TENTATIVE:
SUBJECT TO
REVISION

TOWN OF PALM BEACH

PLANNING, ZONING, & BUILDING DEPARTMENT

TOWN COUNCIL MEETING DEVELOPMENT REVIEW

TOWN HALL
COUNCIL CHAMBERS - SECOND FLOOR
360 SOUTH COUNTY ROAD

AGENDA

JULY 10, 2024

9:30 AM

Welcome

For information regarding procedures for public participation at Town Council Meetings, please refer to the end of this agenda.

I. CALL TO ORDER AND ROLL CALL

Danielle H. Moore, Mayor
Bobbie D. Lindsay, President
Lew Crampton, President Pro Tem
Julie Araskog
Ted Cooney
Bridget Moran

II. INVOCATION AND PLEDGE OF ALLEGIANCE

III. COMMENTS OF MAYOR DANIELLE H. MOORE

IV. COMMENTS OF TOWN COUNCIL MEMBERS

V. COMMUNICATIONS FROM CITIZENS - 3 MINUTE LIMIT PLEASE

VI. APPROVAL OF AGENDA

VII. CONSENT AGENDA

VIII. DISCUSSION ITEMS

A. Reconsideration of the Declaration of Use Closing Time for the New Taboo Restaurant Pg. 7

IX. DEVELOPMENT REVIEWS

A. Variances, Special Exceptions, and Site Plan Reviews

1. Old Business Pg. 8

a. **ZON-24-058 (ARC-24-073) 400 ROYAL PALM WAY (COMBO) —VARIANCE(S)** The applicant, Citizens Bank (James Meany), has filed an application requesting Town Council review and approval for eight (8) variances as they relate to the installation of commercial signage, including (1) a variance to install signage on an exterior electronic banking machine, (2-4) variances to exceed maximum sign area permitted, exceed maximum logo size permitted, and exceed maximum sign and logo height above grade permitted on the north elevation, (5) a variance to exceed height of logo above grade on east elevation, and (6 – 8) variances to exceed maximum height and logo size and to permit signage facing a parking area in lieu of a right of way. The Architectural Commission shall perform design review of the application. *[Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause a negative architectural impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved the project with conditions. Carried 6-1.] [The Town Council deferred this project to the July 10, 2024, Town Council meeting requesting additional changes to signage. Carried 5-0.]* Pg. 18

b. **ZON-24-043 (ARC-24-035) 620 N LAKE WAY (COMBO)— VARIANCES** The applicant Ocean Front Avenue 2, LLC, a VA limited liability company (Don & Donna Whitaker), has filed an application requesting Town Council review and approval for two (2) variances, (1) to exceed maximum permitted building height and (2) to exceed maximum permitted cubic content ratio (CCR), as it relates to the construction of a new residence. The Architectural Commission shall perform design review of the application. ***[This project shall be deferred to the August 12, 2024, Town Council meeting pending Architectural Review.]***

2. New Business

a. **ZON-23-020 (COA-23-003) 139 N COUNTY RD—THE PARAMOUNT THEATER (COMBO)—SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES.** The applicant, WEG Paramount LLC, has filed an application requesting Town Council review and approval for a Special Exception with Site Plan Review for the renovation and adaptive re-use of an existing Landmarked theater structure, including Special Exception requests (1) to permit Private Club use in the C-TS district, (2) for square footage greater than 3,000 SF in the C-TS district, (3) for Outdoor café seating use associated with a private club in the C-TS district,(4) for shared parking in the C-TS district, (5) for a modification to a previously approved Special Exception for Churches, synagogues or other houses of worship, and (6) for approval for supplemental off-site shared parking. The applicant is also seeking Site Plan Review for new building(s) or for changes in a permitted use in Sec. 134-1107 which involve more than 2000 square feet of building floor area in the C-TS zoning district. Additionally, the applicant is seeking the review and approval for three (3) Variances (1) to allow generators on a roof(s), (2) to exceed the maximum height of a screening wall for mechanical equipment on a roof, and (3) to exceed the maximum distance separation for supplemental off-site shared parking located further than 500 feet from the subject property. The Landmarks Preservation Commission will perform the design review.
TIME CERTAIN 2:00 PM

Pg. 19

b. **ZON-24-0004 (COA-24-0001) 126 S OCEAN BLVD (COMBO) —VARIANCES.** The applicant, South Ocean Boulevard LLC (James M. Crowley, Authorized Representative), has filed an application requesting Town Council review and approval of three (3) variances to 1) reduce the rear yard setback for the generator, 2) reduce the street side yard setback for the cooling tower and 3) increase the mechanical equipment enclosure wall height. The Landmarks Preservation Commission shall perform design review of the application. *[Landmarks Preservation Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impacts on the subject property. Carried 7-0.] [The Landmarks Preservation Commission approved the project as presented. Carried 7-0]*

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c. **ZON-24-0005 (ARC-24-0004) 260 COLONIAL LN (COMBO) – SPECIAL EXCEPTION WITH SITE PLAN, REVIEW AND VARIANCE** The applicant, Maura Ziska (attorney) in conjunction with SKA Architect + Planner, has filed an application requesting Town Council review and approval for a Special Exception with Site Plan Review approval to develop a nonconforming parcel in the R-B zoning district and once (1) variance to reduce the rear yard setback for a swimming pool in relationship with the construction of a new one-story single-family residence with final

Pg. 397

hardscape and landscape. The Architectural Commission (ARCOM) shall perform design review of the application. ***[This project shall be deferred to the August 12, 2024, Town Council meeting pending Architectural Review.]***

d. **ZON-24-0006 (ARC-24-0011) 1741 S OCEAN BLVD (COMBO)—VARIANCES.** The applicant, Maura Ziska (attorney) in conjunction with SKA Architect + Planner, has filed an application requesting Town Council review and approval for four (4) variances to (1) increase the maximum allowable lot coverage, (2) to allow existing non-conforming front yard setback to remain, (3) to allow existing side yard setback to remain, and (4) to allow landscape open space to increase from existing but still not meet minimum requirement as it relates to the existing structure and site improvements being modified. The Architectural Commission (ARCOM) shall perform design review of the application. ***[This project shall be deferred to the September 11, 2024, Town Council meeting pending Architectural Review.]*** Pg. 398

e. **ZON-24-0007 (ARC-24-0016) 403 BRAZILIAN AVE (COMBO) - VARIANCE** The applicant, BHJ Land Trust, has filed an application requesting Town Council review and approval for one (1) variance to exceed the required 25' maximum distance of pool equipment from waters edge by 25.7'. The Architectural Commission shall perform design review of the application. *[Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved the project as presented. Carried 7-0.]* Pg. 399

f. **ZON-24-0009 (COA-24-0002) 195 VIA DEL MAR (COMBO)—VARIANCES** The applicant, Guy Rabideau (Trustee of the 195 Via Del Mar Trust), has filed an application requesting Town Council review and approval of (1) variance to reduce the minimum driveway area in front of the vehicular gate fronting South County Road. The Landmarks Preservation Commission shall perform design review of the application. *[Landmarks Preservation Commission Recommendation: Implementation of the proposed variance will not cause a negative architectural impact on the subject property. Carried 7-0.] [The Landmarks Preservation Commission approved the S. County Rd. facing gates of the proposed project. The remainder of the project will return to Landmarks for further review. Carried 7-0.]* Pg. 404

g. **ZON-24-0010 (ARC-24-0023) 515 NORTH LAKE WAY (COMBO)—SPECIAL EXCEPTION AND VARIANCE** The applicant, JORDAN GRETCHEN S TRUST (Maura Ziska, Authorized Representative), has filed an application requesting Town Council review and approval for a special exception review to develop the existing nonconforming lot, and one variance 1) to Pg. 432

exceed the permitted angle of vision for the construction of a new one-story single-family residence with final hardscape and landscape. The Architectural Commission (ARCOM) shall perform design review of the application. ***[This project shall be deferred to the August 12, 2024, Town Council meeting pending Architectural Review.]***

h. **ZON-24-0011 253 ROYAL POINCIANA WAY—SPECIAL EXCEPTION AND VARIANCE** The applicant, Field of Greens and Flagler System Management Inc, has filed an application requesting Town Council review and approval of a Special Exception for a restaurant use in the C-TS zoning district and a Variance to not provide the required on-site parking for a change of use from retail to restaurant use. Pg. 433

i. **ZON-24-0018 353 PERUVIAN AVE—SPECIAL EXCEPTION WITH SITE PLAN REVIEW.** The applicant, Lifestyle Holdings LLC, has filed an application requesting Town Council review and approval for a Special Exception request to allow a specialty retail foods with indoor seating with site plan review in the C-TS district. Pg. 442

j. **ZON-24-0019 (COA-24-0005) 1 S COUNTY RD (COMBO) SITE PLAN REVIEW– THE BREAKERS.** The applicant, Breakers Palm Beach Inc., has filed an application requesting Town Council review and approval for Site Plan Review for site changes including the modifications to the main entrance drive to the hotel and the porte-cochere arrival area. The Landmarks Preservation Commission shall perform design review of the application. Pg. 447

X. ANY OTHER MATTERS

XI. ADJOURNMENT

Procedures for Public Participation:

Note 1: **Live Stream audio:** To watch/listen live, visit the 'Public Meetings' webpage on the Town's website at www.townofpalmbeach.com. and select the "View Event" or "Click Here to Listen" button.

Note 2: Any citizen is entitled to be heard concerning any matter under the sections entitled 'Communications from Citizens' and 'Public Hearings', subject to the three-minute limitation. The public also can speak to any item listed on the agenda, including the consent agenda, at the time the agenda item comes up for discussion. Citizens desiring to address the Town Council should proceed toward the public microphones when the applicable agenda item is being considered to enable the Town Council President to acknowledge you. In-person or virtual Public Comment is limited to three minutes and must be preceded by your name and address for the record. As a public business meeting, the Town Council President retains the right to limit discussion on any issue.

Alternative public comment is also welcome for Town Council Meetings via four methods:

1. To make a public comment virtually (for Town Council Meetings Only), email a request to publiccomment@townofpalmbeach.com and identify the desired agenda item(s) to be addressed

2. Written public comment submittals should be sent to publiccomment@townofpalmbeach.com.

3. Direct written entry into the public meeting record through the eComment portal on the Public Meetings webpage.

4. Mail or in-person submittal of written document to the Town Clerk's Office at Town Hall no later than the Friday prior to the meeting.

Note 3: **Appeals:** If a person decides to appeal any decision made with respect to any matter considered at this meeting, they will need to ensure that a verbatim record of the proceedings is made for such purposes, which shall include the testimony and evidence upon which the appeal is to be based.

Note 4: Disabled persons needing accommodations to participate in this meeting are requested to call the Clerk's Office at (561) 838-5416 at least one day prior to the meeting.

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda
Discussion Items

Agenda Title
Reconsideration of the Declaration of Use Closing Time for the New Taboo Restaurant

Presenter

ATTACHMENTS:

- **Declaration of Use Agreement - Taboo**
- **Sample Declaration of Use Agreements Closing Times**

DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

PBTAK, LLC (d/b/a Taboo)

May___, 2024

DECLARATION OF USE AGREEMENT

THIS DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 2024 by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter called "Town") and PBTAK, LLC (hereinafter called "Restaurant"), which terms "Town" and "Restaurant" will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

WITNESSETH:

WHEREAS, the land described in Exhibit "A" attached hereto and made a part hereof (hereinafter referred to as the "Land" or "Restaurant Location") is located within the municipal limits of the Town; and

WHEREAS, the Restaurant Location falls within the Town's C-WA Worth Avenue Zoning District; and

WHEREAS, The Restaurant desires a Special Exception Use for the Restaurant at the Restaurant Location; and

WHEREAS, the Town Council conditionally approved Application Number ZON-24-002 on March 13, 2024 which granted the Restaurant Special Exception approval to allow the restaurant use; and

WHEREAS, all of the representations made herein are true and accurate and the approval of the Special Exceptions are conditioned upon the representations made herein and all of the conditions herein imposed; and

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed as follows:

ARTICLE I
RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof.

ARTICLE II
REPRESENTATION OF AUTHORITY

PBTAK, LLC has full right to enter into this Agreement and to bind the Land and itself to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Land in accordance with the terms and conditions of this Agreement.

No consent to execution, delivery and performance hereunder is required from any person, partner, limited partner, creditor, investor, judicial or administrative body, governmental authority, or other party other than any such consent which already has been unconditionally given or referenced herein. The execution of this Agreement or the consummation of the transactions contemplated herein will not violate any restriction, court order or agreement to which the Restaurant or Land are subject.

ARTICLE III
RESTAURANT USE

The Restaurant use that is the subject of this Agreement shall be as set forth in the application submitted to the Town as ZON-24-002 and approved by the Town Council on March 13, 2024 as the same may be amended from time to time (hereinafter referred to as the "Approval").

ARTICLE IV
CONDITIONS

The Approval shall be based upon the following conditions:

1) The Restaurant use is to be located at 219-221 Worth Avenue, Palm Beach, Florida, 33480. The main entrance to the Restaurant shall be on Worth Avenue.

2) No Restaurant guests, or other social or leisure activity or entertainment of any kind will be permitted on the roof of the Restaurant.

3) The Restaurant shall be allowed to have 213 seats.

4) The Restaurant shall have hours of operation to be 11:30 a.m. to 11:00 p.m. Sunday through Wednesday, and 11:30 a.m. through 1:00 a.m. Thursday through Saturday with last meal orders to be cut off by 10:30 p.m. All guests will be required to exit the Restaurant by closing time.

5) The Restaurant shall be allowed to remain open until 2:00 a.m. on New Year's Eve. The Restaurant will be required to hire two (2) off duty police officers on New Year's Eve, unless an alternative arrangement is recommended by the Town police. A minimum of four (4) valets shall be required on New Year's Eve. The maximum occupancy on New Year's Eve shall be 220 people.

6) The Restaurant shall provide state of the art exhaust vent(s) and scrubber(s) and shall have them cleaned on a weekly basis.

7) The Restaurant shall be allowed to have background music and a piano and piano player. The Restaurant shall not have amplified music, a DJ, or a dance floor.

8) The Restaurant is required to have valet parking and shall obtain and maintain a valet parking permit for their valet stand on Worth Avenue. A minimum of four (4) valets

shall be on duty from 6:00 p.m. until closing. The number of valets may be modified by the Police Department should it be determined that more or fewer valets are required to manage the Restaurant parking. Valet parking shall be operated in accordance with the valet circulation plan prepared by Kimley Horn and attached hereto as Exhibit "B".

9) All parking at the Apollo Parking Lot shall be valet managed with a valet parking permit approved by the Town Police Chief. Valet parking shall not be permitted on Worth Avenue. If it is determined by the Town Manager, or his/her designee, that the valet parking operation at the Restaurant is not working properly, the Town has the right to require measures as deemed necessary, including additional valet parking personnel or special duty officer(s), to resolve the issue(s). Further, the Town Council has the ability to place on their monthly agenda a discussion and resolution of any confirmed parking problem and/or requested parking revision, made by either the Town or the Owner~~, for a period of three (3) years,~~ which will begin on the date the certificate of occupancy is issued for the Restaurant.

10) The Restaurant will ~~use their best efforts to~~ have their employees park "off-island" or in Town in a designated parking garage or a designated parking lot, that allows such parking~~.~~ and in the parking lot behind the Restaurant on Peruvian Avneue. The location of the employee parking will be given to the Director of the Planning, Building and Zoning Department upon their request.

11) The Restaurant shall instruct its delivery services to use the commercial loading zones on Worth Avenue and/or in the 220 Peruvian parking lot behind the Restaurant.

12) All trash shall be stored in the indoor trash room inside the Restaurant daily and not taken to the outdoor rubbish receptacle until after 8:00 a.m. the following day.

13) Any violation of the noise ordinance as verified by a Town official shall be deemed a violation of this Agreement.

14) The Restaurant shall not add any new lighting to the parking lot located at 220 Peruvian Avenue, unless approved by the requisite Town official.

15) The Restaurant shall at all times be continually maintained with the upmost standards of a first-class restaurant and will comply with all ordinances, rules and regulations of the Town of Palm Beach, Palm Beach County, and State of Florida, (and each of the foregoing governmental entity's respective districts, departments, and agencies) as to maintenance, health, and safety standards.

16) All buildings and improvements shall be maintained in a first-class condition, especially as to the exterior appearance. Painting and other exterior maintenance shall be periodically performed as reasonably required. No excessive and/or unsightly mildew, rust deposits, dirt, graffiti, or deterioration

shall be permitted to accumulate on any building or other improvement. The glass in windows and in glass sliding doors shall not be cracked or broken. Building openings shall not be boarded up. Foundations, exterior walls, and roofs shall be weather-tight and shall be maintained in good repair. All appurtenances to any structure, such as awnings, shutters, doors, rails, and light fixtures shall be securely attached and in working condition, and shall not be broken, hanging loose, or falling away from the structure. All walls and fences shall be maintained in good repair and in an upright condition and shall be free from graffiti, or broken, cracked, or leaning sections, or loose component pieces.

17) All landscaping within the Land shall be regularly maintained ~~with proper horticultural and arboricultural practices, including without limitation such replanting and, as is from time to time necessary, mowing, trimming, fertilization, and weed, insect, and disease control. All dead or diseased sod, trees, plants, shrubs, or flowers shall be promptly replaced.~~.

18) Maintenance or other actions reasonably required by the Town to meet the forgoing Maintenance Provisions in Paragraphs 10-12 shall be commenced and completed within a commercially reasonable time period as determined by the Town Director of Planning, Zoning, and Building Department within the exclusive reasonable exercise of his or her discretion, and a failure to maintain or take other curative action as so reasonably required shall be subject to being treated by the Town as a violation of the terms and conditions of this Agreement. The Maintenance Provisions of this Declaration of Use Agreement provide the Town with supplemental means to assure that the buildings and improvements on the Land are maintained and shall not create any obligation on the Town (or its officials, officers, or employees) to conduct such maintenance or enforce the Maintenance Provisions of this Declaration of Use Agreement. Further, the Maintenance Provisions of this Declaration of Use Agreement shall not prevent the Town from enforcing any building or structure maintenance or appearance law or regulation the Town may currently enforce, or that may from time to time become applicable in the future.

19) The Restaurant shall return to the Town Council after six (6) months of operation during the period from November 1 through April 30 to review the list of conditions and compliance~~.~~ and the hours or operation.

20) If there are more than three verified complaints in any two consecutive months regarding noise or activities beyond the scope of this Agreement, the Restaurant ~~shall cease operation and the applicant~~ shall return to the next regularly scheduled Town Council meeting to address said complaints.

21) The Town shall have the right to conduct inspections on the Buildings and Land on a periodic basis to ascertain compliance with this Agreement. Failure to

allow an inspection by the Town will constitute a violation of this Agreement.

22) The Restaurant shall provide an affidavit of compliance each year at the time of renewal of the business tax receipt.

ARTICLE V
VOLUNTARY AGREEMENT

The Restaurant agrees to be bound by the terms and conditions in this Agreement and waives any legal objection it might otherwise have to said terms and conditions or parts thereof.

ARTICLE VI
REMEDIES FOR VIOLATION

Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to the Restaurant's representative of said violation(s) and the date upon which said violations(s) shall be corrected, Restaurant shall pay to the TOWN a liquidated amount of $2,000 per violation. Said liquidated amount shall accrue on a per day basis for each day a violation of this agreement exists. In addition, in the event a violation remains uncorrected beyond the date noticed for correction by the Director of the Planning, Zoning and Building Department, this Agreement may be reconsidered by the Town Council at a future meeting upon thirty days notification to the Restaurant. The Town Council may, upon a finding of violation, alter this Agreement or rescind the approval of the use.

In the event the Restaurant disputes the determination of the Director of Planning, Zoning and Building Department of a violation of the conditions of this Agreement, or in the event the Restaurant disputes any code violation, the Restaurant may appeal the determination of the Director of the Planning, Zoning and Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days following the written notice of violation.

The Town shall have all remedies available at law and equity in order to enforce the terms of this Agreement including but not limited to (a) the Town's code enforcement procedures; (b) all remedies otherwise offered in the Town's Code of Ordinances; and (c) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County for the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this Agreement. Additionally, in the event of any breach, default, or non-performance of this Agreement, or any of its covenants, agreements, terms or conditions, the prevailing party shall be entitled to recover its costs, expenses, and reasonable

attorney's fees, either before or as a result of litigation, including appeals.

ARTICLE VII
PROVISIONS TO RUN WITH THE RESTAURANT

This Agreement shall not run with the Land and shall be only be binding upon the Restaurant. If the Restaurant is no longer operating, this Agreement shall terminate upon the termination of the Restaurant's business tax receipt for operation of a restaurant. This Agreement shall be recorded by the Restaurant in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

ARTICLE VIII
ENTIRE AGREEMENT

This Agreement represents the entire agreement between the parties as to its subject matter and it may not be amended except by written agreement executed by both parties.

ARTICLE IX
EFFECTIVE DATE

The Effective Date of this Agreement shall be the day upon which this Agreement is executed by the last party to sign the Agreement.

ARTICLE X
MISCELLANEOUS PROVISIONS

Wherever the word "laws" appears in this Agreement, it shall be deemed to include all ordinances, rules, and regulations as well as laws of the appropriate governmental authorities.

All references in this Agreement to times of a day are stated in terms of Eastern Standard Time, i.e., whichever of Eastern Standard Time or Eastern Daylight Time may be in effect at the time. The word "day" in this Agreement means any period beginning when the time of day is midnight and ending on the next later occasion when the time of day is midnight.

This Agreement may not be amended except by written instrument signed by all parties hereto.

Paragraph headings are inserted for convenience only and shall not be read to enlarge, construe, restrict or modify the provisions hereof. All references to numbered or lettered paragraphs, subparagraphs and exhibits refer (unless the context indicates otherwise) to paragraphs and subparagraphs of this Agreement and to exhibits attached hereto, which exhibits are by this reference made a part hereof.

In the event of the invalidity of any provision of this Agreement, same shall be deemed stricken from this Agreement shall continue in full force and effect as if such invalid provision were never a part hereof.

This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals the day and year first above.

Signed, sealed and delivered
In the presence of:

THE TOWN OF PALM BEACH:

_____
Print Name: _____

By: _____
Danielle Moore, Mayor

_____
Print Name: _____

_____
Print Name: _____

By: _____
Barbara Lindsay, President

_____
Print Name: _____

_____
Print Name: _____

By: _____
Kirk Blouin, Town Manager

_____
Print Name: _____

RESTAURANT:

PBTAK, LLC

_____
Print Name: _____

By: _____
Toney Lopez, CFO

_____
Print Name: _____

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2024, by DANIELLE MOORE, the Mayor of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation, who ☐ is personally known to me or who ☐ has produced _____ as identification.

_____
Notary Public – State of Florida

Notary Seal: _____

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2024, by BARBARA LINDSAY, the President of the Town Council of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation, who ☐ is personally known to me or who ☐ has produced _____ as identification.

_____
Notary Public – State of Florida

Notary Seal: _____

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2024, by KIRK BLOUIN, the Town Manager of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation, who ☐ is personally known to me or who ☐ has produced _____ as identification.

_____
Notary Public – State of Florida

Notary Seal:_____

STATE OF_____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2024, by Tony Lopez, the Chief Financial Officer of PBTAK, LLC, a _____ limited liability company, on behalf of the company, who ☐ is personally known to me or who ☐ has produced _____ as identification.

_____
Notary Public – State of _____

Notary Seal: _____

APPROVED AS TO FORM AND LEGAL
SUFFICIENCY FOR THE TOWN OF
PALM BEACH

By: _____
Joanne O'Connor, Esquire

EXHIBIT "A"

LEGAL DESCRIPTION

Lots 20, 21 and 34 through 37, Block 15, ROYAL PARK ADDITION, according to the Plat thereof, on file in the Office of the Clerk of the Circuit Court in and for Palm Beach County, Florida recorded in Plat Book 4, Page 1.

PCN: 50-43-43-23-05-015-0340

AND

PCN: 50-43-43-23-05-015-0200

EXHIBIT “B”

VALET PLAN

SAMPLE OF DECLARATION OF USE AGREEMENTS – CLOSING TIMES

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Colony – East Garden Building	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm
Café Via Flora	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm
Carriage House	12:00am	12:00am	12:00am	12:30am	12:30am	12:30am	12:00am
Esplanade	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm	10:00pm
La Goulue	11:00pm	11:00pm	11:00pm	11:00pm	12:00am	12:00am	11:00pm
Palm House Hotel – Inside Dining / Outdoor	1:00am / 10:00pm	1:00am / 10:00pm	1:00am / 10:00pm	1:00am / 10:00pm	1:00am / 10:00pm	1:00am / 10:00pm	1:00am / 10:00pm
Royal Poinciana Plaza – Cultural Center	12:00am	12:00am	12:00am	12:00am	12:00am	12:00am	12:00am
Tutto Mare	10:00pm	10:00pm	10:00pm	10:00pm	12:00am	12:00am	10:00pm
Honor Bar	11:00pm	11:00pm	11:00pm	11:00pm	12:00am	12:00am	11:00pm

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-24-058 (ARC-24-073) 400 ROYAL PALM WAY (COMBO)—VARIANCE(S) The applicant, Citizens Bank (James Meany), has filed an application requesting Town Council review and approval for eight (8) variances as they relate to the installation of commercial signage, including (1) a variance to install signage on an exterior electronic banking machine, (2-4) variances to exceed maximum sign area permitted, exceed maximum logo size permitted, and exceed maximum sign and logo height above grade permitted on the north elevation, (5) a variance to exceed height of logo above grade on east elevation, and (6 – 8) variances to exceed maximum height and logo size and to permit signage facing a parking area in lieu of a right of way. The Architectural Commission shall perform design review of the application. *[Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause a negative architectural impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved the project with conditions. Carried 6-1.] [The Town Council deferred this project to the July 10, 2024, Town Council meeting requesting additional changes to signage. Carried 5-0.]*

Presenter

ATTACHMENTS:

- **PZB Staff Memorandum**
- **Letter of Intent**
- **Plans**

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
(561) 838-5431 • www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Memorandum: Town Council

FROM: Wayne Bergman, MCP, LEED-AP
Director PZ&B

SUBJECT: ZON-24-058 (ARC-24-073) 400 ROYAL PALM WAY (COMBO)

MEETING: JULY 10, 2024 TOWN COUNCIL

ZON-24-058 (ARC-24-073) 400 ROYAL PALM WAY (COMBO)– VARIANCE(S). The applicant, Citizens Bank (James Meany), has filed an application requesting Town Council review and approval for eight (8) variances as they relate to the installation of commercial signage, including (1) a variance to install signage on an exterior electronic banking machine, (2-4) variances to exceed maximum sign area permitted, exceed maximum logo size permitted, and exceed maximum sign and logo height above grade permitted on the north elevation, (5) a variance to exceed height of logo above grade on east elevation, and (6 – 8) variances to exceed maximum height and logo size and to permit signage facing a parking area in lieu of a right of way. The Architectural Commission shall perform design review of the application.

Applicant: Citizens Bank (James Meany)
Professional: AGI & Spina O'Rourke (Nelo Freijomel)
Representative: Maura Ziska

HISTORY:
Application ZON-23-122 was approved for (1) a special exception for a new bank (Citizens Bank) and (2) a special exception for a drive-through facility with site plan review for space over 2000 sq ft in the C-OPI zoning district at the December 13, 2023 Town Council development review meeting. Application ZON-24-030 for (1) special exception for bank and site plan review for use of greater than 2000 sq ft in the C-OPI zoning district with a parking variance required due to change of use from office to bank, was approved at the February 14, 2024 Town Council development review hearing, to allow further expansion of the previously approved Citizens Bank. At the May 15, 2024 Town Council meeting, the Council deferred the matter to June 12, 2024, with the direction to proceed to the Architectural Commission for approval prior to the Town Council review (5-0). At the May 29, 2024 ARCOM meeting, the Commission approved (6-1) the design of the project. Additionally, the Commission approved (7-0) that the implementation of the proposed variances would not negatively affect the architecture. At the June 06, 2024 Town Council meeting, the applicant presented the ARCOM approved plans. Town Council reviewed and provided comments to reduce or eliminate the need for variances and deferred the matter for one month.

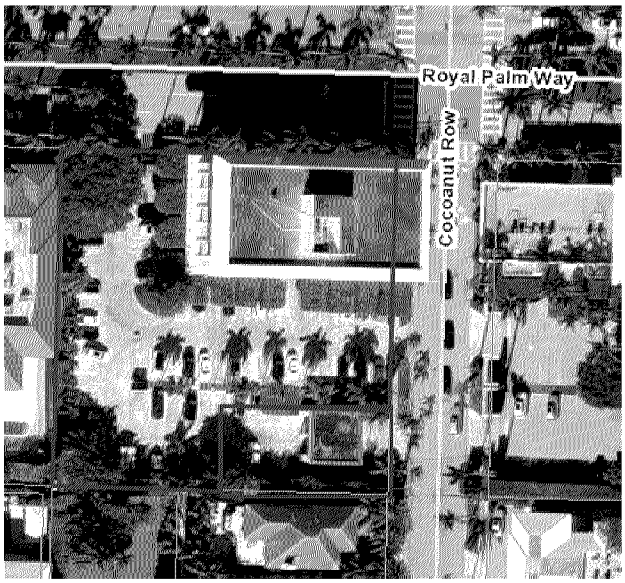
THE PROJECT:
The applicant has submitted plans, entitled "Citizens", as prepared by **AGI,** date stamped by the Town, June 24, 2024.

The following Special Exceptions, Site Plan review and/or Variances required to complete the project, and shall be reviewed by Town Council:

- VARIANCE 1: Sec. 134-1997: A variance to permit exterior signage on an exterior electronic banking machine, where signage is prohibited.
    - *No change from June presentation.*
- VARIANCE 2: Sec. 134-2437(2): A variance to permit a sign at 28' above grade, in lieu of the 15' above grade maximum permitted, on the north elevation.
    - *No change from June presentation.*
- VARIANCE 3: Sec. 134-2438: A variance to permit an overall sign area of ~~32~~ 25.25 square feet, in lieu of the 20 square feet maximum permitted, on the north elevation.
    - *Variance request reduced by 6.75 square feet.*
- VARIANCE 4: Sec. 134-2439: A variance to permit a logo area of 2.25 square feet, in lieu of the 1 square foot maximum permitted, on the north elevation.
    - *No change from June presentation.*
- VARIANCE 5: Sec. 134-2437(2): A variance to permit a sign on the (west) side of the building (fronting parking lot), where signs are only permitted to be mounted on street frontage.
    - *No change from June presentation.*
- VARIANCE 6: Sec. 134-2439: A variance to permit a logo area of ~~3.59~~ square feet, in lieu of the one square foot logo permitted, on the west elevation.
    - *Variance request reduced by 2.3 square feet.*
- VARIANCE 7: Sec. 2437(2): A variance to permit a sign at 28' above grade, in lieu of the 15' maximum height above grade permitted, on the west elevation.
    - *No change from June presentation.*
- VARIANCE 8: Sec. 134-2437(2): A variance to permit a sign at 28' in height above grade in lieu of the 15 ft in height above grade maximum permitted, on the east elevation.
    - *Variance was previously withdrawn by applicant at June presentation, but is now **reintroduced**.*

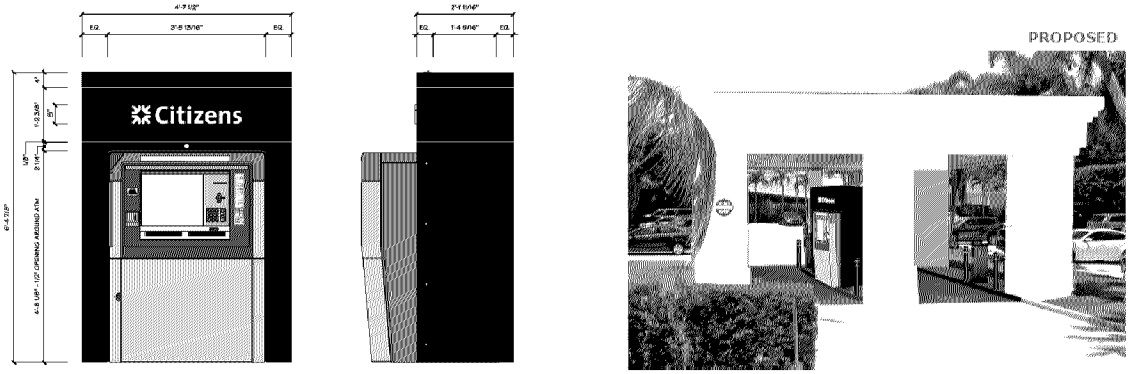
Site Data			
Zoning District	C-OPI	**Future Land Use**	COMMERCIAL
Surrounding Properties / Zoning			
North	444 Seaview Ave (Society of the Four Arts) / R-B Zoning		
South	411 Brazilian Ave & 308 Cocoanut Row (Residences) / R-C Zoning		
East	396 Royal Palm Way (Chilton Trust Building) / C-OPI Zoning		
West	420 Royal Palm Way (Offices) / C-OPI Zoning		

STAFF ANALYSIS

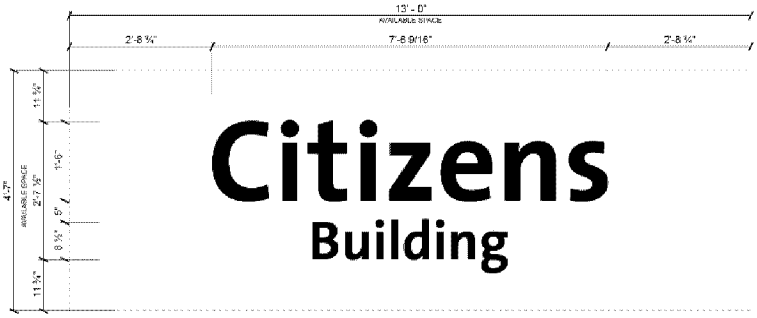


The application is proposing the installation of several signs as they pertain to Citizens Bank, a new tenant approved to occupy several portions (third floor, and portion of first floor) of the existing four-story office building located at the southwest corner of Royal Palm Way and Cocoanut Row. The size, locations and features of several of the signs are not complaint to the sign regulations within the zoning code. Staff must preface this analysis by stating a signage plan can be achieved which would eliminate the need for any of the variance requests and still provide for some branding or basic signage for Citizens Bank. This application was previously heard at the June Town Council meeting with direction from the Council to reduce or eliminate the variances being requested. The applicant has resubmitted plans in response to the council's comments which reduce the number of variances to two required, in lieu of the six previously required. However, the applicant is also showing and proposing an "alternate" plan for each elevation which would bring the variance count up to nine (9). The variance has not been advertised and should not be considered.

As it pertains to **Variance #1**, a variance is being requested to permit signage on an ATM surround shroud where signs are not permitted. The applicant is requesting a small brand name upon the vehicle-facing side of the device, "internal" to the site, not directly facing the roadway.



The applicant has proposed 2 options for the north façade. Option 1 is a 19.81 SF sign, 28' above grade, without a company logo in which the word "building" has been added. Building Identification Signage (i.e., Text which includes the word "building" and does not contain company logos) does not have a maximum height above grade and is not counted towards existing sign area.

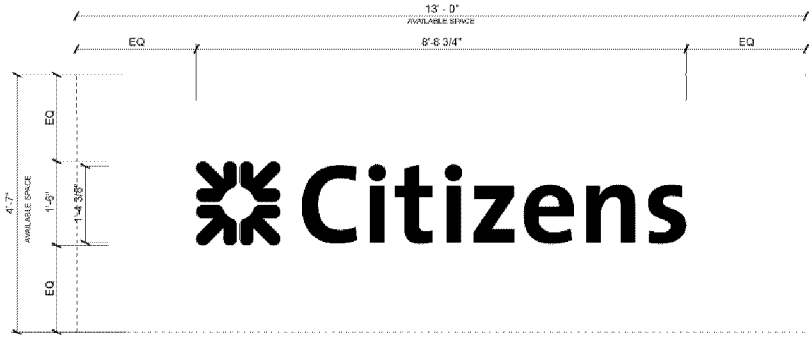




OPTION 1

If this sign was approved, no variances would be required for proposed signage on the north elevation.

However, the applicant has provided option 2 which pertains to variances 2-4.



