

# **Application**

# MEMORANDUM

**Date:** 06/16/20  
**To:** Ms. Melissa Paul-Leto, Planner I  
**From:** Thomas Francis-Siburg  
**CC:** Ms. Katie Halloran, Planning Director  
**Re:** **1213 14<sup>th</sup> Street**



This is in response to your email dated May 27, 2020, requesting clarification of the revisions submitted May 12, 2020. We appreciate you identifying inconsistencies in the application. The following clarifications/ revisions are attached and explained below:

1. Site Data Table (pg. 3 of the Development Analysis)
2. Residential Developments – Unit Type (pg. 4 of the Development Analysis)
3. Concurrency Analysis (pgs. 4 & 9-12 of the Development Analysis)
4. Site Plan (attached)
5. Affordable unit floor plans (attached)
6. Drainage plan (attached)
7. Landscape plan (attached)
8. Irrigation plan (attached)

**Site Data Table** (pg. 3 of the Development Analysis)

The revisions to the site data table section are limited to and located on pg. 3 of the Development Analysis. The site data table of the development analysis is now consistent with the Site Plan revisions submitted May 12, 2020.

**Residential Developments – Chart of Buildings and Unit Type** (pg. 4 of the Development Analysis)

The revisions to the Residential Developments – Unit Type section are limited to and located on pg. 4 of the Development Analysis, depicting the number and size (no. of bedrooms) of unit types. The Residential Developments – Unit Type section of the development analysis is now consistent with the Site Plan revisions submitted May 12, 2020.

**Concurrency Analysis** (pgs. 4 & 9-12 of the Development Analysis)

The revisions to the concurrency pages are limited to and located on pgs. 4 and 9-12 of the Development Analysis. The revised concurrency pages now rely on the assumption that each new bedroom will be occupied rather than the Census derived average household occupancy. The concurrency pages of the development are now consistent with the Site Plan revisions dated May 12, 2020.

**Site Plan**

The revisions to the site plan are limited to the following:

1. Relabeling each building designation by assigning building letter; and

2. Identifying and labeling the number and type of units per building.

### **Floor Plans**

The revisions to the Floor Plans are limited to the following:

1. A revised typical ground floor plan; and
2. Detailed floor plans by each unit number.

The floor plans are now consistent with the Site Plan revisions dated May 12, 2020.

### **Proposed Drainage Plan**

The revisions to the proposed drainage plan are limited to the following:

1. Drainage calculations table, with project area consistent with revised site plan; and
2. The depiction of buildings proposed in this application.

The proposed drainage plan is now consistent with the Site Plan revisions dated May 12, 2020.

### **Landscape Plan**

The revisions to the landscape plan are limited to the depiction of buildings proposed in this application. The proposed landscape concept plan is now consistent with the Site Plan revisions dated May 12, 2020.

### **Irrigation Plan**

The revisions to the irrigation plan are limited to the depiction of buildings proposed in this project.

The proposed irrigation plan is now consistent with the Site Plan revisions dated May 12, 2020.

## Thomas Francis-Siburg

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**From:** Melissa Paul-Leto <mleto@cityofkeywest-fl.gov>  
**Sent:** Wednesday, May 27, 2020 3:05 PM  
**To:** Thomas Francis-Siburg; Owen Trepanier; Donna Phillips  
**Subject:** confirming complete package is current for 1213 14th Street MDP/CU/Landscape Waiver  
**Attachments:** 1213 14th St - Revision Memo.pdf

Good afternoon,

I am requesting your assistance. You previously submitted pdf files as a revision to specific plans and documents within the MDP application package. I emailed a few weeks ago regarding the elevations to make sure they were consistent with the revised site plans, that's good. I am attaching a application package that includes the revisions you submitted including the existing application. Please review and let me know if there are any remaining inconsistencies. Or pages that can be deleted. For example some areas of concern for me: Concurrency pages, the proposed drainage plan, conceptual landscape plan, irrigation plan, make sure there is one consistent site data table for this project.

Respectfully,  
Melissa Paul-Leto  
Planner I  
City of Key West  
Planning Department at Josephine Parker City Hall  
1300 White Street  
(305)809-3724  
[mleto@cityofkeywest-fl.gov](mailto:mleto@cityofkeywest-fl.gov)  
[www.cityofkeywest-fl.gov](http://www.cityofkeywest-fl.gov)



**DEVELOPMENT PLAN AND CONDITIONAL USE APPLICATION**  
**City of Key West Planning Department**  
**1300 White Street, Key West, FL 33040**  
**(305) 809-3720**



**Development Plan & Conditional Use Application**

**Applications will not be accepted unless complete**

Development Plan

Major ☒  
 Minor ☐

Conditional Use

☒

Historic District

Yes ☐  
 No ☒

Please print or type:

- 1) Site Address 1213 14th Street
- 2) Name of Applicant Owen Trepanier & Associates, Inc
- 3) Applicant is: Owner ☐ Authorized Representative ☒  
 (attached Authorization and Verification Forms must be completed)
- 4) Address of Applicant 1213 14th Street  
Key West, FL 33040
- 5) Applicant's Phone # 305-293-8983 Email owen@owentrepanier.com
- 6) **Email Address:** lori@owentrepanier.com
- 7) Name of Owner, if different than above Island-West Investment Corp
- 8) Address of Owner 1213 14th Street
- 9) Owner Phone # c/o 305-293-8983 Email c/o owen@owentrepanier.com
- 10) Zoning District of Parcel MDR RE# 00065030-000000
- 11) Is Subject Property located within the Historic District? Yes ☐ No ☒  
 If Yes: Date of approval \_\_\_\_\_ HARC approval # \_\_\_\_\_  
 OR: Date of meeting \_\_\_\_\_
- 12) Description of Proposed Development and Use. Please be specific, list existing and proposed buildings and uses, number of dwelling units, parking, restaurant seats, vehicles proposed, etc. If there is more than one use, describe in detail the nature of each use (Give concise description here and use a separate sheet if necessary).

This project proposes to construct 27 non-transient market-rate roommate-style residential units and 9 affordable residential units on vacant land at Stadium Mobile Home Park. All required parking provided. No variances requested.

## DEVELOPMENT PLAN AND CONDITIONAL USE APPLICATION

City of Key West Planning Department  
1300 White Street, Key West, FL 33040  
(305) 809-3720



13) Has subject Property received any variance(s)? Yes ☐ No ☒

If Yes: Date of approval \_\_\_\_\_ Resolution # \_\_\_\_\_

Attach resolution(s).

14) Are there any easements, deed restrictions or other encumbrances on the subject property?

Yes ☐ No ☒

If Yes, describe and attach relevant documents.

\_\_\_\_\_  
\_\_\_\_\_

- A. For both *Conditional Uses* and *Development Plans*, provide the information requested from the attached **Conditional Use and Development Plan** sheet.
- B. For *Conditional Uses* only, also include the **Conditional Use Criteria** required under Chapter 122, Article III, Sections 122-61 and 122-62 of the Land Development Regulations (see attached copy of criteria).
- C. For *Major Development Plans* only, also provide the **Development Plan Submission Materials** required under Chapter 108, Article II, Division 7, Sections 108-226 through 108-248 of the Land Development Regulations (see attached copy of criteria) and any additional information as determined by the Planning Staff.
- D. For both *Conditional Uses* and *Development Plans*, one set of plans MUST be signed & sealed by an Engineer or Architect.

**Please note, development plan and conditional use approvals are quasi-judicial hearings and it is improper to speak to a Planning Board member or City Commissioner about the project outside of the hearing.**

# Major Development Plan Island West

1213 14<sup>th</sup> Street (RE# 00065030-000000)



## Summary:

This application is a major development plan to construct 27 market-rate and 9 affordable units on the vacant lot at the corner of 14<sup>th</sup> Street and Northside Drive. The market-rate units will roommate-style and the affordables will be efficiencies. This is a perfect location for this type of housing based on its close proximity to employment, transit, recreation, banking, shopping and other community services.

## Solution Statement:

This property was allocated 36 market-rate residentail units for Year 5 (2017-18) Building Permit Allocation System. The new development will utilize these units to build 27 market-rate and 9 affordable units. The project will be fully compliant with FEMA, storm-water management, and openspace. The development will include rainwater catchment systems; high-voltage electric conduit for electric car changing; light colored, solar reflective roof and non-roof materials and energy-rated appliances, lighting and mechanical systems. The project will provide the 30% affordable housing requirement (27 market-rate units x 30% affordable units / market-rate unit = 8.1 affordable units)



## Analysis:

The following is an analysis of the proposed project pursuant to major development plan approval criteria.

Existing development is depicted in attached surveys and plans, including:

- |                                  |                            |                        |
|----------------------------------|----------------------------|------------------------|
| ▪ Name of Development            | ▪ Location/ street address | ▪ Easements            |
| ▪ Name of Owner/ Developer       | ▪ Size of site             | ▪ Utility locations    |
| ▪ Scale                          | ▪ Buildings                | ▪ Existing vegetation  |
| ▪ North arrow                    | ▪ Structures               | ▪ Existing storm water |
| ▪ Preparation and revision dates | ▪ Parking                  | ▪ Adjacent land uses   |
|                                  | ▪ FEMA flood zones         | ▪ Adjacent buildings   |
|                                  | ▪ Topography               | ▪ Adjacent driveways   |

Proposed development is depicted in attached plans prepared by licensed engineers, including:

- Buildings
- Setbacks
- Parking
- Driveway dimensions and material
- Utility locations
- Garbage and recycling
- Signs
- Lighting
- Project Statistics
- Building Elevations
- Height of buildings
- Finished floor elevations
- Height of existing and proposed grades
- Drainage plan
- Landscape Plan

**Title block** (Sec. 108-227):

Name of development: Island West  
Owner/developer: Island West Investment Corp  
Scale: Architectural: 1/4" = 1' and Engineering plans provided  
Preparation and revision dates: As noted on plans  
Location: 1213 14<sup>th</sup> Street

**Key persons and entities** (Sec. 108-228):

Owner: Island-West Investment Corporation  
Authorized Agent: Trepanier & Associates, Inc.  
Architect: Will Shepler, Architect  
Engineer: Meridian Engineering  
Surveyor: Island Surveying  
Landscape Architect: Keith Oropeza  
Legal and Equitable Owners: Island-West Investment Corporation

- Kenneth Harding
- Richard A Harding
- Jeffery A Harding
- Patricia A Harding
- Robert Hiller

**Project Description** (Sec. 108-229):

The proposed project site is a vacant parcel within the Stadium Mobile Home Park at 1213 14<sup>th</sup> Street. The vacant lot is situated between the Searstown shopping center, Key West High School athletic stadium, Northside Drive office complex, Santa Clara Condominiums and Poinciana Elementary School.

The affordable housing requirement<sup>1</sup> for the proposed 27 market-rate units is 8.1 affordable units (27 market-rate units x 30% affordable / market-rate = 8.1 affordable units).

The proposed site plan allows for additional units in the future. All required automotive and bicycle parking for the new units will be provided on-site.

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<sup>1</sup> KW Code Sec. 122-1467

### Site data:

SITE DATA	PERMITTED/ REQUIRED	EXISTING	PROPOSED
<b>Zoning</b>	MDR	MDR	HDR <sup>2</sup>
<b>Height</b>			
- Entire Site	35 ft.	~20 ft.	35 ft.
<b>Site Size</b>			
- Entire Site	1 ac (43,560 sq. ft.)	22.38 ac (974,872.8 sq. ft.)	No Change
- Area of Development	1 ac (43,560 sq. ft.)	2.78 ac (121,349 sq. ft.)	No Change
<b>Density</b>			
- Entire Site	16 u/a (358)	278 units	314 units
<b>Floor Area Ratio</b>			
- Entire Site	NA	1,880 sq. ft. <sup>3</sup>	No Change
- Area of Development	NA	0	No Change
<b>Building Coverage</b>			
- Entire Site	40% (389,949 sq. ft.)	20% (201,428 sq. ft.) <sup>4</sup>	24% (238,384 sq. ft.)
- Area of Development	NA	0% (0 sq. ft.)	30% (36,956 sq. ft.)
<b>Impervious Surface</b>			
- Entire Site	60% (584,923 sq. ft.)	38% (371,428 sq. ft.) <sup>5</sup>	45% (444,344 sq. ft.)
- Area of Development	NA	95% (115,281 sq. ft.)	60 % (72,809 sq. ft.)
<b>Setbacks<sup>6</sup></b>			
- Area of Development			
Front	30 ft.	30 ft.	30 ft.
Side	25 ft.	NA	No Change
Street Side	25 ft.	NA	No Change
Rear	25 ft.	NA	No Change
<b>Auto Parking</b>			
- Entire Site	1 spaces/unit (278 sp)	278 (mobile home park)	381
- Area of Development	2 spaces/MR unit (54 sp)	0	103 <sup>7</sup>
<b>Bike Parking</b>			
- Entire Site	10% of auto (28)	0	No Change
- Area of Development	10% (7.2)	0	198
<b>Scooter Parking</b>			
- Entire Site	NA	NA	72
- Vacant Lot	NA	0	72

**Other Project Information** (Sec. 108-230) - Construction is proposed in a single phase to progress steadily based on Key West LDRs, and Florida Building Code.

1. The target date for commencement shall follow entitlement approvals as quickly as possible.
2. Expected date of completion is within 1-2 years of commencement.
3. The proposed development plan is contained herewith.
4. This application proposes to demolish a non-contributing commercial building and replace it with five new residential units as depicted on the plans.
5. Project is not a planned unit development.
6. The project will comply with federal flood insurance regulations.

<sup>2</sup> There is a pending application to change this property zoning to HDR to allow a more coherent development pattern. However, this development plan is not dependent on the zoning change and is fully compliant, as proposed, under MDR zoning.

<sup>3</sup> According to the Monroe County Property Appraiser's Record

<sup>4</sup> Taken from 5.3.2001 Letter to DCA Regional from owner

<sup>5</sup> Estimation based on above referenced resources

<sup>6</sup> Setbacks for the existing mobile homes are grandfathered pursuant to Ch. 583.382 of the FL. Stat.; the proposed new development will comply with all applicable (front) setbacks.

<sup>7</sup> 72 spaces are required by code, excess spaces are provided and anticipated for future development.

7. This project is not located in an environmentally sensitive area.

**Residential Developments** (Sec. 108-231) - The proposed residential development will consist of 27 market-rate and 9 affordable units. 22 roommate-style single-family units will be approximately 2,240 sq. ft. with 4 bed/bath suites, 2 of these 4 bed/bath suites will be ADA accessible; 5 roommate-style single-family units will be approximately 1,805 sq. ft. with 3 bed/bath suites; each affordable will be approximately 435 sq. ft. efficiency. The structures will be two stories over parking for a total height of 35 ft.

**Intergovernmental Coordination** (Sec. 108-232) - As a major development plan, coordination will occur through the development review process of the City of Key West and all applicable Regional, State and Federal Agencies.

**Concurrency Facilities and Other Utilities or Services** (Sec. 108-233) - Levels of Service:

- The proposed change is expected to increase traffic by approximately **41 trips** per peak hour.
- Potable water demand for the new residential development and neighborhood retail is anticipated to increase by **11,200 gal/day**.
- The wastewater flow for the new residential development and neighborhood retail is anticipated to increase by **11,200 gal/day**.
- The recyclable waste LOS for the new residential development and neighborhood retail is anticipated to increase by **56 lbs./day**.
- The solid waste LOS for the new residential development and neighborhood retail is anticipated to increase by **297.92 lbs. /day**.
- The proposed change is not expected to impact Storm water LOS.
- The proposed change is not expected to impact Recreation LOS.
- The team will coordinate with FKAA to ensure the water pressure and flow will be adequate for fire protection for the type of construction proposed.
- No adverse impacts to the quality of receiving waters are anticipated before, during or after construction.
- Changes to the existing storm water management system is depicted on the attached plans.

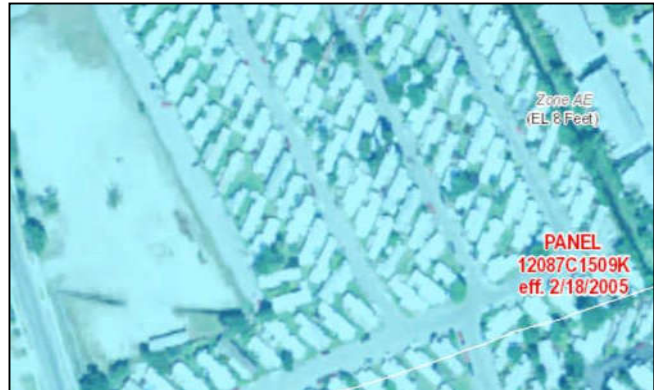
**Appearance, design, and compatibility** (Section 108-234) - This development plan satisfies criteria established in Chapter 102; Articles III, IV and V of Chapter 108; Section 108-956; and Article II of Chapter 110 of the Key West City Code in the following manner:

- Chapter 102 – This property is not located within the Historic District and is not subject to HARC approvals and process.
- Articles III, IV and V of Chapter 108 – As demonstrated by the site plan, trip generation analysis, and the site data calculations, the project complies with the requirements of the Articles.
- Section 108-956 – The project team will coordinate with FKAA to ensure access to potable water and a wastewater disposal system.
- Chapter 110 – As demonstrated in this application, the proposed development complies with the resource protection requirements of Chapter 110.



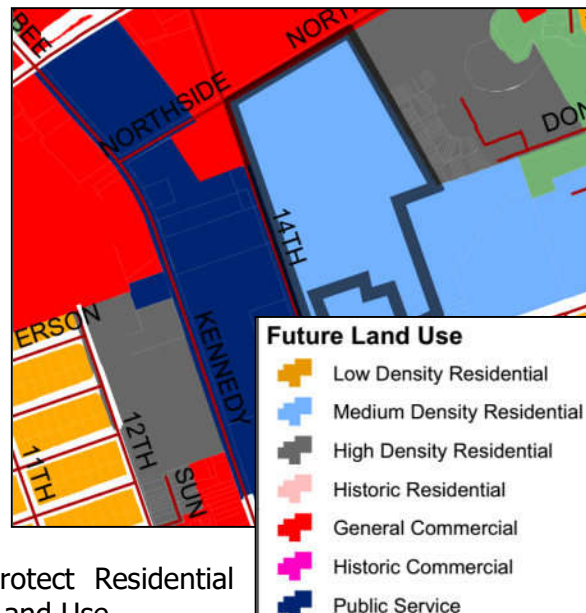
## Site Location and Character of Use (Section 108-235):

**Location** - This multi-family residential property is in what is known locally as "new town" at the corner of 14<sup>th</sup> Street and Northside Drive. It is centrally located next to area shopping centers, multi-family complexes, business offices, banks, grocery stores, restaurants, an elementary school and athletic fields.

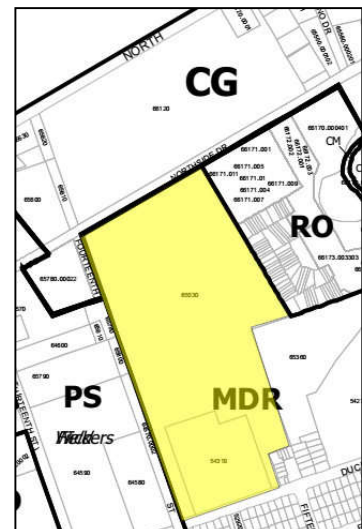


**Flood Zone** - According to the 2005 FEMA Flood Insurance Map, the property is located within the AE-8 base flood elevation (BFE) zone. (Panel #12087C1509K) This means that new construction is required to have the first-floor elevation of habitable space to be +1.5 ft. above the BFE or, for this project, 9.5 ft.

**Future land use map designation ("FLUM")** - The property's current FLUM designation is Medium Density Residential ("MDR") Objective 1-1.2.1: of the comprehensive plan establishes that enough space shall be provided for residential development and required community facilities to adequately meet the housing needs of the present and expected future population. Residential development shall be planned and designed to create and perpetuate stable residential neighborhoods and implement the policies such as Policy 1-1.2.1: Provide Access to Goods and Services and Protect Residential Areas from the Adverse and Policy 1-1.2.1: Provide Access to Goods and Services and Protect Residential Areas from the Adverse Impacts of Transition in Land Use.



**Zoning** - The intent of the MDR is established to implement comprehensive plan policies for areas designated "MDR" on the comprehensive plan future land use map. The MDR district shall provide sufficient land area for medium density residential development adequately supported by public services and facilities and compatible with existing and anticipated future land uses. The MDR district shall accommodate a mixture of single-family and multiple-family structure types. Supportive community facilities and accessory land uses may be located within areas designated "MDR." This district shall not accommodate transient lodging and guest homes, commercial uses or freestanding office buildings. However, accessory uses, including approved home occupations, conducted within the residential structures are permitted so long



as all such accessory uses are customarily incidental to and subordinate to the residential use. Other customary accessory uses and community facilities may also be located in areas designated MDR.

Zoning District	MDR
Site Size	22.38 ac (974,872.8 sq. ft.)
Max. Height	35 ft
Max. Density	16 u/a
FAR	NA
Max. Building Coverage	40% (389,949.12 sq. ft.)
Max. Impervious Surface	60% (584,923.68 sq. ft.)
Min. Setback – Front	30 ft.
Min. Setback – Side	25 ft.
Min. Setback – Street Side	25 ft.
Min. Setback – Rear	25 ft.

**Appearance of Site and Structures** (Sec. 108-236) - Attached site plan complies with Sections 108-278 through 108-288 of the Key West City Code. (See below.)

**Site Plan** (Sec. 108-237) - Site plan of proposed development drawn consistently with Sec. 108-237 is attached.

**Architectural Drawings** (Sec. 108-238) - All architecture or engineering designs were prepared and sealed by a professional architect or engineer registered in the state pursuant to F.S. Ch. 471 and 481, respectively, consistent with the provisions of this Section.

**Site Amenities** (Sec 108-239) - The attached site plan includes existing and proposed amenities which are required to comply with appearance, design and compatibility regulations outlined in chapter 102; articles III, IV and V of this chapter; section 108-956; and article II of chapter 110.

**Site Survey** (Sec 108-240) - Survey of the site is attached.

**Soil Survey** (Sec 108-241) - Soil surveys are not anticipated as part of this project.

**Environmentally Sensitive Areas** (Sec. 108-242) - No Environmentally sensitive areas exist on this site.

**Land clearing, excavation and fill, tree protection, landscaping and irrigation plan** (Sec. 108-243) - All proposed clearing, excavation and landscaping is depicted on attached plans.

**On-site and off-site parking and vehicular, bicycle, and pedestrian circulation** (Sec. 108-244) - There is a proposed increase of 27 market-rate and 9 affordable residential dwellings with an associated increase in residential parking demand of 72 spaces. The current parking for the mobile home park is an existing non-conformity with no designated unit parking provided. Parking occurs along all interior roadways. Although the existing parking is a legal non-conformity, this project proposes to provide all proposed parking on-site in a compliant manner.



All proposed on-site parking and vehicular, bicycle, or pedestrian circulation is depicted on attached plans.

**Housing** (Sec 108-245) - This project includes 27 market-rate and 9 affordable residential units. All residential units have been allocated via BPAS and will meet applicable design and affordability requirements.

**Economic Resources** (Sec 108-246) - Trepanier & Associates, Inc. has contacted the Monroe County Property Appraiser's office to seek assistance in estimating the average ad valorem tax yield from the proposed project.

**Special Considerations** (Sec 108-247) - The proposal complies with the goals, objectives and policies of the comprehensive plan and as demonstrated by the concurrency analysis there are no conflicts with the existing public facilities, such as potable water, sanitary sewer treatment or transportation.

**Construction Management Plan and Inspection Schedule** (Sec 108-248) - The proposed development is single-phase. Construction is proposed to progress steadily based on Key West LDRs, and Florida Building Code. Construction is expected to commence as soon as possible.

**Truman Waterfront Port Facilities** (Sec 108-249) - This project is not located at the Truman Waterfront Port

## **SITE PLAN**

**Scope** (Sec 108-276) - This site plan conforms to all necessary and applicable sections of land development regulations.

**Site Location and Character of Use** (Sec. 108-277) - As depicted, the site has sufficient size, adequate specifications, and infrastructure to accommodate the proposed uses. No variances are requested.

**Appearance of Site and Structures** (Sec. 108-278) - This application's development plan exhibits harmonious overall design characteristics in compliance with the performance standards stipulated in sections 108-278 through 108-288.

**Location and screening of mechanical equipment, utility hardware and waste storage areas** (Section 108-279) - All mechanical equipment and utility hardware will be appropriately screened. All waste storage areas will be screened from adjacent properties.

**Front-end loaded refuse container requirements** (Sec. 108-280) - No significant changes to the waste removal system are proposed.

**Roll-off Compactor Container location requirements** (Sec. 108-281) - A roll-off container is not proposed as part of the operation of the development.

**Utility lines** (Section 108-282) - The proposed project will require installation of new utility services. Installation will be coordinated with appropriate utility agency and in accordance with Section 108-282.

**Commercial and manufacturing activities conducted in enclosed buildings** (Section 108-283) - No commercial activities are proposed for this development.

**Exterior Lighting** (Section 108-284) - All proposed lighting shall be shielded, and lighting sources shall be arranged to eliminate glare from roadways and streets and shall direct light away from properties lying outside the district. Shielding of lighting elements shall be accomplished by using directional fixtures or opaque shades.

**Signs** (Section 108-285) - No new signage is proposed at this time.

**Pedestrian sidewalks** (Section 108-286) - No new sidewalks are proposed.

**Loading docks** (Section 108-287) - No loading docks are required or proposed.

**Storage Areas** (Section 108-288) - Storage areas are proposed for use of tenants in each unit and will be located at the rear of the principle structure per code section 108-288.

**Land Clearing, Excavation, and Fill** (Sec 108-289) - There is no land clearing proposed.

**Off-street parking and loading** (Article VII) - All required parking is provided on-site as shown on attached plans.

**Storm water and Surface Water Management** (Article VIII) - An existing, approved and functional stormwater management system exists on the property. No changes are proposed as part of this redevelopment. An engineering certification is provided that demonstrates the stormwater system meets the minimum requirements.

**Flood Hazard Areas** (Division 4 - Sections 108-821 through 108-927) - The proposed project is in the AE-8 flood zone.

**Utilities** (Article IX) - See Concurrency Analysis below.

**Criteria for review and approval:**

- (1) Land use compatibility: As mentioned above, the project site is in the MDR zoning district but most compatible with HDR zoning, thence the request for a map amendment. The intent of the HDR zoning district is to implement the HDR future land use designation; it accommodates high density residential development adequately supported by public services and facilities and compatible with existing and anticipated future land uses. This residential property is located along the 1200 block of 14<sup>th</sup> Street (aka Glynn Archer Drive), between Northside Drive and Duck Avenue. It is in close proximity to both high and medium density residential areas, two area shopping centers, restaurants, grocery stores, business and medical offices, athletic fields and an elementary school.
- (2) Sufficient site size, adequate site specifications, and infrastructure: As mentioned above, the site has enough size, adequate specifications, and infrastructure to accommodate the proposed use.

- (3) Proper use of mitigative techniques: No adverse impacts to adjacent land uses are anticipated, the community character is a mix of single-family homes of low- and medium-income residents in adjacent areas of high and medium density. Community infrastructure will not be burdened by this project as this property is surrounded by areas serviced by mass transit and commercial businesses.
- (4) Hazardous waste: The proposed use will not produce any hazardous waste or use hazardous materials in its operation.
- (5) Compliance with applicable laws and ordinances: All applicable permits required from agencies other than the City of Key West will be obtained.

## **CONCURRENCY ANALYSIS:**

### **Concurrency Facilities and Other Utilities or Services (Sec. 108-233):**

The City's Comprehensive Plan directs the City to ensure that facilities and services needed to support development are available concurrent with the impacts of new development.

The following specific issues are outlined:

1. Roads/Trip Generation
2. Potable Water
3. Sanitary Sewer
4. Solid Waste
5. Recyclables
6. Drainage

The following concurrency analysis reflects the proposed removal of existing commercial use and replacement with residential use of five units.

### **Policy 2-1.1.1- Transportation**

Please see attached Traffic study by KBP Consulting, Inc.

Notwithstanding the attached traffic study provided, Policy 2-1.1.3: Dense Urban Land Area effectively eliminates the transportation concurrency requirement in favor of a prioritization of safety and function of existing roads and multi-modal transportation improvements (i.e. transit, air, boat, bicycles, pedestrianism, mixed-use development)

**Policy 2-1.1.3: Dense Urban Land Area.** The City of Key West is a substantially developed dense urban land area and is thereby exempted from transportation concurrency requirements for roadways. The City recognizes that its development characteristics make substantive expansion of capacity of the roadway system prohibitive. The City will therefore prioritize improving the safety and function of existing roads and multi-modal transportation improvements (i.e. transit, air, boat, bicycles, pedestrianism, mixed-use development) as its primary strategies for addressing current and projected transportation needs.

#### **Policy 4-1.1.2.C – Potable Water**

Based on the City of Key West adopted level of service the potable water demand is anticipated to increase at the end of this single-phase development plan (pursuant to Policy 4-1.1.2.C, the potable water LOS for residential and nonresidential development is 100 gal/capita/day)

The potable water flow is anticipated to be 84,614 gal/day

Summary Response: The proposed redevelopment will increase the expected impact from the existing use by approximately 11,200 gallons per day; however, it is not expected that the proposal will result in excess capacity on this public facility.

Designation	Residential		Commercial		Total
	LOS	Daily Capacity <sup>8</sup>	LOS	Daily Capacity <sup>9</sup>	
Proposed	100g/capita/day	$[(278 \times 2.63) \text{ MH capita} + 112 \text{ bdrms}] \times 100\text{g} = 84,314 \text{ gal}$	100g/capita/day	$3 \text{ capita} \times 100\text{g} = 300 \text{ gal}$	84,614 gal
Existing	100g/capita/day	$(278 \times 2.63) \text{ MH capita} \times 100\text{g} = 73,114 \text{ gal}$	100g/capita/day	$3 \text{ capita} \times 100\text{g} = 300 \text{ gal}$	73,414 gal

The Aqueduct Authority has the capacity to supply adequate service to this property, as demonstrated below.

Potable water to the City of Key West is provided by the Florida Keys Aqueduct Authority (FKAA). The FKAA has the capacity to provide 23 million gallons per day to Monroe County as a result of: The South Florida Water Management District's issuance of Water Use Permit #13-0005, which allocates 17 million gallons per day in the dry season; 17.79 million gallons per day which can be withdrawn from the Biscayne Aquifer; and six million gallons per day provided by a reverse osmosis treatment plant in Florida City. As documented above, the City is meeting its Level of Service Standard for Potable Water. The City projects a slight permanent population decrease, and only a slight increase in its functional population and non-residential development during short and long-range planning periods, so the current capacity should remain adequate. Ongoing capital improvements will be necessary to maintain and improve standards and service delivery.

#### **Policy 4-1.1.2. A- Sanitary Sewage**

Based on the City of Key West adopted level of service the sanitary sewer demand is anticipated to increase at the end of this single-phase development plan (pursuant to Policy 4-1.1.2.A, the sanitary sewer LOS for nonresidential development is 660 gal/acre/day) and the sanitary sewer LOS for residential development is 100 gal/capita/day).

The sanitary sewer flow is anticipated to be 84,324.48 gal/day

Summary Response: There is currently no sanitary sewage generated by this vacant lot. The proposed residential development will generate approximately 11,200 gallons per day of new usage; however, it is not expected that the proposal will result in excess capacity on this public facility.

<sup>8</sup> For the purposes of LOS, "capita" was calculated using the following: capita of Stadium Mobile Home Park was calculated as *mobile home units x persons/household* using the 2009-2013 US Census Data 2.63 persons/household, and capita of the proposed units was calculated as *1 person / bedroom*. This is an overestimation, providing for max occupancy when all rooms are rented.

<sup>9</sup> Based on 3 employees

Designation	Residential		Nonresidential		Total
	LOS	Daily Capacity <sup>10</sup>	Rate	Daily Capacity <sup>11</sup>	
Proposed	100 g/capita/day	[(278 x 2.63) MH capita + 112 bedrms] x 100g = 84,314 gal	660 gal/acre/day	0.04 ac x 660 gal = 28.48 gal	84,342.48 gal
Existing	100 g/capita/day	(278 x 2.63) MH capita x 100g = 73,114 gal	660 gal/acre/day	0.04 ac x 660 gal = 28.48 gal	73,142.48 gal

The City contracts out the operation of the Richard A. Heyman Environmental Pollution Control Facility, its wastewater treatment plant (Plant), and the associated collection system to Operations Management International, Inc. (OMI). The Plant currently has the capacity to treat 10 million gallons per day, exceeding the capacity required to achieve the existing Level of Service Standard by approximately seven million gallons per day. Actual daily flow is 4.5 million gallons per day. This is a reduction from eight (8) million gallons per day due to a 67 million dollars capital improvement to the City's wastewater treatment during the past short-term planning period, including \$56 million for collection system rehabilitation.

As documented above, the City is exceeding its Level of Service Standard for Wastewater. The City projects a slight permanent population decrease, and only a slight increase in its functional population and non-residential development, during the short and long-range planning periods, so the current capacity should remain adequate. Ongoing capital improvements and continuing conservation efforts will continue to maintain and improve service delivery.<sup>12</sup>

#### **Policy 4-1.1.2. D- Solid Waste**

Based on the City of Key West adopted level of service the solid waste demand will increase at the end of this single-phase development plan (pursuant to Policy 4-1.1.2.D, the solid waste LOS for nonresidential development is 6.37 lbs./capita/day) and the solid waste LOS for residential development is 2.66 lbs./capita/day).

The solid waste is anticipated to be 2,261.86 lbs./day

Summary Response: Currently the lot is vacant therefore there is no solid waste generated by the current use. The proposed development will generate approximately 297.92 pounds per day; however, it is not expected that the proposal will result in excess capacity on this public facility.

Designation	Residential		Nonresidential		Total
	LOS	Daily Capacity <sup>13</sup>	LOS	Daily Capacity <sup>14</sup>	
Proposed	2.66 lbs./capita/day	[(278 x 2.63) MH capita + 112 bdrms] x 2.66 lbs. = 2,242.75 lbs.	6.37 lbs./capita/day	6.37 x 3 = 19.11 lbs./day	2,261.86 lbs.
Existing	2.66 lbs./capita/day	(278 x 2.63) MH capita x 2.66 lbs. = 1,944.83 lbs.	6.37 lbs./capita/day	6.37 x 3 = 19.11 lbs./day	1,963.94 lbs.

<sup>10</sup> For the purposes of LOS, "capita" was calculated using the following: capita of Stadium Mobile Home Park was calculated as *mobile home units x persons/household* using the 2009-2013 US Census Data 2.63 persons/household, and capita of the proposed units was calculated as *1 person / bedroom*. This is an overestimation, providing for max occupancy when all rooms are rented.

<sup>11</sup> Based on existing office space

<sup>12</sup> City of Key West Comprehensive Plan Data and Analysis, Pg. A-16

<sup>13</sup> For the purposes of LOS, "capita" was calculated using the following: capita of Stadium Mobile Home Park was calculated as *mobile home units x persons/household* using the 2009-2013 US Census Data 2.63 persons/household, and capita of the proposed units was calculated as *1 person / bedroom*. This is an overestimation, providing for max occupancy when all rooms are rented.

<sup>14</sup> Based on 3 employees

The City currently contracts with Waste Management of Florida, Inc. to collect, transfer and dispose of solid waste and residential recyclables. Commercial recyclables and other non-franchised collection services such as construction and demolition debris and yard waste are available on the open market to all licensed haulers. The City owns and operates a solid waste transfer station on Rockland Key that received 45,402.10 tons of solid waste for disposal and 3,607 tons of recyclables in 2009/10. Waste Management disposes of the solid waste collected in Monroe County, including the City of Key West, at its Central Sanitary Landfill in Broward County. In 2009 Waste Management Inc. reported a reserve capacity of 17 years at this facility. There is therefore an estimated reserve capacity of 15 years as of the date of this report.

As documented above, the City is meeting its Level of Service Standard for solid waste. The City projects a slight permanent population decrease, and only a slight increase in its functional population and non-residential development, during the short and long-range planning periods, and the current capacity should remain adequate. Ongoing capital improvements will be necessary to improve standards and service delivery.<sup>15</sup>

#### **Policy 4-1.1.2. D- Recyclable Waste Generation Level of Service**

Based on the City of Key West adopted level of service the recyclable waste demand is anticipated to increase at the end of this single-phase development plan (pursuant to Policy 4-1.1.2. D, the recyclable waste LOS for nonresidential development is (0.25 lbs./capita/day) and the recyclable waste LOS for residential development is 0.50 lbs./capita/day).

The recyclable waste is anticipated to be 422.32 lbs./day

Summary Response: The current lot is vacant and therefore does not produce any recyclable material. The proposed development is expected to generate approximately 56 pounds per day of recyclable waste. The team will coordinate with waste management services to provide an adequate number of waste & recycling containers.

Designation	Residential		Nonresidential		Total
	LOS	Daily Capacity <sup>16</sup>	LOS	Daily Capacity <sup>17</sup>	
Proposed	0.5 lbs./capita/day	[(278 x 2.63) MH capita + 122 bdrms] x 0.5 lbs. = 421.57 lbs.	0.25 lbs./capita/day	0.25 x 3 = 0.75 lbs.	422.32 lbs.
Existing	0.5 lbs./capita/day	(278 x 2.63 x 0.5 lbs. = 365.57 lbs.	0.25 lbs./capita/day	0.25 x 3 = 0.75 lbs.	366.32 lbs.

#### **Policy 4-1.1.2. E- Drainage Facilities Level of Service**

The project is exempt from storm water management permitting requirements in accordance with Section 108-716(3), "Any maintenance, alteration, renewal, repair, use or improvement of an existing structure or the construction of any structure or modification thereto which does not create impervious surface exceeding 500 square feet. This shall not exempt the applicant from retaining the first one inch of rainfall on site as required by F.A.C. 17-25".

#### **Existing Level of Service Standard**

<sup>15</sup> City of Key West Comprehensive Plan Data and Analysis, Pg. A-17

<sup>16</sup> For the purposes of LOS, "capita" was calculated using the following: capita of Stadium Mobile Home Park was calculated as *mobile home units x persons/household* using the 2009-2013 US Census Data 2.63 persons/household, and capita of the proposed units was calculated as *1 person / bedroom*. This is an overestimation, providing for max occupancy when all rooms are rented.

<sup>17</sup> Based on 3 employees

1. Post development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with a 24-hour duration.
2. Storm water treatment and disposal facilities shall be designed to meet the design and performance standards established in Chapter 62-25 Section 25.025, Florida Administrative Code, with treatment of the runoff from the first one inch of rainfall on-site to meet the water quality standards required by Chapter 62-302, Florida Administrative Code. Storm water facilities which directly discharge into "Outstanding Florida Waters" (OFW) shall provide an additional treatment pursuant to Section 62-25.025 (9), Florida Administrative Code.
3. Storm water facilities must be designed to not degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 62-302 Florida Administrative Code.

# **Warranty Deed**



82290

642 PAGE 216

QUIT CLAIM DEED

THIS INDENTURE, Made this 25th day of September, A. D. 1975,  
 between STADIUM MOBILE HOME PARK, INC., a corporation existing under the  
 laws of the State of Florida, having its principal place of business in  
 the County of Monroe and State of Florida, party of the first part, and  
 ISLAND-WEST INVESTMENT CORPORATION, a corporation existing under the laws  
 of the State of Florida, having its principal place of business in the  
 County of Monroe and State of Florida, whose mailing address is 1213  
 Fourteenth Street, Key West, Florida 33040, party of the second part,

WITNESSETH, that the said party of the first part, for and in consid-  
 eration of the sum of One Dollar (\$1.00) and other good and valuable con-  
 siderations, in hand paid by the said party of the second part, the receipt  
 whereof is hereby acknowledged, has remised, released and quitclaimed, and  
 by these presents does remise, release and quitclaim unto the said party of  
 the second part all the right, title, interest, claim and demand which the  
 said party of the first part has in and to the following described lots,  
 pieces or parcels of land, situate, lying and being in the County of Monroe,  
 State of Florida, to-wit:

A strip of land in the City of Key West, Florida and being more particularly  
 described by metes and bounds as follows: COMMENCING at the Northeast  
 Corner of Lot 15, according to the PLAT OF SURVEY OF LANDS ON THE ISLAND OF  
 KEY WEST, MONROE COUNTY, FLORIDA, as recorded in Plat Book 3, Page 35, of  
 the Public Records of Monroe County, Florida, bear North 57 degrees, 45  
 minutes and 40 seconds East, along the Southerly right-of-way line of North-  
 side Drive, 722.55 feet to the Northwest Corner of The Aldersgate Property;  
 thence bear South 32 degrees, 14 minutes and 20 seconds East, along the  
 Westerly Property Line of the Aldersgate, 897.91 feet to the Southerly  
 right-of-way line of the Former F.E. C. Rwy.; thence bear South 68 degrees,  
 41 minutes and 40 seconds West, along the Southerly right-of-way line of  
 the Former F.E.C. Rwy., 29.34 feet to the POINT OF BEGINNING of the strip  
 of land hereinafter described; from said POINT OF BEGINNING, continue bear-  
 ing South 68 degrees, 41 minutes and 40 seconds West, along the Southerly  
 right-of-way line of the Former F.E.C. Rwy., 189.69 feet, more or less;  
 thence bear North 21 degrees, 14 minutes and 20 seconds West, 1.27 feet,  
 more or less, to a Cyclone Fence; thence bear North 68 degrees, 41 minutes  
 and 40 seconds East, along said Cyclone Fence, 185 feet, more or less;  
 thence Southeasterly, 1.27 feet, more or less, back to the POINT OF  
 BEGINNING.

FILED FOR RECORD  
 MONROE COUNTY FLA  
 1975 SEP 25  
 CLERK OF CIRCUIT COURT

THIS INSTRUMENT PREPARED  
 BY Robert A. Scharf  
 OF  
 LAW FIRM OF NEULETT & SCHARF

ALSO:

A strip of land on the Island of Key West, Florida, and being more particularly described by metes and bounds as follows:

COMMENCING at the Southwest Corner of Block 21 of the KEY WEST FOUNDATION COMPANY'S SUBDIVISION, Plat No. 2, as recorded in Plat Book 1, Page 189, of the Public Records of Monroe County, Florida, bear North 68 degrees, 45 minutes and 40 seconds East, along the Northernly right-of-way line of Duck Avenue, 542.77 feet; thence bear North 21 degrees, 14 minutes and 20 seconds West, 172.87 feet; thence bear North 68 degrees, 45 minutes and 40 seconds East, 116.17 feet to the Easterly Property Line of The Stadium Mobile Home Apartments and the POINT OF BEGINNING of the strip of land hereinafter described; from said POINT OF BEGINNING, continue bearing North 68 degrees, 45 minutes and 40 seconds East, 1.0 feet, more or less, to a Cyclone Fence; thence bear North 21 degrees, 14 minutes and 20 seconds West, along said Cyclone Fence, 635.55 feet to the Southerly right-of-way line of the Former F.E.C. Rwy.; thence bear South 68 degrees, 41 minutes and 40 seconds West, along the Southerly right-of-way of the Former F.E.C. Rwy., 1.0 feet, more or less, to the Easterly Property Line of The Stadium Mobile Home Apartments; thence bear South 21 degrees, 14 minutes and 20 seconds East, along the Easterly Property Line of the Stadium Mobile Home Apartments, 635.55 feet, back to the POINT OF BEGINNING.

IN WITNESS WHEREOF, the said party of the first part has caused these presents to be signed in its name by its President, and its corporate seal to be affixed, attested by its Secretary, the day and year above written.

Executed in the Presence of:

Robert F. Lauer  
Henry G. Alling

STADIUM MOBILE HOME PARK, INC.

By

President.

Attest: (Corporate Seal)

Secretary.

STATE OF FLORIDA, ss.  
COUNTY OF MONROE.

I HEREBY CERTIFY, That on this 1st day of February, A. D. 1976, before me personally appeared Vincent Conkey and Patricia L. Kramay, President and Secretary respectively of STADIUM MOBILE HOME PARK, INC., a corporation existing under the laws of the State of Florida, to me known to be the persons described in and who executed the foregoing conveyance to ISLAND-WEST INVESTMENT CORPORATION, a corporation existing under the laws of the State of Florida, and severally acknowledged the execution thereof to be their free act and deed as such officers, for the uses and purposes therein mentioned; and that they affixed thereto the official seal of said corporation, and the said instrument is the act and deed of said corporation.

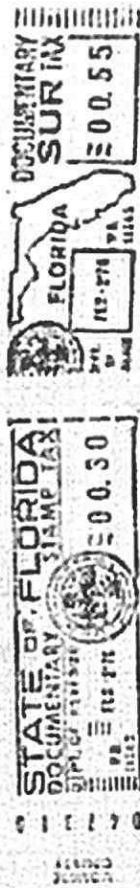
WITNESS my signature and official seal at Key West, in the County of Monroe and State of Florida, the day and year last aforesaid.



Robert F. Lauer

Notary Public, State of Florida at Large.

My commission expires



## Detail by Entity Name

Florida Profit Corporation

ISLAND-WEST INVESTMENT CORPORATION

### Filing Information

<b>Document Number</b>	484264
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<b>Event Effective Date</b>	NONE

### Principal Address

1213 14TH STREET  
KEY WEST, FL 33040-4100

Changed: 01/13/2005

### Mailing Address

1213 14TH STREET  
KEY WEST, FL 33040-4100

Changed: 01/13/2005

### Registered Agent Name & Address

MORGAN, HUGH J  
317 WHITEHEAD STREET  
KEY WEST, FL 33040

Address Changed: 02/18/2003

### Officer/Director Detail

#### **Name & Address**

Title STD

HARDING, RICHARD A  
PO BOX 905  
TERRY, MT 59349-0905

Title VD

HARDING, JEFFREY A  
PO BOX 905  
TERRY, MT 59349-0905

Title PD

HARDING, KENNETH L  
1213 14TH STREET  
KEY WEST, FL 33040-4100

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## **1.0 GENERAL**

### **1.1 PURPOSE**

The purpose of this Construction Management Plan Manual is to provide a consistent policy under which certain physical aspects of construction management will be implemented. The elements contained in this document are related to the development process.

These standards cannot anticipate all situations. They are intended to assist, but not to substitute for competent work by design and construction professionals. The Plan does not intend to limit any innovative or creative efforts that could result in better quality, greater cost savings, or both. Any proposed departure from this plan will be judged on the likelihood that such variance will produce a comparable result, adequate for the user over the duration of the improvement/ project.

### **1.2 APPLICABILITY**

This plan shall govern the construction and development of the project.

### **1.3 DEFINITIONS AND TERMS**

Construction Management Plan – A Construction Management Plan is a combination of diagrams, documents, drawings, and specifications that clearly define the steps that will be taken to demonstrate how the impacts to the community will be minimized. How the impacts associated with any construction project will be managed. Herein described as “Plan” throughout the remainder of this plan.

Construction Mitigation Officer – An appointed employee of the contractor whose charge is to ensure that all aspects of a Construction Management Plan are followed, and to further ensure that the impacts associated with construction activities within the site are effectively managed and impacts associated with the project is the least necessary to accomplish the project.

Disturbance Area – A portion of land where topsoil or native soils have been removed for purposes of construction (development).

Best Management Practices (BMP's) – Schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the state. BMP's also include treatment requirements, operating procedures, and practices to control site runoff, spillage or leaks, waste disposal, or drainage from material storage.

