	31	0	89	191	26	0	10	93	31	
Hi total	147				253				306				134				
PHF	.93				.94				.92				.84				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 6TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

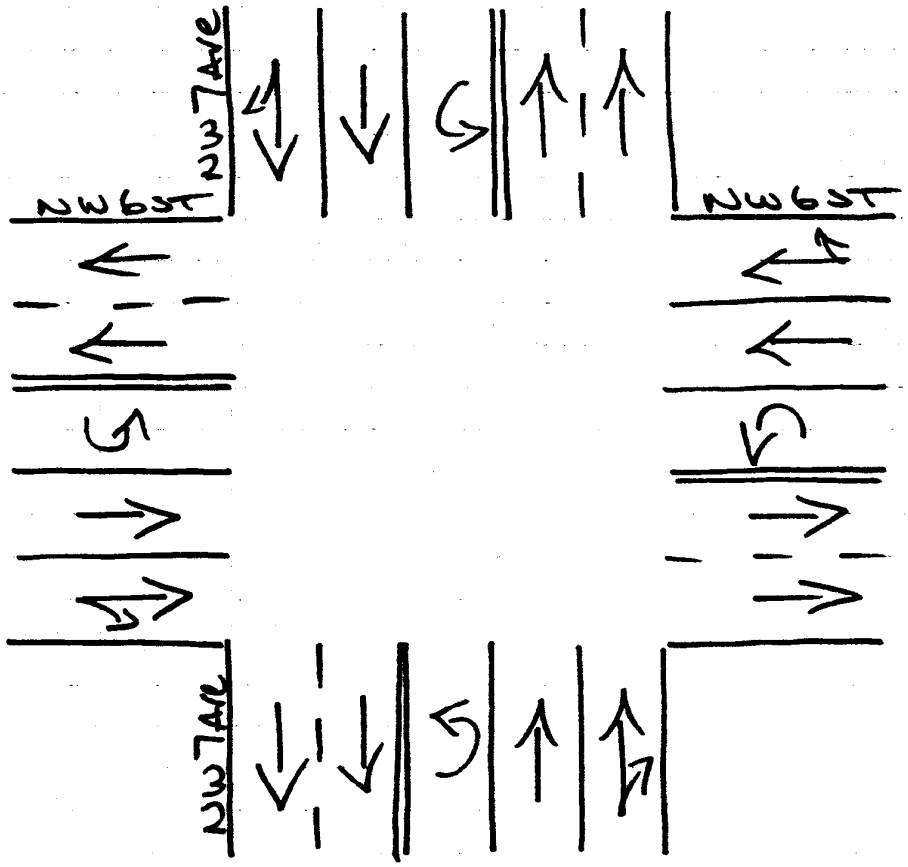
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 6ST_7AVE
Page : 1

PEDESTRIANS & BIKES

	NW 7TH AVENUE From North				NW 6TH STREET From East				NW 7TH AVENUE From South				NW 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/12/18																	
07:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	5
07:30	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	4
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	2	0	4	0	2	0	0	0	0	0	1	0	1	0	2	12
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	1	6
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	2	0	1	0	3	0	1	0	3	0	0	0	0	10
Hr Total	0	1	0	2	0	3	0	4	0	3	0	3	0	0	0	1	17
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	4	0	2	0	4	0	0	0	0	0	0	0	0	10
Hr Total	0	1	0	4	0	3	0	4	0	1	0	0	0	0	0	2	15
17:00	0	0	0	5	0	0	0	2	0	0	0	2	0	0	0	3	12
17:15	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	1	5
17:30	0	4	0	1	0	2	0	5	0	0	0	0	0	1	0	0	13
17:45	0	0	0	1	0	2	0	0	0	1	0	2	0	0	0	0	6
Hr Total	0	6	0	7	0	4	0	7	0	1	0	6	0	1	0	4	36
TOTAL	0	10	0	17	0	12	0	15	0	5	0	10	0	2	0	9	80

North



Ft. Lauderdale, Florida
September 26, 2012
drawn by: Luis Palomino
Signalized

12-12-18

TRAFFIC SURVEY SPECIALISTS, INC.

NW 5TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 5ST_9AVE

ALL VEHICLES

	NW 9TH AVENUE From North				NW 5TH STREET From East				NW 9TH AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
07:00	0	3	21	7	0	1	1	2	0	1	25	0	0	2	2	1	66
07:15	0	5	25	6	0	1	11	2	0	0	35	0	0	11	5	1	102
07:30	0	16	32	9	0	5	8	6	0	1	37	0	0	16	32	3	165
07:45	0	14	39	2	0	5	8	2	0	0	33	1	0	14	23	5	146
Hr Total	0	38	117	24	0	12	28	12	0	2	130	1	0	43	62	10	479
08:00	0	8	38	3	0	2	6	2	0	0	29	1	0	8	21	5	123
08:15	0	12	29	4	0	1	4	2	0	0	25	0	0	6	25	4	112
08:30	0	6	37	2	0	1	5	1	0	0	23	3	0	5	19	1	103
08:45	0	6	35	1	0	0	4	4	0	0	28	0	0	2	17	6	103
Hr Total	0	32	139	10	0	4	19	9	0	0	105	4	0	21	82	16	441
* BREAK *																	
16:00	0	4	37	3	0	2	8	2	0	0	41	1	0	1	7	1	107
16:15	0	3	29	3	0	0	9	1	0	0	39	4	0	4	4	2	98
16:30	0	4	30	5	0	2	13	3	0	2	35	2	0	7	3	1	107
16:45	0	2	37	7	0	2	8	0	0	0	54	1	0	5	6	0	122
Hr Total	0	13	133	18	0	6	38	6	0	2	169	8	0	17	20	4	434
17:00	0	4	44	8	0	0	19	5	0	3	56	2	0	5	4	2	152
17:15	0	8	41	6	0	2	25	6	0	3	40	0	0	4	11	0	146
17:30	0	1	43	5	0	1	10	2	0	0	50	2	0	3	12	0	129
17:45	0	4	35	4	0	4	15	3	0	0	45	2	0	2	4	0	118
Hr Total	0	17	163	23	0	7	69	16	0	6	191	6	0	14	31	2	545
TOTAL	0	100	552	75	0	29	154	43	0	10	595	19	0	95	195	32	1899

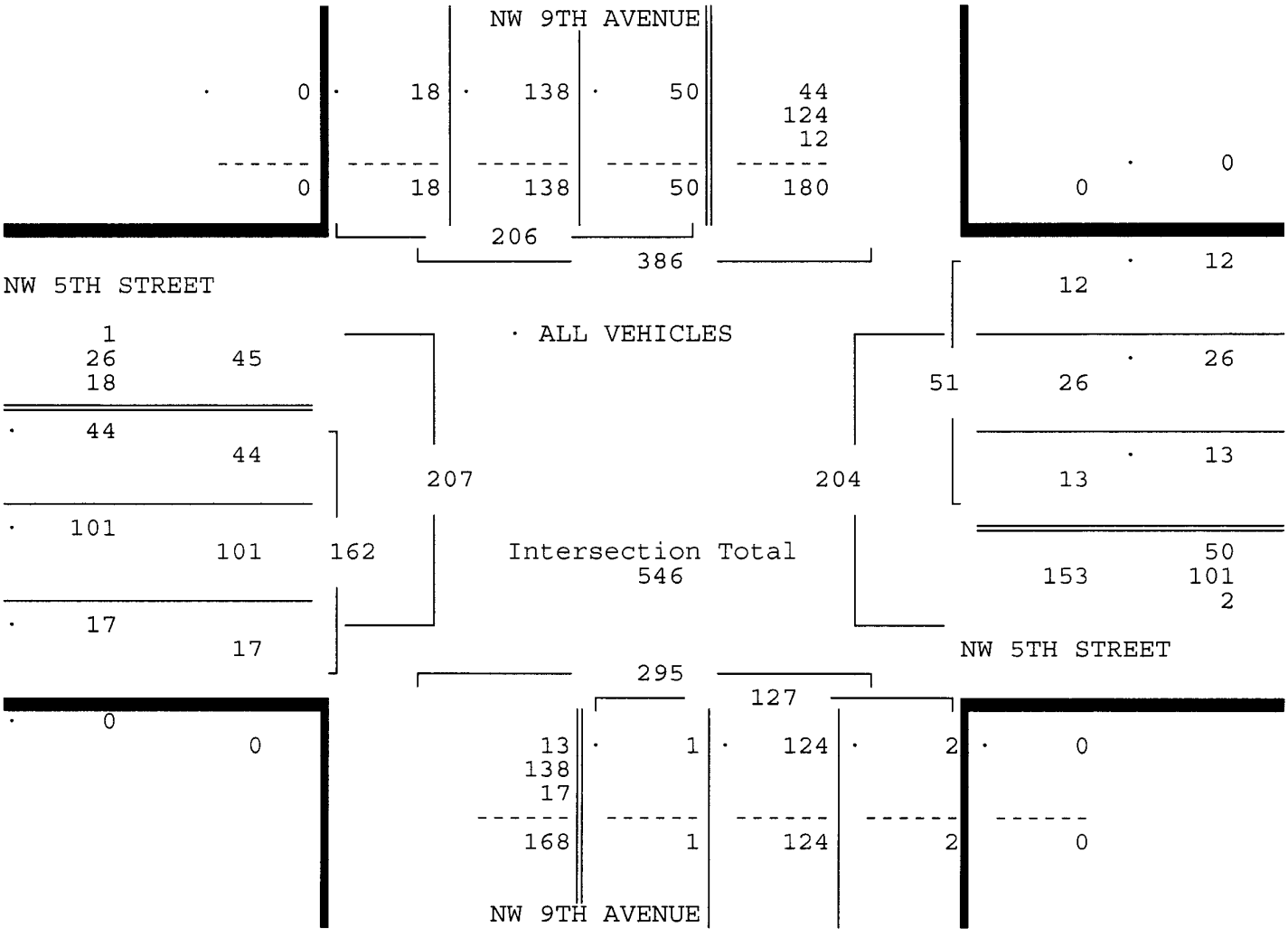
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NW 5TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 5ST_9AVE

ALL VEHICLES

	NW 9TH AVENUE From North				NW 5TH STREET From East				NW 9TH AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/12/18																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	50	138	18	0	13	26	12	0	1	124	2	0	44	101	17	
Percent	0%	24%	67%	9%	0%	25%	51%	24%	0%	1%	98%	2%	0%	27%	62%	10%	
Pk total	206				51				127				162				
Highest	07:30				07:30				07:30				07:30				
Volume	0	16	32	9	0	5	8	6	0	1	37	0	0	16	32	3	
Hi total	57				19				38				51				
PHF	.90				.67				.84				.79				



TRAFFIC SURVEY SPECIALISTS, INC.

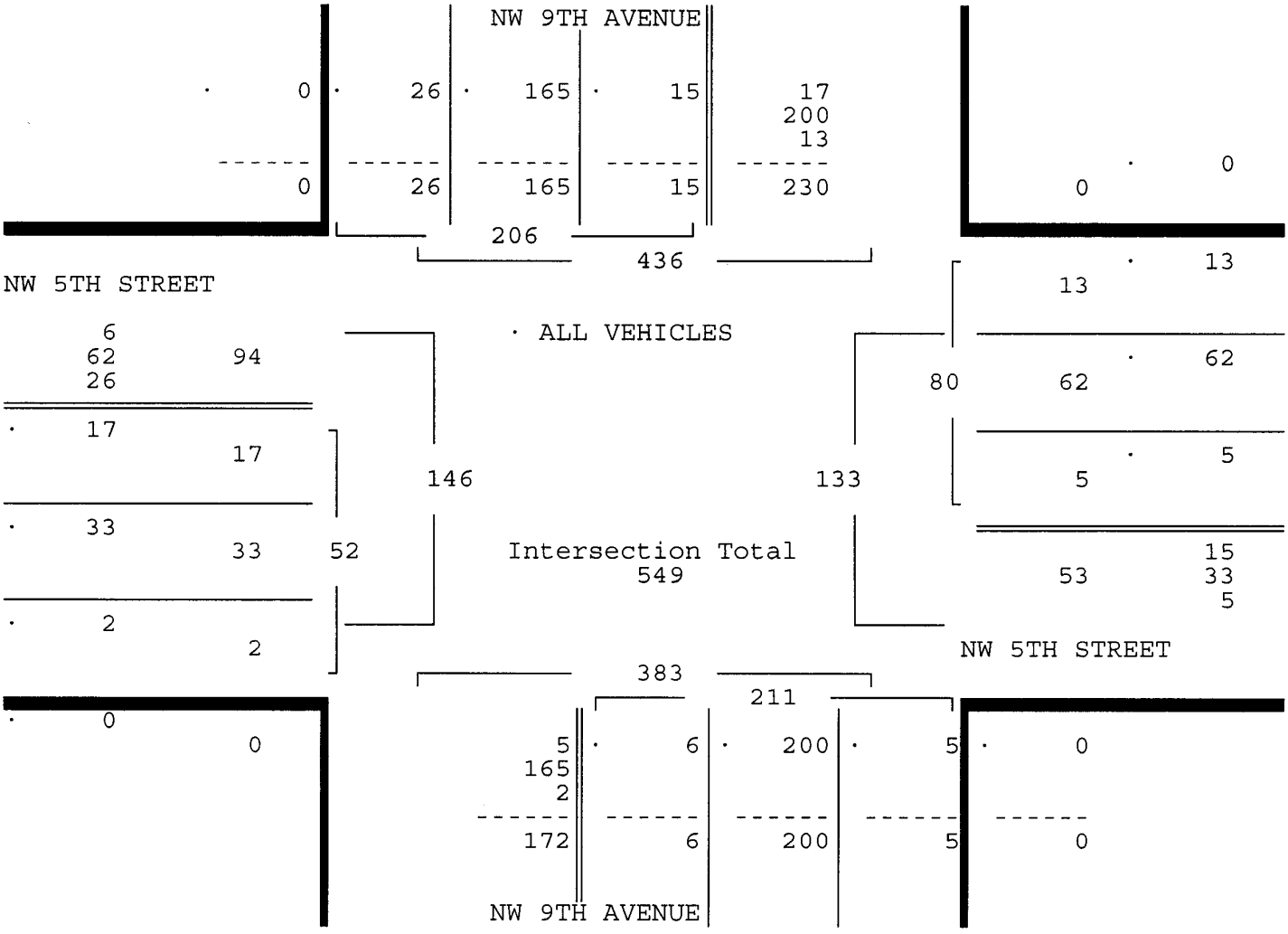
NW 5TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 5ST_9AVE
Page : 3

ALL VEHICLES

	NW 9TH AVENUE From North				NW 5TH STREET From East				NW 9TH AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/12/18																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	15	165	26	0	5	62	13	0	6	200	5	0	17	33	2	
Percent	0%	7%	80%	13%	0%	6%	78%	16%	0%	3%	95%	2%	0%	33%	63%	4%	
Pk total	206				80				211				52				
Highest	17:00				17:15				17:00				17:15				
Volume	0	4	44	8	0	2	25	6	0	3	56	2	0	4	11	0	
Hi total	56				33				61				15				
PHF	.92				.61				.86				.87				



TRAFFIC SURVEY SPECIALISTS, INC.

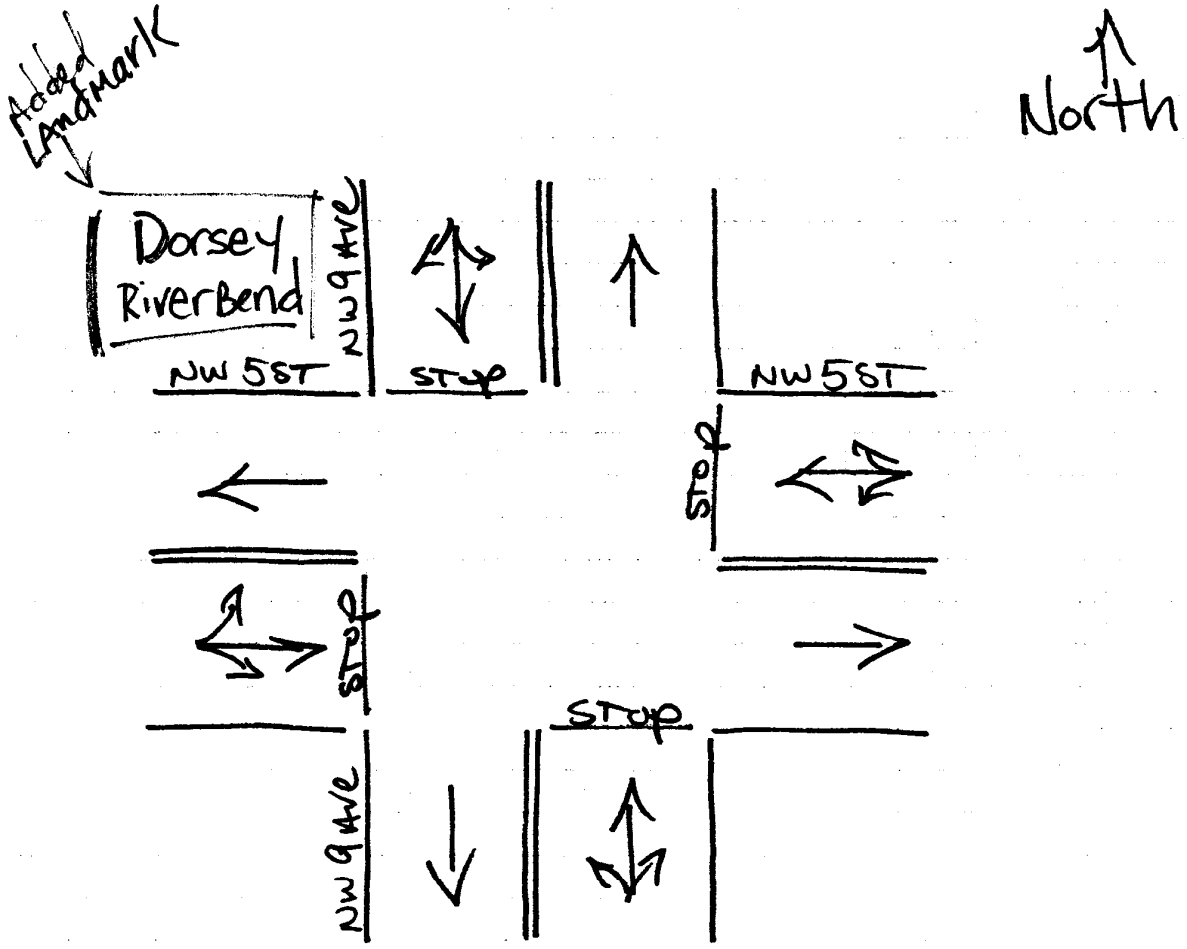
NW 5TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 5ST_9AVE
Page : 1

PEDESTRIANS & BIKES

	NW 9TH AVENUE From North				NW 5TH STREET From East				NW 9TH AVENUE From South				NW 5TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/12/18																	
07:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	4
07:15	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	6
07:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3
Hr Total	0	2	0	0	0	0	0	3	0	3	0	4	0	0	0	3	15
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
08:45	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
Hr Total	0	1	0	2	0	0	0	0	0	2	0	0	0	2	0	3	10
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
16:15	0	0	0	6	0	0	0	1	0	1	0	2	0	0	0	0	10
16:30	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4
16:45	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	1	6
Hr Total	0	5	0	7	0	1	0	4	0	2	0	2	0	0	0	1	22
17:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
17:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
17:45	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	5
Hr Total	0	2	0	1	0	2	0	0	0	3	0	3	0	0	0	2	13
TOTAL	0	10	0	10	0	3	0	7	0	10	0	9	0	2	0	9	60



FT. Lauderdale, Florida
September 26, 2012
drawn by: Luis Palomino
not Signalized

LP 12-12-18

TRAFFIC SURVEY SPECIALISTS, INC.

NW 5TH STREET & NW 7TH TERRACE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/11/18
File I.D. : 5ST_7TER
Page : 1

ALL VEHICLES

	NW 7TH TERRACE From North				NW 5TH STREET From East				NW 7TH TERRACE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/11/18																	
07:00	0	4	5	0	0	0	9	1	0	0	2	0	0	0	5	0	26
07:15	0	0	7	0	0	1	17	0	0	1	4	1	0	0	12	5	48
07:30	0	7	4	1	0	2	15	0	0	2	5	2	0	0	24	3	65
07:45	0	6	10	0	0	1	8	0	0	3	4	0	0	1	40	3	76
Hr Total	0	17	26	1	0	4	49	1	0	6	15	3	0	1	81	11	215
08:00	0	5	5	0	0	0	7	0	0	0	3	2	0	0	23	0	45
08:15	0	3	1	0	0	2	5	0	0	0	1	1	0	0	42	1	56
08:30	0	3	3	0	0	1	8	1	0	0	2	0	0	0	25	0	43
08:45	0	2	4	0	0	0	4	1	0	0	2	1	0	1	21	0	36
Hr Total	0	13	13	0	0	3	24	2	0	0	8	4	0	1	111	1	180
* BREAK *																	
16:00	0	0	2	0	0	0	8	0	0	0	3	2	0	0	9	0	24
16:15	0	0	6	2	0	1	15	0	0	2	2	1	0	1	7	1	38
16:30	0	1	3	2	0	0	12	0	0	0	3	1	0	0	7	0	29
16:45	0	1	5	4	0	0	20	0	0	0	3	1	0	0	5	1	40
Hr Total	0	2	16	8	0	1	55	0	0	2	11	5	0	1	28	2	131
17:00	0	0	3	2	0	0	29	0	0	1	3	4	0	1	13	1	57
17:15	0	3	9	2	0	1	29	0	0	1	3	3	0	0	10	0	61
17:30	0	3	9	9	0	2	29	1	1	0	2	0	0	3	11	0	70
17:45	0	0	7	2	0	2	28	0	0	1	3	1	0	0	8	0	52
Hr Total	0	6	28	15	0	5	115	1	1	3	11	8	0	4	42	1	240
TOTAL	0	38	83	24	0	13	243	4	1	11	45	20	0	7	262	15	766

TRAFFIC SURVEY SPECIALISTS, INC.