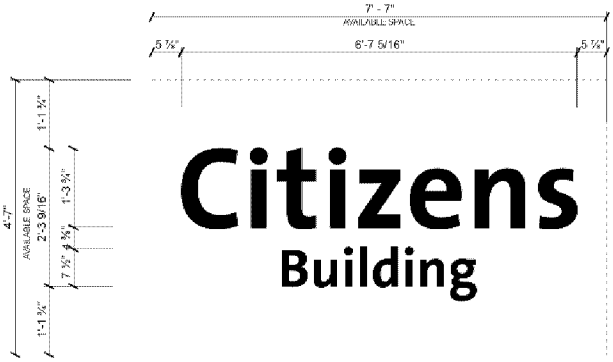


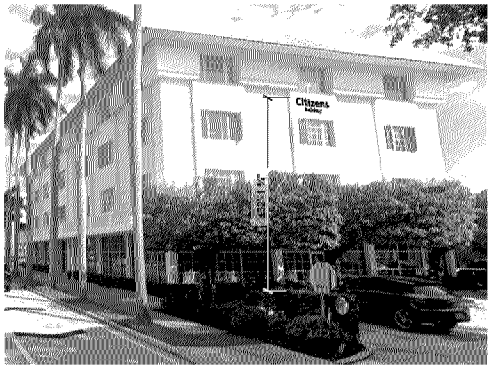
OPTION 2

This plan features a 13.09 square foot sign with company logo. While slightly reduced from last month's request, this proposal requires a variance for a sign 28' above grade (in lieu of 15' maximum permitted), a variance for a total sign area of 25.25 square feet (in lieu of the 20 sq ft maximum permitted, 30 sq ft previously proposed), and a variance for a logo area of 2.25 square feet (in lieu of the 1 square foot maximum permitted, no change from last month). A total of three variances are required to achieve this proposed sign plan. Staff would suggest the option which does not require any variance relief.

West Façade

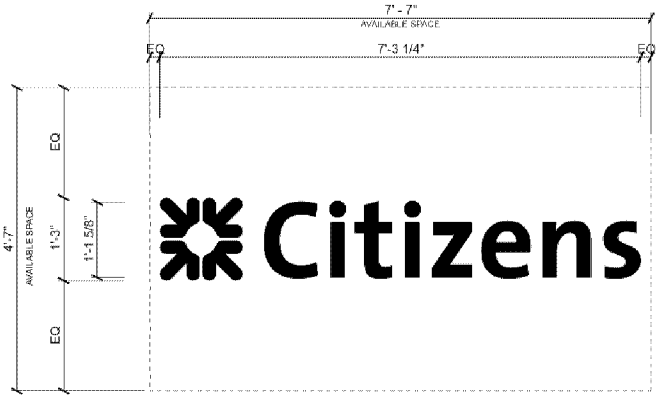
The applicant has also provided 2 sign plan options on the west façade. The first option is a 15.18 square foot sign with the word "building" on it. One variance is required due to the sign fronting a parking lot in lieu of a roadway. This proposal requires 2 less variances than the previous proposal.





Option 1

As it pertains to variances 5-7, the "West Elevation Alternate" plan features a 9.09 square foot sign with company logo. Variances are required for a sign fronting a parking lot (in lieu of a roadway, no change from previously presented), for a sign 28' above grade (no changes from previously presented), and for a logo size of 1.29 square feet (in lieu of the 1 square foot maximum permitted, and reduced 2.3 square feet from the previous proposal). **Staff would not suggest approval of any variances for the west elevation where signs are prohibited all together.** However, should the council find merit in allowing a signage to signify the main entrance of the bank, staff would recommend a modification lowering the sign to the height of a more traditional sign band. Visible to pedestrians navigating to the entrance in the parking lot, not as a means to capture the attention of motorists traveling east bound on Royal Palm Way.



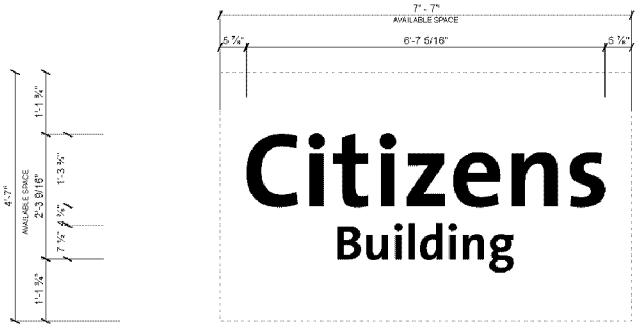


Option 2

East Façade

No signage was proposed on the east elevation at last month's meeting, however, a variance was advertised for a sign exceeding 15' above grade. The applicant revised plans after the project was noticed to eliminate signage on this elevation.

The applicant has proposed 2 sign plan options for the east façade of the building. The first option is a 15.18 square foot sign, 28 ft above grade, without a company logo and the word "building" added. Building Identification Signage (i.e., Text which includes the word "building" and does not contain company logos) does not have a maximum height above grade. If this sign was approved, no variances would be required for proposed signage on the east elevation. The applicant previously did not present signage on this elevation to Town Council.





As it pertains to variance 8, the "East Elevation Alternate" plan features a 9.09 square foot sign with company logo. The applicant eliminated signage from this elevation and this signage is newly proposed. Variances are required for a sign 28 feet above grade (in lieu of the 15' permitted). As previously mentioned, the revised plans indicate a new variance that was not advertised and will not be analyzed.

To recall notes from the June meeting, a member of the council suggested that the variances be reduced. Recommendations included lowering the signage to above the 2nd floor, which would reduce the height variance request by 7' – 10'. Additionally, a more compatibly scaled sign akin to the 17" high existing Corcoran sign should be explored.



From chapter 134-2371, "The town council has found that Palm Beach is internationally known and has become a worldwide synonym for beauty, quality and value and that a proliferation of signs without regulations as to size, location and material detracts from such beauty, can become a visual blight. Signs, particularly if placed in rights-of-way, can create distractions for drivers impacting the safety and welfare of pedestrians and drivers and further create an aesthetically unpleasant atmosphere." Finally, it must be noted that of the many variances applied for and granted throughout the last five years dating back to 2019, zero have been granted pertaining to the approval of a variance from the signage regulations.

CONCLUSION:

Approval of the project will require one motion to be made by the Town Council:

1. for final determination of approval or denial of the (1) variance by the Town Council, and that the variances **shall** or **shall not** be granted that all the criteria applicable to this application as set forth in Sec. 134-201(a), items 1 through 7 have been met, and

WRB:JGM:BMF

SPINAOROURKE + PARTNERS

KEITH SPINA
TAMMY O'ROURKE
WILLIAM CALDWELL
JESSICA GOMES

RECEIVED
By yfigueroa at 11:50 am, Jun 24, 2024

June 24, 2024

Town of Palm Beach
360 S. County Road
Palm Beach, FL 33480

Project: 400 Royal Palm Way
Zoning Case Number: ARC-24-073/ZON-24-058

We are pleased to submit the accompanying drawings for a pre-application review of our project at 400 Royal Palm Way, Palm Beach, FL. The proposed work includes adding signage with logos to the building on the East; West and North sides of the building and also to allow a logo and signage on the ATM.

Please note the following as it relates to this application:

A. Landmarks Preservation in accordance with Section 54-122 and/or Section 54-161.
   a. Not Applicable.
B. Architectural Review in accordance with Section 18-205 and/or Section 18-206.
   a. We consider the proposed project to be consistent with the provisions set forth in Section 18-205 of the Town of Palm Beach Zoning Code.
C. Special Exception N/A
D. Site Plan Review N/A
E. Variance (s)

a. ATM: 1 variance.
b. North Façade: 3 variance.
c. East Façade: 1 variance.
d. West Façade: 3 variance.
e. VARIANCE 1: Sec. 134-1997: A variance to permit exterior signage on an exterior electronic banking machine, where signage is prohibited.
f. VARIANCE 2: Sec. 134-2437(2): A variance to permit a logo at 28' above grade in lieu of the 15' above grade maximum permitted on the north elevation.
g. VARIANCE 3: Sec. 134-2438: A variance to permit an overall sign area of 32 square feet, in lieu of the 20 square feet maximum permitted on the north elevation.
h. VARIANCE 4: Sec. 134-2439: A variance to permit a logo area of 2.25 square feet in lieu of the 1 square foot maximum permitted on the north elevation.
i. VARIANCE 5: Sec. 134-2437(1): A variance to permit a sign on the (west) side of the building (fronting parking lot), where signs are only permitted to be mounted on street frontage.
k. VARIANCE 6: Sec. 134-2439: A variance to permit a logo area of 3.59 square feet, in lieu of the one square foot logo permitted, on the west elevation.
l. VARIANCE 7: Sec. 2437(2): A variance to permit a sign logo at 28' above grade, in lieu of the 15' maximum height above grade permitted, on the west elevation.

Architecture + Interior Design
285 Banyan Blvd. • West Palm Beach, FL 33401 • 561.684.6844 • f 561.684.5594 • Lic.AA26002399/IB26001356 • spinaorourke.com

The criteria for granting the above variances are listed below:

1) The special conditions that exist relative to the subject property is that the building is designed and configured in a way that the only feasible place to identify the main entrance to the bank space is on the West façade which will be above the first floor and will be above 15 feet height allowed.
2) The Applicant was not the cause of the special conditions of the design of the building with having the balustrades and limited space for signage as the bank has only recently become a tenant of the building.
3) The granting of the variances will not confer on the Applicant a special privilege since the variances requested are for similar signage that the on the other buildings on Royal Palm Way.
4) The hardship, which runs with the land is that the building is designed to not have many options for signage and the size of the logo needs to be larger as it cannot be seen if only 12 inches squared. It is very important to have a logo next to Citizens and the word "Citizens" is used in many other businesses such as watches and insurance, so it is important to distinguish those from the bank (see attached Exhibit "A").
5) The variances requested are the minimum necessary to make reasonable use of the land as having signage to direct customers to the entrance to the bank is a logical request and the proposed signs and logos will not be overly intrusive.
6) Allowing the proposed signage on the west of the building and having a slightly larger logo will have no adverse impact on the neighborhood.

F. Other
    a. None

Very truly yours,

KEITH M. SPINA
CEO

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-24-043 (ARC-24-035) 620 N LAKE WAY (COMBO)—VARIANCES

The applicant Ocean Front Avenue 2, LLC, a VA limited liability company (Don & Donna Whitaker), has filed an application requesting Town Council review and approval for two (2) variances, (1) to exceed maximum permitted building height and (2) to exceed maximum permitted cubic content ratio (CCR), as it relates to the construction of a new residence. The Architectural Commission shall perform design review of the application. ***[This project shall be deferred to the August 12, 2024, Town Council meeting pending Architectural Review.]***

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-23-020 (COA-23-003) 139 N COUNTY RD—THE PARAMOUNT THEATER (COMBO)—SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES. The applicant, WEG Paramount LLC, has filed an application requesting Town Council review and approval for a Special Exception with Site Plan Review for the renovation and adaptive re-use of an existing Landmarked theater structure, including Special Exception requests (1) to permit Private Club use in the C-TS district, (2) for square footage greater than 3,000 SF in the C-TS district, (3) for Outdoor café seating use associated with a private club in the C-TS district,(4) for shared parking in the C-TS district, (5) for a modification to a previously approved Special Exception for Churches, synagogues or other houses of worship, and (6) for approval for supplemental off-site shared parking. The applicant is also seeking Site Plan Review for new building(s) or for changes in a permitted use in Sec. 134-1107 which involve more than 2000 square feet of building floor area in the C-TS zoning district. Additionally, the applicant is seeking the review and approval for three (3) Variances (1) to allow generators on a roof(s), (2) to exceed the maximum height of a screening wall for mechanical equipment on a roof, and (3) to exceed the maximum distance separation for supplemental off-site shared parking located further than 500 feet from the subject property. The Landmarks Preservation Commission will perform the design review.
TIME CERTAIN 2:00 PM

Presenter

ATTACHMENTS:

- **PZB Staff Memorandum**
- **Letter of Intent**
- **Plans**
- **Declaration of Use Agreement**

- **Parking Requirement Evaluation, Revised Date: June 7, 2024, From Kimley Horn**
- **Traffic Impact Analysis, Revised Date: May 31, 2024, From Kimley Horn**
- **Supplemental Traffic Information, Dated May 31, 2024, From Kimley Horn**
- **Response to Volkert, Inc, Dated May 31, 2024, From Kimley Horn**
- **Response to MacKenzie Engineering and Planning, Inc., Dated May 31, 2024, From Kimley-Horn**
- **Response to Corradino Group, Inc., Dated May 31, 2024, From Kimley Horn**
- **Memorandum Dated June 20, from The Corradino Group, Re Traffic Review**

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
(561) 838-5431 • www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Memorandum: Town Council

FROM: Wayne Bergman, MCP, LEED-AP
Director PZ&B

SUBJECT: ZON-23-020 (COA-23-003) 139 N COUNTY RD—PARAMOUNT THEATER

MEETING: JULY 10, 2024

Applicant: WEG Paramount LLC (Lester Woerner)
Professional: Stantec Architecture | RAMSA
Representative: James Crowley, Esq.

ZON-23-020 (COA-23-003) 139 N COUNTY RD—THE PARAMOUNT THEATER (COMBO)—SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES. The applicant, WEG Paramount LLC, has filed an application requesting Town Council review and approval for a Special Exception with Site Plan Review for the renovation and adaptive re-use of an existing Landmarked theater structure, including Special Exception requests (1) to permit Private Club use in the C-TS district, (2) for square footage greater than 3,000 SF in the C-TS district, (3) for Outdoor café seating use associated with a private club in the C-TS district,(4) for shared parking in the C-TS district, (5) for a modification to a previously approved Special Exception for Churches, synagogues or other houses of worship, and (6) for approval for supplemental off-site shared parking. The applicant is also seeking Site Plan Review for new building(s) or for changes in a permitted use in Sec. 134-1107 which involve more than 2000 square feet of building floor area in the C-TS zoning district. Additionally, the applicant is seeking the review and approval for three (3) Variances (1) to allow generators on a roof(s), (2) to exceed the maximum height of a screening wall for mechanical equipment on a roof, and (3) to exceed the maximum distance separation for supplemental off-site shared parking located further than 500 feet from the subject property. The Landmarks Preservation Commission will perform the design review.

HISTORY:

Since the original filing of this Application, the project design and requested zoning relief has changed multiple times. The following is a timeline of the requested uses:

- **TC JANUARY 2023**
  - An application, ZON-23-006, was presented for approval for 'outdoor promotional events' within the courtyard of the landmarked property at the 1-11-23 Town Council meeting, but was ultimately withdrawn by the applicant.

- **LPC APRIL 2023**
  - 250 member private club
  - 250 person event space
  - 40 seat public restaurant
  - 3-story new mixed use retail and 4-unit residential building w/ 2 levels of underground stacked parking

- **LPC JULY 2023**
  - 225 member private club
  - 250 person event space
  - 40 seat public restaurant
  - 3-story new mixed use retail and 4-unit residential building w/ 2 levels of underground stacked parking

- **PZC NOVEMBER 2023**
  - An application for a zoning text amendment, Ordinance No. 008-2023, was submitted by the applicant to the Town for modifications to the C-TS zoning district to allow for covered arcades and colonnades over the public right-of-way, similar to the provisions provided for the C-WA zoning district. The Planning & Zoning Commission, at their 11-08-23, meeting, voted 4-3 to recommend denial of the proposed zoning text amendment for covered arcades and colonnades. The Ordinance was withdrawn by the applicant at the 1-10-2024 Town Council meeting.

- **TC JANUARY 2024**
  - 475 member private club
  - 200 member church
  - 3-story new mixed use retail and 4-unit residential building w/ 2 levels of underground stacked parking
  - At the 01-10-2024 Town Council meeting, the item was presented to Town Council (the first time the zoning portion of the COMBO application was reviewed). After a lengthy discussion, the matter was deferred to the 03-13-24 meeting with direction to <u>dramatically</u> reduce the scope, and revise and decrease the variance requests.

- **TC MARCH 2024**
  - 475 member private club
  - 200 member church

  - At the 03-13-2024 Town Council meeting, the item was discussed at length. The item was deferred until the April 10, 2024 Town Council meeting, with direction provided to the applicant to work with the neighbors, add some retail, open the courtyard to the public, and to reduce the number of private club members.

- **TC APRIL 2024**
  - 475 member private club
  - 200 member church
  - At the 04-10-2024 Town Council meeting, staff recommended that the item be deferred until the Townwide Traffic and Parking Study by the Corradino Group is completed. No new testimony was presented by the applicant. The item was deferred until the 07-10-24 Town Council meeting until after the Traffic and Parking Study is completed and reviewed.

- **TC JULY 2024**
  - 475 member private club
  - 200 member church
  - Off-site supplemental parking
  - Future retail options 2,338 SF | 6,797 SF

THE PROJECT:

The applicant has submitted plans, encompassing 14 pages entitled "PARAMOUNT THEATER FINAL DROP-OFF - JUNE 7TH, 2024 APPLICATION # COA-23-003 (ZON-23-020)", as prepared by **Stantec Architecture** and **RAMSA** date received by the Town, 06-07-24.

The applicant is requesting review and approval of the proposed change of use to a Private Club use. The following Special Exceptions, Site Plan review and/or Variances required to complete the project, and shall be reviewed by Town Council:

SPECIAL EXCEPTION REQUESTS + SITE PLAN REVIEW

1. **SITE PLAN REVIEW**: Sec. 134-1112: Site Plan Review for new building(s) or for changes in permitted use in Sec. 134-1107 which involves more than 2,000 SF of building floor area in the C-TS zoning district.
2. **SPECIAL EXCEPTION #1**: Sec. 134-1109(a)(3): Special Exception for a private club use (475 members) in the C-TS zoning district.
3. **SPECIAL EXCEPTION #2**: Sec. 134-1109(a)(11): Special Exception with Site Plan Review for permitted uses over 3,000 SF of gross leasable area (GLA) in the C-TS zoning district.
4. **SPECIAL EXCEPTION #3**: Sec. 134-1109(a)(14): Special Exception for outdoor café seating in the C-TS zoning district.
5. **SPECIAL EXCEPTION #4**: Sec. 134-2182(b): Special Exception for shared parking.
6. **SPECIAL EXCEPTION #5**: Modification to previously approved SE for

churches, synagogues or other houses of worship, for worship space for 200 patrons. SE #27-93 for church use for 1,800 square feet of first floor space for church purposes and not more than 105 seats.

7. **SPECIAL EXCEPTION #6**: Sec 134-2182(d) Special exception approval for supplemental off-site shared parking. **NEW REQUEST**

VARIANCE REQUESTS

1. **VARIANCE #1.** Section 134-1729(2)(j) Variance to permit a generator on a roof.
2. **VARIANCE #2**: Variance to permit open air mechanical enclosure located on the roofs of theater building item J @ 114" high and 98" above roof in lieu of 48" is permitted.
3. **VARIANCE #3**: Sec 134-2182(d)(2) Off-site shared (supplemental) parking to allow for supplemental parking to be used at a distance of 2,156' which is greater than the maximum 500' permitted. **NEW REQUEST**

The applicant is requesting review and approval of the following scope of work for a Certificate of Appropriateness and has submitted a Historic Preservation Tax Abatement application for the proposed improvements that will be reviewed by the Landmarks Preservation Commission following action by the Town Council:

- Rehabilitation and adaptive re-use of the existing three-story landmarked theater.
- Façade renovations and alterations to the primary and secondary street facing façades and all other elevations. Substantial interior demolitions and improvements.
- Alterations to the south façade to incorporate a new entrance, terrace and awning.

Site Data			
Zoning District	C-TS	**Future Land Use**	COMMERCIAL
Lot Size (SF)	58,098 SF 34,001 SF (theater site) 24,097 SF (parking lot)	**Finished Floor Elevation**	12' NAVD (theater) 8.5' NAVD (retail liner)
Total Building Size	+/- 41,270 SF	**Courtyard Area**	4,460 SF (ground floor)
Crown of Road	7.37' NAVD	**FLOOD ZONE**	X
Year Constructed	1926	**Architect**	Josef Urban
Landmark Designation	09/14/82	**Nat'l Register District**	12/12/73
Lot Coverage	Existing: 41% (24,233 SF) Proposed: No change	**Floor Area (SF)**	Existing: +/- 41,270 SF Proposed: No change
Front Yard Open Space	Existing: 39.65% (2,433) Proposed: No change Required: 35% (2,148)	**Landscape Open Space**	Existing: 15.24% (8,852) Proposed:15.34% (8,915) Required: 25% (14,525)
Private Club	475 members 251 private dining interior seats 112 private dining outdoor seats	**Church**	Existing: 105 people Proposed: 200 people (Sunday service only)
Surrounding Properties / Zoning			
North	One-story commercial / C-TS and R-C		

South	Three-story residential w/ ground floor retail / C-TS and R-C
East	1950 Six-story condominium *SUN & SURF Condominium* / R-C
West	One-story commercial / C-TS

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

Although a preliminary review of the project indicates that the proposed **application** appears **consistent** with the **COMMERCIAL** designation of the Future Land Use Map of the Comprehensive Plan, please consider the following Comprehensive Plan policies that address intensification of uses, the encouragement of Town-Serving uses, and the requirement for sufficient roadway capacity along with appropriate levels of service for Town roads:

- **Future Land Use Element:** POLICY 2.3: Development orders shall be issued by the Town only for new non-residential development or redevelopment that is consistent with the Future Land Use Map and descriptions and intensities of land use as set forth in the following policies. 2.3.1 The following definitions shall pertain to the application of the non-residential land use designations and associated policies: a. "Town-serving" shall mean establishments principally oriented to serving the needs of Town persons and not substantially relying on the patronage of persons not defined as Town persons. Commercial establishments (other than those in the "Commercial – Office, Professional & Institutional" (C-OPI) zoning district, which are not required to meet town-serving requirements) of 3,000 square-feet or less of gross leasable area in the C-PC, C-TS and C-B zoning districts, and 4,000 square-feet or less of gross leasable area in the C-WA zoning district are assumed to meet the intent of the first part of this definition. b. "Town persons" shall mean all full-time and seasonal residents of the Town as well as visitors staying at accommodations in, or employees working in establishments located within, the Town.
- **Future Land Use Element:** POLICY 2.3.3: Commercial – Intended to create, preserve, and enhance areas of attractive, small scale, retail, personal and professional/business services, and mixed commercial/ residential use, developed either as a unit or in individual parcels, providing primarily for the frequently recurring needs of Town persons with limited provision for more intensive commercial uses that are proven to be compatible with the Future Land Use Plan and the character of the Town.
- **Future Land Use Element:** POLICY 2.4: To prevent critical and dangerous overuse of its streets, parking resources, public services and facilities, and damage to its historic character, and to overall property values of the community, the Town will take all technical and administrative measures legally available, to minimize the change or transition of existing low-density areas or structures to more intensive use patterns, and thereby lower the pattern of density, where possible, and to minimize tourism inflow.
- **Future Land Use Element**: POLICY 2.5: To continue to enforce the provisions of the Town's Zoning Ordinance which are directed toward the encouragement of

Town-serving commercial uses and the discouragement of those uses which are likely to attract patronage on a regional level.

- **Transportation Element**: POLICY 2.2: Prior to the issuance of a development order or permit for new construction or redevelopment, the Town shall make and record a determination that:
  - 2.2a - The project provides for safe and convenient on-site traffic flow and vehicular parking. Consider needed motorized and non-motorized vehicle parking commensurate with the requirements of the Town's land development regulations; and,
  - 2.2b - The traffic generation of the project will not reduce the level of service on roadways in the Town to a level of service category lower than that established in this Plan.
- **Transportation Element**: POLICY 2.3: As needed the Town will review its adopted level of service standards to determine if modification, in response to changed conditions, is warranted.

STAFF ANALYSIS:

The existing lot is 1.45-acre corner parcel on the southeast intersection of Sunrise Ave and N County Road, a prominent location in the C-TS (Commercial Town Serving) District. The site is improved with an existing three-story Landmarked structure—the Paramount Theater—which was designated a Palm Beach Landmark in 1982. The theater occupies the northern portion of the site, and a 46-car surface parking lot occupies the southern portion.

In the latest submittal, the proposed application consists of the following changes:

- Private social club within the entirety of the Paramount building with a maximum membership of 475 people.
- Expanded church space for Sunday services up to 200 seats is also proposed to occupy a portion of the second floor of the private club when the club is not in use.
- Off-site parking.
- Possible retail use.

PARKING ANALYSIS AND PROGRAM

Through the principle of equivalency outlined in the zoning code as it pertains to parking credits, the existing uses attribute towards a 133-space parking credit, outlined below:

- Existing Uses and Parking Principle of Equivalency (PoE) credits = **133**-parking credits
  General Office = 14,745 SF (59 spaces)
  General Retail = 9,683 SF (48 spaces)
  Church =-105 seat church via SE 22-96 (26 spaces) in 3,820 SF space.

When reviewing the uses proposed in the Paramount building, a deficit of 36 parking spaces is attributed, outlined below:

- Proposed Uses in PARAMOUNT building = 169 required spaces.
  Private Social Club = 475 members (119 spaces at 1 per 4 members)
  Church = 200 seats (50 at 1 per 4 seats)

This 36 space deficiency is proposed to be handled with the shared parking request (SE #5). The Town Council will review and opine on the agreement between the Church (Sunday daytime) use and the private club (not on Sunday daytime) use.

TRAFFIC REVIEW

Separate of this Staff Memo, the Corradino Group has performed an updated peer review of the Application, which will be provided to the Mayor and Town Council. A full review of this Application by the Town Council was deferred to allow the Town to accept the completed Corradino Traffic and Parking Study, underway for just over a year, and now complete.

The Comprehensive Plan provides for the various Levels of Service within the Town, and the Transportation Levels of Service are found in the Transportation Element. Chapter 30, Consistency and Concurrency Management Systems, codify these Levels of Service and require the identified Levels of Service for transportation (traffic), sanitary sewer, solid waste, drainage, potable water, and recreation / open space. In the case of transportation (traffic) concurrency, commercial redevelopment is exempt from concurrency determinations if there is no increase in the intensity of use of the property from that prior to redevelopment (Chapter 30, Section 30-74(a)(2)). Intensity of use is defined in Chapter 134, Section 134-172(4)(b) as "including, but not limited to, increased tenant square footage, increased seating, increased off-street parking demand, and increased hours of operation of a special exception use." As this Application appears to be meeting one or more of the listed intensity of use details found in 134-172(4)(b), this project is not exempt from traffic concurrency.

Simply stated, Chapter 30 provides the review process for development projects. This Application must comply with Chapter 30, as it is not exempt from the process. The roadways adjacent to the Paramount Theater property have a Level of Service designation of "D". Knowing this, the question is whether the proposed change of uses place more vehicles into the available capacity of the roadways to a point that the existing Level of Service "D" would worsen to a Level of Service "E" or "F"? And if the introduction of additional vehicles into the available capacity of the roadways negatively affects the Level of Service to a lower designation, the Applicant must participate in the Proportionate Fair Share Program with the Town, required by and in a manner consistent with Florida Statute 163.3180.

SITE PLAN REVIEW AND SPECIAL EXCEPTION, AND VARIANCE REQUESTS

Site Plan Review is required for changes in permitted use in the C-TS zoning district. The applicant is proposing to change the use of the building to private club use in more than 2,000 SF of building floor area of buildings in the C-TS town-serving commercial district shall require a site plan approval.

As it pertains to the **Special Exception #1** to permit a private member club (475 members) in an adaptive reuse plan for the landmarked structure, the three-story theater is proposed

to be broken into private club spaces of varying size and uses. The proposal is for a private club that will have a membership of 475 members that will be selected to ensure that more than 50 per cent of members are "Town Persons" for purposes of the applicable "Town Serving" requirement; however, the applicant has proffered that the maximum occupancy at any given time will not exceed 412 people.

There is currently a zoning in progress in effect since June 10, 2024 for restaurants, bars, lounges nightclubs, and private clubs in all of five of the commercial districts. This opportunity for Town Council to consider whether private clubs (and restaurants, bars, lounges and nightclubs) should continue to be special exception uses in the various commercial zoning districts, or whether these uses should be capped / limited, or prohibited in certain areas – in the future. It is possible that the number of food and beverage establishments (restaurants, bars, lounges, nightclubs, and private clubs) in certain areas of Town may have reached a maximum saturation level and the Town Council possibly could utilize the Corradino Traffic and Parking Study, once accepted, to determine if these maximum saturation levels can be identified. That said, this application has been in review since February of 2023.

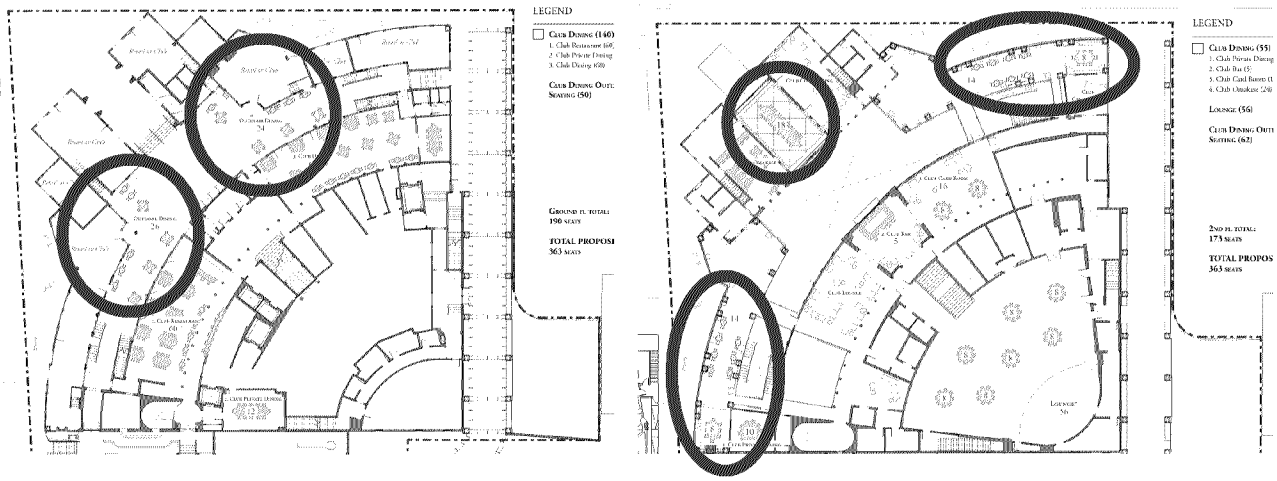
The proposed vehicular operational aspect of the program will allocated drop off, pick up and queuing to occur within the existing surface parking lot—without the elimination of any of the existing 46 spaces. Access from the street will occur from the one-way entrance drive from Sunset Ave and exit onto Sunset Ave. There are currently no proposed improvements involving an overall site plan redo of the existing parking area, although there are selective landscaping improvements and the introduction of the new private club entrance within the south façade.

The following are the proposed operational conditions affecting occupancy limits and hours of operation:

Monday through Friday
7:00 AM to 11:00 AM – 150 people
11:00 AM t0 2:00 PM – 250 people
2:00 PM to 5:30 PM – 150 people
5:30 PM to 12:00 AM (1:00 AM Friday)– 412 people
Saturday
7:00 AM to 1:00 AM – 412 people
Sunday
No club operations before 11:00 AM
Church service for 200 people until 11:00 AM
Club 11:00 AM to 11:00 PM – 412 people

Special Exception #2 is for permitted uses; or uses not specifically enumerated under permitted uses in section 134-1107 but having traffic, patronage and intensity of use characteristics similar to those uses cited therein, which are greater than 3,000 square feet gross leasable area. The applicant maintains that this request is no longer needed, as retail is not formally part of the application at this time. This historically has not been applied to special exception uses.

As it pertains to the **Special Exception #3** to permit outdoor café seating in connection with the private dining component of the private club, the plans indicate indoor dining areas for 251 dining seats inside the building, accommodated throughout both levels of the structure, and 112 outdoor café seatings located in the courtyard (50 seats), and on the second level terrace areas (62 seats). This total dining seating capacity is proposed at 363 seats. The Special Exception request is for the 112 outdoor seats.



Staff would note that no seating furniture plans or images have been provided.

As it pertains to the **Special Exception #4** to allow for shared parking, the applicant is proposing to have private club use and the religious service uses for the project. The applicant has proffered that the religious services will be limited during the daytime of Sundays only will not coincide with the standard operating hours for the private club use. The applicant has proffered Sunday services only for the religious use and as not to conflict with the private club patrons, which is submitted to be closed during service hours. Again, the times of operation between these two uses are not proposed to overlap, and make the proposal a candidate for said shared parking management agreement. Private Social Club of 475 members requires parking for 119 spaces (1 per 4 members) and the Church use for 200 seats requires parking for 50 (1 per 4 seats), for a total parking of 169. The applicant has a PoE credit of 133. To make up this difference of 36, the applicant is seeking the shared parking solution. That said, should the Town Council find justification for the denying of the shared parking request, the applicant would need to lower the patronage request for either special exception (Private Club or Church use), as the current proposal would then require a parking variance for the deficit of 36 parking spaces.

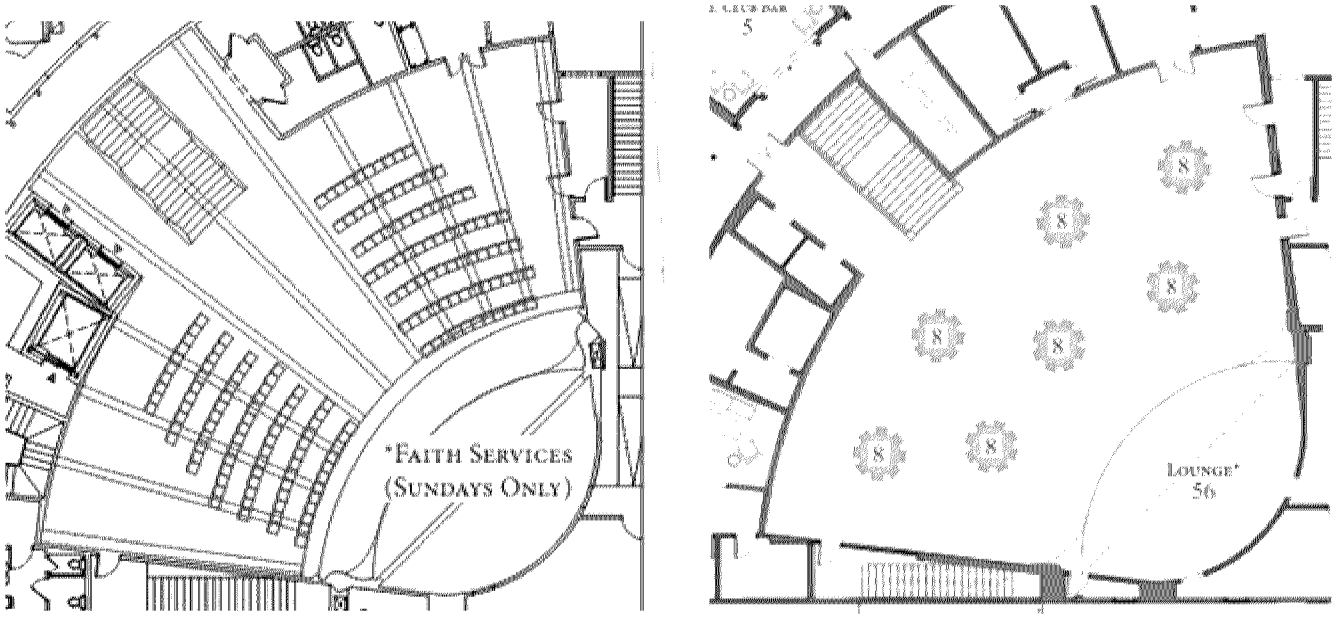
The applicant has submitted a shared parking traffic study by their traffic engineer showing that:

a. All uses utilizing the existing parking facilities will primarily utilize these parking spaces at different times of the day, week, month or year;
b. The sharing of such parking spaces will not result in conflicting or overlapping usage of the parking facilities; and
c. The available parking will be adequate to serve the needs of the proposed use.

Additionally, the applicant has proffered that the entire landmark building will have a maximum occupancy limit of 412 people.

The applicant is seeking **Special Exception #5** to modify the prior Special Exception (SE #22-96) that granted approval for church use for 105 people in a 3,820 SF space. The applicant is seeking to expand that use for a house of worship services with 200 seats patronage. The applicant has proffered Sunday services only for the religious use and as not to conflict with the private club patrons, which is submitted to be closed during service hours. Again, the times of operation between these two uses are not proposed to overlap, and make the proposal a candidate for said shared parking management agreement. That said, should the Town Council find justification for the denying of the shared parking request, the applicant would need to lower the patronage request for either special exception (Private Club or Church use), as the current proposal would then require a parking variance for the deficit of 36 parking spaces.