# Verification Form

City of Key West  
Planning Department



Verification Form

(Where Authorized Representative is an Entity)

I, Owen Trepanier, in my capacity as President  
(print name) (print position; president, managing member)  
of Trepanier & Associates, Inc  
(print name of entity serving as Authorized Representative)

being duly sworn, depose and say that I am the Authorized Representative of the Owner (as appears on the deed), for the following property identified as the subject matter of this application:

1213 Glynn R Archer Jr. Dr.

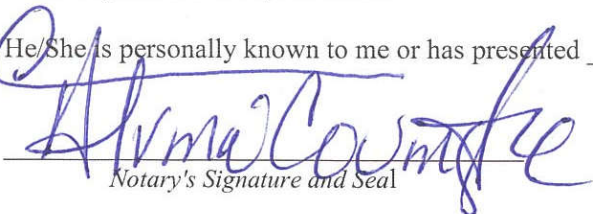
Street Address of subject property

All of the answers to the above questions, drawings, plans and any other attached data which make up the application, are true and correct to the best of my knowledge and belief. In the event the City or the Planning Department relies on any representation herein which proves to be untrue or incorrect, any action or approval based on said representation shall be subject to revocation.

  
Signature of Authorized Representative

Subscribed and sworn to (or affirmed) before me on this 22 January 2020 by  
Owen Trepanier  
Name of Authorized Representative date

He/She is personally known to me or has presented \_\_\_\_\_ as identification.

  
Notary's Signature and Seal

Alvina Covington

Name of Acknowledger typed, printed or stamped



\_\_\_\_\_  
Commission Number, if any

# **Authorization Form**



City of Key West  
Planning Department



Authorization Form  
(Where Owner is a Business Entity)

Please complete this form if someone other than the owner is representing the property owner in this matter.

I, Kenneth L Harding as  
*Please Print Name of person with authority to execute documents on behalf of entity*

Prisident of Island-West Investment Corp.  
*Name of office (President, Managing Member)* *Name of owner from deed*

authorize Trepanier & Associates, Inc.  
*Please Print Name of Representative*

to be the representative for this application and act on my/our behalf before the City of Key West.

*Kenneth L Harding, Pres.*  
*Signature of person with authority to execute documents on behalf on entity owner*

Subscribed and sworn to (or affirmed) before me on this 10/12/17  
*Date*

by Kenneth L Harding  
*Name of person with authority to execute documents on behalf on entity owner*

He/She is personally known to me or has presented Florida Driver License as identification.

*Yuneisi Canizares Garcia*  
*Notary's Signature and Seal*

*Yuneisi Canizares Garcia*  
*Name of Acknowledger typed, printed or stamped*

*No FF242724*  
*Commission Number, if any*



Tree Dripline and Protection Zone - Use the longest branch of the tree as a radius from the center of the tree and make a circle. The circle is then defined as the dripline and thus is the tree protection zone.

Final Stabilization – Uniform vegetative cover has been re-established.

## **2.0 PROJECT LOCATION**

### **2.1 DISTURBANCE AREA**

The disturbance area is depicted on the associated proposed site plan.

### **2.2 LOCATION**

A project vicinity map is depicted on the associated proposed site plan.

### **2.3 DESCRIPTION**

See associated Community Impact Assessment Statement for full description and details

## **3.0 PROJECT DOCUMENTATION**

### **3.1 PERMITS / OTHER DOCUMENTS**

The contractor shall maintain all applicable local, state and federal licenses and permits that apply to the construction project.

### **3.2 PUBLIC NOTIFICATION**

Compliance with any and all required public notifications shall be met.

### **3.3 PROJECT SIGN**

A project sign shall be constructed and posted that identifies, at a minimum, the property owner, contractor, and land use planner.

## **4.0 PROJECT IMPLEMENTATION**

### **4.1 DATES OF CONSTRUCTION**

Dates of construction is expected to commence immediately following project approval

### **4.2 HOURS OF CONSTRUCTION**

Construction hours shall comply with all applicable County Ordinances.

#### 4.3 SEQUENCE (PHASING) OF CONSTRUCTION

Stem wall shall be constructed in a single phase. Storage containers to be installed pursuant to NROGO.

#### 4.4 ADJOINING PROPERTIES

No person shall excavate on land close enough to a property line to endanger any adjacent public street, sidewalk, and alley, other public or private property, or easement, without supporting and protecting the property from any damage that might result from construction operations.

#### 4.5 PROJECT FENCING

All construction areas shall have a non-removable construction fence or other approved device securely placed around the areas to be protected.

#### 4.6 PUBLIC HEALTH AND WELFARE

The construction project shall uphold respect to public health and welfare.

#### 4.7 NATURAL ENVIRONMENT

Project construction shall be oriented to minimize harm to all aspects of the property's natural environment. Wetlands shall be protected pursuant to best management practices.

### **5.0 PARKING MANAGEMENT**

#### 5.1 PARKING MANAGEMENT

The contractor shall maintain continuous emergency vehicle access, on and around site, including but not limited to police, fire, and ambulance services. This includes projects adjacent to roads and alleys.

#### 5.2 STAGING AREAS

The project shall accommodate construction staging areas on site.

#### 5.3 CONSTRUCTION TRAILER, MATERIALS STORAGE, AND WASTE MANAGEMENT

Construction trailers, job materials storage, portable restrooms, waste management and recycling containers shall be stored on private property and not within ROW, without the required approvals.

## **6.0 TRAFFIC CONTROL**

### **6.1 GENERAL**

All traffic control operations shall be managed by the designated traffic control supervisor.

### **6.2 HAUL ROUTES**

Project haul routes shall be oriented to minimize traffic congestion and maximize pedestrian safety.

## **7.0 Reserved**

## **8.0 SEDIMENT AND EROSION CONTROL**

### **8.1 REQUIREMENTS**

The project shall employ Best Management Practices, which will minimize erosion and sediment transport.

- a. Stock piles must be protected with erosion control devices.
- b. County and near shore water inlets, gutters, swales and irrigation ditches shall be protected with erosion control devices and such protection maintained for the duration of the project.

## **9.0 Reserved**

## **10.0 EMISSIONS**

### **10.1 GENERAL**

All vehicles and equipment used on site will be properly maintained such that the engines will function within manufacture's standards or parameters.

## **11.0 NOISE SUPPRESSION**

### **11.1 GENERAL**

The noise limit for construction shall comply with any and all requirements of the County Code. All construction equipment shall be adequately muffled and maintained to minimize project noise.

# Island West

1213 14<sup>th</sup> Street  
Key West, Florida

## TRAFFIC STUDY

prepared for:  
Island-West Investment Corporation

**KBP** CONSULTING, INC.

September 2019  
Updated May 2020

# Island West

1213 14<sup>th</sup> Street

Key West, Florida

## Traffic Study

September 2019

*Updated May 2020*

*Prepared for:*

Island-West Investment Corporation

*Prepared by:*

KBP Consulting, Inc.  
8400 N. University Drive, Suite 309  
Tamarac, Florida 33321  
Phone: (954) 560-7103



---

Karl B. Peterson, P.E.  
Florida Registration Number 49897  
KBP Consulting, Inc.  
8400 N. University Drive, Suite 309  
Tamarac, Florida 33321  
CA # 29939

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## INTRODUCTION

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There is a vacant portion of a parcel of land located on the east side of 14<sup>th</sup> Street (Glynn Archer Drive) approximately 100 feet south of Northside Drive in Key West, Monroe County, Florida. More specifically, the subject site is generally bounded to the north, south, and east by the Stadium Apartments and Mobile Home Park. The subject property is a part of the parcel of land located at 1213 14<sup>th</sup> Street. The location of the project site is illustrated in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by the Island-West Investment Corporation to prepare a traffic impact study in connection with the proposed development of a residential community on this site. This study addresses the trip generation characteristics of the proposed development and the resulting impacts of the project traffic on the surrounding roadway network.

This traffic study is divided into nine (9) sections as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Future Traffic Volumes
7. Traffic Impact Analysis
8. Alternative Modes of Transportation
9. Summary & Conclusions





**FIGURE 1**

Island West  
Key West, Florida

## Project Location Map

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## INVENTORY

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### **Existing Land Use and Access**

The Monroe County Parcel ID for the subject site is 00065030 – 000000 and the Alternate ID is 1065552. As mentioned previously, the portion of the parcel under study is currently vacant while the remainder of the site is developed with mobile homes. Vehicular access to the site is currently provided by one (1) full access driveway on 14<sup>th</sup> Street.

### **Proposed Land Use and Access**

The subject site is proposed to be developed with 36 residential apartment dwelling units. Twenty-two (22) of these units will consist of four (4) bedrooms, four (4) bathrooms, and a common kitchen area. Five (5) of these units will consist of three (3) bedrooms, three (3) bathrooms, and a common kitchen area. Each bedroom within these market rate units will be independent from the other bedrooms within the unit. In addition, there will be nine (9) affordable efficiency dwelling units that will be self-contained.

In order to establish an equivalency between the number of proposed bedrooms and the number of proposed dwelling units, we have reviewed several low-rise, suburban rental communities in the south Florida market. This review consists of several communities that are approximately 20 years old, several that are less than five (5) years old, and several that are planned to be constructed within the next year. Based upon the number of dwelling units and bedrooms in these communities, an average rate of 1.8 bedrooms per unit has been established. Therefore, the dwelling unit equivalency for the “co-living” element of the Island West project can be estimated by dividing the number of bedrooms (103) by the average rate of bedrooms per dwelling unit (1.8). This yields an equivalency of approximately 58 dwelling units. Combined with the nine (9) efficiency units, the number of dwelling units considered in this analysis is 67.

Vehicular access to the site will be provided by one (1) full access driveway on 14<sup>th</sup> Street (Glynn Archer Drive) and one (1) full access driveway on Glynn Archer Jr. Street (the existing roadway along the northern boundary of the site). Appendix A contains the preliminary site plan for this project.

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## EXISTING CONDITIONS

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This section of the report addresses the existing roadway network in the project study area and the general traffic conditions.

### Existing Roadway Network

The primary roadway serving this site is 14<sup>th</sup> Street (Glynn Archer Drive). This two-lane collector roadway is oriented generally in the north-south direction and provides access to N. Roosevelt Boulevard (US 1) to the north and Flagler Avenue to the south. Based upon a review of the study area and similar traffic studies conducted in the general study area, the following intersections were selected to be evaluated for this study:

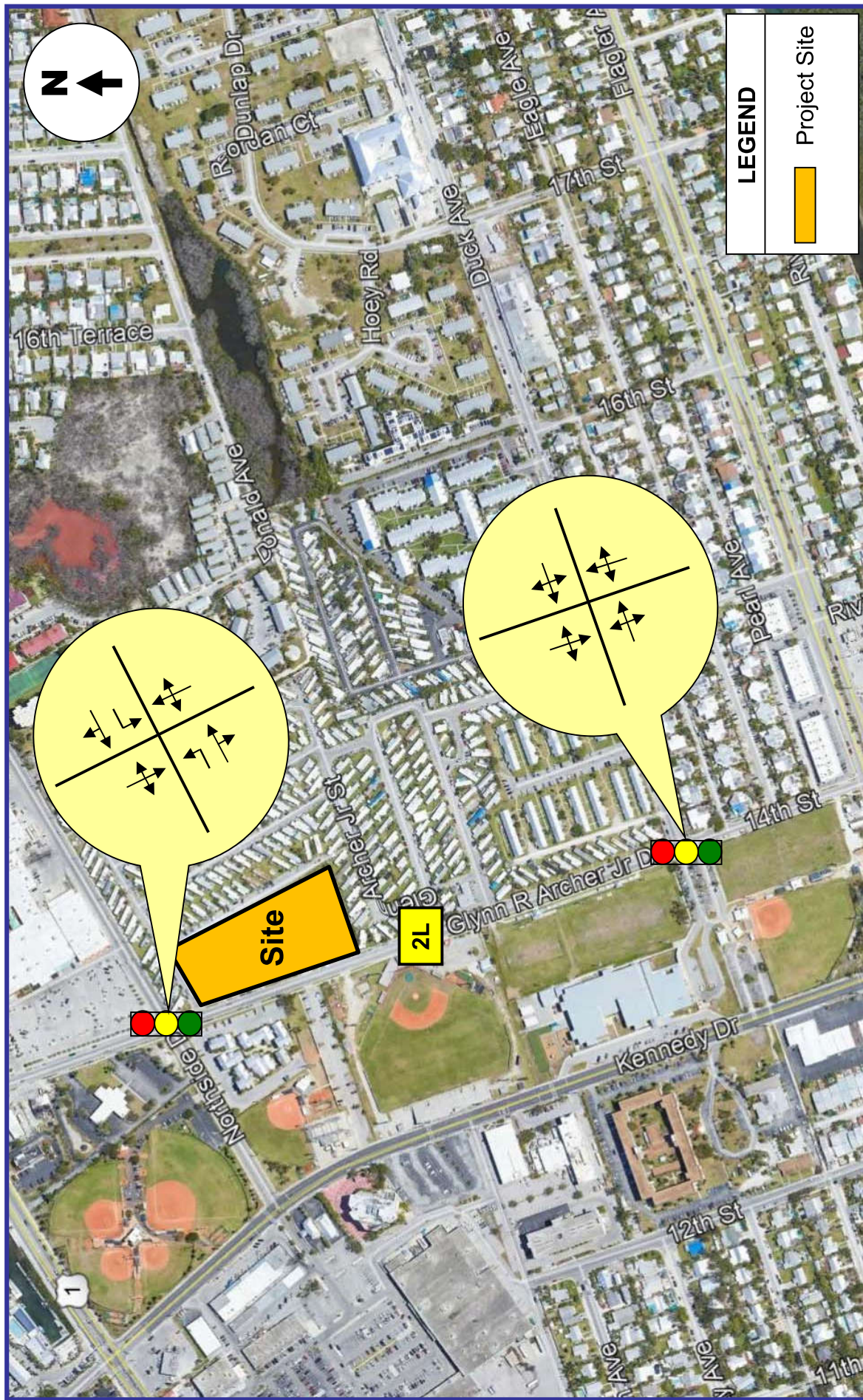
- ❑ 14<sup>th</sup> Street (Glynn Archer Drive) & Northside Drive (signalized)
- ❑ 14<sup>th</sup> Street (Glynn Archer Drive) & Duck Avenue (signalized)

Figure 2 on the following page depicts the lane geometry and type of intersection control at each of the study intersections within the project study area.

### Existing Traffic Conditions

The Florida Department of Transportation (FDOT) collects and reports historical traffic data at a traffic count station within the immediate proximity of the study area. Traffic volume data recorded over the past five (5) year period at this station is summarized in Table 1 on page 6 of this report. This traffic data indicates that traffic volumes in the immediate study area for the past five (5) year period (2014 to 2019) have been relatively steady. As a result, a background growth rate of 1.0% per year (compounded) has been applied for this traffic impact study. Appendix B contains the historical traffic data published by FDOT.





**FIGURE 2**

Island West  
Key West, Florida

## Existing Roadway Network & Geometry

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<b>Table 1</b> <b>Island West</b> <b>Average Annual Daily Traffic (AADT) Volumes</b> <b>Key West, Florida</b>	
Year	Average Annual Daily Traffic (AADT) Volumes
	Station #908107
2019	5,100
2018	5,100
2017	5,100
2016	5,100
2015	5,800
2014	5,600

Station #908107 - Glynn Archer / 14th Street, 200' N of Mobile Home Ent.

*Source: Florida Department of Transportation*  
*Compiled by: KBP Consulting, Inc. (May 2020)*

KBP Consulting, Inc., in association with Video Data Solutions, collected morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM – 6:00 PM) peak period turning movement counts at the following intersections on Wednesday, December 19, 2018:

- ❑ 14<sup>th</sup> Street (Glynn Archer Drive) & Northside Drive
- ❑ 14<sup>th</sup> Street (Glynn Archer Drive) & Duck Avenue

Forty-eight (48) hour directional counts were also collected on 14<sup>th</sup> Street (Glynn Archer Drive) south of Northside Drive. Figures 3 and 4 summarize the existing (Year 2018) AM and PM peak hour turning movement counts and link volumes (average of the 48-hour counts). Appendix C contains the results of this traffic data collection effort.

### **Pedestrian & Bicyclist Activity**

There is a significant amount of pedestrian and bicycle activity in the area in large part due to the nearby elementary school and athletic fields. As a result, pedestrian and bicycle counts were collected and are included in the operational analyses of the study intersections.





**FIGURE 3**  
Island West  
Key West, Florida

## Existing (Year 2018) AM Peak Hour Traffic Counts

Source: Video Data Solutions – December 19, 2018





**FIGURE 4**  
Island West  
Key West, Florida

# Existing (Year 2018) PM Peak Hour Traffic Counts

Source: Video Data Solutions – December 19, 2018

## TRIP GENERATION

A trip generation analysis has been conducted for the proposed residential development. The analysis was performed using the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10<sup>th</sup> Edition)*. The trip generation analysis was undertaken for AM peak hour, and PM peak hour conditions. According to the ITE report, the most appropriate "land use" category for this development is as follows:

### **Multi-Family Housing (Low-Rise) – ITE Land Use #220**

- ❑ Daily (wt. avg.):  $T = 7.29 (X)$
- ❑ AM Peak Hour:  $\text{Ln}(T) = 0.95 \text{Ln}(X) - 0.51$  (23% in / 77% out)
- ❑ PM Peak Hour:  $\text{Ln}(T) = 0.89 \text{Ln}(X) - 0.02$  (63% in / 37% out)

where  $T$  = number of trips and  $X$  = number of dwelling units

Utilizing the above-listed trip generation rates and equations from the referenced ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in Table 2 below.

<b>Table 2</b>								
<b>Trip Generation Summary</b>								
<b>Island West - Key West, Florida</b>								
<b>Land Use</b>	<b>Size</b>	<b>Daily Trips</b>	<b>AM Peak Hour Trips</b>			<b>PM Peak Hour Trips</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b><i>Proposed</i></b> Multifamily Housing (Low-Rise)	67 DU <sup>1</sup>	488	8	25	33	26	15	41

Compiled by: KBP Consulting, Inc. (May 2020).

Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*.

<sup>1</sup> Dwelling unit equivalency based upon recent research documented on page 3 of this report.

As indicated in Table 2, the Island West residential community is estimated to generate approximately 488 daily vehicle trips, 33 AM peak hour vehicle trips (8 inbound and 25 outbound) and approximately 41 vehicle trips (26 inbound and 15 outbound) during the typical afternoon peak hour.



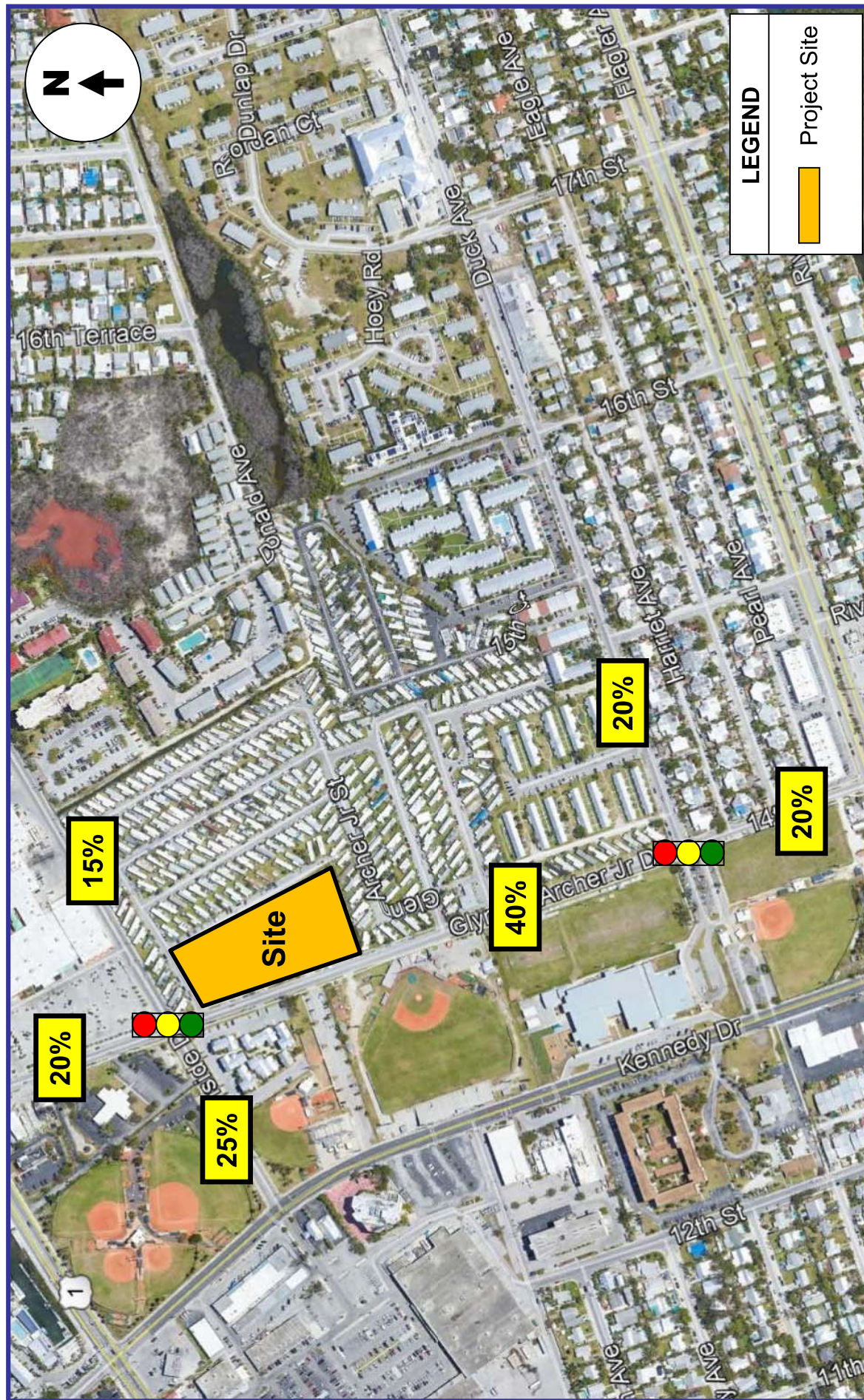
## **TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT**

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The trip distribution for the Island West project was developed based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The trip distribution for the project is summarized below:

- 60% to and from the north via 14<sup>th</sup> Street (Glynn Archer Drive)
- 40% to and from the south via 14<sup>th</sup> Street (Glynn Archer Drive)

The trip distribution for the Island West project is presented graphically in Figure 5 on the following page. The net new AM and PM peak hour traffic generated by the project was assigned to the study area transportation network utilizing this trip distribution pattern. The resulting project traffic assignment is summarized in Figures 6 and 7.

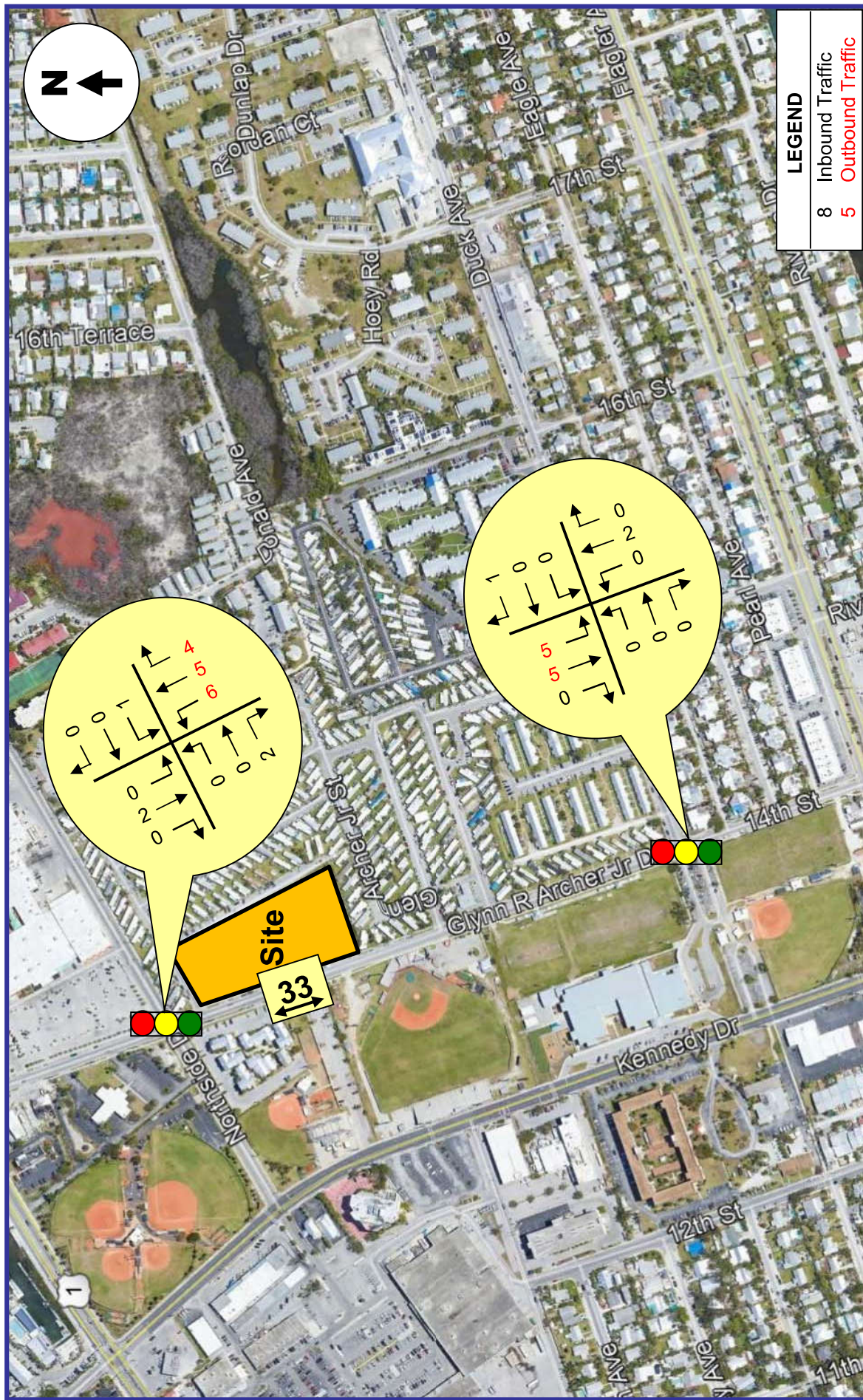


**FIGURE 5**  
Island West  
Key West, Florida

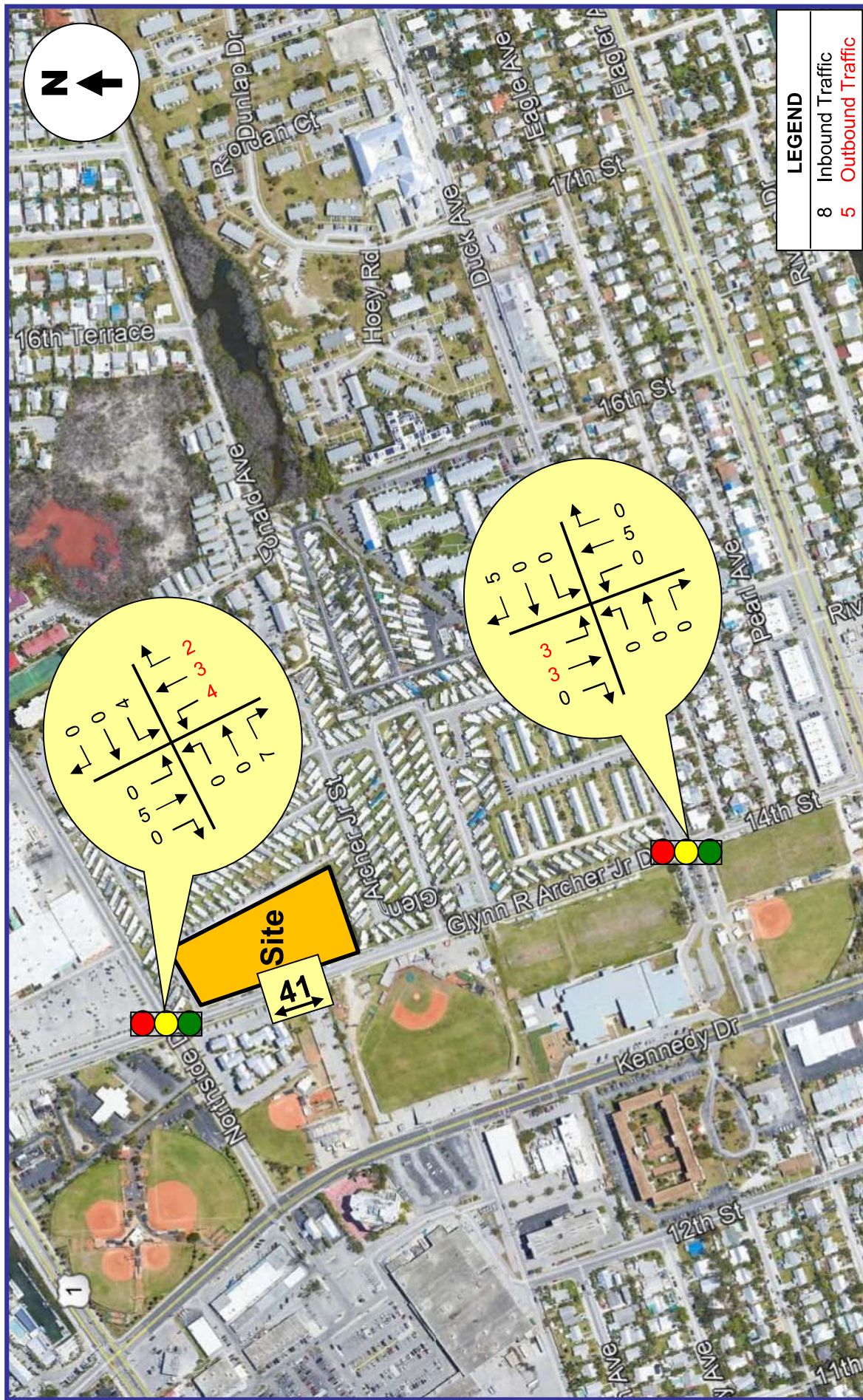
# Trip Distribution

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## FUTURE TRAFFIC VOLUMES

---

This section of the report involves the development of future (2022) traffic volumes within the project study area both with and without the residential units within Island West community. The traffic volumes were developed in the following manner:

- ❑ **Average Peak Season Conversion Factor:** Traffic data collected on December 19, 2018 was reviewed with respect to average peak season conditions. FDOT's 2018 Peak Season Factor Category report (see Appendix D) was consulted for this analysis. The peak season adjustment factor reported for Monroe County for this time period (traffic counts collected between December 16<sup>th</sup> and 22<sup>nd</sup>) is 1.08.
- ❑ **Historic Traffic Growth:** As indicated in the Existing Conditions section of this report, historic FDOT traffic data for the project study area indicates minimal growth in traffic volumes for the past five (5) year period (2014 to 2019). Accordingly, a background growth rate of 1.0% per year (compounded annually) has been applied for this traffic impact study.

The future traffic calculations (including peak season adjustments, background traffic growth, and the traffic associated with the Island West project) for the study intersections and roadway links are contained in Appendix E in tabular format. Figures 8 and 9 include future background traffic only (without the proposed Island West project) and Figures 10 and 11 include the additional traffic anticipated to be generated by the residences within the Island West community.





**FIGURE 8**  
Island West  
Key West, Florida

## Future (Year 2022) AM Peak Hour Background Traffic Volumes

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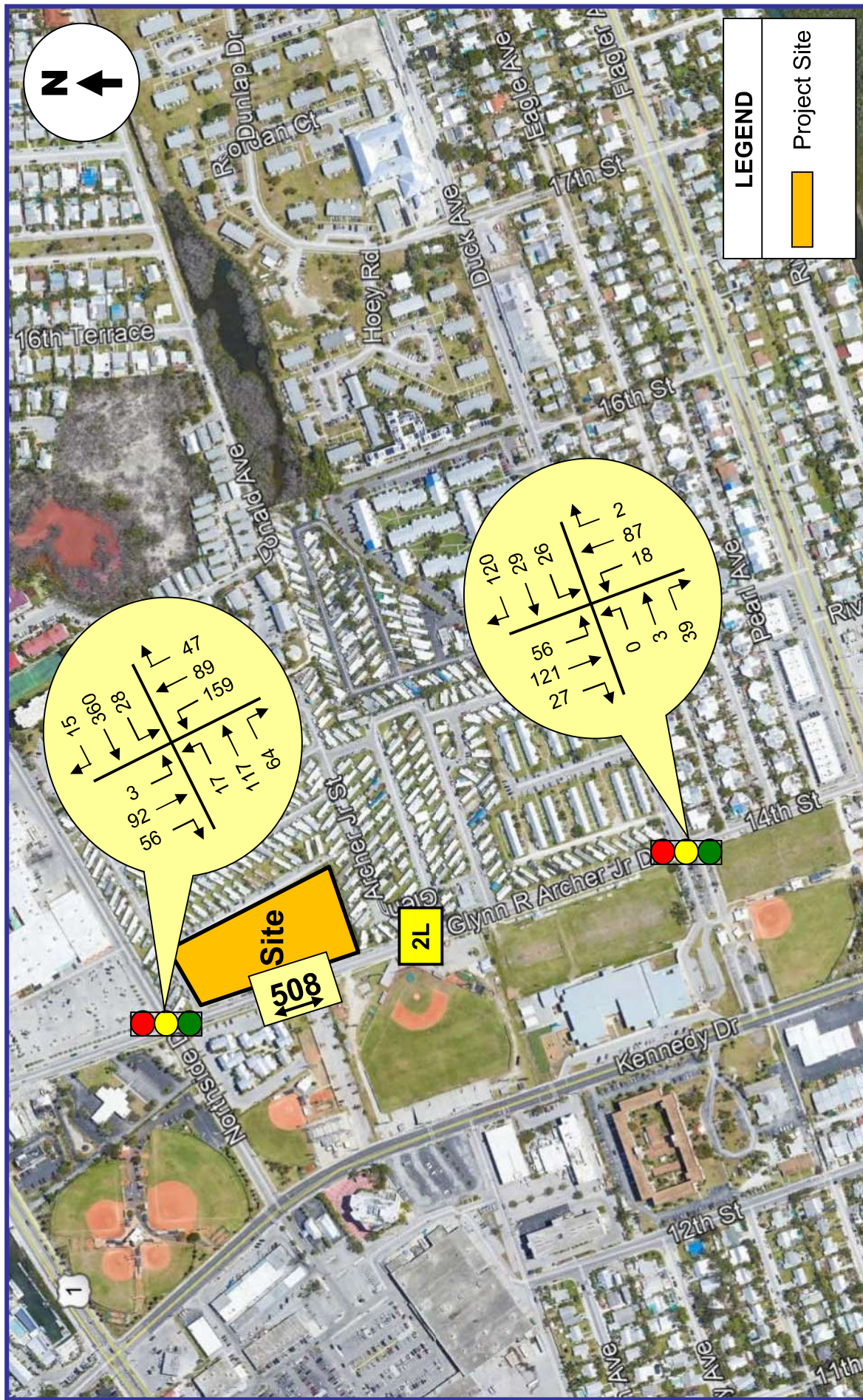




**Future (Year 2022) PM Peak Hour  
Background Traffic Volumes**

**FIGURE 9**  
Island West  
Key West, Florida

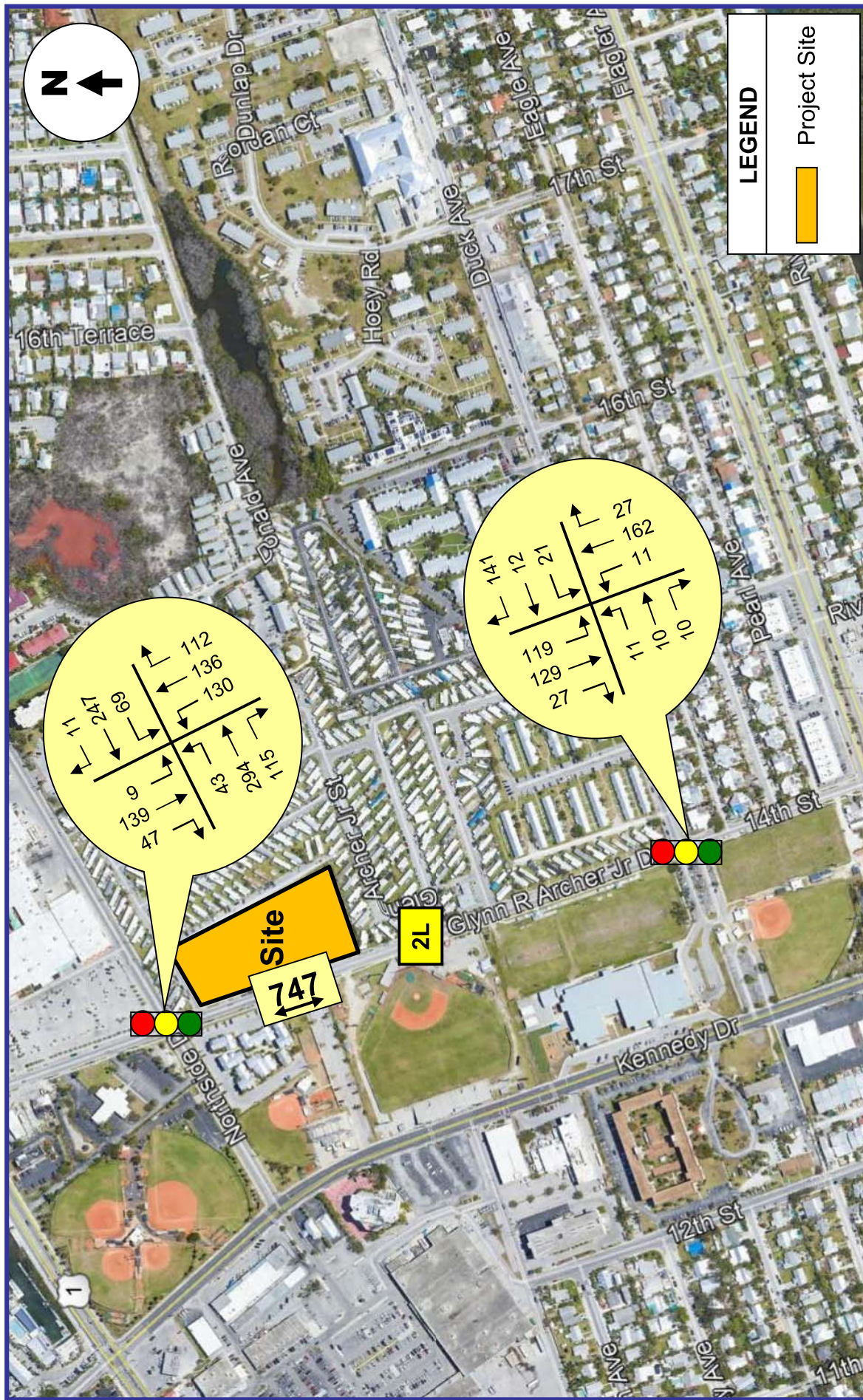




**FIGURE 10**  
Island West  
Key West, Florida

## Future (Year 2022) AM Peak Hour Total Traffic Volumes





**FIGURE 11**  
Island West  
Key West, Florida

**Future (Year 2022) PM Peak Hour  
Total Traffic Volumes**

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## TRAFFIC IMPACT ANALYSIS

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This section of the traffic report is divided into two parts: 1) intersection analyses, and 2) link analyses.

### Intersection Analyses

Intersection capacity/level of service (LOS) analyses were conducted for the two (2) study intersections for existing conditions (2018), future background conditions (2022) without project traffic, and future conditions (2022) with project traffic. These analyses were undertaken following the capacity / level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. The results of these capacity analyses are summarized in Table 3 below.

<b>Table 3 Island West Intersection Levels of Service Key West, Florida</b>						
<b>Intersection / Movement</b>	<b>Existing (2018) Conditions</b>		<b>Future (2022) Conditions Without Project Traffic</b>		<b>Future (2022) Conditions With Project Traffic</b>	
	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
14th St / Northside Dr *	B (13.6)	B (14.0)	B (14.4)	B (15.1)	B (14.7)	B (15.3)
14th St / Duck Ave *	B (14.6)	B (15.4)	B (14.9)	B (15.9)	B (15.0)	B (16.0)

*Source: Highway Capacity Manual and SYNCHRO.*

Legend: D (37.7) = LOS (Average Delay - Seconds / Vehicle)

\* At signalized intersections the LOS for the intersection as a whole is documented in this table.

As indicated in Table 3, each of the study intersections is currently operating at an acceptable Level of Service (LOS) and they are expected to continue operating at an acceptable LOS in the project design year (2022) both with and without the project traffic. Signal Timing information is presented in Appendix F and the SYNCHRO output for the intersection analyses is presented in Appendix G.

### Link Analyses

Roadway link levels of service were evaluated in accordance with the Florida Department of Transportation's (FDOT) 2012 Quality/Level of Service Handbook Tables (see Appendix H). The results of these analyses are summarized in Tables 4A and 4B on the following page.

<b>Table 4A</b> <b>Island West</b> <b>Roadway Link Levels of Service - AM Peak Hour</b> <b>Key West, Florida</b>										
Roadway Section	Lanes	LOS "C" Volume	LOS "D" Volume	LOS "E" Volume	Existing (2018) Conditions		Future (2022) Conditions w/out Project Traffic		Future (2022) Conditions with Project Traffic	
					Volume (vph)	LOS	Volume (vph)	LOS	Volume (vph)	LOS
14th Street (Northside Drive to Duck Avenue) <sup>1</sup>	2L	460	930	990	423	C	475	D	508	D

Source: FDOT 2012 *Quality / Level of Service (LOS) Handbook Tables*.

<sup>1</sup> Roadway classified as Class II (35 mph or slower posted speed limit) with a capacity adjustment of -30% per referenced FDOT Table for undivided roadway with no exclusive left-turn or right-turn lanes.

<b>Table 4B</b> <b>Island West</b> <b>Roadway Link Levels of Service - PM Peak Hour</b> <b>Key West, Florida</b>										
Roadway Section	Lanes	LOS "C" Volume	LOS "D" Volume	LOS "E" Volume	Existing (2018) Conditions		Future (2022) Conditions w/out Project Traffic		Future (2022) Conditions with Project Traffic	
					Volume (vph)	LOS	Volume (vph)	LOS	Volume (vph)	LOS
14th Street (Northside Drive to Duck Avenue) <sup>1</sup>	2L	460	930	990	628	D	706	D	747	D

Source: FDOT 2012 *Quality / Level of Service (LOS) Handbook Tables*.

<sup>1</sup> Roadway classified as Class II (35 mph or slower posted speed limit) with a capacity adjustment of -5% per referenced FDOT Table for undivided roadway with exclusive left turn lanes but no exclusive right turn lanes.

As indicated in Tables 4A and 4B, the link of 14<sup>th</sup> Street within the project study area is currently operating at an acceptable level of service (LOS) and will continue to operate at an acceptable LOS in 2022 with and without the project traffic associated with the Island West community.

## **ALTERNATIVE MODES OF TRANSPORTATION**

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The Island West study area is well served by the City of Key West Transit service. The Blue and Green Routes have a bus stop within 300 feet of the proposed Island West community. These routes provide service along Roosevelt Boulevard, throughout Key West, and on Stock Island. The Orange and Red Routes have bus stops on 14<sup>th</sup> Street immediately adjacent to the subject site. As such, the site is well served by Key West Transit. Additionally, the general study area is bicycle and pedestrian friendly. 14<sup>th</sup> Street includes dedicated bicycle lanes and sidewalks on both sides of the roadway. The Island West community will provide direct access to these transportation elements and the site will include bicycle racks and sidewalks that will promote these alternative modes of transportation.

## SUMMARY & CONCLUSIONS

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There is a vacant portion of a parcel of land located on the east side of 14<sup>th</sup> Street (Glynn Archer Drive) approximately 100 feet south of Northside Drive in Key West, Monroe County, Florida. More specifically, the subject site is generally bounded to the north, south, and east by the Stadium Apartments and Mobile Home Park. The subject site is proposed to be developed with 36 residential apartment dwelling units. Twenty-two (22) of these units will consist of four (4) bedrooms, four (4) bathrooms, and a common kitchen area. Five (5) of these units will consist of three (3) bedrooms, three (3) bathrooms, and a common kitchen area. Each bedroom within these market rate units will be independent from the other bedrooms within the unit. In addition, there will be nine (9) affordable efficiency dwelling units that will be self-contained. The equivalent number of dwelling units is estimated to be 67.

According to the trip generation analysis, the Island West community is estimated to generate approximately 488 daily vehicle trips, 33 AM peak hour vehicle trips (8 inbound and 25 outbound) and approximately 41 vehicle trips (26 inbound and 15 outbound) during the typical afternoon peak hour.

The results of the intersection and link analyses indicate that the nearby intersections and roadway links will continue to operate at an acceptable level of service with the traffic associated with the Island West residential community.