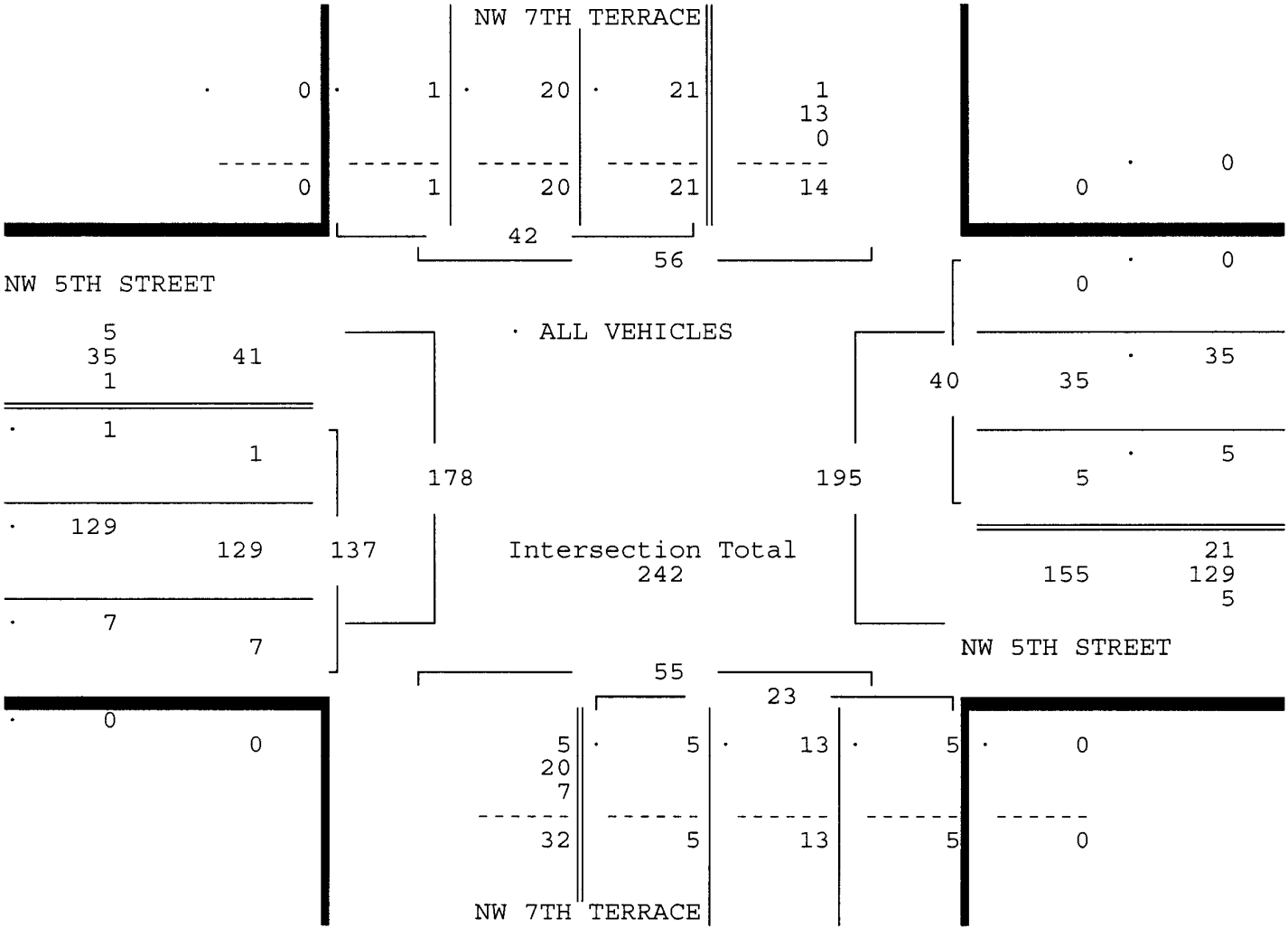
NW 5TH STREET & NW 7TH TERRACE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/11/18
File I.D. : 5ST_7TER
Page : 2

ALL VEHICLES

	NW 7TH TERRACE From North				NW 5TH STREET From East				NW 7TH TERRACE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/11/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/11/18																	
Peak start 07:30					07:30				07:30				07:30				
Volume	0	21	20	1	0	5	35	0	0	5	13	5	0	1	129	7	
Percent	0%	50%	48%	2%	0%	12%	88%	0%	0%	22%	57%	22%	0%	1%	94%	5%	
Pk total	42				40				23				137				
Highest	07:45				07:30				07:30				07:45				
Volume	0	6	10	0	0	2	15	0	0	2	5	2	0	1	40	3	
Hi total	16				17				9				44				
PHF	.66				.59				.64				.78				



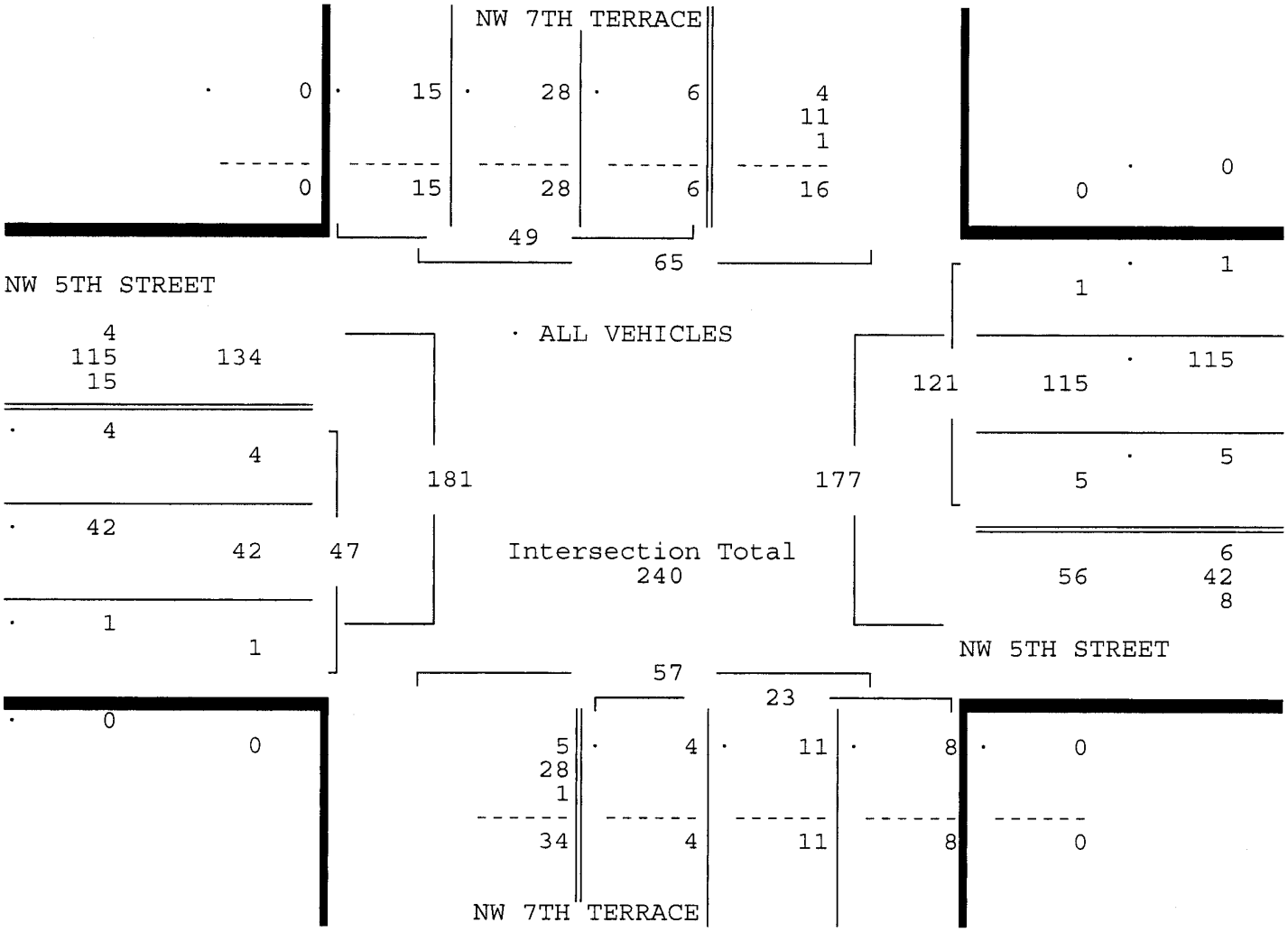
NW 5TH STREET & NW 7TH TERRACE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/11/18
File I.D. : 5ST_7TER
Page : 3

ALL VEHICLES

	NW 7TH TERRACE From North				NW 5TH STREET From East				NW 7TH TERRACE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/11/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/11/18																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	6	28	15	0	5	115	1	1	3	11	8	0	4	42	1	
Percent	0%	12%	57%	31%	0%	4%	95%	1%	4%	13%	48%	35%	0%	9%	89%	2%	
Pk total	49				121				23				47				
Highest	17:30				17:30				17:00				17:00				
Volume	0	3	9	9	0	2	29	1	0	1	3	4	0	1	13	1	
Hi total	21				32				8				15				
PHF	.58				.95				.72				.78				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 5TH STREET & NW 7TH TERRACE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

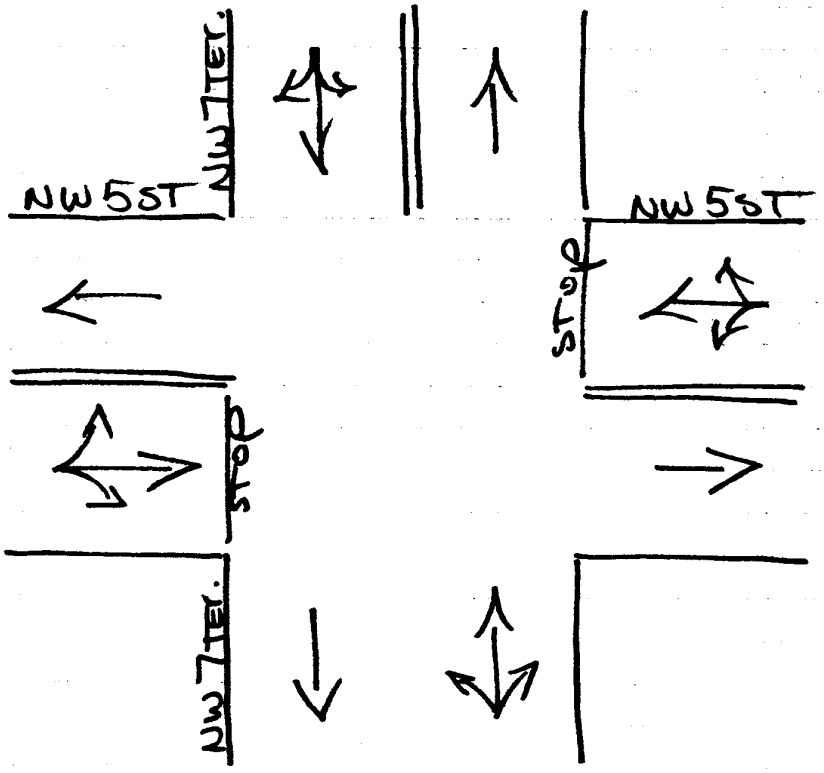
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180222
Start Date: 12/11/18
File I.D. : 5ST_7TER
Page : 1

PEDESTRIANS & BIKES

	NW 7TH TERRACE From North				NW 5TH STREET From East				NW 7TH TERRACE From South				NW 5TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/11/18																	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	2	0	1	0	0	0	1	0	2	0	0	0	0	6
07:30	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
07:45	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Hr Total	0	1	0	4	0	2	0	1	0	3	0	2	0	0	0	0	13
08:00	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
08:45	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Hr Total	0	1	0	3	0	0	0	0	0	3	0	2	0	1	0	1	11
---------- * BREAK * ----------																	
16:00	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4
16:15	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	2	0	0	0	2	0	0	0	1	0	0	0	0	6
Hr Total	0	3	0	7	0	0	0	2	0	3	0	1	0	0	0	0	16
17:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
17:15	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	4
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	3	0	0	0	0	0	0	0	0	0	3	0	1	0	0	7
Hr Total	0	4	0	2	0	0	0	2	0	1	0	5	0	1	0	0	15
TOTAL	0	9	0	16	0	2	0	5	0	10	0	10	0	2	0	1	55

North



FT. Lauderdale, Florida
September 26, 2012
drawn by: Luis Palomino
NOT Signalized

LP
12-11-18

TRAFFIC SURVEY SPECIALISTS, INC.

NW 5TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MIKE MALONE
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 5ST_7AVE
Page : 1

ALL VEHICLES

	NW 7TH AVENUE From North				NW 5TH STREET From East				NW 7TH AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
07:00	0	3	111	1	0	9	0	3	1	1	92	0	0	0	0	5	226
07:15	0	2	167	1	0	11	7	3	0	7	97	1	0	0	2	6	304
07:30	0	7	183	4	0	9	9	5	0	1	108	1	0	3	11	24	365
07:45	0	2	209	1	0	4	12	4	0	2	132	3	0	2	12	39	422
Hr Total	0	14	670	7	0	33	28	15	1	11	429	5	0	5	25	74	1317
08:00	0	4	208	2	0	9	3	5	0	2	134	0	0	6	8	16	397
08:15	0	2	221	4	0	1	3	2	0	1	120	2	0	4	10	25	395
08:30	0	0	210	1	0	3	4	2	0	4	124	2	0	5	6	21	382
08:45	0	5	227	3	0	2	1	3	0	1	106	0	0	2	5	13	368
Hr Total	0	11	866	10	0	15	11	12	0	8	484	4	0	17	29	75	1542
---------- * BREAK * ----------																	
16:00	0	3	136	7	0	4	2	9	0	2	212	4	0	5	2	4	390
16:15	0	7	121	3	0	3	0	5	0	2	233	5	0	6	1	9	395
16:30	0	5	151	6	0	6	8	19	0	3	212	5	0	2	1	5	423
16:45	0	3	160	6	0	4	2	11	0	5	219	6	0	3	1	5	425
Hr Total	0	18	568	22	0	17	12	44	0	12	876	20	0	16	5	23	1633
17:00	0	1	138	6	0	10	9	32	0	10	261	6	0	5	0	8	486
17:15	0	1	163	6	0	5	4	11	0	11	282	6	0	5	3	7	504
17:30	0	2	136	1	0	8	3	17	0	9	256	1	0	7	2	6	448
17:45	0	3	152	8	0	4	3	5	0	4	230	3	0	3	2	4	421
Hr Total	0	7	589	21	0	27	19	65	0	34	1029	16	0	20	7	25	1859
TOTAL	0	50	2693	60	0	92	70	136	1	65	2818	45	0	58	66	197	6351

TRAFFIC SURVEY SPECIALISTS, INC.

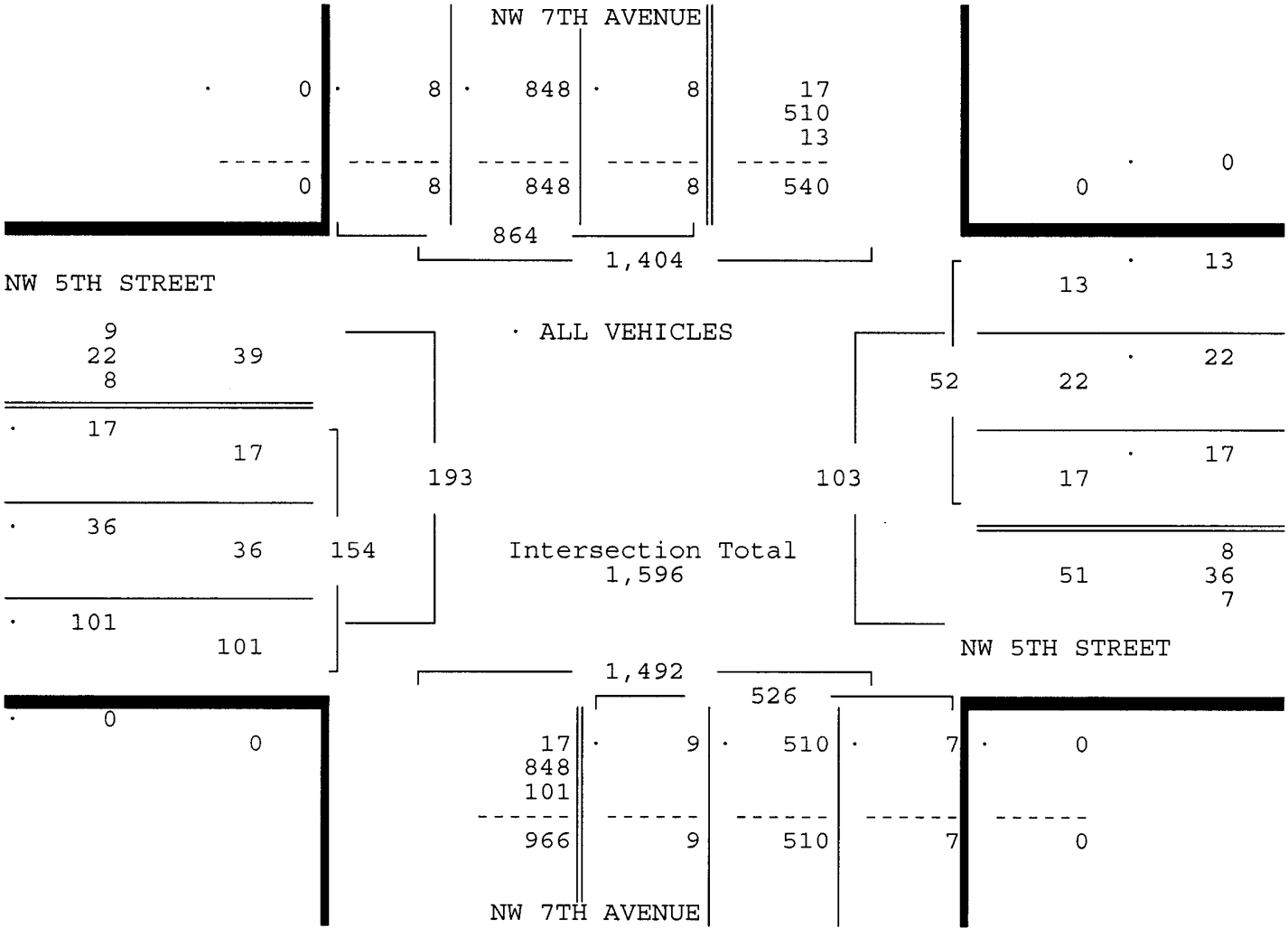
NW 5TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MIKE MALONE
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 5ST_7AVE

ALL VEHICLES

	NW 7TH AVENUE From North				NW 5TH STREET From East				NW 7TH AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/12/18																	
Peak start 07:45					07:45				07:45				07:45				
Volume	0	8	848	8	0	17	22	13	0	9	510	7	0	17	36	101	
Percent	0%	1%	98%	1%	0%	33%	42%	25%	0%	2%	97%	1%	0%	11%	23%	66%	
Pk total	864				52				526				154				
Highest	08:15				07:45				07:45				07:45				
Volume	0	2	221	4	0	4	12	4	0	2	132	3	0	2	12	39	
Hi total	227				20				137				53				
PHF	.95				.65				.96				.73				



TRAFFIC SURVEY SPECIALISTS, INC.