Staff would note that in addition to the shared parking request, the applicant is planning on utilizing the church space as a flex space for an additional 56 dining seats. <u>It would stand to reason that if the modification to the church use is approved, that the Town Council should restrict the use of this ground floor space to faith service uses only (Sundays only) as identified in the operational conditions in the Letter of Intent and draft DOUA. This condition would eliminate indoor 56 seats from the 251 indoor seats currently proposed.</u>

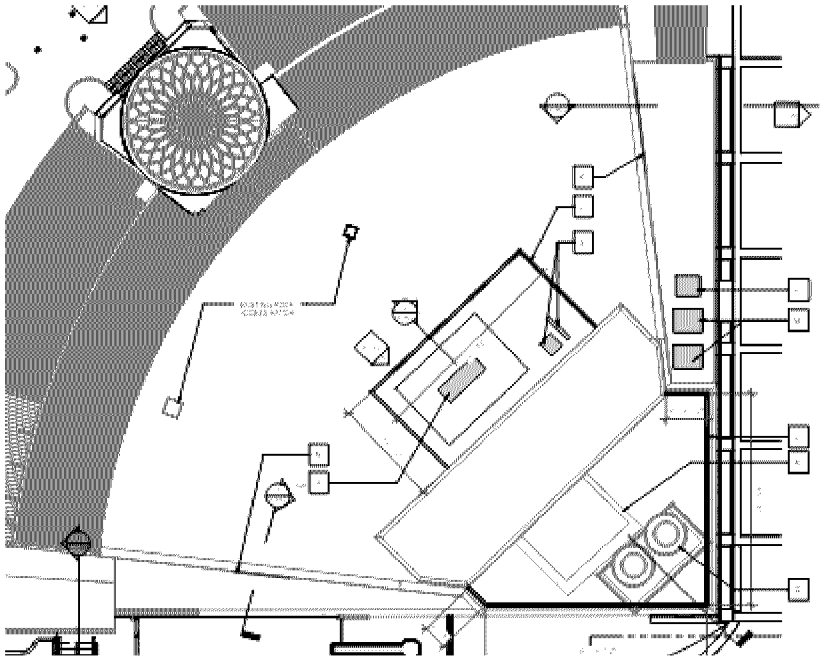


Sheet C-8.2 depicts the faith services space to also double as a lounge space.

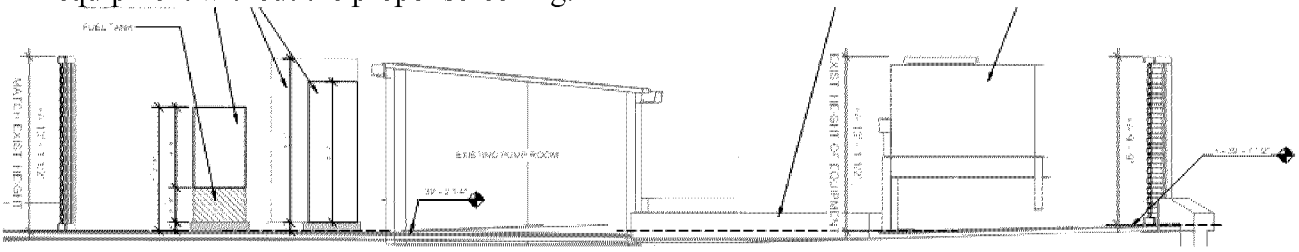
The applicant is seeking **Special Exception #6** to provide supplemental off-site shared parking. It must be noted that currently the application does not outright entail a parking variance, and as such, the applicant is providing additional supplemental parking off site, in an effort to quell concerns about overall club valet operations, specifically where the

cars will be parked/stored above and beyond the on-site parking resources of the Paramount site. The supplemental parking site selected by the applicant is located 2,156' away. According to the applicant there is "no off-site parking" within 500' of the subject property that is available for the proposal. The applicant is introducing this supplemental off-site shared parking request to provide overflow parking in an attempt to minimize parking and traffic impacts from the proposal. ***See Variance #3.*** It must be noted that both this Special Exception #6 and Variance #3 are newly requested to the latest incarnation of the application. These additional requests have been properly noticed in accordance with the Town's noticing requirements—mail, property posting and newspaper advertisement.

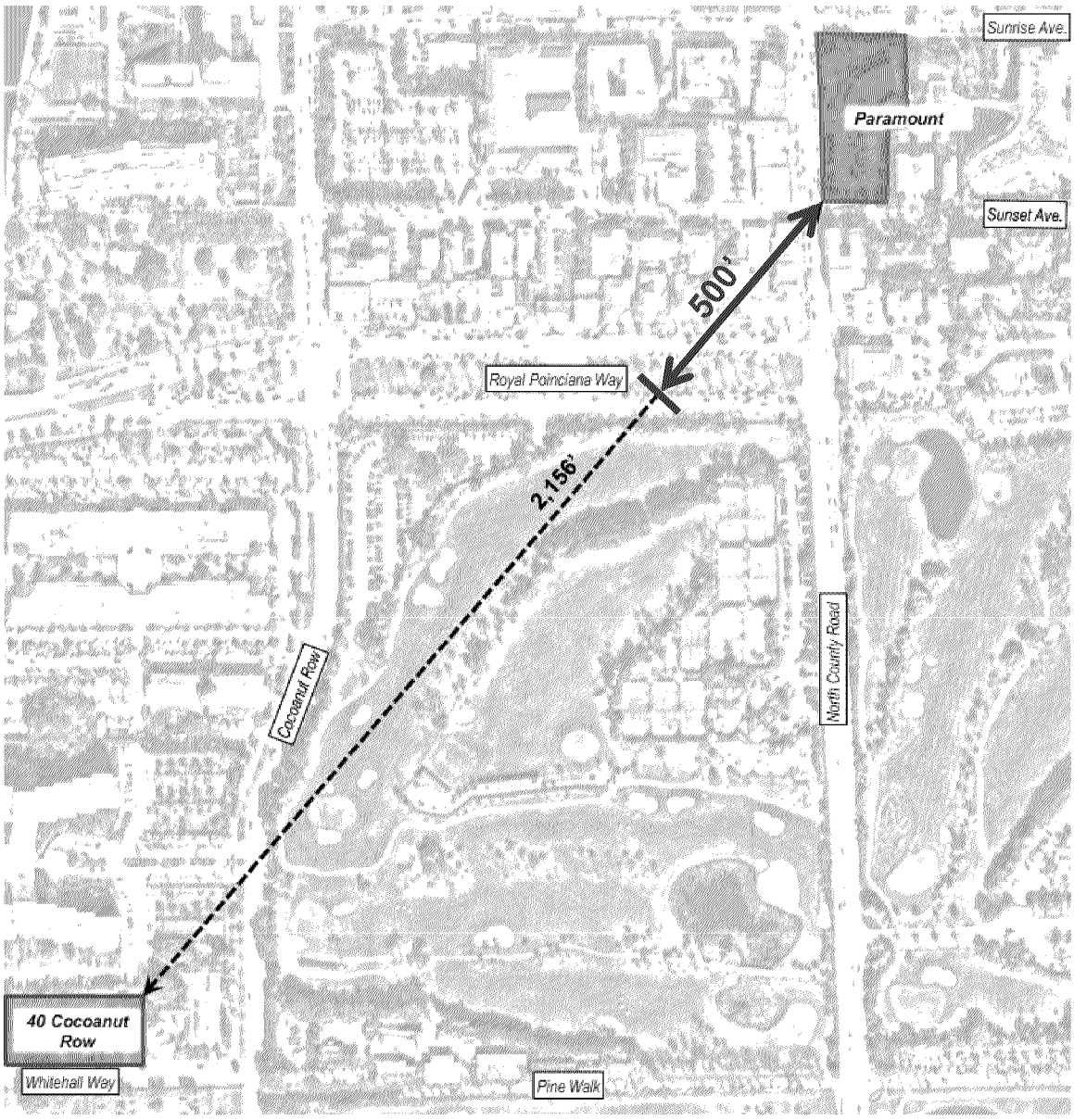
Variance #1 is to permit a generator on the roof of the building. The applicant is proposing a new generator on the roof on the Paramount building. Staff supports this request and maintains that, in general, rooftop locations for mechanical equipment (including AC equipment, generators, chillers, and other venting equipment) is the most appropriate location for commercial and larger mixed-use developments such as this, as it provides opportunities for green space and moves the potentially noisy and unsightly equipment typically delegated to side yards furthest away from abutting property owners. That said, should the Town Council find justification for the denying of the variance request, the applicant would need to find an alternate location on site, or within the building envelope; or not have a generator altogether.



Variance #2 is to permit the open air mechanical equipment (referred to as OPEN AIR MECHANICAL ENCLOSURE, Item J) located on the roof of the Paramount building to be 114" in lieu of 48". The screening mechanism is to ensure that the new rooftop projections will be visually hidden from view. That said, should the Town Council find justification for the denying of the variance request, the applicant would have the rooftop equipment without the proper screening.



Variance #3 is to permit supplemental off-site parking at a distance greater than the maximum 500'. The Code requires the "receiver site" for said Off-site shared parking shall be located no more than 500' from the use the off-site shared parking is intended to serve. The site selected by the applicant is located at 40 Cocoanut Row which currently serves as the human resource services location of the Breakers at 2,156' away, or 0.408 mile away (direct straight line connection). There is historical precedent for the Town to review and grant variances from this distance separation in the past.



The permissible distance separation of 500'is shown above in red. According to the applicant's Letter of Intent, the use of the site will be "extremely rare". The parking, if and when needed, would be "used after 5:30pm on weekdays to ensure that there is minimal

conflict with existing traffic patterns."

EXISTING PARKING LOT

While the applicant is providing minimum improvements to the existing parking lot, mostly in the form of additional landscaping, and areas to accommodate the new private club entrance, a complete upgrade to the surface lot is not within the scope of this project. Should the Town Council approve any portion of this application, staff would suggest that it is conditioned upon a complete code-compliant upgrade of the existing parking lot and site, including drive aisle widths, parking stall minimum sizes, minimum number and sizes of accessible spaces, and incorporation of the stormwater management standards found in Chapter 86, Planning, Article III.

RETAIL 'OPTIONS'

While there is no retail component formally included as part of this application, the applicant has introduced retail options as supplemental plans in a response to certain commentary from the public and Town Council members concerns and requests. They are providing two options for consideration as a baseline introduction. Both options are configured along the "arc" of the two-story liner building that has historically housed retail, café and other neighborhood serving uses. The possible introduction of more public uses would certainly align with the overall purpose of the C-TS zoning district, which is to *Create, preserve and enhance areas of attractive, small-scale, retail, personal and professional/business services to be developed either as a unit or in individual parcels, providing for the frequently recurring needs of townpersons and Enhance the general character of the district and its compatibility with its residential surroundings.*

NOTE: Retail Option 1 (2,338 SF) demands 12 parking spaces. Retail Option 2 (6,797 SF) demands 34 parking spaces. These options lower the PoE for the private club use and currently as proposed will trigger a parking variance. An applicant cannot request a special exception for shared parking if a parking variance is needed. It is important to note that the future introduction of any retail space into the program will trigger a separate parking requirement. As such, if retail is introduced into the program, the private club membership (or the church membership, or both) must be reduced to be within the PoE credit; otherwise a parking variance is needed.

HISTORIC PRESERVATION ANALYSIS

All of the modifications to the exterior and interior of the landmarked structure will be reviewed and approved during the Certificate of Appropriateness review by the Landmarks Preservation Commission, which will occur only after the Town Council's actions. This shall not preclude the Town Council in reviewing the site plan, proposed entry along the south side of the building, the parking lot, or any other aspects of the building.

CONCLUSION:

Approval, approval with conditions, or denial of the project will require multiple motions to be made by the Town Council. There are:

- one (1) Site Plan Review; and
- six (6) separate Special Exception requests; and

- three (3) Variance requests.
- one Draft Declaration of Use Agreement.

All of the requests can be approved or denied in whole, partially or individually.

WRB:JGM

.Our File Number: 53286-00001
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

June 7, 2024

Town of Palm Beach
360 S. County Road
Palm Beach, FL 33480

Re: LOI for 139 N County Rd - Zoning Case Number: ZON-23-020
Certificate of Appropriateness Number: COA-23-003

We are pleased to submit this letter of intent ("LOI") and the accompanying documents and drawings in connection with our combination application for Certificate of Appropriateness, Development Review and Site Plan, Special Exception and Variance Approval (the "Application") for the redevelopment of the Paramount property at 139 North County Road, Palm Beach, FL (the "Property"). An historic site survey of the property done in 1980 noted the building was designed by prominent New York architect, Joseph Urban, and that the theatre was at one time a prominent meeting place in the Town, but that the future of the building "is in great doubt." The Property was designated as a local landmark by the Town of Palm Beach on September 14, 1982. Section 54-71 of the Town Code of Ordinances requires Landmarks Preservation Commission approval for exterior changes on a landmarked property, and Section 134-329 of the Town Code of Ordinances requires Town Council review and approval for site plan changes on properties that are not zoned single-family residential (the "Code"). We have updated this LOI to reflect our current proposal for the redevelopment of the Property (the "Project"), but we specifically incorporate all of our previous submittals, narratives, and the record of all proceedings before the Landmarks Preservation Commission and the Town Council into our current submittal.

The following is a listing of some of the significant revisions that were previously presented to the Town Council on March 13, 2024:

- The elimination of the proposed four (4) townhomes, and the maintaining of the existing parking lot.
- The creation of an entry way on the south façade of the existing theatre building.
- The addition of more landscape area and landscape material.
- The elimination of 18 of the previously requested 20 variances; only two (2) variances remain, one for a roof-top generator, and one for mechanical screening to exceed the height permitted by Town code.

As part of the redevelopment and revitalization of the Property and its historic structures, the Application proposes renovation and restoration of the existing landmarked Paramount Theatre, a 4-story mixed use building of 41,270 sf, that was completed in 1927. The historic theatre ("Theatre") was a cultural hub of Palm Beach that fell into disrepair and suffered from an unsympathetic renovation completed in 1987. The Application proposes to repair and restore the exterior of the building to a state more consistent with Urban's original vision, and to renovate the interior of the building in order to restore the Property's status as an iconic Palm Beach landmark. The proposed exterior changes to the theatre building include the following:

- A patio façade restoration shown on sheets D-10 & D-11.
- A historic chimney reintroduction shown on sheet A-6.
- A historic canopies reintroduction shown on sheet D-16.
- A historic awnings reintroduction shown on sheet D-17.
- A historic planters reintroduction shown on sheet D-18.
- The restoration of the existing railings shown on sheet D-18.
- Addition of entry ways from the parking area and sidewalk along North County Road into a new south façade entrance, which will serve as the entry for the proposed new private club, as shown on sheets D-4.3, D-6.2, and D-21.
- Creation of a service courtyard area for equipment on the east side of the existing theatre building, as shown on sheets A-15.3, C-7, and D-22.

The focal point of the newly renovated Theatre will be a private club that will have a membership of 475 members that will be selected to ensure that more than 50 per cent of members are "Town Persons" for purposes of the applicable "Town Serving" requirement; however, the maximum occupancy at any given time will not exceed 412 people. The renovated theatre area will also continue to host church services for up to 200 attendees. During the renovation, we will uncover and restore the beautiful faceted stained wood ceiling which is such a significant feature of the original Theatre building. Much of the space surrounding the exterior courtyard and at the northwest corner of the building will be developed as a new private club with a variety of entertaining spaces for members.

The existing surface parking lot on the south side of the Property will remain as it currently exists in terms of number of spaces and sizes of spaces and drive aisles; however, there will be an increase in the amount of landscape material to soften and provide shade for the existing hardscape areas, and provide a more attractive look for the new private club entry into the theatre building. As part of the addition of the new private club entry, some of the existing landscape area will need to be replaced with hardscape to allow for the entrance, and to meet ADA requirements; however, this "lost" landscaping is being more than offset with the addition of other areas of landscaping on the Property, which has resulted in an increase in the overall landscape area on the Property. The existing

ingresses and egresses on both Sunrise Avenue and Sunset Avenue will be maintained. Overall, our intention is to knit together our proposed design into the wonderfully eclectic and contextual neighborhood 'fabric' that is synonymous with the island of Palm Beach.

In response to comments we received at the March 13, 2024 and April 10, 2024 Town Council meetings, we are now proposing the following:

No Project Intensification of Use

At the outset, it is important to note that the Comprehensive Plan does not prohibit intensifications of use. Policy 2.4 of the Future Land Use Element seeks to "minimize," not prohibit, intensifications of use patterns depicted on the future land use map and adopted through the Plan, and Section 134-2175(e) of the Town Code specifically contemplates intensifications of use or occupancy for landmarked commercial buildings such as the Paramount Theater. In addition, Section 134-2175(e) goes so far as to mandate that increased uses or occupancies within landmarked buildings are exempt from additional parking requirements. It is also important to recognize that the Town Council has approved many projects that have resulted in an "intensification of use" since the adoption of the Comprehensive Plan in 1989. Therefore, to now adopt the position that any intensification of use within a landmarked building violates the Comprehensive Plan, the Town would necessarily be taking the position that its zoning code is inconsistent with the Comprehensive Plan in violation of Florida law, and that many of the development order approvals the Town Council has issued since 1989 were illegal. Accepting this interpretation of the Comprehensive Plan would obviously produce the illogical and absurd result of rendering the Town's land development regulations illegal. See *Diaz v. Jones*, 215 So. 3d 121 (Fla 1st DCA 2017)(A basic tenet of statutory construction requires that a statute be construed to avoid an unreasonable or absurd result).

Nevertheless, in an effort to proactively "de-intensify" the Property, WEG Paramount, LLC has agreed to limit occupancy at the Property in a way that has never been done at any point in the history of the Property. Currently, the existing Landmarked structure at the Property is permitted to have 1,123 occupants. This number was established using the Florida Fire Prevention and Florida Building Codes as summarized on the signed and sealed report from SLS Consulting, LLC, attached hereto as Exhibit "A." The floor areas used in the SLS report are based on an internal scan of the building by Stantec Architecture, Inc., and reflect the most accurate depiction of the current configuration of the interior of the Theatre building.

Aside from the building and fire codes, there are no limitations on the number of people that can utilize the Property pursuant to any prior zoning approvals at the Property, to the Town Code, or the Comprehensive Plan. The existing concurrency determinations under the Town Code and Comprehensive Plan assume full occupancy of the existing uses at the Property, even if there is vacant retail space. In other words, the activation of empty

retail or office space does not constitute an intensification of use because the impacts of using those spaces were previously evaluated and approved by the Town. Section 30-74 of the Town Code provides that commercial development is exempt from concurrency if there is no intensification of use at the Property.

Given the existing, vested right to occupy the existing structure at the Property with 1,123 occupants, and given Lester Woerner's repeated statements that it is his intention to "de-intensify" the Property (despite there being no legal obligation for him to do so), we are now proposing the following limitations on occupancy within the private club area as conditions of approval of the Application:

Monday through Friday

7:00 AM to 11:00 AM – 150 people
11:00 AM t0 2:00 PM – 250 people
2:00 PM to 5:30 PM – 150 people
5:30 PM to close – 412 people

Saturday

7:00 AM to close – 412 people

Sunday

No club operations before 11:00 AM
Church service for 200 people until 11:00 AM
11:00 AM to close – 412 people

The result is an application that does not result in an intensification of use.

In addition, in order to address comments by the Town Council regarding supplemental overflow parking (despite the fact that the Project meets all parking requirements through the principle of equivalency as set forth in the Project staff reports), Mr. Woerner has entered into an agreement to utilize the surface parking lot at 40 Cocoanut Row for supplemental valet parking on weekdays after 5 PM and on weekends. These 55 additional parking spaces result in a total of 101 parking spaces that are available to accommodate parking needs for the Project. This supplemental parking will require a variance because the location of the parking lot is more than 500 feet away from the Property. Our updated traffic submittal contains a detailed explanation and analysis of the supplemental offsite parking.

While we are willing to entertain the idea of offsite parking in order to assuage concerns about the impacts of the Project, it is important to emphasize that parking is vested at a total of 133 spaces under the principle of equivalency contained within Section 134-2175

of the Town Code. Therefore, there is no parking variance triggered by the implementation of the Project other than for the supplemental parking we are willing to provide as a practical parking solution above and beyond what is required by the Code. We have fully addressed parking, valet and traffic issues raised at the previous Town Council meetings under separate cover from our traffic engineer, Chris Heggen P. E., Kimley-Horn and Associates.

As previously mentioned, the Town Code at Section 134-2175(a) explains that parking credits are provided at the time an existing use or occupancy is changed to a new use or occupancy, with the applicant receiving credit for the number of parking spaces that would be required for existing use under the current code. Based on the existing, approved uses and occupancies, that number of spaces would be 133, which is our current vested parking number. Section 134-2175(e) also states that "for purposes of this section, a landmarked commercially zoned building is exempt from providing additional required off-street parking if increased occupancy or use is created by interior building improvements which created more gross leasable area." While WEG Paramount has every right to intensify the landmarked property without providing additional parking, it is taking the dramatic steps of 1) providing additional off-site parking that is not required; and 2) dramatically de-intensifying the Property by limiting occupancy to a number far below what is currently allowed.

Finally, as requested by the Town Council at the previous meetings, we have submitted conceptual plans to maintain the existing exterior retail spaces. We are submitting these plans with the understanding that they would be evaluated separately in the event that our pending application is approved. To be perfectly clear, this application does not request formal approval of retail space at this time; instead, we are committing to provide retail frontage in the configurations shown on our conceptual retail plans as a condition of approval if our requests for club and church uses are approved. Similarly, in order to address complaints that the Property is being closed off to the public, the Applicant is willing to open the renovated Theatre building to the public for lectures or cultural events that would be scheduled for off-peak hours in order to avoid any traffic impacts. These events would include, but not be limited to, lectures, art shows, civic association events, movie screenings, or other Town Serving uses that would be beneficial to the neighborhood. These types of public uses have been requested by the Preservation Foundation and we would like to accommodate their request, but we would need the Town Council to agree that such public uses are permitted. The types and number of these public events could be negotiated through the approval of a Declaration of Use Agreement.

1. Criteria for Development Order Approval

A. Landmarks Preservation in accordance with Section 54-122 (New Construction).

(a) The following aspects of new construction shall be visually compatible with the buildings and environment with which the new construction is visually related:
  (1) The height, the gross volume, and the proportion between width and height of the façade;
  (2) The proportions and relationships between doors and windows;
  (3) The rhythm of solids to voids created by openings in the façade;
  (4) The material used in the façade;
  (5) The texture inherent in the façade;
  (6) The colors, pattern and trim used in the façade; and
  (7) The design of the roof.

(b) Existing rhythm created by existing building masses and space between them should be preserved.

(c) The landscape plan should be sensitive to the individual building and its occupants and needs and should be visually compatible with the buildings and environment with which it is visually related.

(d) A new street façade should blend directionally with other buildings with which it is visually related; which is to say, when adjacent buildings have a dominant horizontal or vertical expression, that expression should be carried over in the new façade.

(e) Architectural details should be incorporated as necessary to relate the new with the old and to preserve and enhance the inherent architectural characteristics of the area.

The Application proposes the renovation of the existing Paramount Building. The height, gross volume, and the proportion between width and height of the façades of the Paramount Building have been in existence for almost 100 years, and therefore have proven its compatibility with the surrounding neighborhood in regards massing, material, color, etc. The minor changes proposed to the exterior of the building seek to reintroduce original design concepts, and to add an elegant yet simple and compatible entry to the south façade. The landscape design for the for the Paramount Building proposes additional landscape area, and an increase in landscape material in new and existing landscaped areas. Large palms are also proposed for the public sidewalk areas adjacent to the Property that run along North County Road and Sunset Avenue, which will create a comfortable shaded walkway setting that will encourage pedestrian use.

B. Landmarks Preservation in accordance with Section 54-123 (Exterior Alterations).

(a) The criteria set forth in section 54-122, if applicable, shall be considered in passing upon an application for exterior alterations; provided that the commission may consider the original design of the building and the buildings visually related to it and disregard alterations subsequently made thereto.

(b) Exterior alterations shall not affect the architectural quality or historical character of the building.

The Application proposes modifications to the existing Paramount Building that are visually compatible with the height, gross volume, and the proportion between width and height of the façade of the adjacent buildings and environment. While these proposed modifications are minor with respect to their overall impact on the existing look and massing of the Theatre building, these modifications will restore Urban's original vision for the Property and allow for access to the existing parking area on the south side of the Property. The proposed alteration to the Theatre building that will allow for the private club members will occur at the south of the existing Theatre building, and will have limited visibility from public rights-of-way, because of the additional landscaping proposed. There will be little if any impact on the street presence of the existing Theatre building. It is also important to note that this façade has been modified over time. The proposed design alterations will be visually compatible with the height, gross volume, and the proportion between width and height of the façade of the adjacent buildings and environment. The rhythm created by the existing Paramount Building masses and space between them will be preserved and highlighted by the new building elements that are being done to restore the look of the building back to the architect's original design. Because of the approach to return the building to the original design where possible, and limiting the adjustments to the building to areas that do not change the look of the building from the adjacent streets, the proposed alterations do not affect the architectural quality or historical character of the building.

C. Site Plan Review Approval in accordance with Section 134-329. Site Plan Review is required for changes in permitted use in Section 134-1107, which involve more than 2,000 square feet of building floor area in the C-TS zoning district, per Section 134-1112 of the Town of Palm Beach Code of Ordinances.

(1) Sufficiency of statements on ownership and control of the subject property and sufficiency of conditions of ownership or control, use and permanent maintenance of common open space, common facilities, or common lands to ensure preservation of such lands and facilities for their intended purpose and to ensure that such common facilities will not become a future liability for the town.

(2) Intensity of use and/or purpose of the proposed development in relation to adjacent and nearby properties and the effect thereon; provided, however,

that nothing in this subsection shall be construed as granting the town council the authority to reduce residential densities below that permitted by the use regulations in article VI of this chapter.

(3) Ingress and egress to the property and the proposed structure thereof, with particular reference to automotive and pedestrian safety; separation of automotive traffic; traffic flow and control; provision of services and servicing of utilities and refuse collection; and access in case of fire, catastrophe or emergency.

(4) Location and relationship of off-street parking and off-street loading facilities to thoroughfares and internal traffic patterns within the property, with particular reference to automotive and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping.

(5) Proposed screens and buffers to preserve internal and external harmony and compatibility with uses inside and outside the property boundaries.

(6) Manner of drainage on the property, with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the consequences of such drainage on overall town capacities.

(7) Utilities, with reference to hook-in locations and availability and capacity for the uses projected.

(8) Recreation facilities and open spaces, with attention to the size, location, and development of the areas as to adequacy, effect on privacy of adjacent and nearby properties and uses within the property, and relationship to communitywide open spaces and recreation facilities.

(9) Such other standards as may be imposed by this chapter for the particular use or activity involved.

(10) Height of commercial structures with reference to adjoining buildings, the effect on uniformity in height, and the general principle of retaining the low profile scale of commercial architecture.

(11) Visible size and bulk. The proposed development should be so arranged that it minimizes the visible bulk of the structures to drivers and pedestrians on abutting roadways, the point of reference being the centerline of the abutting roadways, with the intent being to maintain visual impact of multistory buildings at the same relative level of intensity as a single-story building at the minimum required setback.

The request for the renovation and restoration of the Paramount Building meets all of the criteria for Site Plan Approval set forth in Section 134-329 that apply to this Application. The warranty deed for the property establishes ownership of the Property belonging to WEG Paramount LLC, which has the authority to files this

Application. Furthermore, the proposed site plan will not adversely affect the public interest, and the existing theatre building and proposed club use for a portion of the Property will be in harmony and compatible with the existing commercial and office uses on the property, and not in conflict with adjacent residential uses in the surrounding neighborhood. Most of the adjacent properties in the neighborhood were developed with residential units in excess of 2 stories, and the massing of the existing Paramount building will essentially remain unchanged, and therefore compatible with the surrounding neighborhood. As stated previously, the existing ingresses and egresses on Sunrise Avenue and Sunset Avenue will be maintained. Pedestrian walkways will be upgraded to promote walkability along the perimeter of the Property, and within the Property itself. The design of the traffic circulation on the Property, the parking and the pedestrian walkways have been carefully studied by our civil and traffic engineers in order to create a safe environment for both vehicular and pedestrian uses on and adjacent to the Property. The stormwater drainage system and utilities will be upgraded to meet all Town requirements. Open spaces within the Paramount Building portion of the Property, including the enclosed courtyard, are being maintained. The height of the existing Paramount Building will be maintained, and not altered. The Paramount Building will remain significantly lower than the adjacent Sun and Surf Condominium buildings, and completely compatible with the heights of the other nearby residential structures. The design of the Project maintains appropriate massing and rhythm of buildings along the adjacent roadways in order to ensure compatibility with the surrounding area in terms of size and architectural style.

D. Special Exception in accordance with Section 134-229:

I. Criteria:

(1) The use is a permitted special exception use as set forth in article VI of this chapter.

(2) The use is so designed, located and proposed to be operated that the public health, safety, welfare and morals will be protected.

(3) The use will not cause substantial injury to the value of other property in the neighborhood where it is to be located.

(4) The use will be compatible with adjoining development and the intended purpose of the district in which it is to be located.

(5) The use will comply with yard, other open space, and any special requirements set out in article VI for the particular use involved.

(6) The use will comply with all elements of the comprehensive plan.

(7) The use will not result in substantial economic, noise, glare, or odor impacts on adjoining properties and properties generally in the district.

(8) Adequate ingress and egress to property and proposed structures thereon and off-street parking and loading areas will be provided where required, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.

(9) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, and economic impact shall be compatible and in harmony with properties in the district.

(10) Location, availability and compatibility of utility service for the use shall be satisfactory to ensure health and safety.

(11) Refuse and service areas for the use shall not adversely affect automotive and pedestrian safety and convenience, traffic flow and control, or access in case of fire or catastrophe.

(12) In all districts except the C-OPI district, and also with the exception of hotel, motel and timeshare uses, the proposed special exception use will not attract the principal portion of its customers/clients from off-island locations. The applicant shall submit evidence satisfactory to the town council that not less than 50 percent of the customers of the proposed use will be town persons. Evidence submitted in support of this contention shall include credible data or information suitable for review by the town to determine the credibility and the appropriateness of the applicant's conclusion. The submittal shall include a description of the types of information used and the methodology employed to arrive at the conclusion. Information used shall include, but shall not be limited to, lists of customer/client addresses or certification thereof by an independent certified public accountant approved by the town, market studies prepared by independent professional firms, or data from similar operations under the control of the applicant. The town may in the future require the applicant to demonstrate to the satisfaction of the town council that the special exception use is continuing to be town-serving.

(13) If historic/specimen trees are located on the subject property, the location of said historic/specimen trees shall be identified on a signed and sealed survey. In addition, adequate landscaping, screening and barricade protection of historic/specimen trees shall be demonstrated to be provided as required in this chapter.

(14) The proposed use will not place a greater burden than would be caused by a permitted use on municipal police services due to increased traffic or on fire protection services due to the existence of or increased potential for fire/safety code violations.

II. Special Exceptions Requested:

a. Request for Special Exception for a private club use in the C-TS zoning district, per Section 134-1109(a)(3) of the Town of Palm Beach Code of Ordinances.

b. Request for Special Exception for outdoor café seating in the C-TS zoning district with 50 outdoor seats on the ground level + 62 outdoor seats on the second level of the private club = total 112 outdoor seats, per Section 134-1109(a)(14) of the Town of Palm Beach Code of Ordinances.

c. Request for Special Exception with Site Plan Review for permitted uses over 3,000 square-feet of gross leasable area (GLA) in the C-TS zoning district.

d. Request for Special Exception for on-site shared parking, per Section 134-2182(b) of the Town of Palm Beach Code of Ordinances.

e. Request for Special Exception for supplemental off-site shared parking, per Section 134-2182(d) of the Town of Palm Beach Code of Ordinances.

f. Request for Special Exception for a modification to a previously approved Special Exception for churches, synagogues or other houses of worship (SE #27-93) that allowed for 1,800 first floor space and 63 seats to be used for church purposes, to now allow for the theatre building to have space for 200 seats to be used for religious purposes.

III. Justification for Special Exceptions Requested:

All of the Special Exceptions being requested are permitted within the C-TS zoning district, and the location of these uses within the existing building will ensure that they are appropriately located as to protect surrounding properties from any adverse impacts. The private club use will enable the Property owners to ensure that club membership exceeds the Town serving requirement set forth in Chapter 134 of the Town Code. The club use is also ideal for a portion of Town that experiences high traffic volumes during peak traffic hours, as the demand for club uses is very low during these times. In addition, we have agreed to limit occupancy during the daytime hours in order to ensure there is no negative impact to traffic.

This has been demonstrated by another club use in the C-TS zoning district, Carriage House, which the Town Council recently approved for additional members because there has been so little impact on daytime traffic.

The church use as been in existence at the Property since the 1990s, and while there are currently no restrictions on the time church services can occur, we are also willing to limit these uses to Sunday mornings in an effort to further ensure there is no increased traffic during peak weekday traffic volumes. The church use has proven to be compatible with the surrounding neighborhood at all times during its existence. The proposed outdoor café seating is limited to club members and will be located within the existing interior courtyard in order to minimize any noise or odors that could be experienced from outside the Property. Existing utility service will be maintained and enhanced, and the proposed refuse enclosure has been designed to ensure that it will not be seen or smelled from adjacent properties. Staff has opined that a special exception to allow permitted uses to exceed 3,000 square-feet in size is needed, but we disagree. A special exception is only required for permitted uses that are greater than 3,000 square feet, because those uses have been deemed non-conforming. We are requesting separate special exceptions for the club and church uses we are proposing, so there is no need for an additional special exception for any permitted uses. No retail is being formally requested by this application; we are simply providing a baseline for future consideration by the Town Council if our Application is approved. Nevertheless, we are requesting this special exception over our objection and in an abundance of caution so that our application is not further delayed. The special exception for the on-site shared parking is to allow the existing parking on the property to be used by both the Church and the Private Club has been approved for numerous commercial properties in Town where, as here, the uses will never be conducted at the same time and there will never be a conflict between the uses requesting shared parking. The special exception for the supplemental off-site shared parking is being requested to provide supplemental offsite parking even though, as explained herein, such parking is not required pursuant to Section 134-2175(a) and (e). As mentioned previously, the Project meets the Town's code requirements for on-site parking, but, in an abundance of caution, we are providing overflow parking beyond what is required by the Code in order to ensure that no negative impacts to Town parking facilities will result from the approval of the club. Finally, the modification of the previously approved special exception for church use is supported by the project meeting the parking requirements for this expanded use, which is a very periodic or occasional use within the existing theatre building.

E. Variances in accordance with Section 134-201(a):

I. Variance Criteria:

(1) Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same zoning district.

(2) The special conditions and circumstances do not result from the actions of the applicant.

(3) Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other properties in the same zoning district under the terms of this chapter and would work unnecessary and undue hardship on the applicant.

(4) Literal interpretation of this chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this chapter and would work unnecessary and undue hardship on the applicant.

(5) The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

(6) For granting of a variance to sections 134-387 or 134-390 through 134-392, pertaining to the regulation of nonconforming uses, the following additional findings shall be made pertaining to the nonconforming use for which the variance is requested:

a. It is the continuance of a unique hotel or residential use that has, for at least 15 years proven compatible with the surrounding uses; and

b. Neither rezoning to a district which would allow the use, nor inclusion of the subject use as a permitted or special exception use in the district would act to achieve the preservation of the subject use without opening the possibility of the incursion of uses incompatible with the immediately surrounding area and, further, such variance shall:

1. Be granted only for the continuation of the same hotel or residential use; and

2. Require the applicant to submit a declaration of use limiting the utilization of the property for which the variance was granted to the same use as that existing at the time the variance was granted.

(7) The grant of the variance will be in harmony with the general intent and purpose of this chapter, and such variance will not be injurious to the area involved or otherwise detrimental to the public welfare. In granting any variance, the town council may prescribe appropriate conditions and safeguards in conformity with this chapter. Upon granting a variance the town council may require the landowner to provide a declaration of use agreement which shall be recorded in the public records to ensure continuing compliance with the town council imposed conditions of such

grants. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this chapter.

II. Variances Requested:

1. Request for Variance for one (1) generator located on the roof of the theatre building per Section 134-1729(2)(j) of the Town of Palm Beach Code of Ordinances.

2. Request for Variance for an open-air mechanical enclosure located on the roof of the theatre building at 114 inches and 98 inches above the roof in lieu of the 48 inches maximum permitted in Section 134-1607(1) of the Town of Palm Beach Code of Ordinances.