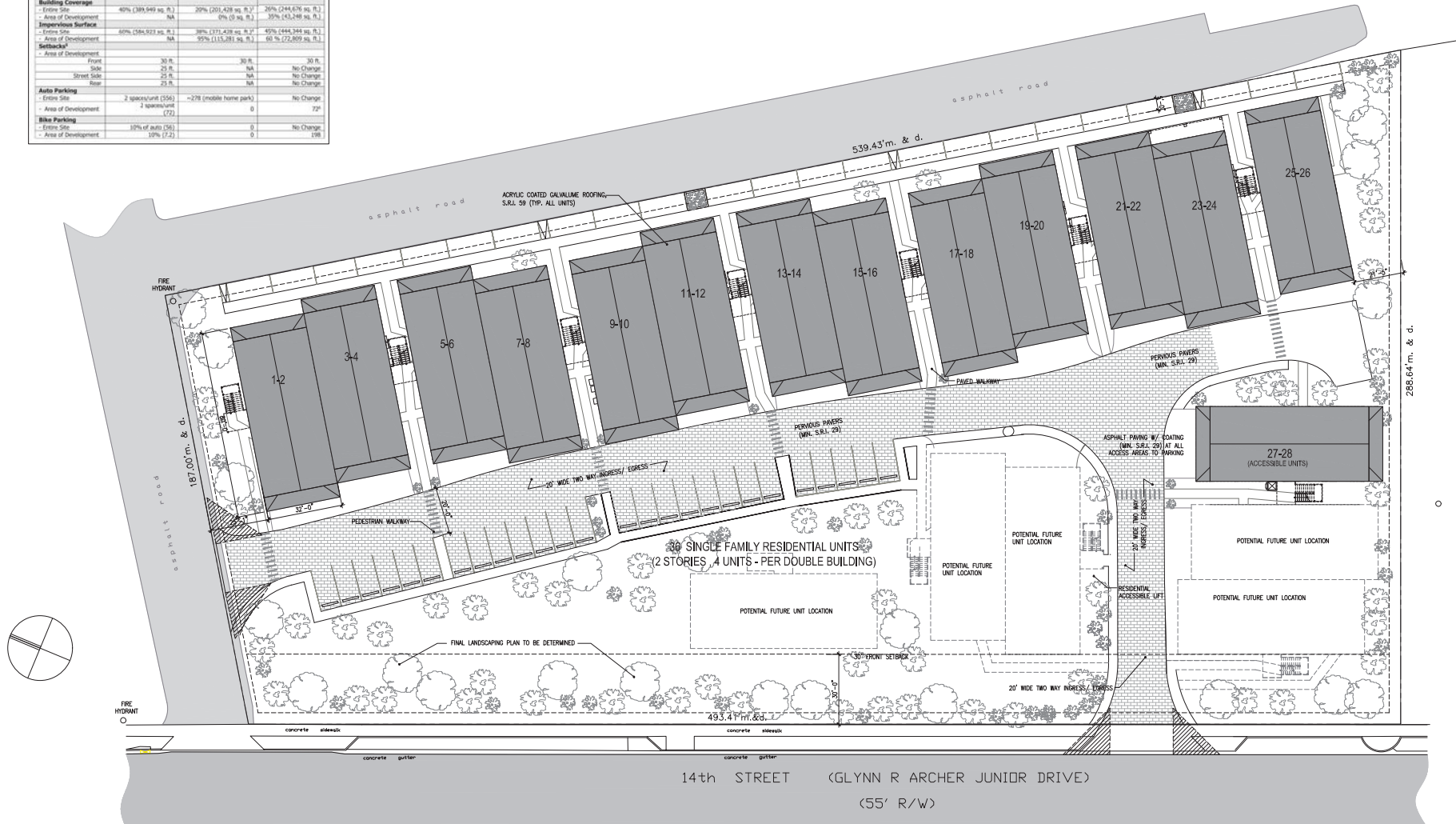
# **APPENDIX A**

## **Island West Site Plan**



SITE DATA	PERMITTED/ REQUIRED	EXISTING	PROPOSED
<b>Height</b>	MDR	MDR	MDR
- Entire Site	35 ft.	35 ft.	35 ft.
<b>Site Size</b>			
- Entire Site	1 ac (43,560 sq. ft.)	22.38 ac (974,872.8 sq. ft.)	No Change
- Area of Development	1 ac (43,560 sq. ft.)	2.78 ac (121,349 sq. ft.)	No Change
<b>Density</b>			
- Entire Site	18 u/s (1708)	278 units	314 units
<b>Floor Area Ratio</b>			
- Entire Site	NA	1,880 sq. ft.	No Change
- Area of Development	NA	0	No Change
<b>Building Coverage</b>			
- Entire Site	40% (1,742,400 sq. ft.)	20% (894,748 sq. ft.)	30% (1,306,800 sq. ft.)
- Area of Development	NA	0% (0 sq. ft.)	30% (1,306,800 sq. ft.)
<b>Impervious Surface</b>			
- Entire Site	40% (1,742,400 sq. ft.)	38% (1,671,438 sq. ft.)	45% (1,944,348 sq. ft.)
- Area of Development	NA	95% (113,281 sq. ft.)	65 % (772,899 sq. ft.)
<b>Setbacks</b>			
- Area of Development			
Front	30 ft.	30 ft.	30 ft.
Side	25 ft.	NA	No Change
Street Side	25 ft.	NA	No Change
Rear	25 ft.	NA	No Change
<b>Auto Parking</b>			
- Entire Site	2 spaces/unit (566)	~278 (mobile home park)	No Change
- Area of Development	2 spaces/unit (772)	0	772
<b>Bike Parking</b>			
- Entire Site	30% of auto (566)	0	No Change
- Area of Development	10% (77.2)	0	100

\* There is a pending application to change this property zoning to MCR to allow a more coherent development pattern. However, this development plan is not dependent on the zoning change and is fully compliant, as proposed, under MDR zoning.  
 \* According to the Monroe County Property Appraiser's Record:  
 \* Taken from 1.3.2021 Letter to DCA Regional from owner  
 \* Estimation based on allowed referenced resources  
 \* Callbacks for the existing mobile homes are grandfathered pursuant to Ch. 183.362 of the FL Stat., the proposed new development will comply with all applicable Florida setbacks.  
 \* Plan indicates 175 new parking spaces. Existing parking provided for future planned development.



# **APPENDIX B**

## **Historic Traffic Counts**



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 90 - MONROE

SITE: 8107 - GLENN ARCHER DR/14ST, 200' N OF MOBILE HOME ENTRANCE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	5100 T	N 2700	S 2400	9.00	54.70	4.70
2018	5100 S	N 2700	S 2400	9.00	55.10	6.60
2017	5100 F	N 2700	S 2400	9.00	53.90	4.70
2016	5100 C	N 2700	S 2400	9.00	54.90	8.80
2015	5800 T	0	0	9.00	54.30	8.10
2014	5600 S	0	0	9.00	55.20	3.80
2013	5500 F	0	0	9.00	54.80	7.30
2012	5400 C	N 0	S 0	9.00	55.00	8.20

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

# **APPENDIX C**

## **Current Traffic Counts**

# Video Data Solutions, Inc.

File Name : 1-Northside Dr & 14th Street

Site Code : 00000000

Start Date : 12/19/2018

Page No : 1

## Groups Printed- Autos - Heavy Vehicles

	14th Street From North					Northside Dr From East					14th Street From South					Northside Dr From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	2	21	1	0	24	1	46	6	0	53	9	14	14	0	37	3	9	2	0	14	128
07:15	4	15	0	0	19	5	45	8	0	58	12	15	27	0	54	5	9	3	0	17	148
07:30	15	15	0	0	30	6	77	5	0	88	8	19	41	0	68	9	19	3	0	31	217
07:45	13	31	1	0	45	3	104	7	0	114	10	14	44	0	68	20	32	2	0	54	281
Total	34	82	2	0	118	15	272	26	0	313	39	62	126	0	227	37	69	10	0	116	774
08:00	12	20	2	0	34	4	66	5	0	75	10	25	23	0	58	20	35	7	0	62	229
08:15	10	14	0	0	24	0	73	7	0	80	10	17	28	0	55	6	18	3	0	27	186
08:30	11	19	1	0	31	2	62	7	0	71	10	17	38	0	65	10	26	3	0	39	206
08:45	5	24	2	0	31	4	46	9	0	59	18	13	22	0	53	10	22	4	0	36	179
Total	38	77	5	0	120	10	247	28	0	285	48	72	111	0	231	46	101	17	0	164	800
*** BREAK ***																					
16:00	17	31	5	0	53	2	52	11	0	65	21	27	28	0	76	26	63	21	0	110	304
16:15	11	36	5	1	53	2	54	10	0	66	24	24	18	0	66	20	59	7	0	86	271
16:30	13	35	2	0	50	1	55	16	0	72	19	17	35	0	71	21	56	10	0	87	280
16:45	15	28	3	0	46	3	51	12	0	66	20	22	31	0	73	25	54	8	0	87	272
Total	56	130	15	1	202	8	212	49	0	269	84	90	112	0	286	92	232	46	0	370	1127
17:00	11	30	3	0	44	2	57	17	0	76	32	28	33	0	93	28	77	7	0	112	325
17:15	15	32	0	0	47	5	56	11	0	72	24	26	27	0	77	27	58	9	0	94	290
17:30	8	26	4	0	38	2	52	15	0	69	22	23	21	0	66	22	77	9	0	108	281
17:45	8	31	1	0	40	1	55	15	0	71	20	41	31	0	92	19	50	13	0	82	285
Total	42	119	8	0	169	10	220	58	0	288	98	118	112	0	328	96	262	38	0	396	1181
Grand Total	170	408	30	1	609	43	951	161	0	1155	269	342	461	0	1072	271	664	111	0	1046	3882
Apprch %	27.9	67	4.9	0.2		3.7	82.3	13.9	0		25.1	31.9	43	0		25.9	63.5	10.6	0		
Total %	4.4	10.5	0.8	0	15.7	1.1	24.5	4.1	0	29.8	6.9	8.8	11.9	0	27.6	7	17.1	2.9	0	26.9	
Autos	169	406	30	1	606	39	930	158	0	1127	265	335	456	0	1056	264	660	108	0	1032	3821
% Autos	99.4	99.5	100	100	99.5	90.7	97.8	98.1	0	97.6	98.5	98	98.9	0	98.5	97.4	99.4	97.3	0	98.7	98.4
Heavy Vehicles																					
% Heavy Vehicles	0.6	0.5	0	0	0.5	9.3	2.2	1.9	0	2.4	1.5	2	1.1	0	1.5	2.6	0.6	2.7	0	1.3	1.6

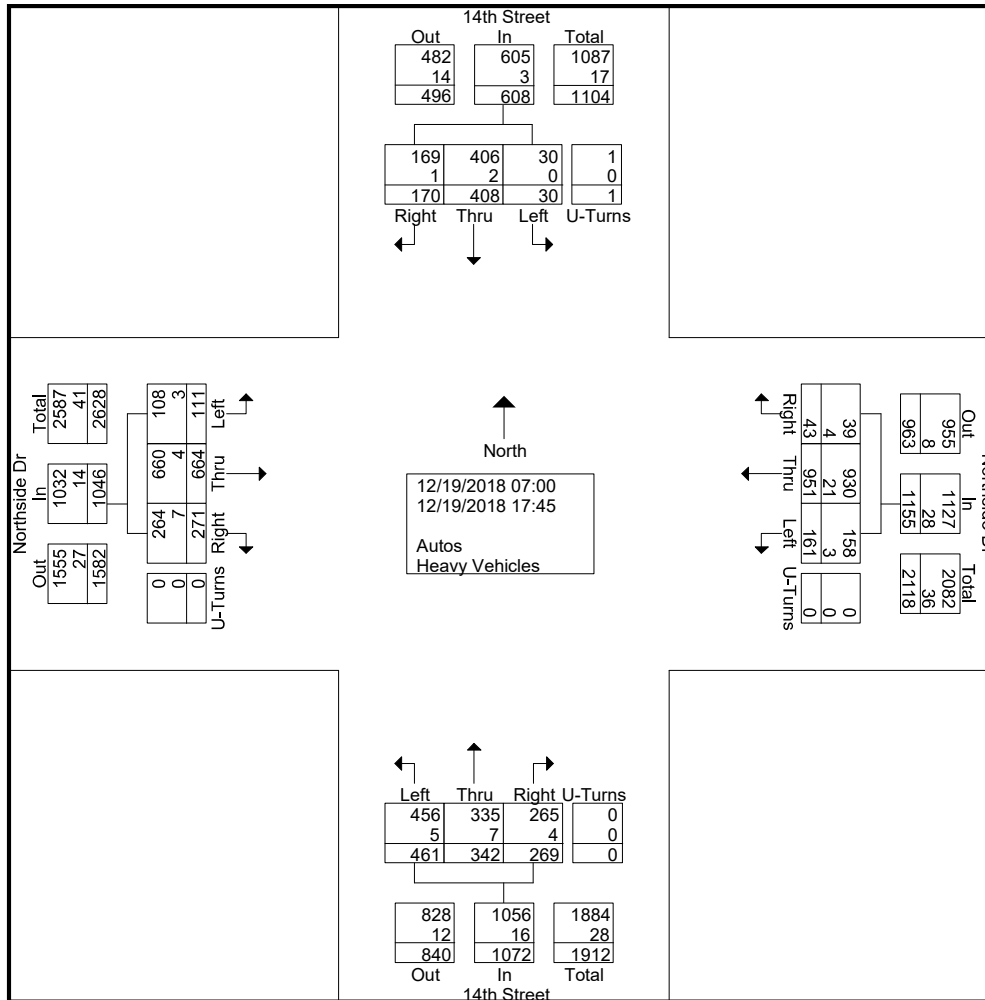
# Video Data Solutions, Inc.

File Name : 1-Northside Dr & 14th Street

Site Code : 00000000

Start Date : 12/19/2018

Page No : 2



# Video Data Solutions, Inc.

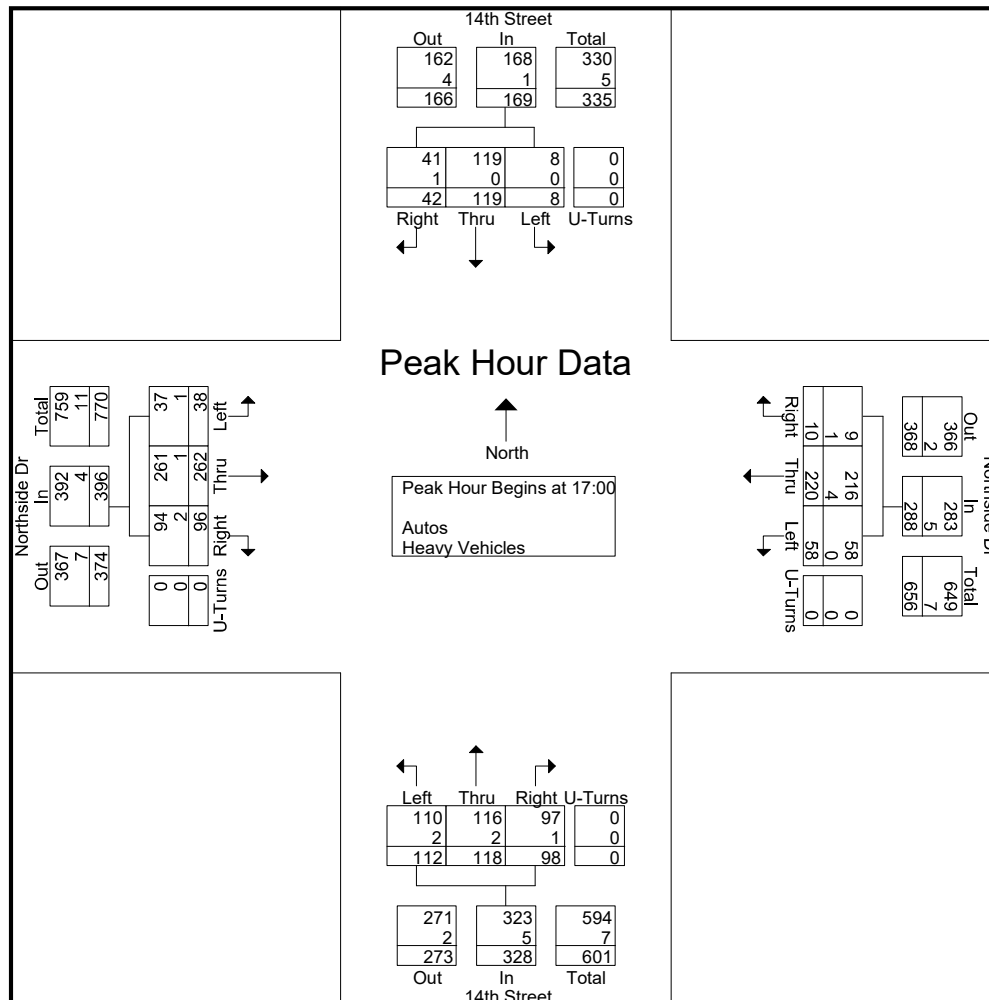
File Name : 1-Northside Dr & 14th Street

Site Code : 00000000

Start Date : 12/19/2018

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	14th Street From North					Northside Dr From East					14th Street From South					Northside Dr From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	11	30	3	0	44	2	57	17	0	76	32	28	33	0	93	28	77	7	0	112	325
17:15	15	32	0	0	47	5	56	11	0	72	24	26	27	0	77	27	58	9	0	94	290
17:30	8	26	4	0	38	2	52	15	0	69	22	23	21	0	66	22	77	9	0	108	281
17:45	8	31	1	0	40	1	55	15	0	71	20	41	31	0	92	19	50	13	0	82	285
Total Volume	42	119	8	0	169	10	220	58	0	288	98	118	112	0	328	96	262	38	0	396	1181
% App. Total	24.9	70.4	4.7	0		3.5	76.4	20.1	0		29.9	36	34.1	0		24.2	66.2	9.6	0		
PHF	.700	.930	.500	.000	.899	.500	.965	.853	.000	.947	.766	.720	.848	.000	.882	.857	.851	.731	.000	.884	.908
Autos	41	119	8	0	168	9	216	58	0	283	97	116	110	0	323	94	261	37	0	392	1166
% Autos	97.6	100	100	0	99.4	90.0	98.2	100	0	98.3	99.0	98.3	98.2	0	98.5	97.9	99.6	97.4	0	99.0	98.7
Heavy Vehicles																					
% Heavy Vehicles	2.4	0	0	0	0.6	10.0	1.8	0	0	1.7	1.0	1.7	1.8	0	1.5	2.1	0.4	2.6	0	1.0	1.3



# Video Data Solutions, Inc.

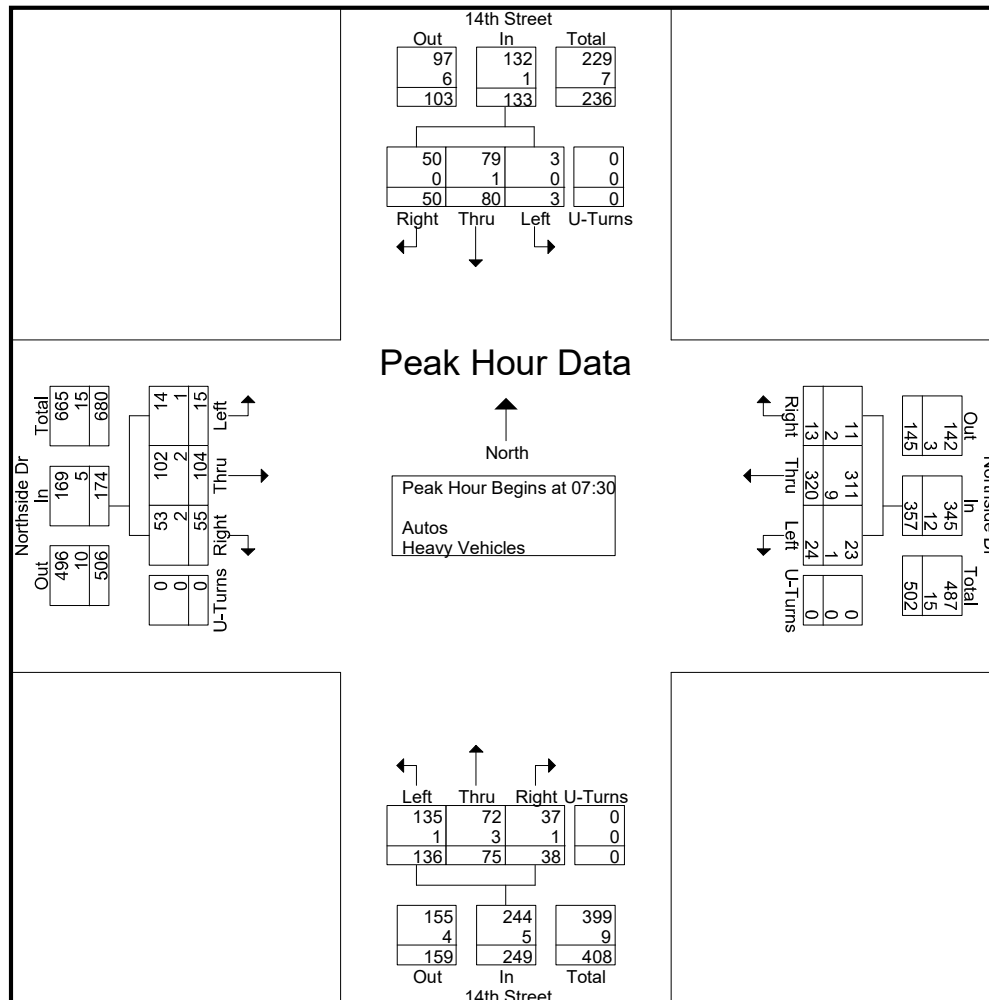
File Name : 1-Northside Dr & 14th Street

Site Code : 00000000

Start Date : 12/19/2018

Page No : 4

	14th Street From North					Northside Dr From East					14th Street From South					Northside Dr From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	15	15	0	0	30	6	77	5	0	88	8	19	41	0	68	9	19	3	0	31	217
07:45	13	31	1	0	45	3	104	7	0	114	10	14	44	0	68	20	32	2	0	54	281
08:00	12	20	2	0	34	4	66	5	0	75	10	25	23	0	58	20	35	7	0	62	229
08:15	10	14	0	0	24	0	73	7	0	80	10	17	28	0	55	6	18	3	0	27	186
Total Volume	50	80	3	0	133	13	320	24	0	357	38	75	136	0	249	55	104	15	0	174	913
% App. Total	37.6	60.2	2.3	0		3.6	89.6	6.7	0		15.3	30.1	54.6	0		31.6	59.8	8.6	0		
PHF	.833	.645	.375	.000	.739	.542	.769	.857	.000	.783	.950	.750	.773	.000	.915	.688	.743	.536	.000	.702	.812
Autos	50	79	3	0	132	11	311	23	0	345	37	72	135	0	244	53	102	14	0	169	890
% Autos	100	98.8	100	0	99.2	84.6	97.2	95.8	0	96.6	97.4	96.0	99.3	0	98.0	96.4	98.1	93.3	0	97.1	97.5
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	0	0	0.8	15.4	2.8	4.2	0	3.4	2.6	4.0	0.7	0	2.0	3.6	1.9	6.7	0	2.9	2.5



# Video Data Solutions, Inc.

File Name : 1-Northside Dr & 14th Street

Site Code : 00000000

Start Date : 12/19/2018

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	14th Street From North					Northside Dr From East					14th Street From South					Northside Dr From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	11	30	3	0	44	2	57	17	0	76	32	28	33	0	93	28	77	7	0	112	325
17:15	15	32	0	0	47	5	56	11	0	72	24	26	27	0	77	27	58	9	0	94	290
17:30	8	26	4	0	38	2	52	15	0	69	22	23	21	0	66	22	77	9	0	108	281
17:45	8	31	1	0	40	1	55	15	0	71	20	41	31	0	92	19	50	13	0	82	285
Total Volume	42	119	8	0	169	10	220	58	0	288	98	118	112	0	328	96	262	38	0	396	1181
% App. Total	24.9	70.4	4.7	0		3.5	76.4	20.1	0		29.9	36	34.1	0		24.2	66.2	9.6	0		
PHF	.700	.930	.500	.000	.899	.500	.965	.853	.000	.947	.766	.720	.848	.000	.882	.857	.851	.731	.000	.884	.908
Autos	41	119	8	0	168	9	216	58	0	283	97	116	110	0	323	94	261	37	0	392	1166
% Autos	97.6	100	100	0	99.4	90.0	98.2	100	0	98.3	99.0	98.3	98.2	0	98.5	97.9	99.6	97.4	0	99.0	98.7
Heavy Vehicles																					
% Heavy Vehicles	2.4	0	0	0	0.6	10.0	1.8	0	0	1.7	1.0	1.7	1.8	0	1.5	2.1	0.4	2.6	0	1.0	1.3

# Video Data Solutions, Inc.

File Name : 1-Northside Dr & 14th Street

Site Code : 00000000

Start Date : 12/19/2018

Page No : 1

## Groups Printed- Peds & Bikes

Start Time	14th Street From North					Northside Dr From East					14th Street From South					Northside Dr From West					Int. Total
	Bikes			Peds	App. Total	Bikes			Peds	App. Total	Bikes			Peds	App. Total	Bikes			Peds	App. Total	
07:00	2	0	0	0	2	0	0	0	1	1	3	0	0	1	4	0	0	0	0	0	7
07:15	5	0	0	3	8	1	0	0	1	2	4	0	0	0	4	0	0	0	0	0	14
07:30	3	0	0	0	3	2	0	0	1	3	4	0	0	4	8	1	0	0	1	2	16
07:45	3	0	0	1	4	2	1	0	1	4	5	0	0	2	7	0	0	0	2	2	17
Total	13	0	0	4	17	5	1	0	4	10	16	0	0	7	23	1	0	0	3	4	54
08:00	3	0	0	0	3	1	0	0	1	2	0	0	0	2	2	0	0	0	0	0	7
08:15	2	0	0	0	2	2	0	0	0	2	1	0	0	1	2	0	0	0	0	0	6
08:30	2	0	0	2	4	0	0	0	1	1	2	0	0	0	2	0	0	0	1	1	8
08:45	3	0	0	0	3	0	0	0	1	1	2	0	0	0	2	0	0	0	0	0	6
Total	10	0	0	2	12	3	0	0	3	6	5	0	0	3	8	0	0	0	1	1	27
*** BREAK ***																					
16:00	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
16:15	4	0	0	2	6	0	0	0	2	2	2	0	0	3	5	3	0	0	1	4	17
16:30	4	0	0	0	4	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	7
16:45	3	0	0	1	4	0	0	0	1	1	2	0	0	1	3	1	0	0	1	2	10
Total	15	0	0	3	18	2	0	0	3	5	6	0	0	4	10	4	0	0	2	6	39
17:00	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2	6
17:15	6	0	0	2	8	1	0	0	2	3	7	0	0	1	8	2	0	0	2	4	23
17:30	4	0	0	1	5	3	0	0	3	6	9	0	0	0	9	2	0	0	1	3	23
17:45	1	0	0	1	2	1	0	0	2	3	3	0	0	6	9	5	0	0	1	6	20
Total	14	0	0	4	18	5	0	0	7	12	20	0	0	7	27	10	0	0	5	15	72
Grand Total	52	0	0	13	65	15	1	0	17	33	47	0	0	21	68	15	0	0	11	26	192
Apprch %	80	0	0	20		45.5	3	0	51.5		69.1	0	0	30.9		57.7	0	0	42.3		
Total %	27.1	0	0	6.8	33.9	7.8	0.5	0	8.9	17.2	24.5	0	0	10.9	35.4	7.8	0	0	5.7	13.5	



# Video Data Solutions, Inc.

File Name : 2-14th Street & Duck Avenue

Site Code : 00000000

Start Date : 12/19/2018

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## Groups Printed- Autos - Heavy Vehicles

	14th Street From North					Duck Ave From East					14th Street From South					Duck Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	14	5	0	20	11	5	2	0	18	1	6	3	0	10	2	0	1	0	3	51
07:15	7	24	4	0	35	28	3	4	0	35	1	18	3	0	22	5	0	0	0	5	97
07:30	7	22	10	0	39	26	12	7	0	45	1	21	8	0	30	8	1	0	0	9	123
07:45	7	34	12	0	53	27	9	6	0	42	0	14	4	0	18	15	0	0	0	15	128
Total	22	94	31	0	147	92	29	19	0	140	3	59	18	0	80	30	1	1	0	32	399
08:00	3	23	19	0	45	25	2	6	0	33	0	23	1	0	24	7	2	0	0	9	111
08:15	4	9	3	0	16	26	1	5	0	32	2	18	0	0	20	2	2	1	0	5	73
08:30	2	16	10	0	28	26	0	3	0	29	10	49	2	0	61	8	1	1	0	10	128
08:45	3	15	17	0	35	21	0	4	0	25	5	23	1	0	29	0	0	1	0	1	90
Total	12	63	49	0	124	98	3	18	0	119	17	113	4	0	134	17	5	3	0	25	402
*** BREAK ***																					
16:00	3	19	21	0	43	22	4	3	0	29	5	50	2	0	57	6	3	4	0	13	142
16:15	0	26	23	0	49	25	2	5	0	32	7	32	0	0	39	5	5	1	0	11	131
16:30	3	33	30	0	66	30	1	3	0	34	7	36	0	0	43	2	2	1	0	5	148
16:45	3	28	27	0	58	26	4	5	0	35	5	31	4	0	40	2	3	1	0	6	139
Total	9	106	101	0	216	103	11	16	0	130	24	149	6	0	179	15	13	7	0	35	560
17:00	9	23	27	0	59	35	3	7	0	45	5	41	3	0	49	4	4	4	0	12	165
17:15	9	28	19	0	56	30	3	4	0	37	7	32	3	0	42	1	0	4	0	5	140
17:30	3	22	26	0	51	23	3	4	0	30	8	37	3	0	48	6	2	5	0	13	142
17:45	1	20	27	0	48	28	1	5	0	34	3	35	3	0	41	4	1	7	0	12	135
Total	22	93	99	0	214	116	10	20	0	146	23	145	12	0	180	15	7	20	0	42	582
Grand Total	65	356	280	0	701	409	53	73	0	535	67	466	40	0	573	77	26	31	0	134	1943
Apprch %	9.3	50.8	39.9	0		76.4	9.9	13.6	0		11.7	81.3	7	0		57.5	19.4	23.1	0		
Total %	3.3	18.3	14.4	0	36.1	21	2.7	3.8	0	27.5	3.4	24	2.1	0	29.5	4	1.3	1.6	0	6.9	
Autos	63	355	273	0	691	402	53	72	0	527	67	459	40	0	566	77	26	31	0	134	1918
% Autos	96.9	99.7	97.5	0	98.6	98.3	100	98.6	0	98.5	100	98.5	100	0	98.8	100	100	100	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	3.1	0.3	2.5	0	1.4	1.7	0	1.4	0	1.5	0	1.5	0	0	1.2	0	0	0	0	0	1.3

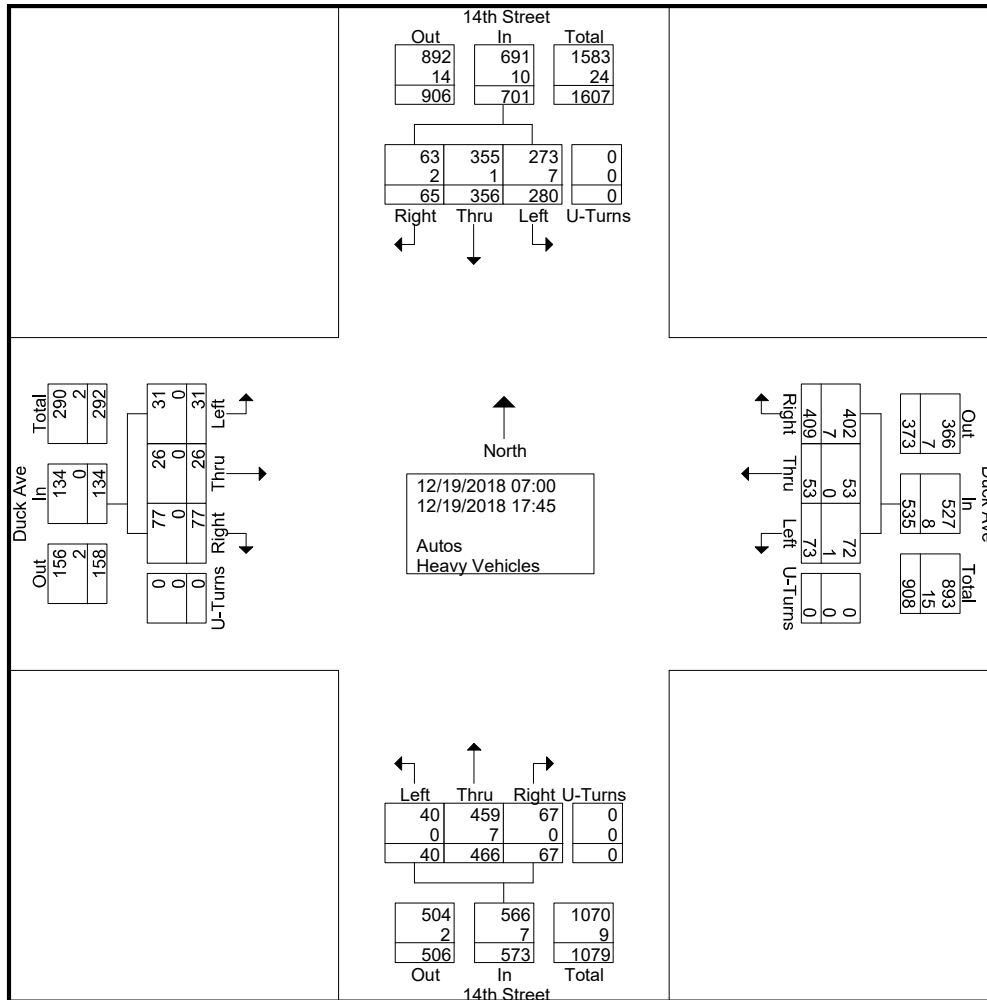
# Video Data Solutions, Inc.

File Name : 2-14th Street & Duck Avenue

Site Code : 00000000

Start Date : 12/19/2018

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# Video Data Solutions, Inc.

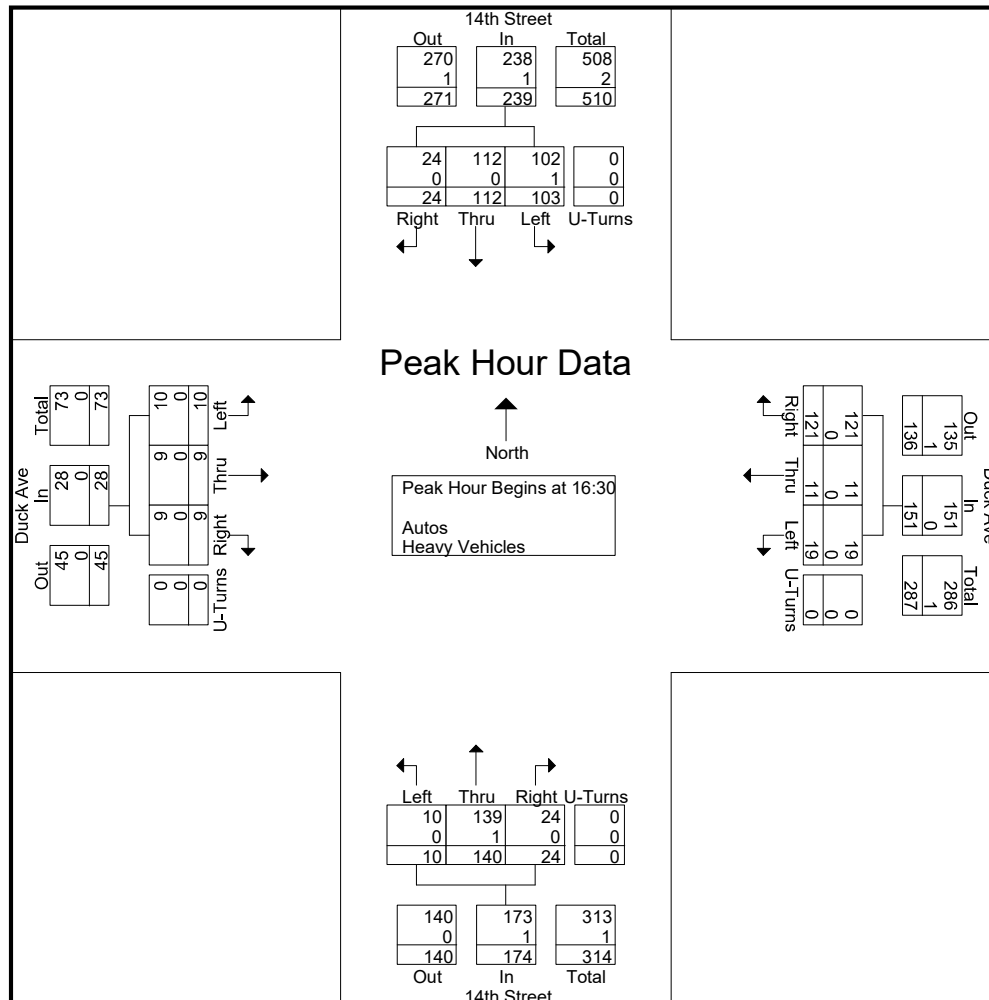
File Name : 2-14th Street & Duck Avenue

Site Code : 00000000

Start Date : 12/19/2018

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	14th Street From North					Duck Ave From East					14th Street From South					Duck Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	3	33	30	0	66	30	1	3	0	34	7	36	0	0	43	2	2	1	0	5	148
16:45	3	28	27	0	58	26	4	5	0	35	5	31	4	0	40	2	3	1	0	6	139
17:00	9	23	27	0	59	35	3	7	0	45	5	41	3	0	49	4	4	4	0	12	165
17:15	9	28	19	0	56	30	3	4	0	37	7	32	3	0	42	1	0	4	0	5	140
Total Volume	24	112	103	0	239	121	11	19	0	151	24	140	10	0	174	9	9	10	0	28	592
% App. Total	10	46.9	43.1	0		80.1	7.3	12.6	0		13.8	80.5	5.7	0		32.1	32.1	35.7	0		
PHF	.667	.848	.858	.000	.905	.864	.688	.679	.000	.839	.857	.854	.625	.000	.888	.563	.563	.625	.000	.583	.897
Autos	24	112	102	0	238	121	11	19	0	151	24	139	10	0	173	9	9	10	0	28	590
% Autos	100	100	99.0	0	99.6	100	100	100	0	100	100	99.3	100	0	99.4	100	100	100	0	100	99.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.0	0	0.4	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0.3



# Video Data Solutions, Inc.

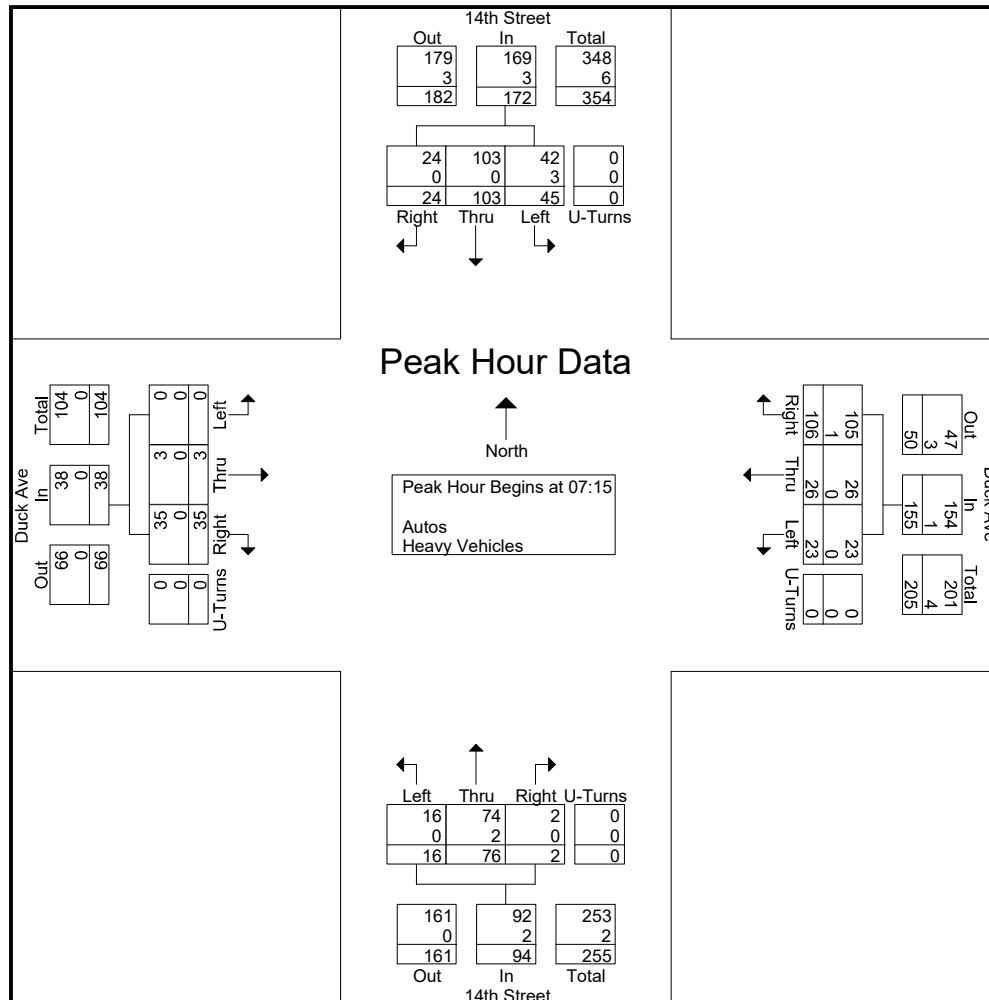
File Name : 2-14th Street & Duck Avenue

Site Code : 00000000

Start Date : 12/19/2018

Page No : 4

	14th Street From North					Duck Ave From East					14th Street From South					Duck Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	7	24	4	0	35	28	3	4	0	35	1	18	3	0	22	5	0	0	0	5	97
07:30	7	22	10	0	39	26	12	7	0	45	1	21	8	0	30	8	1	0	0	9	123
07:45	7	34	12	0	53	27	9	6	0	42	0	14	4	0	18	15	0	0	0	15	128
08:00	3	23	19	0	45	25	2	6	0	33	0	23	1	0	24	7	2	0	0	9	111
Total Volume	24	103	45	0	172	106	26	23	0	155	2	76	16	0	94	35	3	0	0	38	459
% App. Total	14	59.9	26.2	0		68.4	16.8	14.8	0		2.1	80.9	17	0		92.1	7.9	0	0		
PHF	.857	.757	.592	.000	.811	.946	.542	.821	.000	.861	.500	.826	.500	.000	.783	.583	.375	.000	.000	.633	.896
Autos	24	103	42	0	169	105	26	23	0	154	2	74	16	0	92	35	3	0	0	38	453
% Autos	100	100	93.3	0	98.3	99.1	100	100	0	99.4	100	97.4	100	0	97.9	100	100	0	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	6.7	0	1.7	0.9	0	0	0	0.6	0	2.6	0	0	2.1	0	0	0	0	0	1.3



# Video Data Solutions, Inc.

File Name : 2-14th Street & Duck Avenue

Site Code : 00000000

Start Date : 12/19/2018

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	14th Street From North					Duck Ave From East					14th Street From South					Duck Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	3	33	30	0	66	30	1	3	0	34	7	36	0	0	43	2	2	1	0	5	148
16:45	3	28	27	0	58	26	4	5	0	35	5	31	4	0	40	2	3	1	0	6	139
17:00	9	23	27	0	59	35	3	7	0	45	5	41	3	0	49	4	4	4	0	12	165
17:15	9	28	19	0	56	30	3	4	0	37	7	32	3	0	42	1	0	4	0	5	140
Total Volume	24	112	103	0	239	121	11	19	0	151	24	140	10	0	174	9	9	10	0	28	592
% App. Total	10	46.9	43.1	0		80.1	7.3	12.6	0		13.8	80.5	5.7	0		32.1	32.1	35.7	0		
PHF	.667	.848	.858	.000	.905	.864	.688	.679	.000	.839	.857	.854	.625	.000	.888	.563	.563	.625	.000	.583	.897
Autos	24	112	102	0	238	121	11	19	0	151	24	139	10	0	173	9	9	10	0	28	590
% Autos	100	100	99.0	0	99.6	100	100	100	0	100	100	99.3	100	0	99.4	100	100	100	0	100	99.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.0	0	0.4	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0.3

# Video Data Solutions, Inc.

File Name : 2-14th Street & Duck Avenue

Site Code : 00000000

Start Date : 12/19/2018

Page No : 1

## Groups Printed- Peds & Bikes

Start Time	14th Street From North					Duck Ave From East					14th Street From South					Duck Ave From West					Int. Total
	Bikes			Peds	App. Total	Bikes			Peds	App. Total	Bikes			Peds	App. Total	Bikes			Peds	App. Total	
07:00	5	0	0	9	14	3	0	0	2	5	3	0	0	1	4	1	0	0	0	1	24
07:15	13	0	0	19	32	0	0	0	1	1	4	0	0	2	6	0	0	0	0	0	39
07:30	15	0	0	38	53	1	0	0	2	3	3	0	0	1	4	0	0	0	0	0	60
07:45	12	0	0	38	50	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	53
Total	45	0	0	104	149	4	0	0	5	9	13	0	0	4	17	1	0	0	0	1	176
08:00	9	0	0	2	11	1	0	0	1	2	1	0	0	2	3	0	0	0	0	0	16
08:15	4	0	0	0	4	1	0	0	0	1	3	0	0	1	4	0	0	0	0	0	9
08:30	13	0	0	4	17	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	19
08:45	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	29	0	0	6	35	4	0	0	1	5	6	0	0	3	9	0	0	0	0	0	49
*** BREAK ***																					
16:00	5	0	0	12	17	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	22
16:15	10	0	0	2	12	1	0	0	0	1	4	0	0	2	6	0	0	0	0	0	19
16:30	4	0	0	3	7	0	0	0	2	2	2	0	0	0	2	1	0	0	12	13	24
16:45	8	0	0	8	16	2	0	0	0	2	9	2	0	1	12	0	0	0	0	0	30
Total	27	0	0	25	52	3	0	0	2	5	20	2	0	3	25	1	0	0	12	13	95
17:00	8	0	0	10	18	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	23
17:15	4	0	0	0	4	1	0	0	1	2	7	0	0	0	7	0	0	0	0	0	13
17:30	4	0	0	6	10	1	0	0	0	1	11	0	0	7	18	0	0	0	0	0	29
17:45	2	0	0	7	9	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	11
Total	18	0	0	23	41	3	0	0	1	4	24	0	0	7	31	0	0	0	0	0	76
Grand Total	119	0	0	158	277	14	0	0	9	23	63	2	0	17	82	2	0	0	12	14	396
Apprch %	43	0	0	57		60.9	0	0	39.1		76.8	2.4	0	20.7		14.3	0	0	85.7		
Total %	30.1	0	0	39.9	69.9	3.5	0	0	2.3	5.8	15.9	0.5	0	4.3	20.7	0.5	0	0	3	3.5	

# Video Data Solutions, Inc.

Start Time	18-Dec-18 Tue	NB	SB	Combined Total
12:00 AM		25	62	87
01:00		22	43	65
02:00		8	23	31
03:00		9	13	22
04:00		11	6	17
05:00		36	25	61
06:00		122	41	163
07:00		219	149	368
08:00		268	185	453
09:00		233	136	369
10:00		166	147	313
11:00		253	179	432
12:00 PM		246	209	455
01:00		246	231	477
02:00		239	233	472
03:00		299	260	559
04:00		297	293	590
05:00		316	329	645
06:00		233	265	498
07:00		185	188	373
08:00		107	148	255
09:00		79	119	198
10:00		54	122	176
11:00		72	120	192
Total		3745	3526	7271

Percent

48.5%

51.5%

# Video Data Solutions, Inc.

Start Time	19-Dec-18 Wed	NB	SB	Combined Total
12:00 AM		24	45	69
01:00		20	35	55
02:00		13	15	28
03:00		13	16	29
04:00		13	14	27
05:00		39	17	56
06:00		104	39	143
07:00		208	158	366
08:00		230	163	393
09:00		235	135	370
10:00		224	161	385
11:00		240	187	427
12:00 PM		278	222	500
01:00		247	208	455
02:00		243	274	517
03:00		256	251	507
04:00		305	305	610
05:00		310	281	591
06:00		234	260	494
07:00		183	204	387
08:00		130	141	271
09:00		100	125	225
10:00		72	130	202
11:00		55	125	180
Total		3776	3511	7287
Percent		51.8%	48.2%	
Grand Total		7521	7037	
Percentage		51.7%	48.3%	

ADT ADT 6,030 AADT 6,030



**APPENDIX D**

**FDOT Peak Season  
Conversion Factor Report**

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9000 MONROE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2018 - 01/06/2018	1.00	1.08
2	01/07/2018 - 01/13/2018	1.00	1.08
3	01/14/2018 - 01/20/2018	1.00	1.08
4	01/21/2018 - 01/27/2018	0.98	1.05
* 5	01/28/2018 - 02/03/2018	0.97	1.04
* 6	02/04/2018 - 02/10/2018	0.95	1.02
* 7	02/11/2018 - 02/17/2018	0.93	1.00
* 8	02/18/2018 - 02/24/2018	0.93	1.00
* 9	02/25/2018 - 03/03/2018	0.92	0.99
*10	03/04/2018 - 03/10/2018	0.91	0.98
*11	03/11/2018 - 03/17/2018	0.90	0.97
*12	03/18/2018 - 03/24/2018	0.91	0.98
*13	03/25/2018 - 03/31/2018	0.92	0.99
*14	04/01/2018 - 04/07/2018	0.93	1.00
*15	04/08/2018 - 04/14/2018	0.94	1.01
*16	04/15/2018 - 04/21/2018	0.95	1.02
*17	04/22/2018 - 04/28/2018	0.97	1.04
18	04/29/2018 - 05/05/2018	0.99	1.06
19	05/06/2018 - 05/12/2018	1.01	1.09
20	05/13/2018 - 05/19/2018	1.03	1.11
21	05/20/2018 - 05/26/2018	1.02	1.10
22	05/27/2018 - 06/02/2018	1.01	1.09
23	06/03/2018 - 06/09/2018	1.00	1.08
24	06/10/2018 - 06/16/2018	0.98	1.05
25	06/17/2018 - 06/23/2018	0.98	1.05
26	06/24/2018 - 06/30/2018	0.97	1.04
27	07/01/2018 - 07/07/2018	0.96	1.03
28	07/08/2018 - 07/14/2018	0.95	1.02
29	07/15/2018 - 07/21/2018	0.95	1.02
30	07/22/2018 - 07/28/2018	0.96	1.03
31	07/29/2018 - 08/04/2018	0.97	1.04
32	08/05/2018 - 08/11/2018	0.98	1.05
33	08/12/2018 - 08/18/2018	0.99	1.06
34	08/19/2018 - 08/25/2018	1.03	1.11
35	08/26/2018 - 09/01/2018	1.06	1.14
36	09/02/2018 - 09/08/2018	1.09	1.17
37	09/09/2018 - 09/15/2018	1.12	1.20
38	09/16/2018 - 09/22/2018	1.11	1.19
39	09/23/2018 - 09/29/2018	1.10	1.18
40	09/30/2018 - 10/06/2018	1.09	1.17
41	10/07/2018 - 10/13/2018	1.09	1.17
42	10/14/2018 - 10/20/2018	1.08	1.16
43	10/21/2018 - 10/27/2018	1.06	1.14
44	10/28/2018 - 11/03/2018	1.05	1.13
45	11/04/2018 - 11/10/2018	1.04	1.12
46	11/11/2018 - 11/17/2018	1.03	1.11
47	11/18/2018 - 11/24/2018	1.02	1.10
48	11/25/2018 - 12/01/2018	1.01	1.09
49	12/02/2018 - 12/08/2018	1.01	1.09
50	12/09/2018 - 12/15/2018	1.00	1.08
51	12/16/2018 - 12/22/2018	1.00	1.08
52	12/23/2018 - 12/29/2018	1.00	1.08
53	12/30/2018 - 12/31/2018	1.00	1.08

\* PEAK SEASON

25-FEB-2019 16:26:28

830UPD

6\_9000\_PKSEASON.TXT

# **APPENDIX E**

## **Future Traffic Volumes Spreadsheets**

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## 14th Street & Northside Drive AM Peak Hour

Description	14th Street Northbound			14th Street Southbound			Northside Drive Eastbound			Northside Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/19/2018)	136	75	38	3	80	50	15	104	55	24	320	13
Season Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2018 Peak Season Traffic	147	81	41	3	86	54	16	112	59	26	346	14
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2022 Background Traffic	153	84	43	3	90	56	17	117	62	27	360	15
New Project Trips	6	5	4		2				2	1		
2022 Total Traffic	159	89	47	3	92	56	17	117	64	28	360	15

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## 14th Street & Northside Drive PM Peak Hour

Description	14th Street Northbound			14th Street Southbound			Northside Drive Eastbound			Northside Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/19/2018)	112	118	98	8	119	42	38	262	96	58	220	10
Season Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2018 Peak Season Traffic	121	127	106	9	129	45	41	283	104	63	238	11
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%
2022 Background Traffic	126	133	110	9	134	47	43	294	108	65	247	11
New Project Trips	4	3	2		5				7	4		
2022 Total Traffic	130	136	112	9	139	47	43	294	115	69	247	11

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## 14th Street & Duck Avenue AM Peak Hour

Description	14th Street Northbound			14th Street Southbound			Duck Avenue Eastbound			Duck Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/19/2018)	16	76	2	45	103	24	0	3	35	23	26	106
Season Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2018 Peak Season Traffic	17	82	2	49	111	26	0	3	38	25	28	114
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2022 Background Traffic	18	85	2	51	116	27	0	3	39	26	29	119
New Project Trips		2		5	5							1
2022 Total Traffic	18	87	2	56	121	27	0	3	39	26	29	120

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## 14th Street & Duck Avenue PM Peak Hour

Description	14th Street Northbound			14th Street Southbound			Duck Avenue Eastbound			Duck Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/19/2018) Season Adjustment Factor	10 1.08	140 1.08	24 1.08	103 1.08	112 1.08	24 1.08	10 1.08	9 1.08	9 1.08	19 1.08	11 1.08	121 1.08
2018 Peak Season Traffic	11	151	26	111	121	26	11	10	10	21	12	131
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2022 Background Traffic	11	157	27	116	126	27	11	10	10	21	12	136
New Project Trips		5		3	3							5
2022 Total Traffic	11	162	27	119	129	27	11	10	10	21	12	141

# FUTURE LINK VOLUME ANALYSIS

## AM Peak Hour

Description	14th Street Northside Dr to Duck Ave Through	Through	Through	Through
Existing Traffic (12/18-19/2018) Season Adjustment Factor	423 1.08	0 1.08	0 1.08	0 1.08
2018 Peak Season Traffic	457	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%
2022 Background Traffic	475	0	0	0
New Project Trips	33			
2022 Total Traffic	508	0	0	0



# FUTURE LINK VOLUME ANALYSIS

## PM Peak Hour

Description	14th Street Northside Dr to Duck Ave Through	Through	Through	Through
Existing Traffic (12/18-19/2018) Season Adjustment Factor	628 1.08	0 1.08	0 1.08	0 1.08
2018 Peak Season Traffic	678	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%
2022 Background Traffic	706	0	0	0
New Project Trips	41			
2022 Total Traffic	747	0	0	0

# **APPENDIX F**

## **Signal Timing Information**

# TRANSYT CONTROLLER SETTINGS

## BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1				RING 2				SPECIAL FUNCTIONS (PH. 0)				BASIC PRE-EMPT FUNCTIONS (PH. 9)			
		1	2	3	4	5	6	7	8	23	24	25	26	01	02	03	04
01	INITIAL	20	33														
02	PASSAGE																
03	YELLOW CLEAR	3.0	3.0														
04	RED CLEAR	1.0	1.0														
05	MAX GREEN 1																
06	MAX GREEN 2																
07	WALK																
08	PED CLEAR																
09	MIN RECALL	X	X														
10	MAX RECALL																
11	PED RECALL																
12	DET NON-LOCK																
13	CNA 1																
14	CNA 2																
15	FLASHING WALK																
16	PHASE OMIT																
17	PED OMIT	X	X														
18	SOFT RECALL																

## NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, Q CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 00-0 MEANS TRUE
4. BLANKS, 'X' OR '.....' MEAN ZERO OR N
5. KEYBOARD MUST BE LEFT 'OFF'.