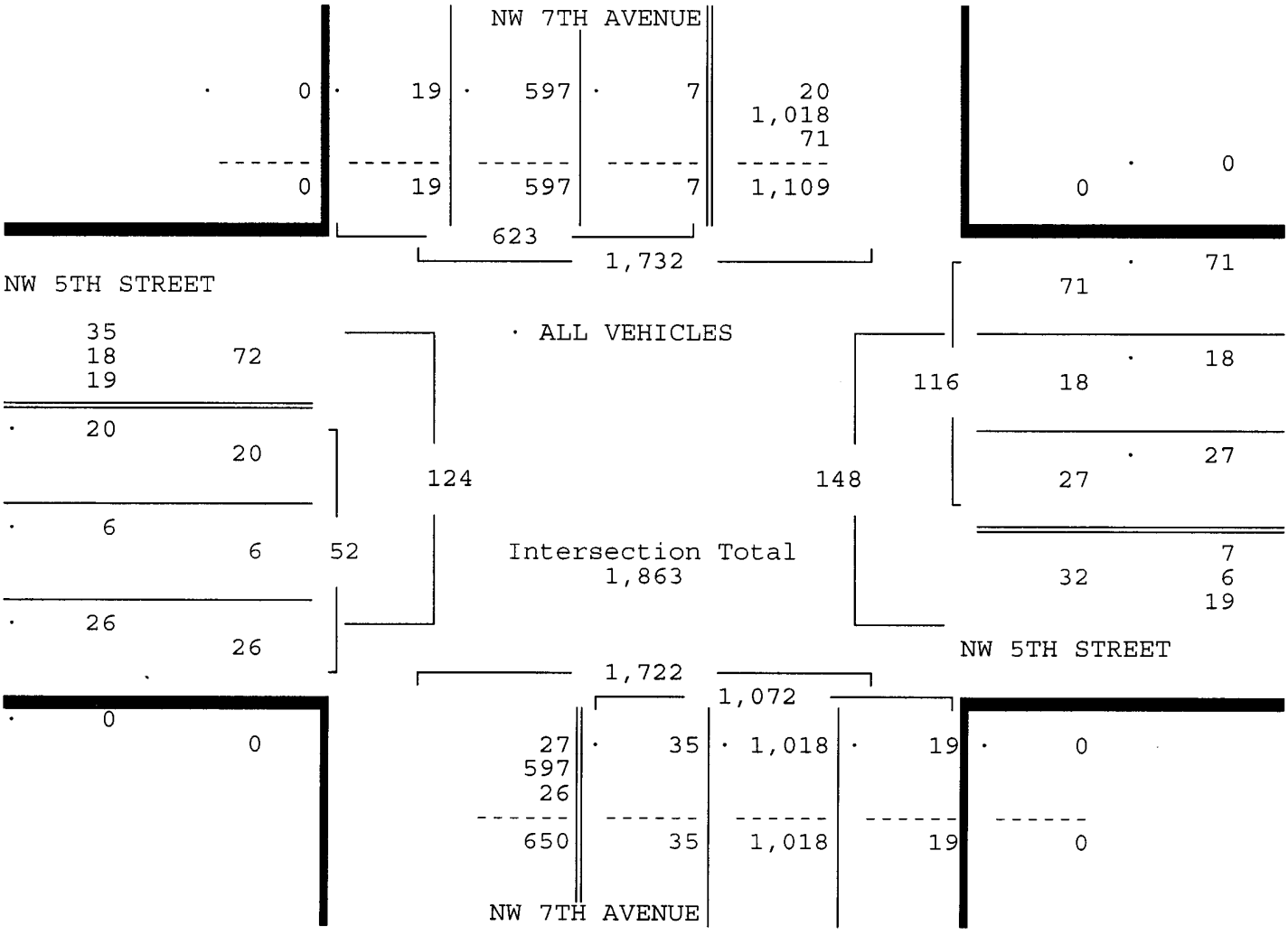
NW 5TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MIKE MALONE
NOT SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 5ST_7AVE
Page : 3

ALL VEHICLES

	NW 7TH AVENUE From North				NW 5TH STREET From East				NW 7TH AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/12/18																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	7	597	19	0	27	18	71	0	35	1018	19	0	20	6	26	
Percent	0%	1%	96%	3%	0%	23%	16%	61%	0%	3%	95%	2%	0%	38%	12%	50%	
Pk total	623				116				1072				52				
Highest	17:15				17:00				17:15				17:15				
Volume	0	1	163	6	0	10	9	32	0	11	282	6	0	5	3	7	
Hi total	170				51				299				15				
PHF	.92				.57				.90				.87				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 5TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MIKE MALONE
NOT SIGNALIZED

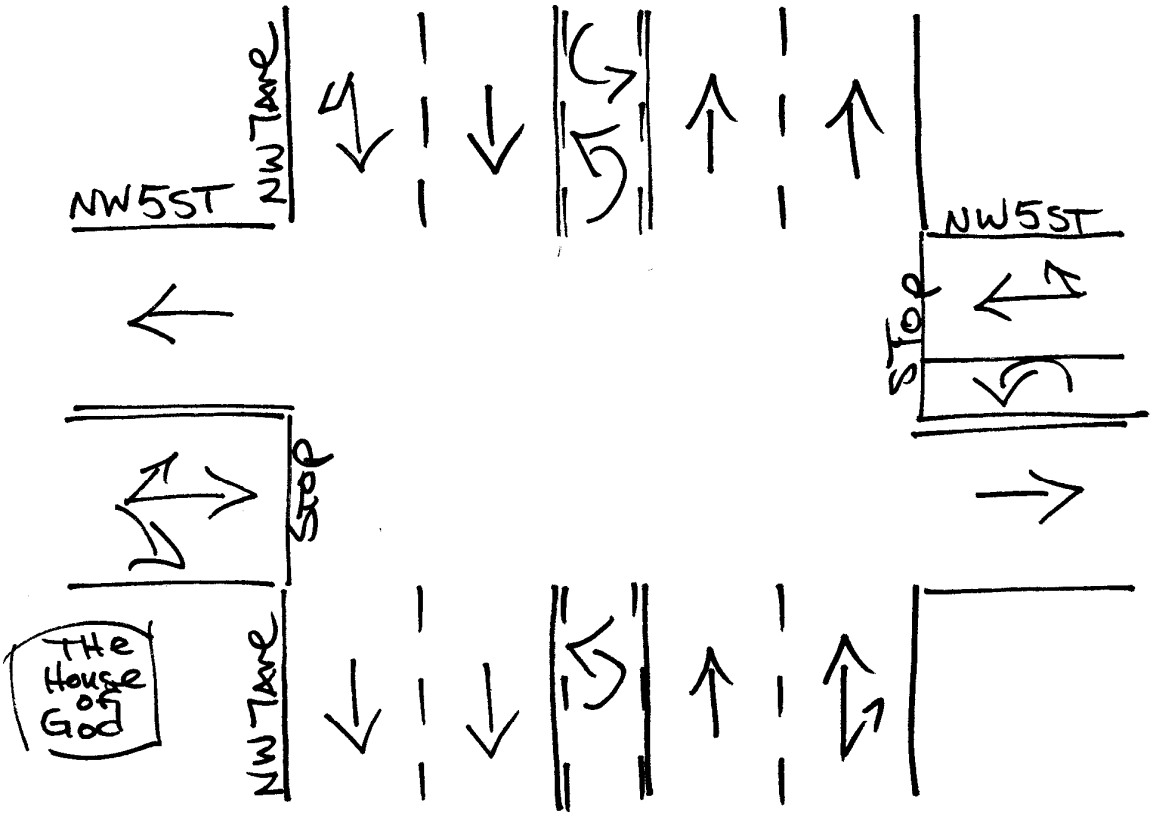
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 5ST_7AVE
Page : 1

PEDESTRIANS & BIKES

	NW 7TH AVENUE From North				NW 5TH STREET From East				NW 7TH AVENUE From South				NW 5TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/12/18																	
07:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	4
07:15	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	2	0	2	0	1	0	1	0	0	0	1	0	1	0	2	10
* BREAK *																	
16:00	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	4
16:15	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	4
16:30	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	3
16:45	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
Hr Total	0	2	0	4	0	2	0	3	0	1	0	1	0	1	0	0	14
17:00	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	5
17:15	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
17:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	5
Hr Total	0	1	0	2	0	3	0	4	0	0	0	1	0	1	0	3	15
TOTAL	0	5	0	8	0	6	0	8	0	1	0	3	0	3	0	5	39

North



Ft. Lauderdale, Florida
December 12, 2018
drawn by: luis Palomino
NOT signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NW 4TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MELISSA INOJOSA
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 4ST_9AVE
Page : 1

ALL VEHICLES

	NW 9TH AVENUE From North				NW 4TH STREET From East				NW 9TH AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
07:00	0	0	11	7	0	4	13	0	0	4	10	2	0	13	4	2	70
07:15	0	4	18	8	0	0	17	1	0	5	20	2	0	13	17	3	108
07:30	0	5	27	8	0	5	25	1	0	0	25	2	0	12	24	3	137
07:45	0	9	31	9	0	3	14	2	0	1	15	10	0	17	35	4	150
Hr Total	0	18	87	32	0	12	69	4	0	10	70	16	0	55	80	12	465
08:00	0	9	31	6	0	4	17	3	0	3	16	3	0	11	22	2	127
08:15	0	9	23	2	0	3	8	0	0	2	21	1	0	3	28	6	106
08:30	0	3	30	6	0	1	19	3	0	1	19	2	0	6	28	3	121
08:45	0	14	25	2	0	3	9	2	0	1	13	8	0	13	33	3	126
Hr Total	0	35	109	16	0	11	53	8	0	7	69	14	0	33	111	14	480
* BREAK *																	
16:00	0	1	33	6	0	4	35	4	0	2	30	4	0	6	15	4	144
16:15	0	1	24	4	0	3	48	4	0	4	33	4	0	7	26	4	162
16:30	0	1	24	8	0	5	62	7	0	6	21	5	0	13	20	7	179
16:45	0	3	23	13	0	4	66	9	0	11	36	2	0	15	20	2	204
Hr Total	0	6	104	31	0	16	211	24	0	23	120	15	0	41	81	17	689
17:00	0	2	34	7	0	2	103	4	0	10	41	9	0	14	25	3	254
17:15	0	3	32	8	0	3	109	12	0	5	25	6	0	8	25	6	242
17:30	0	3	31	9	0	7	79	7	0	4	32	6	0	14	19	2	213
17:45	0	2	23	8	0	0	53	1	0	1	26	8	0	19	24	3	168
Hr Total	0	10	120	32	0	12	344	24	0	20	124	29	0	55	93	14	877
TOTAL	0	69	420	111	0	51	677	60	0	60	383	74	0	184	365	57	2511

TRAFFIC SURVEY SPECIALISTS, INC.

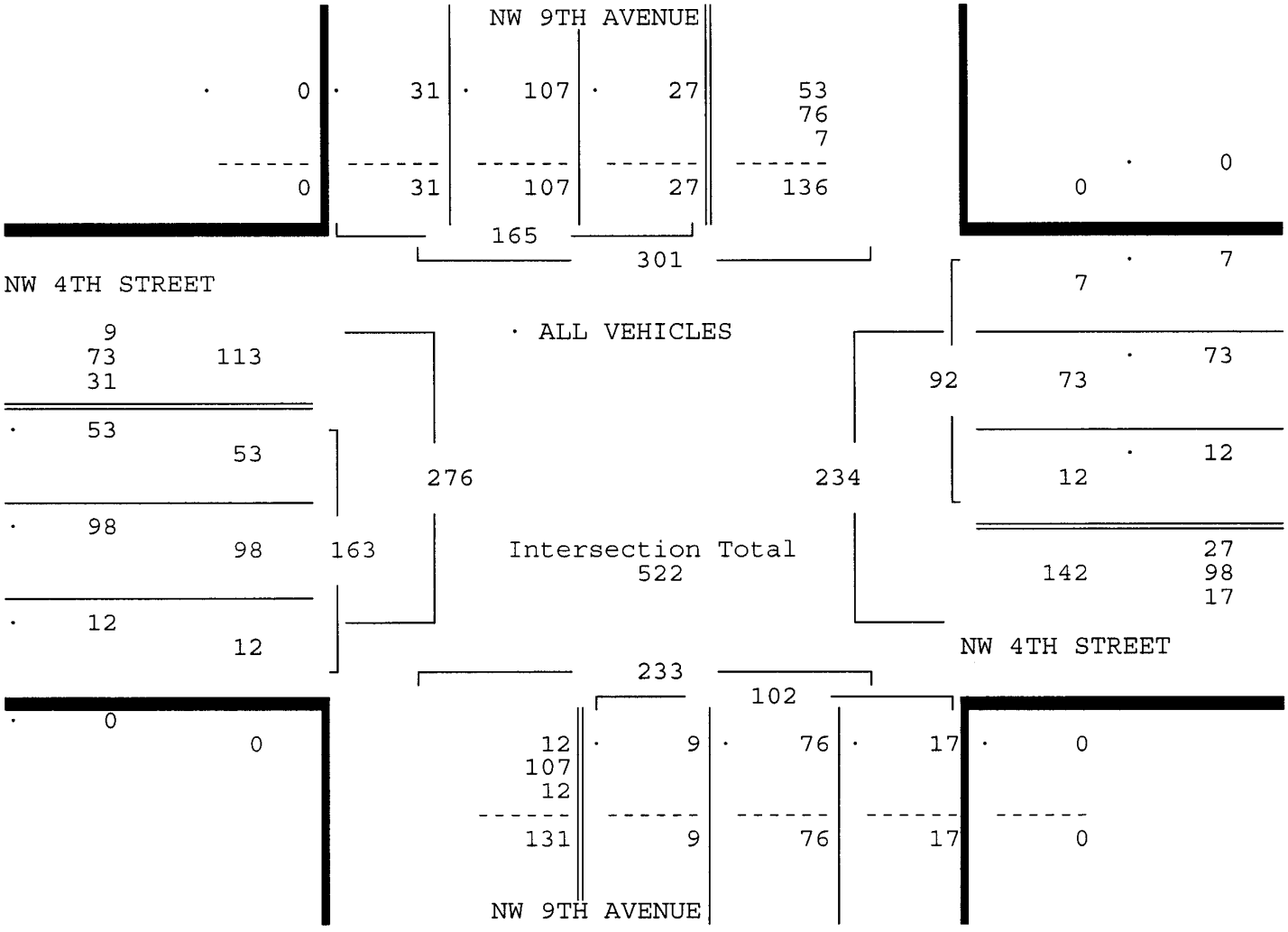
NW 4TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MELISSA INOJOSA
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 4ST_9AVE

ALL VEHICLES

	NW 9TH AVENUE From North				NW 4TH STREET From East				NW 9TH AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/12/18																	
Peak start 07:15					07:15				07:15				07:15				
Volume	0	27	107	31	0	12	73	7	0	9	76	17	0	53	98	12	
Percent	0%	16%	65%	19%	0%	13%	79%	8%	0%	9%	75%	17%	0%	33%	60%	7%	
Pk total	165				92				102				163				
Highest	07:45				07:30				07:15				07:45				
Volume	0	9	31	9	0	5	25	1	0	5	20	2	0	17	35	4	
Hi total	49				31				27				56				
PHF	.84				.74				.94				.73				



TRAFFIC SURVEY SPECIALISTS, INC.

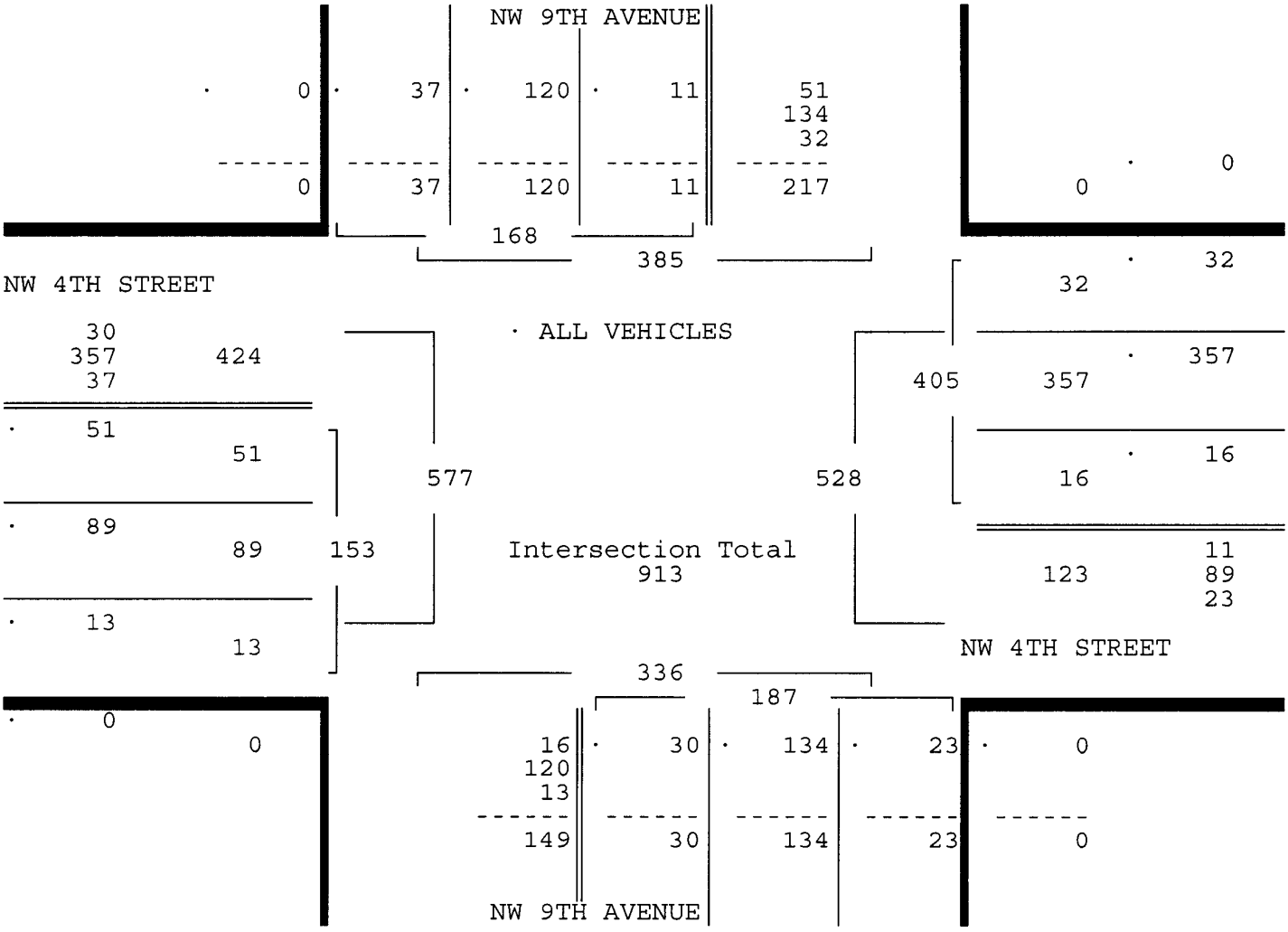
NW 4TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MELISSA INOJOSA
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 4ST_9AVE
Page : 3

ALL VEHICLES

	NW 9TH AVENUE From North				NW 4TH STREET From East				NW 9TH AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/12/18																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	11	120	37	0	16	357	32	0	30	134	23	0	51	89	13	
Percent	0%	7%	71%	22%	0%	4%	88%	8%	0%	16%	72%	12%	0%	33%	58%	8%	
Pk total	168				405				187				153				
Highest	17:00				17:15				17:00				17:00				
Volume	0	2	34	7	0	3	109	12	0	10	41	9	0	14	25	3	
Hi total	43				124				60				42				
PHF	.98				.82				.78				.91				



TRAFFIC SURVEY SPECIALISTS, INC.

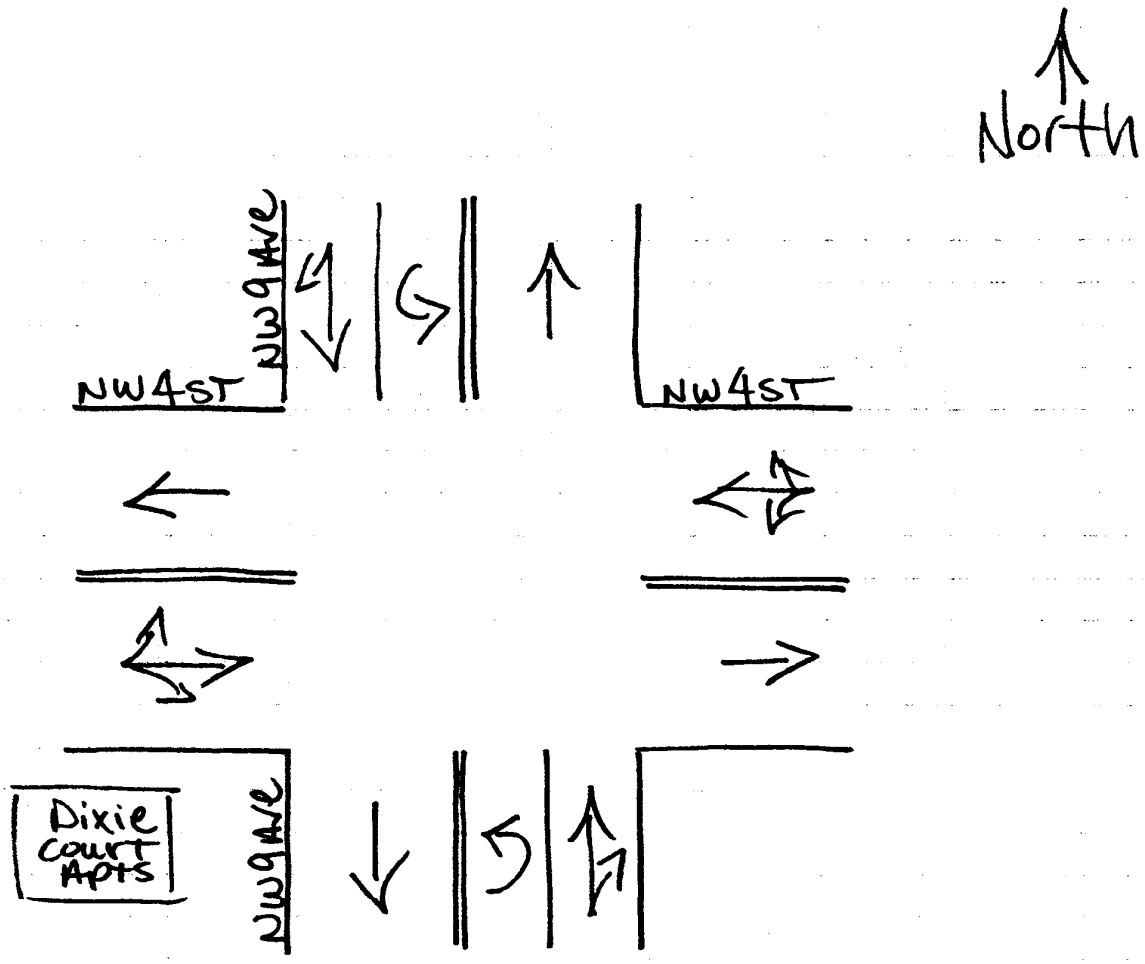
NW 4TH STREET & NW 9TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MELISSA INOJOSA
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 4ST_9AVE
Page : 1

PEDESTRIANS & BIKES

	NW 9TH AVENUE From North				NW 4TH STREET From East				NW 9TH AVENUE From South				NW 4TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/12/18																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Hr Total	0	0	0	1	0	1	0	0	0	3	0	3	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	1	0	1	0	0	0	0	0	1	0	1	0	1	6
16:30	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	2	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	2	0	2	0	1	0	0	0	0	0	1	0	2	0	3	11
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	1	5
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	1	5
TOTAL	0	3	0	4	0	4	0	1	0	4	0	4	0	3	0	4	27



Ft. Lauderdale, Florida
September 26, 2012
drawn by: Luis Palomino
Signalized

LP 12-12-18

TRAFFIC SURVEY SPECIALISTS, INC.