3. Request for supplemental off-site shared parking to allow for supplemental parking to be used at a location that is approximately 2,156 feet from the subject site in lieu of the maximum 500-foot distance permitted in Section 134-2182(d)(2) of the Town of Palm Beach Code of Ordinances (See Exhibit "B," attached)

III. Justification for Variances Requested:

The variances for the roof-mounted generator and height of the roof mechanical enclosure required to screen the roof-mounted equipment will allow for the relocation of the equipment away from the perimeters of the Property, which would have a greater impact on our neighbors, and the equipment will be screened from view, so the roof location for the equipment is the most logical place. This was also a request from Town staff in the design of the Project. The legal hardship for this request is that the equipment cannot be manufactured at a height that would meet the outdated requirements of the Code, and it is important to recognize that similar variance requests are routinely granted by the Town Council for this type of equipment.

The request for variance to exceed the maximum distance for supplemental off-site shared parking is justified given its anticipated use being extremely rare, and the use of a valet parking service to park vehicles in the supplemental parking area. Again, this supplemental parking is not required by code, and is being offered in a practical and proactive approach to address any potential situation where the on-site parking is not sufficient, which we anticipate as being an extremely rare event. The parking will only be used after 5:30 PM on weekdays to ensure that there is no conflict between the offsite valet parking and the office uses which take place earlier in the day. The hardships are that there is no off-site parking available that is within 500 feet of the property and that the Town Council has indicated it

will not allow us to use our legally vested parking rights in order to accommodate uses that are exempt from parking requirements under Section 134-2175(a) and (e) of the Code.

2. Site History

The Paramount Theatre building was designed by noted architect Josef Urban in 1926. Urban's other notable works in Town include the Bath and Tennis Club and Mar-a-Lago. According to the Department of State's Master Site File ("Master Site File"), the theatre officially opened on January 9, 1927, with the screening of the American classic film "Beau Geste." At this time, there were 1080 orchestra seats and 26 boxes containing three ranks of seating. The remainder of the building was designed for 20 retail shops facing the street,13 office spaces, and second-story apartments. As summarized in the Landmarks Designation Report, the main structure at the Property was "designed as a complete cultural center…[with] a superb blend of cinema, residences, restaurants, commercial shops and offices.

From the time of its opening until 1968, the Paramount Theatre was the cultural epicenter of the Town, hosting live stage productions and movie screenings. According to a 1982 article in the Palm Beach Post, the theatre showcased personalities including Will Rogers, W.C. Fields, and Babe Ruth. During the 1930s and '40s, Big Bands featuring Duke Ellington and Glen Miller would grace the stage. In later years, the Theatre would host rock acts such as Electric Light Orchestra, Ted Nugent and The James Gang, as well as comedy acts like The National Lampoon Touring Show. During the 1970s, jazz and blues acts like Dave Brubeck and B.B. King would perform.

The Theatre remained profitable for its first 30 years. However, during the 1960s, ownership began to raise concerns that the Theatre use was beginning to lose its economic viability. In 1968, the Theatre closed its doors for good.

Few meaningful alterations were made to the Property prior to its closure in 1968. Our research indicates that limited maintenance was done during this period, with roofing work and renovation of the exterior second-story terraces being examples of the limited extent to which owners of the Property were investing capital on its upkeep. Then, in 1973, an application was filed to demolish the Theatre building and to replace it with shops and offices. Although we have found many references to this development application, we have been unable to locate the application and related plans despite our records requests to the Town.

After the adoption of the Town's Landmarks ordinance in 1979, the Property became a topic of conversation as a candidate for historic designation. During this time, the Property owner agreed to voluntarily accept the landmarking of the Property on the condition that the Town accept an adaptive reuse plan to be presented to ARCOM and LPC. Handwritten notes on the LPC Property File Form provide as follows: "voluntary

designation a[s] part of the Agreement made between the owners and the Town Council in the "adaptive reuse package."

The "adaptive reuse package" was prepared by architect Eugene Lawrence and Peter Van Andel of the Gunster law firm. There were two alternative proposals for the Theatre building under the adaptive reuse package: one consisting of a 200-seat restaurant and a 250-seat theatre, and one consisting of the conversion of the Theatre into office and retail space. Famed architect John Volk participated in the preparation of the as built drawings for the Theatre building at this time. The adaptive reuse plan also called for development of the eastern portion of the Property, replacing then-existing tennis courts with a new multi-story structure consisting of underground parking with office and retail uses above.

The adaptive reuse plan was approved by both ARCOM and LPC in 1979. Members of the LPC who voted in favor of the adaptive reuse plan included Robert Ballinger and John Volk.

Although the adaptive reuse plan never came to fruition, it was clearly the basis for the agreement to voluntarily designate the Property as an historic Landmark. And while the plans were well received by both ARCOM and LPC, economic conditions during the early 1980s prevented the ambitious plans from being implemented. Our original submittal sought to attempt to finally implement restoration, redevelopment and adaptive reuse plans that were fifty years in the making; however, we have revised the scope of the Project to maintain the existing parking area, and simply focus on the restoration and adaptive reuse of the existing theatre building, and restore it to its former grandeur.

Sincerely,



James M. Crowley

JMC/jl

Exhibit “A”

SLS

OCCUPANT LOAD EVALUATION – PARAMOUNT THEATER

Paramount Theater Building
139 N County Rd
Palm Beach, Fl 33480

Prepared For:
Stantec Inc
2 S Biscayne Blvd #1670
Miami, Fl 33131

Date of Report
May 17, 2024

SLS 5448.1

Introduction

Stantec, Inc (Miami) has retained SLS Consulting, to conduct an occupant load evaluation of the existing Paramount Theater building, located at 139 N County Road in Palm Beach, Florida. The occupant load calculation and evaluation has been conducted in accordance with the requirements of the Florida Building Code and Florida Fire Prevention Code.

Background

The Paramount Theater Building was originally constructed in 1926 as a multi-story, mixed-use building containing an Auditorium space, Retail spaces and Office spaces. It is the understanding of SLS Consulting that the existing building's interiors have been modified over the years. This occupant load calculation and evaluation is based on as-built information provided by Stantec, Inc. which most accurately reflect the current layout of the building's interior spaces and egress facilities.

The existing building is protected throughout by an automatic sprinkler system (in accordance with NFPA-13), and a fire alarm system (in accordance with NFPA-72).

Applicable Codes

The applicable codes used for occupant load calculation and evaluation:

Building	2023 Florida Building Code, 8th Edition, Based on 2021 International Building Code as amended by Florida
Fire	2023 Florida Fire Prevention Code, 8th Edition, Based on 2021 NFPA 1 & 101 as amended by Florida

Building Occupancies

The following are the primary occupancies for the Paramount Theater Building:

Assembly (A-3) – Church worship space

Business (B) – Office spaces for multiple tenants

Mercantile (M) – Retail spaces for multiple tenants

Occupant Load Factors

The following occupant load factors (per Table 1005.4 (FBC) and Table 7.3.1.2 (FFPC)) shall be used in determining the calculated occupant load of each space within the Paramount Theater building:

Assembly (A-3) – Courtyard and Outdoor Terraces 15 nsf / person

Assembly (A-3) – Church Sanctuary 30gsf / person (per the applicable codes, the occupant load factor is 15 nsf / person however, it is the understanding of SLS Consulting that occupant loading at the church space shall be based on 30 gsf/ person as this building area was originally permitted for Mercantile use)

Business (B) – Offices 150 gsf / person

Mercantile (M) – 30 gsf /person (Level 1) and **60 gsf / person (Level 2)**

Storage (S-2) – 300 gsf / person

Summary of Calculated Occupant Loads

The following occupant loads were calculated based on the above:

Level 1 = 740 occupants

Level 2 = 372 occupants

Mezzanine = 11 occupants

Total Building = 1,123 occupants

(Drawings at end of report provide graphic demonstration of occupant load calculations)

Evaluation

In accordance with the current applicable codes, the existing Paramount Theater building has a calculated occupant load of 1,123 occupants.

Per the drawings of the existing building, the Paramount Theater building is served by 17 exits at grade and 7 exit stairways at the upper level. Based on this, **SLS Consulting concludes the existing egress facilities within the existing Paramount Theater building meet or exceed the minimum egress facilities required by the applicable codes for safe egress of 1,123 occupants.**

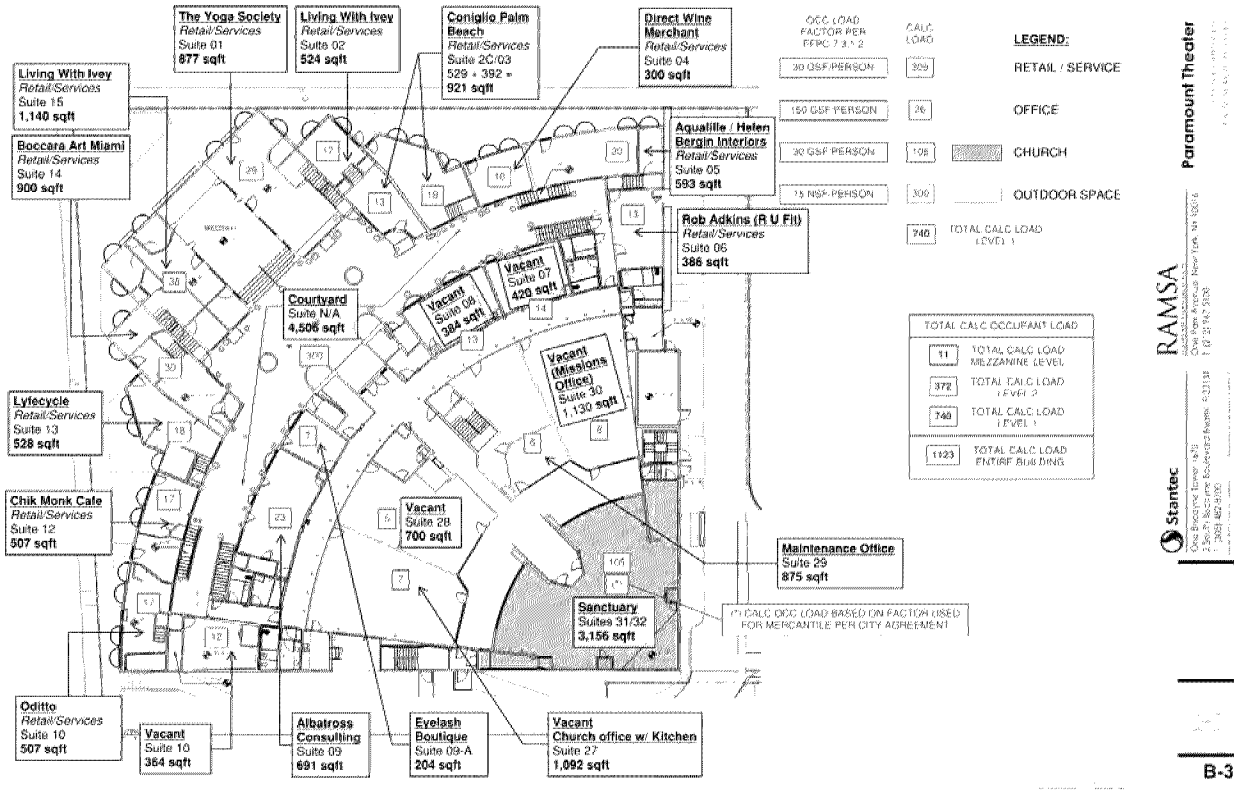
SLS Consulting further concludes that, provided occupant loads proposed (within any of the spaces in the building) are less than or equal to the calculated occupant loads for each respective space in the existing design (regardless of any time periods of partial or limited occupancy proposed by the building owner), the impact would still be compliant with code as it would not represent an increase in the occupant loads currently assigned to the existing building in accordance with the applicable codes.

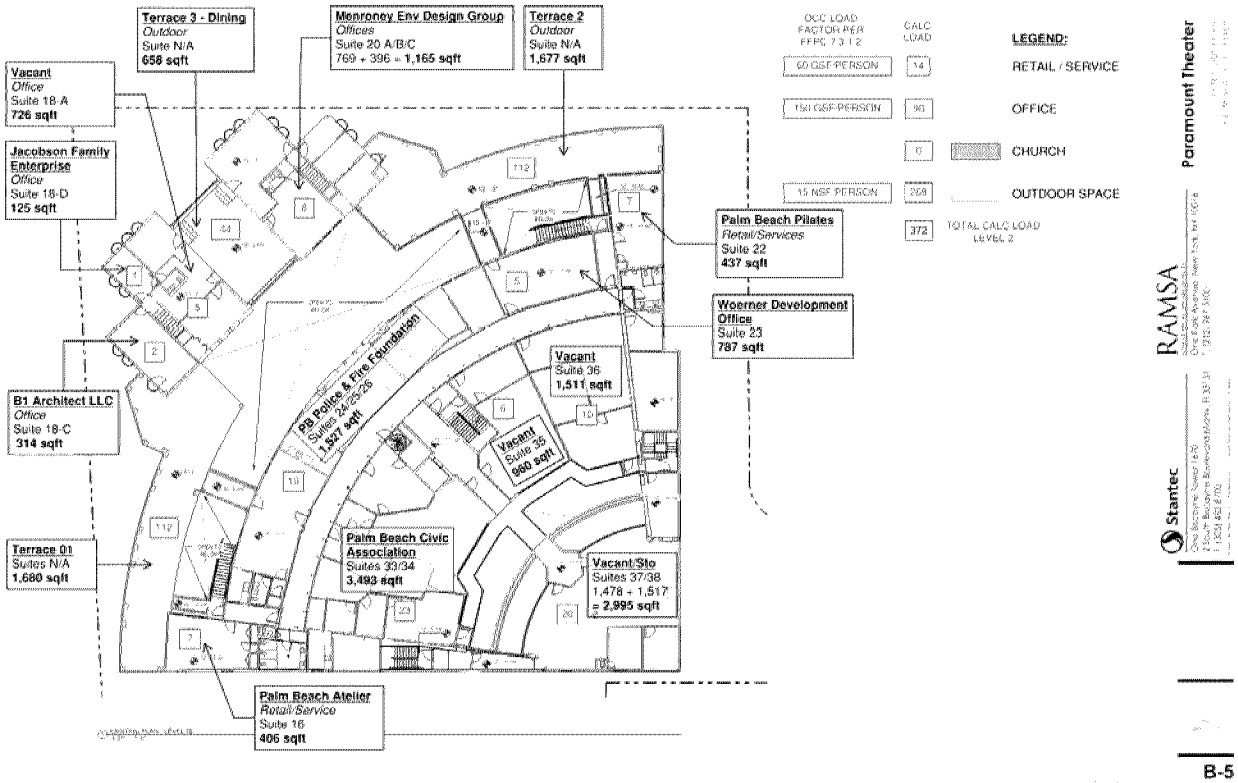
If you have any questions regarding the information included in this report, please do not hesitate to contact us.

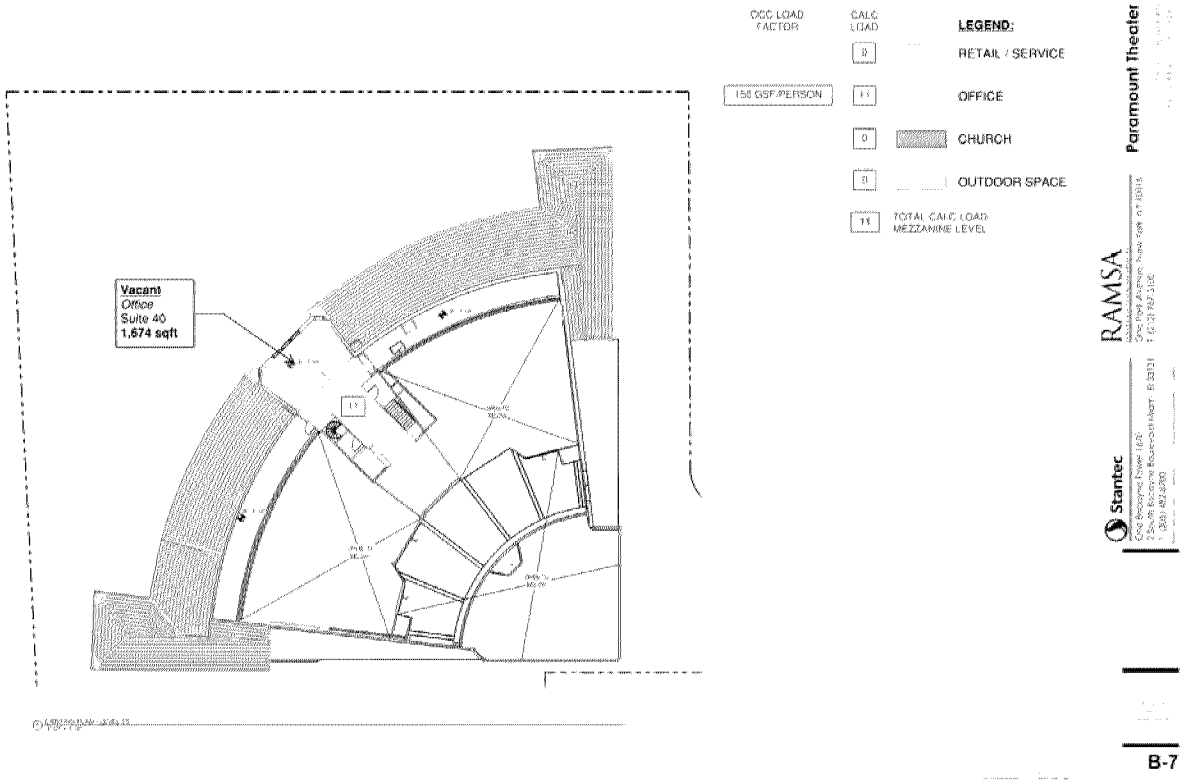
Prepared by:

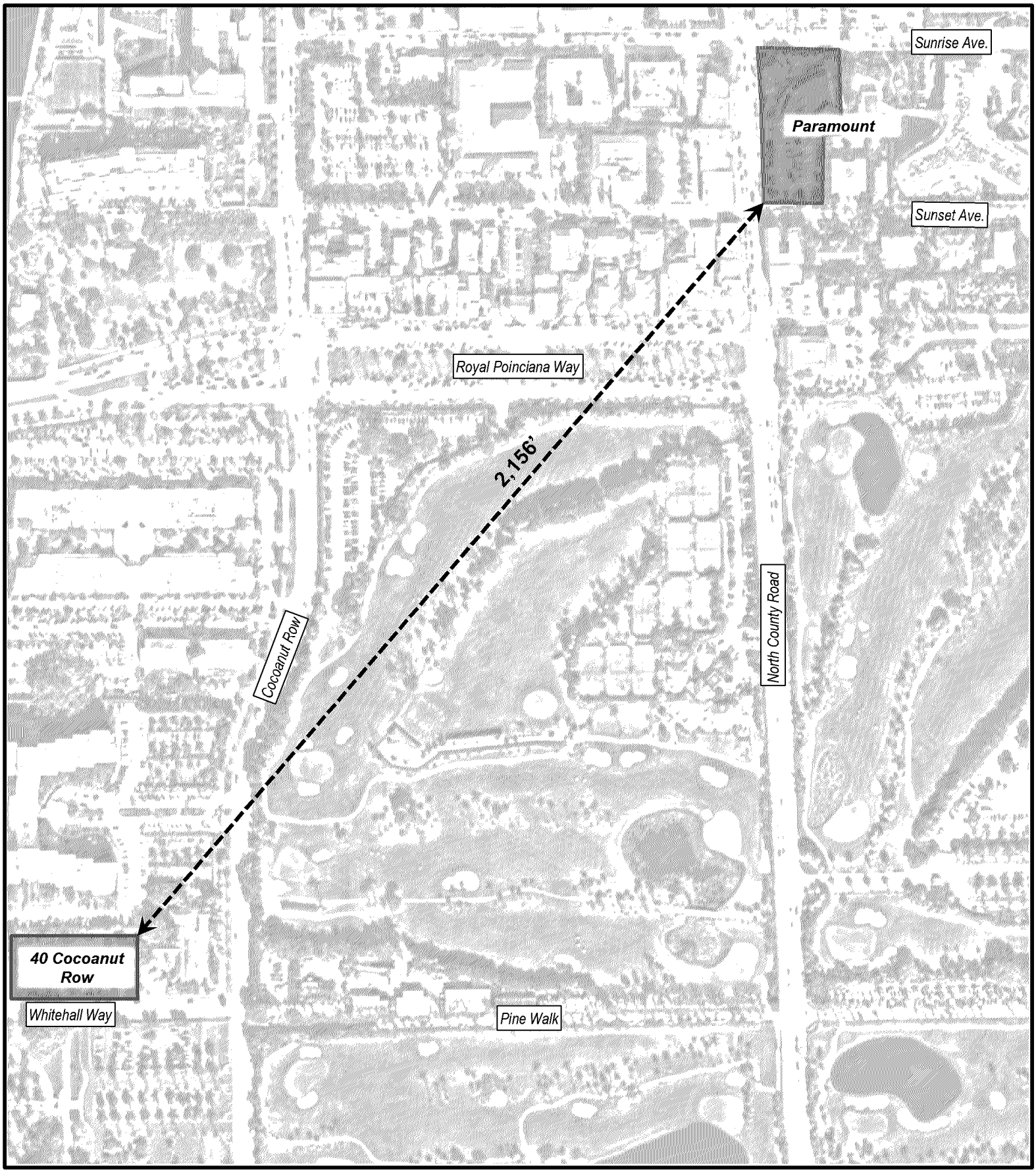


Michael Sheehan, PE
Fire Protection Engineer
SLS Consulting, Inc


The Yoga Society
Retail/Services
Suite 01
877 sqft
Living With Ivey
Retail/Services
Suite 02
524 sqft
Coniglio Palm Beach
Retail/Services
Suite 2C/03
529 + 392 =
921 sqft
Direct Wine Merchant
Retail/Services
Suite 04
300 sqft
Living With Ivey
Retail/Services
Suite 15
1,140 sqft
Boccara Art Miami
Retail/Services
Suite 14
900 sqft
Aqualife / Helen Bergin Interiors
Retail/Services
Suite 05
593 sqft
Rob Adkins (R U Fit)
Retail/Services
Suite 06
386 sqft
Courtyard
Suite N/A
4,506 sqft
Vacant
Suite 07
429 sqft
Vacant
Suite 08
384 sqft
Vacant (Missions Office)
Suite 30
1,130 sqft
Lyfecycle
Retail/Services
Suite 13
528 sqft
Chik Monk Cafe
Retail/Services
Suite 12
507 sqft
Vacant
Suite 28
700 sqft
Maintenance Office
Suite 29
875 sqft
Sanctuary
Suites 31/32
3,156 sqft
(*) CALC OCC LOAD BASED ON FACTOR USED FOR MERCANTILE PER CITY AGREEMENT
Oditto
Retail/Services
Suite 10
507 sqft
Vacant
Suite 10
364 sqft
Albatross Consulting
Suite 09
691 sqft
Eyelash Boutique
Suite 09-A
204 sqft
Vacant
Church office w/ Kitchen
Suite 27
1,092 sqft
OCC LOAD FACTOR PER FBPC 7.3.1.2
CALC LOAD
LEGEND:
30 GSF/PERSON
309
RETAIL / SERVICE
150 GSF PERSON
26
OFFICE
30 GSF PERSON
105
CHURCH
15 NSF PERSON
300
OUTDOOR SPACE
740
TOTAL CALC LOAD LEVEL 1
TOTAL CALC OCCUPANT LOAD
11
TOTAL CALC LOAD MEZZANINE LEVEL
372
TOTAL CALC LOAD LEVEL 2
740
TOTAL CALC LOAD LEVEL 1
1123
TOTAL CALC LOAD ENTIRE BUILDING
Paramount Theater
RAMSA
Stantec
B-3


Terrace 3 - Dining
Outdoor
Suite N/A
658 sqft
Menroney Env Design Group
Offices
Suite 20 A/B/C
769 + 396 = 1,165 sqft
Terrace 2
Outdoor
Suite N/A
1,677 sqft
Vacant
Office
Suite 18-A
726 sqft
Jacobson Family Enterprise
Office
Suite 18-D
125 sqft
Palm Beach Pilates
Retail/Services
Suite 22
437 sqft
Woerner Development Office
Suite 23
787 sqft
Vacant
Suite 36
1,511 sqft
PB Police & Fire Foundation
Suites 24/25/26
1,327 sqft
Vacant
Suite 35
960 sqft
B1 Architect LLC
Office
Suite 18-C
314 sqft
Palm Beach Civic Association
Suites 33/34
3,493 sqft
Vacant/Sto
Suites 37/38
1,478 + 1,517
= 2,995 sqft
Terrace 01
Suites N/A
1,680 sqft
Palm Beach Atelier
Retail/Service
Suite 16
406 sqft
OCC LOAD FACTOR PER FBPC 7.3.1.2
CALC LOAD
LEGEND:
60 GSF/PERSON
14
RETAIL / SERVICE
150 GSF/PERSON
90
OFFICE
6
CHURCH
15 NSF PERSON
228
OUTDOOR SPACE
372
TOTAL CALC LOAD LEVEL 2
Paramount Theater
RAMSA
Stantec
B-5


OCC LOAD FACTOR
CALC LOAD
LEGEND:
0
RETAIL / SERVICE
150 GSF/PERSON
11
OFFICE
0
CHURCH
0
OUTDOOR SPACE
11
TOTAL CALC LOAD MEZZANINE LEVEL
Vacant
Office
Suite 40
1,674 sqft
Paramount Theater
RAMSA
Stantec
B-7



NORTH

EXHIBIT B
Paramount Palm Beach
KH #241020000
Distance to Offsite Valet

Kimley»Horn

PARAMOUNT THEATER

139 N COUNTY RD
PALM BEACH, FL 33480

TTC Development Review Meeting Backup 7-10-2024



PROJECT TEAM

CLIENT
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139 N COUNTY RD
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FINAL DROP-OFF - JUNE 7TH, 2024
APPLICATION # COA-23-003 (ZON-23-020)

PROJECTED LPC HEARING DATE: AUGUST 14TH, 2024
TOWN COUNCIL DATE: JULY 10TH, 2024

DRAWING INDEX

SHEET NO.	SHEET NAME
00	COVER PAGE
A - SITE DOCUMENTATION	
A-15.1	EQUIPMENT LOCATION - THEATER ROOF
A-15.2	ROOF ENCLOSURE ELEVATIONS/SECTIONS
C - PROPOSED FLOOR PLANS	
C-1	PROPOSED SITE PLAN - RENDERED
C-1.1	PROPOSED SITE PLAN
C-2	OPTION 1: PROPOSED GROUND FLOOR PLAN RENDERED - COMPARISON
C-3	OPTION 2: PROPOSED GROUND FLOOR PLAN RENDERED - COMPARISON
C-4.1	OPTION 1: PROPOSED GROUND FLOOR PLAN
C-4.2	OPTION 1: PROPOSED GROUND FLOOR PLAN RENDERED
C-5.1	OPTION 2: PROPOSED GROUND FLOOR PLAN
C-5.2	OPTION 2: PROPOSED GROUND FLOOR PLAN RENDERED
C-6.1	PROPOSED DINING SEATING PLAN - GROUND FLOOR
C-6.2	PROPOSED DINING SEATING PLAN - SECOND FLOOR
C-6.3	PROPOSED DINING SEATING PLAN - THIRD FLOOR

SCOPE OF WORK

THE PROPOSED WORK INCLUDES THE RENOVATION AND RESTORATION OF THE EXISTING HISTORIC LANDMARKED PARAMOUNT THEATRE, A 4-STORY MIXED-USE BUILDING **(34,265 SQUARE FOOT);** AND LANDSCAPE UPGRADES WITHIN THE EXISTING PARKING LOT.

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Stantec Architecture Inc. - AA26000733 Elvira Freire-Santamaria Lic. # AR95213

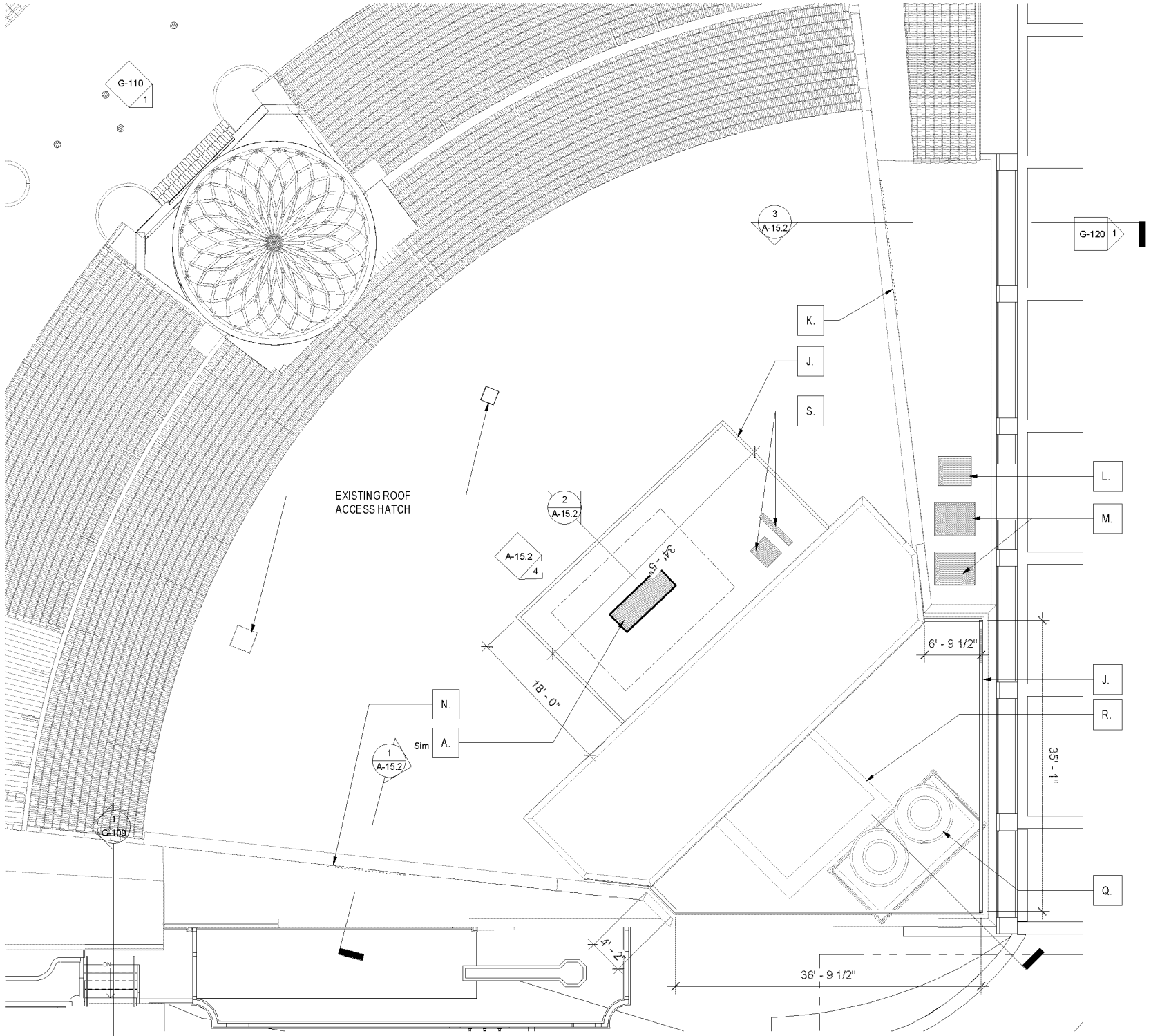
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ELVIRA C FREIRE SANTAMARIA
REGISTERED ARCHITECT
AR95213

Elvira C Freire Santamaria

02/21/24
FINAL
DROP-OFF

00

Scale:
Note: When printed on 11 x 17 paper scale is half



1 ENLARGED EQUIPMENT PLAN - ROOF
1/8" = 1'-0"

THEATRE ROOF KEYNOTES

A. THEATER GENERATOR	- 64KW, 36" W x 98" L x 80" H (with tank) (64KW subject to increase but remain less than 100KW)
J. OPEN AIR MECHANICAL ENCLOSURE	- +/- 121 1/2" H
K. WALL MOUNTED LOUVER TO DUCT MOUNTED GREASE/SMOKE/ODOR ELIMINATING SYSTEM & FAN ABOVE INTERIOR CEILING	- 30" H x 192" L WALL MOUNTED LOUVER* **May be subject to change based on additional coordination and existing conditions*
L. CLUB KITCHEN INTAKE	- 19"H x 42" W x 48" L
M. KITCHEN INTAKE	- 19" H x 42" W x 48" L
N. WALL MOUNTED LOUVER TO DUCT MOUNTED GREASE/SMOKE/ODOR ELIMINATING SYSTEM & FAN ABOVE INTERIOR CEILING	- 30" H x 114" L WALL MOUNTED LOUVER* **May be subject to change based on additional coordination and existing conditions*
Q. EXISTING COOLING TOWER	- Subject to change depending on current system load and efficiency
R. EXISTING CONDENSATE LINE	- Size and quantity of pipes subject to change depending on changes to systems
S. PROPOSED CONDENSER EQUIPMENT **Proposed in event cooling tower requires full replacement*	- 114" H x 8" W x 60" L ; 98" H x 30" W x 34" L

EXISTING PHOTOS - THEATRE ROOF

IMAGE 1 - COOLING TOWER:
EXISTING EQUIPMENT AND SCREEN FROM ROOF

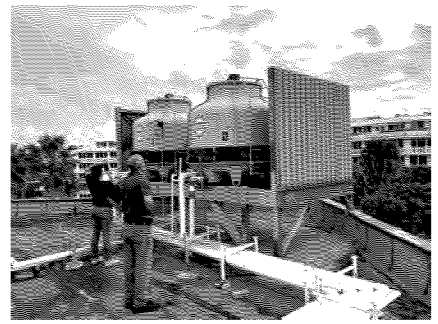


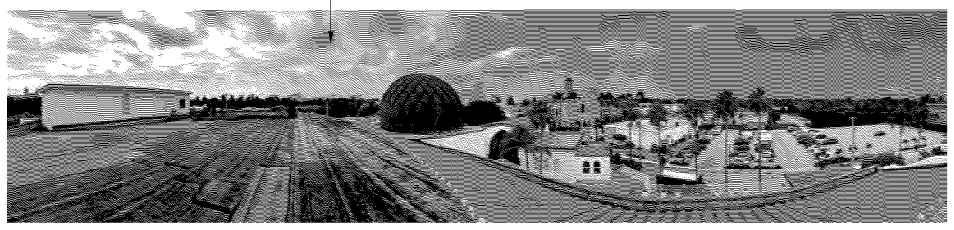
IMAGE 2 - CURRENT SITE VIEW:
VIEW FROM NORTH COUNTY ROAD, LOOKING EAST



IMAGE 3 - CURRENT SITE VIEW:
VIEW FROM SUNSET AVE, LOOKING NORTH



IMAGE 4 - THEATRE ROOF:
PANORAMA VIEW OF EXISTING ROOF



Scale: 1/8" = 1'-0"
Note: When printed on 11 x 17 paper scale is half

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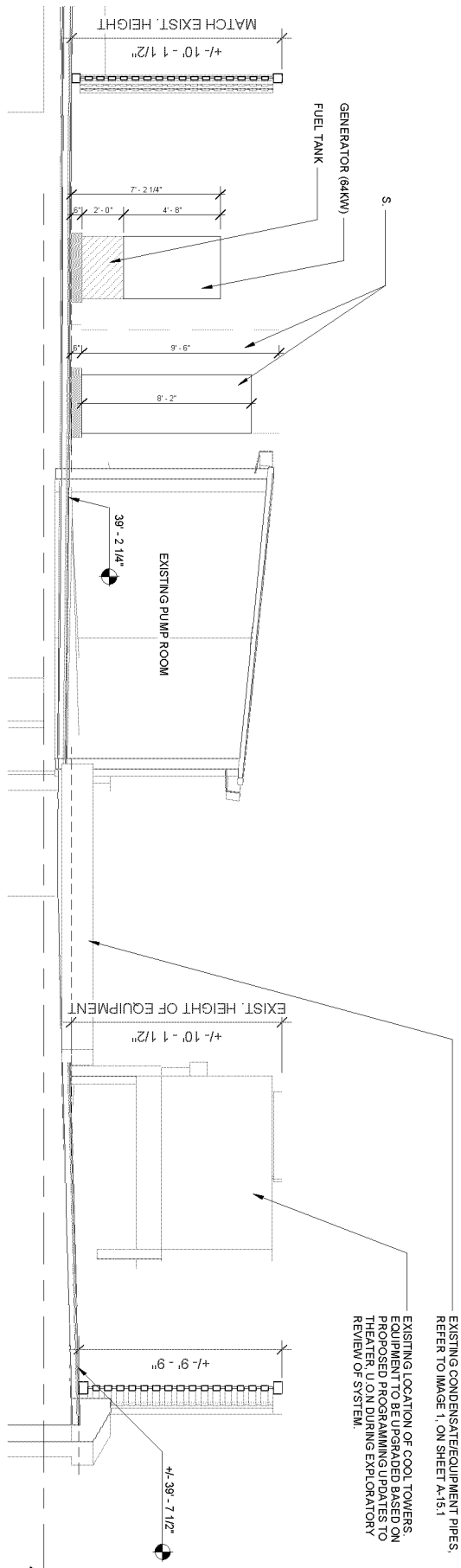
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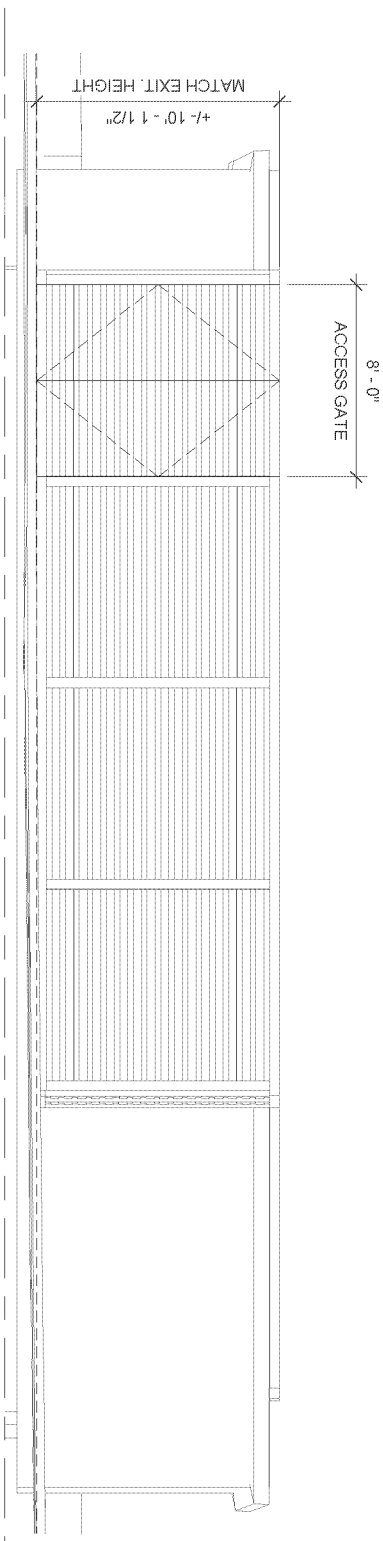
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A-15.1