## SSRM SETTINGS

CYCLE LENGTH:	%
RELEASE ( S1 )	%
AVG. OFFSET ( R1 )	%
AM OFFSET ( R2 )	%
PM OFFSET ( R3 )	%

11. By	KC, AR	Date	1-6-14
Checked		Date	
1 Serv.		Date	
Imaging		Ph.No.	
Asset No.			

Intersection Of:  
NORTHSIDE & 14<sup>th</sup>

Ø1 14<sup>th</sup> ST. (SIDE)  
Ø2 NORTHSIDE DR. (main)

# TRANSYT CONTROLLER SETTINGS

## BASIC FUNCTIONS

INT	INTERVAL	PH NO:	RING 1			RING 2			SPECIAL FUNCTIONS (PH. 0)	BASIC PRE-EMPT FUNCTIONS (PH. 9)
NO.	TYPE		1	2	3	4	5	6	7	
01	INITIAL									01 MIN GREEN
02	PASSAGE									02 TR CLEAR GR 1
03	YELLOW CLEAR									03 TR CLEAR GR 2
04	RED CLEAR									04 MIN DWELL
05	MAX GREEN 1									05 TR CLEAR VEL 1
06	MAX GREEN 2									06 TR CLEAR ALL RED 1
07	WALK									07 TR CLEAR VEL 2
08	PED CLEAR									08 TR CLEAR ALL RED 2
09	MIN RECALL									09 VEL CLEAR AFT P-E
10	MAX RECALL									10 RED CLEAR AFT P-E
11	PED RECALL									27 SPECIAL Q/L CLEAR
12	DET NON-LOCK									28 SPECIAL PED CLEAR
13	CNA 1									41 WALK
14	CNA 2									42 PED CLEAR
15	FLASHING WALK									43 PED ALL RED CL
16	PHASE OMIT									51 DEL BEFORE P-E
17	PED OMIT									56 # OF CYC TO HOLD REC
18	SOFT RECALL									57 # OF CYC TO HLD MAX GR

## NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, Q CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96-0 MEANS TRUE
4. BLANKS, "X" OR "....." MEAN ZERO OR N
5. KEYBOARD MUST BE LEFT "OFF".

## SSRM SETTINGS

CYCLE LENGTH:	%
RELEASE ( S1 )	%
AVG. OFFSET ( R1 )	%
AM OFFSET ( R2 )	%
PM OFFSET ( R3 )	%

1. By <u>KC, BB</u> Date <u>1-3-14</u>	01 DUCK AVE (SIDE) 02 14 <sup>th</sup> ST. (MAIN)	
Checked _____ Date _____	Intersection Of: <u>DUCK &amp; 14<sup>th</sup></u>	
1 Set No. _____ Date _____		
Iming: _____ Ph. No. _____		
1 Set No. _____		

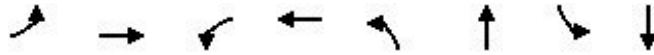
# **APPENDIX G**

## **SYNCHRO Output**

## **Existing (2018) SYNCHRO Output**

## Timings

### 3: Glynn R Archer Jr Dr & Northside Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	15	104	24	320	136	75	3	80
Future Volume (vph)	15	104	24	320	136	75	3	80
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	33.0	33.0	33.0	33.0	20.0	20.0	20.0	20.0
Minimum Split (s)	37.5	37.5	37.5	37.5	24.5	24.5	24.5	24.5
Total Split (s)	37.5	37.5	37.5	37.5	24.5	24.5	24.5	24.5
Total Split (%)	60.5%	60.5%	60.5%	60.5%	39.5%	39.5%	39.5%	39.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	33.0	33.0	33.0	33.0		20.0		20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53		0.32		0.32
v/c Ratio	0.04	0.20	0.05	0.41		0.67		0.27
Control Delay	7.3	5.6	7.3	10.2		26.2		12.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.3	5.6	7.3	10.2		26.2		12.3
LOS	A	A	A	B		C		B
Approach Delay		5.8		10.0		26.2		12.3
Approach LOS		A		A		C		B

#### Intersection Summary

Cycle Length: 62

Actuated Cycle Length: 62

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 13.9

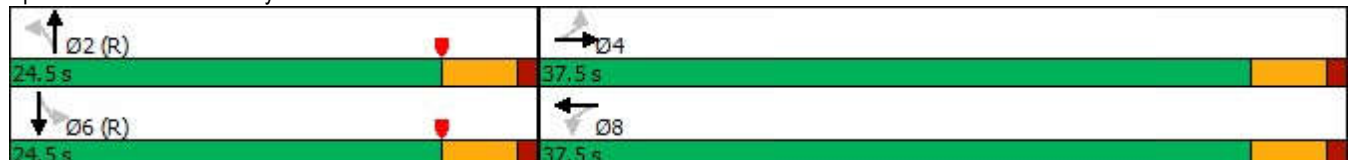
Intersection LOS: B

Intersection Capacity Utilization 72.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Glynn R Archer Jr Dr & Northside Drive





## Queues



















### 3: Glynn R Archer Jr Dr & Northside Drive



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	18	194	29	406	303	163
v/c Ratio	0.04	0.20	0.05	0.41	0.67	0.27
Control Delay	7.3	5.6	7.3	10.2	26.2	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	5.6	7.3	10.2	26.2	12.3
Queue Length 50th (ft)	3	22	5	82	92	30
Queue Length 95th (ft)	10	44	14	120	149	61
Internal Link Dist (ft)		191		272	1550	247
Turn Bay Length (ft)	100		120			
Base Capacity (vph)	456	956	623	986	452	594
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.20	0.05	0.41	0.67	0.27
Intersection Summary						












# HCM 2010 Signalized Intersection Summary

## 3: Glynn R Archer Jr Dr & Northside Drive

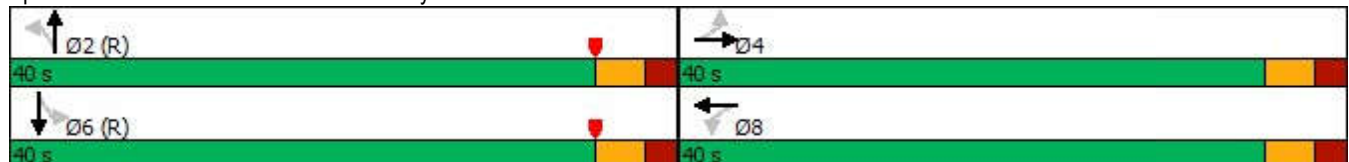
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	104	55	24	320	13	136	75	38	3	80	50
Future Volume (veh/h)	15	104	55	24	320	13	136	75	38	3	80	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	18	127	67	29	390	16	166	91	46	4	98	61
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	506	603	318	674	944	39	328	171	73	63	345	208
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	973	1134	598	1178	1774	73	738	531	227	10	1068	645
Grp Volume(v), veh/h	18	0	194	29	0	406	303	0	0	163	0	0
Grp Sat Flow(s),veh/h/ln	973	0	1732	1178	0	1847	1496	0	0	1724	0	0
Q Serve(g_s), s	0.7	0.0	3.7	0.8	0.0	8.2	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.9	0.0	3.7	4.5	0.0	8.2	9.9	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.04	0.55		0.15	0.02		0.37
Lane Grp Cap(c), veh/h	506	0	922	674	0	983	572	0	0	616	0	0
V/C Ratio(X)	0.04	0.00	0.21	0.04	0.00	0.41	0.53	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	506	0	922	674	0	983	572	0	0	616	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	7.6	8.8	0.0	8.7	17.3	0.0	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.1	0.0	1.3	3.5	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.9	0.3	0.0	4.4	4.8	0.0	0.0	2.3	0.0	0.0
LnGrp Delay(d),s/veh	11.5	0.0	8.2	8.9	0.0	10.0	20.8	0.0	0.0	16.8	0.0	0.0
LnGrp LOS	B		A	A		A	C			B		
Approach Vol, veh/h	212		435			303			163			
Approach Delay, s/veh	8.4		9.9			20.8			16.8			
Approach LOS	A		A			C			B			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	24.5		37.5			24.5			37.5			
Change Period (Y+Rc), s	4.5		4.5			4.5			4.5			
Max Green Setting (Gmax), s	20.0		33.0			20.0			33.0			
Max Q Clear Time (g_c+l1), s	11.9		10.9			6.4			10.2			
Green Ext Time (p_c), s	1.2		1.2			0.7			2.7			
Intersection Summary												
HCM 2010 Ctrl Delay	13.6											
HCM 2010 LOS	B											

## Timings

### 5: Duck Avenue & Glynn R Archer Jr Dr

							
Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	23	26	16	76	45	103
Future Volume (vph)	3	23	26	16	76	45	103
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		8		2		6
Permitted Phases		8		2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Minimum Split (s)	35.0	40.0	40.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0		0.0
Total Lost Time (s)	5.0		5.0		5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	35.0		35.0		35.0		35.0
Actuated g/C Ratio	0.44		0.44		0.44		0.44
v/c Ratio	0.06		0.26		0.14		0.26
Control Delay	5.3		6.4		13.8		14.5
Queue Delay	0.0		0.0		0.0		0.0
Total Delay	5.3		6.4		13.8		14.5
LOS	A		A		B		B
Approach Delay	5.3		6.4		13.8		14.5
Approach LOS	A		A		B		B
Intersection Summary							
Cycle Length: 80							
Actuated Cycle Length: 80							
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow							
Natural Cycle: 65							
Control Type: Pretimed							
Maximum v/c Ratio: 0.26							
Intersection Signal Delay: 10.8				Intersection LOS: B			
Intersection Capacity Utilization 50.0%				ICU Level of Service A			
Analysis Period (min) 15							

Splits and Phases: 5: Duck Avenue & Glynn R Archer Jr Dr



















## Queues

### 5: Duck Avenue & Glynn R Archer Jr Dr



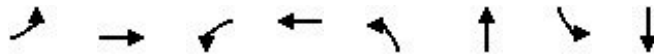
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	42	173	104	191
v/c Ratio	0.06	0.26	0.14	0.26
Control Delay	5.3	6.4	13.8	14.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.3	6.4	13.8	14.5
Queue Length 50th (ft)	1	16	29	54
Queue Length 95th (ft)	18	52	59	98
Internal Link Dist (ft)	200	255	295	1550
Turn Bay Length (ft)				
Base Capacity (vph)	708	658	767	731
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.06	0.26	0.14	0.26
Intersection Summary				

# HCM 2010 Signalized Intersection Summary 5: Duck Avenue & Glynn R Archer Jr Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	35	23	26	106	16	76	2	45	103	24
Future Volume (veh/h)	0	3	35	23	26	106	16	76	2	45	103	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	0.90		0.86	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	3	39	26	29	118	18	84	2	50	114	27
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	44	566	116	134	425	148	654	15	214	468	103
Arrive On Green	0.00	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	0	100	1294	146	306	971	218	1495	34	360	1070	235
Grp Volume(v), veh/h	0	0	42	173	0	0	104	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1393	1423	0	0	1746	0	0	1665	0	0
Q Serve(g_s), s	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.4	5.9	0.0	0.0	2.7	0.0	0.0	5.3	0.0	0.0
Prop In Lane	0.00		0.93	0.15		0.68	0.17		0.02	0.26		0.14
Lane Grp Cap(c), veh/h	0	0	609	674	0	0	817	0	0	785	0	0
V/C Ratio(X)	0.00	0.00	0.07	0.26	0.00	0.00	0.13	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	0	0	609	674	0	0	817	0	0	785	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.0	14.3	0.0	0.0	13.4	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.9	0.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	2.6	0.0	0.0	1.4	0.0	0.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	13.3	15.2	0.0	0.0	13.7	0.0	0.0	14.9	0.0	0.0
LnGrp LOS			B	B			B			B		
Approach Vol, veh/h		42			173			104			191	
Approach Delay, s/veh		13.3			15.2			13.7			14.9	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		40.0		40.0		40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+l1), s		4.7		3.4		7.3		7.9				
Green Ext Time (p_c), s		0.6		0.2		1.1		1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.6								
HCM 2010 LOS				B								

## Timings

### 3: Glynn R Archer Jr Dr & Northside Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	38	262	58	220	112	118	8	119
Future Volume (vph)	38	262	58	220	112	118	8	119
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	33.0	33.0	33.0	33.0	20.0	20.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	24.0	24.0	24.0	24.0
Total Split (s)	37.0	37.0	37.0	37.0	24.0	24.0	24.0	24.0
Total Split (%)	60.7%	60.7%	60.7%	60.7%	39.3%	39.3%	39.3%	39.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	33.0	33.0	33.0	33.0		20.0		20.0
Actuated g/C Ratio	0.54	0.54	0.54	0.54		0.33		0.33
v/c Ratio	0.07	0.41	0.14	0.25		0.72		0.32
Control Delay	7.2	8.7	7.9	8.1		26.1		14.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.2	8.7	7.9	8.1		26.1		14.7
LOS	A	A	A	A		C		B
Approach Delay		8.6		8.1		26.1		14.7
Approach LOS		A		A		C		B

#### Intersection Summary

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 14.2

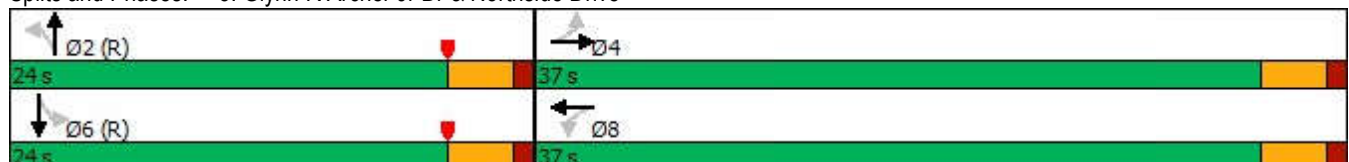
Intersection LOS: B

Intersection Capacity Utilization 93.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Glynn R Archer Jr Dr & Northside Drive



## Queues

### 3: Glynn R Archer Jr Dr & Northside Drive



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	42	398	64	255	364	188
v/c Ratio	0.07	0.41	0.14	0.25	0.72	0.32
Control Delay	7.2	8.7	7.9	8.1	26.1	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	8.7	7.9	8.1	26.1	14.7
Queue Length 50th (ft)	7	67	11	44	103	42
Queue Length 95th (ft)	19	120	28	79	#221	87
Internal Link Dist (ft)		191		272	1550	247
Turn Bay Length (ft)	100		120			
Base Capacity (vph)	584	977	464	1001	507	591
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.41	0.14	0.25	0.72	0.32



















#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.















# HCM 2010 Signalized Intersection Summary

## 3: Glynn R Archer Jr Dr & Northside Drive

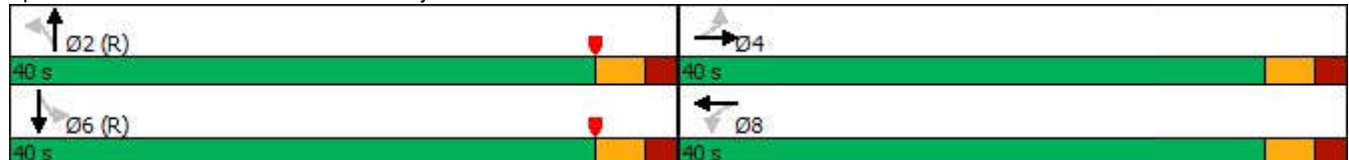
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	262	96	58	220	10	112	118	98	8	119	42
Future Volume (veh/h)	38	262	96	58	220	10	112	118	98	8	119	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	1.00		0.96	0.99		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	42	291	107	64	244	11	124	131	109	9	132	47
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	638	693	255	515	955	43	223	213	153	71	420	143
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1112	1282	471	978	1765	80	438	651	465	27	1282	436
Grp Volume(v), veh/h	42	0	398	64	0	255	364	0	0	188	0	0
Grp Sat Flow(s),veh/h/ln	1112	0	1753	978	0	1845	1554	0	0	1746	0	0
Q Serve(g_s), s	1.3	0.0	8.2	2.5	0.0	4.5	7.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	8.2	10.8	0.0	4.5	12.1	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.04	0.34		0.30	0.05		0.25
Lane Grp Cap(c), veh/h	638	0	948	515	0	998	588	0	0	634	0	0
V/C Ratio(X)	0.07	0.00	0.42	0.12	0.00	0.26	0.62	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	638	0	948	515	0	998	588	0	0	634	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	0.0	8.3	11.5	0.0	7.5	17.6	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.4	0.5	0.0	0.6	4.8	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.2	0.7	0.0	2.4	6.0	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	9.2	0.0	9.7	12.0	0.0	8.1	22.4	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	A		A	B		A	C			B		
Approach Vol, veh/h		440			319			364			188	
Approach Delay, s/veh		9.6			8.9			22.4			16.6	
Approach LOS		A			A			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		37.0		24.0		37.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		20.0		33.0		20.0		33.0				
Max Q Clear Time (g_c+l1), s		14.1		10.2		6.9		12.8				
Green Ext Time (p_c), s		1.2		2.8		0.8		1.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.0								
HCM 2010 LOS				B								

# Timings

## 5: Duck Avenue & Glynn R Archer Jr Dr

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	10	9	19	11	10	140	103	112
Future Volume (vph)	10	9	19	11	10	140	103	112
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Minimum Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		35.0		35.0		35.0		35.0
Actuated g/C Ratio		0.44		0.44		0.44		0.44
v/c Ratio		0.04		0.23		0.25		0.42
Control Delay		10.1		4.9		14.2		17.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		10.1		4.9		14.2		17.4
LOS		B		A		B		B
Approach Delay		10.1		4.9		14.2		17.4
Approach LOS		B		A		B		B
Intersection Summary								
Cycle Length: 80								
Actuated Cycle Length: 80								
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow								
Natural Cycle: 80								
Control Type: Pretimed								
Maximum v/c Ratio: 0.42								
Intersection Signal Delay: 13.0					Intersection LOS: B			
Intersection Capacity Utilization 70.8%					ICU Level of Service C			
Analysis Period (min) 15								

Splits and Phases: 5: Duck Avenue & Glynn R Archer Jr Dr



















## Queues

### 5: Duck Avenue & Glynn R Archer Jr Dr



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	31	169	195	269
v/c Ratio	0.04	0.23	0.25	0.42
Control Delay	10.1	4.9	14.2	17.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.1	4.9	14.2	17.4
Queue Length 50th (ft)	6	9	55	86
Queue Length 95th (ft)	20	43	97	146
Internal Link Dist (ft)	200	255	295	1550
Turn Bay Length (ft)				
Base Capacity (vph)	703	733	786	643
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.25	0.42
Intersection Summary				

# HCM 2010 Signalized Intersection Summary 5: Duck Avenue & Glynn R Archer Jr Dr

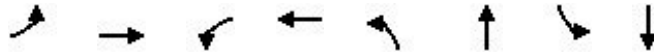
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	9	9	19	11	121	10	140	24	103	112	24
Future Volume (veh/h)	10	9	9	19	11	121	10	140	24	103	112	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.98		0.94	0.99		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	11	10	10	21	12	136	11	157	27	116	126	27
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	241	213	102	77	531	64	657	108	326	338	67
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	473	551	488	118	177	1214	39	1501	248	598	773	153
Grp Volume(v), veh/h	31	0	0	169	0	0	195	0	0	269	0	0
Grp Sat Flow(s),veh/h/ln	1513	0	0	1508	0	0	1788	0	0	1524	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	5.5	0.0	0.0	5.4	0.0	0.0	8.5	0.0	0.0
Prop In Lane	0.35		0.32	0.12		0.80	0.06		0.14	0.43		0.10
Lane Grp Cap(c), veh/h	723	0	0	710	0	0	830	0	0	731	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.24	0.00	0.00	0.24	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	723	0	0	710	0	0	830	0	0	731	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	14.2	0.0	0.0	14.2	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.5	0.0	0.0	2.9	0.0	0.0	4.2	0.0	0.0
LnGrp Delay(d),s/veh	13.0	0.0	0.0	15.0	0.0	0.0	14.9	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		31			169			195			269	
Approach Delay, s/veh		13.0			15.0			14.9			16.3	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		40.0		40.0		40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+l1), s		7.4		2.8		10.5		7.5				
Green Ext Time (p_c), s		1.1		0.1		1.7		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.4								
HCM 2010 LOS				B								

## **Future (2022) Background SYNCHRO Output**



## Timings

### 3: Glynn R Archer Jr Dr & Northside Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	17	117	27	360	153	84	3	90
Future Volume (vph)	17	117	27	360	153	84	3	90
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	33.0	33.0	33.0	33.0	20.0	20.0	20.0	20.0
Minimum Split (s)	37.5	37.5	37.5	37.5	24.5	24.5	24.5	24.5
Total Split (s)	37.5	37.5	37.5	37.5	24.5	24.5	24.5	24.5
Total Split (%)	60.5%	60.5%	60.5%	60.5%	39.5%	39.5%	39.5%	39.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	33.0	33.0	33.0	33.0		20.0		20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53		0.32		0.32
v/c Ratio	0.05	0.23	0.05	0.46		0.78		0.31
Control Delay	7.5	6.0	7.3	10.8		33.3		12.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.5	6.0	7.3	10.8		33.3		12.9
LOS	A	A	A	B		C		B
Approach Delay		6.1		10.6		33.3		12.9
Approach LOS		A		B		C		B

#### Intersection Summary

Cycle Length: 62

Actuated Cycle Length: 62

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 16.3

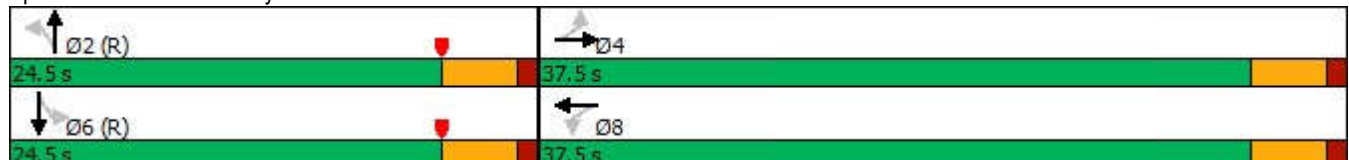
Intersection LOS: B

Intersection Capacity Utilization 72.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Glynn R Archer Jr Dr & Northside Drive



## Queues

### 3: Glynn R Archer Jr Dr & Northside Drive





















Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	21	219	33	457	341	182
v/c Ratio	0.05	0.23	0.05	0.46	0.78	0.31
Control Delay	7.5	6.0	7.3	10.8	33.3	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	6.0	7.3	10.8	33.3	12.9
Queue Length 50th (ft)	4	27	5	96	109	35
Queue Length 95th (ft)	11	50	15	139	#198	69
Internal Link Dist (ft)		191		272	1550	247
Turn Bay Length (ft)	100		120			
Base Capacity (vph)	414	957	608	986	438	595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.23	0.05	0.46	0.78	0.31

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM 2010 Signalized Intersection Summary

## 3: Glynn R Archer Jr Dr & Northside Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	117	62	27	360	15	153	84	43	3	90	56
Future Volume (veh/h)	17	117	62	27	360	15	153	84	43	3	90	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	21	143	76	33	439	18	187	102	52	4	110	68
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	468	602	320	651	944	39	333	165	74	62	345	208
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	929	1130	601	1152	1774	73	755	513	228	9	1071	644
Grp Volume(v), veh/h	21	0	219	33	0	457	341	0	0	182	0	0
Grp Sat Flow(s),veh/h/ln	929	0	1731	1152	0	1847	1495	0	0	1724	0	0
Q Serve(g_s), s	0.9	0.0	4.2	1.0	0.0	9.5	6.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	0.0	4.2	5.2	0.0	9.5	11.7	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.04	0.55		0.15	0.02		0.37
Lane Grp Cap(c), veh/h	468	0	921	651	0	983	572	0	0	616	0	0
V/C Ratio(X)	0.04	0.00	0.24	0.05	0.00	0.46	0.60	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	468	0	921	651	0	983	572	0	0	616	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	7.8	9.2	0.0	9.0	17.9	0.0	0.0	15.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.1	0.0	1.6	4.5	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.2	0.3	0.0	5.3	5.7	0.0	0.0	2.5	0.0	0.0
LnGrp Delay(d),s/veh	12.4	0.0	8.4	9.3	0.0	10.6	22.4	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	B		A	A		B	C			B		
Approach Vol, veh/h		240			490			341			182	
Approach Delay, s/veh		8.7			10.5			22.4			17.1	
Approach LOS		A			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.5		37.5		24.5		37.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.0		33.0		20.0		33.0				
Max Q Clear Time (g_c+l1), s		13.7		12.4		6.9		11.5				
Green Ext Time (p_c), s		1.1		1.3		0.8		3.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.4								
HCM 2010 LOS				B								

## Timings

### 5: Duck Avenue & Glynn R Archer Jr Dr



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↕		↕		↕		↕
Traffic Volume (vph)	3	26	29	18	85	51	116
Future Volume (vph)	3	26	29	18	85	51	116
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		8		2		6
Permitted Phases		8		2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Minimum Split (s)	35.0	40.0	40.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0		0.0
Total Lost Time (s)	5.0		5.0		5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	35.0		35.0		35.0		35.0
Actuated g/C Ratio	0.44		0.44		0.44		0.44
v/c Ratio	0.06		0.29		0.15		0.30
Control Delay	5.1		6.4		14.1		15.0
Queue Delay	0.0		0.0		0.0		0.0
Total Delay	5.1		6.4		14.1		15.0
LOS	A		A		B		B
Approach Delay	5.1		6.4		14.1		15.0
Approach LOS	A		A		B		B

#### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 11.1

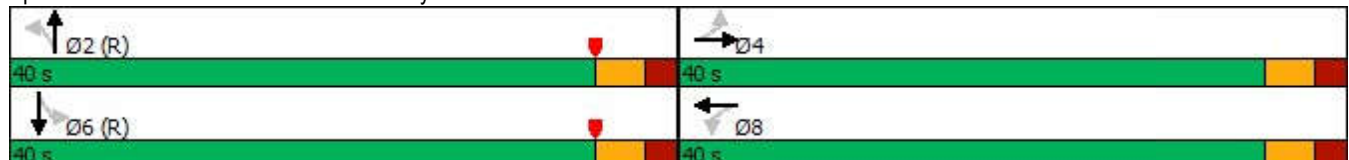
Intersection LOS: B

Intersection Capacity Utilization 50.1%

ICU Level of Service A

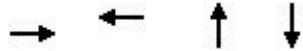
Analysis Period (min) 15

Splits and Phases: 5: Duck Avenue & Glynn R Archer Jr Dr



## Queues

















### 5: Duck Avenue & Glynn R Archer Jr Dr



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	46	193	116	216
v/c Ratio	0.06	0.29	0.15	0.30
Control Delay	5.1	6.4	14.1	15.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.1	6.4	14.1	15.0
Queue Length 50th (ft)	1	17	33	63
Queue Length 95th (ft)	19	56	65	111
Internal Link Dist (ft)	200	255	295	1550
Turn Bay Length (ft)				
Base Capacity (vph)	709	665	764	726
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.06	0.29	0.15	0.30
Intersection Summary				

# HCM 2010 Signalized Intersection Summary

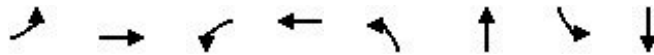
## 5: Duck Avenue & Glynn R Archer Jr Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	39	26	29	119	18	85	2	51	116	27
Future Volume (veh/h)	0	3	39	26	29	119	18	85	2	51	116	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	0.90		0.86	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	3	43	29	32	132	20	94	2	57	129	30
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	40	569	116	133	426	147	655	13	215	467	101
Arrive On Green	0.00	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	0	91	1300	146	304	973	216	1497	30	362	1068	231
Grp Volume(v), veh/h	0	0	46	193	0	0	116	0	0	216	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1391	1422	0	0	1743	0	0	1660	0	0
Q Serve(g_s), s	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.5	6.7	0.0	0.0	3.0	0.0	0.0	6.1	0.0	0.0
Prop In Lane	0.00		0.93	0.15		0.68	0.17		0.02	0.26		0.14
Lane Grp Cap(c), veh/h	0	0	608	674	0	0	815	0	0	783	0	0
V/C Ratio(X)	0.00	0.00	0.08	0.29	0.00	0.00	0.14	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	0	0	608	674	0	0	815	0	0	783	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.1	14.6	0.0	0.0	13.5	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.1	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	2.9	0.0	0.0	1.6	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	13.3	15.6	0.0	0.0	13.9	0.0	0.0	15.2	0.0	0.0
LnGrp LOS			B	B			B			B		
Approach Vol, veh/h		46			193			116			216	
Approach Delay, s/veh		13.3			15.6			13.9			15.2	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		40.0		40.0		40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+l1), s		5.0		3.5		8.1		8.7				
Green Ext Time (p_c), s		0.6		0.2		1.3		1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.9								
HCM 2010 LOS				B								



## Timings

### 3: Glynn R Archer Jr Dr & Northside Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	294	65	247	126	133	9	134
Future Volume (vph)	43	294	65	247	126	133	9	134
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	33.0	33.0	33.0	33.0	20.0	20.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	24.0	24.0	24.0	24.0
Total Split (s)	37.0	37.0	37.0	37.0	24.0	24.0	24.0	24.0
Total Split (%)	60.7%	60.7%	60.7%	60.7%	39.3%	39.3%	39.3%	39.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	33.0	33.0	33.0	33.0		20.0		20.0
Actuated g/C Ratio	0.54	0.54	0.54	0.54		0.33		0.33
v/c Ratio	0.09	0.46	0.17	0.29		0.84		0.36
Control Delay	7.3	9.4	8.4	8.4		36.0		15.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.3	9.4	8.4	8.4		36.0		15.5
LOS	A	A	A	A		D		B
Approach Delay		9.2		8.4		36.0		15.5
Approach LOS		A		A		D		B

#### Intersection Summary

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 17.4

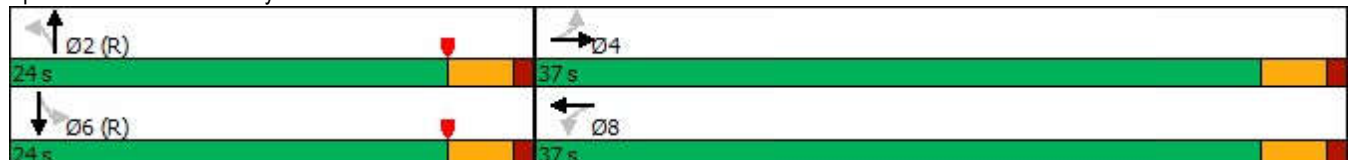
Intersection LOS: B

Intersection Capacity Utilization 101.6%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 3: Glynn R Archer Jr Dr & Northside Drive



## Queues

### 3: Glynn R Archer Jr Dr & Northside Drive





















Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	48	447	72	286	410	211
v/c Ratio	0.09	0.46	0.17	0.29	0.84	0.36
Control Delay	7.3	9.4	8.4	8.4	36.0	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	9.4	8.4	8.4	36.0	15.5
Queue Length 50th (ft)	8	79	12	50	126	49
Queue Length 95th (ft)	21	140	31	89	#274	98
Internal Link Dist (ft)		191		272	1550	247
Turn Bay Length (ft)	100		120			
Base Capacity (vph)	557	977	425	1001	487	591
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.46	0.17	0.29	0.84	0.36

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

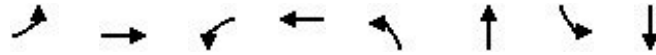
# HCM 2010 Signalized Intersection Summary

## 3: Glynn R Archer Jr Dr & Northside Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	294	108	65	247	11	126	133	110	9	134	47
Future Volume (veh/h)	43	294	108	65	247	11	126	133	110	9	134	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	1.00		0.96	0.99		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	48	327	120	72	274	12	140	148	122	10	149	52
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	612	694	255	477	956	42	229	209	152	71	424	142
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1082	1282	471	936	1768	77	456	639	464	28	1293	432
Grp Volume(v), veh/h	48	0	447	72	0	286	410	0	0	211	0	0
Grp Sat Flow(s),veh/h/ln	1082	0	1753	936	0	1845	1558	0	0	1754	0	0
Q Serve(g_s), s	1.5	0.0	9.6	3.1	0.0	5.1	8.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	9.6	12.7	0.0	5.1	14.2	0.0	0.0	5.6	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.04	0.34		0.30	0.05		0.25
Lane Grp Cap(c), veh/h	612	0	948	477	0	998	590	0	0	637	0	0
V/C Ratio(X)	0.08	0.00	0.47	0.15	0.00	0.29	0.69	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	612	0	948	477	0	998	590	0	0	637	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	8.6	12.5	0.0	7.6	18.2	0.0	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.7	0.7	0.0	0.7	6.6	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.0	0.9	0.0	2.7	7.2	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	9.7	0.0	10.3	13.2	0.0	8.3	24.9	0.0	0.0	17.0	0.0	0.0
LnGrp LOS	A		B	B		A	C			B		
Approach Vol, veh/h		495			358			410			211	
Approach Delay, s/veh		10.2			9.3			24.9			17.0	
Approach LOS		B			A			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		37.0		24.0		37.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		20.0		33.0		20.0		33.0				
Max Q Clear Time (g_c+l1), s		16.2		11.6		7.6		14.7				
Green Ext Time (p_c), s		1.0		3.1		0.9		1.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.1								
HCM 2010 LOS				B								

# Timings

## 5: Duck Avenue & Glynn R Archer Jr Dr



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	11	10	21	12	11	157	116	126
Future Volume (vph)	11	10	21	12	11	157	116	126
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Minimum Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)		35.0		35.0		35.0		35.0
Actuated g/C Ratio		0.44		0.44		0.44		0.44
v/c Ratio		0.05		0.26		0.28		0.48
Control Delay		10.1		4.9		14.7		18.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		10.1		4.9		14.7		18.7
LOS		B		A		B		B
Approach Delay		10.1		4.9		14.7		18.7
Approach LOS		B		A		B		B

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 13.6

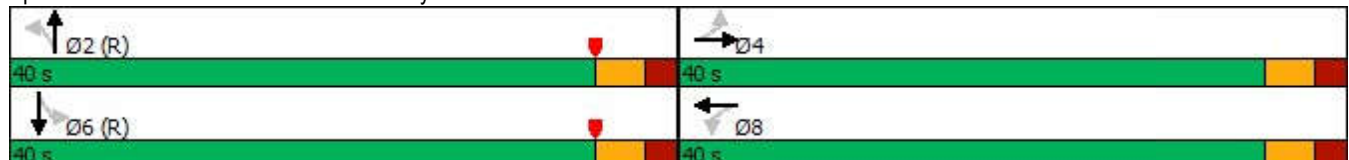
Intersection LOS: B

Intersection Capacity Utilization 70.8%

ICU Level of Service C

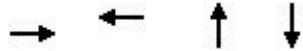
Analysis Period (min) 15

Splits and Phases: 5: Duck Avenue & Glynn R Archer Jr Dr



















## Queues

### 5: Duck Avenue & Glynn R Archer Jr Dr



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	34	190	218	302
v/c Ratio	0.05	0.26	0.28	0.48
Control Delay	10.1	4.9	14.7	18.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.1	4.9	14.7	18.7
Queue Length 50th (ft)	6	10	63	100
Queue Length 95th (ft)	22	45	108	168
Internal Link Dist (ft)	200	255	295	1550
Turn Bay Length (ft)				
Base Capacity (vph)	699	741	786	630
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.26	0.28	0.48
Intersection Summary				

# HCM 2010 Signalized Intersection Summary 5: Duck Avenue & Glynn R Archer Jr Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	10	10	21	12	136	11	157	27	116	126	27
Future Volume (veh/h)	11	10	10	21	12	136	11	157	27	116	126	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.98		0.94	1.00		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	11	11	24	13	153	12	176	30	130	142	30
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	242	214	103	76	531	64	658	108	325	338	66
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	471	553	490	120	173	1213	37	1505	246	595	774	151
Grp Volume(v), veh/h	34	0	0	190	0	0	218	0	0	302	0	0
Grp Sat Flow(s),veh/h/ln	1513	0	0	1507	0	0	1788	0	0	1519	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	6.3	0.0	0.0	6.2	0.0	0.0	9.8	0.0	0.0
Prop In Lane	0.35		0.32	0.13		0.81	0.06		0.14	0.43		0.10
Lane Grp Cap(c), veh/h	723	0	0	710	0	0	830	0	0	729	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.27	0.00	0.00	0.26	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	723	0	0	710	0	0	830	0	0	729	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	14.4	0.0	0.0	14.4	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.9	0.0	0.0	3.3	0.0	0.0	4.9	0.0	0.0
LnGrp Delay(d),s/veh	13.0	0.0	0.0	15.4	0.0	0.0	15.2	0.0	0.0	17.0	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		34			190			218			302	
Approach Delay, s/veh		13.0			15.4			15.2			17.0	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		40.0		40.0		40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+l1), s		8.2		2.9		11.8		8.3				
Green Ext Time (p_c), s		1.3		0.1		2.0		1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.9								
HCM 2010 LOS				B								



## **Future (2022) Total SYNCHRO Output**

## Timings

### 3: Glynn R Archer Jr Dr & Northside Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	17	117	28	360	159	89	3	92
Future Volume (vph)	17	117	28	360	159	89	3	92
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	33.0	33.0	33.0	33.0	20.0	20.0	20.0	20.0
Minimum Split (s)	37.5	37.5	37.5	37.5	24.5	24.5	24.5	24.5
Total Split (s)	37.5	37.5	37.5	37.5	24.5	24.5	24.5	24.5
Total Split (%)	60.5%	60.5%	60.5%	60.5%	39.5%	39.5%	39.5%	39.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	33.0	33.0	33.0	33.0		20.0		20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53		0.32		0.32
v/c Ratio	0.05	0.23	0.06	0.46		0.82		0.31
Control Delay	7.5	6.0	7.4	10.8		36.8		13.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.5	6.0	7.4	10.8		36.8		13.1
LOS	A	A	A	B		D		B
Approach Delay		6.1		10.6		36.8		13.1
Approach LOS		A		B		D		B

#### Intersection Summary

Cycle Length: 62

Actuated Cycle Length: 62

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 17.5

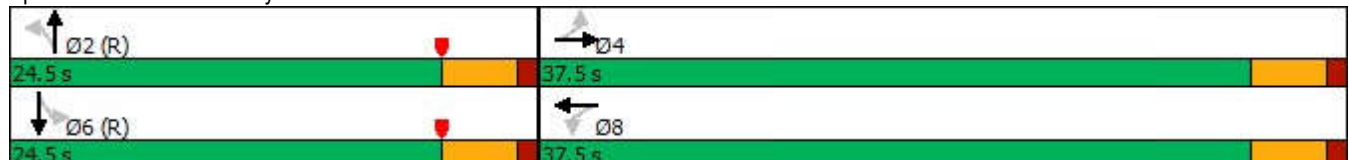
Intersection LOS: B

Intersection Capacity Utilization 72.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Glynn R Archer Jr Dr & Northside Drive



## Queues

### 3: Glynn R Archer Jr Dr & Northside Drive





















Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	21	221	34	457	360	184
v/c Ratio	0.05	0.23	0.06	0.46	0.82	0.31
Control Delay	7.5	6.0	7.4	10.8	36.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	6.0	7.4	10.8	36.8	13.1
Queue Length 50th (ft)	4	27	6	96	117	36
Queue Length 95th (ft)	11	50	15	139	#215	70
Internal Link Dist (ft)		191		272	1550	247
Turn Bay Length (ft)	100		120			
Base Capacity (vph)	414	956	607	986	439	594
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.23	0.06	0.46	0.82	0.31

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.