NW 4TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 4ST_7AVE

ALL VEHICLES

	NW 7TH AVENUE From North				NW 4TH STREET From East				NW 7TH AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
07:00	0	13	100	5	0	10	10	16	0	0	85	8	0	8	8	1	264
07:15	0	26	160	3	0	14	9	12	0	2	94	11	0	2	14	3	350
07:30	0	30	172	8	0	9	15	8	0	4	108	10	0	7	20	8	399
07:45	0	57	190	12	0	16	10	12	0	1	122	16	0	14	33	11	494
Hr Total	0	126	622	28	0	49	44	48	0	7	409	45	0	31	75	23	1507
08:00	0	33	192	4	0	9	16	16	0	0	116	15	0	5	19	8	433
08:15	0	42	181	4	0	12	13	13	0	1	109	11	0	3	24	10	423
08:30	0	40	184	4	0	10	19	16	0	0	105	16	0	6	26	7	433
08:45	0	46	199	2	0	9	16	14	0	1	87	15	0	5	37	3	434
Hr Total	0	161	756	14	0	40	64	59	0	2	417	57	0	19	106	28	1723
---------- * BREAK * ----------																	
16:00	0	21	119	3	1	11	30	28	0	8	195	12	0	3	11	3	445
16:15	0	14	107	8	0	12	35	22	0	7	209	13	0	6	13	9	455
16:30	0	3	132	16	0	16	43	35	0	12	174	12	0	6	14	6	469
16:45	0	16	140	7	0	14	59	26	0	5	194	9	0	7	14	5	496
Hr Total	0	54	498	34	1	53	167	111	0	32	772	46	0	22	52	23	1865
17:00	0	18	119	16	0	10	82	25	0	11	220	14	0	5	19	2	541
17:15	0	12	139	10	0	33	80	29	0	15	250	14	0	8	17	6	613
17:30	1	12	121	10	0	12	72	31	0	8	224	13	0	3	17	8	532
17:45	0	14	135	10	0	23	42	26	0	5	203	15	0	7	6	8	494
Hr Total	1	56	514	46	0	78	276	111	0	39	897	56	0	23	59	24	2180
TOTAL	1	397	2390	122	1	220	551	329	0	80	2495	204	0	95	292	98	7275

TRAFFIC SURVEY SPECIALISTS, INC.

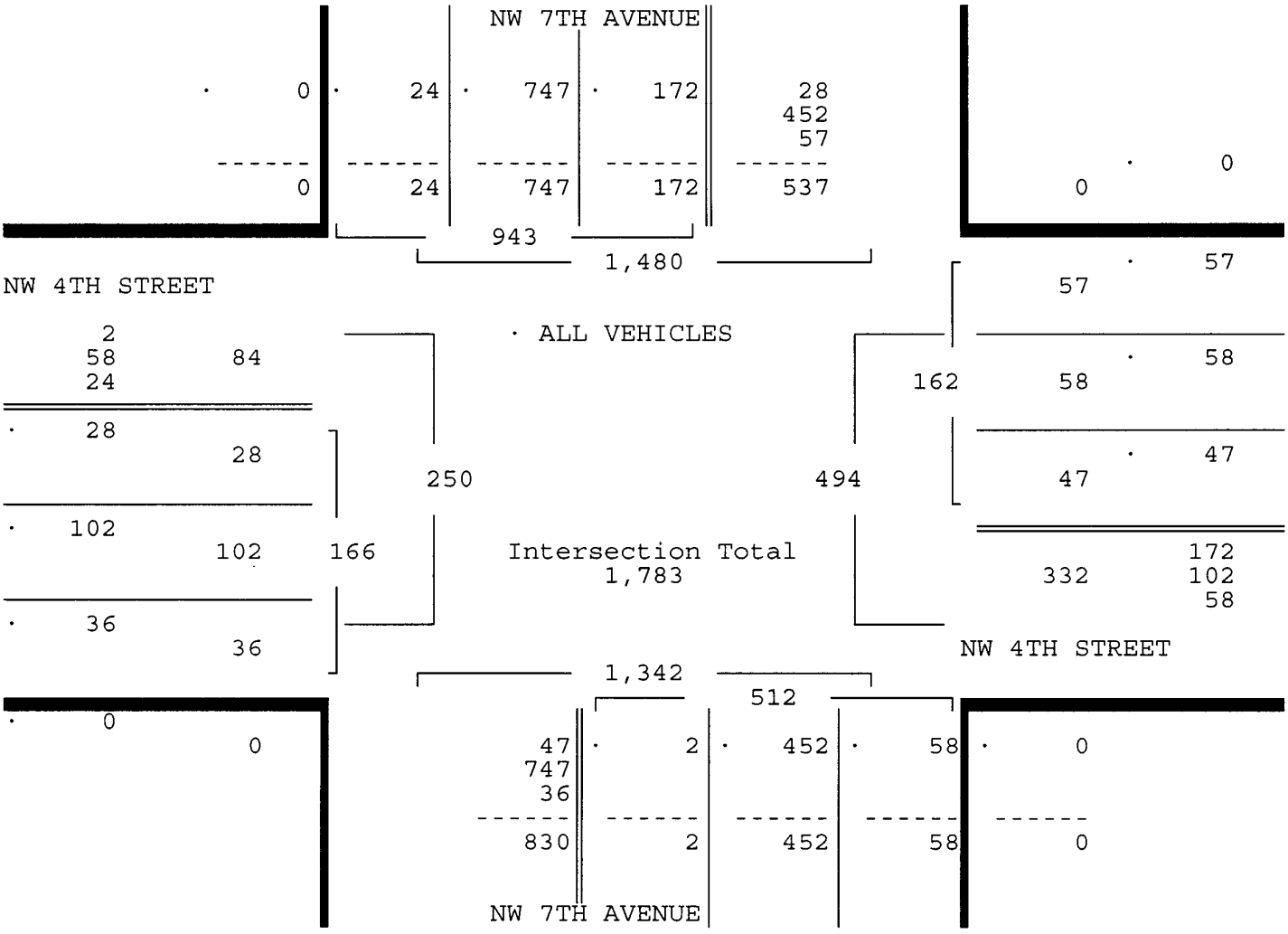
NW 4TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 4ST_7AVE

ALL VEHICLES

	NW 7TH AVENUE From North				NW 4TH STREET From East				NW 7TH AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/12/18																	
Peak start 07:45					07:45				07:45				07:45				
Volume	0	172	747	24	0	47	58	57	0	2	452	58	0	28	102	36	
Percent	0%	18%	79%	3%	0%	29%	36%	35%	0%	0%	88%	11%	0%	17%	61%	22%	
Pk total	943				162				512				166				
Highest	07:45				08:30				07:45				07:45				
Volume	0	57	190	12	0	10	19	16	0	1	122	16	0	14	33	11	
Hi total	259				45				139				58				
PHF	.91				.90				.92				.72				



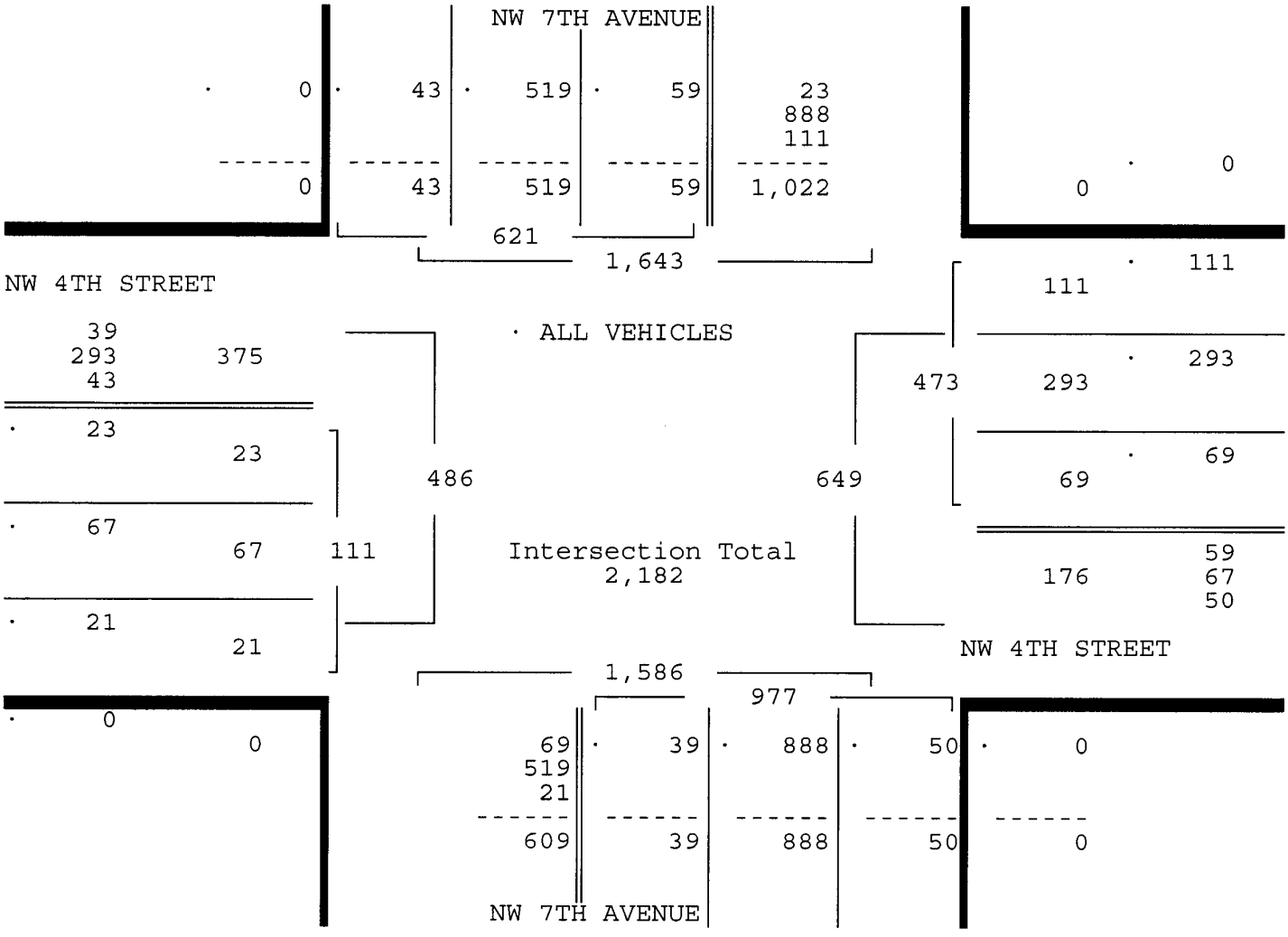
NW 4TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

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

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 4ST_7AVE

ALL VEHICLES

	NW 7TH AVENUE From North				NW 4TH STREET From East				NW 7TH AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/12/18																	
Peak start 16:45					16:45				16:45				16:45				
Volume	1	58	519	43	0	69	293	111	0	39	888	50	0	23	67	21	
Percent	0%	9%	84%	7%	0%	15%	62%	23%	0%	4%	91%	5%	0%	21%	60%	19%	
Pk total	621				473				977				111				
Highest	16:45				17:15				17:15				17:15				
Volume	0	16	140	7	0	33	80	29	0	15	250	14	0	8	17	6	
Hi total	163				142				279				31				
PHF	.95				.83				.88				.90				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 4TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

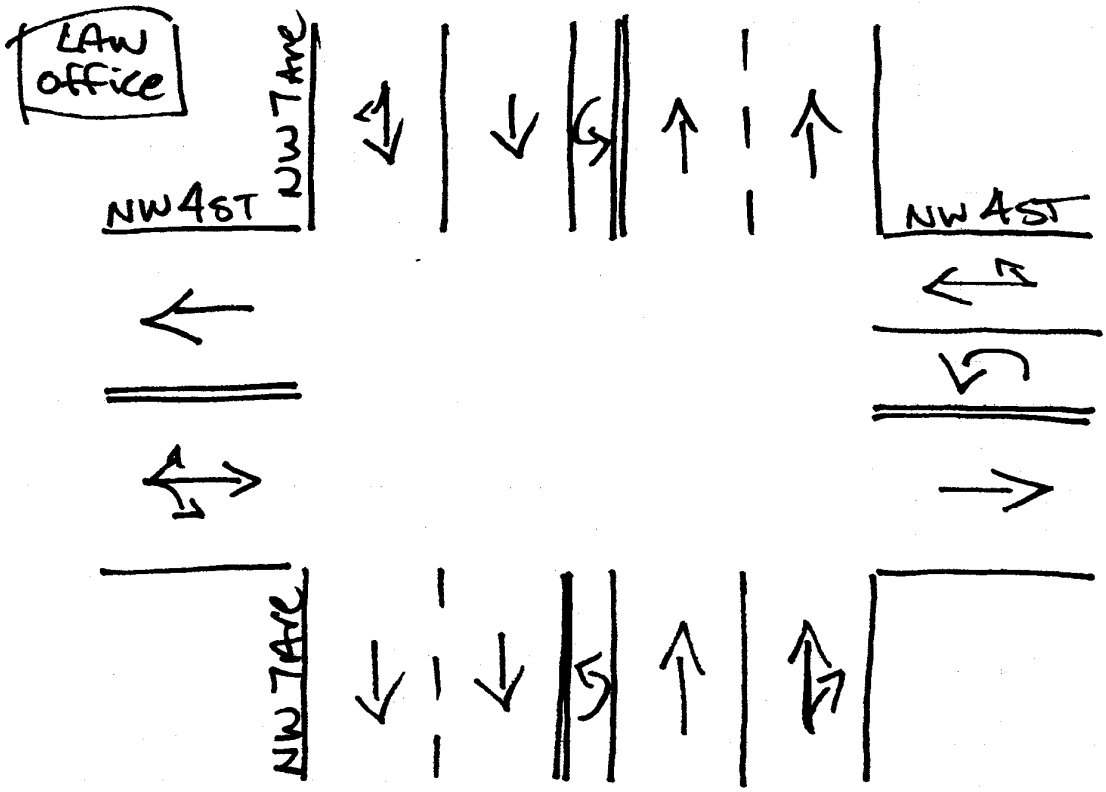
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180222
Start Date: 12/12/18
File I.D. : 4ST_7AVE
Page : 1

PEDESTRIANS & BIKES

	NW 7TH AVENUE From North				NW 4TH STREET From East				NW 7TH AVENUE From South				NW 4TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/12/18																	
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
07:45	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
Hr Total	0	1	0	4	0	1	0	1	0	2	0	0	0	0	0	0	9
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:45	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
Hr Total	0	1	0	6	0	2	0	3	0	0	0	0	0	0	0	0	12
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
16:15	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
16:30	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3
16:45	0	0	0	1	0	2	0	0	0	0	0	0	0	1	0	0	4
Hr Total	0	1	0	1	0	3	0	0	0	1	0	3	0	1	0	1	11
17:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
17:30	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Hr Total	0	1	0	3	0	3	0	0	0	1	0	0	0	0	0	1	9
TOTAL	0	4	0	14	0	9	0	4	0	4	0	3	0	1	0	2	41

North



FT. Lauderdale, Florida
February 17, 2016
drawn by: Luis Palomino
signalized

L.P.
12-12-18

NW 6 Street - NW 7 Avenue
Signalized
AM Peak Hour - Turning Movement Volumes

Description	NW 6 Street Eastbound			NW 6 Street Westbound			NW 7 Avenue Northbound			NW 7 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/11/18)	41	665	261	47	266	52	102	339	92	151	575	25
Peak Season Factor (0.99)	41	658	258	47	263	51	101	336	91	149	569	25
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	42	684	269	48	274	54	105	349	95	156	592	26
2023 Background Traffic	42	684	269	48	274	54	106	349	95	156	592	26
Project Distribution	16%	17%	0%	15%	2%	0%	0%	0%	0%	0%	14%	2%
West Village	17	19	0	7	1	0	0	0	0	0	6	1
2023 Total Traffic	**59**	**703**	**269**	**55**	**275**	**54**	**106**	**349**	**95**	**156**	**598**	**27**

NW 6 Street - NW 7 Avenue
Signalized
PM Peak Hour - Turning Movement Volumes

Description	NW 6 Street Eastbound			NW 6 Street Westbound			NW 7 Avenue Northbound			NW 7 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/11/18)	30	305	115	128	699	120	306	721	96	86	394	67
Peak Season Factor (0.99)	30	302	114	127	692	119	303	714	95	85	390	66
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	31	314	118	132	720	124	315	743	99	89	406	69
2023 Background Traffic	31	314	118	132	720	124	315	743	99	89	406	69
Project Distribution	16%	17%	0%	15%	2%	0%	0%	0%	0%	0%	14%	2%
West Village	16	16	0	20	3	0	0	0	0	0	19	3
2023 Total Traffic	**47**	**330**	**118**	**153**	**723**	**124**	**315**	**743**	**99**	**89**	**425**	**72**

NW 6 Street - NW 7 Terrace
Unsignalized - Two-Way Stop
AM Peak Hour - Turning Movement Volumes

Description	NW 6 Street Eastbound			NW 6 Street Westbound			NW 7 Terrace Northbound			NW 7 Terrace Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	24	917	30	2	427	6	7	1	5	3	2	9
Peak Season Factor (0.99)	24	908	30	2	423	6	7	1	5	3	2	9
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	25	945	31	2	440	6	7	1	5	3	2	9
2023 Background Traffic	25	945	31	2	440	6	7	1	5	3	2	9
Project Distribution	0%	0%	28%	4%	0%	0%	4%	1%	33%	0%	1%	0%
West Village	0	0	12	2	0	0	4	1	36	0	1	0
2023 Total Traffic	**25**	**945**	**43**	**4**	**440**	**6**	**11**	**2**	**41**	**3**	**3**	**9**

NW 6 Street - NW 7 Terrace
Unsignalized - Two-Way Stop
PM Peak Hour - Turning Movement Volumes

Description	NW 6 Street Eastbound			NW 6 Street Westbound			NW 7 Terrace Northbound			NW 7 Terrace Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	16	435	11	6	1,082	15	16	2	10	9	9	18
Peak Season Factor (0.99)	16	431	11	6	1,071	15	16	2	10	9	9	18
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	17	448	11	6	1,115	15	17	2	10	9	9	19
2023 Background Traffic	17	448	11	6	1,115	15	17	2	10	9	9	19
Project Distribution	0%	0%	28%	4%	0%	0%	4%	1%	33%	0%	1%	0%
West Village	0	0	38	5	0	0	4	1	32	0	1	0
2023 Total Traffic	**17**	**448**	**49**	**11**	**1,115**	**15**	**21**	**3**	**42**	**9**	**10**	**19**

NW 6 Street - NW 9 Avenue
Signalized
AM Peak Hour - Turning Movement Volumes

Description	NW 6 Street Eastbound			NW 6 Street Westbound			NW 9 Avenue Northbound			NW 9 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/11/18)	63	829	15	30	341	72	19	152	26	147	132	60
Peak Season Factor (0.99)	62	821	15	30	338	71	19	150	26	146	131	59
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	65	854	15	31	351	74	20	157	27	151	136	61
2023 Background Traffic	65	854	15	31	351	74	20	157	27	151	136	61
Project Distribution	0%	14%	0%	0%	2%	2%	12%	12%	0%	14%	0%	0%
West Village	0	6	0	0	2	2	13	14	0	6	0	0
2023 Total Traffic	**65**	**860**	**15**	**31**	**353**	**76**	**33**	**171**	**27**	**157**	**136**	**61**

NW 6 Street - NW 9 Avenue
Signalized
PM Peak Hour - Turning Movement Volumes

Description	NW 6 Street Eastbound			NW 6 Street Westbound			NW 9 Avenue Northbound			NW 9 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/11/18)	98	439	24	41	624	367	33	280	35	122	265	84
Peak Season Factor (0.99)	97	435	24	41	618	363	33	277	35	121	262	83
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	101	452	25	42	643	378	34	288	36	126	273	87
2023 Background Traffic	101	452	25	42	643	378	34	288	36	126	273	87
Project Distribution	0%	14%	0%	0%	2%	2%	12%	12%	0%	14%	0%	0%
West Village	0	19	0	0	2	2	12	12	0	19	0	0
2023 Total Traffic	**101**	**471**	**25**	**42**	**645**	**380**	**46**	**300**	**36**	**145**	**273**	**87**

NW 5 Street - NW 7 Avenue
Unsignalized - Two-Way Stop
AM Peak Hour - Turning Movement Volumes

Description	NW 5 Street Eastbound			NW 5 Street Westbound			NW 7 Avenue Northbound			NW 7 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	17	36	101	17	22	13	9	510	7	8	848	8
Peak Season Factor (0.99)	17	36	100	17	22	13	9	505	7	8	840	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	18	37	104	18	23	13	9	525	7	8	874	8
2023 Background Traffic	18	37	104	18	23	13	9	525	7	8	874	8
Project Distribution	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	29%
West Village	0	0	4	0	0	0	0	0	0	0	0	13
2023 Total Traffic	**18**	**37**	**108**	**18**	**23**	**13**	**9**	**525**	**7**	**8**	**874**	**21**

NW 5 Street - NW 7 Avenue
Unsignalized - Two-Way Stop
PM Peak Hour - Turning Movement Volumes

Description	NW 5 Street Eastbound			NW 5 Street Westbound			NW 7 Avenue Northbound			NW 7 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	20	6	26	27	18	71	35	1,018	19	7	597	19
Peak Season Factor (0.99)	20	6	26	27	18	70	35	1,008	19	7	591	19
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	21	6	27	28	19	73	36	1,049	20	7	615	20
2023 Background Traffic	21	6	27	28	19	73	36	1,049	20	7	615	20
Project Distribution	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	29%
West Village	0	0	4	0	0	0	0	0	0	0	0	39
2023 Total Traffic	**21**	**6**	**31**	**28**	**19**	**73**	**36**	**1,049**	**20**	**7**	**615**	**59**

NW 5 Street - NW 7 Terrace
Unsignalized - Two-Way Stop
AM Peak Hour - Turning Movement Volumes

Description	NW 5 Street Eastbound			NW 5 Street Westbound			NW 7 Terrace Northbound			NW 7 Terrace Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/11/18)	1	129	7	5	35	0	5	13	5	21	20	1
Peak Season Factor (0.99)	1	128	7	5	35	0	5	13	5	21	20	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	1	132	7	5	36	0	5	13	5	22	21	1
2023 Background Traffic	1	132	7	5	36	0	5	13	5	22	21	1
Project Distribution	2%	0%	0%	0%	0%	29%	0%	36%	0%	4%	32%	26%
West Village	1	0	0	0	0	13	0	16	0	4	35	29
2023 Total Traffic	**2**	**132**	**7**	**5**	**36**	**13**	**5**	**29**	**5**	**26**	**56**	**30**

NW 5 Street - NW 7 Terrace
Unsignalized - Two-Way Stop
PM Peak Hour - Turning Movement Volumes