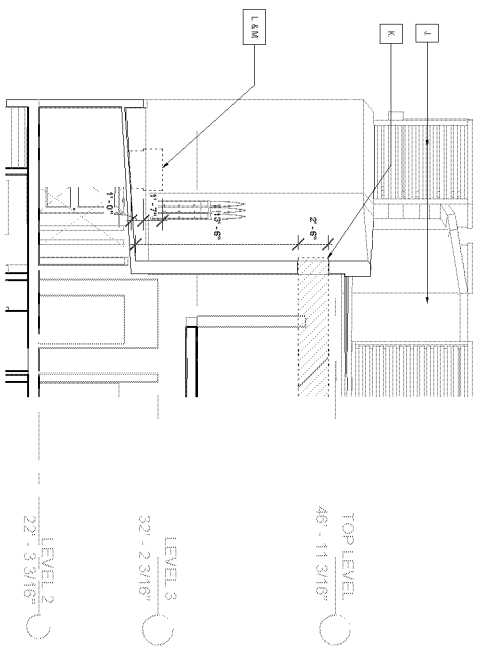


2 SECTION - THEATRE ROOF
1/4" = 1'-0"



4 ELEVATION - ROOF SCREEN ENCLOSURE
1/4" = 1'-0"

1 SECTION - LOW SOUTH THEATRE ROOF
1/8" = 1'-0"



3 SECTION - LOWER EAST THEATRE ROOF
1/8" = 1'-0"

Scale: As indicated
Note: When printed on 11 x 17 paper scale is half

A-15.2

07/10/24
TOWN COUNCIL
SUBMITTAL

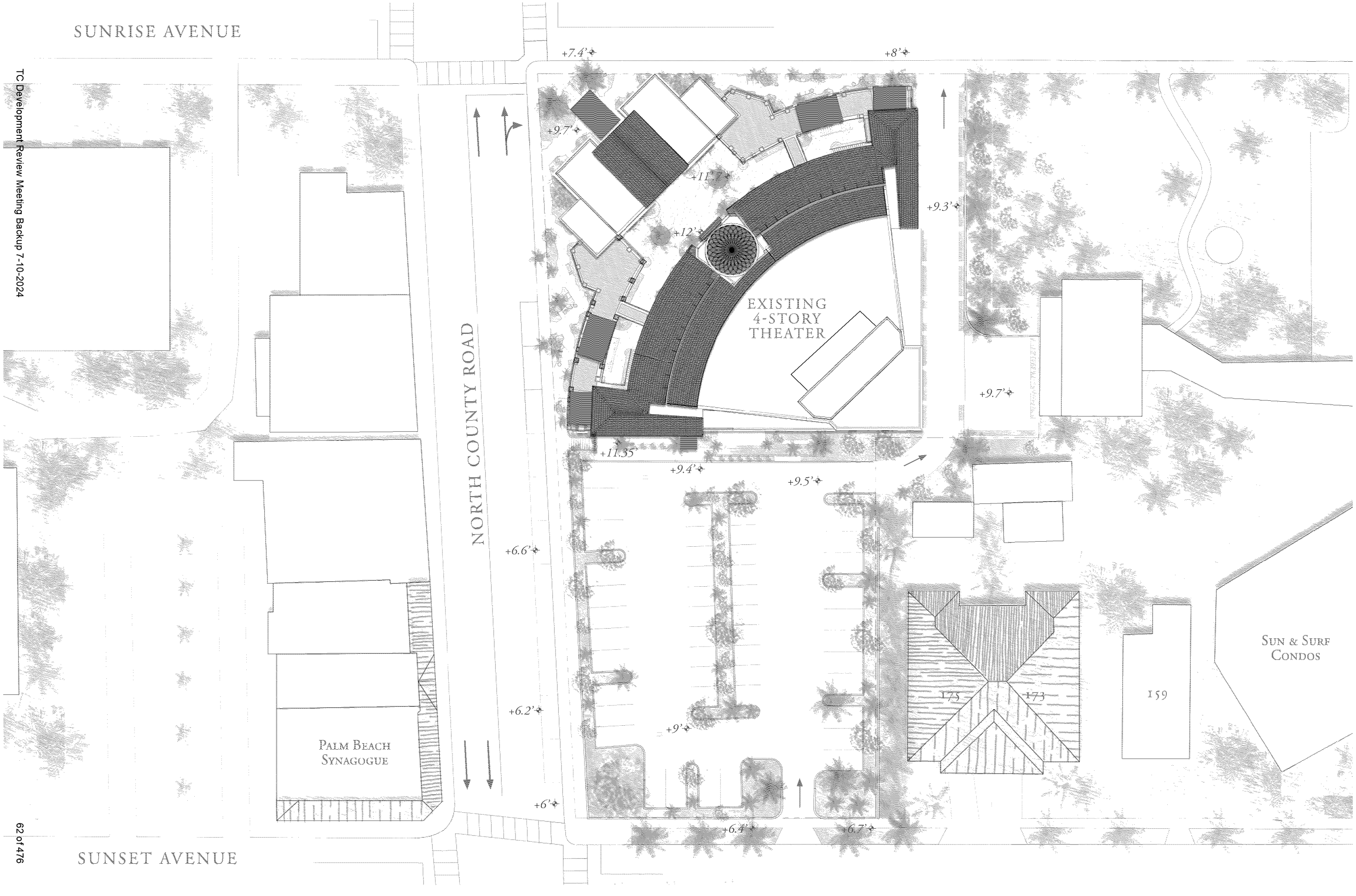
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PROPOSED SITE PLAN

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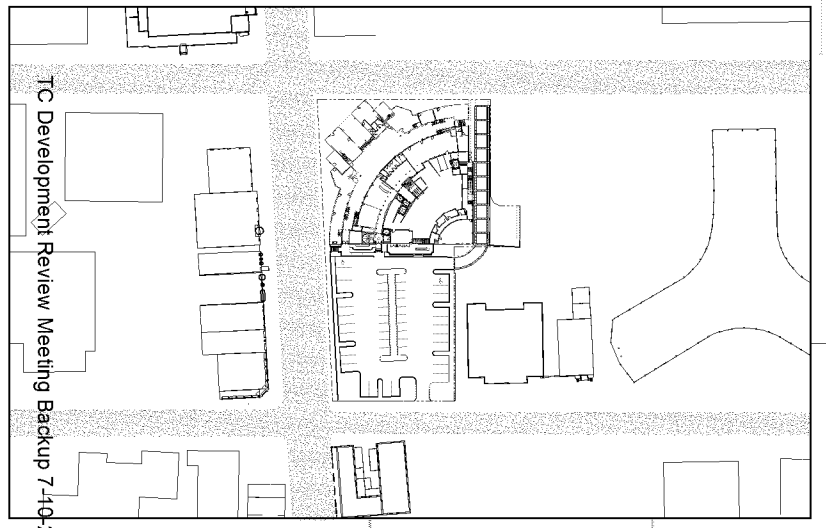
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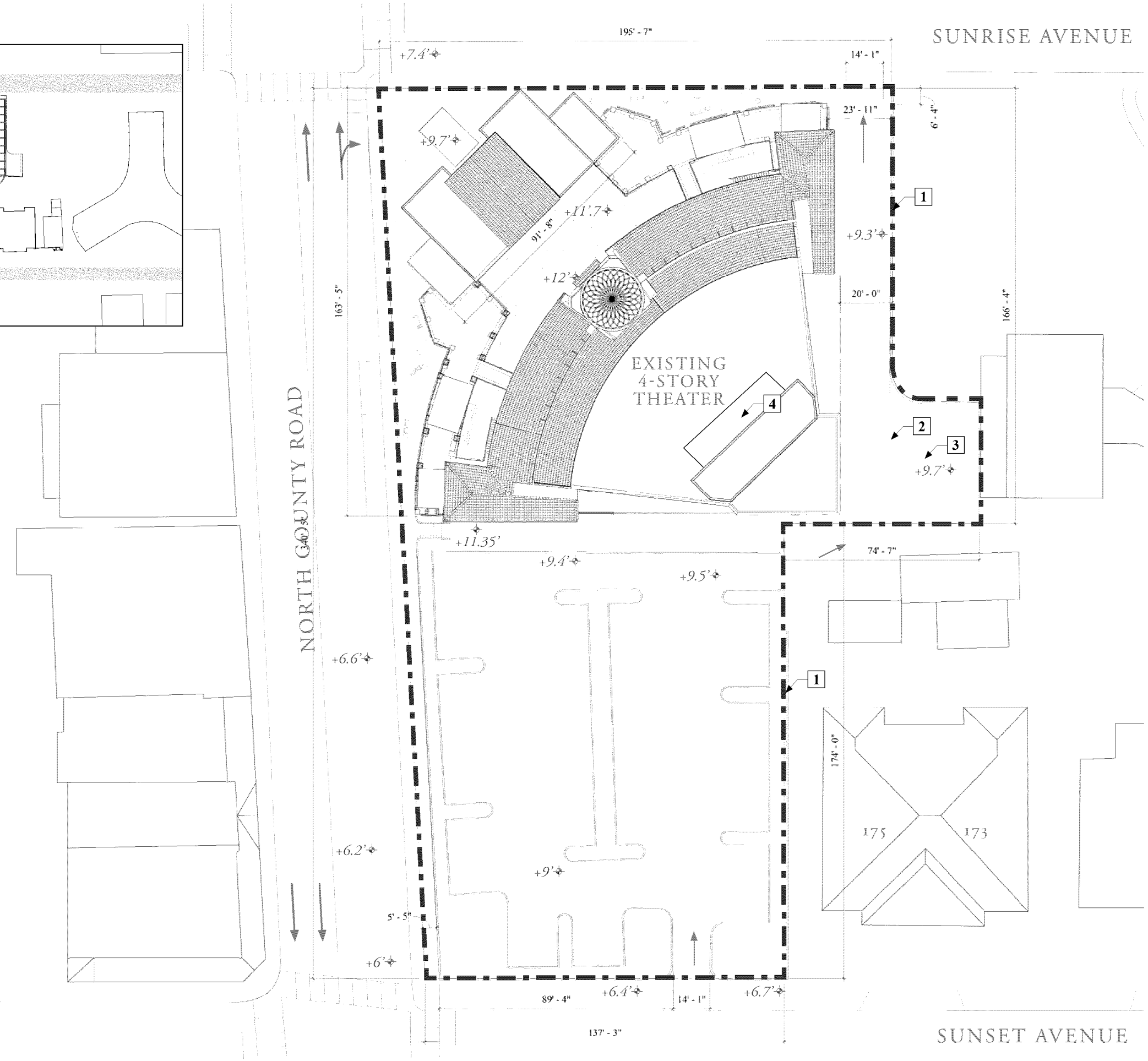
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REVISIONS

C-1

LOCATION MAP



TC Development Review Meeting Backup 7-10-2024



PROPOSED SITE PLAN

SCALE: 1" = 40'

0' 20' 40'

N

NOTES

1. Existing wall

2. New service gate *(see sheet C-7)*

3. Theatre service court *(see sheet A-15.3 for equipment location and details)*

4. Theatre mechanical roof enclosure *(see sheet A-15.1, A-15.2 for equipment location and details)*

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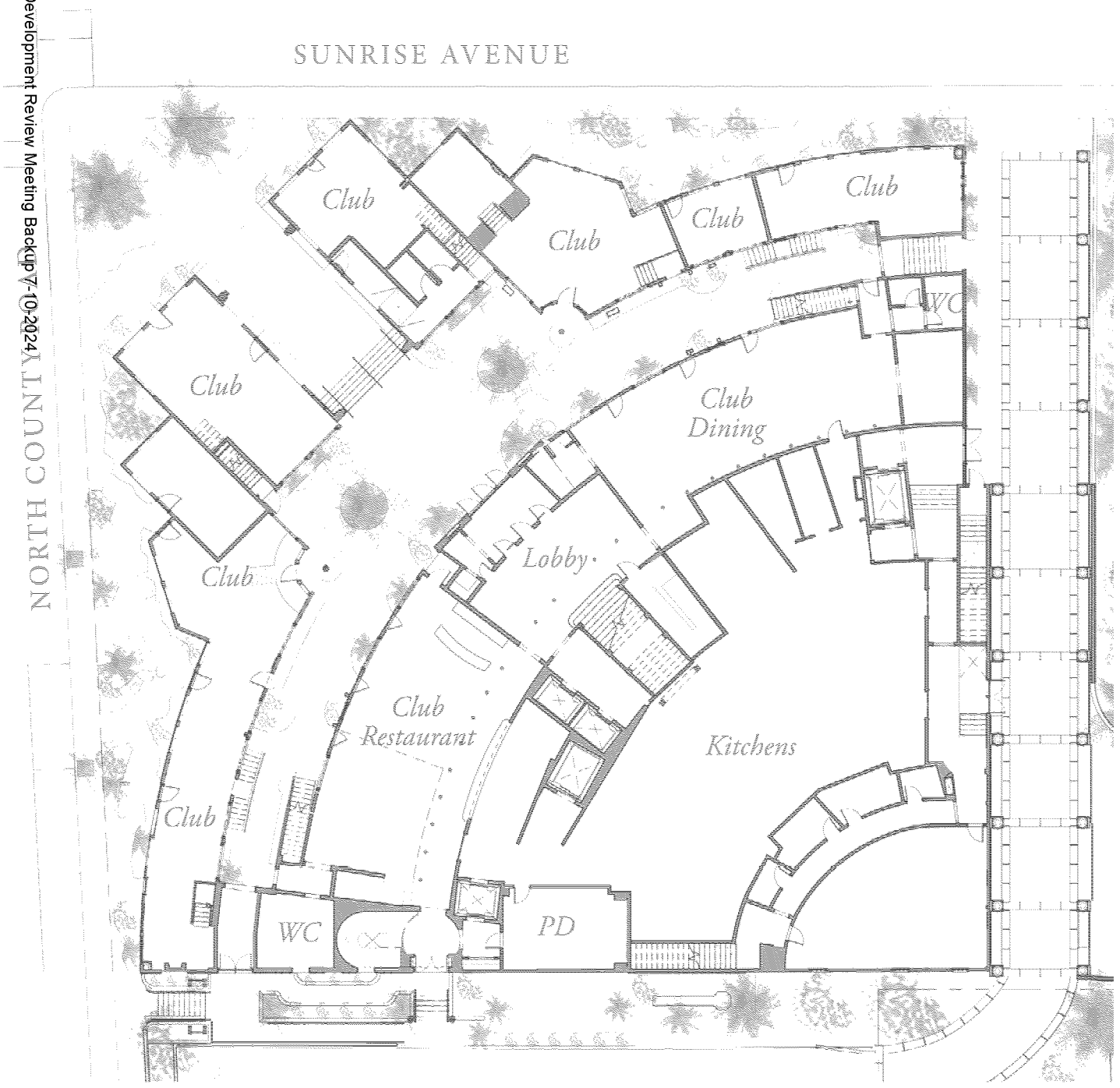
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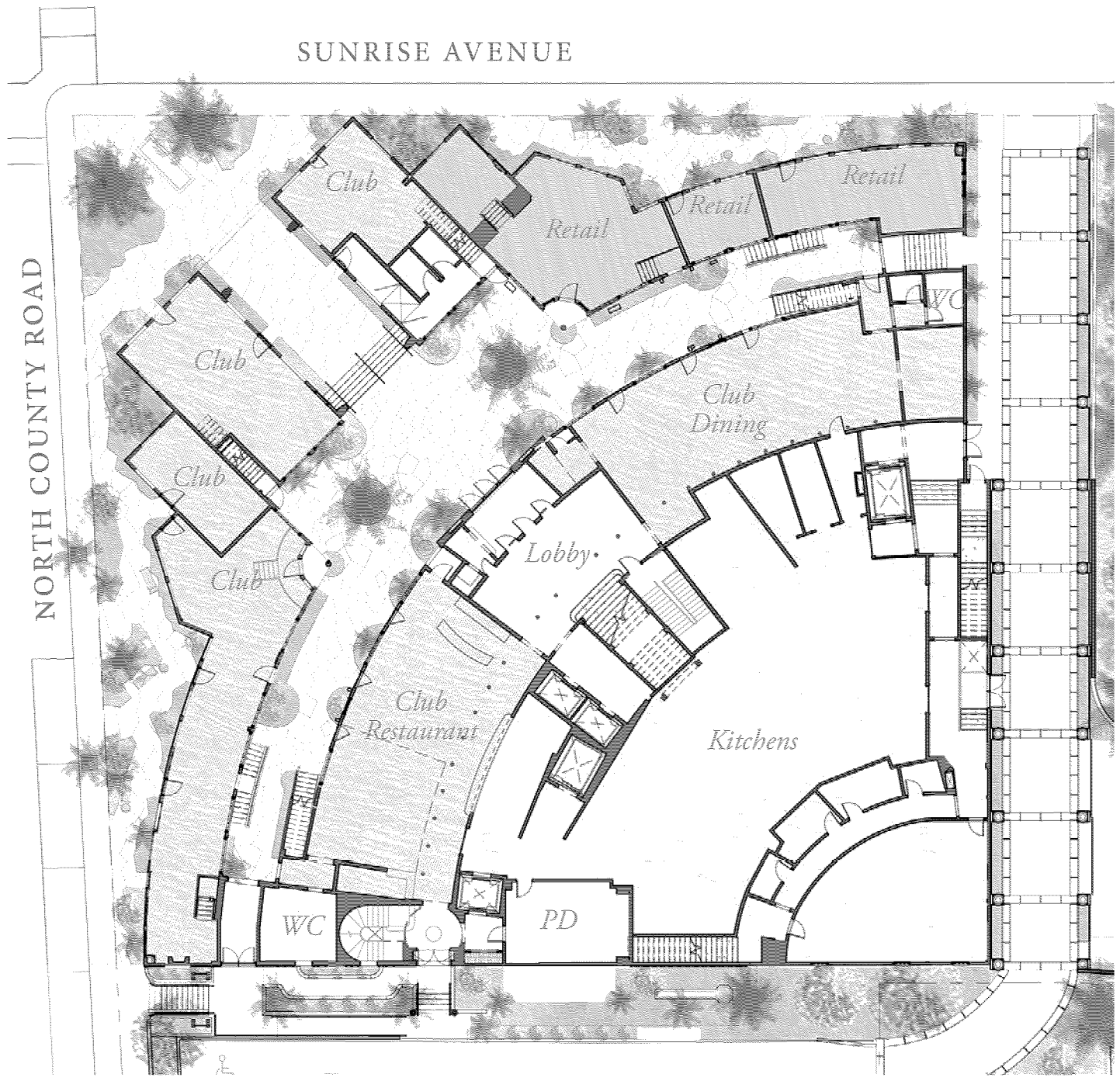
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C-1.1

TC Development Review Meeting Backup 7-10-2024



PREVIOUSLY SUBMITTED - 03/13/24 **NO RETAIL**



REVISED - OPTION 1 **2,338 SF OF RETAIL**

LEGEND: Circulation | Club | Club Circulation | Service / BOH | Retail

64-19476

POSSIBLE FUTURE RE-INTRODUCTION OF RETAIL LINER COMPONENTS
OPTION 1

GRAPHIC SCALE 0' 16' 32'

N

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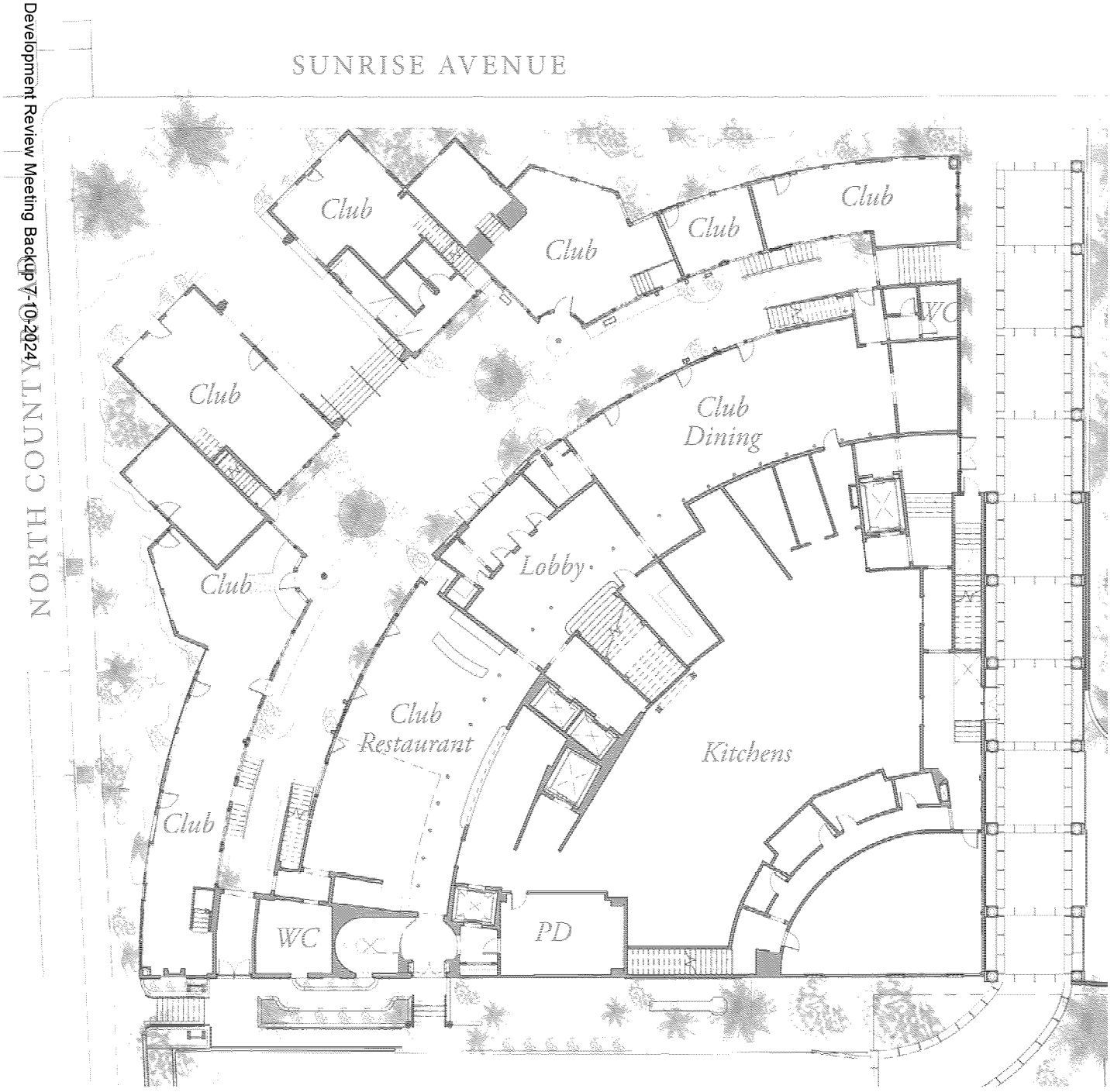
Paramount Theater
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STATE OF FLORIDA ELVIRA FREIRE-SANTAMARIA REGISTERED ARCHITECT AR95213

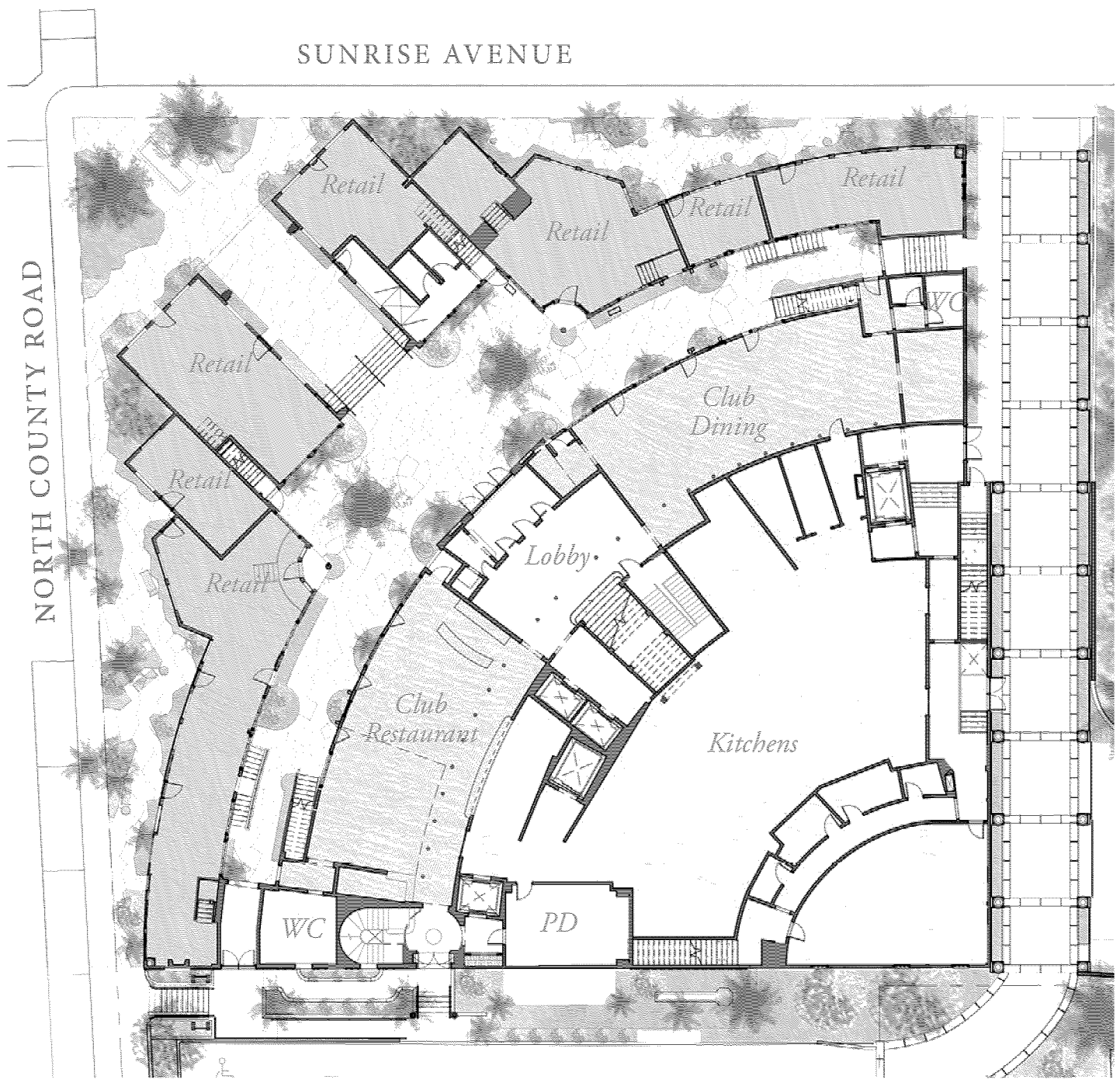
05/31/24
REVISIONS

C-2

TC Development Review Meeting Backup 7-10-2024



PREVIOUSLY SUBMITTED - 03/13/24 **NO RETAIL**



REVISED - OPTION 2 **6,797 SF OF RETAIL**

LEGEND: Circulation | Club | Club Circulation | Service / BOH | Retail

65-0476

POSSIBLE FUTURE RE-INTRODUCTION OF RETAIL LINER COMPONENTS
OPTION 2

GRAPHIC SCALE 0' 16' 32'

N

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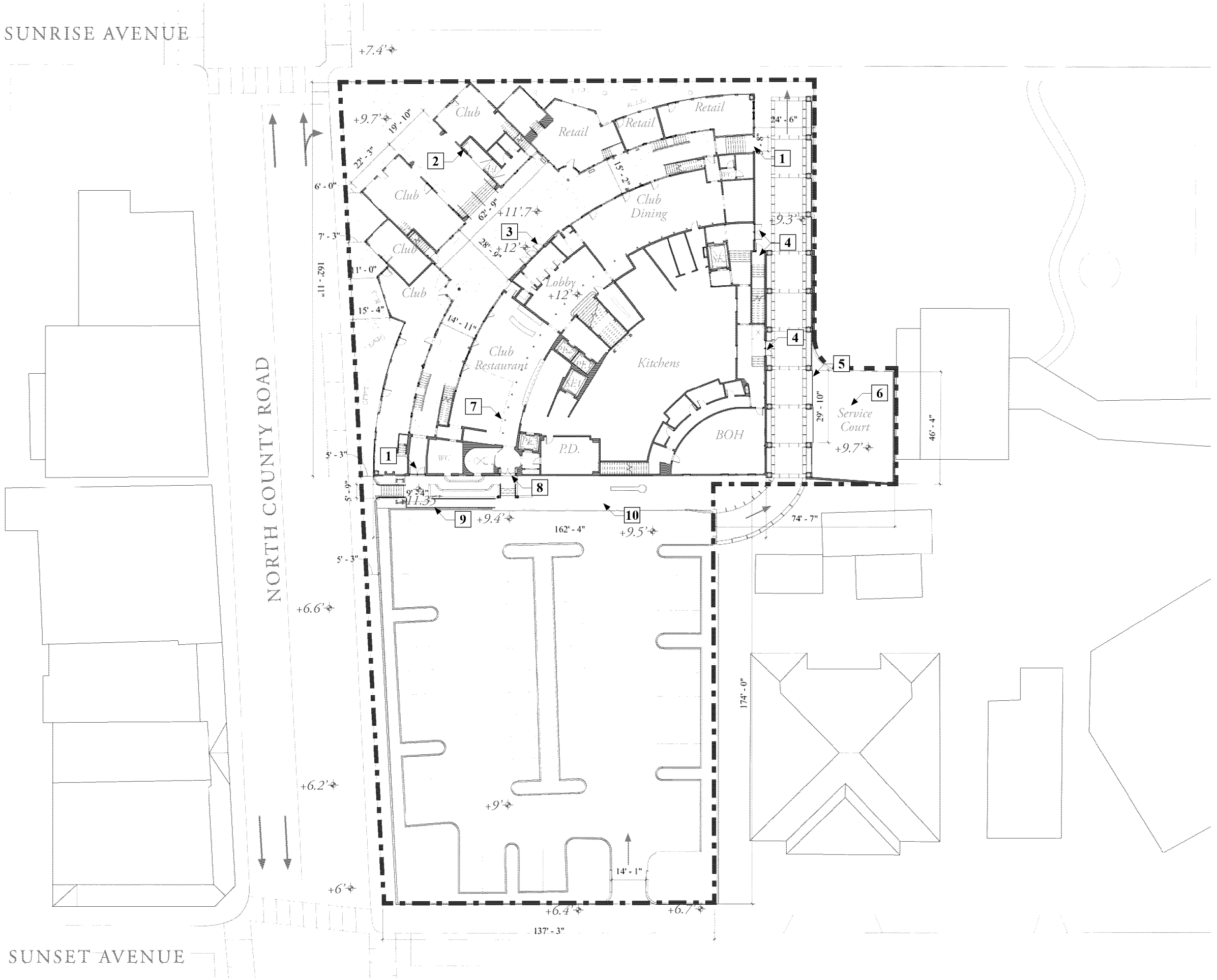
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05/31/24
REVISIONS

C-3



NOTES

GROUND FLOOR AREA:
21,334 SF

RETAIL: 2,338 SF
CLUB: 8,839 SF

DESIGN NOTES:

1. Widen existing portals

2. ADA access to patio

3. Reintroduce historic front doors *(sheets D-10 & D-11)*

4. New service/egress doors

5. Service gate *(sheet A-15.3, C-7)*

6. Service court *(see sheet A-15.3 for equipment location and details)*

7. Restore historic colonnade

8. New southern entry *(sheets D-20 & D-21)*

9. ADA access to patio from parking lot *(see sheet D-21)*

10. Screened garden for Private Dining

POSSIBLE FUTURE RE-INTRODUCTION OF RETAIL LINER COMPONENTS
OPTION 1: GROUND FLOOR

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

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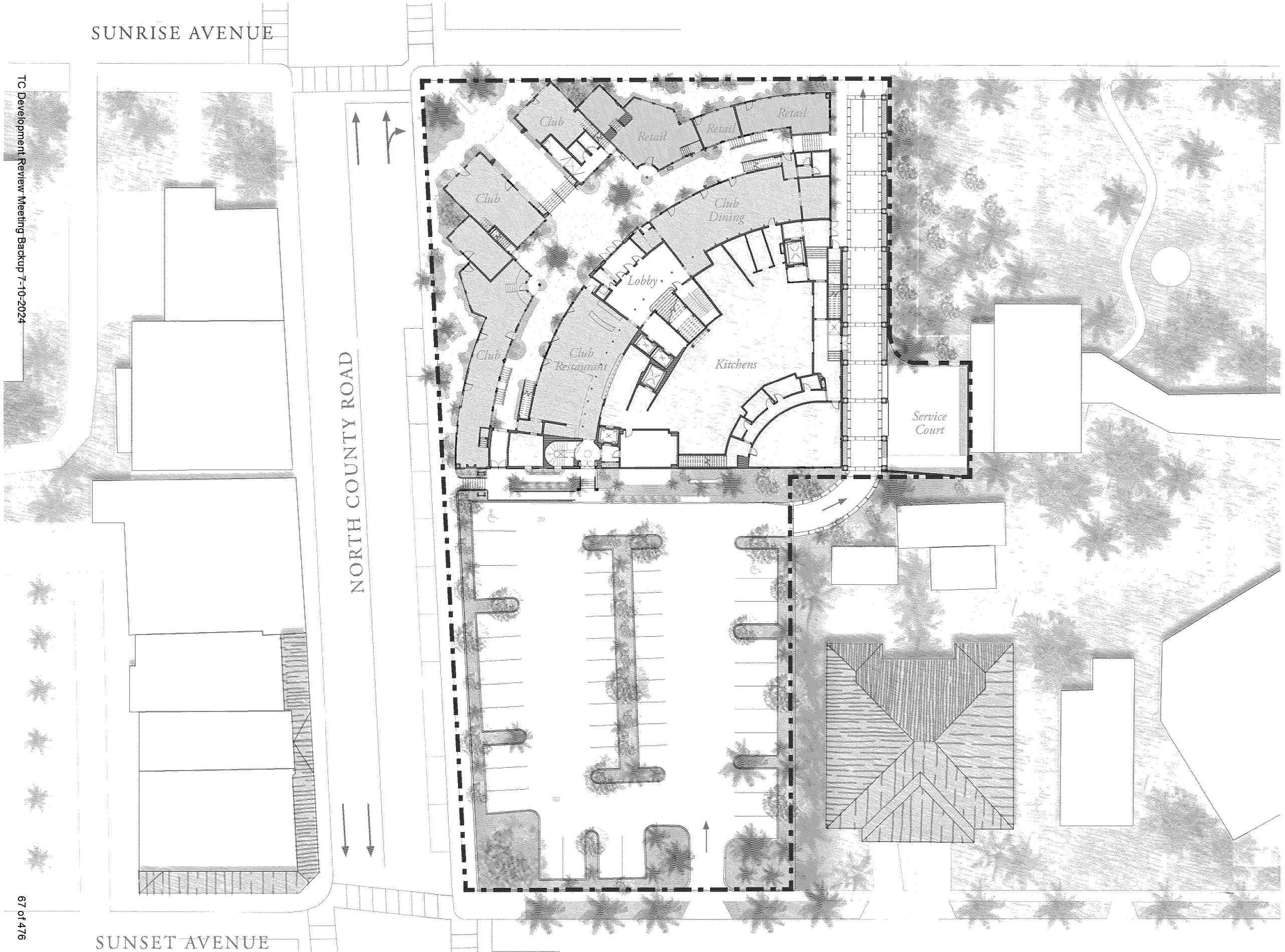
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C-4.1