# HCM 2010 Signalized Intersection Summary

## 3: Glynn R Archer Jr Dr & Northside Drive

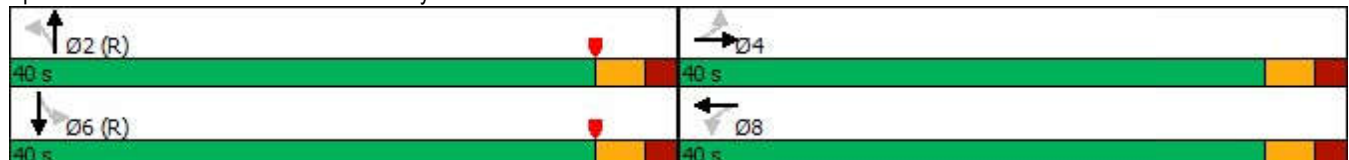
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	117	64	28	360	15	159	89	47	3	92	56
Future Volume (veh/h)	17	117	64	28	360	15	159	89	47	3	92	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	21	143	78	34	439	18	194	109	57	4	112	68
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	468	595	325	649	944	39	331	165	76	62	348	206
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	929	1119	610	1150	1774	73	749	511	237	9	1079	638
Grp Volume(v), veh/h	21	0	221	34	0	457	360	0	0	184	0	0
Grp Sat Flow(s),veh/h/ln	929	0	1729	1150	0	1847	1497	0	0	1725	0	0
Q Serve(g_s), s	0.9	0.0	4.3	1.0	0.0	9.5	7.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	0.0	4.3	5.3	0.0	9.5	12.6	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.04	0.54		0.16	0.02		0.37
Lane Grp Cap(c), veh/h	468	0	920	649	0	983	572	0	0	616	0	0
V/C Ratio(X)	0.04	0.00	0.24	0.05	0.00	0.46	0.63	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	468	0	920	649	0	983	572	0	0	616	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	7.8	9.2	0.0	9.0	18.2	0.0	0.0	15.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.2	0.0	1.6	5.2	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.2	0.3	0.0	5.3	6.2	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	12.4	0.0	8.4	9.3	0.0	10.6	23.3	0.0	0.0	17.2	0.0	0.0
LnGrp LOS	B		A	A		B	C			B		
Approach Vol, veh/h		242			491			360			184	
Approach Delay, s/veh		8.7			10.5			23.3			17.2	
Approach LOS		A			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.5		37.5		24.5		37.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.0		33.0		20.0		33.0				
Max Q Clear Time (g_c+l1), s		14.6		12.4		7.0		11.5				
Green Ext Time (p_c), s		1.1		1.4		0.8		3.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.7								
HCM 2010 LOS				B								

## Timings

### 5: Duck Avenue & Glynn R Archer Jr Dr

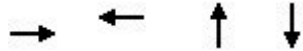
							
Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	26	29	18	87	56	121
Future Volume (vph)	3	26	29	18	87	56	121
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		8		2		6
Permitted Phases		8		2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Minimum Split (s)	35.0	40.0	40.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0		0.0
Total Lost Time (s)	5.0		5.0		5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	35.0		35.0		35.0		35.0
Actuated g/C Ratio	0.44		0.44		0.44		0.44
v/c Ratio	0.06		0.29		0.16		0.31
Control Delay	5.1		6.5		14.2		15.3
Queue Delay	0.0		0.0		0.0		0.0
Total Delay	5.1		6.5		14.2		15.3
LOS	A		A		B		B
Approach Delay	5.1		6.5		14.2		15.3
Approach LOS	A		A		B		B
Intersection Summary							
Cycle Length: 80							
Actuated Cycle Length: 80							
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow							
Natural Cycle: 65							
Control Type: Pretimed							
Maximum v/c Ratio: 0.31							
Intersection Signal Delay: 11.4				Intersection LOS: B			
Intersection Capacity Utilization 51.1%				ICU Level of Service A			
Analysis Period (min) 15							

Splits and Phases: 5: Duck Avenue & Glynn R Archer Jr Dr



## Queues

















### 5: Duck Avenue & Glynn R Archer Jr Dr



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	46	194	119	226
v/c Ratio	0.06	0.29	0.16	0.31
Control Delay	5.1	6.5	14.2	15.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.1	6.5	14.2	15.3
Queue Length 50th (ft)	1	17	34	67
Queue Length 95th (ft)	19	56	66	117
Internal Link Dist (ft)	200	255	295	1550
Turn Bay Length (ft)				
Base Capacity (vph)	709	665	764	720
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.06	0.29	0.16	0.31
Intersection Summary				

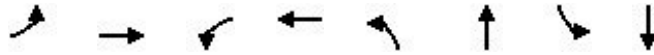


# HCM 2010 Signalized Intersection Summary 5: Duck Avenue & Glynn R Archer Jr Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	39	26	29	120	18	87	2	56	121	27
Future Volume (veh/h)	0	3	39	26	29	120	18	87	2	56	121	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	0.90		0.86	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	3	43	29	32	133	20	97	2	62	134	30
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	40	569	115	132	426	144	659	13	223	462	96
Arrive On Green	0.00	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	0	91	1300	145	302	975	209	1507	29	378	1055	219
Grp Volume(v), veh/h	0	0	46	194	0	0	119	0	0	226	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1391	1422	0	0	1745	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.5	6.8	0.0	0.0	3.1	0.0	0.0	6.5	0.0	0.0
Prop In Lane	0.00		0.93	0.15		0.69	0.17		0.02	0.27		0.13
Lane Grp Cap(c), veh/h	0	0	608	674	0	0	816	0	0	781	0	0
V/C Ratio(X)	0.00	0.00	0.08	0.29	0.00	0.00	0.15	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	0	0	608	674	0	0	816	0	0	781	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.1	14.6	0.0	0.0	13.5	0.0	0.0	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.1	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	2.9	0.0	0.0	1.7	0.0	0.0	3.4	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	13.3	15.6	0.0	0.0	13.9	0.0	0.0	15.4	0.0	0.0
LnGrp LOS			B	B			B			B		
Approach Vol, veh/h		46			194			119			226	
Approach Delay, s/veh		13.3			15.6			13.9			15.4	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		40.0		40.0		40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+l1), s		5.1		3.5		8.5		8.8				
Green Ext Time (p_c), s		0.6		0.2		1.4		1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.0								
HCM 2010 LOS				B								

## Timings

### 3: Glynn R Archer Jr Dr & Northside Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	294	69	247	130	136	9	139
Future Volume (vph)	43	294	69	247	130	136	9	139
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	33.0	33.0	33.0	33.0	20.0	20.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	24.0	24.0	24.0	24.0
Total Split (s)	37.0	37.0	37.0	37.0	24.0	24.0	24.0	24.0
Total Split (%)	60.7%	60.7%	60.7%	60.7%	39.3%	39.3%	39.3%	39.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	33.0	33.0	33.0	33.0		20.0		20.0
Actuated g/C Ratio	0.54	0.54	0.54	0.54		0.33		0.33
v/c Ratio	0.09	0.47	0.18	0.29		0.87		0.37
Control Delay	7.3	9.5	8.6	8.4		39.7		15.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.3	9.5	8.6	8.4		39.7		15.7
LOS	A	A	A	A		D		B
Approach Delay		9.3		8.4		39.7		15.7
Approach LOS		A		A		D		B

#### Intersection Summary

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 18.5

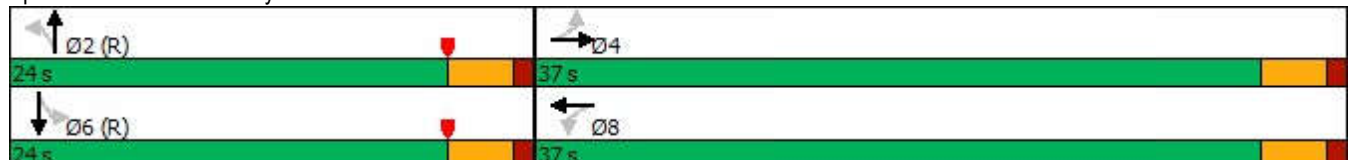
Intersection LOS: B

Intersection Capacity Utilization 105.4%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 3: Glynn R Archer Jr Dr & Northside Drive



## Queues

### 3: Glynn R Archer Jr Dr & Northside Drive





















Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	48	455	77	286	419	216
v/c Ratio	0.09	0.47	0.18	0.29	0.87	0.37
Control Delay	7.3	9.5	8.6	8.4	39.7	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	9.5	8.6	8.4	39.7	15.7
Queue Length 50th (ft)	8	81	13	50	131	51
Queue Length 95th (ft)	21	143	33	89	#286	101
Internal Link Dist (ft)		191		272	1550	247
Turn Bay Length (ft)	100		120			
Base Capacity (vph)	557	976	418	1001	481	590
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.47	0.18	0.29	0.87	0.37

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.













# HCM 2010 Signalized Intersection Summary

## 3: Glynn R Archer Jr Dr & Northside Drive

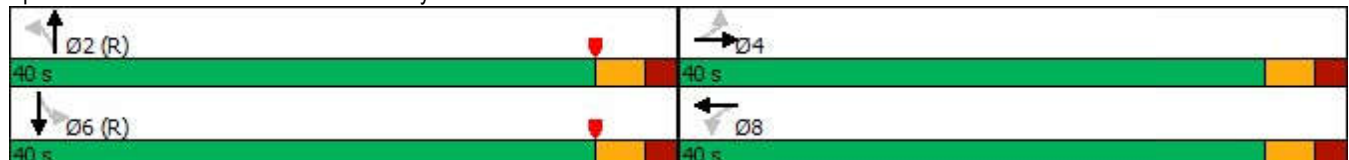
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	294	115	69	247	11	130	136	112	9	139	47
Future Volume (veh/h)	43	294	115	69	247	11	130	136	112	9	139	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	1.00		0.96	0.99		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	48	327	128	77	274	12	144	151	124	10	154	52
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	612	680	266	471	956	42	231	208	151	71	429	139
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1082	1256	492	929	1768	77	463	635	461	28	1308	423
Grp Volume(v), veh/h	48	0	455	77	0	286	419	0	0	216	0	0
Grp Sat Flow(s),veh/h/ln	1082	0	1748	929	0	1845	1559	0	0	1759	0	0
Q Serve(g_s), s	1.5	0.0	9.9	3.4	0.0	5.1	8.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	9.9	13.3	0.0	5.1	14.6	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.04	0.34		0.30	0.05		0.24
Lane Grp Cap(c), veh/h	612	0	946	471	0	998	590	0	0	638	0	0
V/C Ratio(X)	0.08	0.00	0.48	0.16	0.00	0.29	0.71	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	612	0	946	471	0	998	590	0	0	638	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	8.7	12.8	0.0	7.6	18.4	0.0	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.8	0.7	0.0	0.7	7.1	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.1	1.0	0.0	2.7	7.6	0.0	0.0	3.0	0.0	0.0
LnGrp Delay(d),s/veh	9.7	0.0	10.4	13.6	0.0	8.3	25.5	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	A		B	B		A	C			B		
Approach Vol, veh/h		503			363			419			216	
Approach Delay, s/veh		10.4			9.4			25.5			17.1	
Approach LOS		B			A			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		37.0		24.0		37.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		20.0		33.0		20.0		33.0				
Max Q Clear Time (g_c+l1), s		16.6		11.9		7.7		15.3				
Green Ext Time (p_c), s		0.9		3.2		0.9		1.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.3								
HCM 2010 LOS				B								

## Timings

### 5: Duck Avenue & Glynn R Archer Jr Dr

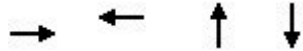
								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	10	21	12	11	162	119	129
Future Volume (vph)	11	10	21	12	11	162	119	129
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Minimum Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		35.0		35.0		35.0		35.0
Actuated g/C Ratio		0.44		0.44		0.44		0.44
v/c Ratio		0.05		0.26		0.28		0.50
Control Delay		10.1		4.8		14.9		19.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		10.1		4.8		14.9		19.1
LOS		B		A		B		B
Approach Delay		10.1		4.8		14.9		19.1
Approach LOS		B		A		B		B
Intersection Summary								
Cycle Length: 80								
Actuated Cycle Length: 80								
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow								
Natural Cycle: 80								
Control Type: Pretimed								
Maximum v/c Ratio: 0.50								
Intersection Signal Delay: 13.8					Intersection LOS: B			
Intersection Capacity Utilization 70.8%					ICU Level of Service C			
Analysis Period (min) 15								

Splits and Phases: 5: Duck Avenue & Glynn R Archer Jr Dr



















## Queues

### 5: Duck Avenue & Glynn R Archer Jr Dr



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	34	195	224	309
v/c Ratio	0.05	0.26	0.28	0.50
Control Delay	10.1	4.8	14.9	19.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.1	4.8	14.9	19.1
Queue Length 50th (ft)	6	10	65	104
Queue Length 95th (ft)	22	46	112	174
Internal Link Dist (ft)	200	255	295	1550
Turn Bay Length (ft)				
Base Capacity (vph)	698	745	786	623
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.26	0.28	0.50
Intersection Summary				

# HCM 2010 Signalized Intersection Summary 5: Duck Avenue & Glynn R Archer Jr Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	10	10	21	12	141	11	162	27	119	129	27
Future Volume (veh/h)	11	10	10	21	12	141	11	162	27	119	129	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.98		0.94	1.00		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	11	11	24	13	158	12	182	30	134	145	30
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	242	214	101	74	534	63	663	105	326	337	64
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	471	553	490	116	170	1221	35	1515	240	599	771	147
Grp Volume(v), veh/h	34	0	0	195	0	0	224	0	0	309	0	0
Grp Sat Flow(s),veh/h/ln	1513	0	0	1507	0	0	1790	0	0	1516	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	6.5	0.0	0.0	6.4	0.0	0.0	10.1	0.0	0.0
Prop In Lane	0.35		0.32	0.12		0.81	0.05		0.13	0.43		0.10
Lane Grp Cap(c), veh/h	723	0	0	710	0	0	831	0	0	728	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.27	0.00	0.00	0.27	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	723	0	0	710	0	0	831	0	0	728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	14.5	0.0	0.0	14.4	0.0	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	3.0	0.0	0.0	3.4	0.0	0.0	5.0	0.0	0.0
LnGrp Delay(d),s/veh	13.0	0.0	0.0	15.4	0.0	0.0	15.2	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		34			195			224			309	
Approach Delay, s/veh		13.0			15.4			15.2			17.1	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		40.0		40.0		40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+l1), s		8.4		2.9		12.1		8.5				
Green Ext Time (p_c), s		1.3		0.1		2.0		1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				16.0								
HCM 2010 LOS				B								



# **APPENDIX H**

## **FDOT 2013 Quality / LOS Handbook Excerpt**

Generalized **Peak Hour Two-Way** Volumes for Florida's  
**Urbanized Areas**<sup>1</sup>

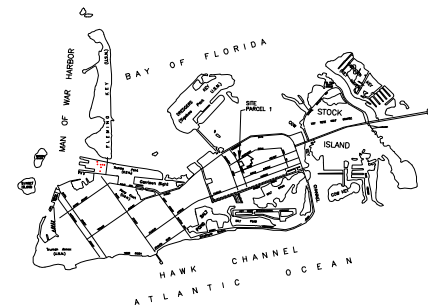
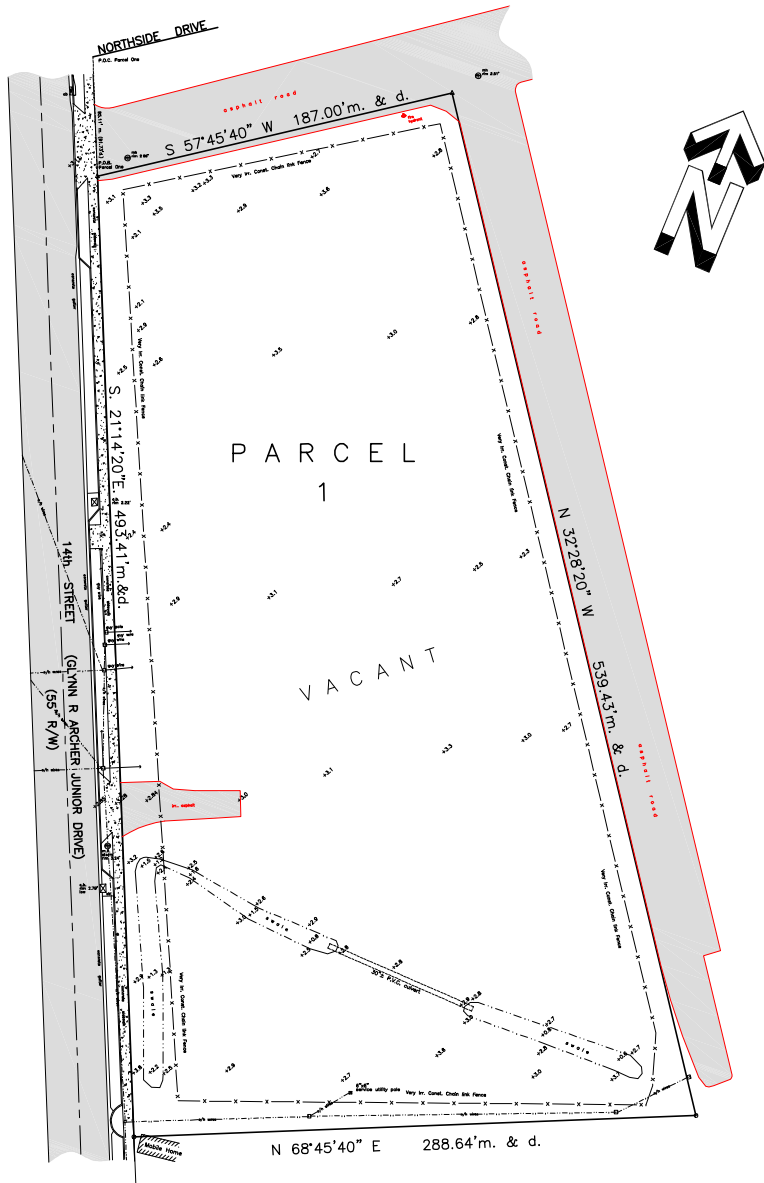
**TABLE 4**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190	
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100	
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010	
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930	
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 1,800			Ramp Metering + 5%		
2	Undivided	*	660	1,330	1,410						
4	Divided	*	1,310	2,920	3,040						
6	Divided	*	2,090	4,500	4,590						
8	Divided	*	2,880	6,060	6,130						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						UNINTERRUPTED FLOW HIGHWAYS					
Non-State Signalized Roadways - 10%						Lanes	Median	B	C	D	E
Median & Turn Lane Adjustments						2	Undivided	770	1,530	2,170	2,990
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		4	Divided	3,300	4,660	5,900	6,530
2	Divided	Yes	No	+5%		6	Divided	4,950	6,990	8,840	9,790
2	Undivided	No	No	-20%		Uninterrupted Flow Highway Adjustments					
Multi	Undivided	Yes	No	-5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
Multi	Undivided	No	No	-25%		2	Divided	Yes	+5%		
-	-	-	Yes	+ 5%		Multi	Undivided	Yes	-5%		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Multi	Undivided	No	-25%		
BICYCLE MODE <sup>2</sup> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<sup>1</sup> Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
Lane Coverage	B	C	D	E		<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	260	680	1,770		* Cannot be achieved using table input value defaults.					
50-84%	190	600	1,770	>1,770		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	830	1,770	>1,770	**		Source: Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/sm/los/default.shtm">www.dot.state.fl.us/planning/systems/sm/los/default.shtm</a>					
PEDESTRIAN MODE <sup>2</sup> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	250	850							
50-84%	*	150	780	1,420							
85-100%	340	960	1,560	>1,770							
BUS MODE (Scheduled Fixed Route) <sup>3</sup> (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

# **Island West**

**survey**



# LEGAL DESCRIPTION:

## PARCEL ONE:

A parcel of land on the Island of Key West, Monroe County, Florida, and being more particularly described by metes and bounds as follows:  
Commencing at the Northeasterly Corner of Lot 15, according to the PLAT OF SURVEY OF LANDS ON THE ISLAND OF KEY WEST, MONROE COUNTY, FLORIDA, recorded in Plat Book 3, Page 35, Public Records of Monroe County, Florida, bear South 21°14'20" East, along the Easterly line of Lot 15, the same being the Easterly right-of-way line of 14th Street, 91.73 feet to the Point of Beginning of the tract of land hereinafter described; from said Point of Beginning, continue bearing South 21°14'20" East along the Easterly right-of-way line of 14th Street, 493.41 feet; thence bear North 68°45'40" East, 288.64 feet; thence bear North 32°28'20" West, 539.43 feet; thence bear South 57°45'40" West, 187.00 feet, back to the Point of Beginning.

LEGEND			
A/C	Air Conditioner	LB	Licensed Business Number
BAL	Balcony	M	Measured
BM	Bench Mark	N.T.S.	Not To Scale
CB	Catch Basin	O.R.	Official Records
C	Center Line	OH	Over Head
CO	Clean Out	P	Pit
CONC	Concrete	PB	Plot Book
C.B.S.	Concrete Block Stucco	P.O.B.	Point of Beginning
CUP	Concrete Utility Pole	P.O.C.	Point of Commence
COV'D	Covered	R/W	Right of Way
D	Dead	SIB	Set Iron Bar
ELEV	Elevation	SIP	Set Iron Pipe
F.F.L.	Finished Floor Elevation	SPK	Set Nail And Disc
FD	Found	STY	Story
FIB	Found Iron Bar	UP	Utility Pole
INV	Invert	WM	Water Meter
IRR	Irregular	WV	Water Valve
SYMBOLS			
	Concrete Utility Pole		Street Light
	Sanitary Sewer Clean Out		Wood Utility Pole
	Fire Hydrant		Electric Junction Box

# SURVEYOR'S NOTES:

North arrow based on bearings from legal description  
Reference Bearing: Bearings per deed  
3.4 denotes existing elevation  
Elevations based on N.G.V.D. 1929 Datum  
Bench Mark No.: Bayou Elevation: 3.914  
Field Work performed on: 1/28/14

# Monumentation:

● = set 1/2" Iron Pipe, P.L.S. No. 2749  
● = Found 1/2" Iron Pipe  
● = Found 1/2" Iron Bar  
▲ = Set P.K. Nail, P.L.S. No. 2749  
▲ = Found P.K. Nail

**CERTIFICATION:**  
I HEREBY CERTIFY that the attached BOUNDARY SURVEY is true and correct to the best of my knowledge and belief; that it meets the minimum technical standards adopted by the Florida Board of Land Surveyors, Chapter 61G17-4, Florida Statute Section 472.027, and the American Land Title Association, and that there are no visible encroachments unless shown hereon.

FREDERICK H. HILDEBRANDT  
Professional Land Surveyor & Mapper No. 2749  
Professional Engineer No. 36810  
State of Florida

NOT VALID UNLESS EMBOSSED WITH RAISED SEAL & SIGNATURE

Utility Board of the City of Key West 14th Street, Key West, FL			
BOUNDARY SURVEY		Dwn No.: 14-227	
Scale: 1"=30'	Ref: 210-40	Flood panel No. 2009 K	Dwn. By: F.H.H.
Date: 3/29/13	File: 14	Flood Zone: AS	Flood Elev. 8'
REVISIONS AND/OR ADDITIONS			
6/30/14: Updated sidewalks, utilities, street, curbs			
c:/lms/lms			



# Site Plans









**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size | Project #  
24x36 | 17104

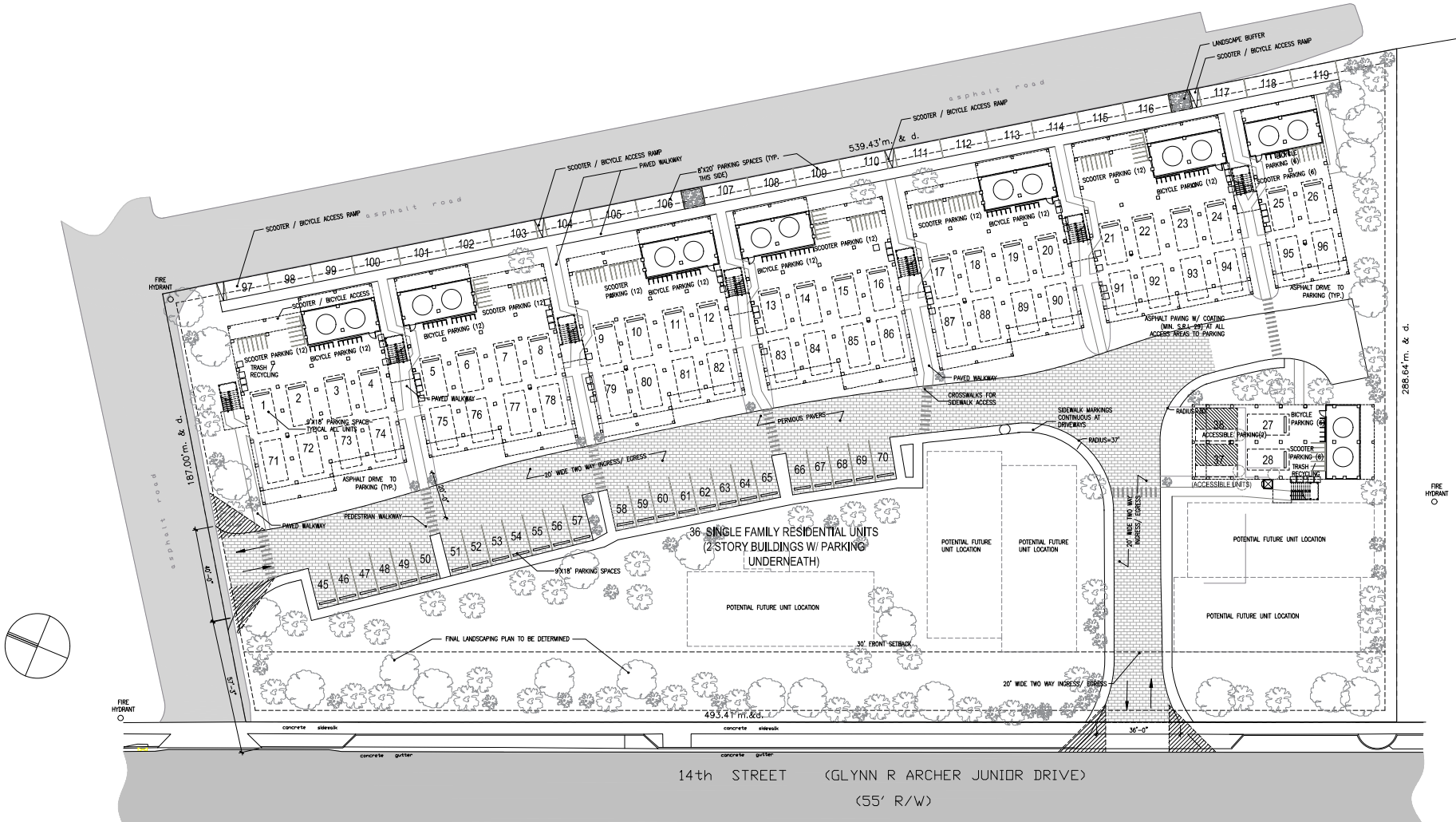
Title:  
**PROPOSED  
GROUND  
LEVEL SITE /  
PARKING  
PLAN**

Sheet Number:

**A-1.3**

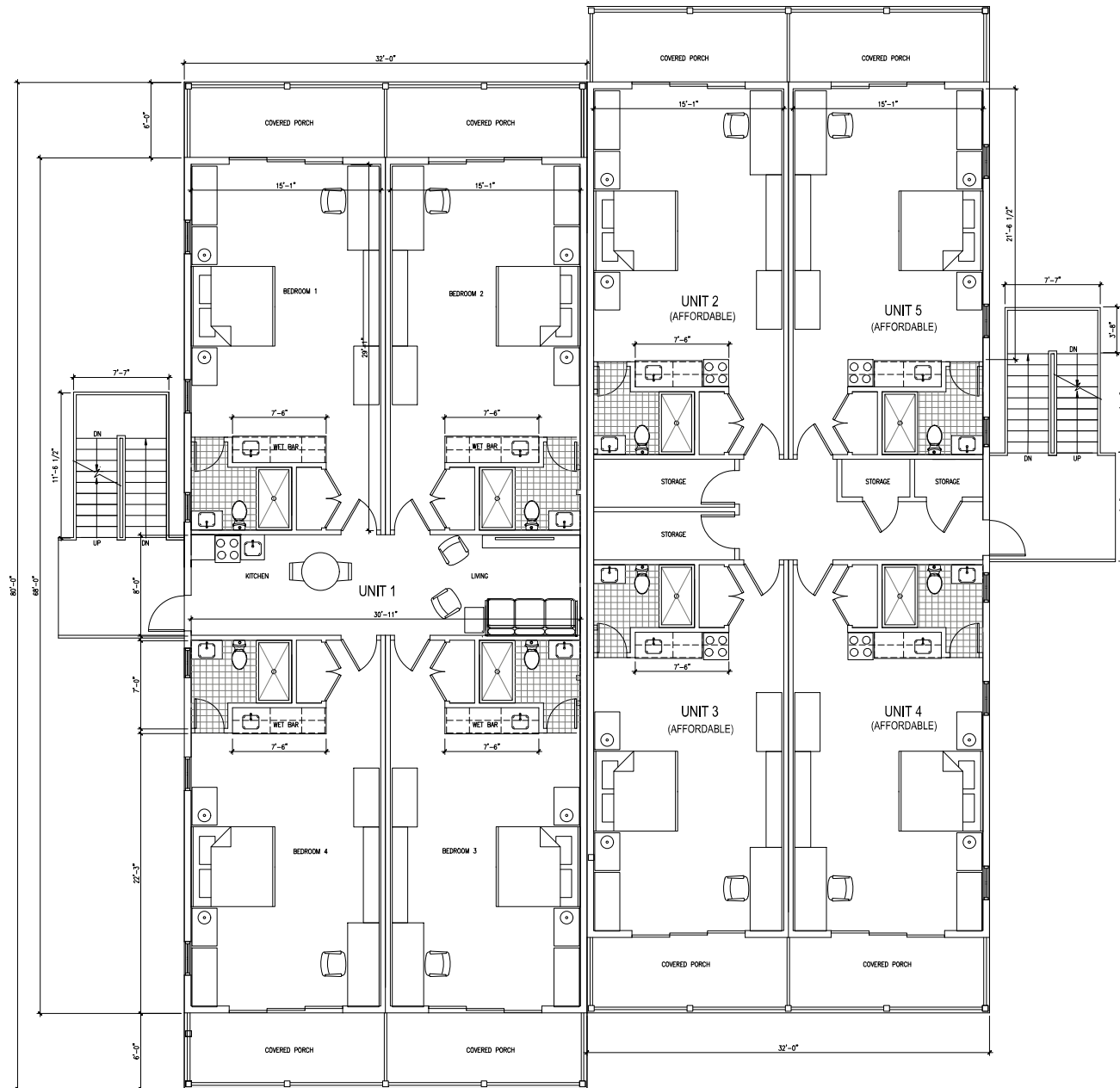
Date - JUNE 2, 2020

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1  
A3.1  
PRPOSED GROUND LEVEL SITE / PARKING PLAN  
SCALE: 1"=20'





1  
A2.1a

# FIRST FLOOR PLAN

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

Sheet:

Consultants:



Meridian Engineering LLC

AUTHORIZATION #29401

EX-305-200-001 to 200-009

Submissions / Revisions:  
B.P.A.S. SUBMISSION: 10.31.17  
MAJOR REV. SUBMISSION: 12.18.17  
REVISION 1: 1.1.18  
REVISION 2: 1.18.18  
REVISION 3: 4.11.18  
REVISION 4: 7.21.18  
REVISION 5: 10.31.18  
REVISION 6: 11.31.18  
REVISION 7: 3.4.2020

## 1213 14th STREET KEY WEST, FL RESIDENTIAL DEVELOPMENT

Drawing Size: 24x36 | Project #: 17004

Title:

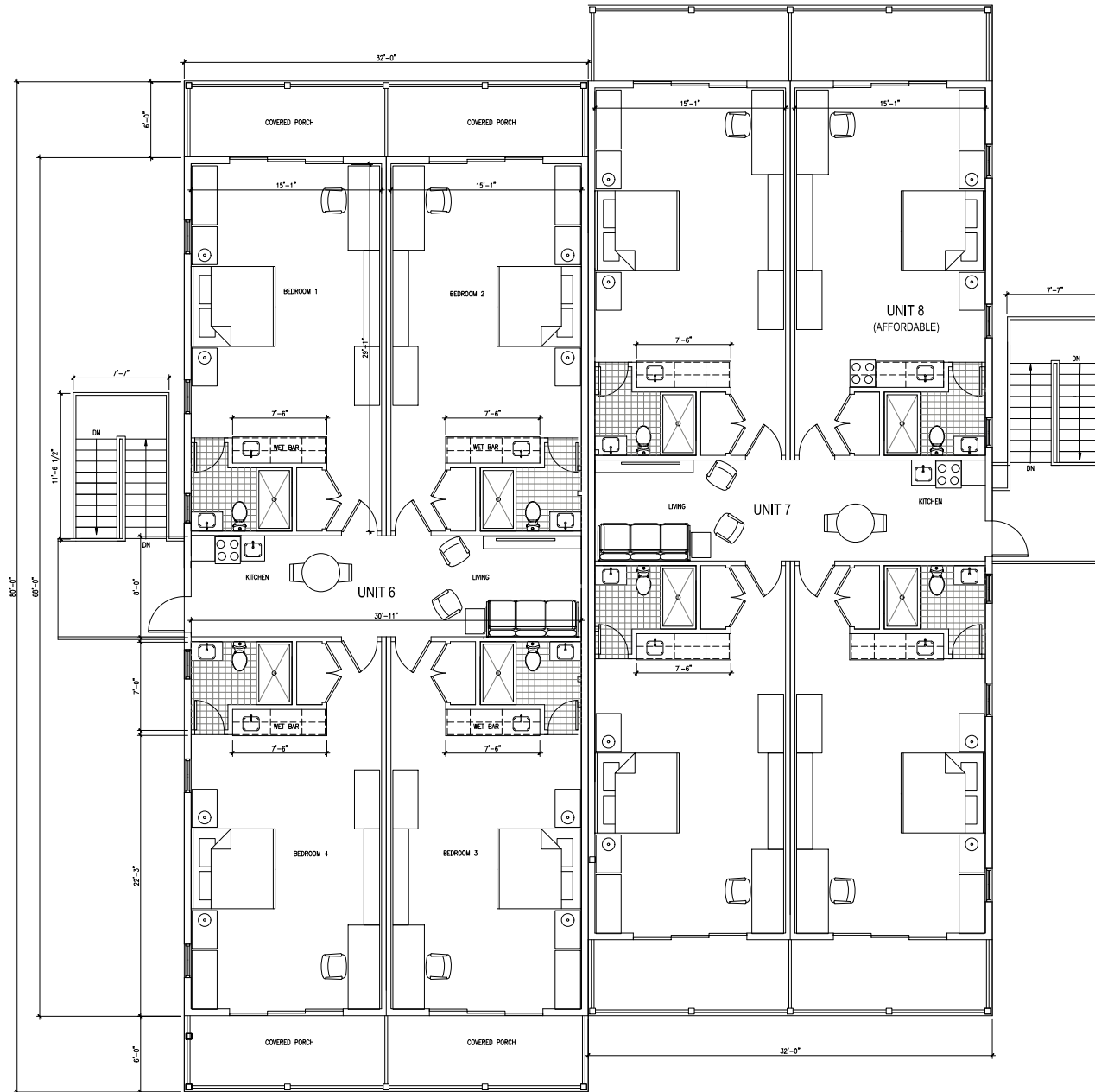
BUILDING "A"  
FIRST FLOOR  
PLAN

Sheet Number:

**A-2.1a**

Date: - JUN 2, 2020

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1  
A2.2a

## SECOND FLOOR PLAN

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

**wsa**

william shepler & associates  
architecture

211 First Street, Suite 303  
Key West, FL 33940  
Tel: 305-759-3131  
Email: info@wsapeople.com

Seal:

Consultants:



Meridian Engineering LLC

AUTHORIZATION #29401  
EX-300-20000-00-200-000

Submissions / Revisions:

BPAS SUBMISSION: 10.31.17

MAJOR KEY SUBMISSION: 12.18.17

REVISION 1: 1.1.18

REVISION 2: 1.2.18

REVISION 3: 4.11.18

REVISION 4: 5.21.18

REVISION 5: 10.31.18

REVISION 6: 11.31.18

REVISION 7: 3.4.2020

**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size: 24x36 | Project #: 1704

Title:

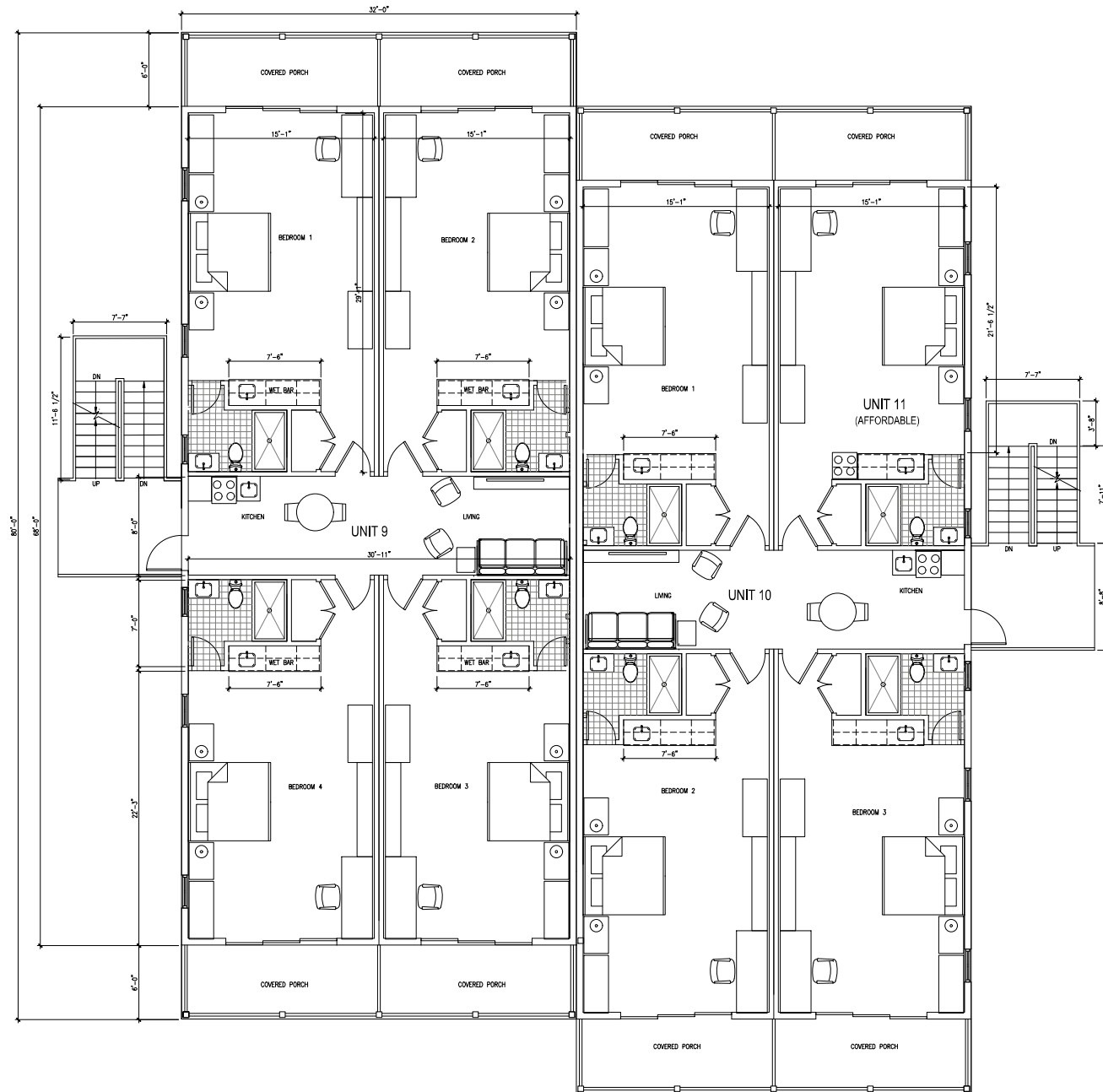
**BUILDING "A"**  
**SECOND**  
**FLOOR PLAN**

Sheet Number:

**A-2.2a**

Date: -- JUNE 2, 2020

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1  
A2.1b

# FIRST FLOOR PLAN

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

Sheet:

Consultants:



Meridian Engineering LLC

AUTHORIZATION #29401

EX-300-200001 to 200499

Submissions / Revisions:

B.P.A.S. SUBMISSION: 10.31.17

MAJOR KEY SUBMISSION: 12.18.17

REVISION 1: 3.1.18

REVISION 2: 3.2.18

REVISION 3: 4.11.18

REVISION 4: 5.21.18

REVISION 5: 10.31.18

REVISION 6: 11.31.18

REVISION 7: 3.4.2020

## 1213 14th STREET KEY WEST, FL RESIDENTIAL DEVELOPMENT

Drawing Size: 24x36

Project #: 17004

Title:

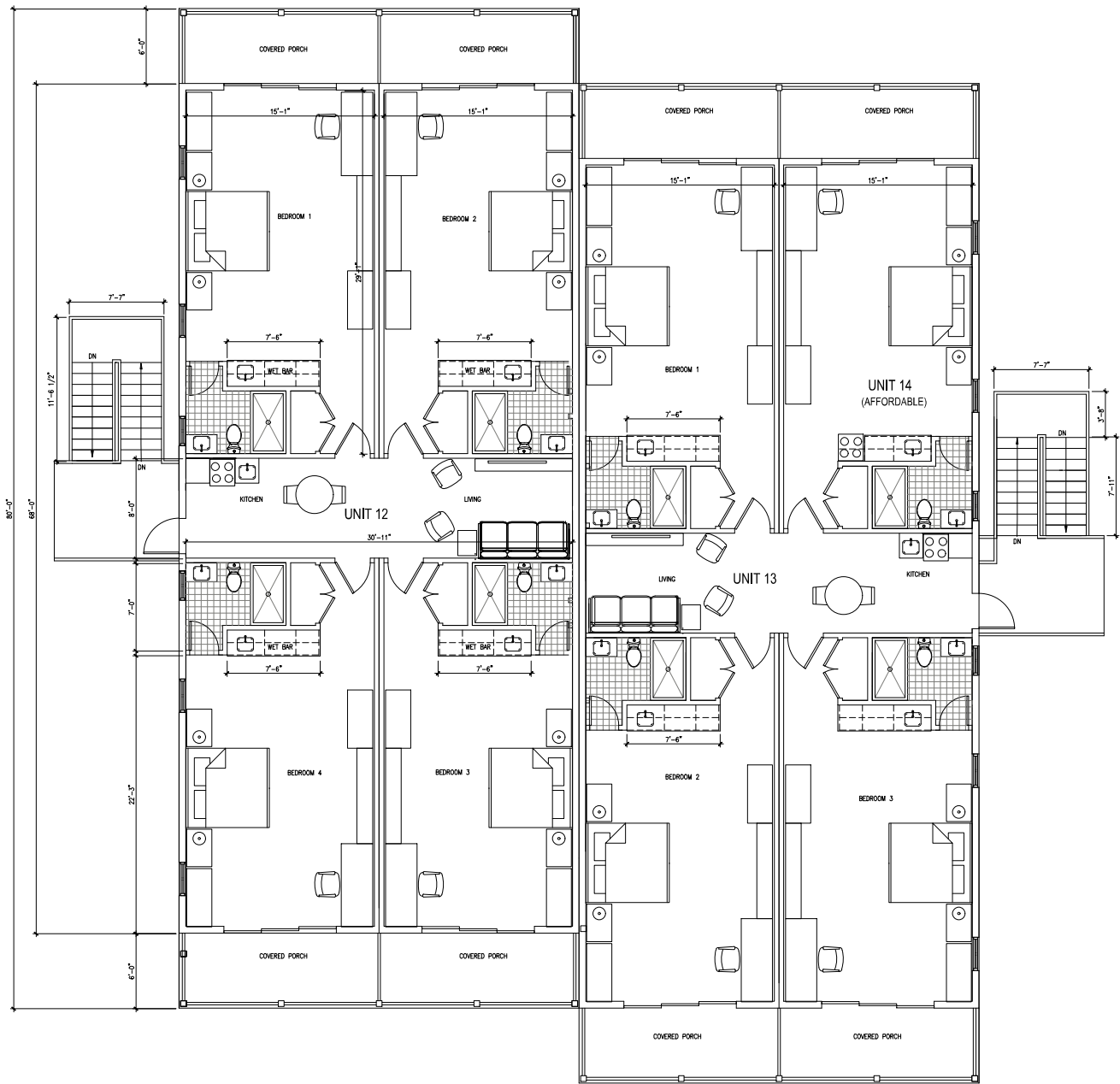
BUILDING "B"  
FIRST FLOOR  
PLAN

Sheet Number:

**A-2.1b**

Date: - JUNE 2, 2020

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1  
A2.2b

## SECOND FLOOR PLAN

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

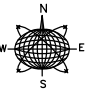


william shepler & associates  
architecture

211 First Street, Suite 203  
Key West, FL 33540  
Tel: 305-759-3131  
Email: info@wsaarchitect.com

Sheet:

Consultants:



Meridian Engineering LLC

AUTHORIZATION #29401

EX-100-200000-000-000

Submissions / Revisions:

B.P.A.S. SUBMISSION: 10.31.17

MAJOR REV. SUBMISSION: 12.18.17

REVISION 1: 1.1.18

REVISION 2: 1.2.18

REVISION 3: 4.11.18

REVISION 4: 5.21.18

REVISION 5: 10.31.18

REVISION 6: 11.31.18

REVISION 7: 3.4.2020

**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size: 24x36 | Project #: 17004

Title:

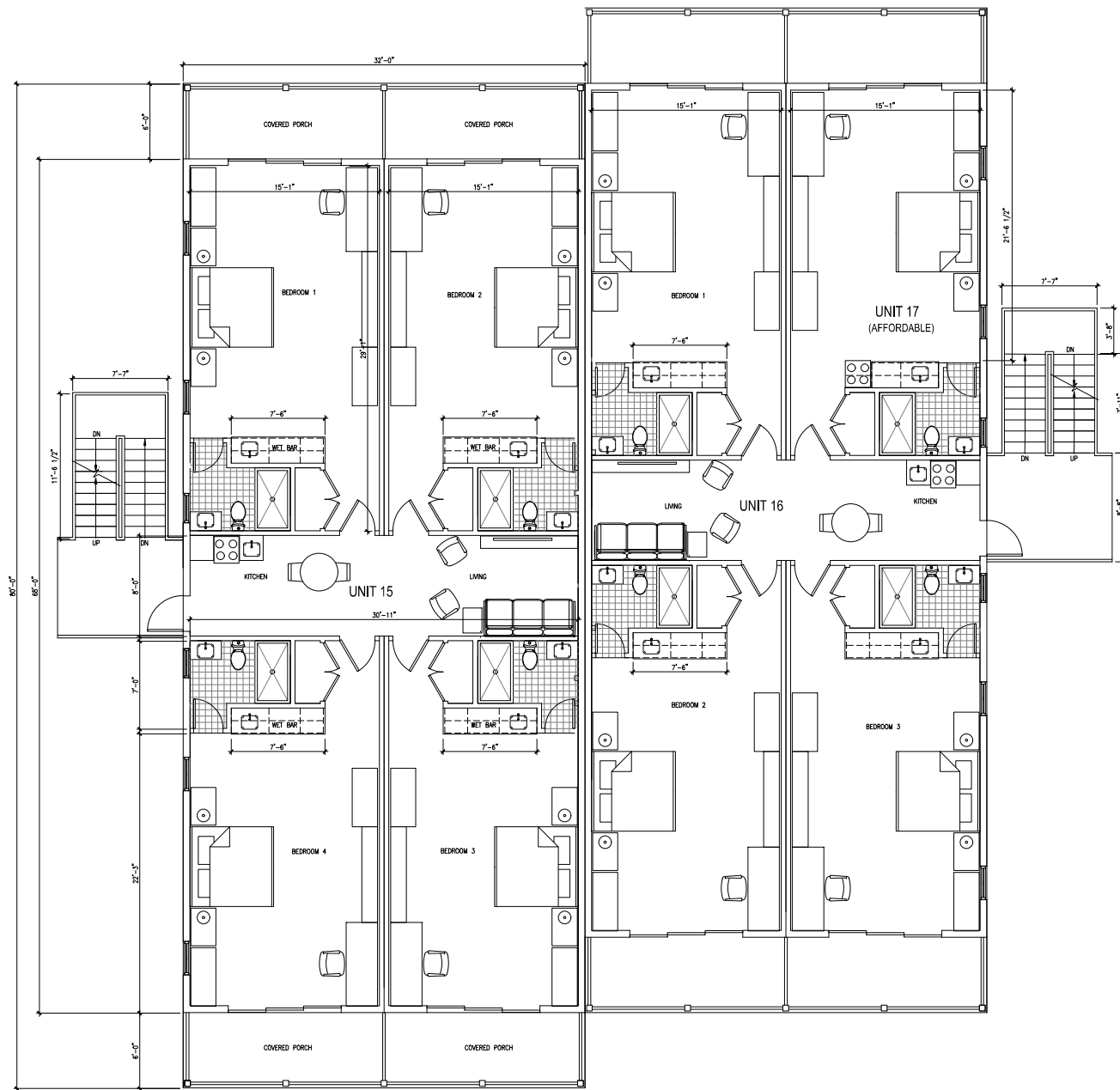
**BUILDING "B"**  
**SECOND**  
**FLOOR PLAN**