Description	NW 5 Street Eastbound			NW 5 Street Westbound			NW 7 Terrace Northbound			NW 7 Terrace Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/11/18)	4	42	1	5	115	1	4	11	8	6	28	15
Peak Season Factor (0.99)	4	42	1	5	114	1	4	11	8	6	28	15
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	4	43	1	5	118	1	4	11	8	6	29	15
2023 Background Traffic	4	43	1	5	118	1	4	11	8	6	29	15
Project Distribution	2%	0%	0%	0%	0%	29%	0%	36%	0%	4%	32%	26%
West Village	3	0	0	0	0	39	0	48	0	4	32	26
2023 Total Traffic	**7**	**43**	**1**	**5**	**118**	**40**	**4**	**59**	**8**	**10**	**61**	**41**

NW 5 Street - NW 9 Avenue
Unsignalized - All-Way Stop
AM Peak Hour - Turning Movement Volumes

Description	NW 5 Street Eastbound			NW 5 Street Westbound			NW 9 Avenue Northbound			NW 9 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	44	101	17	13	26	12	1	124	2	50	138	18
Peak Season Factor (0.99)	44	100	17	13	26	12	1	123	2	50	137	18
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	45	103	18	13	27	12	1	128	2	52	142	19
2023 Background Traffic	45	103	18	13	27	12	1	128	2	52	142	19
Project Distribution	0%	2%	0%	0%	2%	24%	0%	0%	0%	0%	0%	0%
West Village	0	1	0	0	2	27	0	0	0	0	0	0
2023 Total Traffic	**45**	**104**	**18**	**13**	**29**	**39**	**1**	**128**	**2**	**52**	**142**	**19**

NW 5 Street - NW 9 Avenue
Unsignalized - All-Way Stop
PM Peak Hour - Turning Movement Volumes

Description	NW 5 Street Eastbound			NW 5 Street Westbound			NW 9 Avenue Northbound			NW 9 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	17	33	2	5	62	13	6	200	5	15	165	26
Peak Season Factor (0.99)	17	33	2	5	61	13	6	198	5	15	163	26
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	18	34	2	5	64	13	6	206	5	15	170	27
2023 Background Traffic	18	34	2	5	64	13	6	206	5	15	170	27
Project Distribution	0%	2%	0%	0%	2%	24%	0%	0%	0%	0%	0%	0%
West Village	0	3	0	0	2	24	0	0	0	0	0	0
2023 Total Traffic	**18**	**37**	**2**	**5**	**66**	**37**	**6**	**206**	**5**	**15**	**170**	**27**

NW 4 Street - NW 7 Avenue
Signalized
AM Peak Hour - Turning Movement Volumes

Description	NW 4 Street Eastbound			NW 4 Street Westbound			NW 7 Avenue Northbound			NW 7 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	28	102	36	47	58	57	2	452	58	172	747	24
Peak Season Factor (0.99)	28	101	36	47	57	56	2	447	57	170	740	24
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	29	104	37	48	60	59	2	466	60	177	770	25
2023 Background Traffic	29	104	37	48	60	59	2	466	60	177	770	25
Project Distribution	0%	7%	14%	0%	7%	0%	18%	0%	0%	0%	4%	0%
West Village	0	8	15	0	3	0	8	0	0	0	4	0
2023 Total Traffic	**29**	**112**	**52**	**48**	**63**	**59**	**10**	**466**	**60**	**177**	**774**	**25**

NW 4 Street - NW 7 Avenue
Signalized
PM Peak Hour - Turning Movement Volumes

Description	NW 4 Street Eastbound			NW 4 Street Westbound			NW 7 Avenue Northbound			NW 7 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	23	67	21	69	293	111	39	888	50	59	519	43
Peak Season Factor (0.99)	23	66	21	68	290	110	39	879	50	58	514	43
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	24	69	22	71	302	114	40	915	52	61	535	44
2023 Background Traffic	24	69	22	71	302	114	40	915	52	61	535	44
Project Distribution	0%	7%	14%	0%	7%	0%	18%	0%	0%	0%	4%	0%
West Village	0	7	14	0	9	0	24	0	0	0	4	0
2023 Total Traffic	**24**	**76**	**36**	**71**	**311**	**114**	**64**	**915**	**52**	**61**	**539**	**44**

NW 4 Street - NW 9 Avenue
Signalized
AM Peak Hour - Turning Movement Volumes

Description	NW 4 Street Eastbound			NW 4 Street Westbound			NW 9 Avenue Northbound			NW 9 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	53	98	12	12	73	7	9	76	17	27	107	31
Peak Season Factor (0.99)	52	97	12	12	72	7	9	75	17	27	106	31
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	55	100	12	12	75	7	9	78	18	28	110	32
2023 Background Traffic	55	100	12	12	75	7	9	78	18	28	110	32
Project Distribution	0%	7%	0%	4%	7%	0%	0%	0%	4%	0%	0%	0%
West Village	0	3	0	4	8	0	0	0	2	0	0	0
2023 Total Traffic	**55**	**103**	**12**	**16**	**83**	**7**	**9**	**78**	**20**	**28**	**110**	**32**

NW 4 Street - NW 9 Avenue
Signalized
PM Peak Hour - Turning Movement Volumes

Description	NW 4 Street Eastbound			NW 4 Street Westbound			NW 9 Avenue Northbound			NW 9 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/12/18)	51	89	13	16	357	32	30	134	23	11	120	37
Peak Season Factor (0.99)	50	88	13	16	353	32	30	133	23	11	119	37
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	53	92	13	16	368	33	31	138	24	11	124	38
2023 Background Traffic	53	92	13	17	368	33	31	138	24	11	124	38
Project Distribution	0%	7%	0%	4%	7%	0%	0%	0%	4%	0%	0%	0%
West Village	0	9	0	4	7	0	0	0	6	0	0	0
2023 Total Traffic	**53**	**101**	**13**	**21**	**375**	**33**	**31**	**138**	**30**	**11**	**124**	**38**

Project Drive - NW 7 Terrace
Unsignalized - Two-Way Stop
AM Peak Hour - Turning Movement Volumes

Description	Eastbound			Project Drive Westbound			NW 7 Terrace Northbound			NW 7 Terrace Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/11/18)	0	0	0	0	0	0	0	14	0	0	34	0
Peak Season Factor (0.99)	0	0	0	0	0	0	0	14	0	0	34	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	0	0	0	0	0	0	0	14	0	0	35	0
2023 Background Traffic	0	0	0	0	0	0	0	14	0	0	35	0
Project Distribution	0%	0%	0%	62%	0%	38%	0%	0%	67%	33%	0%	0%
West Village	0	0	0	68	0	41	0	0	31	15	0	0
2023 Total Traffic	**0**	**0**	**0**	**68**	**0**	**41**	**0**	**14**	**31**	**15**	**35**	**0**

Project Drive - NW 7 Terrace
Unsignalized - Two-Way Stop
PM Peak Hour - Turning Movement Volumes

Description	Eastbound			Project Drive Westbound			NW 7 Terrace Northbound			NW 7 Terrace Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/11/18)	0	0	0	0	0	0	0	16	0	0	25	0
Peak Season Factor (0.99)	0	0	0	0	0	0	0	16	0	0	25	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2023 Growth Traffic	0	0	0	0	0	0	0	16	0	0	26	0
2023 Background Traffic	0	0	0	0	0	0	0	16	0	0	26	0
Project Distribution	0%	0%	0%	62%	0%	38%	0%	0%	67%	33%	0%	0%
West Village	0	0	0	62	0	37	0	0	90	44	0	0
2023 Total Traffic	**0**	**0**	**0**	**62**	**0**	**37**	**0**	**16**	**90**	**44**	**26**	**0**

Appendix E

Signal Timing

HCS+ Reports

Broward County | Timing Sheet | 12/12/2018 11:03:31 AM

Station : 2069 - NW 7 Ave & NW 6 St (Sistrunk Blvd) (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		16		16		16		16								
Min Green		10		6	4	10		6								
Gap Ext		3		2	1.5	3		2								
Max1		40		35	15	40		35								
Max2																
Yellow Clr		4		4	4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		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
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				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	ON										
Max Recall		ON				ON										
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																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
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						
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						

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				

Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 12/12/2018 11:03:31 AM

Station : 2069 - NW 7 Ave & NW 6 St (Sistrunk Blvd) (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		12	12	90	65	12	1	10	17		15	35		40	15	35		40								
9		13	13	90	60	13	1	10	17		12	43		35	12	43		35								
16		14	14	90	10	14	1	10	17		15	35		40	15	35		40								
18	15	13	13	90	60	13	1	10	17		12	43		35	12	43		35								
Day Plan 2											**Easy**															
		3	3	80	46	3	1	10	50		12	38		30	12	38		30								
1		100	254																							
6	30	13	13	90	60	13	1	10	17		12	43		35	12	43		35								
Day Plan 3											**Easy**															
		100	254																							
6	30	13	13	90	60	13	1	10	17		12	43		35	12	43		35								
23		100	254																							

Broward County Timing Sheet 12/12/2018 11:03:31 AM

Station : 2069 - NW 7 Ave & NW 6 St (Sistrunk Blvd) (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 Week							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	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																													1
8							1							1	1	1	1	1					1																												1
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1						1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1																																				1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Broward County | Timing Sheet | 12/12/2018 11:06:00 AM

Station : 2070 - NW 7 Ave & NW 4 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		13		19		13		19								
Min Green		12		6		12		6								
Gap Ext		3		2		3		2								
Max1		40		20		40		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		1		1.5		1		1.5	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																
Dynamic Max Step																
Enable		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		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
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						
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						

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				

Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 12/12/2018 11:06:00 AM

Station : 2070 - NW 7 Ave & NW 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seque	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		12	12	90	29	12	1	10	50			51		39		51		39								
9		13	13	90	16	13	1	10	50			51		39		51		39								
16		14	14	90	76	14	1	10	50			51		39		51		39								
18	15	13	13	90	16	13	1	10	50			51		39		51		39								
Day Plan 2											**Easy**															
		13	13	90	16	13	1	10	50			51		39		51		39								
1		100	254																							
6	30	13	13	90	16	13	1	10	50			51		39		51		39								
Day Plan 3											**Easy**															
		13	13	90	16	13	1	10	50			51		39		51		39								
1		100	254																							
6	30	13	13	90	16	13	1	10	50			51		39		51		39								
23		100	254																							

Broward County Timing Sheet 12/12/2018 11:06:00 AM

Station : 2070 - NW 7 Ave & NW 4 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seque	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 Week						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**
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	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	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																												1	1	1	1	**1**	1	1				2
12											1							1																												1	1	1	**1**	1	1	1			2
13												1	1					1																													1						2
14												1	1	1	1	1	1																														1					2
15												1	1																																			**1**					2
16												1	1				1																																		1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
21																																																					1
22																																																					1
23																																																					1
24																																																					1
25																																																					1
26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

Broward County | Timing Sheet | 12/12/2018 11:05:44 AM

Station : 2077 - NW 6 St (Sistrunk Blvd) & NW 9 Ave (Standard File)

Phase	1	2 (WT)	3	4 (NT)	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		21		21		21		21								
Min Green		12		6		12		6								
Passage		3		2		3		2								
Max1		40		25		40		25								
Max2																
Yellow	4	4	3.5	4	3.5	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	1.5	1.5	1	1.5	1.5	1.5	1	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								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	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 Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Type				
Lockout Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Priority P5				
Priority P6				
Priority P7				
Priority P8				
Priority P9				
Priority P10				
Priority P11				
Priority P12				
Max Lockout				

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 12/12/2018 11:05:44 AM

Station : 2077 - NW 6 St (Sistrunk Blvd) & NW 9 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																							
Day Plan 2											Easy															
		100	254																							
Day Plan 3											Easy															
		100	254																							

Station : 2077 - NW 6 St (Sistrunk Blvd) & NW 9 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 Week							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	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
5																																																	1
6																																																	1
7																																																	1
8																																																	1
9																																																	1
10																																																	1
11																																																	1
12																																																	1
13																																																	1
14																																																	1
15																																																	1
16																																																	1
17																																																	1
18																																																	1
19																																																	1
20																																																	1
21																																																	1
22																																																	1
23																																																	1
24																																																	1
25																																																	1
26																																																	1
27																																																	1
28																																																	1
29																																																	1
30																																																	1
31																																																	1
32																																																	1

User Comments:

Broward County | Timing Sheet | 12/12/2018 11:06:18 AM

Station : 2151 - NW 9 Ave & NW 4 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		11		17		11		17								
Min Green		12		6		12		6								
Gap Ext		3		2		3		2								
Max1		30		30		30		30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		1		1.5		1		1.5	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																
Dynamic Max Step																
Enable		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		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
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						
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						

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				
Tfeadway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 12/12/2018 11:06:18 AM

Station : 2151 - NW 9 Ave & NW 4 St (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																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 12/12/2018 11:06:18 AM

Station : 2151 - NW 9 Ave & NW 4 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seque	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 Week						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	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																																			2
14												1	1	1	1	1	1																																			2
15												1	1																																							2
16												1						1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1
26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

User Comments:

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/18/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*AM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*1*	*2*	*0*	*1*	*2*	*0*	*1*	*2*	*0*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*41*	*658*	*258*	*47*	*263*	*51*	*101*	*336*	*91*	*149*	*569*	*25*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08
Timing	G = *29.5*	G =	G =	G =	G = *11.0*	G = *34.5*	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *4*	Y = *5.5*	Y =	Y =

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *90.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*42*	*934*		*48*	*320*		*103*	*436*		*152*	*607*	
Lane Group Capacity	*332*	*1113*		*83*	*1134*		*461*	*1888*		*356*	*1351*	
v/c Ratio	*0.13*	*0.84*		*0.58*	*0.28*		*0.22*	*0.23*		*0.43*	*0.45*	
Green Ratio	*0.33*	*0.33*		*0.33*	*0.33*		*0.57*	*0.55*		*0.38*	*0.38*	
Uniform Delay d_1	*21.2*	*28.1*		*25.1*	*22.4*		*9.9*	*10.4*		*20.5*	*20.7*	
Delay Factor k	*0.11*	*0.37*		*0.17*	*0.11*		*0.11*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*0.2*	*5.8*		*9.7*	*0.1*		*0.2*	*0.3*		*3.7*	*1.1*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*21.4*	*33.9*		*34.8*	*22.5*		*10.1*	*10.7*		*24.2*	*21.8*	
Lane Group LOS	*C*	*C*		*C*	*C*		*B*	*B*		*C*	*C*	
Approach Delay	*33.4*			*24.1*			*10.6*			*22.2*		
Approach LOS	*C*			*C*			*B*			*C*		
Intersection Delay	*24.2*			Intersection LOS			*C*					

HCS+™ Version 5.5 Generated: 1/18/2019 9:46 AM

SHORT REPORT

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 7 Avenue
Agency or Co.	KEITH	Area Type	All other areas
Date Performed	1/18/2019	Jurisdiction	Fort Lauderdale
Time Period	PM Peak Hour	Analysis Year	Existing

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	30	302	114	127	692	119	303	714	95	85	390	66
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08
Timing	G = 29.5	G =	G =	G =	G = 11.0	G = 34.5	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 4	Y = 5.5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 90.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	31	434		132	845		316	843		89	475	
Lane Group Capacity	105	1115		271	1137		525	1916		240	1330	
v/c Ratio	0.30	0.39		0.49	0.74		0.60	0.44		0.37	0.36	
Green Ratio	0.33	0.33		0.33	0.33		0.57	0.55		0.38	0.38	
Uniform Delay d_1	22.5	23.3		24.2	26.9		11.0	12.0		19.9	19.8	
Delay Factor k	0.11	0.11		0.11	0.30		0.19	0.50		0.50	0.50	
Incremental Delay d_2	1.6	0.2		1.4	2.7		1.9	0.7		4.4	0.7	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	24.1	23.5		25.6	29.6		12.9	12.8		24.3	20.6	
Lane Group LOS	C	C		C	C		B	B		C	C	
Approach Delay	23.6			29.0			12.8			21.2		
Approach LOS	C			C			B			C		
Intersection Delay	20.9			Intersection LOS						C		

HCS+™ Version 5.5 Generated: 1/18/2019 9:47 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/18/2019	Analysis Year	Existing
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 6 Street	North/South Street: NW 7 Terrace
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	24	908	30	2	423	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	25	955	31	2	445	6
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T	TR	LT		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7	1	5	3	2	9
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	7	1	5	3	2	9
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	LT		LTR			LTR	
v (veh/h)	25	2		13			14	
C (m) (veh/h)	1106	696		276			480	
v/c	0.02	0.00		0.05			0.03	
95% queue length	0.07	0.01		0.15			0.09	
Control Delay (s/veh)	8.3	10.2		18.7			12.7	
LOS	A	B		C			B	
Approach Delay (s/veh)	--	--	18.7			12.7		
Approach LOS	--	--	C			B		

HCS+™ Version 5.5

Generated: 1/18/2019 11:01 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/18/2019	Analysis Year	Existing
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 6 Street	North/South Street: NW 7 Terrace
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16	431	11	6	1071	15
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	16	453	11	6	1127	15
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T	TR	LT		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	16	2	10	9	9	18
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	16	2	10	9	9	18
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	LT		LTR			LTR	
v (veh/h)	16	6		28			36	
C (m) (veh/h)	608	1094		352			275	
v/c	0.03	0.01		0.08			0.13	
95% queue length	0.08	0.02		0.26			0.45	
Control Delay (s/veh)	11.1	8.3		16.1			20.1	
LOS	B	A		C			C	
Approach Delay (s/veh)	--	--	16.1			20.1		
Approach LOS	--	--	C			C		

HCS+™ Version 5.5

Generated: 1/18/2019 11:03 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/18/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*AM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	1	1	1	1	0	1	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume (vph)	62	821	15	30	338	71	19	150	26	146	131	24
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	P	P	P	P	P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3	3	3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 34.5	G =	G =	G =	G = 20.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *65.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	65	880		32	356	75	20	185		154	163	
Lane Group Capacity	510	1877		273	989	840	372	561		365	1066	
v/c Ratio	0.13	0.47		0.12	0.36	0.09	0.05	0.33		0.42	0.15	
Green Ratio	0.53	0.53		0.53	0.53	0.53	0.31	0.31		0.31	0.31	
Uniform Delay d_1	7.7	9.5		7.6	8.8	7.5	15.8	17.3		17.9	16.3	
Delay Factor k	0.50	0.50		0.50	0.50	0.50	0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.5	0.8		0.9	1.0	0.2	0.1	0.3		0.8	0.1	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	8.2	10.4		8.5	9.9	7.7	15.9	17.7		18.7	16.4	
Lane Group LOS	A	B		A	A	A	B	B		B	B	
Approach Delay	10.2			9.4			17.5			17.5		
Approach LOS	B			A			B			B		
Intersection Delay	12.0			Intersection LOS						B		

HCS+™ Version 5.5

Generated: 1/18/2019 9:42 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/18/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	1	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume (vph)	97	435	24	41	618	363	33	277	35	121	262	83
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	P	P	P	P	P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *75.5*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	102	483		43	651	382	35	329		127	276	87
Lane Group Capacity	262	1864		467	987	839	304	606		259	617	524
v/c Ratio	0.39	0.26		0.09	0.66	0.46	0.12	0.54		0.49	0.45	0.17
Green Ratio	0.53	0.53		0.53	0.53	0.53	0.33	0.33		0.33	0.33	0.33
Uniform Delay d_1	10.5	9.7		8.8	12.8	11.0	17.6	20.6		20.2	19.8	17.9
Delay Factor k	0.50	0.50		0.50	0.50	0.50	0.11	0.14		0.11	0.11	0.11
Incremental Delay d_2	4.3	0.3		0.4	3.5	1.8	0.2	1.0		1.5	0.5	0.2
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	14.8	10.0		9.2	16.3	12.8	17.7	21.6		21.6	20.3	18.0
Lane Group LOS	B	B		A	B	B	B	C		C	C	B
Approach Delay	10.9			14.8			21.2			20.3		
Approach LOS	B			B			C			C		
Intersection Delay	15.9			Intersection LOS						B		

HCS+™ Version 5.5 Generated: 1/18/2019 9:23 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	NW 5 Street/NW 7 Avenue
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/18/2019	Analysis Year	Existing
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street	North/South Street: NW 7 Avenue
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	9	505	7	8	840	8
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	9	531	7	8	884	8
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	17	36	100	17	22	13
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	37	105	17	23	13
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	9	8	17		36		159	
C (m) (veh/h)	756	1026	249		179		293	
v/c	0.01	0.01	0.07		0.20		0.54	
95% queue length	0.04	0.02	0.22		0.73		3.02	
Control Delay (s/veh)	9.8	8.5	20.5		30.1		31.0	
LOS	A	A	C		D		D	
Approach Delay (s/veh)	--	--	27.0			31.0		
Approach LOS	--	--	D			D		

HCS+™ Version 5.5

Generated: 1/23/2019 10:32 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Avenue
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/18/2019	Analysis Year	Existing
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street | North/South Street: NW 7 Avenue

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	35	1008	19	7	591	19
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	38	1095	20	7	642	20
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	20	6	26	27	18	70
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	21	6	28	29	19	76
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	38	7	29		95		55	
C (m) (veh/h)	922	622	155		226		237	
v/c	0.04	0.01	0.19		0.42		0.23	
95% queue length	0.13	0.03	0.66		1.94		0.87	
Control Delay (s/veh)	9.1	10.9	33.5		32.0		24.7	
LOS	A	B	D		D		C	
Approach Delay (s/veh)	--	--	32.4			24.7		
Approach LOS	--	--	D			C		

HCS+™ Version 5.5

Generated: 1/18/2019 11:42 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/18/2019	Analysis Year	Existing
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street	North/South Street: NW 7 Terrace
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	128	7	5	35	0
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	1	159	8	6	43	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	13	5	21	20	1
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	6	16	6	26	24	1
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	1	6		28			51	
C (m) (veh/h)	1566	1411		716			692	
v/c	0.00	0.00		0.04			0.07	
95% queue length	0.00	0.01		0.12			0.24	
Control Delay (s/veh)	7.3	7.6		10.2			10.6	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	10.2			10.6		
Approach LOS	--	--	B			B		

HCS+™ Version 5.5

Generated: 2/11/2019 5:36 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/18/2019	Analysis Year	Existing
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street | North/South Street: NW 7 Terrace