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LEGEND

- Circulation
- Retail
- Club
- Club Circulation
- Service/BOH

GROUND FLOOR AREA:

_____ SF

RETAIL: _____

CLUB: _____

POSSIBLE FUTURE RE-INTRODUCTION OF RETAIL LINER COMPONENTS
OPTION 1: GROUND FLOOR (RENDERED)

SCALE: 1" = 40'

0' 20' 40'

N

Paramount Theater

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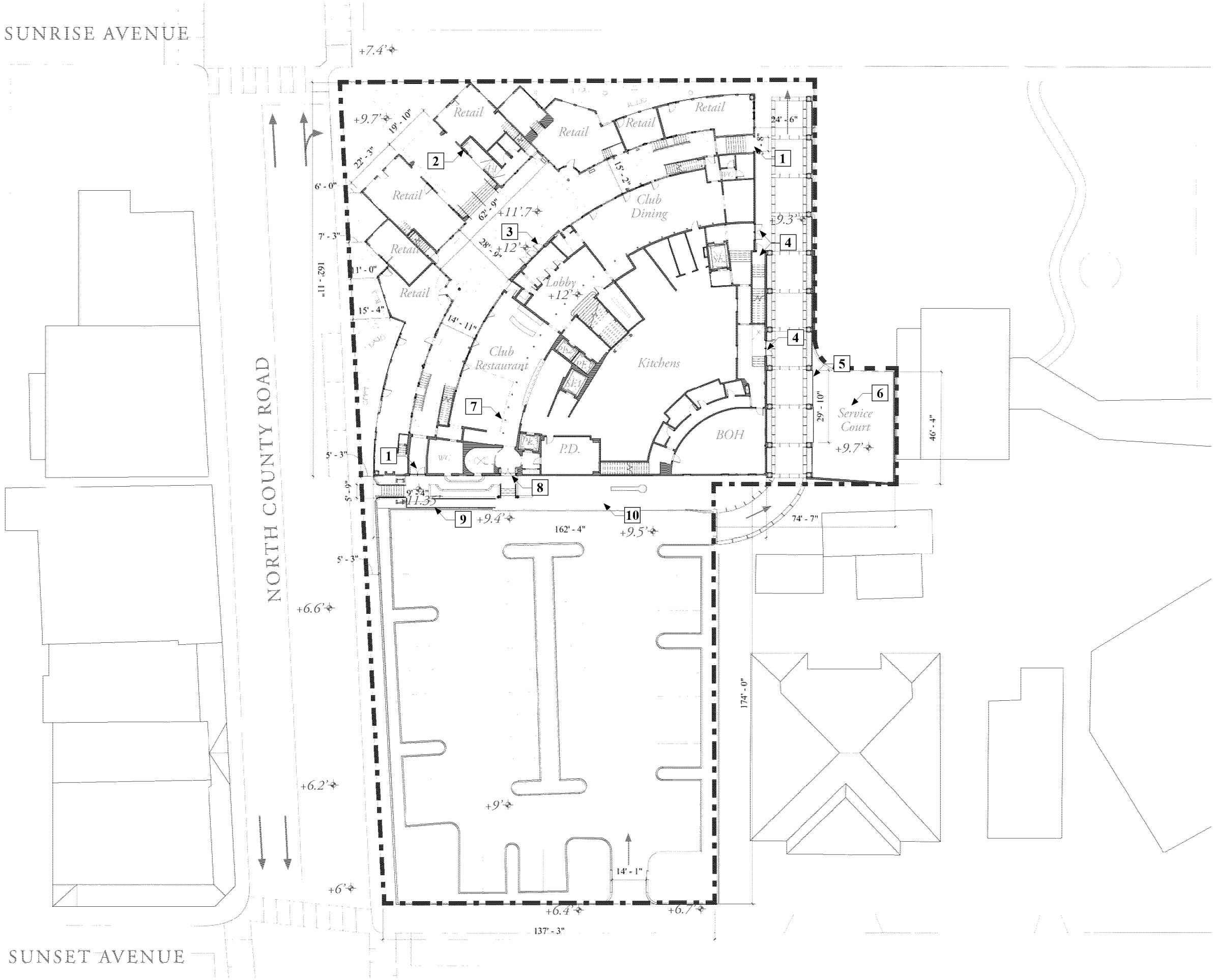
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REVISIONS

C-4.2



POSSIBLE FUTURE RE-INTRODUCTION OF RETAIL LINER COMPONENTS
OPTION 2: GROUND FLOOR

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

NOTES

GROUND FLOOR AREA:
21,334 SF

RETAIL: 6,797 SF
CLUB: 4,380 SF

DESIGN NOTES:

1. Widen existing portals

2. ADA access to patio

3. Reintroduce historic front doors *(sheets D-10 & D-11)*

4. New service/egress doors

5. Service gate *(sheet A-15.3, C-7)*

6. Service court *(see sheet A-15.3 for equipment location and details)*

7. Restore historic colonnade

8. New southern entry *(sheets D-20 & D-21)*

9. ADA access to patio from parking lot *(see sheet D-21)*

10. Screened garden for Private Dining

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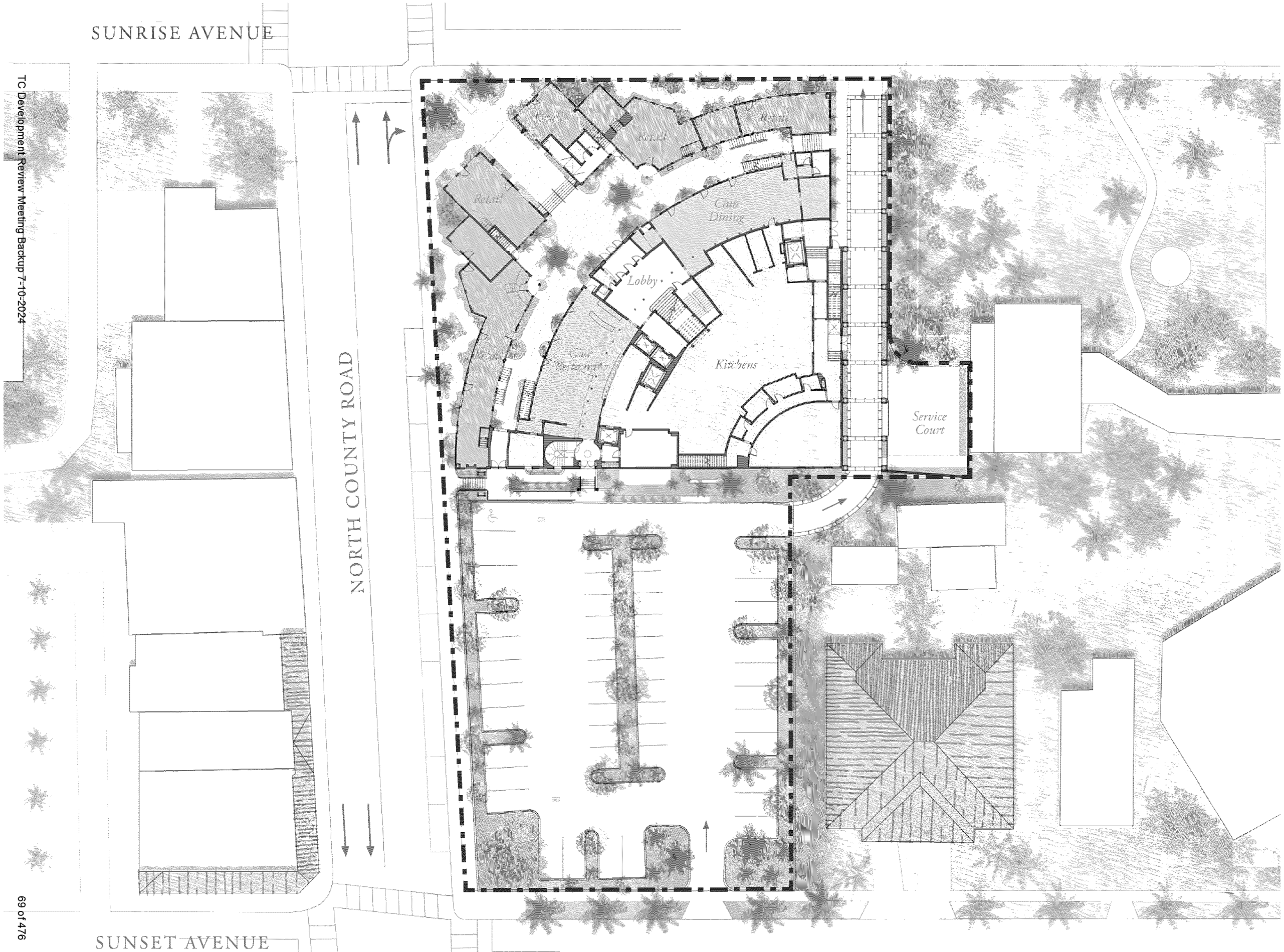
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C-5.1



LEGEND

- Circulation
- Retail
- Club
- Club Circulation
- Service/BOH

GROUND FLOOR AREA:

_____ SF

RETAIL: ___

CLUB: ____

POSSIBLE FUTURE RE-INTRODUCTION OF RETAIL LINER COMPONENTS
OPTION 2: GROUND FLOOR (RENDERED)

SCALE: 1" = 40'

0' 20' 40'

N

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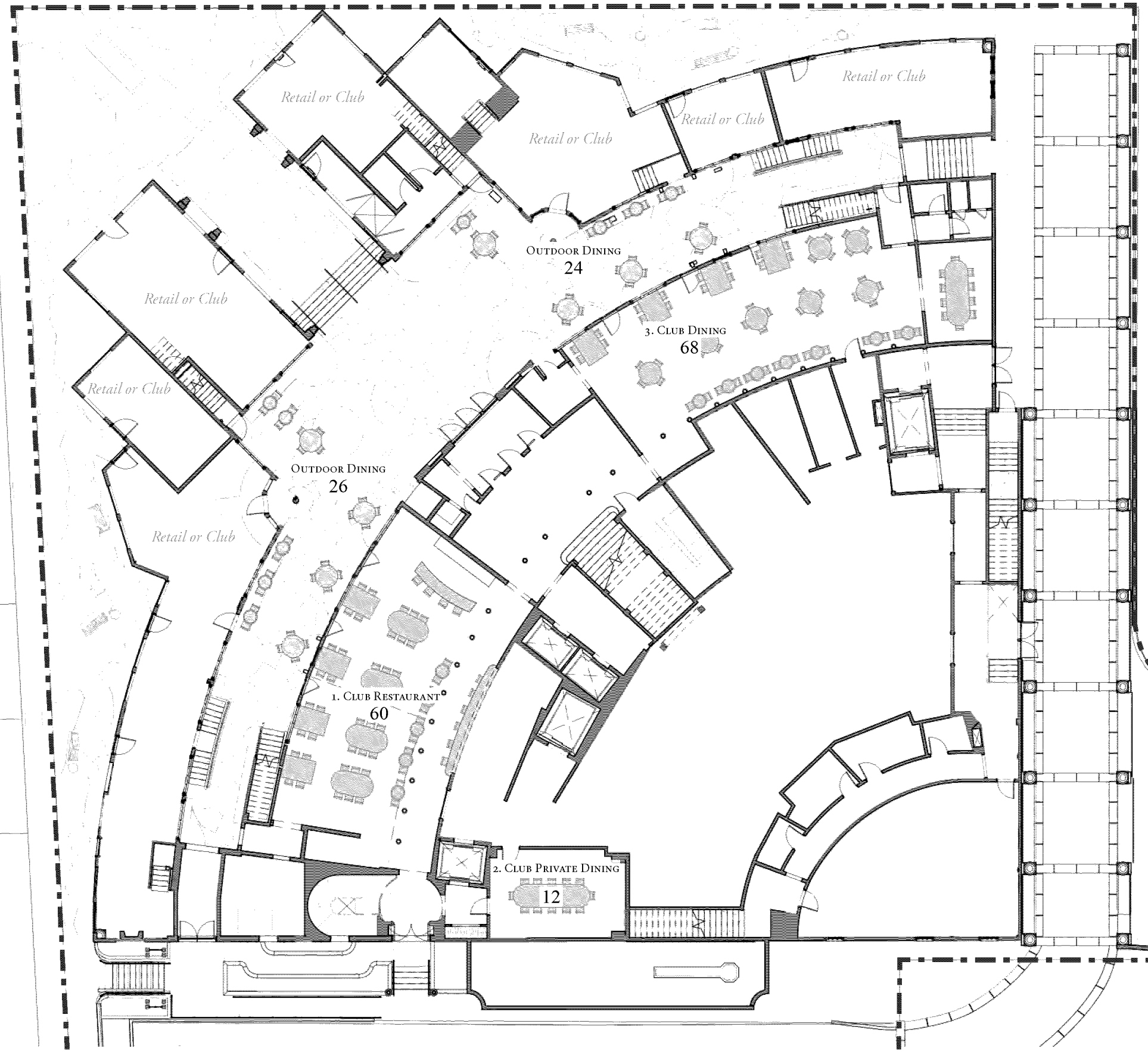
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C-5.2

TC Development Review Meeting Backup 7-10-2024



LEGEND

Club Dining (140)
1. Club Restaurant (60)
2. Club Private Dining (12)
3. Club Dining (68)

Club Dining Outdoor Seating (50)

Ground fl total:
190 seats

TOTAL PROPOSED:
363 seats

OPTION 2: ADDITIONAL OUTDOOR SEATING PER LPC COMMISSIONER COMMENTS

70-1176

PROPOSED DINING SEATING PLAN - GROUND FLOOR

SCALE: 1" = 20'
0' 20' 20'
N

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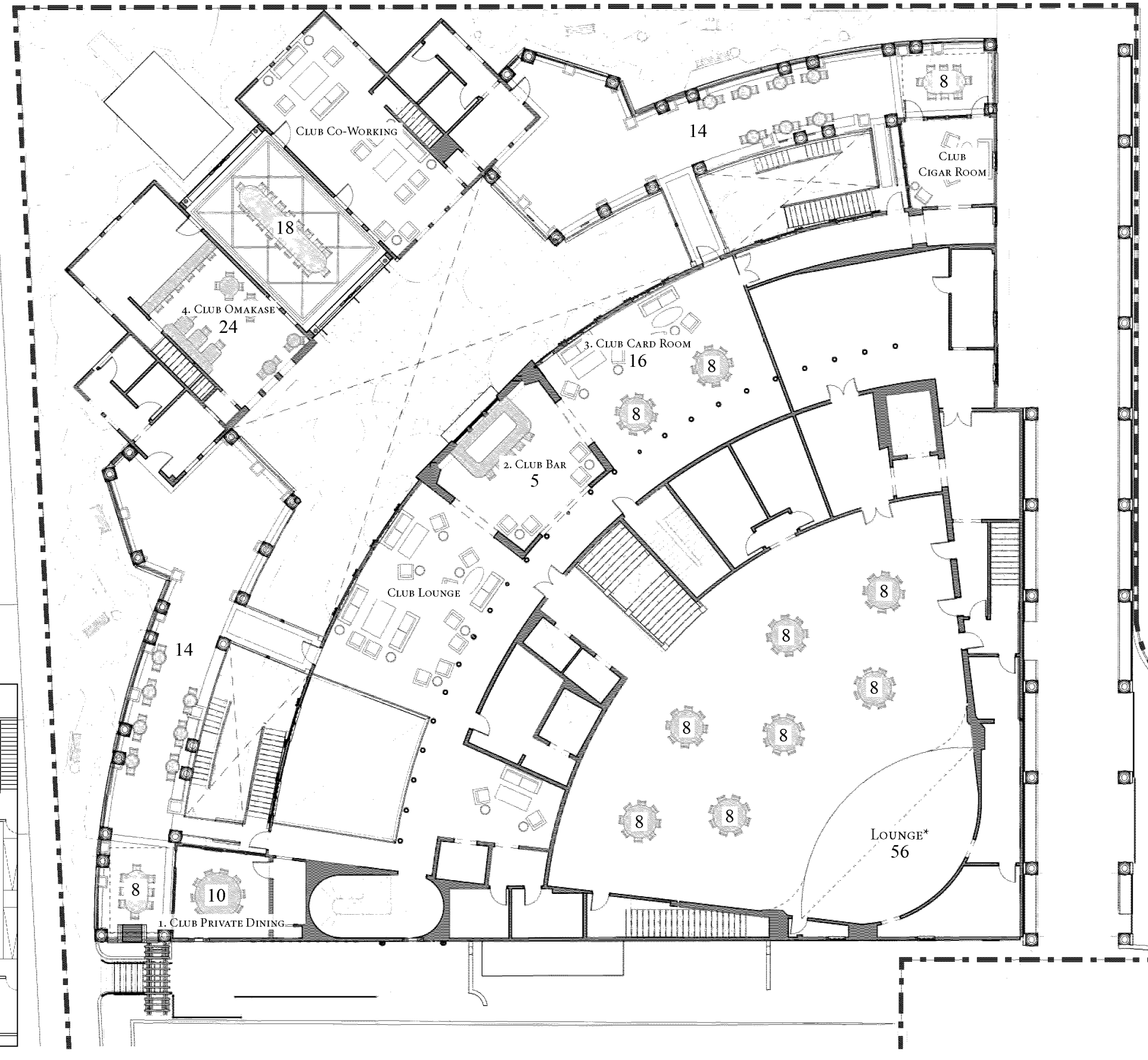
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C-8.1

TC Development Review Meeting Backup 7-10-2024





LEGEND

Club Dining (55)
1. Club Private Dining (10)
2. Club Bar (5)
3. Club Card Room (16)
4. Club Omakase (24)

Lounge (56)

Club Dining Outdoor Seating (62)

2nd fl total:
173 seats

TOTAL PROPOSED:
363 seats

PROPOSED DINING SEATING PLAN - SECOND FLOOR (LOUNGE)

SCALE: 1" = 20'
0' 20' 20'
N

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

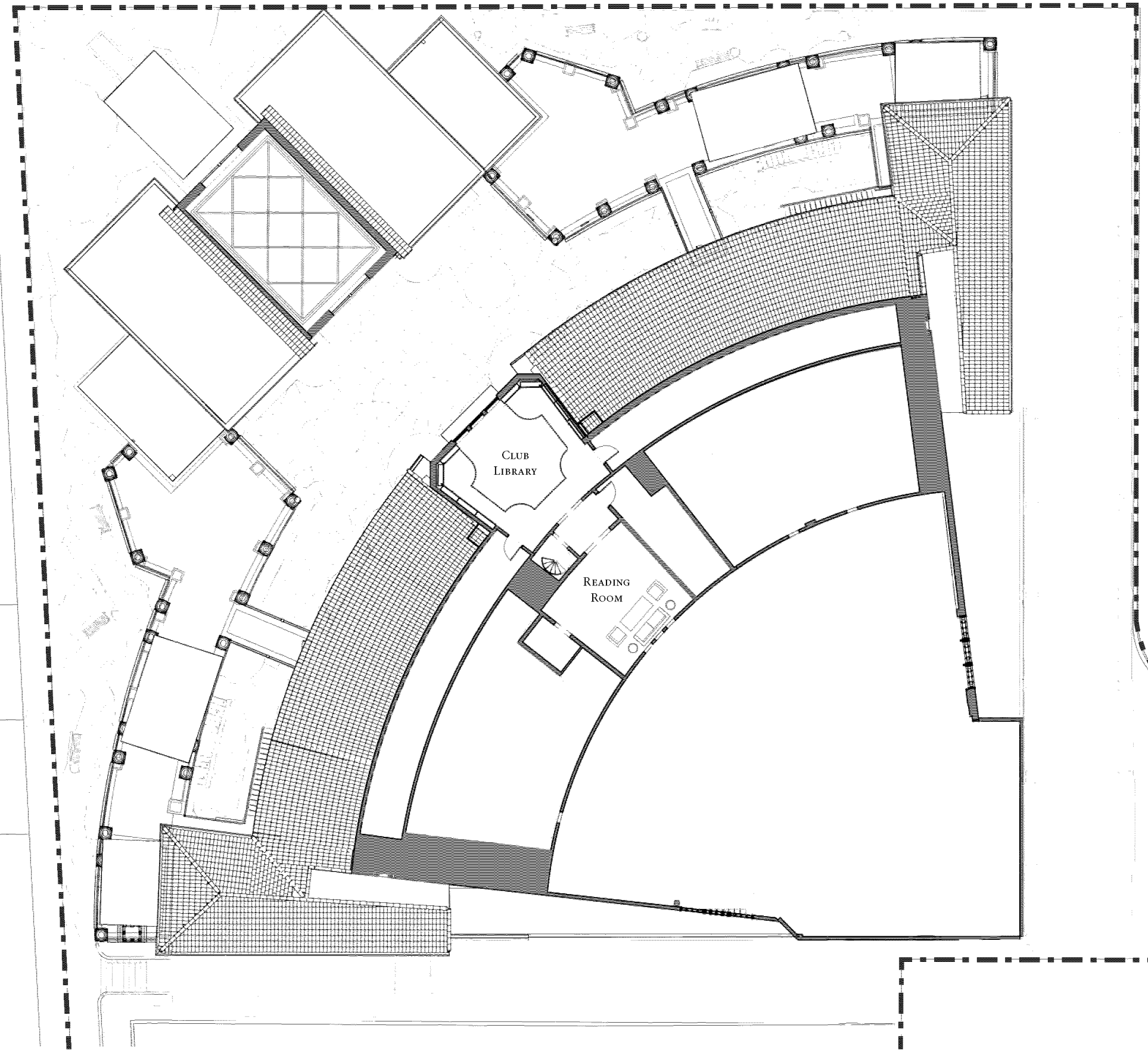
RAMSA
ROBERT A.M. STERN ARCHITECTS
One Park Avenue, New York, NY 10016
T. (212) 967-5100

Stantec
One Biscayne Tower 1670
2 South Biscayne Boulevard Miami, Fl 33131
T. (305) 482-8700
Stantec Architecture Inc. - AA26000733 Elvira Freire-Santamaria LIc. # AR95213

STATE OF FLORIDA
ELVIRA FREIRE-SANTAMARIA
AR95213
REGISTERED ARCHITECT

05/31/24
REVISIONS

C-8.2



LEGEND

CLUB

3RD FL TOTAL:
0 SEATS

TOTAL PROPOSED:
363 SEATS

PROPOSED DINING SEATING PLAN - THIRD FLOOR

SCALE: 1" = 20'
0' 20' 20'
N

RAMSA
ROBERT A.M. STERN ARCHITECTS
One Park Avenue, New York, NY 10016
T. (212) 967-5100

Stantec
One Biscayne Tower 1670
2 South Biscayne Boulevard Miami, Fl 33131
T. (305) 482-8700
Stantec Architecture Inc. - AA26000733 Elvira Freire-Santomarco Llc. # AR95213

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

STATE OF FLORIDA
ELVIRA FREIRE-SANTOMARCO
AR95213
REGISTERED ARCHITECT

05/31/24
REVISIONS

C-8.3

DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

_WEG PARAMOUNT, LLC

and

LW HOSPITALITY, LLC

_____

_____, 202___

DECLARATION OF USE AGREEMENT

THIS DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this _____ day of _____ 202___ by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter called "Town") and WEG PARMAMOUNT, LLC (hereinafter called "Owner", and LW HOSPITALITY, LLC (hereinafter "Operator") which terms "Town" and "Owner" and "Operator" will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

WITNESSETH:

WHEREAS, the land described in Exhibit "A" attached hereto and made a part hereof (hereinafter referred to as the "Land" or " Club Location") is located within the municipal limits of the Town; and

WHEREAS, the Club Location falls within the Town's C-TS Zoning District; and

WHEREAS, the Town Council conditionally approved Application Number ZON-23-020 on _____, 202___ which granted an application for special exception, site plan review and variances to permit a private club use in the C-TS zoning district _____
_____
_____; and

WHEREAS, all of the representations made herein are true and accurate and the approval of the Special Exceptions / Site Plans / Variances are conditioned upon the representations made herein and all of the conditions herein imposed; and

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed as follows:

ARTICLE I
RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof.

ARTICLE II
REPRESENTATION OF AUTHORITY

Owner and Operator full right to enter into this Agreement and to bind the [Space, Building, Land] and itself to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Land in accordance with the terms and conditions of this Agreement. No consent to execution, delivery and performance hereunder is required from any person, partner, limited partner, creditor, investor, judicial or administrative body, governmental authority, or other party other than any such consent which already has been unconditionally given or referenced herein. The execution of this Agreement or the consummation of the transactions contemplated herein will not violate any restriction, court order or agreement to which the Club or Land are subject.

ARTICLE III
[TYPE OF] USE

The private club use that is the subject of this Agreement shall be as set forth in the application submitted to the Town as ZON-23-020 and approved by the Town Council on _____, 202___ as the same may be amended from time to time (hereinafter referred to as the "Approval").

ARTICLE IV
CONDITIONS

The approval shall be based upon the following conditions [Check those Conditions that are applicable and propose language and metrics to complete each Condition checked]:

[CONTINUED NONCONFORMING USE / ACCESSORY USES:]

- ___X____The project was approved for the continued operation of a private club and church use. The following licenses shall be required to be applied for, reviewed, and approved annually: valet parking and business tax receipt.

[OCCUPANCY / MEMBERSHIP:]

- ___X____The maximum membership shall be 475 members regardless of designation and whether or not dues paying. At least 50% of the members shall consist of individuals who are "town-persons" as defined in the Town's Code. The Club is required to provide proof of town-serving compliance on an annual basis and per the Town's code.

- ___X____The maximum occupancy shall be as follows:

  Monday through Friday

  7:00 AM to 11:00 AM – 150 people
  11:00 AM t0 2:00 PM – 250 people

2:00 PM to 5:30 PM – 150 people
5:30 PM to close – 412 people

Saturday

7:00 AM to close – 412 people

Sunday

No club operations before 11 AM
Church service for 200 people until 11 AM
11:00 AM to close – 412 people

The Club will return to Town Council after a period of 12 months of operation to review the aforementioned occupancy limits. Maximum occupancy shall not include employees. All guests and members must register at the Club upon entry and the occupancy registry will be made available for inspection by the Town upon request.

[HOURS:]

- ___X____ The Club shall be located at 139 N. County Road. The hours of club operation will be as follows:

  Monday through Thursday

  7:00 AM to 12:00 AM

  Friday & Saturday

  7:00 AM to 1:00 AM

  Sunday

  11:00 AM to 11:00 PM

  All members and guests will be required to exit the Club by closing time. Church services will take place only on Sunday mornings while the club is closed.

- ____X___The Club shall be allowed to remain open until 2:00 AM on New Year's Eve. The Club will be required to hire three (3) off duty police officers on New Year's Eve, unless an alternative arrangement is recommended by the Town police. A minimum of eight (8) valets shall be required for events and on New Year's Eve. Maximum occupancy for New Year's Eve shall be 475 persons, excluding employees.

- ___X____As shown in the hour-by-hour seating plan, all food and beverage service shall close to members and guests no later than the following:

Monday through Thursday

10:30 PM (food service)
12:00 AM (beverage service)

Friday & Saturday

11:00 PM (food service)
1:00 AM (beverage service)

Sunday

11:00 PM (food service)
11:00 PM (beverage service)

[FOOD & BEVERAGE SERVICE / NUMBER OF SEATS:]

- ___X____There will be no dinner reservations made earlier than 5:30 PM.

- ____X___Breakfast seating shall be limited to 150 seats. The lunch seating shall be limited to 250 seats. The total seats utilized after 5:30 PM shall not exceed 363.

- ___X____As stated in the hour-by-hour seating chart (the "hour-by-hour seating plan") attached as part of Exhibit "B," no more than 363 seats for food and beverage service to members and guests shall be open at any given time. A copy of this Agreement and the approved hour-by-hour seating plan shall be maintained on site at all times and made available for inspection by the Town, on request by a Town official. Notwithstanding anything to the contrary in this Agreement, during inclement weather, seats may be moved from the outside areas to indoor restaurant and bar areas as long as the 363 seat limitation is not exceeded.

[BUILDING:]

- ___X____The main entrance to the Club shall be through the Valet Lobby, located at the south entrance to the existing building.

- ___X____No Club guests, or other social or leisure activity or entertainment of any kind will be permitted on the roof of the Club, the function room roof, or other accessory building roofs, except for the existing second-story terraces.

- ___X____The Club shall provide state of the art exhaust vents and scrubbers and shall have them cleaned on a weekly basis.

[NOISE:]

- ___X____Any violation of the noise ordinance as verified by a Town official shall be deemed a violation of this Agreement.

[MUSIC / SOUND / D.J.'S:]

- ___X____The only amplified music allowed in the outdoor Club area shall be background music played via the Club custom-designed sound system that governs volume.

- ____X___When live musicians perform in the Club, the use of all live instruments shall end no later than 11:30 PM.

- ____X___Inside the main theater building, live and recorded music (including, without limitation, music played by a DJ) is permitted. Operator shall take such steps to prevent music being played from being heard by neighbors outside the building.

[PARKING:]

- ___X____It is the intent of this Agreement to preserve the residential character of the neighborhood and to not allow members and guests of the Club to park on Sunrise Ave., N County Road, Sunset Ave., which shall be enforced through the rulebook of the Club, which will not only state that prohibition, but also include penalties. All Club members will be instructed to a) use the Club provided valet when visiting the Club. The Club will issue periodic reminders to Club members of this policy.

- ____X___After 5:30 PM all vehicular pick-up and drop-off of all Club members, guests, and employees, (including car services, taxis, and private vehicles) must occur at the same location as the valet pick up and drop off stands provided that car services and taxis may drop off and pick up on N County Road. Club Members, valets, and employees will be instructed that vehicular pick-up and drop-off of Club members, guests and employees is expressly prohibited from occurring at 139 N County Road. Valet parking shall with the valet parking plan attached hereto as Exhibit "B."

- ___X____ Club employees who drive to work shall be required to park off island and will be shuttled to the property by the Operator.

- ____X___Off-Street Parking and Loading, of the Town Code of Ordinances. The Owner shall inform the Town in writing of the off-site parking location(s) outside the Town's jurisdiction. It shall be the Owner's responsibility to immediately inform the Town in writing of the loss of said parking area and make arrangements for the necessary approval(s) for alternate locations(s). Failure to insure that the off-site location is allowed by the jurisdiction in which said parking is located, or the loss of said parking may result in a reduction in dining room seating. That determination will be made by the Town

Council at the earliest Town Council meeting after the Town becomes aware of the situation.

[VALET SERVICES:]

- ___X____Valet parking is required during all operating hours until closing. The valet stand shall be located as shown on the valet parking plan attached hereto.

- ____X___The Club will provide 55 supplemental off-street parking spaces at 40 Cocoanut Row, as shown on the attached valet parking plan.

- ____X___The Club shall obtain and maintain a valet parking permit for their valet stand. A minimum of five (5) valets shall be on duty from 5:30 PM to closing at 1:00 AM, Thursday to Saturday, and a minimum of four (4) valets shall be on duty from 5:30 PM to closing at 1:00 AM, Sunday to Wednesday. The number of valets may be modified by the Police Department should it be determined that more or fewer valets are required to manage the Club's parking.

- ____X___Valet parking shall be operated in accordance with the valet circulation plan dated March 13, 2024, prepared by Kimley Horn and Associates.

- ___X____All parking at the Club shall be valet managed with a valet parking permit approved by the Town Police Chief. Valet parking shall not be permitted on N County Road or Sunrise Avenue. If it is determined by the Town Manager, or his designee, that the valet parking operation at the Club is not working properly, the Town has the right to require measures as deemed necessary, including additional valet parking personnel or special duty officer(s), to resolve the issue(s). Further, the Town Council has the ability to place on their monthly agenda a discussion and resolution of any confirmed parking problem and/or requested parking revision, made by either the Town or the Owner, for a period of three (3) years, which will begin on the date the certificate of occupancy is issued for the Club.

- ___X____The Owner or Operator shall maintain a parking agreement for the use of a combined total of fifty-five (55) off-site valet parking spaces at 40 Cocoanut Row. If the reserved valet parking spaces become unavailable, either the Owner or Operator shall notify the Director of Planning and Zoning within three business days after the spaces become unavailable.

- ____X___Valet parking is required to be available for Club guests and food and beverage guests during all hours that the Club is open to the public for food and beverage service.

[DELIVERIES:]

- ___X____The Club shall instruct its delivery services to function without using N County Road. The Club Operator shall instruct its delivery services to use the commercial loading

zones at Sunrise Ave. There shall be no Club deliveries or vendor services before 8:00 AM.

- ___X____Off-Street Parking and Loading, of the Town Code of Ordinances. The Owner shall inform the Town in writing of the off-site parking location(s) outside the Town's jurisdiction. It shall be the Owner's responsibility to immediately inform the Town in writing of the loss of said parking area and make arrangements for the necessary approval(s) for alternate locations(s). Failure to ensure that the off-site location is allowed by the jurisdiction in which said parking is located, or the loss of said parking may result in a reduction in dining room seating. That determination will be made by the Town Council at the earliest Town Council meeting after the Town becomes aware of the situation.

- ___X____Commercial delivery services will be instructed to use the delivery location at the rear of the building.

[GARBAGE:]

- ___X____All trash shall be stored inside the Club and will not be taken to the dumpster until after 8:00 AM the following day.

- ____X___All trash shall be stored in the indoor trash room inside the Club daily and not taken to the outdoor rubbish receptacle until after 8:00 AM. the following day.

- ___X____All lights in the Parking lot shall be low level so that they shine downward and do not produce any light or glare which would adversely affect surrounding properties.

[SCREENING:]

- ___X____A privacy landscape buffer shall be installed and maintained on the Club property line as shown on the Landscape Plans by Nievera Williams.

[UTILITY EASEMENT:]

- __X_____Prior to the issuance of a building permit, the property owner voluntarily commits to either provide a recorded utility easement or an easement agreement satisfactory to the Town that ensures a recorded easement will be granted, if necessary, to underground utilities in the area.

[MAINTENANCE:]

- ___X____Maintenance Provisions:

  ____X___All buildings and improvements shall be maintained in a first-class condition, especially as to the exterior appearance. Painting and other exterior maintenance shall be periodically performed as reasonably required. No excessive and/or unsightly mildew, rust deposits, dirt, graffiti, or deterioration shall be

permitted to accumulate on any building or other improvement. The glass in windows and in glass sliding doors shall not be cracked or broken. Building openings shall not be boarded up. Foundations, exterior walls, and roofs shall be weather-tight and shall be maintained in good repair. All appurtenances to any structure, such as awnings, shutters, doors, rails, and light fixtures shall be securely attached and in working condition, and shall not be broken, hanging loose, or falling away from the structure. All walls and fences shall be maintained in good repair and in an upright condition and shall be free from graffiti, or broken, cracked, or leaning sections, or loose component pieces.

___X____All landscaping within the Land shall be regularly maintained with proper horticultural and arboricultural practices, including without limitation such replanting and, as is from time to time necessary, mowing, trimming, fertilization, and weed, insect, and disease control. All dead or diseased sod, trees, plants, shrubs, or flowers shall be promptly replaced.