Sheet Number:

**A-2.2b**

Date: - JUNE 2, 2020

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1  
A2.1c

# FIRST FLOOR PLAN

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

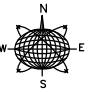


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Email: info@wsaarch.com

Seal:

Consultants:



Meridian Engineering LLC

AUTHORIZATION #29401

EX-305-200-001 to 200-008

Submissions / Revisions:  
B.P.A.S. SUBMISSION: 10.31.17  
MAJOR REV. SUBMISSION: 12.18.17  
REVISION 1: 1.1.18  
REVISION 2: 3.2.18  
REVISION 3: 4.11.18  
REVISION 4: 5.21.18  
REVISION 5: 10.31.18  
REVISION 6: 11.31.18  
REVISION 7: 3.4.2020

1213 14th STREET  
KEY WEST, FL  
RESIDENTIAL DEVELOPMENT

Drawing Size: 24x36 | Project #: 17004

Title:  
BUILDING "C"  
FIRST FLOOR  
PLAN

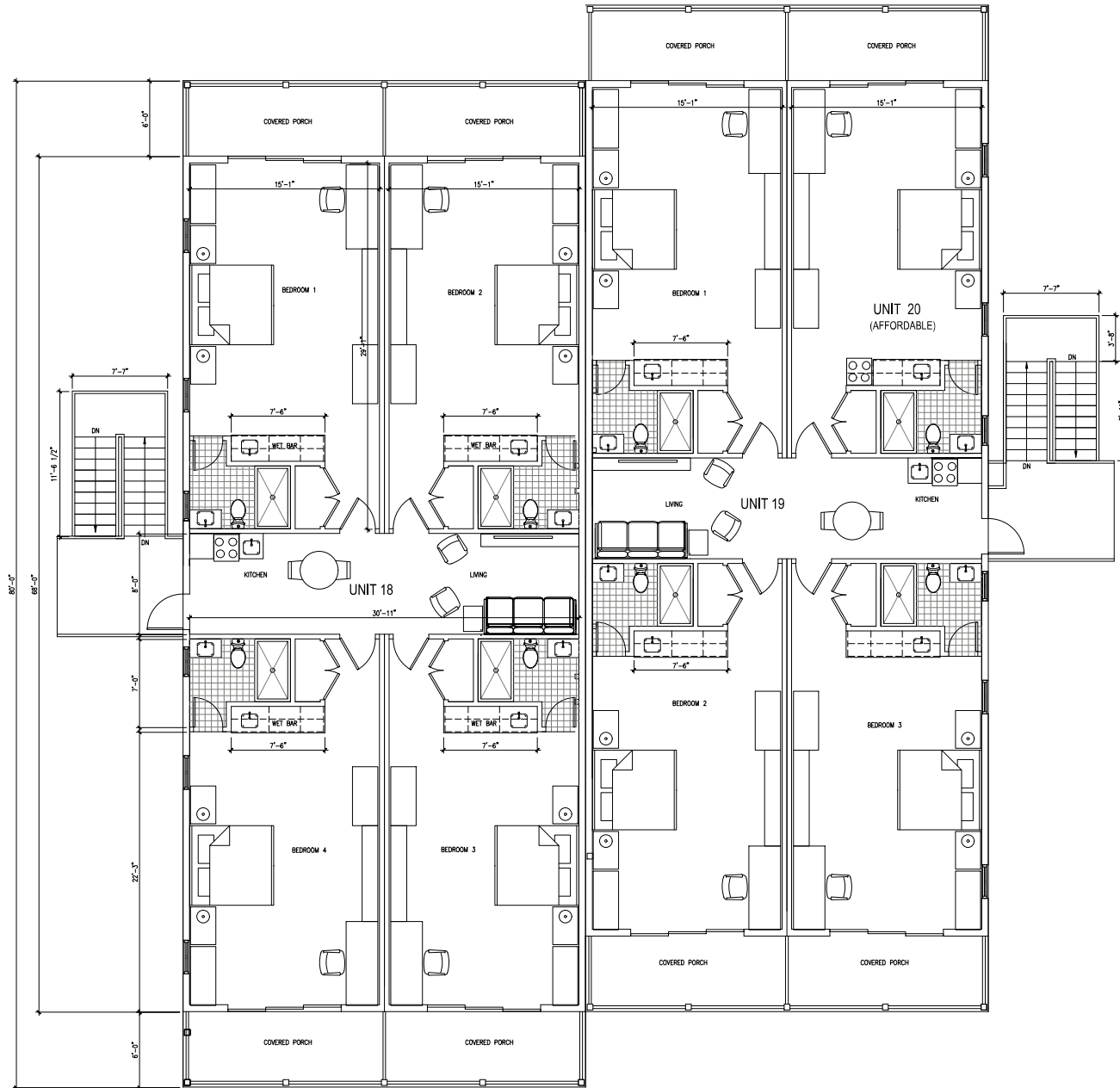
Sheet Number:

A-2.1c

Date: - JUNE 2, 2020

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1  
A2.2c  
SECOND FLOOR PLAN  
SCALE: 1/4"=1'-0"

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EX-100-200000-000-000

Submissions / Revisions:

BPAS SUBMISSION: 10.31.17

MAJOR KEY SUBMISSION: 12.18.17

REVISION 1: 1.11.18

REVISION 2: 1.28.18

REVISION 3: 4.11.18

REVISION 4: 5.21.18

REVISION 5: 10.31.18

REVISION 6: 11.31.18

REVISION 7: 3.4.2020

1213 14th STREET  
KEY WEST, FL  
RESIDENTIAL DEVELOPMENT

Drawing Size: 24x36 | Project #: 17004

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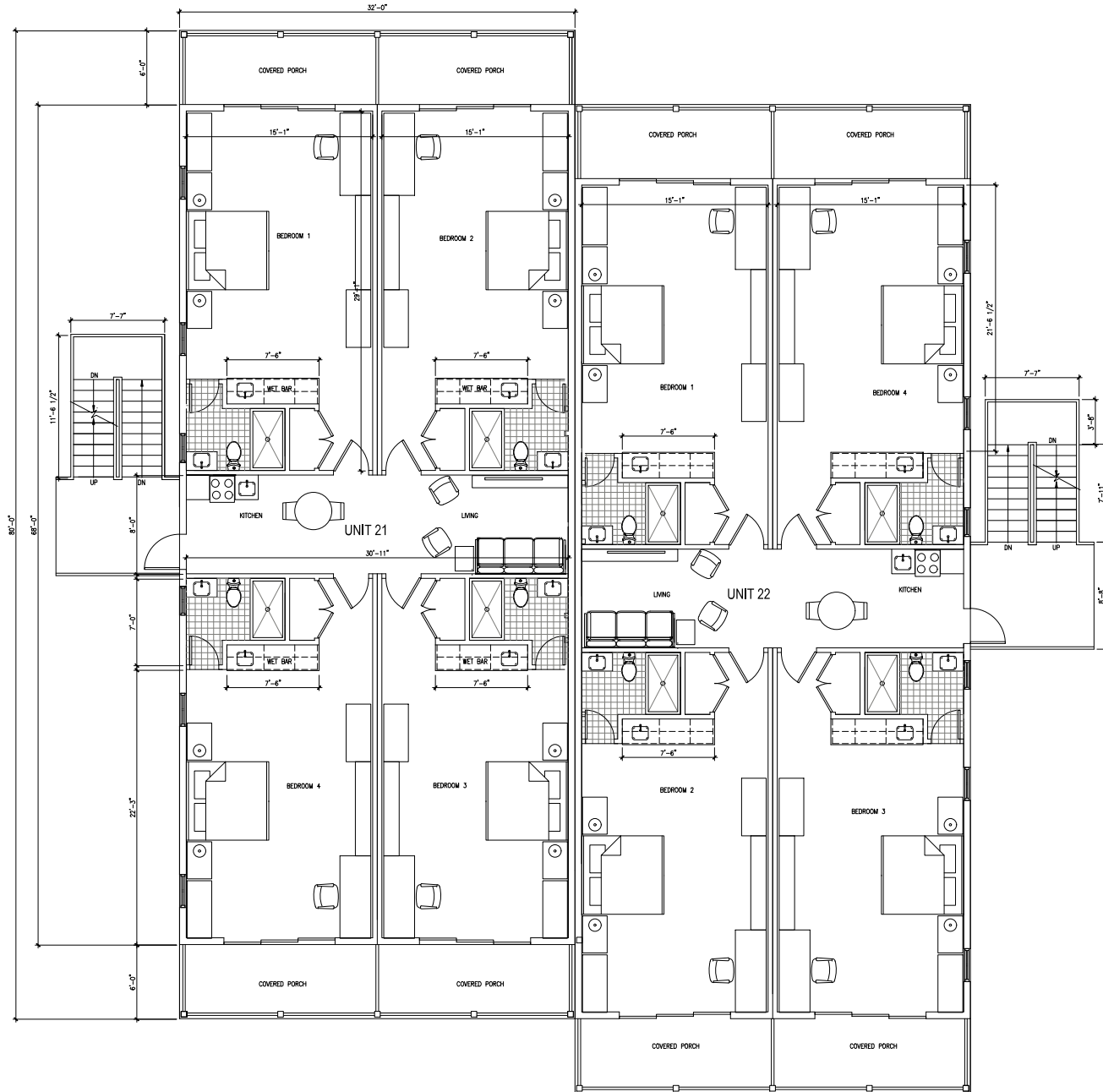
BUILDING "C"  
SECOND  
FLOOR PLAN

Sheet Number:

A-2.2c

Date: - JUN 2, 2020

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1  
A2.1d

# FIRST FLOOR PLAN

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

Send:

Consultants:



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AUTHORIZATION #29401  
EX-100-200-001 to 200-000

Submissions / Revisions:

B.P.A.S. SUBMISSION: 10.31.17

MAJOR KEY SUBMISSION: 12.18.17

REVISION 1: 3.1.18

REVISION 2: 3.2.18

REVISION 3: 4.11.18

REVISION 4: 5.21.18

REVISION 5: 10.31.18

REVISION 6: 11.31.18

REVISION 7: 3.4.2020

## 1213 14th STREET KEY WEST, FL RESIDENTIAL DEVELOPMENT

Drawing Size: 24x36 | Project #: 17004

Title:

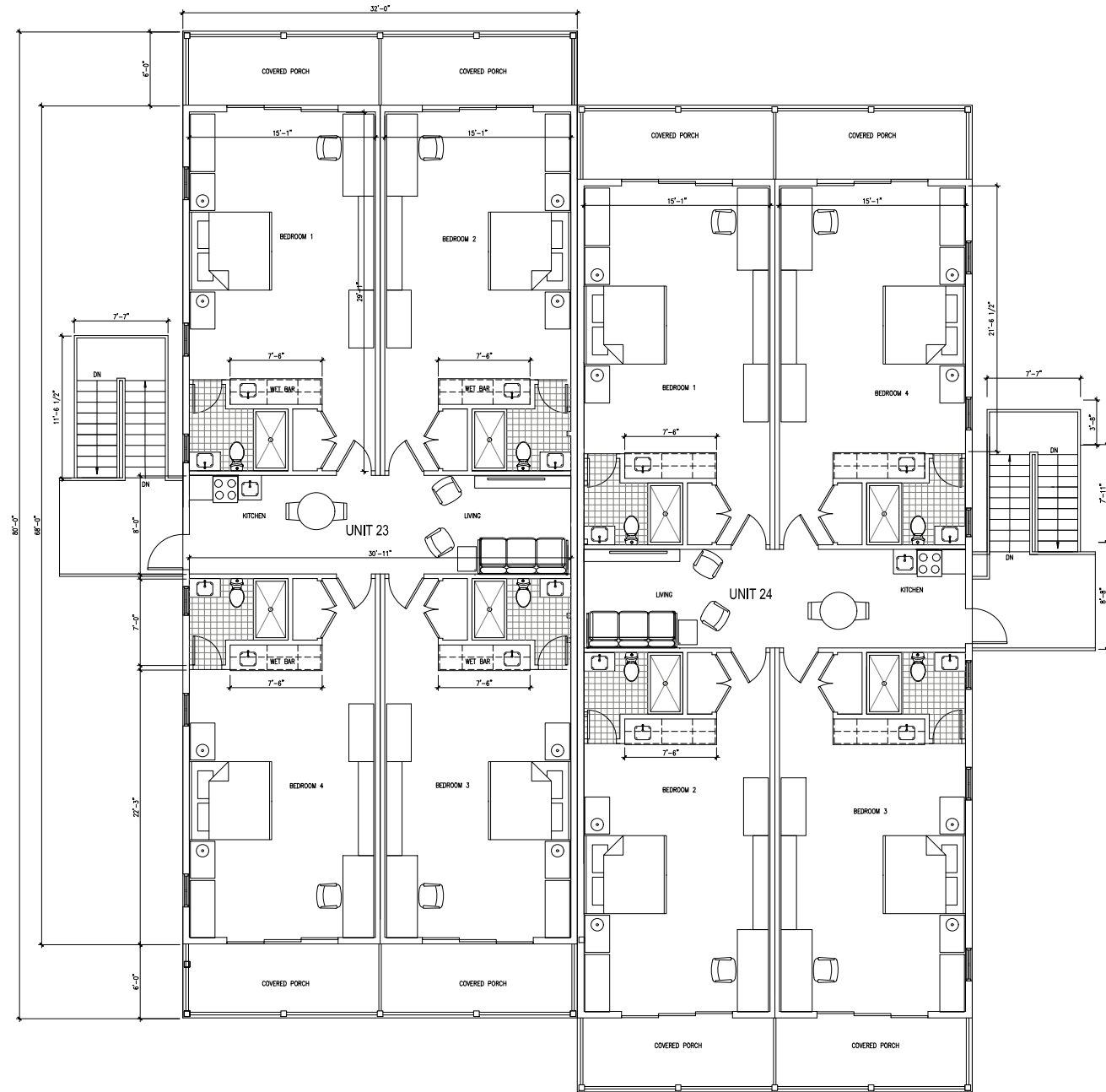
BUILDING "D"  
FIRST FLOOR  
PLAN

Sheet Number:

**A-2.1d**

Date: - JUNE 2, 2020

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1  
A2.2d

## SECOND FLOOR PLAN

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

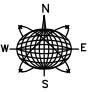


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AUTHORIZATION #29401

EX-100-200000-00-0000

Submissions / Revisions:

B.P.A.S. SUBMISSION: 10.31.17

MAJOR REV. SUBMISSION: 12.18.17

REVISION 1: 1.1.18

REVISION 2: 3.2.18

REVISION 3: 4.11.18

REVISION 4: 5.21.18

REVISION 5: 10.31.18

REVISION 6: 11.31.18

REVISION 7: 3.4.2020

**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size: 24x36 | Project #: 17004

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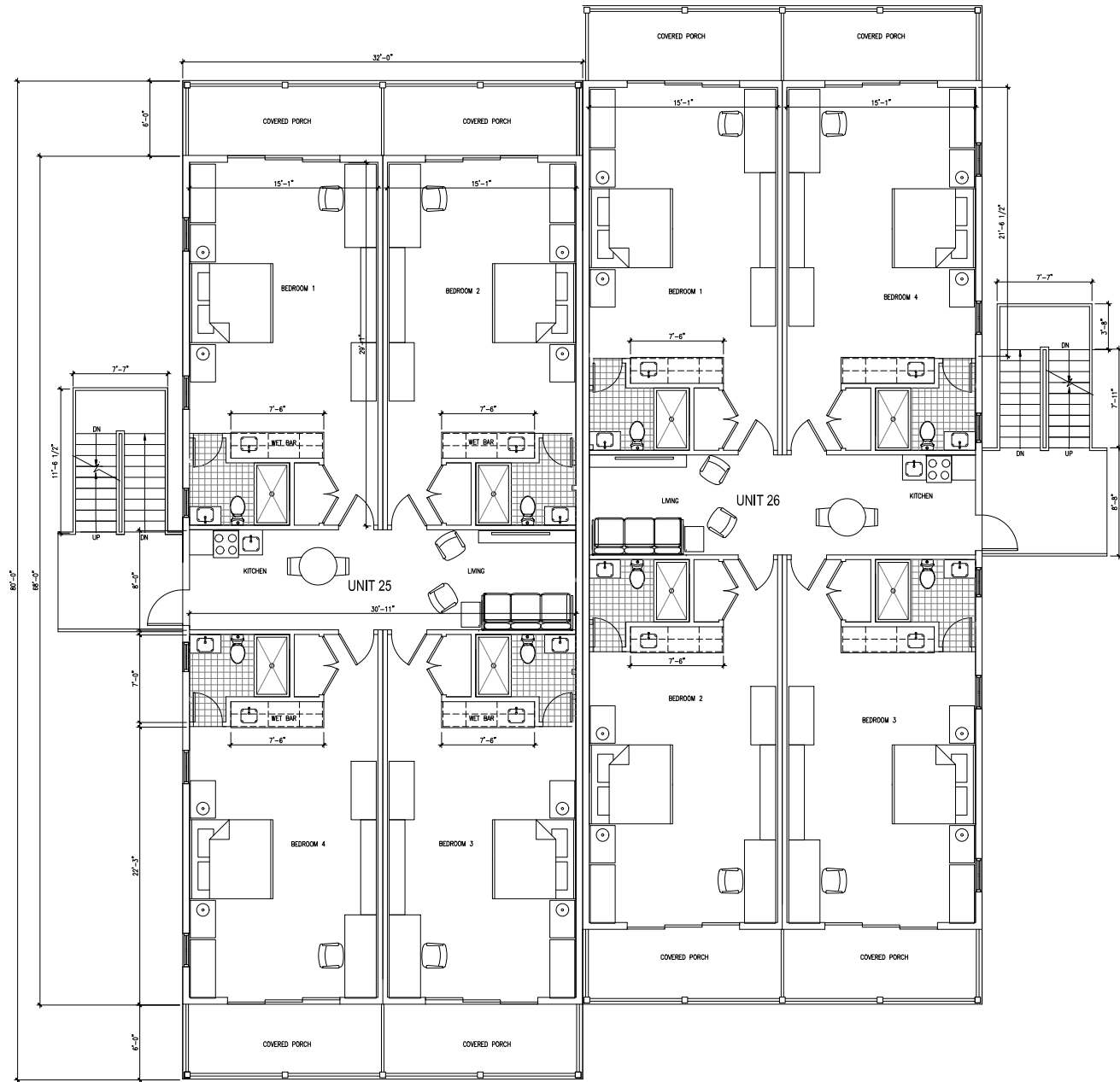
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**FLOOR PLAN**

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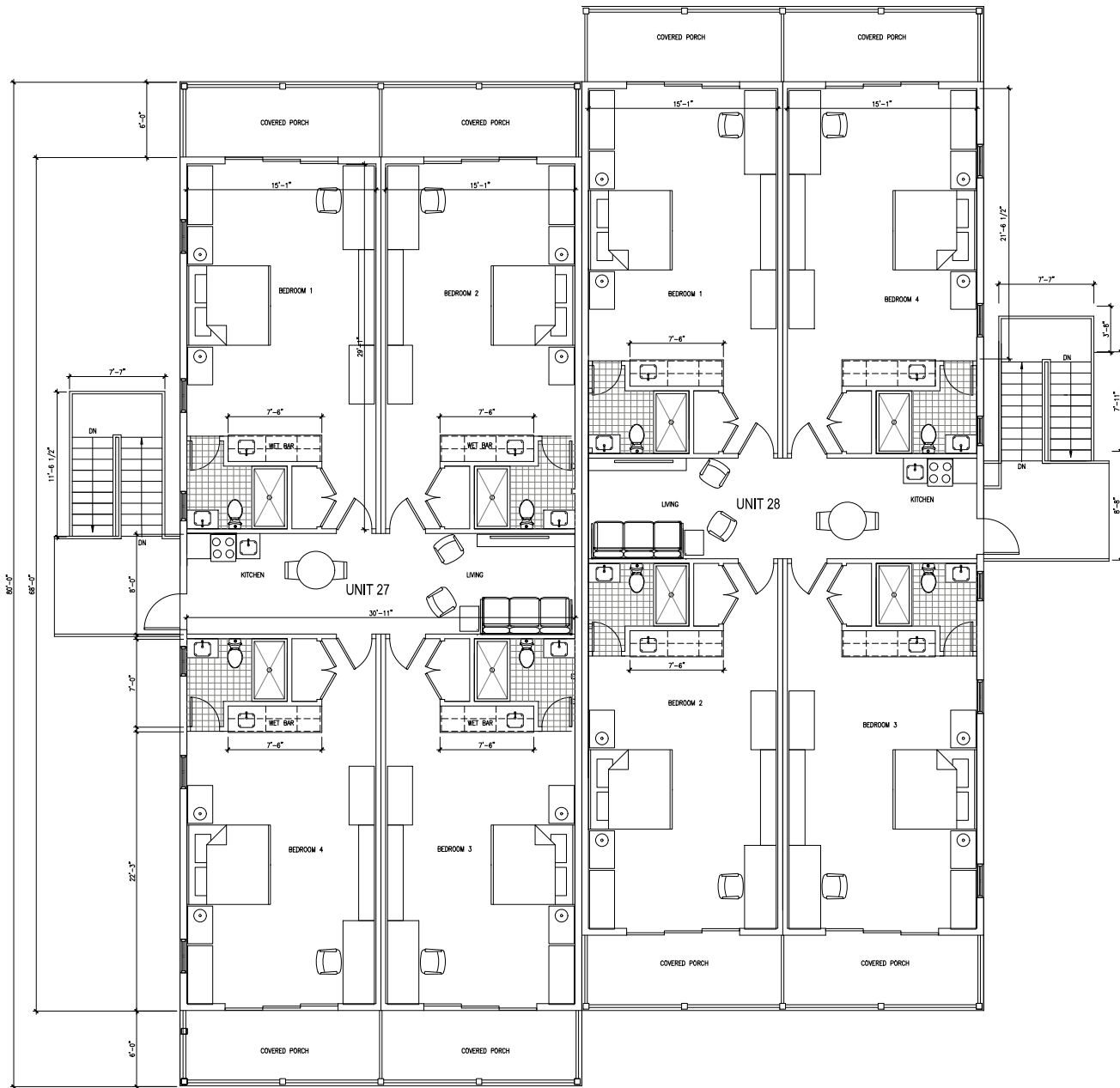
**A-2.2d**

Date: - JUN 2, 2020

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1  
A2.1e  
FIRST FLOOR PLAN  
SCALE: 1/4"=1'-0"



1  
A2.2e

## SECOND FLOOR PLAN

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

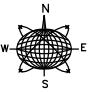


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EX-100-200-001 to 200-008

Submissions / Revisions:

B.P.A.S. SUBMISSION: 10.31.17

MAJOR REV. SUBMISSION: 12.18.17

REVISION 1: 1.11.18

REVISION 2: 3.22.18

REVISION 3: 4.11.18

REVISION 4: 5.21.18

REVISION 5: 10.31.18

REVISION 6: 11.31.18

REVISION 7: 3.4.2020

**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size: 24x36 Project #: 1704

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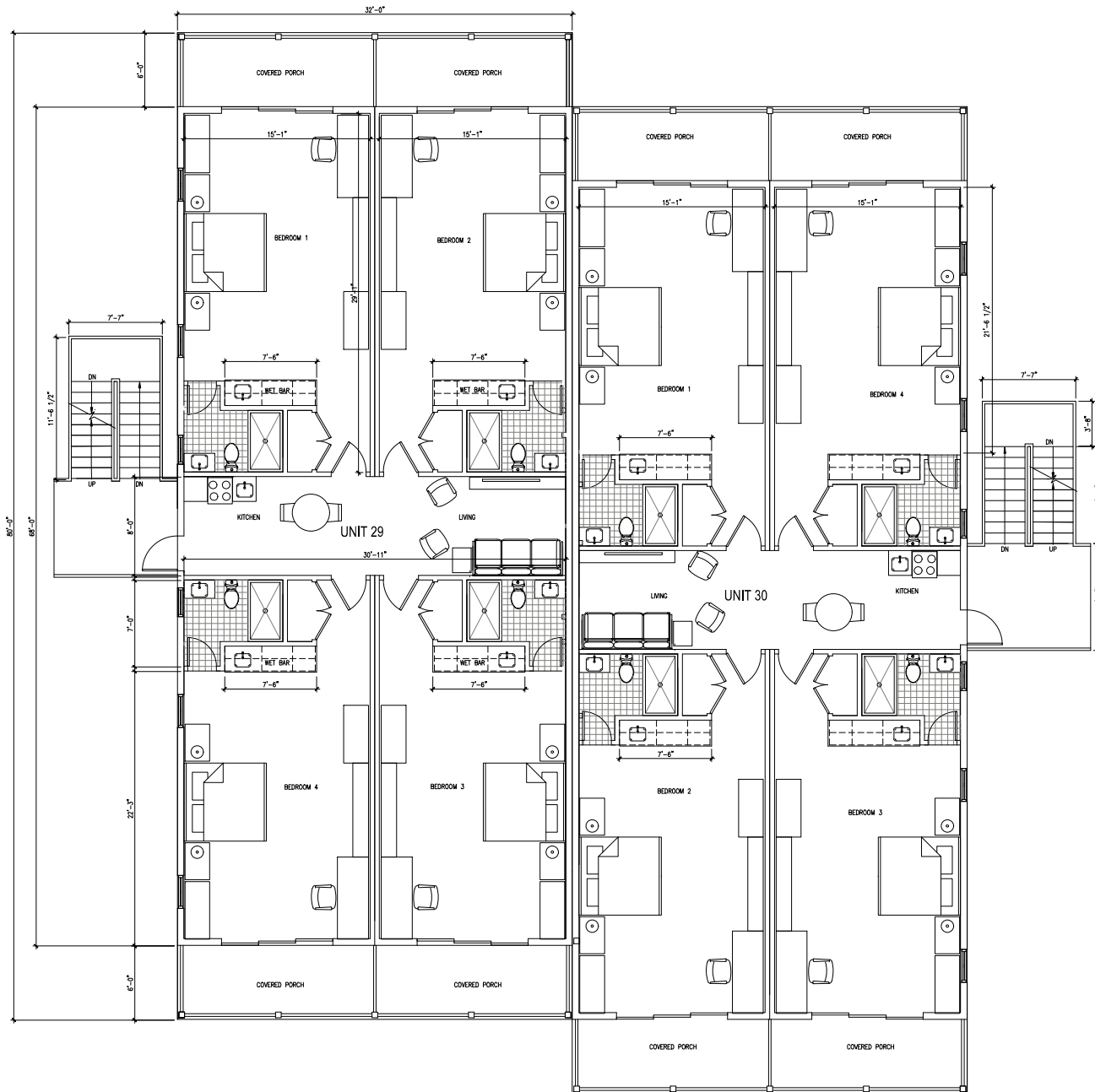
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**SECOND**  
**FLOOR PLAN**

Sheet Number:

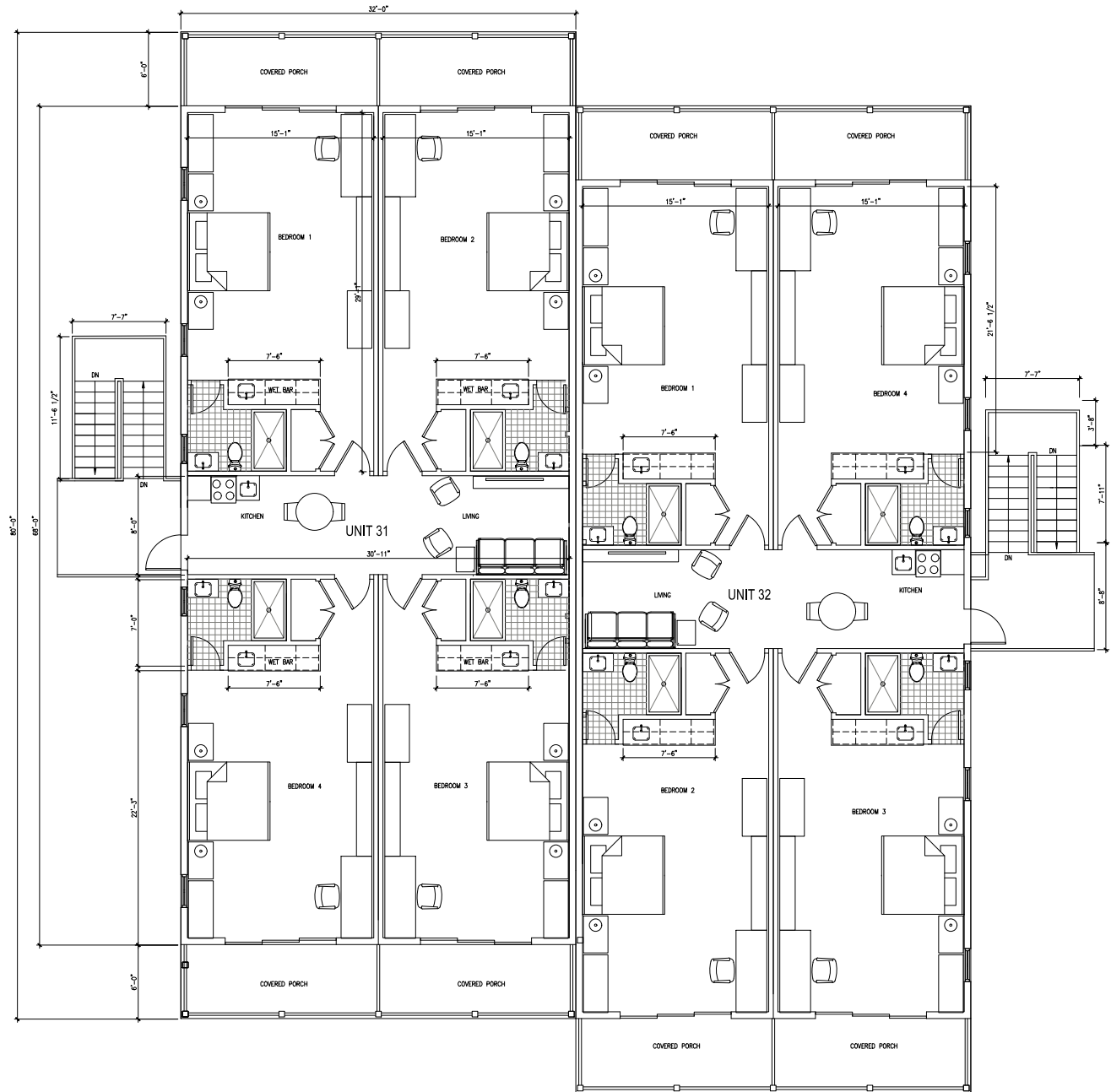
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Date: - JUNE 2, 2020

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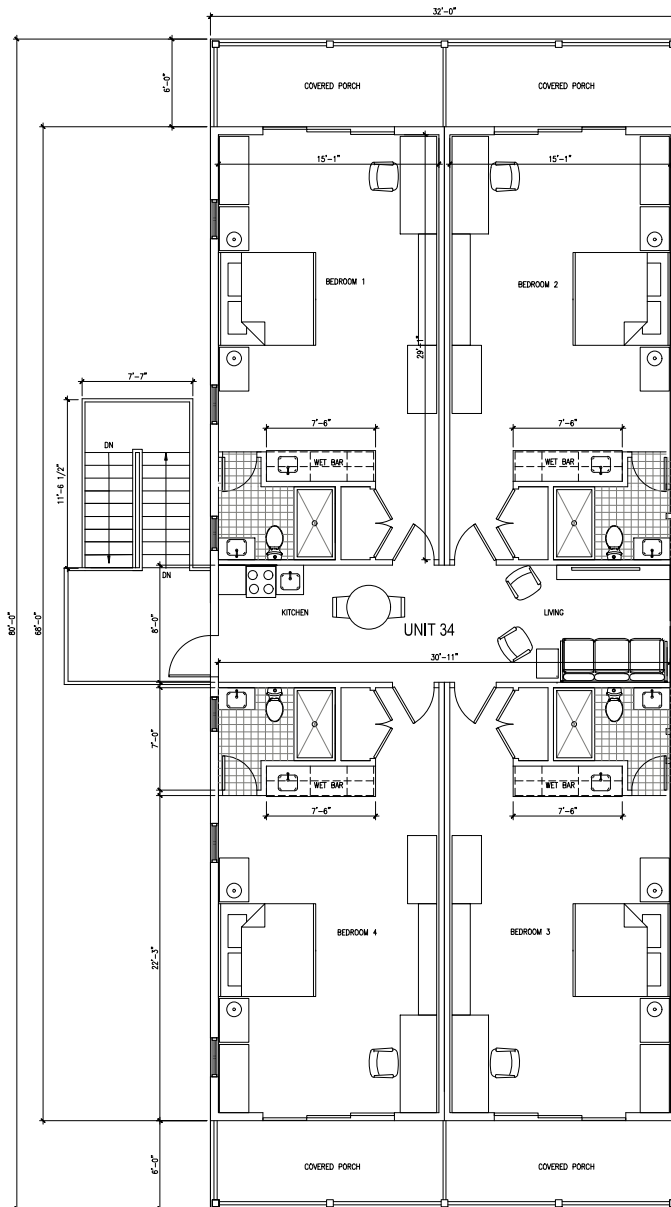
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FIRST FLOOR PLAN  
SCALE: 1/4"=1'-0"



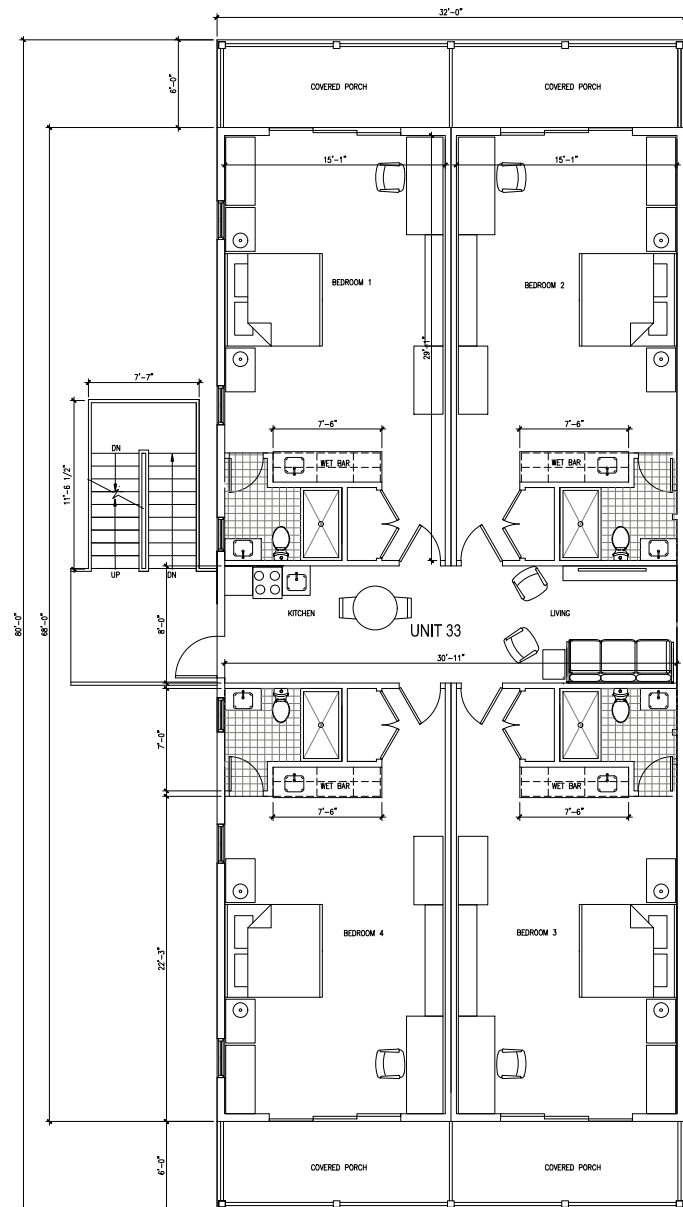
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SECOND FLOOR PLAN  
SCALE: 1/4"=1'-0"



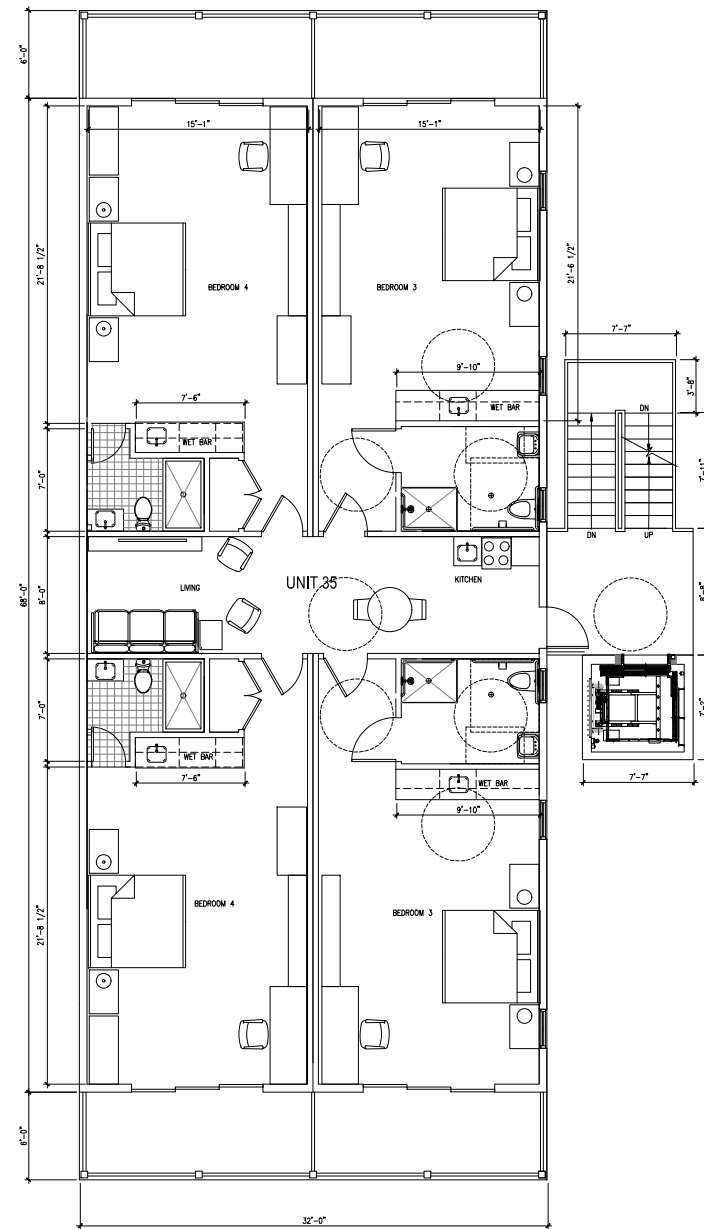
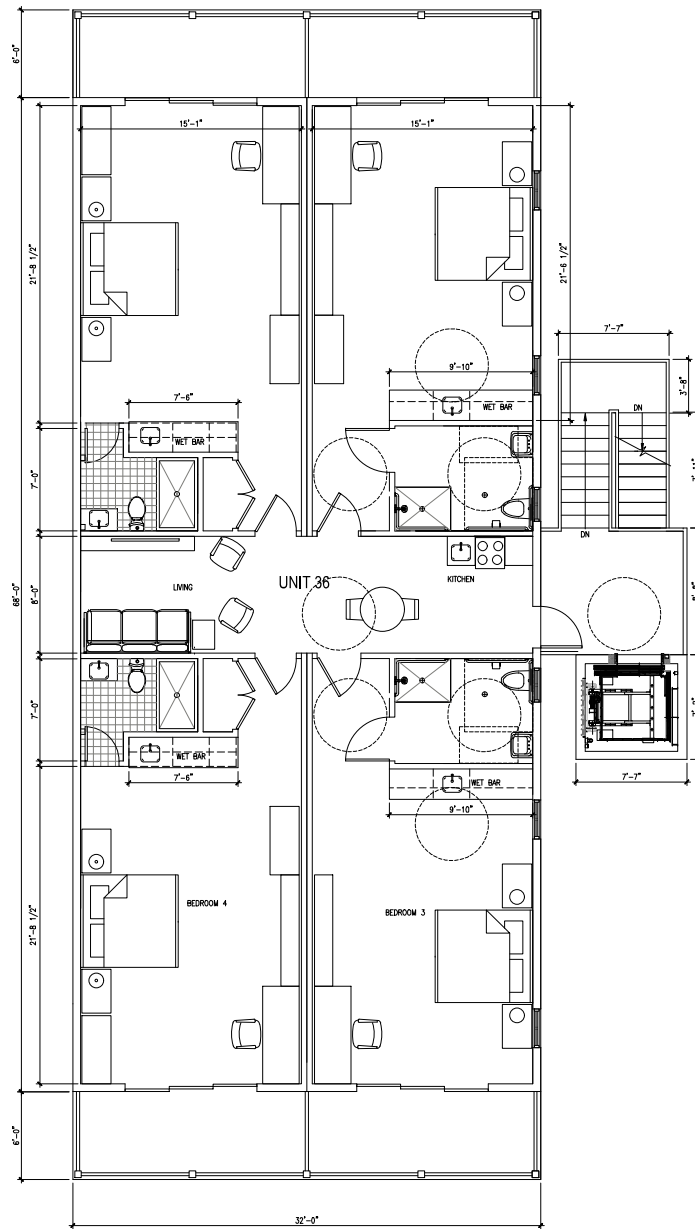




2 SECOND FLOOR PLAN  
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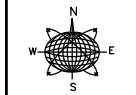


1 FIRST FLOOR PLAN  
A2.1a SCALE: 1/4"=1'-0"



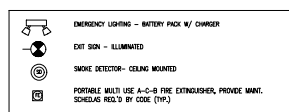






**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

**SYMBOL KEY**



- NOTES:  
1. SMOKE DETECTORS THROUGHOUT  
2. AUTOMATIC SPRINKLER SYSTEM THROUGHOUT

**OCCUPANCY & EGRESS CALCULATIONS PER STAIR**

USE AND OCCUPANCY CLASSIFICATION: RESIDENTIAL (R-2)

OCCUPANT LOAD: 41 (8,308 S.F. / 200)

EGRESS WIDTH REQUIRED:  
2 X 41 = 82', 44" MIN. EGRESS WIDTH REQ'D., (DOORS MIN. 32" CLEAR)

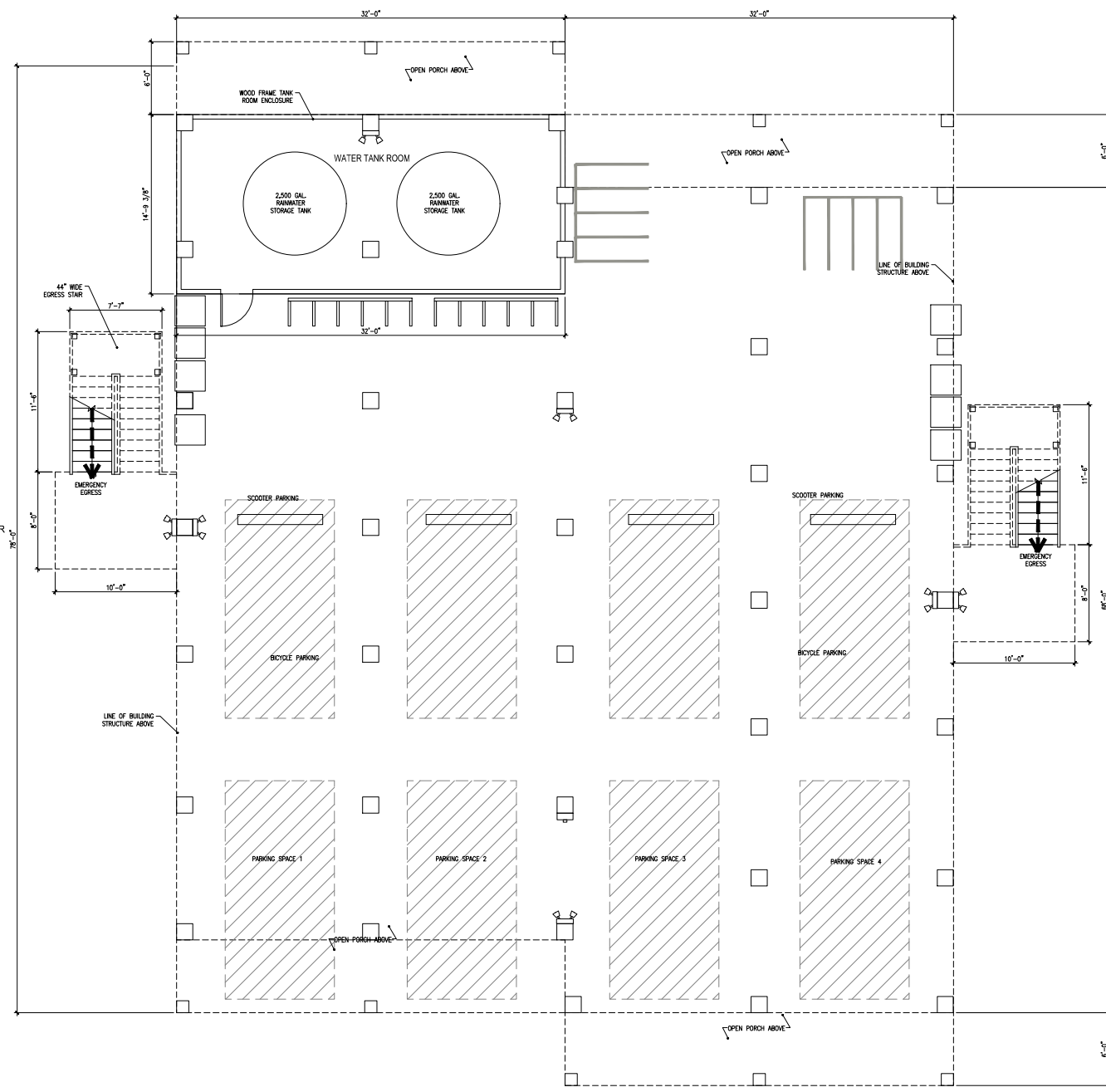
STAIR EGRESS WIDTH REQUIRED:  
3 X 41 = 123', 44" MIN. EGRESS WIDTH REQ'D., (DOORS MIN. 32" CLEAR)

MIN. NUMBER OF EXITS REQUIRED: 1 (1-500 PERSONS / STORY)

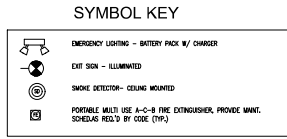
ACCESSIBLE ROUTE WIDTH REQUIRED: 36" (DOORS MIN. 32" CLEAR)

TABLE 1016.1 EXIT ACCESS TRAVEL DISTANCE:

MAX. EGRESS TRAVEL DISTANCE WITH SPRINKLER SYSTEM = 250 F.T.  
PROPOSED MAX. TRAVEL DISTANCE = 115.3 F.T.