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	42	1	5	114	1
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	4	48	1	5	132	1
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4	11	8	6	28	15
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	4	12	9	6	32	17
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	4	5		25			55	
C (m) (veh/h)	1452	1558		783			754	
v/c	0.00	0.00		0.03			0.07	
95% queue length	0.01	0.01		0.10			0.24	
Control Delay (s/veh)	7.5	7.3		9.7			10.1	
LOS	A	A		A			B	
Approach Delay (s/veh)	--	--	9.7			10.1		
Approach LOS	--	--	A			B		

HCS+™ Version 5.5 Generated: 2/11/2019 5:36 PM

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LSB
Agency/Co.	KEITH
Date Performed	1/18/2019
Analysis Time Period	AM Peak Hour

Site Information

Intersection	NW 5 Street/NW 9 Avenue
Jurisdiction	Fort Lauderdale
Analysis Year	Existing

Project ID *Sistrunk Redevlopment*

East/West Street: *NW 5 Street* North/South Street: *NW 9 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	44	100	17	13	26	12
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	123	2	50	137	18
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.83		0.83		0.83		0.83	
Flow Rate (veh/h)	193		60		151		246	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.3		0.3		0.0		0.2	
Prop. Right-Turns	0.1		0.2		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		0.0		0.0	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.17		0.05		0.13		0.22	
hd, final value (s)	5.02		5.14		4.93		4.81	
x, final value	0.27		0.09		0.21		0.33	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.0		3.1		2.9		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	443		310		401		496	
Delay (s/veh)	9.85		8.62		9.21		10.15	
LOS	A		A		A		B	
Approach: Delay (s/veh)	9.85		8.62		9.21		10.15	
LOS	A		A		A		B	
Intersection Delay (s/veh)	9.70							
Intersection LOS	A							

 HCS+™ Version 5.5 Generated: 1/18/2019 12:35 PM

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LSB
Agency/Co.	KEITH
Date Performed	1/18/2019
Analysis Time Period	PM Peak Hour

Site Information

Intersection	NW 5 Street/NW 9 Avenue
Jurisdiction	Fort Lauderdale
Analysis Year	Existing

Project ID *Sistrunk Redevlopment*

East/West Street: *NW 5 Street* North/South Street: *NW 9 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	33	2	5	61	13
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	198	5	15	163	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	56		86		231		225	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.3		0.1		0.0		0.1	
Prop. Right-Turns	0.0		0.2		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.1		0.0		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.05		0.08		0.21		0.20	
hd, final value (s)	5.18		5.00		4.57		4.52	
x, final value	0.08		0.12		0.29		0.28	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.2		3.0		2.6		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	306		336		481		475	
Delay (s/veh)	8.63		8.68		9.45		9.30	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.63		8.68		9.45		9.30	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.21							
Intersection LOS	A							

HCS+™ Version 5.5 Generated: 1/18/2019 12:53 PM

SHORT REPORT

General Information		Site Information	
Analyst	LSB	Intersection	NW 4 Street/NW 7 Avenue
Agency or Co.	KEITH	Area Type	All other areas
Date Performed	1/18/2019	Jurisdiction	Fort Lauderdale
Time Period	AM Peak Hour	Analysis Year	Existing

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Lane Group		LTR		L	TR		L	TR		L	TR	
Volume (vph)	28	101	36	47	57	56	2	447	57	170	740	24
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type		3		3	3		3	3		3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 33.5	G =	G =	G =	G = 46.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 90.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		183		52	125		2	560		189	849	
Lane Group Capacity		632		436	642		252	1782		388	1804	
v/c Ratio		0.29		0.12	0.19		0.01	0.31		0.49	0.47	
Green Ratio		0.37		0.37	0.37		0.51	0.51		0.51	0.51	
Uniform Delay d_1		19.9		18.6	19.1		10.8	12.8		14.3	14.2	
Delay Factor k		0.11		0.11	0.11		0.11	0.50		0.50	0.50	
Incremental Delay d_2		0.3		0.1	0.1		0.0	0.5		4.3	0.9	
PF Factor		1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay		20.1		18.7	19.3		10.8	13.3		18.6	15.0	
Lane Group LOS		C		B	B		B	B		B	B	
Approach Delay		20.1			19.1			13.3			15.7	
Approach LOS		C			B			B			B	
Intersection Delay		15.7			Intersection LOS						B	

HCS+™ Version 5.5 Generated: 1/18/2019 9:58 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/18/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*2*	*0*	*1*	*2*	*0*
Lane Group		*LTR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*23*	*66*	*21*	*68*	*290*	*110*	*39*	*879*	*50*	*58*	*514*	*43*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *33.5*	G =	G =	G =	G = *46.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *90.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*124*		*76*	*450*		*44*	*1044*		*65*	*626*	
Lane Group Capacity		*564*		*481*	*665*		*354*	*1798*		*180*	*1792*	
v/c Ratio		*0.22*		*0.16*	*0.68*		*0.12*	*0.58*		*0.36*	*0.35*	
Green Ratio		*0.37*		*0.37*	*0.37*		*0.51*	*0.51*		*0.51*	*0.51*	
Uniform Delay d_1		*19.3*		*18.8*	*23.7*		*11.5*	*15.3*		*13.2*	*13.1*	
Delay Factor k		*0.11*		*0.11*	*0.25*		*0.11*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2		*0.2*		*0.2*	*2.8*		*0.2*	*1.4*		*5.5*	*0.5*	
PF Factor		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay		*19.5*		*19.0*	*26.5*		*11.6*	*16.7*		*18.7*	*13.6*	
Lane Group LOS		*B*		*B*	*C*		*B*	*B*		*B*	*B*	
Approach Delay		*19.5*			*25.4*			*16.5*			*14.1*	
Approach LOS		*B*			*C*			*B*			*B*	
Intersection Delay		*17.9*			Intersection LOS						*B*	

HCS+™ Version 5.5

Generated: 1/18/2019 10:00 AM

SHORT REPORT

General Information		Site Information	
Analyst	LSB	Intersection	NW 4 Street/NW 9 Avenue
Agency or Co.	KEITH	Area Type	All other areas
Date Performed	1/18/2019	Jurisdiction	Fort Lauderdale
Time Period	AM Peak Hour	Analysis Year	Existing

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Lane Group		LTR			LTR		L	TR		L	TR	
Volume (vph)	52	97	12	12	72	7	9	75	17	27	106	31
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green		2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type		3			3		3	3		3	3	
Unit Extension		3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 24.5	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		185			105		10	106		31	158	
Lane Group Capacity		663			721		510	754		535	750	
v/c Ratio		0.28			0.15		0.02	0.14		0.06	0.21	
Green Ratio		0.41			0.41		0.42	0.42		0.42	0.42	
Uniform Delay d_1		11.9			11.2		10.3	10.8		10.5	11.2	
Delay Factor k		0.11			0.11		0.11	0.11		0.11	0.11	
Incremental Delay d_2		0.2			0.1		0.0	0.1		0.0	0.1	
PF Factor		1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay		12.1			11.3		10.3	10.9		10.5	11.3	
Lane Group LOS		B			B		B	B		B	B	
Approach Delay	12.1			11.3			10.9			11.2		
Approach LOS	B			B			B			B		
Intersection Delay	11.4			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/18/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
Lane Group		*LTR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*50*	*88*	*13*	*16*	*353*	*32*	*30*	*133*	*23*	*11*	*119*	*37*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *24.5*	G =	G =	G =	G = *25.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *60.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*168*			*446*		*33*	*174*		*12*	*173*	
Lane Group Capacity		*602*			*742*		*503*	*759*		*502*	*749*	
v/c Ratio		*0.28*			*0.60*		*0.07*	*0.23*		*0.02*	*0.23*	
Green Ratio		*0.41*			*0.41*		*0.42*	*0.42*		*0.42*	*0.42*	
Uniform Delay d_1		*11.9*			*13.9*		*10.5*	*11.3*		*10.3*	*11.3*	
Delay Factor k		*0.11*			*0.19*		*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2		*0.3*			*1.4*		*0.1*	*0.2*		*0.0*	*0.2*	
PF Factor		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay		*12.1*			*15.3*		*10.6*	*11.4*		*10.3*	*11.5*	
Lane Group LOS		*B*			*B*		*B*	*B*		*B*	*B*	
Approach Delay	*12.1*			*15.3*			*11.3*			*11.4*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*13.2*			Intersection LOS						*B*		

HCS+™ Version 5.5

Generated: 1/18/2019 10:18 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/18/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*2*	*0*	*1*	*2*	*0*
Lane Group		*LTR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*23*	*66*	*21*	*68*	*290*	*110*	*39*	*879*	*50*	*58*	*514*	*43*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *33.5*	G =	G =	G =	G = *46.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *90.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*124*		*76*	*450*		*44*	*1044*		*65*	*626*	
Lane Group Capacity		*564*		*481*	*665*		*354*	*1798*		*180*	*1792*	
v/c Ratio		*0.22*		*0.16*	*0.68*		*0.12*	*0.58*		*0.36*	*0.35*	
Green Ratio		*0.37*		*0.37*	*0.37*		*0.51*	*0.51*		*0.51*	*0.51*	
Uniform Delay d_1		*19.3*		*18.8*	*23.7*		*11.5*	*15.3*		*13.2*	*13.1*	
Delay Factor k		*0.11*		*0.11*	*0.25*		*0.11*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2		*0.2*		*0.2*	*2.8*		*0.2*	*1.4*		*5.5*	*0.5*	
PF Factor		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay		*19.5*		*19.0*	*26.5*		*11.6*	*16.7*		*18.7*	*13.6*	
Lane Group LOS		*B*		*B*	*C*		*B*	*B*		*B*	*B*	
Approach Delay		*19.5*			*25.4*			*16.5*			*14.1*	
Approach LOS		*B*			*C*			*B*			*B*	
Intersection Delay		*17.9*			Intersection LOS						*B*	

HCS+™ Version 5.5

Generated: 1/18/2019 10:00 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/23/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*AM Peak Hour*	Analysis Year	*Future Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*1*	*2*	*0*	*1*	*2*	*0*	*1*	*2*	*0*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*42*	*684*	*269*	*48*	*274*	*54*	*106*	*349*	*95*	*156*	*592*	*26*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08
Timing	G = *29.5*	G =	G =	G =	G = *11.0*	G = *34.5*	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *4*	Y = *5.5*	Y =	Y =

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *90.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*43*	*972*		*49*	*335*		*108*	*453*		*159*	*631*	
Lane Group Capacity	*324*	*1113*		*83*	*1134*		*451*	*1888*		*351*	*1351*	
v/c Ratio	*0.13*	*0.87*		*0.59*	*0.30*		*0.24*	*0.24*		*0.45*	*0.47*	
Green Ratio	*0.33*	*0.33*		*0.33*	*0.33*		*0.57*	*0.55*		*0.38*	*0.38*	
Uniform Delay d_1	*21.3*	*28.5*		*25.2*	*22.5*		*10.0*	*10.5*		*20.7*	*20.8*	
Delay Factor k	*0.11*	*0.40*		*0.18*	*0.11*		*0.11*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*0.2*	*7.9*		*10.7*	*0.1*		*0.3*	*0.3*		*4.2*	*1.2*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*21.4*	*36.4*		*35.9*	*22.7*		*10.3*	*10.8*		*24.9*	*22.0*	
Lane Group LOS	*C*	*D*		*D*	*C*		*B*	*B*		*C*	*C*	
Approach Delay	*35.7*			*24.3*			*10.7*			*22.6*		
Approach LOS	*D*			*C*			*B*			*C*		
Intersection Delay	*25.3*			Intersection LOS			*C*					

HCS+™ Version 5.5

Generated: 1/23/2019 8:51 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/23/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Future Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	31	314	118	132	720	124	315	743	99	89	406	69
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08
Timing	G = 29.5	G =	G =	G =	G = 11.0	G = 34.5	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 4	Y = 5.5	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *90.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	32	450		138	879		328	877		93	495	
Lane Group Capacity	95	1115		264	1137		515	1916		232	1330	
v/c Ratio	0.34	0.40		0.52	0.77		0.64	0.46		0.40	0.37	
Green Ratio	0.33	0.33		0.33	0.33		0.57	0.55		0.38	0.38	
Uniform Delay d_1	22.9	23.4		24.5	27.2		11.2	12.2		20.2	20.0	
Delay Factor k	0.11	0.11		0.13	0.32		0.22	0.50		0.50	0.50	
Incremental Delay d_2	2.1	0.2		1.9	3.4		2.6	0.8		5.1	0.8	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	25.0	23.7		26.4	30.6		13.8	13.0		25.3	20.8	
Lane Group LOS	C	C		C	C		B	B		C	C	
Approach Delay	23.8			30.0			13.2			21.5		
Approach LOS	C			C			B			C		
Intersection Delay	21.4			Intersection LOS						C		

HCS+™ Version 5.5 Generated: 1/23/2019 8:55 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/23/2019	Analysis Year	Future Without Project
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 6 Street	North/South Street: NW 7 Terrace
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	945	31	2	440	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	26	994	32	2	463	6
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T	TR	LT		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7	1	5	3	2	9
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	7	1	5	3	2	9
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	LT		LTR			LTR	
v (veh/h)	26	2		13			14	
C (m) (veh/h)	1089	673		263			465	
v/c	0.02	0.00		0.05			0.03	
95% queue length	0.07	0.01		0.16			0.09	
Control Delay (s/veh)	8.4	10.4		19.4			13.0	
LOS	A	B		C			B	
Approach Delay (s/veh)	--	--	19.4			13.0		
Approach LOS	--	--	C			B		

HCS+™ Version 5.5

Generated: 1/23/2019 9:24 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/23/2019	Analysis Year	Future Without Project
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 6 Street | North/South Street: NW 7 Terrace

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	17	448	11	6	1115	15
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	471	11	6	1173	15
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T	TR	LT		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	17	2	10	9	9	19
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	2	10	9	9	20
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	LT		LTR			LTR	
v (veh/h)	17	6		29			38	
C (m) (veh/h)	583	1077		334			268	
v/c	0.03	0.01		0.09			0.14	
95% queue length	0.09	0.02		0.28			0.49	
Control Delay (s/veh)	11.4	8.4		16.8			20.6	
LOS	B	A		C			C	
Approach Delay (s/veh)	--	--	16.8			20.6		
Approach LOS	--	--	C			C		

HCS+™ Version 5.5

Generated: 1/23/2019 9:27 AM

SHORT REPORT

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 9 Avenue
Agency or Co.	KEITH	Area Type	All other areas
Date Performed	1/23/2019	Jurisdiction	Fort Lauderdale
Time Period	AM Peak Hour	Analysis Year	Future Without Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	1	1	1	1	0	1	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume (vph)	65	854	15	31	351	74	20	157	27	151	136	61
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	P	P	P	P	P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3	3	3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 34.5	G =	G =	G =	G = 20.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 65.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	68	915		33	369	78	21	193		159	207	
Lane Group Capacity	499	1877		258	989	840	357	561		357	1041	
v/c Ratio	0.14	0.49		0.13	0.37	0.09	0.06	0.34		0.45	0.20	
Green Ratio	0.53	0.53		0.53	0.53	0.53	0.31	0.31		0.31	0.31	
Uniform Delay d_1	7.7	9.7		7.7	8.9	7.5	15.9	17.4		18.1	16.6	
Delay Factor k	0.50	0.50		0.50	0.50	0.50	0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.6	0.9		1.0	1.1	0.2	0.1	0.4		0.9	0.1	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	8.3	10.6		8.7	10.0	7.7	15.9	17.8		18.9	16.7	
Lane Group LOS	A	B		A	B	A	B	B		B	B	
Approach Delay	10.4			9.5			17.6			17.7		
Approach LOS	B			A			B			B		
Intersection Delay	12.3			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/23/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Future Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*1*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*1*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*		*L*	*T*	*R*
Volume (vph)	*101*	*452*	*25*	*42*	*643*	*378*	*34*	*288*	*36*	*126*	*273*	*87*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
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*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*		*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *40.0*	G =	G =	G =	G = *25.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *75.5*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*106*	*502*		*44*	*677*	*398*	*36*	*341*		*133*	*287*	*92*
Lane Group Capacity	*242*	*1864*		*455*	*987*	*839*	*294*	*607*		*250*	*617*	*524*
v/c Ratio	*0.44*	*0.27*		*0.10*	*0.69*	*0.47*	*0.12*	*0.56*		*0.53*	*0.47*	*0.18*
Green Ratio	*0.53*	*0.53*		*0.53*	*0.53*	*0.53*	*0.33*	*0.33*		*0.33*	*0.33*	*0.33*
Uniform Delay d_1	*10.9*	*9.7*		*8.8*	*13.1*	*11.1*	*17.6*	*20.7*		*20.5*	*20.0*	*17.9*
Delay Factor k	*0.50*	*0.50*		*0.50*	*0.50*	*0.50*	*0.11*	*0.16*		*0.13*	*0.11*	*0.11*
Incremental Delay d_2	*5.7*	*0.4*		*0.4*	*3.9*	*1.9*	*0.2*	*1.2*		*2.2*	*0.6*	*0.2*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*
Control Delay	*16.5*	*10.1*		*9.2*	*17.0*	*13.1*	*17.8*	*21.9*		*22.7*	*20.5*	*18.1*
Lane Group LOS	*B*	*B*		*A*	*B*	*B*	*B*	*C*		*C*	*C*	*B*
Approach Delay	*11.2*			*15.3*			*21.5*			*20.6*		
Approach LOS	*B*			*B*			*C*			*C*		
Intersection Delay	*16.3*			Intersection LOS						*B*		

HCS+™ Version 5.5 Generated: 1/23/2019 9:00 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Avenue
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/23/2019	Analysis Year	Future Without Project
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street	North/South Street: NW 7 Avenue
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	9	525	7	8	874	8
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	9	552	7	8	920	8
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	18	37	104	18	23	13
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	18	38	109	18	24	13
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	9	8	18		37		165	
C (m) (veh/h)	733	1008	235		165		278	
v/c	0.01	0.01	0.08		0.22		0.59	
95% queue length	0.04	0.02	0.25		0.82		3.51	
Control Delay (s/veh)	10.0	8.6	21.6		33.0		35.2	
LOS	A	A	C		D		E	
Approach Delay (s/veh)	--	--	29.3			35.2		
Approach LOS	--	--	D			E		

HCS+™ Version 5.5

Generated: 2/6/2019 5:16 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Avenue
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/23/2019	Analysis Year	
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street	North/South Street: NW 7 Avenue
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	36	1049	20	7	615	20
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	39	1140	21	7	668	21
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21	6	27	28	19	73
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	22	6	29	30	20	79
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	39	7	30		99		57	
C (m) (veh/h)	901	597	144		205		221	
v/c	0.04	0.01	0.21		0.48		0.26	
95% queue length	0.14	0.04	0.75		2.38		0.99	
Control Delay (s/veh)	9.2	11.1	36.5		37.9		26.9	
LOS	A	B	E		E		D	
Approach Delay (s/veh)	--	--	37.6			26.9		
Approach LOS	--	--	E			D		

HCS+™ Version 5.5

Generated: 2/6/2019 5:26 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/23/2019	Analysis Year	Future Without Project
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street	North/South Street: NW 7 Terrace
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	132	7	5	36	0
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	1	164	8	6	44	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	13	5	22	21	1
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	6	16	6	27	26	1
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	1	6		28			54	
C (m) (veh/h)	1564	1405		710			686	
v/c	0.00	0.00		0.04			0.08	
95% queue length	0.00	0.01		0.12			0.26	
Control Delay (s/veh)	7.3	7.6		10.3			10.7	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	10.3			10.7		
Approach LOS	--	--	B			B		

HCS+™ Version 5.5

Generated: 2/11/2019 5:37 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	1/23/2019	Analysis Year	Future Without Project
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street | North/South Street: NW 7 Terrace

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	43	1	5	118	1
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	4	49	1	5	137	1
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4	11	8	6	29	15
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	4	12	9	6	33	17
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	4	5		25			56	
C (m) (veh/h)	1446	1557		777			746	
v/c	0.00	0.00		0.03			0.08	
95% queue length	0.01	0.01		0.10			0.24	
Control Delay (s/veh)	7.5	7.3		9.8			10.2	
LOS	A	A		A			B	
Approach Delay (s/veh)	--	--	9.8			10.2		
Approach LOS	--	--	A			B		

HCS+™ Version 5.5

Generated: 2/11/2019 5:38 PM

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LSB
Agency/Co.	KEITH
Date Performed	1/23/2019
Analysis Time Period	AM Peak Hour

Site Information

Intersection	NW 5 Street/NW 9 Avenue
Jurisdiction	Fort Lauderdale
Analysis Year	Future Without Project

Project ID *Sistrunk Redevlopment*

East/West Street: *NW 5 Street* North/South Street: *NW 9 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	103	18	13	27	12
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	128	2	52	142	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.83		0.83		0.83		0.83	
Flow Rate (veh/h)	199		61		157		255	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.2		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		0.0		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.18		0.05		0.14		0.23	
hd, final value (s)	5.06		5.20		4.97		4.85	
x, final value	0.28		0.09		0.22		0.34	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.1		3.2		3.0		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	449		311		407		505	
Delay (s/veh)	10.02		8.70		9.34		10.36	
LOS	B		A		A		B	
Approach: Delay (s/veh)	10.02		8.70		9.34		10.36	
LOS	B		A		A		B	
Intersection Delay (s/veh)	9.87							
Intersection LOS	A							

 HCS+™ Version 5.5 Generated: 1/23/2019 2:32 PM

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LSB
Agency/Co.	KEITH
Date Performed	1/23/2019
Analysis Time Period	PM Peak Hour

Site Information

Intersection	NW 5 Street/NW 9 Avenue
Jurisdiction	Fort Lauderdale
Analysis Year	Future Without Project

Project ID *Sistrunk Redevlopment*

East/West Street: *NW 5 Street* North/South Street: *NW 9 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	18	34	2	5	64	13
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	206	5	15	170	27
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	59		90		239		234	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.3		0.1		0.0		0.1	
Prop. Right-Turns	0.0		0.2		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.0		0.0		-0.0	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.05		0.08		0.21		0.21	
hd, final value (s)	5.24		5.06		4.61		4.56	
x, final value	0.09		0.13		0.31		0.30	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.2		3.1		2.6		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	309		340		489		484	
Delay (s/veh)	8.73		8.79		9.62		9.47	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.73		8.79		9.62		9.47	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.36							
Intersection LOS	A							