___X____Maintenance or other actions reasonably required by the Town to meet the forgoing Maintenance Provisions in Paragraph 21 shall be commenced and completed within a commercially reasonable time period as determined by the Town Director of Planning, Zoning, and Building Department within the exclusive reasonable exercise of his or her discretion, and a failure to maintain or take other curative action as so reasonably required shall be subject to being treated by the Town as a violation of the terms and conditions of this Agreement. The Maintenance Provisions of this Declaration of Use Agreement provide the Town with supplemental means to assure that the buildings and improvements on the Land are maintained and shall not create any obligation on the Town (or its officials, officers, or employees) to conduct such maintenance or enforce the Maintenance Provisions of this Declaration of Use Agreement. Further, the Maintenance Provisions of this Declaration of Use Agreement shall not prevent the Town from enforcing any building or structure maintenance or appearance law or regulation the Town may currently enforce, or that may from time to time become applicable in the future.

[CONSTRUCTION MANAGEMENT AGREEMENT:]

- ___X____The Club shall enter into a Construction Management Agreement prior to the issuance of a building permit.

- ___X____The demolition and construction contemplated by the Approval shall be conducted pursuant to the Construction Management Agreement(s) entered into between the Club Owners and Town prior to the issuance of a building permit for said demolition or construction.

[RETURN TO TOWN COUNCIL:]

- __X_____ Club shall return to the Town Council after twelve (12) months of operation

during the period from November 1 through April 30 to review the list of conditions and compliance. The Club is prohibited from seeking revision(s) to this Agreement for a period of one (1) year following the date of _____ opening with the sole exception of a requested relocation of the valet stand and/or parking facility. Any future requested revisions to this Agreement will require at least 45 days notice to all property owners within a 750-foot radius.

- ____X____If there are more than three verified complaints regarding noise or activities beyond the scope of this Agreement in the _____ area, the use of the subject area shall cease and the applicant shall return to the next regularly scheduled Town Council meeting to address said complaints.

- ___X____No sooner than three (3) months from the date of certificate of occupancy, the Owner or Town can come back to the Town Council to determine if the seating is working and to address any issues.

[COMPLIANCE:]

- ___X____The Town shall have the right to conduct inspections on the Buildings and Land on a periodic basis to ascertain compliance with this Agreement. Failure to allow an inspection by the Town will constitute a violation of this Agreement.

- ____X___The Owner or Operator shall provide an affidavit of compliance each year at the time of renewal of the business tax receipt.

ARTICLE V
VOLUNTARY AGREEMENT

The Club agrees to be bound by the terms and conditions in this Agreement and waives any legal objection it might otherwise have to said terms and conditions or parts thereof.

ARTICLE VI
REMEDIES FOR VIOLATION

1. Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to the Club and the Club's representative of said violation(s) and the date upon which said violations(s) shall be corrected, Club or Club's successor or assigns shall pay to the TOWN a liquidated amount of $2,000 per violation. Said liquidated amount shall accrue on a per day basis for each day a violation of this agreement exists. In addition, in the event a violation remains uncorrected beyond the date noticed for correction by the Director of the Planning, Zoning and Building Department, this Agreement may be reconsidered by the Town Council at a future meeting upon thirty days notification to the owner. The Town Council may, upon a finding of violation, alter this Agreement or rescind the approval of the use.

In the event Club disputes the determination of the Director of Planning, Zoning and Building Department of the violation of the conditions of this Agreement, or in the event the Club disputes any code violation, Club may appeal the determination of the Director of the Planning, Zoning and Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days following the written notice of violation.

2. The Town shall have all remedies available at law and equity in order to enforce the terms of this Agreement including but not limited to (a) the Town's code enforcement procedures; (b) all remedies otherwise offered in the Town's Code of Ordinances; and (c) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County for the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this Agreement. Additionally, in the event of any breach, default, or non-performance of this Agreement, or any of its covenants, agreements, terms or conditions, the Town shall be entitled to recover its costs, expenses, and reasonable attorney's fees insofar as the Town prevails, either before or as a result of litigation, including appeals.

ARTICLE VII
PROVISIONS TO RUN WITH THE APPROVAL ONLY

This Agreement shall NOT run with the Land and shall be binding upon the Club only and shall terminate upon the termination of the Club's business tax receipt for operation of a private club , or rescission of the Approval. . This Agreement shall be recorded by the Club in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

ARTICLE VIII
ENTIRE AGREEMENT

This Agreement represents the entire agreement between the parties as to its subject matter and it may not be amended except by written agreement executed by both parties.

ARTICLE IX
EFFECTIVE DATE

The Effective Date of this Agreement shall be the day upon which this Agreement is executed by the last party to sign the Agreement.

ARTICLE X
MISCELLANEOUS PROVISIONS

Wherever the word "laws" appears in this Agreement, it shall be deemed to include

all ordinances, rules, and regulations as well as laws of the appropriate governmental authorities.

All references in this Agreement to times of a day are stated in terms of Eastern Standard Time, i.e., whichever of Eastern Standard Time or Eastern Daylight Time may be in effect at the time. The word "day" in this Agreement means any period beginning when the time of day is midnight and ending on the next later occasion when the time of day is midnight.

This Agreement may not be amended except by written instrument signed by all parties.
hereto.

Paragraph headings are inserted for convenience only and shall not be read to enlarge, construe, restrict or modify the provisions hereof. All references to numbered or lettered paragraphs, subparagraphs and exhibits refer (unless the context indicates otherwise) to paragraphs and subparagraphs of this Agreement and to exhibits attached hereto, which exhibits are by this reference made a part hereof.

In the event of the invalidity of any provision of this Agreement, same shall be deemed stricken from this Agreement shall continue in full force and effect as if such invalid provision were never a part hereof.

This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals the day and year first above.

[Signatures, Notary, and Exhibits to follow]

EXHIBIT "A"

LEGAL DESCRIPTION

LOTS 164 THROUGH 172, LESS THE WEST 15 FEET OF LOTS 166 THROUGH 172, INCLUSIVE, OF THE PLAT OF FLORAL PARK, A SUBDIVISION IN THE TOWN OF PALM BEACH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, AT PAGE 6, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.AND LOTS 14 AND 15 (EXCEPTING THAT PORTION OF LOT 14, WHICH LIES WEST OF A LINE PARALLEL WITH AND 30 FEET FROM THE CENTERLINE OF COUNTY ROAD), OF SUNRISE AVE. ADDITION, PALM BEACH, FLORIDA, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 7, AT PAGE 62, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.AND THE FOLLOWING PORTION OF LOT 16 OF SUNRISE AVE. ADDITION, PALM BEACH, FLORIDA, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 7, AT PAGE 62, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA:BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 16; THENCE NORTH 89° 56' 55" EAST ALONG THE SOUTH LINE OF SAID LOT 16 (THE WEST LINE OF SAID LOT 16 IS ASSUMED TO BEAR NORTH 00° 00' 00" EAST AND ALL OTHER BEARINGS ARE RELATIVE THERETO), A DISTANCE OF 49.38 FEET TO A POINT; THENCE NORTH 00° 04' 39" WEST, A DISTANCE OF 46.40 FEET TO A POINT ON THE SOUTH FACE OF A 6.00 FEET HIGH CONCRETE WALL; THENCE NORTH 89° 25' 25" WEST ALONG SAID SOUTH FACE,A DISTANCE OF 21.28 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 12.00 FEET, AND A CENTRAL ANGLE OF 89° 11' 01"; THENCE WESTERLY AND NORTHERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF18.68 FEET TO THE POINT OF TANGENCY AND THE WEST FACE OF SAID WALL; THENCE NORTH 00° 14' 24" WEST, ALONG SAID FACE AND THE NORTHERLY EXTENSION THEREOF, A DISTANCE OF 107.78 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 16; THENCE NORTH 90° 00' 00" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 16.16 FEET TO THE NORTHWEST CORNER OF SAID LOT 16; THENCE SOUTH 00° 00' 00" EAST ALONG THE WEST LINE OF SAID LOT 16, A DISTANCE OF 166.38 FEET TO THE SOUTHWEST CORNER OF SAID LOT 16 AND THE POINT OF BEGINNING.

EXHIBIT “B”

VALET OPERATIONAL ANALYSIS

The redeveloped site is proposed to include valet operations for the private club. Following is a review of the proposed valet routing, anticipated queuing and pick-up/drop-off operations.

Private Club Valet Operations:

The valet stand for the private club on site is to be located within the surface parking lot. Vehicular access and circulation is illustrated in Figure 7 and is described below. The valet will be in continuous operation during the hours in which the club is in operation.

Club Occupancy by Time-of-Day

Following is the anticipated maximum occupant load for private club operations throughout the day. Note that the "typical" occupant load is anticipated to be lower than these numbers; for clarification, these numbers represent maximum anticipated occupant load during those time periods:

Weekday

7:00 AM – 11:00 AM: 150 occupants

11:00 AM – 3:00 PM: 250 occupants

3:00 PM – 5:00 PM: 150 occupants

5:00 PM – Close: 412 occupants

Weekend

Open – Close: 412 occupants

Valet Route

Patron arrival: Patron vehicles will arrive via the Sunset Avenue driveway on the south side of the site and then proceed north and then west to the valet stand. At the valet stand, the patron will exit the vehicle and the valet operator will proceed to park the vehicle within the valet parking lot. (see routes outlined in in Figure 8).

Because of the reduced occupancy load before 5 PM on weekdays, the on-site parking supply is anticipated to accommodate valet needs onsite during that time period. After 5:30 PM on weekdays and after 2:30 PM on weekends, supplemental parking will be available in an off-site lot located at 40 Cocoanut Row. Figure 9 illustrates the supplemental route to this off-site location.

Patron departure: The valet operator will retrieve the patron vehicle from parking area to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the parking lot to the north side of the property to exit onto Sunrise Avenue (see routes outlined in Figure 10).

Figure 11 illustrates the supplemental route from the off-site location that may be in use after 5:30 PM on weekdays and after 2:30 PM on weekends.

Valet Queuing Calculations

Calculations have been undertaken for each of the occupancy scenarios defined above (150 occupants, 250 occupants, 412 occupants) and are included in Tables A-1, A-2 and A-3 in the Appendix. Following is further detail of the calculations undertaken for the 412-person scenario.

Queue length calculation: The anticipated queue length at the valet stand was calculated using the following assumptions and data:

Peak hour vehicles (from trip generation calculations): *PM peak hour (115 vph, inbound: 77 vph, outbound: 38 vph)*

Percent valet: *100%*

Assumed average vehicle dwell time for passenger loading/unloading: *60 seconds / vehicle*

Number of valet positions used for patron loading/unloading: *3 valet positions*

Calculations are provided in the attached Table A -1. As noted in that table, the 95th percentile valet queue calculations result in the following:

Total (412-person scenario): 5.484 vehicles

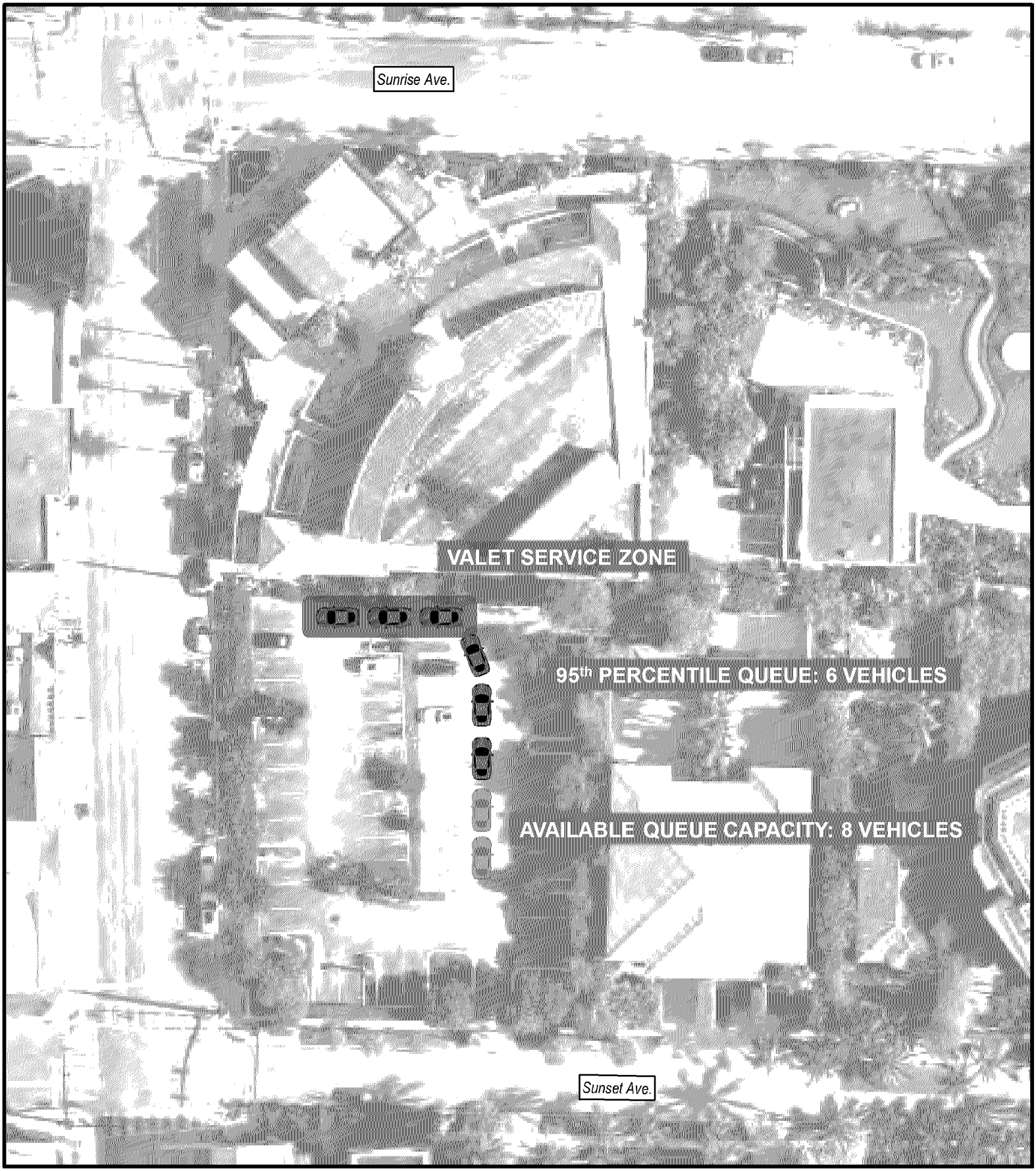
Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be six vehicles or fewer. The area adjacent to the valet stand can accommodate the six vehicles being serviced at a time without affecting operations on Sunset Avenue for entering vehicles. Note that all club patrons would be required to use valet parking (no self-parking allowed). Parking is provided on site within the surface parking lots, as shown in Figure 7.

Additionally, as included in Tables A-2 and A-3, calculations have also been undertaken for the 150-person occupancy and the 250-person occupancy scenarios, respectively. The 95th percentile queuing was calculated as the following for each scenario:

150-persons: 2 vehicles

250-persons: 5 vehicles

Note that, in all scenarios, the input includes a calculation of the number of valet positions in continuous use at the valet stand. This does not represent the total number of valet attendants who are working at that point in time; there may be more attendants on constant rotation at each valet position (e.g., two attendants physically present at the stand while two or more attendants are in process parking or retrieving vehicles).



NORTH

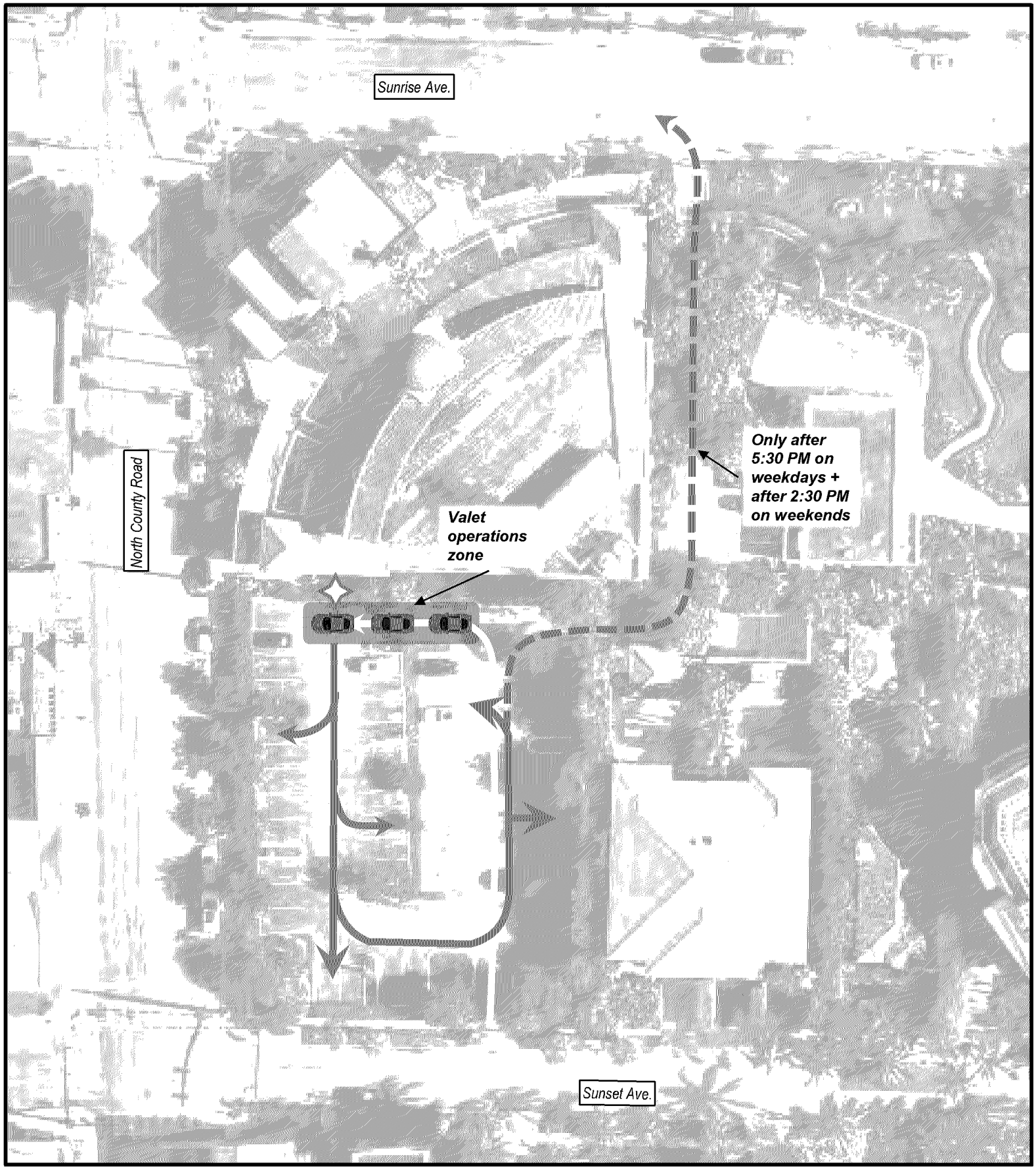
LEGEND

Vehicle Queue

Valet Service Zone

FIGURE 7
Paramount Palm Beach
KH #241020000
Valet Parking Operations

Kimley»Horn



NORTH

LEGEND

Patron Arrival

Valet Route to Parking

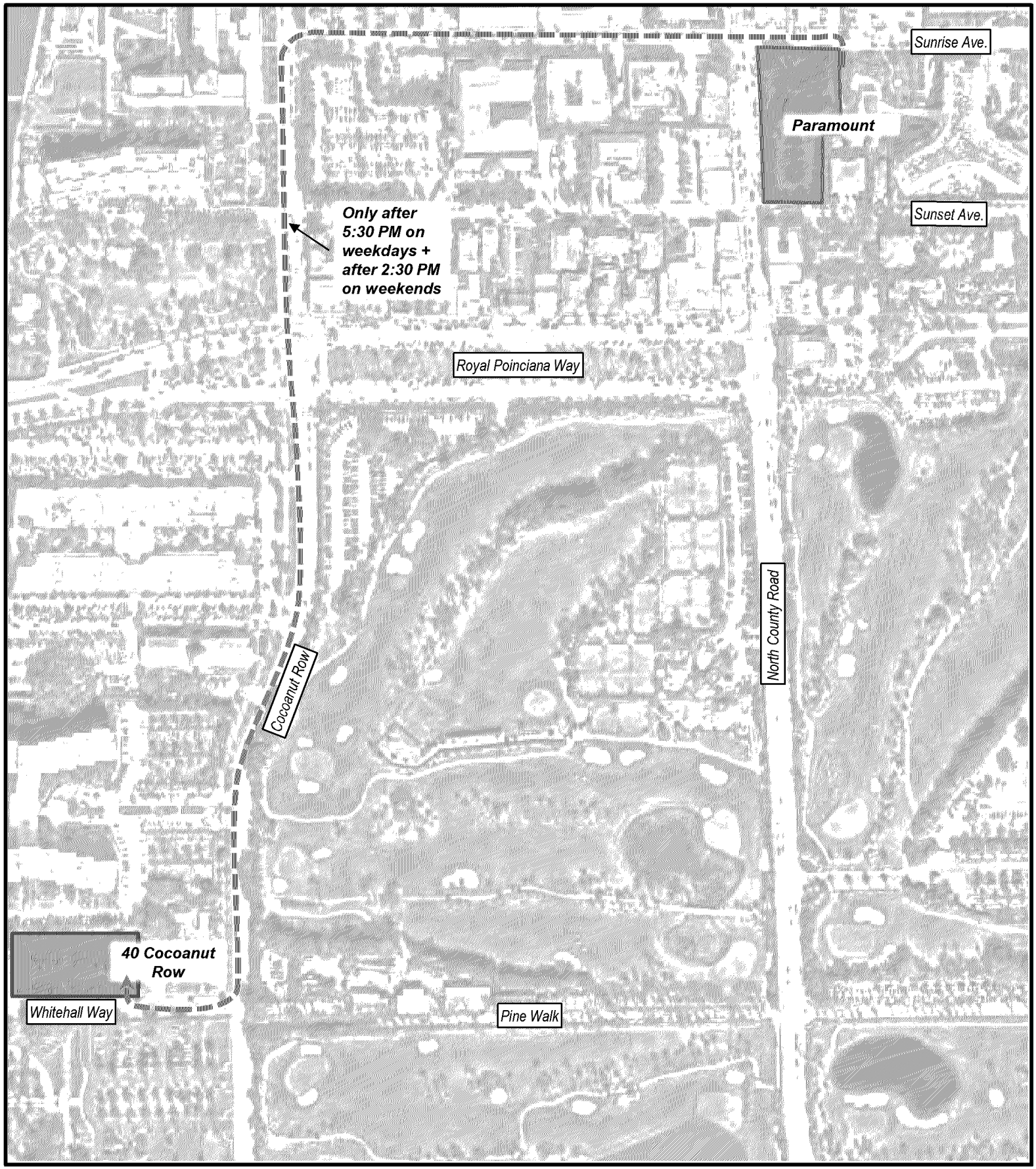
Valet Stand

FIGURE 8

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON ARRIVAL



NORTH

LEGEND

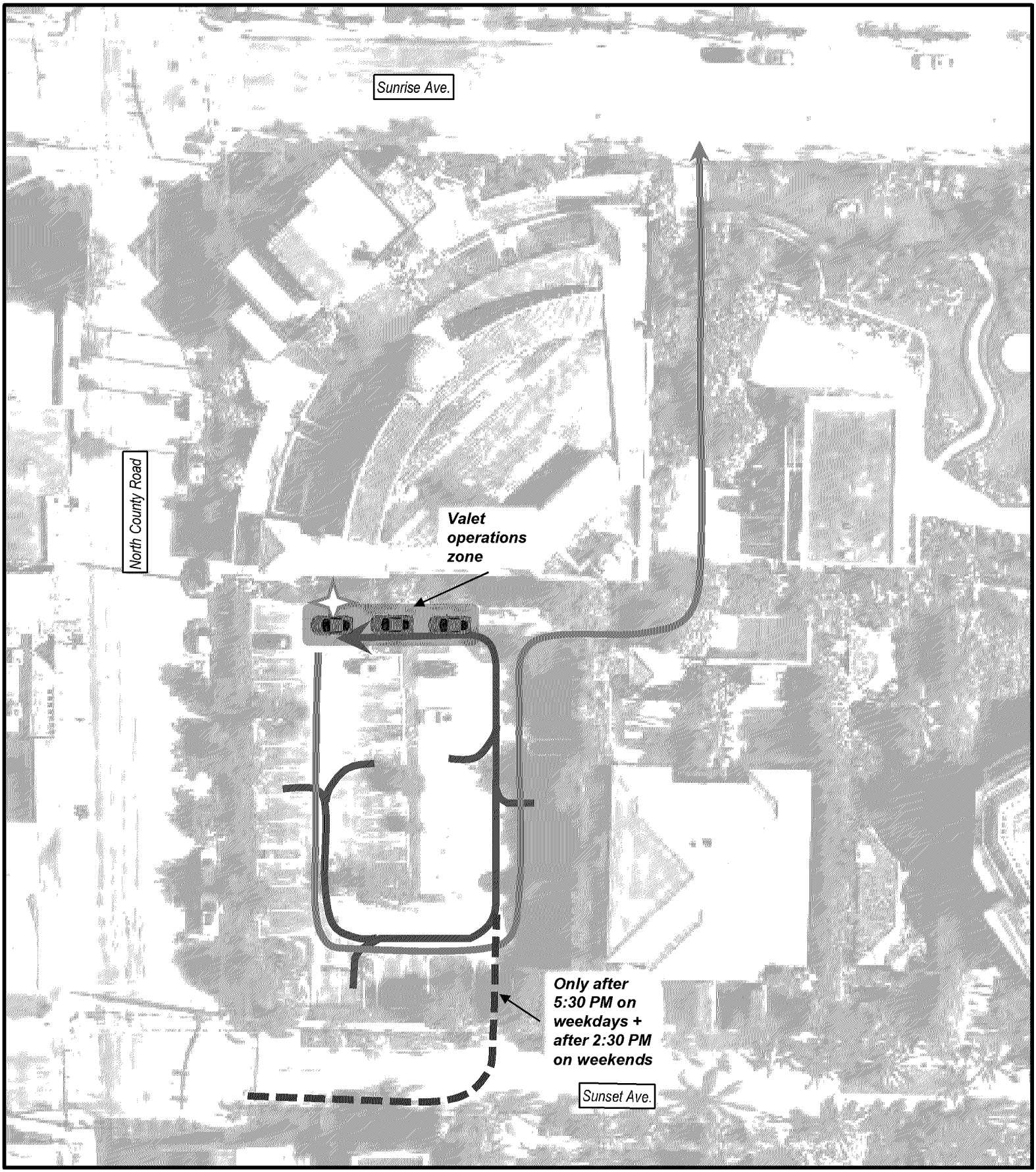
Valet Route to Off-Site Parking (only after 5:30 PM on weekdays and 2:30 PM on weekends)

FIGURE 9

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON ARRIVAL -- OFFSITE



NORTH

LEGEND

- Patron Departure
- Valet Route From Parking
- Valet Stand

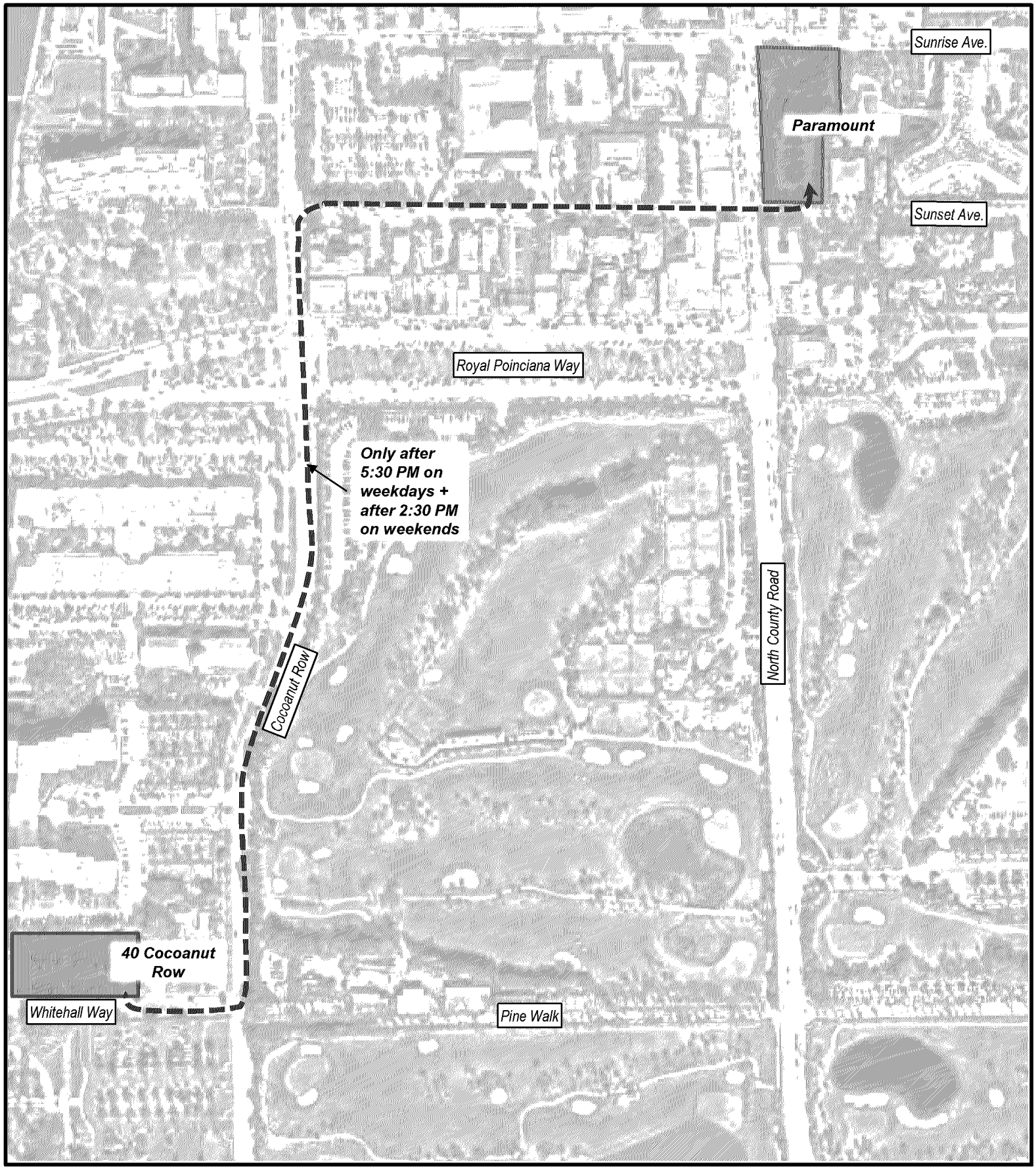
FIGURE 10

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON DEPARTURE

Kimley»Horn



NORTH

LEGEND

Valet Route from Off-Site Parking (only after 5:30 PM on weekdays and 2:30 PM on weekends)

FIGURE 11

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON DEPARTURE – OFFSITE

Kimley»Horn

CONCLUSION

Kimley-Horn and Associates, Inc. has prepared a traffic study to evaluate the potential impact of redevelopment for the project site located at 139 North County Road in Palm Beach, Florida. The site currently contains 9,683 square feet of general retail space, 14,745 square feet of general office space, and a 2,205 square foot place of worship. The proposed plan of redevelopment includes renovating the existing uses on site and will result in a final development program of a 475-member private club, with maximum occupancy on site of 412 people.

The analysis conservatively evaluates the proposed use as a "Fine Dining" restaurant. This resulted in evaluating the site as generating 77 inbound peak hour trips and 38 outbound trips during the weekday PM peak hour. Based upon extrapolating actual count data from the Carriage House as provided to the Town of Palm Beach, a private club use that can accommodate 412 occupants is assumed to generate 11 inbound trips and 4 outbound trips during the PM peak hour. Even with the more conservative "Fine Dining" trip generation rates used in the analysis, the site meets the TPS requirements defined in Article 12 of the Palm Beach County Unified Land Development Code, and the intersections meet the Town's LOS standards. The analysis according to the Town's comprehensive plan requirements shows that the site meets LOS D two-way standards on the adjacent transportation network except for the link of Bradley Place north of Royal Poinciana Way, which is a background deficiency.

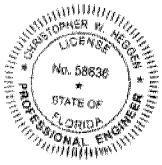
In addition, a valet operations evaluation was conducted for the private club use. The queuing area provided is anticipated to accommodate the demand for the site without queues spilling out of the property. Valet parking needs are anticipated to be accommodated on site during typical weekday conditions. After 5:30 PM on weekdays and after 2:30 PM on weekends, additional valet parking can be provided at the off-site location at 40 Cocoanut Row, illustrated in the figures contained in this report.

Please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer



This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Christopher W Heggen
2024.05.31
12:58:43 -04'00'

Florida Registration
Number 58636

Registry No. 35106

Attachments

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Kimley»Horn

September 8, 2023
Revised November 20, 2023
Revised March 12, 2024
Revised June 7, 2024

Mr. Lester Woerner
WEG Paramount LLC
139 N County Road
Palm Beach, FL 33480

RE: Paramount Theater – Parking Requirement Evaluation
Palm Beach, Florida
Kimley-Horn # 241020000

Dear Lester:

Kimley-Horn and Associates, Inc. has conducted a review and calculation to identify the overall future parking supply requirement for the proposed redevelopment of the Paramount site, located at 139 North County Road in Palm Beach, Florida.

For this evaluation, the parking requirements for the existing uses and proposed uses have each been calculated, in order to determine total parking required for the site by the Town's Code of Ordinances. Below is a summary of the evaluation.

Existing Site Development

Section 134-2176 of the Town's Code of Ordinances defines the parking requirements based on use. Table 1 provides a summary of the required parking supply for the existing uses on site.

Table 1 – Existing Use Parking Supply Requirement

Use	Size	Town Code Requirement	Code Parking (spaces)
Retail	9,683 SF	1 space / 200 SF	48.4
Office	14,745 SF	1 space / 250 SF	59
Church	2,205 SF	1 space / 4 permanent seats *	26.25
TOTAL			**133.65**

*105 seats provided for church use

The current supply provided on site is 46 parking spaces.

Proposed Site Development

Table 2 has been prepared to determine the required parking supply for the proposed uses on site based upon Section 134-2176 of the Town's Code of Ordinances.

Table 2 – Proposed Use Parking Supply Requirement

Use	Size	Town Code Requirement	Code Parking (spaces)
Social Club	475 members *	1 space / 4 members	118.75
TOTAL			**118.75**

*Note that maximum occupancy proposed is lower than total members proposed

Section 134-2175(d) of the Code of Ordinances defines the Town's principle of equivalency as it relates to existing non-conformities in parking supply in comparison to Code requirements. The provisions in the Code are the following:

> *(d) The principle of equivalency for evaluating off-street parking in existing uses is as follows:*
>
> > *(1) Definition of principle of equivalency as applied to the schedule of off-street parking requirements. The principal of equivalency, as it relates to the schedule of off-street parking requirements, shall be defined as an automobile parking space required by section 134-2176 for establishing an inventory of automobile parking spaces for a conforming or nonconforming use of an existing building, or structure or use, for the purpose of determining the net off-street parking requirement for the establishment of a proposed new use to be permitted in the building, or structure or use.*
> >
> > *(2) In evaluating off-street parking for existing uses, the principle of equivalency shall be applied when the use or occupancy of an existing building is being changed to a new use or occupancy having a differing off-street parking requirement for the purpose of establishing compliance with this chapter.*

Therefore, the principle of equivalency has been used to calculated net parking required by Code. Below is a summary of the net parking requirement for the site, per Section 134-2175(d) of the Code of Ordinances:

Net change in parking required:

118.75 spaces (proposed code requirement) – 133.65 spaces (existing code requirement) =

-14.9 spaces

Net change in parking provided:

46 spaces (proposed) - 46 spaces (existing) =

0 spaces

Shared Parking Evaluation

The site will also house a church use, which will only be in operations in Sunday mornings and will be non-concurrent with the private club use. The maximum capacity of the church is 250 attendees, which means that the church parking requirement will be less than the private club parking requirement. Because the private club requirement is higher than church use and the two are non-concurrent, the private club ratio was used for the prior calculations for the principle of equivalency. The following shared parking calculations have been undertaken to determine the maximum parking usage during various time periods on weekdays and Sundays.

Baseline Parking Calculations

Section 134-2176 of the Town's Code of Ordinances defines the parking requirements based on use. Table 3 provides a summary of the maximum parking supply anticipated to be needed at period of peak occupancy for the club (412 members). Note that this is different from the peak parking requirement calculated for the purposes of the principle of equivalency, which is based upon total members, not occupancy. Table 4 provides a summary of the maximum parking supply anticipated to be needed at period of peak occupancy for the church (on Sunday mornings, when the private club is closed).