**1**  
**A2.0** **TYPICAL GROUND FLOOR LIFE SAFETY PLAN**  
SCALE: 1/4"=1'-0"



- NOTES:
1. SMOKE DETECTORS THROUGHOUT
  2. AUTOMATIC SPRINKLER SYSTEM THROUGHOUT

**OCCUPANCY & EGRESS CALCULATIONS PER STAIR**

USE AND OCCUPANCY CLASSIFICATION: RESIDENTIAL (R-2)

OCCUPANT LOAD: 41 (8,308 S.F. / 200)

EGRESS WIDTH REQUIRED:  
 2 X 41 = 8.2', 44" MIN. EGRESS WIDTH REQ'D., (DOORS MIN. 32" CLEAR),

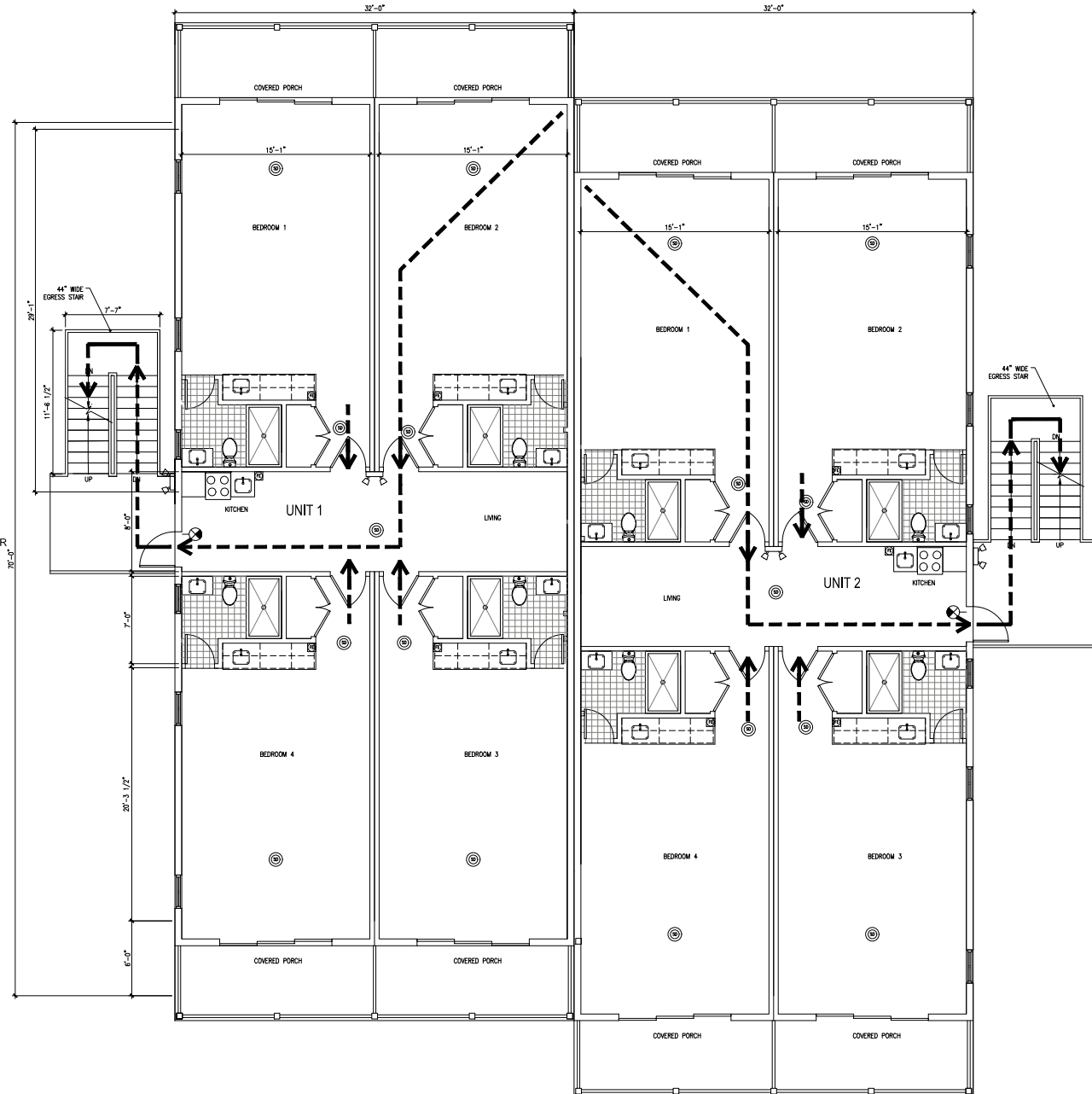
STAIR EGRESS WIDTH REQUIRED:  
 3 X 41 = 12.3', 44" MIN. EGRESS WIDTH REQ'D., (DOORS MIN. 32" CLEAR),

MIN. NUMBER OF EXITS REQUIRED: 1 (1-500 PERSONS /STORY)

ACCESSIBLE ROUTE WIDTH REQUIRED: 36" (DOORS MIN. 32" CLEAR)

TABLE 1016.1 EXIT ACCESS TRAVEL DISTANCE:

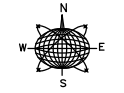
MAX. EGRESS TRAVEL DISTANCE WITH SPRINKLER SYSTEM = 250 F.T.  
 PROPOSED MAX. TRAVEL DISTANCE = 115.5 F.T.



**1**  
**A2.1** **TYPICAL FIRST FLOOR LIFE SFATEY PLAN**  
 SCALE: 1/4"=1'-0"

Seal:

Consultants:



Meridian Engineering LLC

Submissions / Revisions

BPAS SUBMISSION: 10.31.17  
 MAJOR REV. SUBMISSION: 12.18.17  
 REVISION 11: A2.1.18

**1213 14th STREET**  
 KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size: 7x10  
 Project #: 17054

Title:

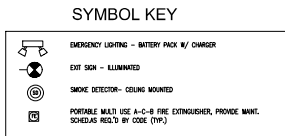
**TYPICAL FIRST FLOOR LIFE SAFETY PLAN**

Sheet Number:

**LS-2.1**

Date: - DECEMBER 15, 2017

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- NOTES:**
1. SMOKE DETECTORS THROUGHOUT
  2. AUTOMATIC SPRINKLER SYSTEM THROUGHOUT

**OCCUPANCY & EGRESS CALCULATIONS PER STAIR**

USE AND OCCUPANCY CLASSIFICATION: RESIDENTIAL (R-2)

OCCUPANT LOAD: 41 (8,308 S.F. / 200)

EGRESS WIDTH REQUIRED:

.2 X 41 = 8.2', 44" MIN. EGRESS WIDTH REQ'D., (DOORS MIN. 32" CLEAR).

STAIR EGRESS WIDTH REQUIRED:

.3 X 41 = 12.3', 44" MIN. EGRESS WIDTH REQ'D., (DOORS MIN. 32" CLEAR).

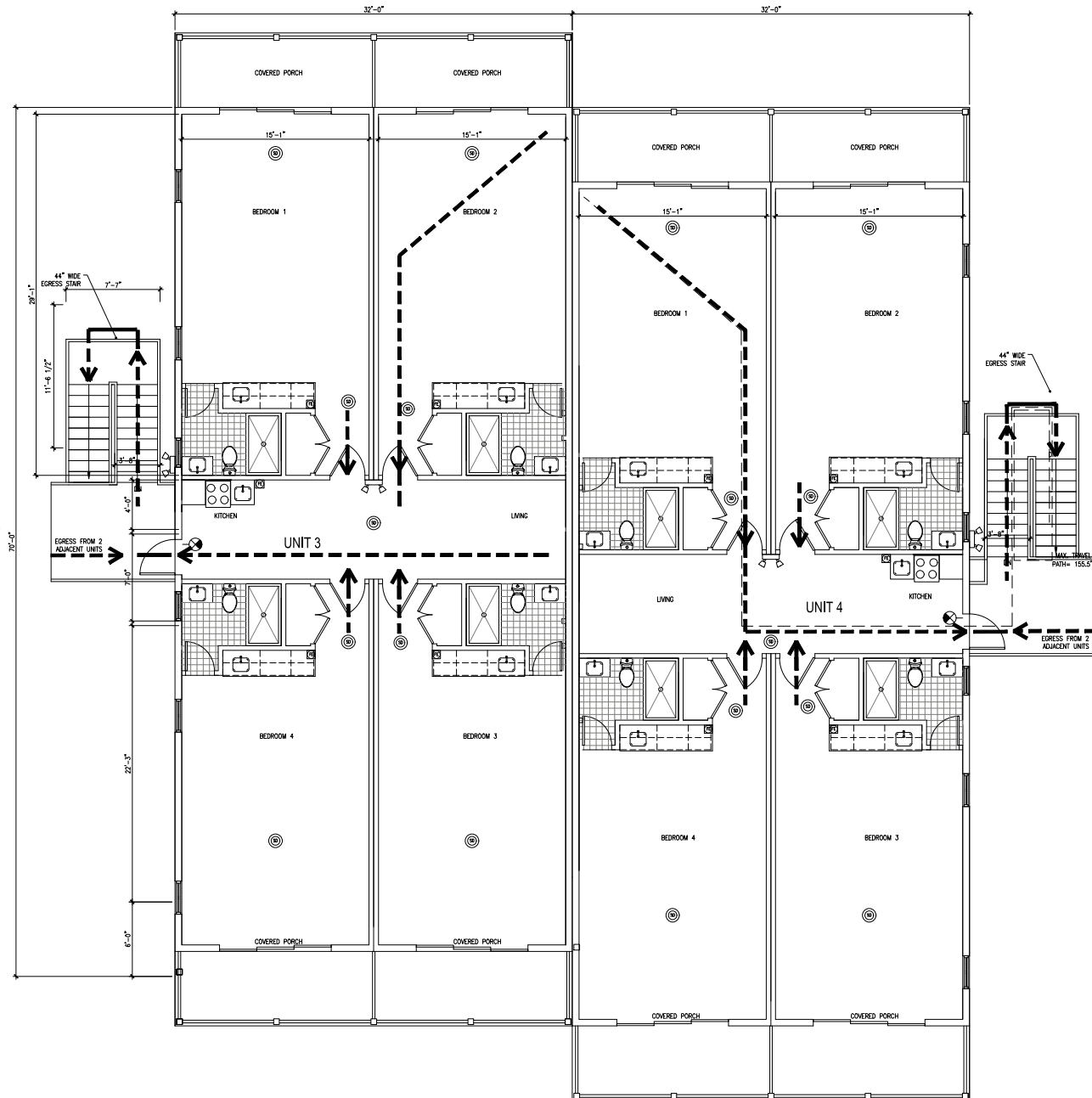
MIN. NUMBER OF EXITS REQUIRED: 1 (1-500 PERSONS /STORY)

ACCESSIBLE ROUTE WIDTH REQUIRED: 36" (DOORS MIN. 32" CLEAR)

TABLE 1016.1 EXIT ACCESS TRAVEL DISTANCE:

MAX. EGRESS TRAVEL DISTANCE WITH SPRINKLER SYSTEM = 250 F.T.

PROPOSED MAX. TRAVEL DISTANCE = 115.0 F.T.



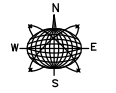
1  
A2.2

**TYPICAL SECOND FLOOR LIFE SAFETY PLAN**

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

Seal:

Consultants:



Meridian Engineering LLC

AUTHORIZATION #29401

PL 335-20120315 Lic 200-4899

Submissions / Revisions

BPAS SUBMISSION: 10.31.17

MAJOR REV. SUBMISSION: 12.18.17

REVISION 11: A.1.18

**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size: 7x10 | Project #: 17014

Title:

**TYPICAL  
SECOND  
FLOOR LIFE  
SAFETY PLAN**

Sheet Number:

**LS-2.2**

Date: - DECEMBER 15, 2017

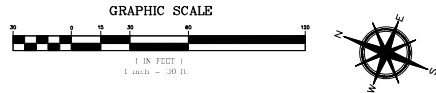
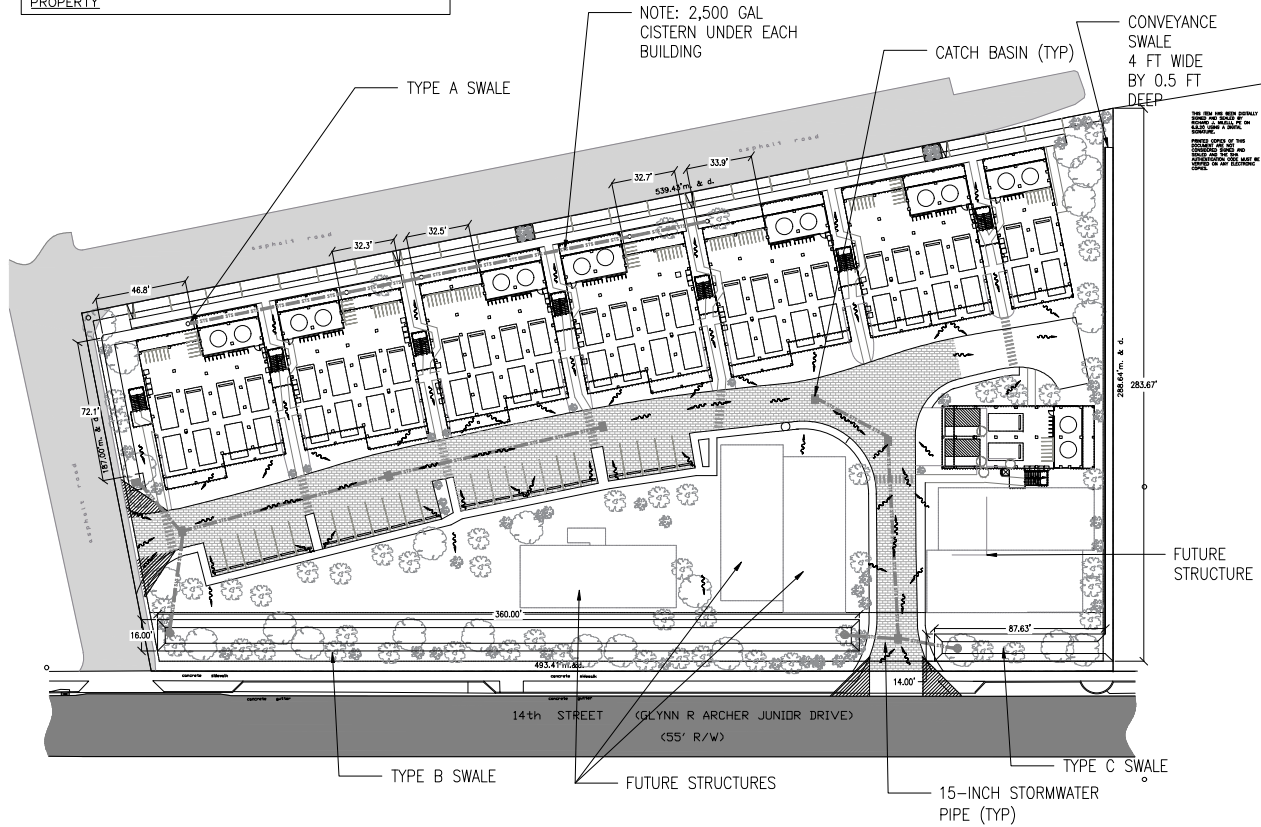
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# DRAINAGE CALCULATIONS

Type of Project: Residential Project		
Rainfall Event Used for Calculations: 24hr / 72hr		
<b>Water Quantity - Predevelopment</b>		
Project Area	2,702 sq. ft.	1,116 sq. ft.
Permeable Area	1,598 sq. ft.	686 sq. ft.
Impervious Area	1,104 sq. ft.	430 sq. ft.
% Impervious	41.2%	38.0%
Rainfall for 24hr/24hr event (P)	11.09 in.	11.09 in.
Rainfall for 24hr/72hr event (P)	14.95 in.	14.95 in.
Depth to Water Table	3.8 in.	3.8 in.
Undeveloped Available Storage	4.95 in.	4.95 in.
Soil Storage (S)	2.83 in.	2.83 in.
Q <sub>peak</sub> = (P + 0.25) / 2 / (P + 0.85) (24hr/24hr)	8.20 in.	8.20 in.
Q <sub>peak</sub> = (P + 0.25) / 2 / (P + 0.85) (24hr/72hr)	12.03 in.	12.03 in.
Volume = QA (24hr/72hr)	31.55 ac-ft	2,796 ac-ft
<b>Water Quantity - Postdevelopment</b>		
Project Area	2,702 sq. ft.	1,116 sq. ft.
Permeable Area	1,571 sq. ft.	671 sq. ft.
Impervious Area	1,131 sq. ft.	445 sq. ft.
% Impervious	41.9%	40.0%
Rainfall for 24hr/24hr event (P)	11.09 in.	11.09 in.
Rainfall for 24hr/72hr event (P)	14.95 in.	14.95 in.
Depth to Water Table	3.8 in.	3.8 in.
Undeveloped Available Storage	4.95 in.	4.95 in.
Soil Storage (S)	2.43 in.	2.43 in.
Q <sub>peak</sub> = (P + 0.25) / 2 / (P + 0.85) (24hr/24hr)	8.54 in.	8.54 in.
Q <sub>peak</sub> = (P + 0.25) / 2 / (P + 0.85) (24hr/72hr)	12.38 in.	12.38 in.
Volume = QA (24hr/72hr)	34.58 ac-ft	2,884 ac-ft
<b>Postdevelopment - Predevelopment</b>		
Q <sub>peak</sub> - Q <sub>peak</sub> (24hr/72hr)	0.37 in.	0.37 in.
Volume = QA (24hr/72hr)	1.625 ac-ft	0.0855 ac-ft
<b>Water Quality</b>		
Road Area	0.833 ac.	0.646 ac.
Project Area (Excluding Road/Water Area)	1.869 ac.	0.470 ac.
Impervious Area (Excluding Road/Water Area)	0.867 ac.	0.334 ac.
% Impervious (Excluding Road/Water Area)	46.4%	71.0%
A) One inch of runoff from drainage basin	2,702 ac-in	0.2327 ac-ft
B) 2.5 inches * percent impervious * tot. proj. area	2,682 ac-in	0.1748 ac-ft
<b>Water Quantity Vs. Water Quality</b>		
Quantity	0.0855 ac-ft	0.1748 ac-ft
Quantity	0.0855 ac-ft	0.1748 ac-ft
<b>Swale Volume Required</b>		
(Water Quality Loading = 50%)	0.1164 ac-ft	0.1164 ac-ft
NOTE: ROAD PAVERS ARE ASSUMED TO BE 50% PERVIOUS		
<b>Swale Volume Provided</b>		
Swale A =	0.0085 ac-ft	0.0085 ac-ft
Swale B =	0.0092 ac-ft	0.0092 ac-ft
Swale C =	0.0240 ac-ft	0.0240 ac-ft
TOTAL =	0.0417 ac-ft	0.0417 ac-ft

NOTE: DRAINAGE PROJECT AREA DIFFERS FROM ARCHITECTURAL SITE PLAN PROJECT AREA BECAUSE ARCHITECTURAL SITE PLAN ACCOUNTS FOR THE ENTIRE PROPERTY WHILE THE DRAINAGE PLAN IS ONLY FOR THE NEW AFFORDABLE PROJECT IN THE VACANT PORTION OF THE PROPERTY.



## PROPOSED DRAINAGE PLAN

### DRAINAGE NOTES:

- SWALES SHALL HAVE VEGETATION THAT IS APPROVED BY CITY OF KEY WEST.
- STORMWATER PIPE SHALL BE ADS HDPE PIPE OR EQUAL.
- STORMWATER STRUCTURES IN THE ROAD SHALL BE PRECAST CONCRETE WITH TRAFFIC RATED GRATES. STORMWATER STRUCTURES IN THE SWALES SHALL BE ADS PLASTIC STRUCTURES.
- THERE ARE APPROXIMATELY (23) 2,500-GALLON CISTERNS ON THE SITE. STORAGE IN THE CISTERNS IS NOT USED FOR STORMWATER RETENTION VOLUMES.
- SWALE VOLUME PROVIDED EXCEEDS THE REQUIRED IN ORDER TO COMPENSATE FOR ANY LANDSCAPING IN THE SWALES.
- FUTURE STRUCTURES ARE NOT INCLUDED IN THE STORMWATER CALCULATIONS.

### LEGEND

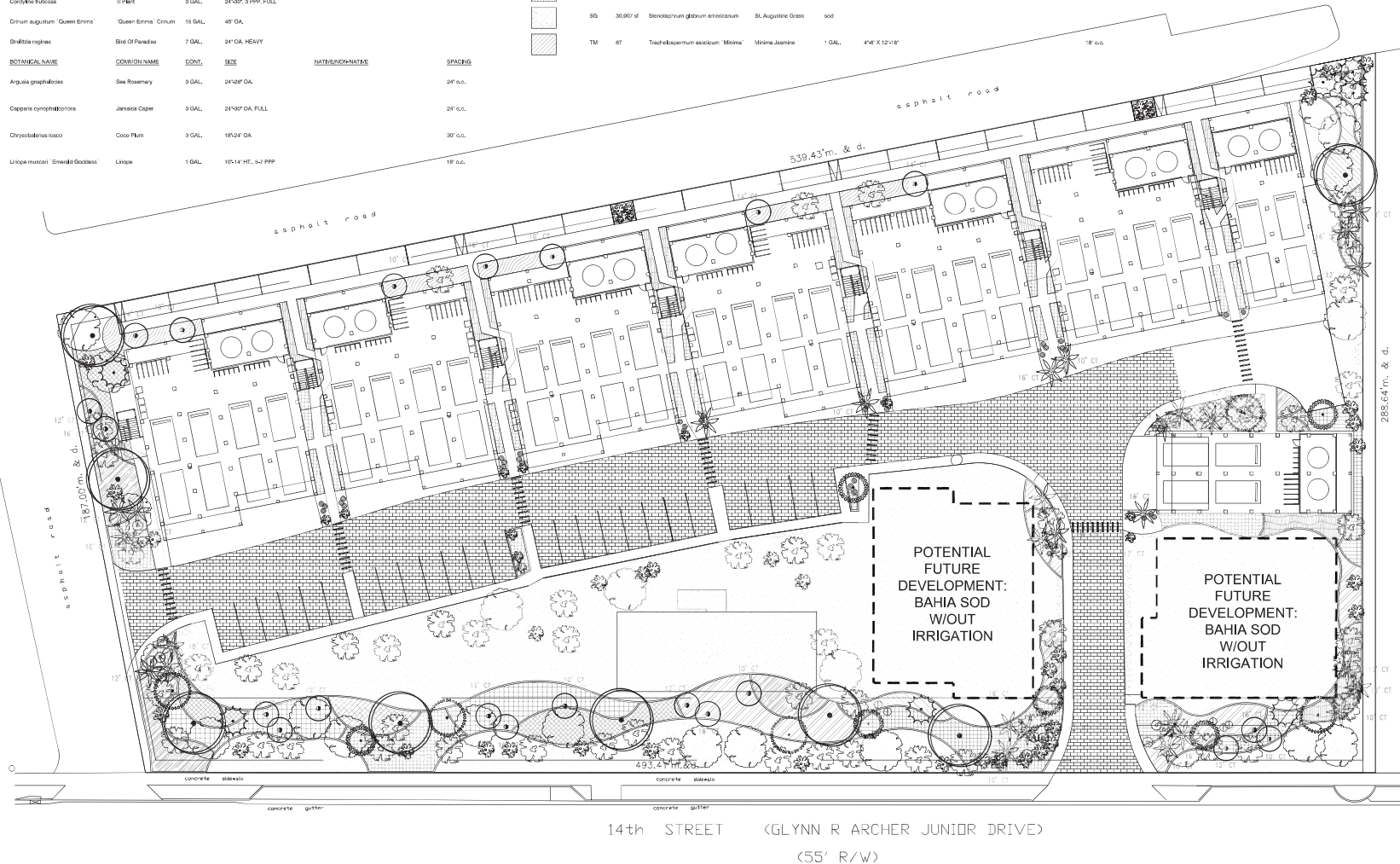
	DIRECTION OF STORMWATER FLOW
--	------------------------------

# PLANT SCHEDULE








TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	CAL.	NATIVE/NON-NATIVE
BU	8		Bursera emarubia	Gumbo Limbo	<5 gal.	11'-16" HT., 8'-8" spds., 4" Cal		yes
CO	5		Coccoloba diversifolia	Pigeon Plum	<5 gal.	7' CAL., 10'-12" HT.		
CN	29		Coconut palm	Coconut Palm	Field grown		SEE PLAN FOR CT HT.	
CES	6		Conocarpus erectus 'Serotus'	Silver Buttonwood	<5 gal.	8'-8" HT., 5'-6" SPR.		
FI	7		Ficus picea	Jamaican Dogwood	<5 gal.	11'-16" HT., 6" CT		yes
SP	21		Sabal palmetto	Cabbage Palmetto	FG.	SEE PLAN FOR CT HT.	SEE PLAN FOR CT HT.	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	NATIVE/NON-NATIVE	SPACING
OP3	41		Cardinalis frutescens	Fl. Plant	3 GAL.	24-36" S PPP, FULL		
CAQ	13		Conium maculatum 'Queen Emma'	'Queen Emma' Conium	15 GAL.	48" DA.		
SP2	18		Shorea rostrata	Bird Of Paradise	7 GAL.	24" DA, HEAVY		
SHRUB AREAS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	NATIVE/NON-NATIVE	SPACING
AB	491		Argentea gregalis	Sea Rosemary	3 GAL.	24-36" DA.		24" o.c.
CC	319		Capparis cynophallophora	Jamaica Caper	3 GAL.	24-36" DA, FULL		24" o.c.
CI	104		Croton balticus	Coco Plum	3 GAL.	18-24" DA		36" o.c.
LME	79		Liriodendron 'Emerald Goddess'	Liriodendron	1 GAL.	10-14" HT., 5-7 PPP		18" o.c.

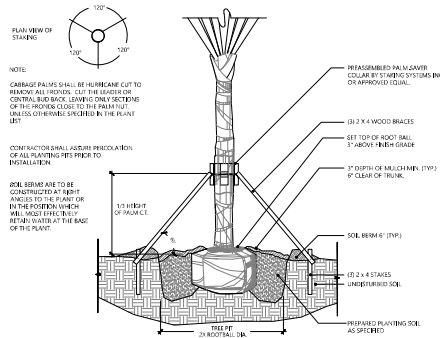


MC	337		Muhlenbergia capillaris	Pink Muhly	3 GAL.	18-24" DA		36" o.c.
PK	462		Philodendron variegatum	Variegated Philodendron	3 GAL.	18-24" HT., 3-5 PPP		24" o.c.
PN	200		Psychotria nervosa	Wild Coffee	3 GAL.	18-24" DA		36" o.c.
SR	98		Sesuvium portuense	Silver Sea Purslane	7 GAL.	24-36" DA.		36" o.c.
BS2	376		Scorpioides bakeri	Sand Cord Grass	3 GAL.	24-36" DA, FULL		36" o.c.
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	NATIVE/NON-NATIVE	SPACING
FG	957		Ficus microcarpa	Green Island	1 GAL.	18-24" DA	no	24" o.c.
SG	36,007		Stenotaphrum secundatum	St. Augustine Grass	sod			
TM	67		Trachelospermum asiaticum	Minima	1 GAL.	4'-6" X 12'-6"		18" o.c.

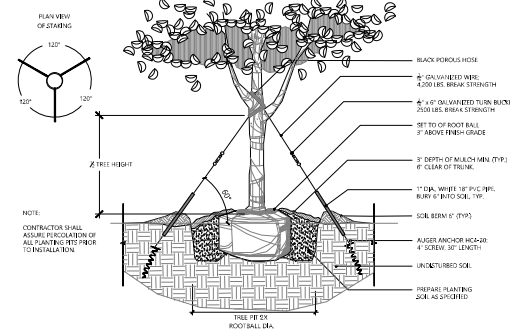


# PLANT SCHEDULE

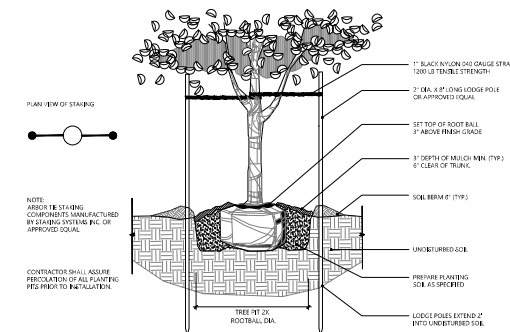
	TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	
		BU	9	Bursaria sinaruba	Gumbo Limbo	45 gal.	14'-16" HT. X 6'-8" sprd. 4" Cal	
		CD	6	Coccoloba diversifolia	Pigeon Plum	45 gal.	2" CAL., 10'-12" HT.	
		CN	27	Cocos nucifera	Coconut Palm	Field grown		
		CES	6	Conocarpus erectus 'Sericeus'	Silver Buttonwood	45 gal.	8'-4" HT., 5'-6" SPR.	
		PI	7	Piscidia piscipula	Jamaican Dogwood	45 gal.	14'-16" HT., 6" CT	
		SP	30	Sabal palmetto	Cabbage Palmetto	FG.	--	
	SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	
		CF3	28	Cordyline fruticosa	Ti Plant	3 GAL.	24"x30", 3 PPP, FULL	
		CAQ	14	Citrum augustum 'Queen Emma'	'Queen Emma' Citrum	15 GAL.	48" OA.	
	SHRUB AREAS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	SPACING
		AG	548	Argusia grapholodes	Sea Rosemary	3 GAL.	24"x28" OA.	24" o.c.
		CC	271	Capparis cynophallophora	Jamaica Caper	3 GAL.	24"x30" OA, FULL	24" o.c.
		CI	97	Chrysobalanus icaco	Coco Plum	3 GAL.	18"x24" OA	30" o.c.
		LME	33	Liriope muscaris 'Emerald Goddess'	Liriope	1 GAL.	10"x14" HT., 5-7 PPP	18" o.c.
		MC	201	Muhlenbergia capillaris	Pink Muhly	3 GAL.	18"x24" OA	30" o.c.
		PX	425	Philodendron xanadu	Xanadu Philodendron	3 GAL.	18"x18" HL., 3-5 PPP	24" o.c.
		PN	269	Psychotria nervosa	Wild Coffee	3 GAL.	18"x24" OA	36" o.c.
		SR	126	Serenoa repens 'Cinerea'	Silver Saw Palmetto	7 GAL.	24"x28" OA.	30" o.c.
		SB2	698	Spartina bakeri	Sand Cord Grass	3 GAL.	24"x30" OA, FULL	36" o.c.
	GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	SPACING
		FG	774	Ficus microcarpa 'Green Island'	Green Island Ficus	1 GAL.	18"x24" OA	24" o.c.
		SG	21,571 sf	Stenotaphrum glabrum americanum	St. Augustine Grass	80d		
		TM	80	Trachelospermum asiaticum 'Minima'	Minima Jasmine	1 GAL.	4'-6" X 12'-18"	18" o.c.



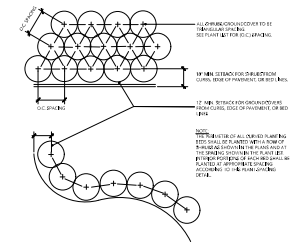
1 PALM PLANTING  
SCALE: N.T.S.



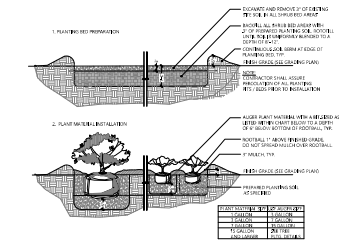
3 TREE PLANTING - OVER 3" CAL.  
SCALE: N.T.S.



5 TREE PLANTING - UP TO 3" CAL.  
SCALE: N.T.S.



2 SHRUB AND GROUND COVER SPACING  
SCALE: N.T.S.



4 SHRUB AND GROUND COVER PLANTING  
SCALE: N.T.S.

Sheet:

Consultants:

Submissions / Revisions:

LANDSCAPE SUBMISSION 04.18.18

**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size: 24x36 Project #: 1708

Title:

**LANDSCAPE  
SCHEDULE  
AND DETAILS**

Sheet Number:

**L-1.2**

Date: - DECEMBER 15, 2017

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Revised:

Consultants:

Submissions / Revisions:  
LANDSCAPE SUBMISSION 08/18/18

**1213 14th STREET**  
KEY WEST, FL  
**RESIDENTIAL DEVELOPMENT**

Drawing Size: 24x36 Project #: 17036

Title:

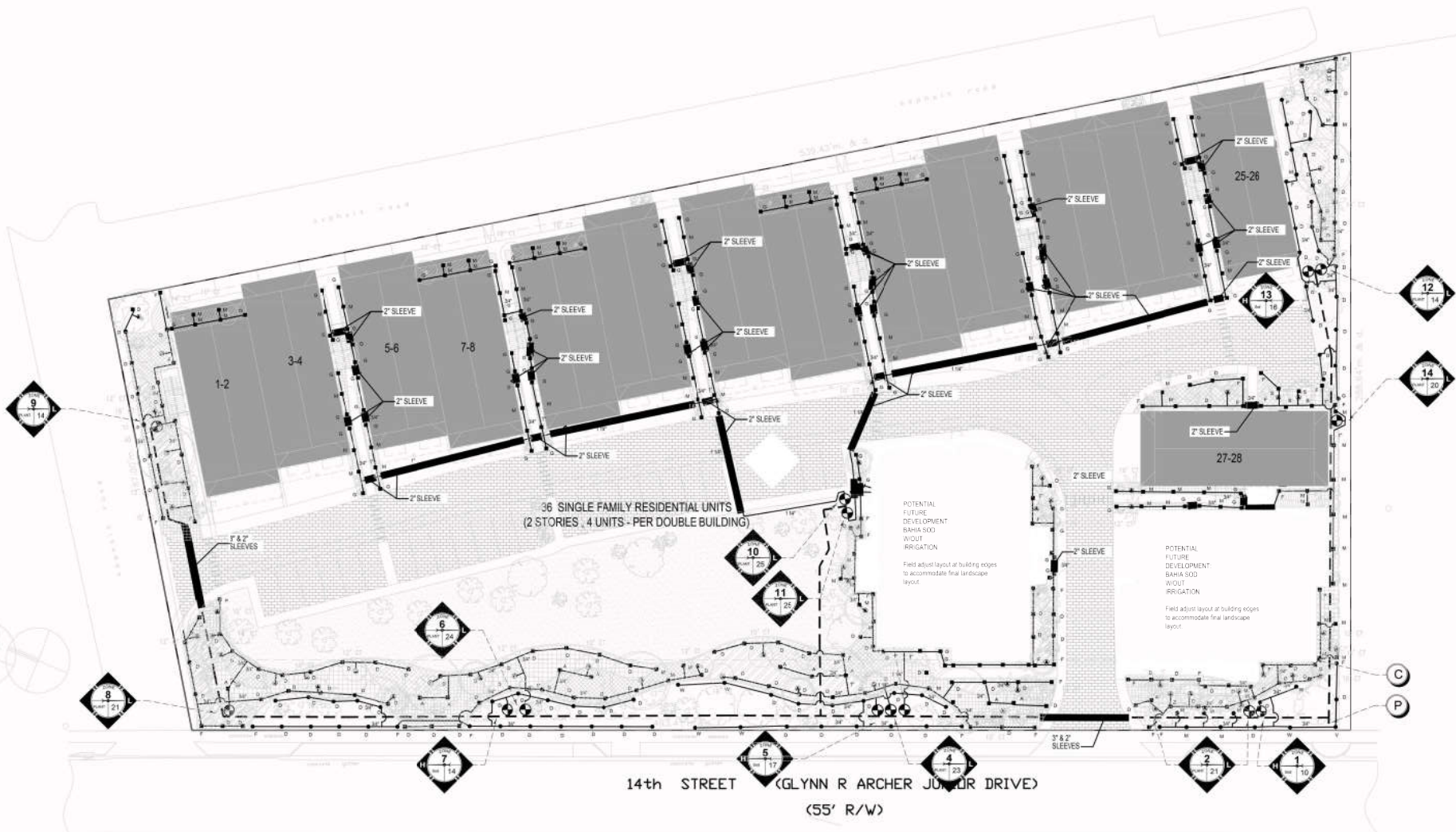
**IRRIGATION  
CONCEPT  
PLAN**

Sheet Number:

**LI-1.1**

Date: - DECEMBER 15, 2017

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**IRRIGATION PLAN**

SCALE: 1"=20'

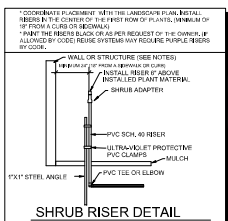
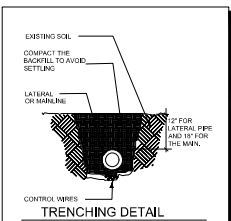
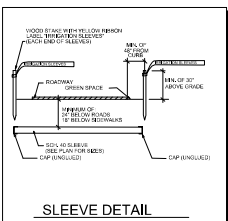
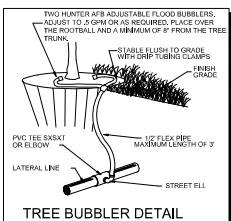
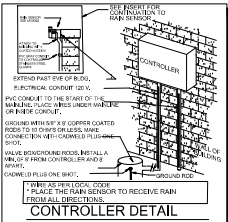
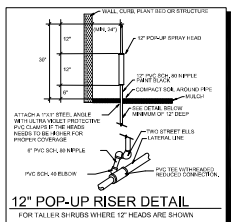
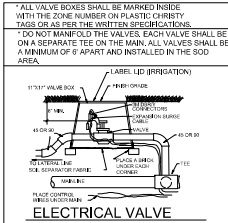
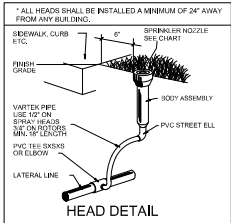
## GENERAL NOTES

- 1) REFER TO THE LANDSCAPE PLANS WHEN TRENCING TO AVOID TREES AND SHRUBS. HAND DIG AROUND ANY EXISTING TREES. DO NOT CUT ANY ROOTS OVER 2" IN DIAMETER.
- 2) ALL MAINLINE PIPING SHALL BE BURIED TO A MINIMUM DEPTH OF 18" OF COVER. ALL LATERAL PIPING SHALL BE BURIED TO A MINIMUM DEPTH OF 12" OF COVER.
- 3) ALL POP-UP ROTATORS AND SPRAYS SHALL BE INSTALLED USING AN 18" PVC FLEX PIPE CONNECTION. DO NOT USE POLYETHYLENE PIPE. USE WELDON 737 WITH A PURPLE PRIMER OR RED HOT CHRISTY'S BLUE GLUE ON ALL CONNECTIONS.
- 4) ADJUST ALL NOZZLES TO REDUCE WATER WASTE ON HARD SURFACES, WINDOWS AND BLDG. WALLS. THROTTLE ALL VALVES ON SHRUB LINES AS REQUIRED TO PREVENT FLOODING. USE ADJUSTABLE NOZZLES WHERE REQUIRED TO AVOID ANY WATER ON BUILDING WINDOWS.
- 5) ALL RISERS SHALL BE PAINTED BLACK OR A COLOR CHOSEN BY THE OWNER'S REPRESENTATIVE AND SHALL BE STAKED WITH A STEEL ANGLE AND SECURED WITH STAINLESS STEEL CLAMPS. LEAVE THE BOTTOM 12" OF THE PIPE PURPLE OR RECLAIMED SYSTEM.
- 6) ALL CONTROL WIRE CONNECTIONS SHALL BE MADE IN VALVE BOXES USING 3M DBRY-WIRE CONNECTORS AND SEALANT WITH WIRE NUTS.
- 7) THE CONTRACTOR SHALL PREPARE AN AS-BUILT DRAWING SHOWING ALL IRRIGATION INSTALLATION. THE CONTRACTOR SHALL NEATLY MARK IN RED INK ON A WHITE BOND PAPER COPY OF THE IRRIGATION PLAN ANY INSTALLATION THAT DEVIATES FROM THE PLAN. THE AS-BUILT DRAWING SHALL ALSO LOCATE ALL MAINLINE AND VALVES BY SHOWING EXACT MEASUREMENTS FROM HARD SURFACES. MEASUREMENTS SHALL BE MARKED ON THE PLAN EVEN WHEN THE EQUIPMENT IS INSTALLED IN THE EXACT LOCATION AS THE PLAN. PROVIDE THE OWNER A PDF OF THE AS-BUILT PLAN.
- 8) ALL VALVES, GATE VALVES AND QUICK COUPLERS SHALL BE INSTALLED IN VALVE BOXES. THE VALVE BOXES SHALL BE PURPLE WHEN USING RECLAIMED WATER.
- 9) ANY PIPING SHOWN OUTSIDE THE PROPERTY LINE OR RUNNING OUTSIDE A LANDSCAPE AREA IS SHOWN THERE FOR CLARITY ONLY. ALL LINES SHALL BE INSTALLED ON THE PROPERTY AND INSIDE THE LANDSCAPE AREAS OR INSIDE A SCH. 40 SLEEVE.
- 10) ALL HEADS SHALL BE INSTALLED A MINIMUM OF 24" FROM ANY WALL AND A MINIMUM OF 6" FROM ANY SIDEWALK, PATIO OR ROAD. MINIMUM OF 2'-0" WHERE THERE ARE NO BUMPERS STOPS. THE EXACT HEIGHT OF ANY 12" POP-UP THAT IS SHOWN IN A SHRUB BED SHALL BE DETERMINED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. INSTALL THE 12" POP-UP HIGHER WHERE BLOCKED BY TALL SHRUBS.
- 11) THE CONTRACTOR SHALL EXERCISE CARE SO AS NOT TO DAMAGE ANY EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE REPAIRS AND COST OF ANY DAMAGE CAUSED BY THEIR WORK.
- 12) ALL WORK SHALL BE GUARANTEED FOR ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE AGAINST ALL DEFECTS IN EQUIPMENT AND WORKMANSHIP OR AS OUTLINED IN THE WRITTEN SPECIFICATIONS.
- 13) ELECTRICAL SERVICE TO LOCATION OF THE CONTROLLER, WELL OR PUMP SHALL BE PROVIDED TO A JUNCTION BOX OR DISCONNECT AT THE EQUIPMENT LOCATION BY THE ELECTRICAL CONTRACTOR OR BY OWNER WHEN IT IS NOT PART OF THE BID PACKAGE. CONFIRM THE LOCATION OF THE CONTROLLER WITH THE OWNER OR GENERAL CONTRACTOR BEFORE ANY INSTALLATION.
- 14) IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SCALE THE PLAN AND CHECK NOZZLE TYPES TO DETERMINE THE CORRECT SPACING OF THE HEADS. THE CONTRACTOR SHALL NOT SPACE THE HEADS FURTHER APART OR USE LESS HEADS THAN SHOWN ON THE PLAN. ANY CHANGES TO THE HEAD SPACING OR LAYOUT, WITHOUT THE CONSENT OF THE LANDSCAPE ARCHITECT OR OWNER, SHALL HOLD THE IRRIGATION CONTRACTOR RESPONSIBLE FOR WARRANTY OF THE PLANTS AND OR SOD IN THESE AREAS.
- 15) 48 HOURS BEFORE DIGGING, CALL 1-800-332-4770 (SUNSHINE STATE ONE CALL CENTER).
- 16) INSTALL THREE EXTRA CONTROL WIRES TO EACH TERMINATION OF THE MAIN. ALL CONTROL WIRES SHALL BE INSTALLED INSIDE OF SCH. 40 GRAY PVC CONDUIT WHERE THEY CANNOT BE UNDER THE MAIN.

## NOZZLE CHART

LETTER	SPEC.	COLOR	GPM @ 10 PSI	DISTANCE	RADIUS	ZONE LABELS
A	MP2000	RED	1.47	12"	FULL CORNER 360°	ZONE NUMBER 1 2 3 4 5 6 7 8 9 10 11 12 13 14 SOD PLANTS TREES HIGH MEDIUM LOW
B	MP CORNER	TURQUOISE	.46	14"	CORNER 105°	
C	MP CORNER	TURQUOISE	.19	14"	CORNER 45°	
D	MP2000	BLACK	.14	18"	HALF 180°	
E	MP2000	BLACK	.40	19"	QUARTER 90°	SOD PLANTS TREES HIGH MEDIUM LOW
F	MP END STRIP	DOVE	.22	5' X 15'	END STRIP	
G	RAIN XPCN	BLACK	.23	4.3'	HALF PATTERN	
H	MP SIDE S	BROWN	.44	5' X 30'	SIDE STRIP	
S	MP81540	GRAY	48-93	8'-15"	90-180°	SOD PLANTS TREES HIGH MEDIUM LOW
V	MP3000	BLUE	.36	30"	QUARTER 90°	
W	MP3000	BLUE	1.32	30"	HALF 180°	
X	MP3000	YELLOW	2.73	30"	THREE QTR. 270°	
Y	MP2000	GRAY	3.64	30"	FULL 360°	SOD PLANTS TREES HIGH MEDIUM LOW
Z	MP2000	GREEN	1.10	19"	THREE QTR. 270°	

THE NOZZLES LISTED SHOW THE TYPE OF MP ROTATOR NOZZLE THAT SHOULD BE USED. THE CONTRACTOR SHOULD INSTALL CORRECT NOZZLE IN EACH HEAD AS SHOWN BY THE LETTER BESIDE THE HEAD ON THE PLAN. DO NOT USE MP1000 SERIES NOZZLES. THE GPM, DISTANCE AND ANGLE ON THE NOZZLE CHART ARE APPROXIMATE. THE CONTRACTOR SHALL ADJUST ALL NOZZLES TO PROVIDE THE 100% COVERAGE BUT LIMIT OVERTHROW ON TO BUILDINGS, WALLS, PAVEMENT, ETC. THE HEADS SHALL BE SPACED AS PER THE PLAN. SCALE THE PLAN FOR DISTANCE. DO NOT ASSUME THAT ALL HEADS ARE SPACED AS PER CONVENTIONAL SPRAY HEADS. THE PRECIPITATION RATE FOR THESE NOZZLES IS LESS THAN A CONVENTIONAL SPRAY NOZZLE. FOLLOW THE ZONE CHART FOR AN APPROXIMATE RUN TIME FOR EACH ZONE. BUT SET THE RUN TIME ON THE CONTROLLER BASED ON THE SPECIFIC SITE CONDITIONS. DO NOT SUBSTITUTE WITH STANDARD NOZZLES.



## LEGEND

USE HUNTER MP ROTATOR NOZZLES

●	HUNTER PRS40 SPRAY SERIES 6\" POP-UP
■	HUNTER PRS40 SPRAY SERIES 12\" POP-UP
▲	HUNTER PRS40 SPRAY SERIES SHRUB ADAPTER ON RISER
●	TWO HUNTER AFB ADJUSTABLE FLOOD BUBBLERS PER TREE.
---	CLASS 200 PVC MAINLINE-1 1/2"
---	CLASS 200 PVC LATERAL LINE- SIZE AS SHOWN UNTIL A SMALLER SIZE IS SHOWN. MINIMUM SIZE OF 3/4\" (EXCEPT RISERS AND FLEX PIPE)
---	SCH. 40 SLEEVE (MINIMUM OF 24\" DEPTH AND 2 SIZES LARGER THAN THE PIPE SIZE OR AS LABELED ON THE PLAN)
●	HUNTER ICV ELECTRIC VALVE- SIZE AS SHOWN BELOW. INSTALL VALVE IN A 1 1/2\" VALVE BOX AND COVER 0-25 GPM=1\" 25-50 GPM=1 1/2\" 51 AND HIGHER GPM=2"
●	CONTROLLER- HUNTER IC02. WHERE SHOWN ON THE PLAN, INSTALL WITH A HUNTER MINI-CLICK RAIN SENSOR. GROUND WITH A MINIMUM 8\" COPPER CLAD ROD. SLEEVE TO AS REQUIRED.
●	POINT OF CONNECTION TO A 1\" WATER METER AND BACKFLOW PREVENTER. REFER TO THE UTILITY PLAN FOR THE EXACT LOCATION AND DETAILS.