 HCS+™ Version 5.5 Generated: 1/23/2019 2:40 PM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/23/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*AM Peak Hour*	Analysis Year	*Future Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Lane Group		LTR		L	TR		L	TR		L	TR	
Volume (vph)	29	104	37	48	60	59	2	466	60	177	770	25
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type		3		3	3		3	3		3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 33.5	G =	G =	G =	G = 46.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		189		53	133		2	585		197	884	
Lane Group Capacity		631		431	642		238	1782		375	1804	
v/c Ratio		0.30		0.12	0.21		0.01	0.33		0.53	0.49	
Green Ratio		0.37		0.37	0.37		0.51	0.51		0.51	0.51	
Uniform Delay d_1		20.0		18.6	19.2		10.8	12.9		14.7	14.3	
Delay Factor k		0.11		0.11	0.11		0.11	0.50		0.50	0.50	
Incremental Delay d_2		0.3		0.1	0.2		0.0	0.5		5.2	1.0	
PF Factor		1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay		20.2		18.7	19.4		10.8	13.4		19.9	15.3	
Lane Group LOS		C		B	B		B	B		B	B	
Approach Delay		20.2			19.2			13.4			16.1	
Approach LOS		C			B			B			B	
Intersection Delay		16.0			Intersection LOS						B	

HCS+™ Version 5.5

Generated: 1/23/2019 9:08 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/23/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Future Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Lane Group		LTR		L	TR		L	TR		L	TR	
Volume (vph)	24	69	22	71	302	114	40	915	52	61	535	44
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type		3		3	3		3	3		3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 33.5	G =	G =	G =	G = 46.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		130		80	467		45	1086		69	650	
Lane Group Capacity		548		480	665		341	1798		167	1792	
v/c Ratio		0.24		0.17	0.70		0.13	0.60		0.41	0.36	
Green Ratio		0.37		0.37	0.37		0.51	0.51		0.51	0.51	
Uniform Delay d_1		19.5		18.9	24.0		11.5	15.6		13.6	13.2	
Delay Factor k		0.11		0.11	0.27		0.11	0.50		0.50	0.50	
Incremental Delay d_2		0.2		0.2	3.3		0.2	1.5		7.4	0.6	
PF Factor		1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay		19.7		19.1	27.3		11.7	17.1		21.0	13.8	
Lane Group LOS		B		B	C		B	B		C	B	
Approach Delay		19.7			26.1			16.9			14.5	
Approach LOS		B			C			B			B	
Intersection Delay		18.3			Intersection LOS						B	

HCS+™ Version 5.5 Generated: 1/23/2019 9:09 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/23/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*AM Peak Hour*	Analysis Year	*Future Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
Lane Group		*LTR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*55*	*100*	*12*	*12*	*75*	*7*	*9*	*78*	*18*	*28*	*110*	*32*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *24.5*	G =	G =	G =	G = *25.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *60.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*192*			*108*		*10*	*111*		*32*	*163*	
Lane Group Capacity		*661*			*722*		*507*	*754*		*532*	*750*	
v/c Ratio		*0.29*			*0.15*		*0.02*	*0.15*		*0.06*	*0.22*	
Green Ratio		*0.41*			*0.41*		*0.42*	*0.42*		*0.42*	*0.42*	
Uniform Delay d_1		*11.9*			*11.2*		*10.3*	*10.9*		*10.5*	*11.2*	
Delay Factor k		*0.11*			*0.11*		*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2		*0.2*			*0.1*		*0.0*	*0.1*		*0.0*	*0.1*	
PF Factor		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay		*12.2*			*11.3*		*10.3*	*11.0*		*10.5*	*11.4*	
Lane Group LOS		*B*			*B*		*B*	*B*		*B*	*B*	
Approach Delay	*12.2*			*11.3*			*10.9*			*11.2*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*11.5*			Intersection LOS						*B*		

 HCS+™ Version 5.5 Generated: 1/23/2019 9:12 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*1/23/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Future Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
Lane Group		*LTR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*53*	*92*	*13*	*17*	*368*	*33*	*31*	*138*	*24*	*11*	*124*	*38*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *24.5*	G =	G =	G =	G = *25.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *60.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*175*			*465*		*34*	*180*		*12*	*180*	
Lane Group Capacity		*591*			*742*		*500*	*759*		*500*	*749*	
v/c Ratio		*0.30*			*0.63*		*0.07*	*0.24*		*0.02*	*0.24*	
Green Ratio		*0.41*			*0.41*		*0.42*	*0.42*		*0.42*	*0.42*	
Uniform Delay d_1		*11.9*			*14.1*		*10.5*	*11.3*		*10.3*	*11.3*	
Delay Factor k		*0.11*			*0.21*		*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2		*0.3*			*1.7*		*0.1*	*0.2*		*0.0*	*0.2*	
PF Factor		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay		*12.2*			*15.8*		*10.6*	*11.5*		*10.3*	*11.5*	
Lane Group LOS		*B*			*B*		*B*	*B*		*B*	*B*	
Approach Delay	*12.2*			*15.8*			*11.3*			*11.4*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*13.5*			Intersection LOS						*B*		

 HCS+™ Version 5.5 Generated: 1/23/2019 9:16 AM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*2/06/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*AM Peak Hour*	Analysis Year	*Future With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	59	703	269	55	275	54	106	349	95	156	598	27
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08
Timing	G = 29.5	G =	G =	G =	G = 11.0	G = 34.5	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 4	Y = 5.5	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *90.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	60	991		56	336		108	453		159	638	
Lane Group Capacity	324	1114		83	1134		448	1888		351	1350	
v/c Ratio	0.19	0.89		0.67	0.30		0.24	0.24		0.45	0.47	
Green Ratio	0.33	0.33		0.33	0.33		0.57	0.55		0.38	0.38	
Uniform Delay d_1	21.6	28.7		26.1	22.5		10.0	10.5		20.7	20.9	
Delay Factor k	0.11	0.41		0.25	0.11		0.11	0.50		0.50	0.50	
Incremental Delay d_2	0.3	9.1		19.5	0.1		0.3	0.3		4.2	1.2	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	21.9	37.8		45.7	22.7		10.3	10.8		24.9	22.1	
Lane Group LOS	C	D		D	C		B	B		C	C	
Approach Delay	36.9			26.0			10.7			22.6		
Approach LOS	D			C			B			C		
Intersection Delay	26.1			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*02/06/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Future With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	47	330	118	153	723	124	315	743	99	89	425	72
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08
Timing	G = 29.5	G =	G =	G =	G = 11.0	G = 34.5	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 4	Y = 5.5	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *90.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	49	467		159	882		328	877		93	518	
Lane Group Capacity	94	1117		255	1137		504	1916		232	1330	
v/c Ratio	0.52	0.42		0.62	0.78		0.65	0.46		0.40	0.39	
Green Ratio	0.33	0.33		0.33	0.33		0.57	0.55		0.38	0.38	
Uniform Delay d_1	24.5	23.6		25.6	27.3		11.2	12.2		20.2	20.1	
Delay Factor k	0.13	0.11		0.21	0.33		0.23	0.50		0.50	0.50	
Incremental Delay d_2	5.2	0.3		4.7	3.4		3.0	0.8		5.1	0.9	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	29.7	23.8		30.3	30.7		14.2	13.0		25.3	21.0	
Lane Group LOS	C	C		C	C		B	B		C	C	
Approach Delay	24.4			30.6			13.3			21.6		
Approach LOS	C			C			B			C		
Intersection Delay	21.9			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	2/06/2019	Analysis Year	Future With Project
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 6 Street | North/South Street: NW 7 Terrace

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	945	43	4	440	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	26	994	45	4	463	6
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T	TR	LT		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	11	2	41	3	3	9
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	11	2	43	3	3	9
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	LT		LTR			LTR	
v (veh/h)	26	4		56			15	
C (m) (veh/h)	1089	665		389			420	
v/c	0.02	0.01		0.14			0.04	
95% queue length	0.07	0.02		0.50			0.11	
Control Delay (s/veh)	8.4	10.4		15.8			13.9	
LOS	A	B		C			B	
Approach Delay (s/veh)	--	--	15.8			13.9		
Approach LOS	--	--	C			B		

HCS+™ Version 5.5

Generated: 2/9/2019 3:47 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	2/06/2019	Analysis Year	Future With Project
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 6 Street | North/South Street: NW 7 Terrace

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	17	448	11	6	1115	15
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	471	11	6	1173	15
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T	TR	LT		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21	3	42	9	10	19
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	3	44	9	10	20
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	LT		LTR			LTR	
v (veh/h)	17	6		69			39	
C (m) (veh/h)	583	1077		448			265	
v/c	0.03	0.01		0.15			0.15	
95% queue length	0.09	0.02		0.54			0.51	
Control Delay (s/veh)	11.4	8.4		14.5			20.9	
LOS	B	A		B			C	
Approach Delay (s/veh)	--	--	14.5			20.9		
Approach LOS	--	--	B			C		

HCS+™ Version 5.5

Generated: 2/9/2019 3:50 PM

SHORT REPORT

General Information		Site Information	
Analyst	LSB	Intersection	NW 6 Street/NW 9 Avenue
Agency or Co.	KEITH	Area Type	All other areas
Date Performed	2/06/2019	Jurisdiction	Fort Lauderdale
Time Period	AM Peak Hour	Analysis Year	Future With Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	1	1	1	1	0	1	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume (vph)	65	860	15	31	353	76	33	171	27	157	136	61
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	P	P	P	P	P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3	3	3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 34.5	G =	G =	G =	G = 20.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 65.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	68	921		33	372	80	35	208		165	207	
Lane Group Capacity	496	1877		256	989	840	357	562		344	1041	
v/c Ratio	0.14	0.49		0.13	0.38	0.10	0.10	0.37		0.48	0.20	
Green Ratio	0.53	0.53		0.53	0.53	0.53	0.31	0.31		0.31	0.31	
Uniform Delay d_1	7.7	9.7		7.7	8.9	7.5	16.1	17.6		18.3	16.6	
Delay Factor k	0.50	0.50		0.50	0.50	0.50	0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.6	0.9		1.0	1.1	0.2	0.1	0.4		1.1	0.1	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	8.3	10.6		8.7	10.0	7.8	16.2	18.0		19.3	16.7	
Lane Group LOS	A	B		A	B	A	B	B		B	B	
Approach Delay	10.4			9.6			17.7			17.9		
Approach LOS	B			A			B			B		
Intersection Delay	12.4			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 6 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*2/06/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Future With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*1*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*1*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*		*L*	*T*	*R*
Volume (vph)	*101*	*471*	*25*	*42*	*645*	*380*	*46*	*300*	*36*	*145*	*273*	*87*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
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*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*		*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *40.0*	G =	G =	G =	G = *25.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *75.5*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*106*	*522*		*44*	*679*	*400*	*48*	*354*		*153*	*287*	*92*
Lane Group Capacity	*241*	*1865*		*443*	*987*	*839*	*294*	*607*		*239*	*617*	*524*
v/c Ratio	*0.44*	*0.28*		*0.10*	*0.69*	*0.48*	*0.16*	*0.58*		*0.64*	*0.47*	*0.18*
Green Ratio	*0.53*	*0.53*		*0.53*	*0.53*	*0.53*	*0.33*	*0.33*		*0.33*	*0.33*	*0.33*
Uniform Delay d_1	*10.9*	*9.8*		*8.8*	*13.1*	*11.2*	*17.9*	*20.9*		*21.4*	*20.0*	*17.9*
Delay Factor k	*0.50*	*0.50*		*0.50*	*0.50*	*0.50*	*0.11*	*0.17*		*0.22*	*0.11*	*0.11*
Incremental Delay d_2	*5.7*	*0.4*		*0.4*	*3.9*	*1.9*	*0.3*	*1.4*		*5.7*	*0.6*	*0.2*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*
Control Delay	*16.6*	*10.2*		*9.3*	*17.0*	*13.1*	*18.1*	*22.4*		*27.1*	*20.5*	*18.1*
Lane Group LOS	*B*	*B*		*A*	*B*	*B*	*B*	*C*		*C*	*C*	*B*
Approach Delay	*11.3*			*15.3*			*21.9*			*22.0*		
Approach LOS	*B*			*B*			*C*			*C*		
Intersection Delay	*16.7*			Intersection LOS			*B*					

HCS+™ Version 5.5

Generated: 2/9/2019 3:30 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Avenue
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	2/06/2019	Analysis Year	Future With Project
Analysis Time Period	AM Peak Hour		

Project Description *Sistrunk Redevelopment*

East/West Street: *NW 5 Street* | North/South Street: *NW 7 Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	9	525	7	8	874	21
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	9	552	7	8	920	22
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	18	37	108	18	23	13
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	18	38	113	18	24	13
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	9	8	18		37		169	
C (m) (veh/h)	724	1008	233		162		279	
v/c	0.01	0.01	0.08		0.23		0.61	
95% queue length	0.04	0.02	0.25		0.84		3.64	
Control Delay (s/veh)	10.0	8.6	21.7		33.7		35.9	
LOS	B	A	C		D		E	
Approach Delay (s/veh)	--	--	29.8			35.9		
Approach LOS	--	--	D			E		

HCS+™ Version 5.5

Generated: 2/6/2019 6:18 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Avenue
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	2/06/2019	Analysis Year	Future With Project
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street | North/South Street: NW 7 Avenue

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	36	1049	20	7	615	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	39	1140	21	7	668	65
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21	6	31	28	19	73
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	22	6	33	30	20	79
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	39	7	30		99		61	
C (m) (veh/h)	868	597	144		198		225	
v/c	0.04	0.01	0.21		0.50		0.27	
95% queue length	0.14	0.04	0.75		2.50		1.06	
Control Delay (s/veh)	9.3	11.1	36.5		40.1		26.8	
LOS	A	B	E		E		D	
Approach Delay (s/veh)	--	--	39.2			26.8		
Approach LOS	--	--	E			D		

HCS+™ Version 5.5

Generated: 2/9/2019 3:52 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	2/06/2019	Analysis Year	Future With Project
Analysis Time Period	AM Peak Hour		

Project Description *Sistrunk Redevelopment*

East/West Street: *NW 5 Street* | North/South Street: *NW 7 Terrace*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	132	7	5	36	13
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	2	164	8	6	44	16
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	29	5	26	56	30
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	6	36	6	32	69	37
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	2	6		48			138	
C (m) (veh/h)	1544	1405		665			726	
v/c	0.00	0.00		0.07			0.19	
95% queue length	0.00	0.01		0.23			0.70	
Control Delay (s/veh)	7.3	7.6		10.8			11.1	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	10.8			11.1		
Approach LOS	--	--	B			B		

HCS+™ Version 5.5

Generated: 2/13/2019 6:23 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	NW 5 Street/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	2/06/2019	Analysis Year	Future With Project
Analysis Time Period	PM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: NW 5 Street | North/South Street: NW 7 Terrace

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	43	1	5	118	40
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	8	49	1	5	137	46
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4	59	8	10	61	0
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	4	68	9	11	70	0
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	8	5		81			81	
C (m) (veh/h)	1392	1557		666			652	
v/c	0.01	0.00		0.12			0.12	
95% queue length	0.02	0.01		0.41			0.42	
Control Delay (s/veh)	7.6	7.3		11.2			11.3	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	11.2			11.3		
Approach LOS	--	--	B			B		

HCS+™ Version 5.5

Generated: 2/11/2019 5:50 PM

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LSB
Agency/Co.	KEITH
Date Performed	2/06/2019
Analysis Time Period	AM Peak Hour

Site Information

Intersection	NW 5 Street/NW 9 Avenue
Jurisdiction	Fort Lauderdale
Analysis Year	Future With Project

Project ID *Sistrunk Redevlopment*

East/West Street: *NW 5 Street* North/South Street: *NW 9 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	104	18	13	29	39
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	128	2	52	142	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.83		0.83		0.83		0.83	
Flow Rate (veh/h)	200		95		157		255	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.5		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.2		0.0		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.18		0.08		0.14		0.23	
hd, final value (s)	5.14		5.06		5.08		4.95	
x, final value	0.29		0.13		0.22		0.35	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.1		3.1		3.1		2.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	450		345		407		505	
Delay (s/veh)	10.17		8.84		9.52		10.60	
LOS	B		A		A		B	
Approach: Delay (s/veh)	10.17		8.84		9.52		10.60	
LOS	B		A		A		B	
Intersection Delay (s/veh)	10.00+							
Intersection LOS	B							

 HCS+™ Version 5.5 Generated: 2/6/2019 5:44 PM

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LSB
Agency/Co.	KEITH
Date Performed	2/06/2019
Analysis Time Period	PM Peak Hour

Site Information

Intersection	NW 5 Street/NW 9 Avenue
Jurisdiction	Fort Lauderdale
Analysis Year	Future With Project

Project ID *Sistrunk Redevlopment*

East/West Street: *NW 5 Street* North/South Street: *NW 9 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	18	37	2	5	66	37
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	206	5	15	170	27
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	63		119		239		234	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.3		0.0		0.0		0.1	
Prop. Right-Turns	0.0		0.3		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.2		0.0		-0.0	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.11		0.21		0.21	
hd, final value (s)	5.30		4.97		4.70		4.66	
x, final value	0.09		0.16		0.31		0.30	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.3		3.0		2.7		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	313		369		489		484	
Delay (s/veh)	8.85		8.95		9.83		9.67	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.85		8.95		9.83		9.67	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.51							
Intersection LOS	A							

 HCS+™ Version 5.5 Generated: 2/6/2019 5:46 PM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*2/06/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*AM Peak Hour*	Analysis Year	*Future With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Lane Group		LTR		L	TR		L	TR		L	TR	
Volume (vph)	29	112	52	48	63	59	10	466	60	177	774	25
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type		3		3	3		3	3		3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 33.5	G =	G =	G =	G = 46.0	G =	G =	G =
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		214		53	136		11	585		197	888	
Lane Group Capacity		631		411	643		237	1782		375	1804	
v/c Ratio		0.34		0.13	0.21		0.05	0.33		0.53	0.49	
Green Ratio		0.37		0.37	0.37		0.51	0.51		0.51	0.51	
Uniform Delay d_1		20.3		18.6	19.3		11.0	12.9		14.7	14.4	
Delay Factor k		0.11		0.11	0.11		0.11	0.50		0.50	0.50	
Incremental Delay d_2		0.3		0.1	0.2		0.1	0.5		5.2	1.0	
PF Factor		1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay		20.6		18.8	19.4		11.1	13.4		19.9	15.3	
Lane Group LOS		C		B	B		B	B		B	B	
Approach Delay		20.6			19.2			13.4			16.2	
Approach LOS		C			B			B			B	
Intersection Delay		16.1			Intersection LOS						B	

HCS+™ Version 5.5

Generated: 2/9/2019 3:33 PM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 7 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*2/06/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Future With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*2*	*0*	*1*	*2*	*0*
Lane Group		*LTR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*24*	*76*	*36*	*71*	*311*	*114*	*65*	*915*	*52*	*61*	*539*	*44*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *33.5*	G =	G =	G =	G = *46.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *90.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*152*		*80*	*477*		*73*	*1086*		*69*	*655*	
Lane Group Capacity		*545*		*462*	*666*		*339*	*1798*		*167*	*1792*	
v/c Ratio		*0.28*		*0.17*	*0.72*		*0.22*	*0.60*		*0.41*	*0.37*	
Green Ratio		*0.37*		*0.37*	*0.37*		*0.51*	*0.51*		*0.51*	*0.51*	
Uniform Delay d_1		*19.8*		*19.0*	*24.2*		*12.1*	*15.6*		*13.6*	*13.2*	
Delay Factor k		*0.11*		*0.11*	*0.28*		*0.11*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2		*0.3*		*0.2*	*3.7*		*0.3*	*1.5*		*7.4*	*0.6*	
PF Factor		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay		*20.1*		*19.1*	*27.9*		*12.4*	*17.1*		*21.0*	*13.8*	
Lane Group LOS		*C*		*B*	*C*		*B*	*B*		*C*	*B*	
Approach Delay		*20.1*			*26.6*			*16.8*			*14.5*	
Approach LOS		*C*			*C*			*B*			*B*	
Intersection Delay		*18.4*			Intersection LOS						*B*	

HCS+™ Version 5.5

Generated: 2/9/2019 3:34 PM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*2/06/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*AM Peak Hour*	Analysis Year	*Future With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
Lane Group		*LTR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*55*	*103*	*12*	*16*	*83*	*7*	*9*	*78*	*20*	*28*	*110*	*32*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*	*0.87*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *24.5*	G =	G =	G =	G = *25.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *60.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*195*			*121*		*10*	*113*		*32*	*163*	
Lane Group Capacity		*659*			*715*		*507*	*752*		*531*	*750*	
v/c Ratio		*0.30*			*0.17*		*0.02*	*0.15*		*0.06*	*0.22*	
Green Ratio		*0.41*			*0.41*		*0.42*	*0.42*		*0.42*	*0.42*	
Uniform Delay d_1		*11.9*			*11.3*		*10.3*	*10.9*		*10.5*	*11.2*	
Delay Factor k		*0.11*			*0.11*		*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2		*0.3*			*0.1*		*0.0*	*0.1*		*0.0*	*0.1*	
PF Factor		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay		*12.2*			*11.4*		*10.3*	*11.0*		*10.5*	*11.4*	
Lane Group LOS		*B*			*B*		*B*	*B*		*B*	*B*	
Approach Delay	*12.2*			*11.4*			*10.9*			*11.2*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*11.5*			Intersection LOS						*B*		

HCS+™ Version 5.5

Generated: 2/6/2019 4:52 PM

SHORT REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*NW 4 Street/NW 9 Avenue*
Agency or Co.	*KEITH*	Area Type	*All other areas*
Date Performed	*2/06/2019*	Jurisdiction	*Fort Lauderdale*
Time Period	*PM Peak Hour*	Analysis Year	*Future With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
Lane Group		*LTR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*53*	*101*	*13*	*21*	*375*	*33*	*31*	*138*	*30*	*11*	*124*	*38*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *24.5*	G =	G =	G =	G = *25.0*	G =	G =	G =
	Y = *5.5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *60.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*185*			*477*		*34*	*186*		*12*	*180*	
Lane Group Capacity		*594*			*739*		*500*	*755*		*497*	*749*	
v/c Ratio		*0.31*			*0.65*		*0.07*	*0.25*		*0.02*	*0.24*	
Green Ratio		*0.41*			*0.41*		*0.42*	*0.42*		*0.42*	*0.42*	
Uniform Delay d_1		*12.0*			*14.3*		*10.5*	*11.4*		*10.3*	*11.3*	
Delay Factor k		*0.11*			*0.22*		*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2		*0.3*			*2.0*		*0.1*	*0.2*		*0.0*	*0.2*	
PF Factor		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay		*12.3*			*16.2*		*10.6*	*11.5*		*10.3*	*11.5*	
Lane Group LOS		*B*			*B*		*B*	*B*		*B*	*B*	
Approach Delay	*12.3*			*16.2*			*11.4*			*11.4*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*13.7*			Intersection LOS						*B*		

HCS+™ Version 5.5

Generated: 2/9/2019 3:41 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	Project Drive/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	2/06/2019	Analysis Year	Future With Project
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: Project Drive | North/South Street: NW 7 Terrace

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		14	31	15	35	
Peak-Hour Factor, PHF	0.80	0.95	0.95	0.95	0.95	0.80
Hourly Flow Rate, HFR (veh/h)	0	14	32	15	36	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				68		41
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.95	0.80	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	71	0	43
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		15		114				
C (m) (veh/h)		1562		945				
v/c		0.01		0.12				
95% queue length		0.03		0.41				
Control Delay (s/veh)		7.3		9.3				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.3					
Approach LOS	--	--	A					

HCS+™ Version 5.5 Generated: 2/11/2019 5:28 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB	Intersection	Project Drive/NW 7 Terrace
Agency/Co.	KEITH	Jurisdiction	Fort Lauderdale
Date Performed	2/06/2019	Analysis Year	Future With Project
Analysis Time Period	AM Peak Hour		

Project Description: Sistrunk Redevelopment

East/West Street: Project Drive	North/South Street: NW 7 Terrace
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		16	90	44		
Peak-Hour Factor, PHF	0.80	0.95	0.95	0.95	0.95	0.80
Hourly Flow Rate, HFR (veh/h)	0	16	94	46	36	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				62		37
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.95	0.80	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	65	0	38
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		46		103				
C (m) (veh/h)		1480		844				
v/c		0.03		0.12				
95% queue length		0.10		0.42				
Control Delay (s/veh)		7.5		9.9				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.9					
Approach LOS	--	--	A					

HCS+™ Version 5.5

Generated: 2/11/2019 5:41 PM

From: Florentina Hutt
Sent: Tuesday, July 2, 2019 11:52 AM
To: 'Hew, Noemi'
Cc: 'Petgrave, Kurt'
Subject: RE: 550 North Avenue of Arts Bus Stop
Attachments: 09535.01-SP-101 - Site Plan-SP-101.pdf

Hi Noemi,

Did you have a chance to review my request?

