E = enhanced UPA = units per acre		DINI	ELL AS COL	INITY DI A	NNING DE	DADTMEN	IT.		
LUff: Z/LU-5-2-16									
SITE DATA	LU#:								
Parcel Size:   0.70   Proposed for Amendment:   0.70   Current Land Use Designation:   Residential Urban   Project Form   Residential Urban   Project Form	Revised:	Revised: R					Signoff:		
Proposed for Amendment:   0.70				SITE D	ATA				
Courrent Land Use Designation:   Residential Urban   Courrent Land Use   St/acre(s)   X(far)/(upa)   Units/Sf   Sf/1,000   X(tgr)   Cap.   Proj. trips				0.70					
Potential Use		•							
1) Single-Family						44.555	<i>(</i> : )	1	
Residential/Office General				Uni		st/1,000			
Proposed Land Use   Designation:   Residential/Office General	(1) Single-Family	0.7	7.50		5.00		9.6		
Potential Use								rotai	48
10   Office   30,492   0.40   12,197   12.20   16.30   0.92   183						44.555	( )	1	
Total   Additional Daily Trips:   135				Uni					
ROADWAY IMPACT DATA - Trip Distribution	(1) Office	30,492	0.40		12,197	12.200	16.30		
Road(s)	Potential Additional	Daily Tripe:		1	25			lotai	183
Road(s)   % Distribution   2015   2035   2015   2035   2015   2035     Tampa Rd. to Alderman Rd.   1.00   1.00   proposed   21,135   20,635     Road(s)   LOS   V/CR   extg.   w/ chg.   extg.   w/ chg.     Tampa Rd. to Alderman Rd.   F   1.18   F   F   F   F     Tampa Rd. to Alderman Rd.   Extg   Planned   Const.   Future   CMS     LoS   W   Cfg   Improv.   Year   Ln Cfg   Desig.     Tampa Rd. to Alderman Rd.   2D   None   None   2D   Con     ABBREVIATIONS/NOTES     AADT = Average Annual Daily Trips   Ln. = Lanes     CAP = capture rate (i.e., % new trips)   CCC = Congestion Containment Corridor   CPG = configuration   CPG = construction   CPG = c	Foterillai Additional		ΔΝΔΥ ΙΜ			istribution	<u> </u>		
2015   2035   2035   2015   2035   2035   2015   2035	Road(s)	110			Inpu	isti ibutioi		ol. (AADT)	
Alt US 19	11000(0)								
Tampa Rd. to Alderman Rd.    2015 PH   2015 AADT   2035 AADT	(4) AH LIS 10				]	ovietina		1	
2015 PH   2015 AADT   2035 AADT   Road(s)   LOS   V/CR   extg.   w/ chg.   extg.   w/ chg.   extg.   w/ chg.	\ /	dorman Rd				-			
LOS   W/CR   extg.   w/ chg.   extg.   w/ chg.     1	Tallipa Nu. 10 Ar	uerman Nu.			<u> </u>				
Tampa Rd. to Alderman Rd.   F   Tampa Rd. to Alderman Rd.   Extg   Planned   Const.   Future   CMS	D : = :1/=\								
Tampa Rd. to Alderman Rd.    Extg   Planned   Const.   Future   CMS									i
Road(s)  Extg Planned Const. Future CMS  Ln Cfg Improv. Year Ln Cfg Desig.    In Cfg Improv.   I	` '		F	1.18	F	F	F	F	
Ln Cfg   Improv.   Year   Ln Cfg   Desig.		delinan ita.			Evta	Diagnod	Const	Futuro	CMC
AADT = Average Annual Daily Trips AC = Acres CCC = Congestion Containment Corridor CFG = configuration CON = Concurrency Management System CON = Constrained corridor CON = Constrained corridor CON = Constrained corridor CON = Constrained corridor CON = Construction CON = Constru	Roau(s)								
AADT = Average Annual Daily Trips AC = Acres AC = Acres CAP = capture rate (i.e., % new trips) CCC = Congestion Containment Corridor CFG = configuration CFG = configuration CMS = Concurrency Management System CON = constrained corridor CON = constrained corridor CON = constrained corridor CON = constrained corridor CON = construction		1				-			
AADT = Average Annual Daily Trips AC = Acres CAP = capture rate (i.e., % new trips) CCC = Congestion Containment Corridor CFG = configuration CMS = Concurrency Management System CON = constrained corridor CON = constrained corridor CON = construction CON = con						None	2D	Con	