## ZONE CHART

ZONE	PLANT TYPE	IRRIGATION SYSTEM	WATER COVERED	PRECIP. INCH	APPLIC. RATE INCH/HR	ZONE MINUTES REQUIRED	TOTAL MINUTES
1	SOD	Spray	HIGH	0.75	1.5	10	600
2	PLANT	Spray	LOW	0.75	0.5	21	420
3	PLANT	Spray	LOW	0.75	0.3	24	480
4	PLANT	Spray	LOW	0.75	0.5	23	460
5	SOD	Spray	HIGH	0.75	1.5	17	600
6	PLANT	Spray	LOW	0.75	0.5	24	480
7	SOD	Spray	HIGH	0.75	1.5	14	840
8	PLANT	Spray	LOW	0.75	0.5	21	420
9	PLANT	Spray	LOW	0.75	0.5	14	280
10	PLANT	Spray	LOW	0.75	0.5	25	500
11	PLANT	Spray	LOW	0.75	0.5	25	500
12	PLANT	Spray	LOW	0.75	0.5	14	280
13	SOD	Spray	HIGH	0.75	1.5	16	600
14	PLANT	Spray	LOW	0.75	0.5	29	400
TOTAL GPM PER RUN CYCLE						288	440
TOTAL GPM PER WEEK (IF ON WEEKLY ZONING)							15,280

THE RUN TIMES SHOWN FOR THE ZONE IS FOR ONE RUN CYCLE AND WILL PROVIDE HALF THE REQUIRED AMOUNT OF WATER NEEDED PER WEEK. TWO RUN CYCLES PER WEEK ARE REQUIRED TO PROVIDE THE TOTAL WEEKLY REQUIREMENT. ALL RUN TIMES SHALL BE SET TO FOLLOW THE CURRENT WATER MANAGEMENT DISTRICT REGULATIONS AND REDUCED TO ONLY ONE RUN TIME PER WEEK WHEN RESTRICTED BY DAILY OR SEASONAL WATER RESTRICTIONS. THE ZONE CHART IS PROVIDED AS A GENERAL OUTLINE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE TO SET THE RUN TIMES BASED ON THE SPECIFIC SITE CONDITIONS AND THE ESTABLISHED PERIOD. THE TOTAL GPM REQUIRED PER YEAR WILL BE LESS THAN THE PEAK DEMAND PER WEEK TIMES 52 WEEKS, BASED ON THE RUN TIMES BEING REDUCED BY SENSORS AND A REDUCED WATER DEMAND IN THE WINTER MONTHS.

**1200-block of 14<sup>th</sup> Street (vacant lot at Stadium Mobile Home Park)**

Purpose: Following are my findings of evaluation concerning the above described property. Work is performed for Mr. Owen Trepanier, of Trepanier and Associates, INC, Land Planners & Development Consultants.

Tree **re-survey** of property was conducted on May 8, 2020. Description will be in clockwise manor from main entrance off 14<sup>th</sup> Street proceeding northward; exterior property of chain-link fence to interior property of chain-link fence.

**Unchanged 1-a,b** (2) Black Mangrove/*Avicennia germinans*, native, protected, permit required for removal or major maintenance trimming. DEP approval may be required. Both trees are located immediately adjacent to sidewalk and within 10' of electric transmission lines and guy wires. Mechanical damage from mowers and weed- eaters is ongoing. **(a)** Southernmost tree: diameter inches measured at DBH = 7.25". **(b)** Northernmost tree: diameter inches measured at DBH = 8.25". Trees condition is fair. Recommend retention and proper pruning. **Photo 1,2,3**

**Unchanged 2-a,b** (2) Cork Tree-Seaside Mahoe/*Thespesia populnea*, Category 1 invasive exotic. No permit required/removal recommended. **(a)** Southernmost tree: total diameter inches measured at approximately 3' = 22.75". **(b)** Northernmost tree: total diameter inches measured at approximately 3' = 27.25". Both poor condition. **Photo 4,5**

**Unchanged 3** (1) Green Buttonwood/*Conocarpus erectus*. Native, protected species. Poor condition, tip die-back, leaning with mechanical damage to primary root system, utility company continually prunes to retain 10' clearance of energized lines. Diameter inches measured at DBH = 19.25". Due to the poor condition of the tree and current growing conditions removal is recommended. A permit is required for removal. **Photo 6**

**Unchanged 4** Washington Palm *Washingtonia robusta*, non-native, Category 3 invasive exotic. Height overall approximately 22'-24'. Permit required for removal/removal recommended. **Photo 7**

**Unchanged 5** Cork Tree-Seaside Mahoe/*Thespesia populnea*, Category 1 invasive exotic. Diameter inches measured at DBH = 7.25". No permit required/removal recommended. **Photo 8**

**Unchanged 6-a,b** Green Buttonwood/*Conocarpus erectus*. Native, protected species. **(a)** southernmost tree closest to sidewalk: Large area of primary root system on west side of tree has been prior removed. Tree is leaning north into electric high voltage guy wires and has some tip die-back. Diameter inches measured at DBH = 16". Fair condition, recommend pruning. **Photo 9 (b)** northernmost tree closest to chain-link fence: diameter inches measured at DBH = 20.25". Poor condition, tip die-back, heavy northward lean with mechanical damage to primary root system, trunk and canopy. Large area of decay throughout base and trunk. Due to the poor condition of the tree and current growing conditions removal is recommended. A permit is required for removal. **Photo 10, 11.**

**Unchanged 7** Green Buttonwood/*Conocarpus erectus* hedge. Native. No permit is required for trees that are maintained as a hedge. Trees are intertwined with chain-link fence. Recommend removal. **Photo 12.**

**Unchanged 8** Cork tree-Seaside Mahoe/*Thespesia populnea*, Category 1 invasive exotic. No permit required. Tree is intertwined with chain-link fence. Recommend removal. Diameter inches measured at DBH = <2". **Photo 13.**

**Unchanged 9** Green Buttonwood/*Conocarpus erectus* hedge. Native. No permit is required for trees that are maintained as a hedge. Trees are intertwined with chain-link fence. Recommend removal. **Photo 14.**

**Unchanged 10 a, b.** Lead trees/*Leucaena leucocephala*. Non-native Category 2 invasive exotic. Trees are intertwined with chain-link fence. No permit required for removal. Recommend removal. **Photo 15.**



**Unchanged 11 a, b.** Brazilian Pepper/*Schinus terebinthifolius*. Non-native Category 1 invasive exotic. Trees are intertwined with chain-link fence. No permit required for removal. Recommend removal. **Photo 16.**

**Unchanged 12** Brazilian Pepper/*Schinus terebinthifolius*. Non-native Category 1 invasive exotic. Trees are intertwined with chain-link fence. No permit required for removal. Recommend removal. **Photo 17.**

**Unchanged 13** Washington Palm/*Washingtonia robusta*, non-native, Category 3 invasive exotic. Palm is intertwined with chain-link fence. Permit not required for removal: palm height is less than 4' over-all (**currently 9' over-all**). Removal recommended. **Photo 18.**

**Unchanged 14** Green Buttonwood/*Conocarpus erectus* hedge. *Native*. No permit is required for trees that are maintained as a hedge. Tree is intertwined with chain-link fence. Recommend removal. **Photo 19.**

**Unchanged 15** Australian Pine/*Casurina spp.* Non-native Category 1 invasive exotic. Trees are intertwined with chain-link fence. No permit required for removal. Recommend removal. **Photo 20.**

**Unchanged 16** Brazilian Pepper/*Schinus terebinthifolius*. Non-native Category 1 invasive exotic. Trees are intertwined with chain-link fence. No permit required for removal. Recommend removal. **Photo 21.**

**Unchanged 17** Green Buttonwood/*Conocarpus erectus* hedge. *Native*. No permit is required for trees that are maintained as a hedge. Tree is intertwined with chain-link fence. Recommend removal. **Photo 22.**

**Unchanged 18** Washington Palm/*Washingtonia robusta*, non-native, Category 3 invasive exotic. Palm is intertwined with chain-link fence. Permit not required for removal: palm height is less than 4' over-all. Removal recommended. **Photo 23.**

**Removed 19** Australian Pine/*Casurina spp.* Non-native Category 1 invasive exotic. Trees are intertwined with chain-link fence. No permit required for removal. Recommend removal. **Photo 24.**

**Unchanged 20-a, b, c, d. (a)** Cork Tree-Seaside Mahoe/*Thespesia populnea*, Category 1 invasive exotic. No permit required/removal recommended. Diameter inches measured at DBH = <15". **Photo 25. 20 b, c, d.** Green Buttonwood/*Conocarpus erectus*. All 3 trunks root systems are intertwined and impacted with fill, debris, Sansevieria and numerous invasive species seedlings. The group of Green Buttonwood is flanked by electric high voltage guy wires. Each trunk has large areas of decay due to mechanical injury from clearing large piles of debris. Canopies and center of gravity completely outside center of each tree due to phototropism, very thin, with tip-dieback and damage from hurricane. Individually: **(b)** northwest trunk: leaning heavily towards the west. Diameter inches measured at DBH = **10.75"**. **(c)** northeast trunk: leaning heavily towards the north. Diameter inches measured at DBH = **13"**. **(d)** southernmost trunk: doglegs south with main stem returning north extending over trunk in 's' formation. Diameter inches measured at DBH = **15"**. **Photo 26, 27, 28.** Green Buttonwood trees are native and protected species. A permit is required for removal. Due to the poor condition of the trees and current growing conditions removal is recommended.

**Unchanged 21-a,b** (2) Green Buttonwood/*Conocarpus erectus*. Both trees are in poor condition. Both trees are codominate, having multiple stems and shared root systems that are intertwined and impacted with fill, debris, and grass species. Each trunk has large areas of decay due to mechanical injury from clearing large piles of debris. Canopies are very thin, with tip-dieback and damage from hurricane. **(a)** southwest tree-2 stems: 11" and 5" total diameter inches measured at DBH = **16"**. **(b)** northeast tree-3 stems: 7", 8.75" and 7.5" total diameter inches measured at approximately DBH = **23.25"**. **Photo 29, 30.** Green Buttonwood trees are native and protected species. A permit is required for removal. Due to the poor condition of the trees and current growing conditions removal is recommended.

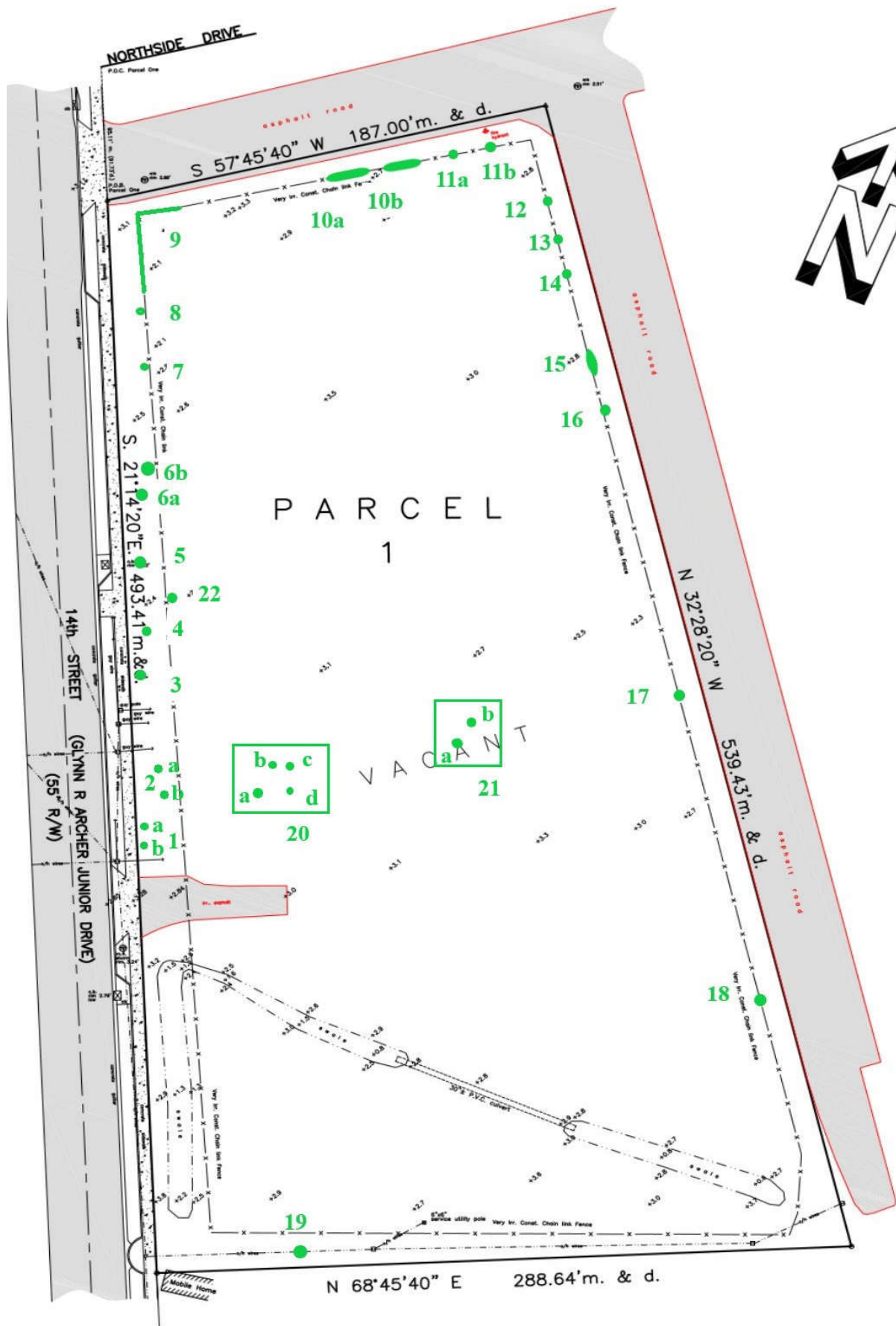
**New 22** Washingtonia palm/*Washingtonia robusta*, (2) non-native, Category 3 invasive exotic. Palms are inside of fence approximately 10' north of tallest Washingtonia palm and intertwined with chain-link fence, non-native, 7',

Category 3 invasive exotic. Permit not required for removal: palm height is less than 10' over-all.

**New 23** Coconut palm/*Cocos nucifera*. Non-native but naturalized. Seedling approximately 5' over-all. Permit not required for removal: palm height is less than 10' over-all. Removal or transplant recommended.

**New 24** Green Buttonwood/*Conocarpus erectus*. G. buttonwood is a multi-stemmed bush, all stems <1" diameter. Bush is approximately 3.5'x 4', hedged. Native. No permit is required for trees that are maintained as a hedge. Recommend removal.

If you have any questions concerning this report please contact me at 305/747-2141. Cynthia Domenech-Coogle, ISA Certified Arborist, FL 0277A



I, the undersigned, being a duly qualified and licensed Surveyor, do hereby certify that the foregoing is a true and correct copy of the original survey as the same appears on the records of the Surveyor General of the State of Florida, and that it meets the minimum requirements of the Florida Board of Land Surveyors, Chapter 61C17-6, and the American Land Title Association, and that it is correct unless shown hereon.

# Site Visit





































































































# **Additional Information**



# Monroe County, FL

## Disclaimer

The Monroe County Property Appraiser's office maintains data on property within the County solely for the purpose of fulfilling its responsibility to secure a just valuation for ad valorem tax purposes of all property within the County. The Monroe County Property Appraiser's office cannot guarantee its accuracy for any other purpose. Likewise, data provided regarding one tax year may not be applicable in prior or subsequent years. By requesting such data, you hereby understand and agree that the data is intended for ad valorem tax purposes only and should not be relied on for any other purpose.

By continuing into this site you assert that you have read and agree to the above statement.

## Summary

**Parcel ID** 00065030-000000  
**Account#** 1065552  
**Property ID** 1065552  
**Millage Group** 10KW  
**Location** 1213 14TH St, KEY WEST  
**Address**  
**Legal** KW NO 16 A PARCEL OF LAND LYING BETWEEN N ROOSEVELT BLVD & FLAGLER AVE & A PARCEL OF LAND LYING NORTHEASTERLY OF 14TH ST & KW KW FWDN  
**Description** SUB PLAT 2 PB1-189 PT LOTS 2,3 & 11 & ALL OF 12 OR254-3/5 OR457-558/561 OR642-211/213 OR642-216/17 (RE 5430 COMBINED WITH THIS PARCEL FOR 1993 TAX ROLL)  
(Note: Not to be used on legal documents.)  
**Neighborhood** 31100  
**Property** TRAILER/RV PARKS (2801)  
**Class**  
**Subdivision** Key West Foundation Co's Plat No 2  
**Sec/Twp/Rng** 33/67/25  
**Affordable** No  
**Housing**



## Owner

[ISLAND-WEST INVESTMENT CORP](#)

1213 Glynn R Archer Jr Dr  
Ofc  
Key West FL 33040

## Valuation

	2020	2019	2018	2017
+ Market Improvement Value	\$0	\$0	\$0	\$0
+ Market Misc Value	\$0	\$0	\$0	\$0
+ Market Land Value	\$9,328,570	\$9,328,570	\$9,328,570	\$9,328,570
= Just Market Value	\$9,328,570	\$9,328,570	\$9,328,570	\$9,328,570
= Total Assessed Value	\$9,328,570	\$9,328,570	\$9,328,570	\$9,328,570
- School Exempt Value	\$0	\$0	\$0	\$0
= School Taxable Value	\$9,328,570	\$9,328,570	\$9,328,570	\$9,328,570

## Land

Land Use	Number of Units	Unit Type	Frontage	Depth
MOB HOME DRY (020D)	974,872.80	Square Foot	0	0

## Yard Items

Description	Year Built	Roll Year	Quantity	Units	Grade
WALL AIR COND	1964	1965	1	3 UT	1
CH LINK FENCE	1973	1974	1	14364 SF	1
FENCES	1975	1976	1	114 SF	5
ASPHALT PAVING	1979	1980	1	170700 SF	2
LC UTIL BLDG	1981	1982	1	32 SF	1

## Sales

Sale Date	Sale Price	Instrument	Instrument Number	Deed Book	Deed Page	Sale Qualification	Vacant or Improved
2/1/1976	\$770,000	Conversion Code		642	216	Q - Qualified	Improved

## Permits

Number	Date Issued	Date Completed	Amount	Permit Type	Notes
◆	◆	◆	◆	◆	◆

BLD2019-4431	7/8/2020		\$1,000	Commercial	AFTER THE FACT CASE#19-01592: REMOVE WINDOW. REFRAME OPENING NEW DRYWALINSIDE & HARDI PANEL ON OUTSIDE.
BLD2020-0854	3/16/2020	4/6/2020	\$650	Commercial	WIRE UP NEW ELECTRICAL STORE LINE-DUE TO SHORT WIRE UP 30' OF 6/3 ROMEX AND NEW STOVE RECEPS.
BLD2020-0570	2/24/2020		\$1,650	Commercial	AFTER THE FACT. PIPE PVC WATERLINES RIGHT OF TRAILER STRAP. LINES TO TRAILER RE-PIPE THE DRAIN TO KITCHEN SINK.
BLD2019-3572	2/11/2020		\$117,860	Commercial	MOBILE HOME INSTALLATION-PROPOSED CONSTRUCTION OF A NEW JACOBSEN HOME TO BE CONSTRUCTED ON CONCRETE PILES STEPS DECK ARCHWAY & VINYL SKIRTING.
BLD2019-3575	2/11/2020		\$4,830	Commercial	ELECTRICAL
BLD2019-3577	2/11/2020		\$4,440	Commercial	INSTALL A/C SYSTEM REFER TO MASTER BUILDING PERMIT.
BLD2019-4483	12/13/2019	1/29/2020	\$6,600	Commercial	ROOFING
BLD2019-3050	9/13/2019		\$6,500	Commercial	Set the wood pole as per Keys Energy and install six meter bank for lot #24, #25, #26, #46, #47 and #48. *
BLD2019-3052	9/13/2019		\$4,500	Commercial	Set the wood pole as per Keys Energy and install four meter bank for lot #217, #218, #219 and #220.
2018-00003426	8/21/2019	9/13/2019	\$2,500	Commercial	RUN POWER AND INSTALL DISCONNECT FOR A/C
2018-00003428	8/21/2019	9/13/2019	\$2,500	Commercial	UPGRADE ELECTRIC SERVICE FOR NEW UNIT
2018-00003452	8/21/2019	9/13/2019	\$2,500	Commercial	UPGRADE ELECTRIC SERVICE FOR NEW UNIT AC
2018-00003457	7/25/2019	8/22/2019	\$2,500	Residential	UPGRADE ELECTRICAL SERVICE FOR NEW UNIT AC
BLD19-0046	5/12/2019		\$600	Residential	AFTER THE FACT-MOVE & REMOVE WALL COVERING & INSTALLATION IN BEDROOM & REPLACE WITH SAME. REMOVE 2 WINDOWS IN BEDROOM & REPLACE. REMOVE PLYWOOD & REPLACE WITH SAME.
19-1468	4/23/2019	3/15/2019	\$500	Commercial	ELECTRICAL
19-0951	4/5/2019		\$2,500	Commercial	INSTALL WOOD POLE, RISER & THREE METERS BANK WITH THREE 150 AMPS TENANT DISCONNECTS.
18-3448	3/15/2019		\$2,200		PLUMBING
19-0744	3/1/2019	3/1/2019	\$1,500	Commercial	REMOVE ENCLOSED UNDER EXISTING PATIO COVER, REMOVE LATTICE AROUND PATIO, COVER TO REMAIN. (CODE CASE).
19-0649	2/25/2019	4/3/2019	\$6,500		ROOFING TEAR EXISTING ROOF, INSTALL POLYGLASS PEEL & STICK BASE SHEET & INSTALL 5V CRIMP METAL ROOF 1200SF.
19-0584	2/22/2019	3/26/2019	\$1,000	Residential	DEMO BUILDING ON LOT 82 STADIUM TRAILER PARK.
2018-00003575	10/9/2018	5/21/2019	\$0	Commercial	ELECTRICAL- MISC ELECTRICAL - HOOK-UP AFTER DEMO OF KITCHEN CABINETS AND DEMO OF BATHROOM. RECONNECT MICROWAVE REINSTALL ANY MISC OUTLETS AND SWICHES. N.O.C. EXEMPT. GH
2018-00003574	10/2/2018	5/21/2019	\$0	Commercial	INTERIOR PERMIT- RECONNECT KITCHEN SINK BATHROOM SINK MISC SHOWER AFTER DEMO OF KITCHEN CABINETS AND REWORK OF BATHROOM. N.O.C. EXEMPT. GH
18-3442	9/28/2018	7/22/2019	\$2,500		UPGRADE ELECTRICAL SERVICE FOR NEW UNIT RUN POWER INSTALL DISCONNECTS FOR A/C.
18-00001817	5/18/2018		\$325	Commercial	DEMOLITION OF BATHROOM AND VANITIES. I DID MYSELF A ROOF 10X8, TOOK OFF A SIDE OF WALL & DEMOLISHED. DEMOLITION REMOVAL OF WALL UNIT A/C N.O.C. EXEMPT. GH
18-00001147	3/20/2018	4/17/2018	\$450	Commercial	AFTER THE FACT: REMOVE A LATTICE ON PORCH. NOTE RON WAMPLER AGREED TO ALLOW THE MOBILE HOME OWNER TO APPLY FOR DEMO WITHOUT LICENSED CONTRACTOR. JORGE LOPEZ. GH N.O.C. EXEMPT.
17-2017	5/23/2017	1/30/2018	\$17,500	Commercial	REPLACE 10 SW OF MODIFIED BITUMEN WITH TPO
17-00001170	4/25/2017	5/12/2017	\$900	Commercial	INSTALL STORAGE SHED ON EXISTING BASE, STRAP DOWN AND ADD FLOOR VENTS. NOC EXEMPT. FLOODPLAIN: INTERIOR FINISHES & HABITATION PROHIBITED; STORAGE ONLY.
15-0649	4/23/2015	4/22/2017	\$500		INSTALL SHED AT MOBILE HOME; SECURE WITH 12' X 12' X 24' FOOTERS. 5' FT SETBACK REQUIRED FROM ALL EXISTING MOBILE HOMES PER E.C. FLOODPLAIN: 80SI OF FLOOD VENTING REQUIRED, SPLIT BETWEEN TWO VENTS.
13-3106	7/30/2013		\$2,400		INSTALL A 10' X 20' PATIO COVER ON TO EXISTING PATIO & INSTALL SHED.
13-3109	7/30/2013		\$80,000		INSTALL NEW MOBILE HOME W/FOUNDATIONS & ANCHORS. DEMO SLAB AND BUILD COVERED PORCH.
13-3111	7/30/2013		\$3,500		INSTALL A THREE (3) TON PACKAGE UNIT.
13-3116	7/30/2013		\$80,000		INSTALL NEW MOBILE HOME W/FOUNDATIONS & ANCHORS. REMOVE/DEMO EXISTING MOBILE HOME AND SLAB.
13-3117	7/30/2013		\$2,800		INSTALL A THREE (3) TON PACKAGE UNIT.
13-2918	7/8/2013		\$6,000		10 SQS. RE-ROOF ELEVATED TAKE OFF ASPHALT SHINGLES PLACE BACK 5 V CRIMP.
13-2301	5/29/2013		\$1,000	Commercial	CONSTRUCT A STORAGE ON PATIO INSIDE SCREEN ROOM.
12-4352	5/19/2013		\$1,450	Commercial	INSTALL AN 8' X 10' HIGH IMPACT SHED & TIE DOORS AS PER SPEC'S
13-0350	4/2/2013		\$10,500	Residential	REMOVE & REPLACE APPROX. 700 S.F. OF MOLDED SHEETROCK & INSTALL 1/2" MRF NEW DRYWALL, REPLACE 3 INTERIOR DOORS & TRIM, 18 L.F. OF KITCHEN COUNTER TO W/GRAVITE, ADD FIBERGLASS SHOWER PANELS IN NEW SHOWER AREA IN EXISTING CLOSET 3' X 6', ADD 18 S.F. OF VINYL TILE IN NEW 1/2 BATH AREA.
13-0937	3/15/2013		\$7,500	Residential	ADD TOILET LAV. & TRIM OUT
13-0928	3/13/2013		\$2,000	Residential	SCOPE OF WORK TO INSTALL USED DAIKIN 18,000 BTU 26 SEER CONDENSER UNIT AND TWO (2) 9,000 BTU FAN COILS, CONDENSER UNIT TO SIT ON STAND. ALL ASSOCIATED PIPING.
13-0937	3/12/2013		\$5,500	Residential	ROUGH TRIM OUT TOILET LAV, SHOWER & KITCHEN SINK & DISHWASHER

13-0902	3/11/2013	\$2,000	Residential	INSTALL AN ALUMINUM SCREEN ROOM 8' X 20' OVER EXISTING SLAB
13-0850	3/5/2013	\$450	Commercial	INTALL ELECTRICAL FOR SPLIT A/C UNIT.
13-0350	2/4/2013	\$6,000	Commercial	INSTALL 1000 S.F. OF VINYL SIDING, REPLACE 5 ALUMINUM WINDOWS, INSULATE UNDERNEATH 660 S.F. SPRAY, REPLACE 110 S.F. OF VINYL FLOOR IN KITCHEN, REPLACE SKIRTING ARUOND TRAILER 112 L.F.
13-032	1/8/2013	\$500	Residential	Remove Fencing doors from porch, remove hard siding, tile from slab, and overhead work from porch door.
12-4366	12/11/2012	\$950	Residential	REPLACE ONE (1) WINDOW WITH IMPACT RATED SH-700 SERIES AT UNIT #201
12-4370	12/11/2012	\$1,050	Residential	REPLACE TWO (2) WINDOWS WITH IMPACT RATED SH-700 SERIES AT UNIT #202
12-4371	12/11/2012	\$950	Residential	REPLACE ONE (1) WINDOW WITH HIGH IMPACT SH-700 SERIES AT UNIT #203
12-4372	12/11/2012	\$1,050	Residential	REPLACE TWO (2) WINDOWS WITH IMPACT RATED SH-700 SERIES AT UNIT #220
12-4373	12/11/2012	\$1,050	Residential	REPLACE TWO (2) WINDOWS WITH IMPACT RATED SH-700 SERIES AT UNIT #180
12-4375	12/11/2012	\$1,050	Residential	REPLACE TWO (2) WINDOWS WITH IMPACT RATED SH-700 SERIES AT UNIT #181
12-4376	12/11/2012	\$1,050	Residential	REPLACE TWO (2) WINDOWS WITH IMPACT RATED SH-700 SERIES AT UNIT #182
12-4378	12/11/2012	\$950	Residential	REPLACE ONE (1) WINDOW WITH IMPACT RATED SH-900 SERIES AT UNIT #183
12-3778	10/17/2012	\$200	Residential	RECOAT WHITE COAT ON ROOF ON TRAILER.
12-3529	9/26/2012	\$200	Residential	DEMOLISH DECK AWNING & WASH SHED ON SLAB
12-3449	9/20/2012	\$300	Residential	AFTER THE FACT: REMOVE EXISTING PLYWOOD ON PORCH AND REPLACE W/LATICE 60 SQ/FT.
12-0703	2/28/2012	\$950	Residential	INSTALL A 8' X 10' SHED TIED DOWN WITH METAL AUGERS AND CABLES (2 SETS)
12-0108	1/17/2012	\$350	Residential	**AFTER THE FACT** ANCHORING EXISTING 4X4 FOOTING TO EXISTING CONCRETE SLAB. REMOVE SIDE WALL 1/2" PLYWOOD FROM PORCH, INSTALL RAILING & 2 STEP STRINGERS.
11-4236	11/18/2011	\$4,465	Residential	INSTALL 787 SF ROOFOVER ON A MOBILE HOME. INCLUDES 106LF, 6 DOWNBOWS.
11-2550	10/5/2011	\$240	Residential	**AFTER THE FACT** ADD 2 OUTLETS IN BEDROOM AND ONE IN THE BATHROOM.
11-2747	7/29/2011	\$1,500	Residential	NEW ROOF 17 SQS. REMOVE EXISTING AND INSTALL MODIFIED BITUMEN.
11-2748	7/29/2011	\$18,500	Residential	REPLACE 320 SQ/FT OF PLYWOOD IF NEEDED. RE-ROOF.
11-2100	6/21/2011	\$485	Residential	INSTALL VINYL LATTICE @ EXISTING PATIO ROOF STRUCTURE, APPROXIMATELY 56 S.F. INSTALL GATE/DOOR @ ENTRY
11-2101	6/21/2011	\$8,647	Residential	INTERIOR WORK...REMOVE/REPLACE SHOWER, CABINETS, PANELING, (160 SF) AND 126 SF PLYWOOD SUBFLOOR, 126 SF CERAMIC TILE FLOOR, BASE TRIM AND PAINT.
11-2076	6/20/2011	\$500	Residential	REPLACE FEEDER WIRE FROM 100 AMP DISCONNECT TO JUNCTION BOX. 2 X #3 AWG, 1 X #4 AWG, 1 X #6 AWG
11-1967	6/17/2011	\$600	Commercial	INSTALL PLASTIC UTILITY SHED 8'x7'
11-1916	6/7/2011	\$250	Residential	**AFTER THE FACT** WINDOW REPLACEMENT WALL REPAIR 4FT X 6FT FLOOR REPAIR 2FT X 3FT
11-1310	6/1/2011	\$900	Residential	600 SF TRAILER TO HAVE 5 NEW WINDOWS, 2 DOORS, PAINT ROOF.
11-1766	6/1/2011	\$3,500	Residential	INSTALL NEW FLOORING, INCLUDING SUBFLOOR; 712 SF.
11-1414	4/26/2011	\$1,800	Residential	REPLACE 4 WINDOWS REPLACE PAINTING IN LIVING ROOM AND KITCHEN W/DRYWALL 175 SF
11-0657	4/4/2011	\$1,000	Residential	**AFTER THE FACT** ADD LATTICE TO EXISTING SCREEN PORCH. REPLACE A WINDOW, REMOVE CARPET AND INSTALL 6' X 5' TILE, DRYWALL 15' X 18' ADD A CLOSET DOOR & PAINT THE ROOM
11-0978	3/28/2011	\$800	Residential	ENCLOSE 270 SQ FT UNDER EXISTING AWNING WITH ALUMINUM FRAME, SCREENING AND LATTICE
11-0727	3/10/2011	\$1,000	Residential	**AFTER THE FACT** INSTALL NEW TILE IN KITCHEN & LIVING ROOM & REPLACE EXISTING WALLS IN BATH & KITCHEN W/DRYWALL
11-0505	3/4/2011	\$200	Residential	**AFTER THE FACT** BUILDING PORCH, PLACE LATTICE AND PAINT.
11-0713	3/3/2011	\$500	Residential	**AFTER THE FACT** REPLACE PANELING WITH DRYWALL (BEDROOM AREA) TILE WORK DON'T NEED PERMIT
11-0525	2/16/2011	\$100	Residential	**AFTER THE FACT** REPLACE EXISTING LATTICE, 20 LF. 8' HIGH.
11-0561	2/16/2011	\$1,200	Residential	EMERGENCY PERMIT: DISCONNECT BY KES. REPLACE RISER, METER SOCKET RISER CONDUCTOR & NEW GROUNDING ELECTRODES GROUNDING ELECTRODE CONDUCTOR & INTER SYSTEM GROUND.
11-0283	1/25/2011	\$400	Residential	DEMO/REMOVE APPROX. 8' X 10' PLYWOOD STRUCTURE & ROOF AT THE BACK OF TRAILER
10-3607	11/4/2010	\$880	Residential	ENCLOSE PORCH FOR PLAYROOM 40' X 10'
10-2245	10/12/2010	\$0	Residential	ENCLOSE SCREEN PORCH OVER PORCH, 9 X 24
10-2747	8/17/2010	\$0	Residential	REPLACE 4 WINDOWS. REPLACE ONE DOOR. WRAP WITH LINES.
10-1629	5/19/2010	\$1,000	Residential	CLOSING EXISTING PORCH WITH ALUMINUM SCREEN PORCH
10-1434	5/10/2010	\$1,500	Residential	**AFTER THE FACT** DEMOLITION OF INTERIOR FLOORS IN TRAILER 11' X 30". INSTALLING NEW FLOOR & SUB FLOOR 12' X 12" WITH 600 SQ FT PLYWOOD.
10-1260	4/22/2010	\$2,500	Residential	REMOVE AND INSTALL NEW KITCHEN CABINETS, REPAIR FLOORING, REPAIR MISCELLANEOUS DRYWALL (APPROXIMATELY 10 SHEETS), AND PAINT THE INTERIOR
10-1201	4/19/2010	\$500	Residential	**AFTER THE FACT** WIRING 648 SQ FT, RECEPTACLES REMOVE & REPLACED
10-1077	4/8/2010	\$3,700	Residential	INSTALL 707 SQ FT ROOF OVER ON MOBILE HOME INCLUDES 96 LN FT GUTTER & FIVE DOWNBOWS
10-1077	4/8/2010	\$3,700	Residential	INSTALL 707 SQ FT ROOF OVER ON MOBILE HOME INCLUDES 96 LN FT GUTTER & FIVE DOWNSPOUTS
10-1033	3/31/2010	\$2,400	Residential	REPLACE 60 AMP SERVICE WITH NEW POLE RISER METER AND DISCONNECT W/2 GROUND RODS
10-0484	2/17/2010	\$1,800	Residential	10 X 22 PATIO COVER AT FRONT OF UNIT
09-3626	10/23/2009	\$491	Residential	REPAIR 160 SQ FT DRYWALL ON THE HALLWAY, LIVING ROOM & CEILING & PAINT.
08-0127	2/22/2008	\$1,000	Commercial	INSTALL FOUR GANG METER CAN
08-0103	1/22/2008	\$1,000	Commercial	INSTALL FOUR GANG METER CAN
08-0124	1/22/2008	\$1,000	Commercial	INSTALL FOUR GANG METER CAN
08-0125	1/22/2008	\$1,000	Commercial	INSTALL FOUR GANG METER CAN

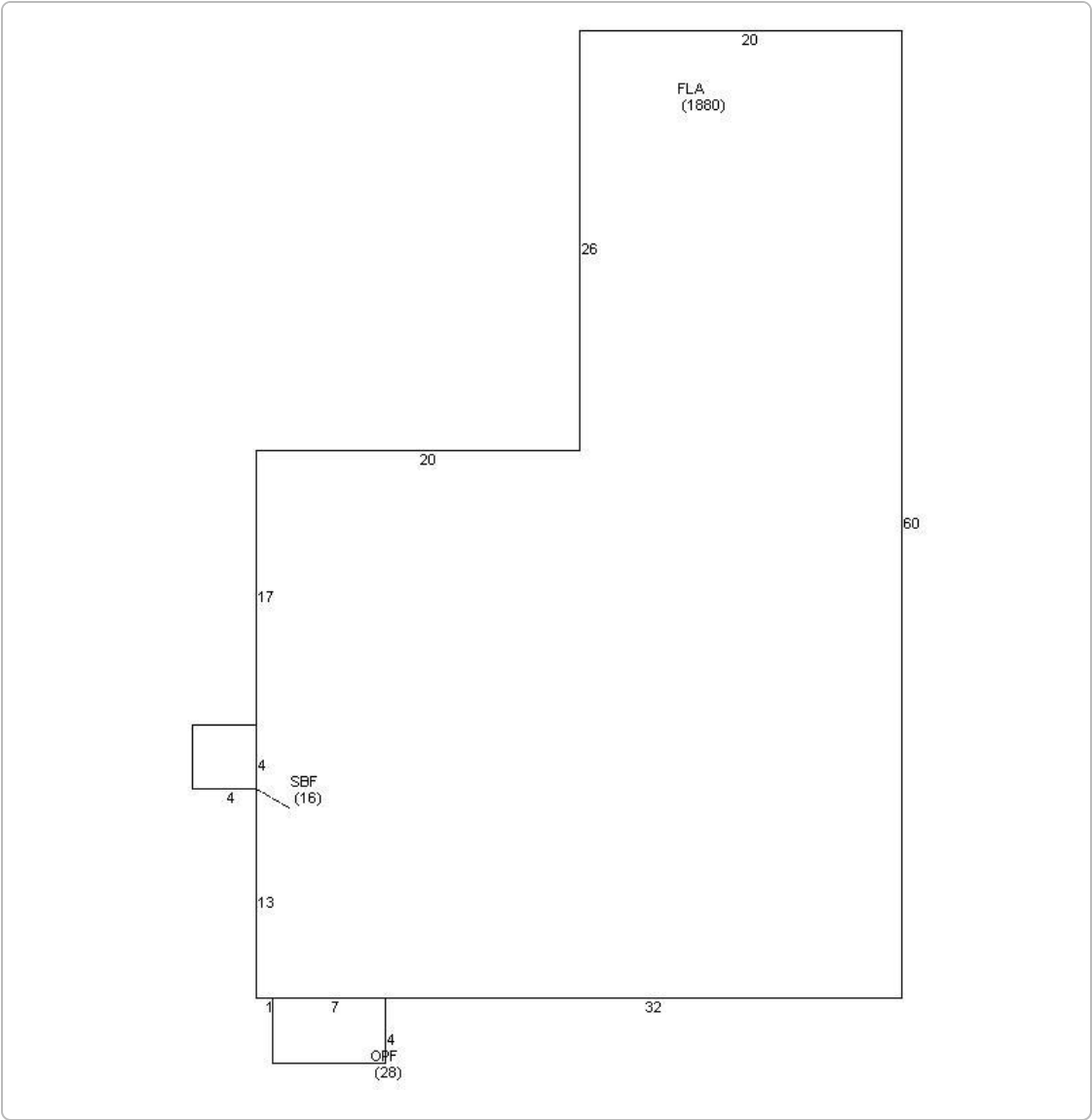
07-3905	1/14/2008		\$3,000	Commercial	RUN BLUMBING FOR ONE WASHER BOX
07-3905	12/7/2007		\$3,000	Commercial	REPLACE EXISTING PLUMBING, 1 LAV, 1 TOILET, 1 SHOWER, 1 KITCHEN SINK
07-5210	11/28/2007		\$2,400	Commercial	RE-WIRE MOBILE HOME & INSTALL NEW 150 AMP PANEL & POSSIBLE UP-GRADE
07-0794	2/27/2007		\$11,900	Commercial	INSTALL NEW 14'x60' MOBILE HOME IN EXIST'G SPACE
06-6798	12/21/2006		\$1,200	Commercial	EMERGENCY REPAIR TO SERVICE BUILDING 100 AMP SERVICE
06-12347	2/28/2006		\$600	Commercial	HURRICANE DAMAGES-PLACE ELECTRIC INSIDE FOR LOT-29
06-0351	2/23/2006		\$500	Commercial	REPLACE EXISTING FLOORS FOR LOT-F
06-0453	2/23/2006		\$500	Commercial	REPLACE EXISTING ROOF 8'x30'-STORM DAMAGE
06-0892	2/14/2006		\$1,000	Commercial	INSTALL NEW 4-GANG METER CENTER AT LOT221
06-0893	2/14/2006		\$1,000	Commercial	INSTALL NEW 4-GANG METER CENTER AT LOT222
06-0894	2/14/2006		\$1,000	Commercial	INSTALL NEW 4-GANG METER CENTER AT LOT223
06-0895	2/14/2006		\$1,000	Commercial	INSTALL NEW 4-GANG METER CENTER AT LOT224
06-0470	1/31/2006		\$35,000	Commercial	DEMO & REMOVE TRAILER & INSTALL NEW TRAILER 14' x 66'
05-5700	12/14/2005		\$4,000	Commercial	HURRICANE REPAIRS INSTALL NEW MOBILE HOME IN THE SAME FOOT PRINT
05-5701	12/14/2005		\$1,000	Commercial	HURRICANE REPAIRS RECONNECT PLUMBING TO MOBILE HOME
05-5702	12/14/2005		\$1,000	Commercial	HURRICANE REPAIRS RECONNECT ELECTRIC TO MOBILE HOME
05-5358	11/29/2005		\$3,000	Commercial	REPLACE 3 TON PACKAGE UNIT AND DUCT
05-3469	9/26/2005		\$1,500	Commercial	INSTALL WHEELCHAIR RAMP
05-3213	8/2/2005		\$300	Commercial	INSTALL 100 AMP SEVICE FOR NEW MOBILE LOT-42
05-2950	7/15/2005		\$1,000	Commercial	MOVE EXISTING SERVICE TO NEW LOCATION
05-2348	6/15/2005		\$0	Commercial	
05-2348	6/15/2005		\$475	Commercial	REPAIR 148'x4' CHAINLINK FENCE
02-3157	11/27/2002	12/31/2002	\$300,000	Commercial	REPLACE WATER SYSTEM
02-02526	9/17/2002	12/18/2002	\$500	Commercial	REPLACE SHED
02-02526	9/17/2002	12/18/2002	\$800	Commercial	RELOCATE W/ D
02-2526	9/17/2002	12/18/2002	\$500	Commercial	ELECTRICAL
02-2497	9/11/2002	9/11/2002	\$8,001	Commercial	EMER.,REPAIRS ELECTRIC
00-4352	12/14/2000	12/28/2001	\$2,000	Commercial	A/C REPLACEMENT
96-3999	10/1/1996	12/1/1996	\$2,485	Commercial	ROOF
9603629	9/1/1996	10/1/1996	\$1	Commercial	ADDITION/CONVERSION
9603859	9/1/1996	10/1/1996	\$1	Commercial	ROOF

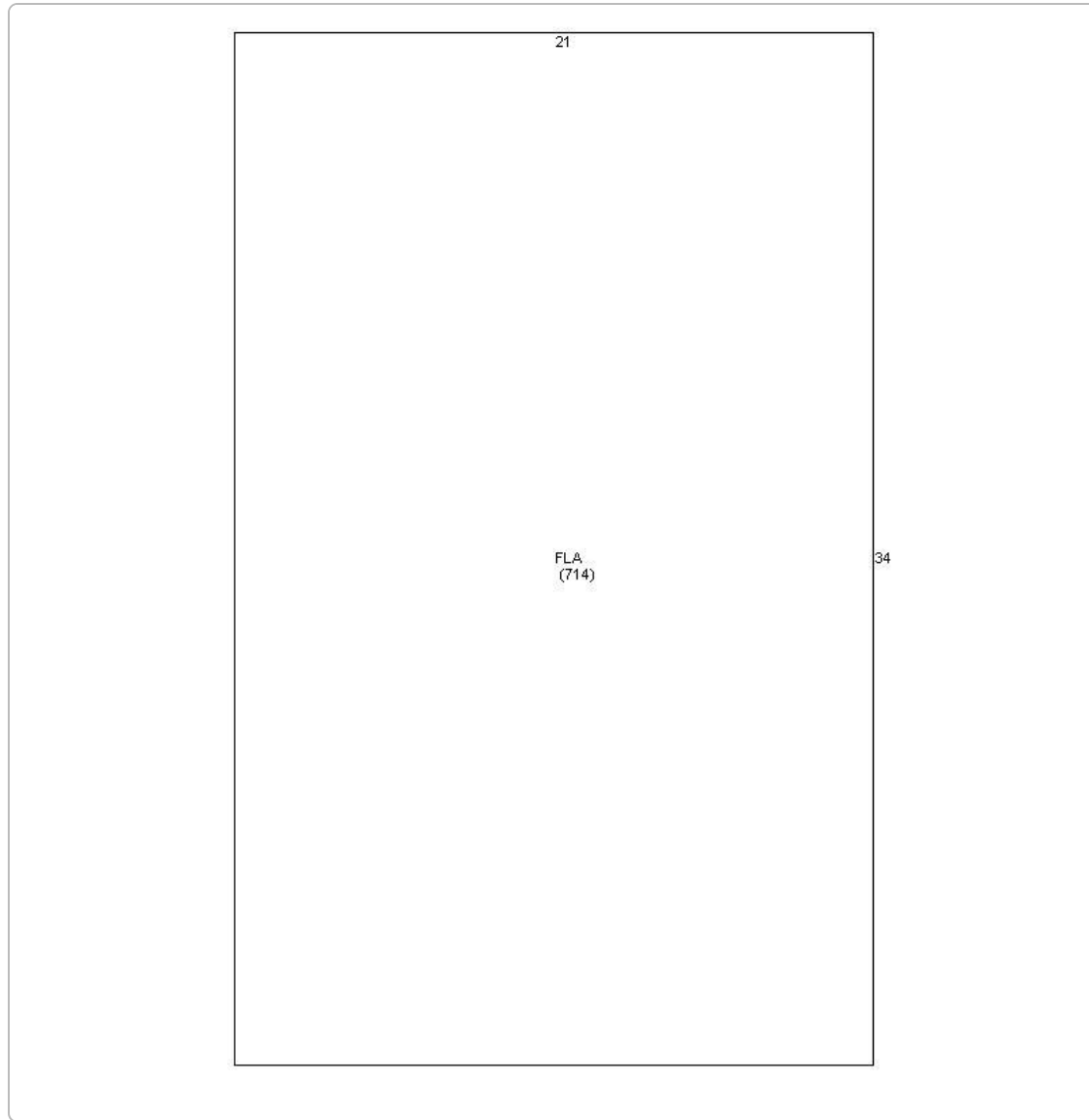
## View Tax Info

[View Taxes for this Parcel](#)

## Sketches (click to enlarge)







## Photos



**Map****TRIM Notice**[2020 TRIM Notice\(PDF\)](#)**2020 Notices Only**

**No data available for the following modules:** Buildings, Commercial Buildings, Mobile Home Buildings, Exemptions.

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