Thank you.

From: Florentina Hutt
Sent: Tuesday, June 25, 2019 3:22 PM
To: Hew, Noemi <NHEW@broward.org>
Cc: Petgrave, Kurt <KPETGRAVE@broward.org>
Subject: 550 North Avenue of Arts Bus Stop

Noemi,

I'm working on a project at 550 North Avenue of Arts in Fort Lauderdale. City staff has asked that we verify with Broward Transit requirements for the bus stop located along the east side of the site on NW 7th Avenue. Do you require a Brasco Interlude Bus Shelter on NW 7th Avenue (Avenue of the Arts)? Please see attached proposed site plan.

Thank you.


BUS
STOP
11·14·31
ID# 1050
Google

KEITH

May 31, 2019

Department of Sustainable Development
City of Fort Lauderdale
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: Public Participation Meeting Summary

Dear Planning and Zoning Board Members,

On April 11, 2019, a public participation meeting was conducted at Midtown Commerce Center Gallery to discuss the West Village Project proposed at the intersection of Sistrunk Boulevard and Avenue of the Arts (7th Avenue). Dickey Consulting has hosted the event and has notified the Historical Dorsey-Riverbend Civic Association and Progresso Village Neighborhood Association of the time and place of the meeting. A significant number of residents and representatives of the community have participated in the meeting (see attached Sign-in-Sheet). The development team has presented the project and responded to questions raised by the public related to the programing of the project, design elements, affordable housing, benefits and services to the community, employment opportunities and economic development. The project was generally well received by the neighborhood.

On May 6, 2019, the West Village project was also presented and discussed at District III meeting, during Commissioner's Rebert L. McKinzie monthly meeting with the community (see attached Sign-in-Sheet for participation). The development team answered questions and the project received support from the District III Commission residents.

Respectfully Submitted,

Florentina Hutt, AICP
Senior Planner

URBANO CO · LMG · BUILT FORM · KEITH · Dickey Consulting

WEST VILLAGE PUBLIC PARTICIPATION MEETING

Project:	West Village	Location:	Midtown Commerce Center
Meeting Date	4/11/19	Address:	1033 Sistrunk Blvd, Suite 103 Fort Lauderdale, FL 33311

Name	Representing	Phone	E-Mail
Jessica Baptiste	ABD Icc	(754) 246-0298	ladyofgod60@gmail.com
TiffanyHutchins	ABC ICC	954 226-2166	1Tiffanylove@gmail.com
ALBARA ABRAMS		954-294-4412	albara.abrams@gmail.com
Drew Melville	Melville Law, PA.	954.336.9366	drew@melville.law
George, Aubury	ABCICC	754-423-4331 9-445-0244	AubreyGeorge60@Gmail.com
Pamela Beasley Pres. United Hom Dorsey Riverbend			DorseyRiverbend@Yahoo.Com
Felipe Yolole	Ribo No	754 202 2033	—
PABLO IBORRA	URBANO	9542499319	pabloiborra@gmail.com
Nettie Williams	Dorsey Riverbend	954.881.3412	ugogirl855@aol.com
Burnadett Weeks	River Garden	754-768-9770	bnorris199@AOL.Com
Tangereen Neal	Dorsey Riverbend	954.288.9871	tdavis046@gmail
Yolanda Francis	Dorsey Riverbend	(954) 687-4123	yfrancis61@gmail.com
Esther Baylor	Dorsey River	954-461-9448	epro@aol.com
James Askiew	J. Gains	(954) 213 2874	
Atheria Askiew	J. Gaines	(754) 422-1866	aaskiew2011@yahoo.com
Marlene Nesbitt	Dorsey Riverbend	954) 461-5862	Marlene7373@ATT.NET
Gerald Nesbitt SR	Dorsey Riverbend	954) 857-8111	Spongebob73@yahoo.com
Sonia H Robinson	Westside Gazette News		wgaccts@thewestsidegazette.com

URBANO CO | LMG | BUILT FORM | KEITH | Dickey Consulting

Name	Representing	Phone	E-Mail
WRIGHT, V.L.			
Ruby Bogans		954-5943%	
Betty Spann		954-467 6833	
Carol Sanders		954-4676835	
Edith Bynes	Historical Dorsey Riverbend	954.205.9284	
[illegible]		954-822-0680	
Kenyatta York		954-6246633	
Dr. Nadine Hankerson		9)612-2240	
*Gwen Janet Haynes Durrs		9)2328123	
[illegible] Robins		954-525-1489	wgaccts@thewestsidegazette.com
[illegible]		(9)8493484	
[illegible] Sutton			
Zachary Bailey		9-873-1494	
Johnny Ali Gaines		754-214-1951	

COMMISSIONER ROBERT L. MCKINZIE

DATE: May 6, 2019

DISTRICT III MEETING

ONLY FIRST TIME ATTENDEES SIGN IN

CITY OF FORT LAUDERDALE

NAME	ADDRESS	CONTACT PHONE	CONTACT PREFERENCE MAIL OR EMAIL?	E-MAIL ADDRESS
Roosevelt Walters	1207 NW 10 Pl	954 761-3261		
Roberta McWhite	436 NW 16th Ave	9546324489		bmcxpress@yahoo.com
D Birch				
Annie Gomez				
Lewis B. Tunnage	450 NW. 20th Ave	954-463-0067	—	
Joan Hinton	713 N.W. 19 Ave	9545545377		
Mickey Hinton				
Larry Williams	P.O. Box 5384 Ft Laud	954 3284786		LEW 2 U 45@ yn L
Gwen Haynes		N/C		N/C
W. Joanne McKay	2315W 29 Ter FL	954584-7355	-	Aynwrk@comcast.net
Jerry Covington	3050 SW 5th St	954-383-9858		covingtonjerry@aim.com
Jerry & Nettie Williams	1101 N.W. 5th Ct	9/881.3412		ugogirl855@aol.com
Jqualeen Webb	1701 NW 26 Terr			
Johnny Saunders	1109 NW 23 Terr	954 8187178		

COMMISSIONER ROBERT L. MCKINZIE

DATE: May 6, 2019

DISTRICT III MEETING

ONLY FIRST TIME ATTENDEES SIGN IN

CITY OF FORT LAUDERDALE

NAME	ADDRESS	CONTACT PHONE	CONTACT PREFERENCE MAIL OR EMAIL?	E-MAIL ADDRESS
Johnny L. Alexander Jr.	1109 N.W. 23rd Terrace	9545877758		
Marlene & Gerald SR Nesbitt	1302 NW 5th Street Ft Laud 33311	954857-8111	Spongebob73@yahoo.com	
Michelle Jenkins	516 NW 20th Ave		email	
DAVID NELSON	3840 Jackson Blvd	954 261 1756		
Jessie Adderley	443 N.W. 19th Ave			
Christine Kates	1312 NW 4 ST	954/292-5278		
Evon Whitaker	612 N. NW. 15 Ave	754-244-4067		

May 31, 2019

Meeting Notice: Planning and Zoning Board

Dear Property Owner:

The Planning and Zoning Board, acting as the Local Planning Agency (LPA), will hold a public hearing on **Wednesday, June 19, 2019, at 6:00 P.M**. in the City Commission Chambers, City Hall, 100 North Andrews Avenue, Fort Lauderdale, FL to determine whether the following application is found to be consistent with the Goals, Objectives and Policies of the Comprehensive Plan and the City's Unified Land Development Code (ULDR).

Case No:	Z19001
Request:	REZONING FROM RESIDENTIAL MULTIFAMILY MID RISE/MEDIUM HIGH DENSITY (RMM-25) TO NORTH WEST REGIONAL ACTIVITY CENTER-MIXED USE WEST (NWRAC-MUw).
Abbreviated Legal Description:	North Lauderdale 1-48 D Lots 27 Thru 47 Block 14
General Location:	South of NW 6th Street, west of NW 7th Avenue, north of NW 5th Street and east of NW 8th Avenue
Commission District:	3 - Robert L. McKinzie
Case No:	V19002
Request:	Vacation of Right-of-Way
Legal Description:	That certain 15.00 foot wide alley in Block 14, North Lauderdale, according to the plat thereof as recorded in Plat Book 1, Page 48, of the public records of Dade County, Florida. Less the north 16.30 feet thereof. Said lands lying in the City of Fort Lauderdale, Broward County, Florida, and containing 9,506 square feet (0.218 acres) more or less.
General Location:	North/South Right-of-Way between NW 5th Street and NW 6th Street
Commission District:	3 - Robert L. McKinzie

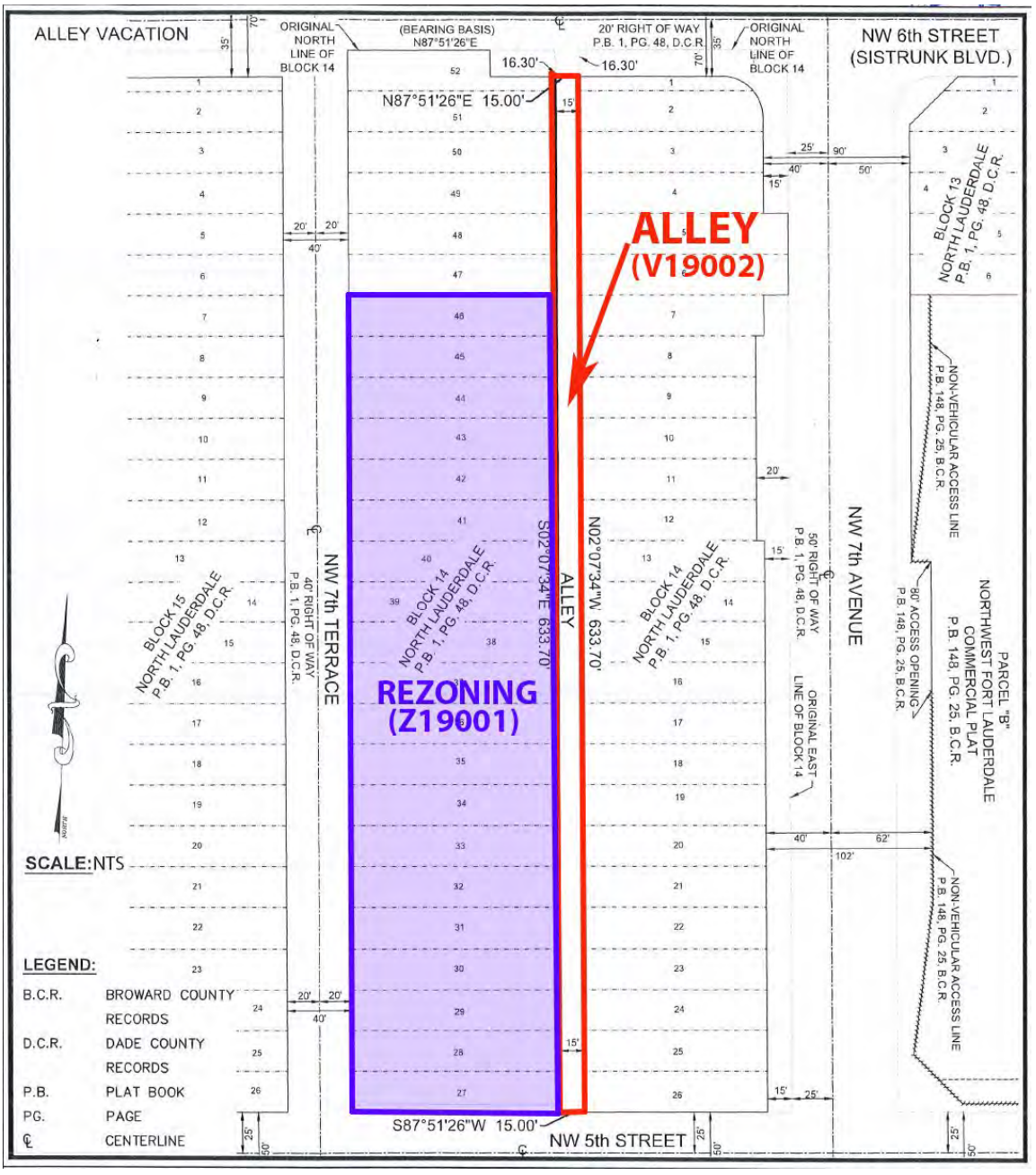
Should you desire to comment on this request, you may attend the hearing or send comments in writing to the Department of Sustainable Development, Urban Design and Planning Division, 700 NW 19th Avenue, Fort Lauderdale, Florida, 33311.

You may also submit email comments, and view the application and plans at:
http://www.fortlauderdale.gov/departments/city-clerk-s-office/advisory-boards-and-committees-agendas-and-minutes/planning-and-zoning-board

Sincerely,
Yvonne Redding, Urban Planner III, Case **Z19001**; and,
Linda Mia Franco, AICP, Principal Urban Planner, Case **V19002**
Urban Design and Planning Division

If any person decides to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

If you desire auxiliary services to assist in viewing or hearing the meetings or reading agendas and minutes for the meetings, please contact the City Clerk at (954) 828-5002 two (2) days prior to the meeting and arrangements will be made to provide these services for you. A turnkey video system is also available for your use during this meeting.


ALLEY VACATION
ORIGINAL NORTH LINE OF BLOCK 14
(BEARING BASIS) N87°51'26"E
20' RIGHT OF WAY P.B. 1, PG. 48, D.C.R.
ORIGINAL NORTH LINE OF BLOCK 14
NW 6th STREET (SISTRUNK BLVD.)
N87°51'26"E 15.00'
16.30'
16.30'
ALLEY (V19002)
BLOCK 13 NORTH LAUDERDALE P.B. 1, PG. 48, D.C.R.
NON-VEHICULAR ACCESS LINE P.B. 148, PG. 25, B.C.R.
BLOCK 15 NORTH LAUDERDALE P.B. 1, PG. 48, D.C.R.
40' RIGHT OF WAY P.B. 1, PG. 48, D.C.R.
NW 7th TERRACE
BLOCK 14 NORTH LAUDERDALE P.B. 1, PG. 48, D.C.R.
S02°07'34"E 633.70'
ALLEY
N02°07'34"W 633.70'
BLOCK 14 NORTH LAUDERDALE P.B. 1, PG. 48, D.C.R.
50' RIGHT OF WAY P.B. 1, PG. 48, D.C.R.
ORIGINAL EAST LINE OF BLOCK 14
NW 7th AVENUE
80' ACCESS OPENING P.B. 148, PG. 25, B.C.R.
PARCEL "B" NORTHWEST FORT LAUDERDALE COMMERCIAL PLAT P.B. 148, PG. 25, B.C.R.
NON-VEHICULAR ACCESS LINE P.B. 148, PG. 25, B.C.R.
REZONING (Z19001)
SCALE:NTS
LEGEND:
B.C.R. BROWARD COUNTY RECORDS
D.C.R. DADE COUNTY RECORDS
P.B. PLAT BOOK
PG. PAGE
℄ CENTERLINE
S87°51'26"W 15.00'
NW 5th STREET


PUBLIC NOTICE


PUBLIC NOTICE


PUBLIC NOTICE
PLANNING AND ZONING BOARD MEETING


PUBLIC NOTICE


PUBLIC NOTICE


URBANO CO
@URBANOCO
URBANOCO.CO

Page 2: Sign Notification Requirements and Affidavit

SIGN NOTICE

Applicant must **POST SIGNS** (for Planning and Zoning Board and City Commission Hearings) according to Sec. 47-27.4:

- Sign Notice shall be given by the applicant by posting a sign provided by the City stating the time, date and place of the Public Hearing on such matter on the property which is the subject of an application for a development permit. If more than one (1) public hearing is held on a matter, the date, time and place shall be stated on the sign or changed as applicable.
- The sign shall be posted at least fifteen (15) days prior to the date of the public hearing.
- The sign shall be visible from adjacent rights-of-way, including waterways, but excepting alleys.
- If the subject property is on more than one (1) right-of-way, as described above, a sign shall be posted facing each right-of-way.
- If the applicant is not the owner of the property that is subject of the application, the applicant shall post the sign on or as near to the subject property as possible subject to the permission of the owner of the property where the sign is located or, in a location in the right-of-way if approved by the City.
- Development applications for more than one (1) contiguous development site shall be required to have sign notice by posting one (1) sign in each geographic direction, (north, south, east and west) on the public right-of-way at the perimeter of the area under consideration.
- If the sign is destroyed or removed from the property, the applicant is responsible for obtaining another sign from the City and posting the sign on the property.
- The sign shall remain on the property until final disposition of the application. This shall include any deferral, rehearing, appeal, request for review or hearings by another body. The sign information shall be changed as above to reflect any new dates.
- The applicant shall, five (5) days prior to the public hearing, execute and submit to the department an affidavit of proof of posting of the public notice sign according to this section. If the applicant fails to submit the affidavit the public hearing will be postponed until the next hearing after the affidavit has been supplied.

AFFIDAVIT OF POSTING SIGNS

STATE OF FLORIDA
BROWARD COUNTY

RE: ____BOARD OF ADJUSTMENT
____HISTORIC PRESERVATION BOARD
__V__PLANNING AND ZONING BOARD
____CITY COMMISSION

CASE NO. V19002

APPLICANT: Florentina Hutt, Keith and Associates, Inc.

PROPERTY: 501 NW 7th Avenue

PUBLIC HEARING DATE: June 19, 2019

BEFORE ME, the undersigned authority, personally appeared Florentina Hutt, who upon being duly sworn and cautioned, under oath deposes and says:

1. Affiant is the Applicant in the above cited City of Fort Lauderdale **Board or Commission** Case.
2. The Affiant/Applicant has posted or has caused to be posted on the Property the signage provided by the City of Fort Lauderdale, which such signage notifies the public of the time, date and place of the Public Hearing on the application for relief before the **Board or Commission**.
3. That the sign(s) referenced in Paragraph two (2) above was posted on the Property in such manner as to be visible from adjacent streets and waterways and was posted at least **fifteen (15)** days prior to the date of the Public Hearing cited above and has remained continuously posted until the date of execution and filing of this Affidavit. Said sign(s) shall be visible from and within twenty (20) feet of streets and waterways, and shall be securely fastened to a stake, fence, or building.
4. Affiant acknowledges that the sign must remain posted on the property until the final disposition of the case before the **Board or Commission**. **Should the application be continued, deferred or re-heard, the sign shall be amended to reflect the new dates.**
5. Affiant acknowledges that this Affidavit must be executed and filed with the City's Urban Design & Planning office, **five (5)** calendar days prior to the date of Public Hearing and if the Affidavit is not submitted, the Public Hearing on this case shall be cancelled.
6. Affiant is familiar with the nature of an oath or affirmation and is familiar with the laws of perjury in the State of Florida and the penalties therefore.

Florentina Hutt
Affiant

SWORN TO AND SUBSCRIBED before me in the County and State above aforesaid this 4th day of June 20 19

(SEAL)

Notary Public State of Florida
Michael J Vonder Meulen
My Commission GG 236459
Expires 11/02/2022

NOTARY PUBLIC
MY COMMISSION EXPIRES:

NOTE: I understand that if my sign is not returned within the prescribed time limit as noted in Sec. 47-27.3.I of the City of Fort Lauderdale ULDR, I will forfeit my sign deposit. _____ (initial here)

_____ Initials of applicant (or representative) receiving sign as per 47-27.2(3)(A-J)