AC = Acres  CAP = capture rate (i.e., % new trips)  CCC = Congestion Containment Corridor  CFG = configuration  CMS = Concurrency Management System  CMS = Concurrency Management System  CON = constrained corridor  CON = constrained corridor  CON = construction  CONSTRUCTION			ABB	REVIATION					
CAP = capture rate (i.e., % new trips)  CCC = Congestion Containment Corridor  CFG = configuration  CMS = Concurrency Management System  CON = constrained corridor  CON = constrained corridor  CON = construction  CONSTRUCT									
CCC = Congestion Containment Corridor  CFG = configuration  CMS = Concurrency Management System  CON = constrained corridor  Const. = Construction  CMS = Construction  CONST. = Construction  SF = Square Feet  TGR = trip generation rate  UPA = units per acre  UPA = units (dwelling)  V/CR = volume-to-capacity ratio  MIS= Mitigating Improvement Scheduled									
CFG = configuration  CMS = Concurrency Management System  CON = constrained corridor  CONS. = Construction  SF = Square Feet  TGR = trip generation rate  UPA = units per acre  UPA = units (dwelling)  TGR = volume-to-capacity ratio  MIS= Mitigating Improvement Scheduled									
CMS = Concurrency Management System  CON = constrained corridor  Const. = Construction  C/U = divided/undivided  E = enhanced  FAR = Floor Area Ratio  FDOT = Florida Department of Transportation  COD = Partially controlled access  PH = Peak Hour  SF = Square Feet  TGR = trip generation rate  UPA = units per acre  UTS = units (dwelling)  V/CR = volume-to-capacity ratio  MIS= Mitigating Improvement Scheduled  COD ST traffic volumes from MPO, adjusted FDOT Regional Transportation Analysis model output							Planning	Nganizanon	
CON = constrained corridor  Const. = Construction  CON = divided/undivided  E = enhanced  FAR = Floor Area Ratio  FDOT = Florida Department of Transportation  CO25 traffic volumes from MPO, adjusted FDOT Regional Transportation Analysis model output  PH = Peak Hour  SF = Square Feet  TGR = trip generation rate  UPA = units per acre  UTS = units (dwelling)  V/CR = volume-to-capacity ratio  MIS= Mitigating Improvement Scheduled							led access	2	
Const. = Construction  SF = Square Feet  TGR = trip generation rate  TGR = units per acre  UPA = units per acre  UTS = units (dwelling)  UTS = volume-to-capacity ratio  MIS= Mitigating Improvement Scheduled							icu accest	•	
D/U = divided/undivided  E = enhanced  UPA = units per acre  UTS = units (dwelling)  FDOT = Florida Department of Transportation  V/CR = volume-to-capacity ratio  MIS= Mitigating Improvement Scheduled  2025 traffic volumes from MPO, adjusted FDOT Regional Transportation Analysis model output									
E = enhanced UPA = units per acre FAR = Floor Area Ratio UTS = units (dwelling) FDOT = Florida Department of Transportation V/CR = volume-to-capacity ratio MIS= Mitigating Improvement Scheduled 2025 traffic volumes from MPO, adjusted FDOT Regional Transportation Analysis model output	D/U = divided/undivided						n rate		
FAR = Floor Area Ratio  UTS = units (dwelling)  V/CR = volume-to-capacity ratio  MIS= Mitigating Improvement Scheduled  2025 traffic volumes from MPO, adjusted FDOT Regional Transportation Analysis model output	E = enhanced								
FDOT = Florida Department of Transportation	FAR = Floor Area Ratio						1)		
MIS= Mitigating Improvement Scheduled 2025 traffic volumes from MPO, adjusted FDOT Regional Transportation Analysis model output			ortation				•	)	
	•	-							
Average daily level of service based on Generalized Daily LOS Volume Tables from FDOT 2002 LOS Manual					iviio— iviitig	aung impre	overnent c	cricadica	
Average daily level of Service based on Generalized Daily 200 volume Tables from 1 DO1 2002 200 Inditidal					ortation Anal	ysis model	output		

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