Table 3 – Parking Supply – Private Club (412 Person Occupancy)

Use	Size	Town Code Requirement	Code Parking (spaces)
Private Club	412 person – max capacity	1 space / 4 permanent seats	103

Table 4 – Parking Supply – Church (250 Person Occupancy)

Use	Size	Town Code Requirement	Code Parking (spaces)
Church	250 person – max capacity	1 space / 4 permanent seats	63

Shared Parking

The principle of shared parking on a site with multiple types of tenants relies upon an understanding that different types of uses experience their peak demand for parking usage at different times of day and/or different days of the week. In this instance, the private club will experience different parking demands throughout the day on weekdays and on weekends. Additionally, the church will experience negligible parking demand on a weekday and will only experience its peak demand on Sunday mornings, when the private club is closed. Following is the anticipated peak occupancy profile for the private club on weekdays and weekends:

Weekday
7:00 AM – 11:00 AM: 150 occupants
11:00 AM – 3:00 PM: 250 occupants
3:00 PM – 5:00 PM: 150 occupants
5:00 PM – Close: 412 occupants

Saturday
Open – Close: 412 occupants

Sunday
Noon – Close: 412 occupants

Table 4 has been prepared to calculate the parking usage on weekdays, and Table 5 has been prepared to calculate parking usage on Sundays.

Table 4: Weekday Shared Parking

	Weekday					
	Morning		Afternoon		Evening	
	Percent Use	Spaces	Percent Use	Spaces	Percent Use	Spaces
Private Club	36.4%	38	60.7%	63	100%	103
Church	5%	3	5%	3	0%	0
Total		**41**		**66**		**103**

Table 5: Sunday Shared Parking

	Sunday					
	Morning		Afternoon		Evening	
	Percent Use	Spaces	Percent Use	Spaces	Percent Use	Spaces
Private Club	10%	10	100%	103	100%	103
Church	100%	63	0%	0	0%	0
Total		**73**		**103**		**103**

As shown in these tables, the uses on site have minimal overlap with parking usage and the peak periods do not coincide. Based upon this calculation, the maximum anticipated parking need is 103 spaces, which is 30.65 spaces fewer than the 133.65 spaces required for the current (vested) uses by Code.

Summary

Based on this analysis, it is determined that the proposed change in use on site reduces the parking requirement by 14.9 spaces in comparison to existing uses on site. The supply of spaces on site is not proposed to change in comparison to existing conditions. Therefore, the parking supply meets the requirements of Town Code based upon the Principle of Equivalency. Furthermore, accounting for the operation of the church use only on Sunday mornings when the club is closed, as well as fluctuations in parking demand based upon different occupancy levels within the private club at different times of the day, the maximum parking need is anticipated to be 103 spaces, which is 30.65 spaces fewer than the requirement for the existing/vested uses.

Please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

Florida Registration
Number 58636

Registry No. 35106

September 7, 2023
Revised November 20, 2023
Revised February 9, 2024
Revised March 12, 2024
Revised April 10, 2024
Revised May 31, 2024

Eric Czerniejewski, P.E., ENV SP
Traffic Engineering Division Manager
The Corradino Group
5200 NW 33rd Ave, Suite 203
Ft. Lauderdale, FL

RE: ***Paramount Theater Redevelopment***
Traffic Impact Evaluation
Palm Beach, Florida
Kimley-Horn #241020000

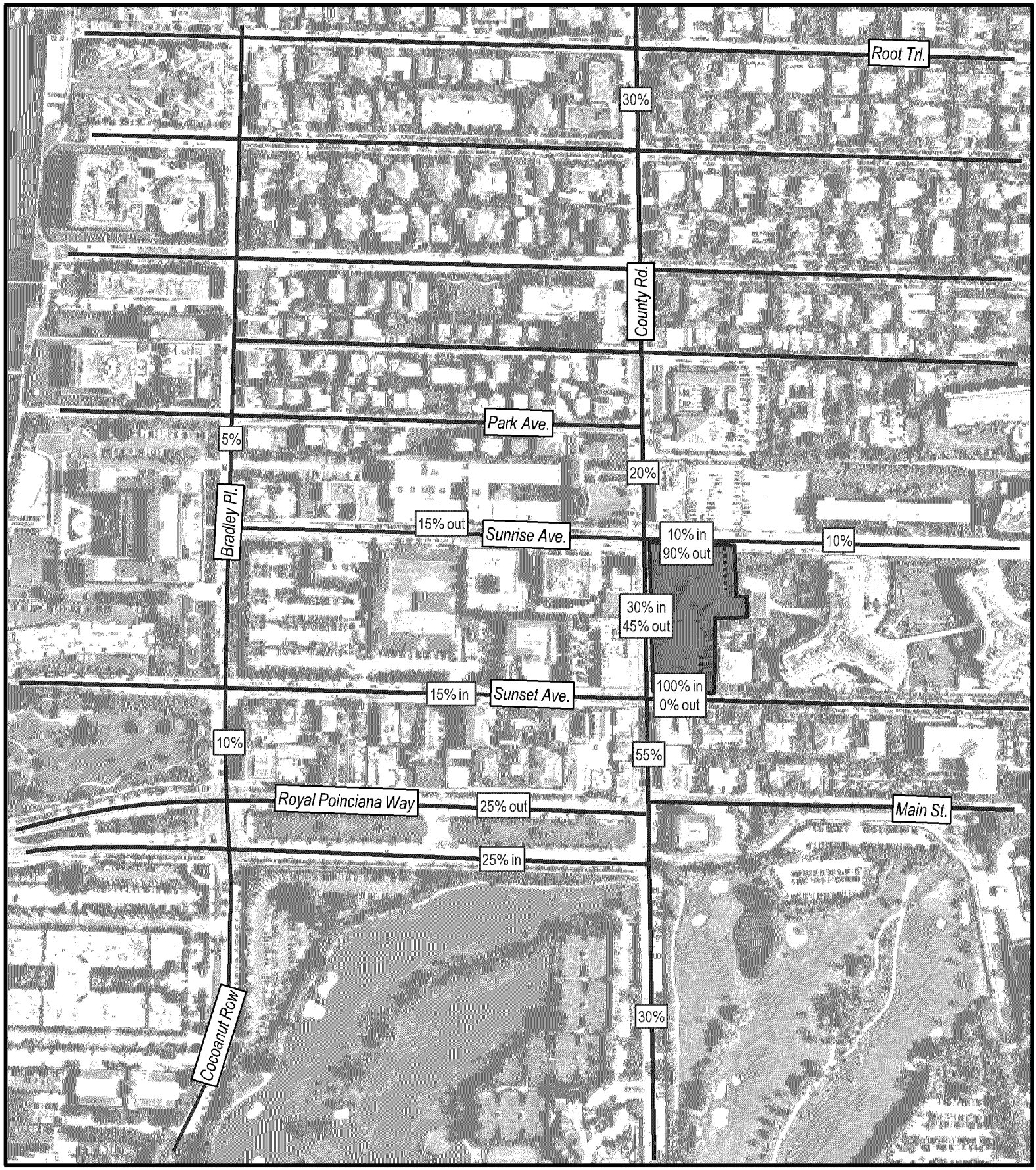
Dear Eric:

Kimley-Horn and Associates, Inc. has been retained to perform a traffic impact evaluation for the proposed redevelopment of the site located at 139 North County Road in Palm Beach, Florida (see Figure 1). The Parcel Control Number (PCN) for the project site is 50-43-43-15-09-000-0140. Included in this evaluation are analyses that were previously prepared to determine compliance with the Traffic Performance Standards (TPS) of Palm Beach County, as defined in Article 12 of the County's Unified Land Development Code (ULDC). Further analysis has been included to address the following additional evaluations requested by the Town of Palm Beach:

- Intersection operational analyses
- Driveway analyses

A buildout date of 2027 has been assumed for the purposes of this evaluation.

The site currently contains 9,683 square feet of general retail space, 14,745 square feet of general office space, and a 2,205 square foot place of worship. The proposed plan of redevelopment includes renovating existing buildings on site on site for a private club with 475 members. Maximum seating/occupancy of the private club will be 412 people at one time. The private club is proposed to operate as private facility and will not be open to the general public.



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 1
Paramount Palm Beach
KH #241020000
Site Location

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the impacts of the proposed redevelopment. Following is a summary of calculations undertaken using ITE and Palm Beach County Traffic Division rates, as well as a comparison to count data available from the Town for another private club use.

Trip Generation: Palm Beach County / ITE Data

Trip generation rates and equations published by the Palm Beach County Traffic Division were used for the daily, AM peak hour, and PM peak hour trip generation calculations for the existing and proposed site. The County does not publish trip generation data for a private club use. Based upon prior traffic studies that have been prepared for and approved for other private club applications in the Town, the "Fine Dining Restaurant" category is expected to provide a conservative estimate of actual traffic generated by the private club use, particularly during the peak hours throughout the day on a typical weekday basis. Therefore, the fine dining restaurant trip generation rates were applied to this use as a conservative approximation for the trips generated by the proposed use, based upon precedent set with Palm Beach County Traffic Division staff. Note that, given the specific characteristics of tenants in the existing building and proposed future redeveloped building, pass-by traffic is anticipated to be minimal. Therefore, no pass-by capture has been applied in this analysis.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. Based upon the operations plan proposed by the Applicant, the following maximum occupancy is proposed for the club throughout the day:

- 150 attendees during the morning peak period (7:00 AM – 11:00 AM)
- 250 attendees during the lunchtime peak period (11:00 AM – 2:00 PM)
- 150 attendees during the afternoon peak period (2:00 PM – 5:00 PM)
- 412 attendees during the evening peak period (5:00 PM – midnight)

As shown in Table 1, the proposed redevelopment of the site would result in 367 net new external daily trips, a decrease of 4 net new external AM peak hour trips (-6 in, +2 out), an increase of 5 net new mid-day peak hour trips (+14 in, -9 out), and an increase of 29 net new external PM peak hour trips (+41 in, -12 out).

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Existing Scenario >5 Years											
Strip Retail Plaza (<40k)	9.683 KSF	527	23	14	9	49	25	24	64	32	32
General Office (10k-250k)	14.745 KSF	160	22	19	3	16	8	8	21	4	17
Church/Synagogue	2.205 KSF	17	1	1	0	0	0	0	1	0	1
	Subtotal	*704*	*46*	*34*	*12*	*65*	*33*	*32*	*86*	*36*	*50*
Driveway Volumes		**704**	**46**	**34**	**12**	**65**	**33**	**32**	**86**	**36**	**50**
Net New External Trips		**704**	**46**	**34**	**12**	**65**	**33**	**32**	**86**	**36**	**50**
Proposed Scenario											
Fine Dining Restaurant*	412 Seats***	1,071	42 ***	28	14	70 ***	47	23	115	77	38
	Subtotal	*1,071*	*42*	*28*	*14*	*70*	*47*	*23*	*115*	*77*	*38*
Driveway Volumes		**1,071**	**42**	**28**	**14**	**70**	**47**	**23**	**115**	**77**	**38**
Net New External Trips		**1,071**	**42**	**28**	**14**	**70**	**47**	**23**	**115**	**77**	**38**
Proposed Net External Trips-Existing Net New External Trips		**367**	**-4**	**-6**	**2**	**5**	**14**	**-9**	**29**	**41**	**-12**

Land Use	Daily	Pass By**	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour
Strip Retail Plaza (<40k)	54.45 trips/1,000 sf	0.0%	2.36 trips/1,000 sf (60% in, 40% out)	3.32 trips/1,000 sf (50% in, 50% out)	6.59 trips/1,000 sf (50% in, 50% out)
General Office (10k-250k)	10.84 trips/1,000 sf	0.0%	1.52 trips/1,000 sf (88% in, 12% out)	1.11 trips/1,000 sf (50% in, 50% out)	1.44 trips/1,000 sf (17% in, 83% out)
Church/Synagogue	7.6 trips/1,000 sf	0.0%	0.33 trips/1,000 sf (62% in, 38% out)	0 trips/1,000 sf (62% in, 38% out)	0.49 trips/1,000 sf (47% in, 53% out)
Fine Dining Restaurant *	2.6 trips/seat	0.0%	28 trips/seat (67% in, 33% out)	28 trips/seat (67% in, 33% out)***	28 trips/seat (67% in, 33% out)

**Proposed use is a Private Club; Trip generation rates applied for this use based on seats per ITE Land Use 931.*

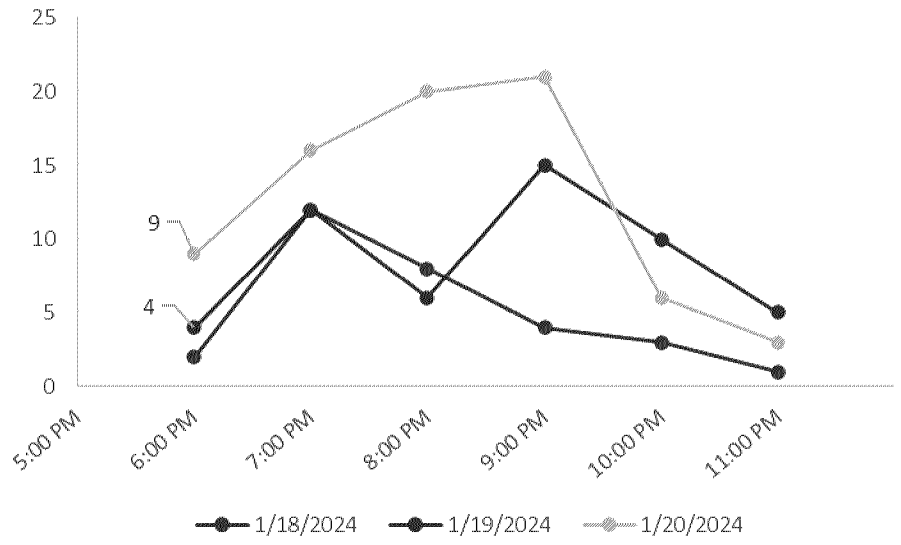
***Based upon location and nature of actual uses on site, no pass-by capture was assumed.*

**** Based upon maximum of 150 attendees (equated to seats) during AM peak hour and 250 attendees (equated to seats) during mid-day peak hour. PM peak hour trip generation rate applied during the other time periods*

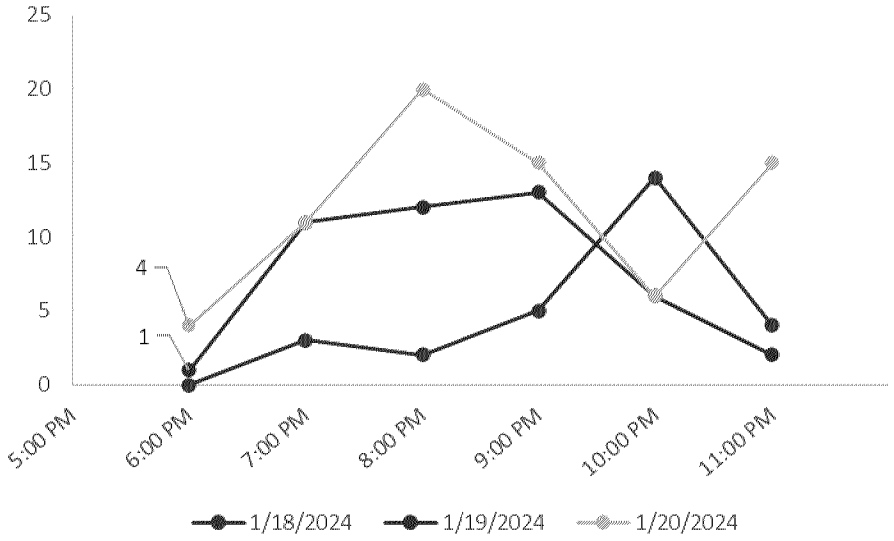
Trip Generation: Private Club Data

In conjunction with an application to modify the prior approval for the Carriage House private club, inbound and outbound driveway volume data was collected at the Carriage House private club on Thursday, January 18, 2024; Friday, January 19, 2024; and Saturday, January 20, 2024 during the club peak hours, between 6:00 PM and 1:00 AM. The Carriage House club is a 232- member private club with 153 seats. Data that was collected on that site was obtained, and is summarized in the following graphs.

Graph 1: Carriage House Inbound Volumes

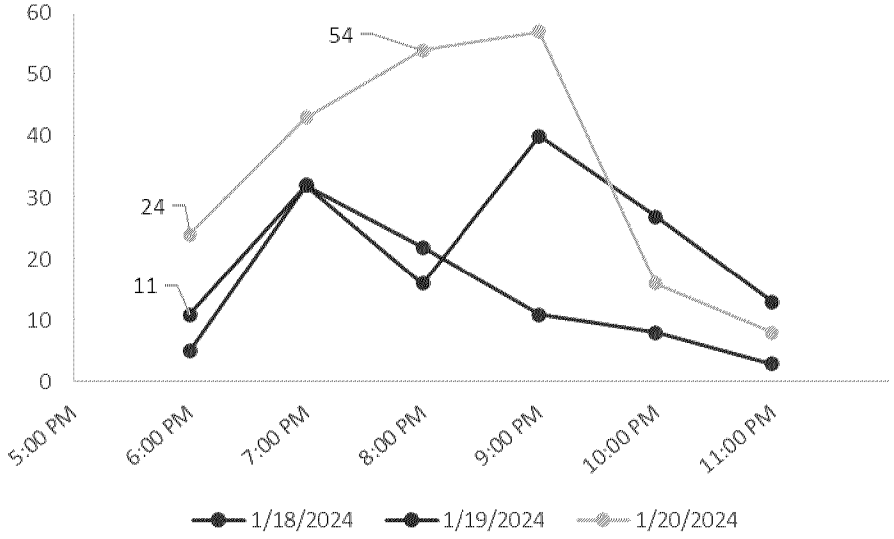


Graph 2: Carriage House Outbound Volumes

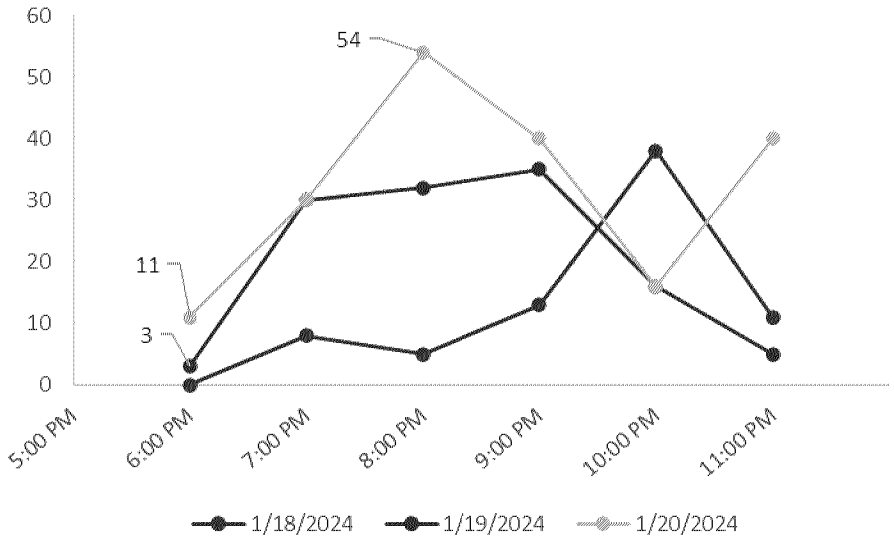


To compare the Carriage House driveway volumes to the future Paramount driveway volumes, the occupancy associated with each private club was utilized. The Carriage House currently operates with an occupancy of 153 persons, and the Paramount is projected to operate with an occupancy of 412 persons. Therefore, it was assumed the expected driveway volumes for the Paramount Theatre would be 2.7 times the amount that was observed for the Carriage House, based on the ratio of occupancy for each private club. The following graphs (Graph 3 and Graph 4), show the results of extrapolating the driveway volumes for the 153-occupant private club to that of a 412-occupant private club.

Graph 3:Extrapolated Inbound Driveway Volumes to Paramount Site, Based Upon Occupancy



Graph 4: Extrapolated Outbound Driveway Volumes to Paramount Site, Based Upon Occupancy



As noted above, the peak period of traffic generally occurs later in the evening (8:00 PM / 9:00 PM), during which time traffic volumes on the surrounding roadway network are significantly lower. The extrapolated peak hour volumes from 6:00 PM – 7:00 PM on a Friday are 11 inbound trips and 3 outbound trips. By comparison, the PM peak hour volumes used in the analysis, based upon the "Fine Dining" trip generation rate, was 77 inbound trips and 38 outbound trips, resulting in an analysis that conservatively overestimates the peak hour trips that would be generated by the private club during the peak hour conditions on the surrounding roadway network.

SIGNIFICANCE ANALYSIS

Based on the PM peak hour traffic generation for this site, it was determined that the radius of developmental influence (RDI) for this project is one half-mile. The project traffic was distributed across the links within the RDI based on the distribution illustrated in Figure 1 to determine if the addition of project traffic will significantly impact the roadway links, based on Palm Beach County TPS methodology.

Table 2 and Table 3 summarize the AM peak hour and PM peak hour significance analyses, respectively. Note that the LOS D capacity values are applied from the LOS D values published in Table 12.B.2.C-1 1A within Article 12 of the Palm Beach County Unified Land Development Code (ULDC), with reductions applied to certain roadway links depending upon whether left turn lanes are present.

Table 2: Test 1 AM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS							
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	AM PEAK HOUR					
							TRIPS		% IMPACT			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Royal Poinciana Way	Flagler Drive	N County Road	4L	1,340 *	25%	i	-8	-2	-0.60%	No	-0.15%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	15%	i	-5	0	-0.62%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	650 *	15%	i	-5	-1	-0.77%	No	-0.15%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	-3	-1	-0.37%	No	-0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,340 *	30%	i	-9	-2	-0.67%	No	-0.15%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,340 *	55%	i	-17	-4	-1.27%	No	-0.30%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,340 *	NB: 0%; SB: 30% in 45% out	i + o	0	-13	0.00%	No	-0.97%	No
N County Road	Sunrise Avenue	Country Club Road	2L	700 *	20%	o	-2	-6	-0.29%	No	-0.86%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-2	0	-0.25%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	650 *	10%	i	-3	-1	-0.46%	No	-0.15%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-2	0	-0.25%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	-2	0.00%	No	-0.25%	No

**Left turn lanes not present and capacity has been reduced by 20%.*

Table 3: Test 1 PM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS							
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PM PEAK HOUR					
							TRIPS		% IMPACT			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Royal Poinciana Way	Flagler Drive	N County Road	4L	1,340 *	25%	i	10	-3	0.75%	No	-0.22%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	15%	i	6	0	0.74%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	650 *	15%	i	6	-2	0.92%	No	-0.31%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	4	-1	0.49%	No	-0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,340 *	30%	i	12	-4	0.90%	No	-0.30%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,340 *	55%	i	23	-7	1.72%	Yes	-0.52%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,340 *	NB: 0%; SB: 30% in 45% out	i + o	0	7	0.00%	No	0.52%	No
N County Road	Sunrise Avenue	Country Club Road	2L	700 *	20%	o	-2	8	-0.29%	No	1.14%	Yes
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	2	-1	0.25%	No	-0.12%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	650 *	10%	i	4	-1	0.62%	No	-0.15%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	2	-1	0.25%	No	-0.12%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	-1	2	-0.12%	No	0.25%	No

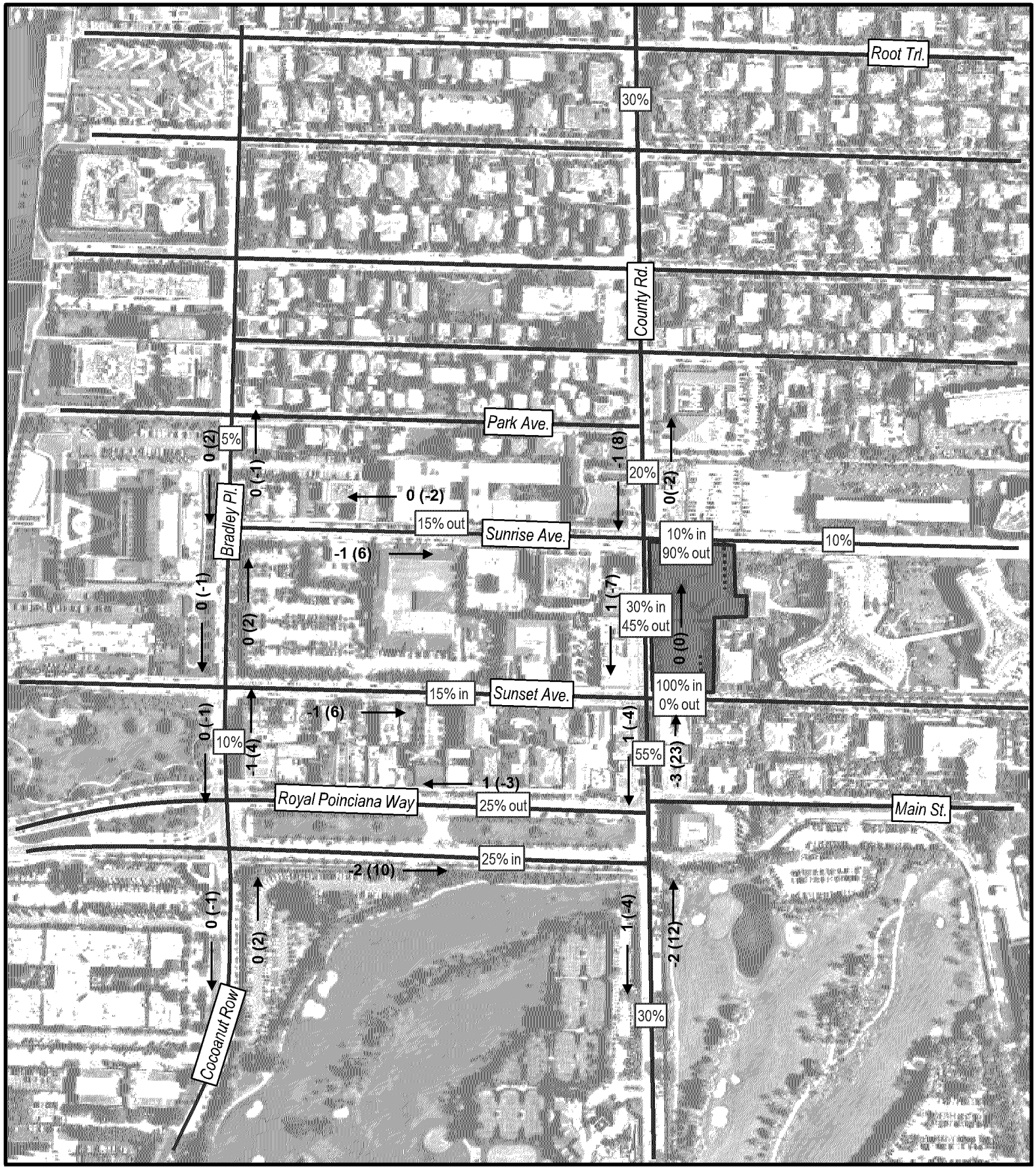
**Left turn lanes not present and capacity has been reduced by 20%.*

As shown in Table 2 and Table 3, North County Road between Royal Poinciana Way and Sunset Avenue (northbound) and North County Road between Country Club Road and Sunrise Avenue (Southbound) are expected to be significantly impacted by the addition of project traffic; therefore, further link analysis is necessary on those two directional segments, per Palm Beach County TPS requirements. Table 4 summarizes the results of the capacity analysis for the significantly impacted links. As illustrated in this table, these two significantly impacted directional links are not expected to be over capacity during the future year scenario with the addition of project traffic.

Table 4: Test 1 PM Peak Hour Capacity Analysis

Roadway			Committed			Direction	Significantly Impacted?	Count Year	Count Year Traffic Volume	Committed Traffic - Option #1			Committed Traffic - Option #2			Utilized (Maximum) Committed Traffic	Project Traffic	2027 Total Traffic	Meets Standard ??	Back-ground Def. ??
	From	To	Lanes	Facility Type	LOS D Service Volume					Committed Traffic (from TPS)	1.0% Traffic Growth	Committed plus 1.0%	Historic Growth Rate (from TPS)	Max Historic Growth or 1%	Max Historic Growth					
N County Road	Royal Poinciana Way	Sunset Avenue	4L	Class II	1,340	NB/EB	Yes	2024	561	5	17	22	1.96%	1.96%	34	34	23	618	Yes	-
			4L	Class II	1,340	SB/WB	No	-	-	-	-	-	-	-	-	-	-	-	-	-
N County Road	Sunrise Avenue	Country Club Road	2L	Class II	700	NB/EB	No	-	-	-	-	-	-	-	-	-	-	-	-	-
			2L	Class II	700	SB/WB	Yes	2024	639	12	19	31	1.96%	1.96%	38	38	8	685	Yes	-

Actual trip assignment on the roadways is illustrated in Figure 2.



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 2
Paramount Palm Beach
KH #241020000
Trip Assignment

INTERSECTION OPERATIONAL ANALYSIS

As requested by the Town of Palm Beach, the surrounding intersections to the site have been analyzed to determine the impacts of the proposed development on the surrounding road network. The intersection analysis includes LOS and delay analyses for the following intersections:

1. Sunrise Avenue & County Road
2. Sunset Avenue & County Road
3. Royal Poinciana Way & County Road
4. Bradley Place & Sunrise Avenue
5. Bradley Place & Sunset Avenue
6. Bradley Place & Royal Poinciana Way

The study intersections were analyzed for the following three scenarios: Existing Year (2024), Background Year (2027), and Future Total (2027).

Additionally, the site will maintain existing access on Sunset Avenue (inbound) and Sunrise Avenue (outbound). Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project.

DATA COLLECTION

Existing count data was collected on Wednesday, March 13th, 2024 at the intersections listed above during the following time periods:

- AM peak (7:00 AM – 9:00 AM)
- Mid-Day peak (10:00 AM – 2:00 PM
- PM peak (4:00 PM – 8:00 PM)

The counts were collected to determine a baseline for traffic operations within the vicinity of the site. Existing count data is summarized by movement during 15-minute intervals and data summaries are included in the Appendix, for reference.

VOLUME ADJUSTMENT

The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied.

Existing traffic count data was adjusted to future year conditions using a compounding annual growth rate of 2.33%, plus the addition of committed development traffic identified in conjunction with he Town's consultant to develop Background Year (2027) traffic volumes. This growth rate was calculated using FDOT count station data on roadway links within the vicinity of the project. Growth rate calculations are also included in the Appendix, for reference. Project traffic data was then added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not applied for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

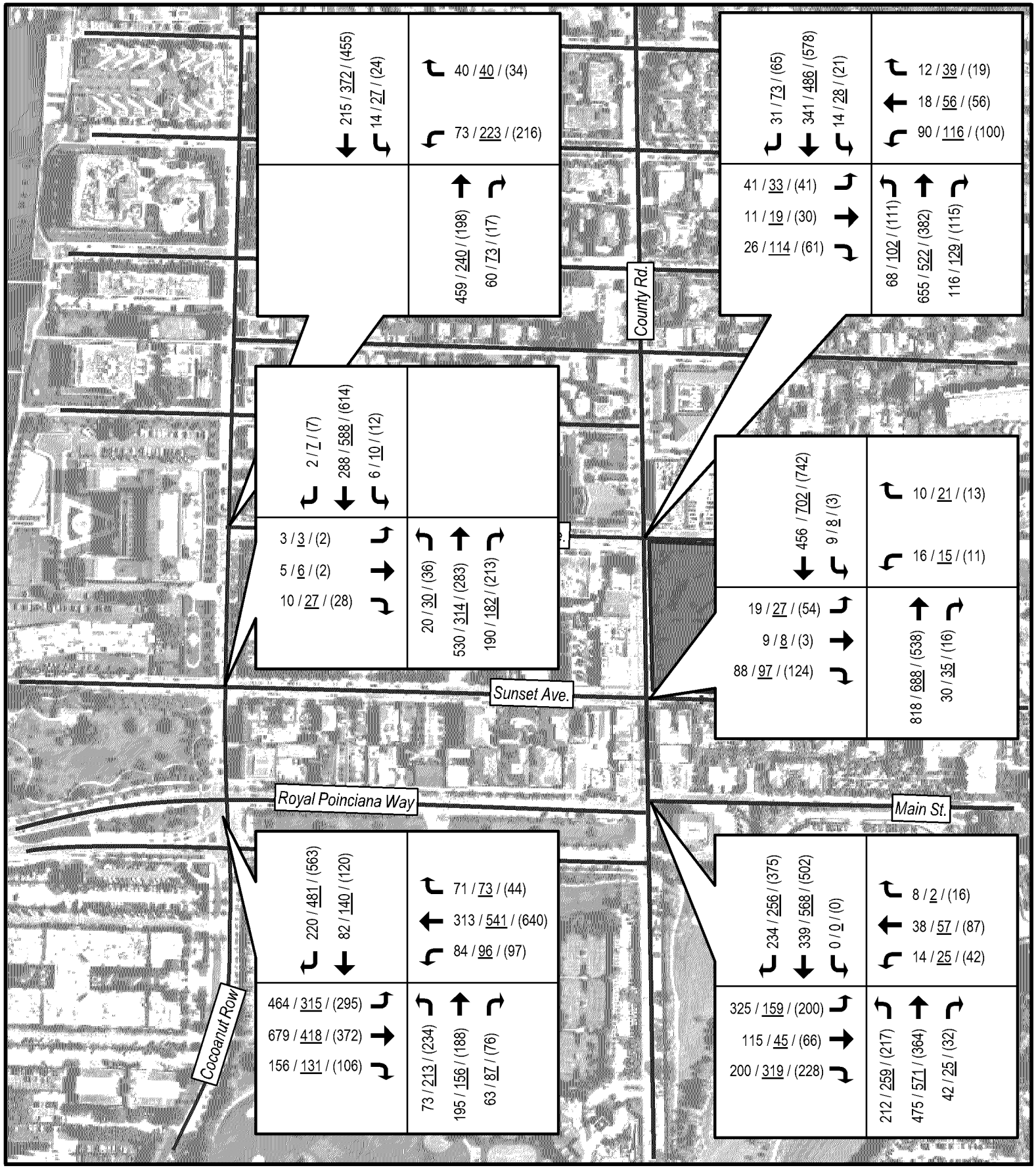
EXISTING YEAR (2024) ANALYSIS

Table 5 summarizes the results of the existing year *Synchro* analysis. HCM 2000 methodology was used to develop LOS and delay at each of the study intersections due to the presence of shared turn lanes. As summarized in this table, the Synchro analysis identifies LOS D or better operating conditions during the AM and PM peak hours.

Table 5: Existing Year (2024) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	39.2	D	40.3	D	50.9	D
			WB	29.7	C	27.1	C	36.8	D
			NB	1.2	A	1.7	A	1.3	A
			SB	7.6	A	10.1	B	8.6	A
			Overall	**7.6**	**A**	**11.4**	**B**	**12.4**	**B**
2	Sunset Avenue & County Road	Signalized	EB	33.8	C	33.8	C	46.0	D
			WB	32.2	C	32.3	C	41.9	D
			NB	0.4	A	4.1	A	0.2	A
			SB	0.3	A	0.5	A	0.5	A
			Overall	**3.5**	**A**	**5.6**	**A**	**6.5**	**A**
3	Royal Poinciana Way & County Road	Signalized	EB	32.3	C	28.4	C	33.5	C
			WB	40.8	D	41.0	D	49.5	D
			NB	15.5	B	27.5	C	22.6	C
			SB	7.1	A	19.4	B	31.4	C
			Overall	**19.3**	**B**	**25.3**	**C**	**30.6**	**C**
6	Bradley Place & Sunrise Avenue	Signalized	EB	-	-	-	-	-	-
			WB	38.6	D	41.6	D	42.2	D
			NB	6.0	A	7.0	A	6.6	A
			SB	6.3	A	8.5	A	8.0	A
			Overall	**10.4**	**B**	**16.9**	**B**	**16.7**	**B**
7	Bradley Place & Sunset Avenue	Unsignalized	EB	12.3	B	14.2	B	14.5	B
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**-**	**-**
8	Royal Poinciana Way & Bradley Place	Signalized	EB	27.5	C	27.1	C	30.2	C
			WB	21.5	C	25.1	C	29.6	C
			NB	22.2	C	21.9	C	23.6	C
			SB	18.6	B	23.7	C	28.2	C
			Overall	**24.5**	**C**	**24.9**	**C**	**28.3**	**C**

Figure 3 illustrates the turning movement volumes for the existing year analyses.



NORTH

LEGEND

Site Location

XX AM Volumes

XX Mid-Day Volumes

(XX) PM Volumes

FIGURE 3

Paramount Palm Beach

KH #241020000

Existing Year TMC's

Kimley»Horn

BACKGROUND YEAR (2027) ANALYSIS

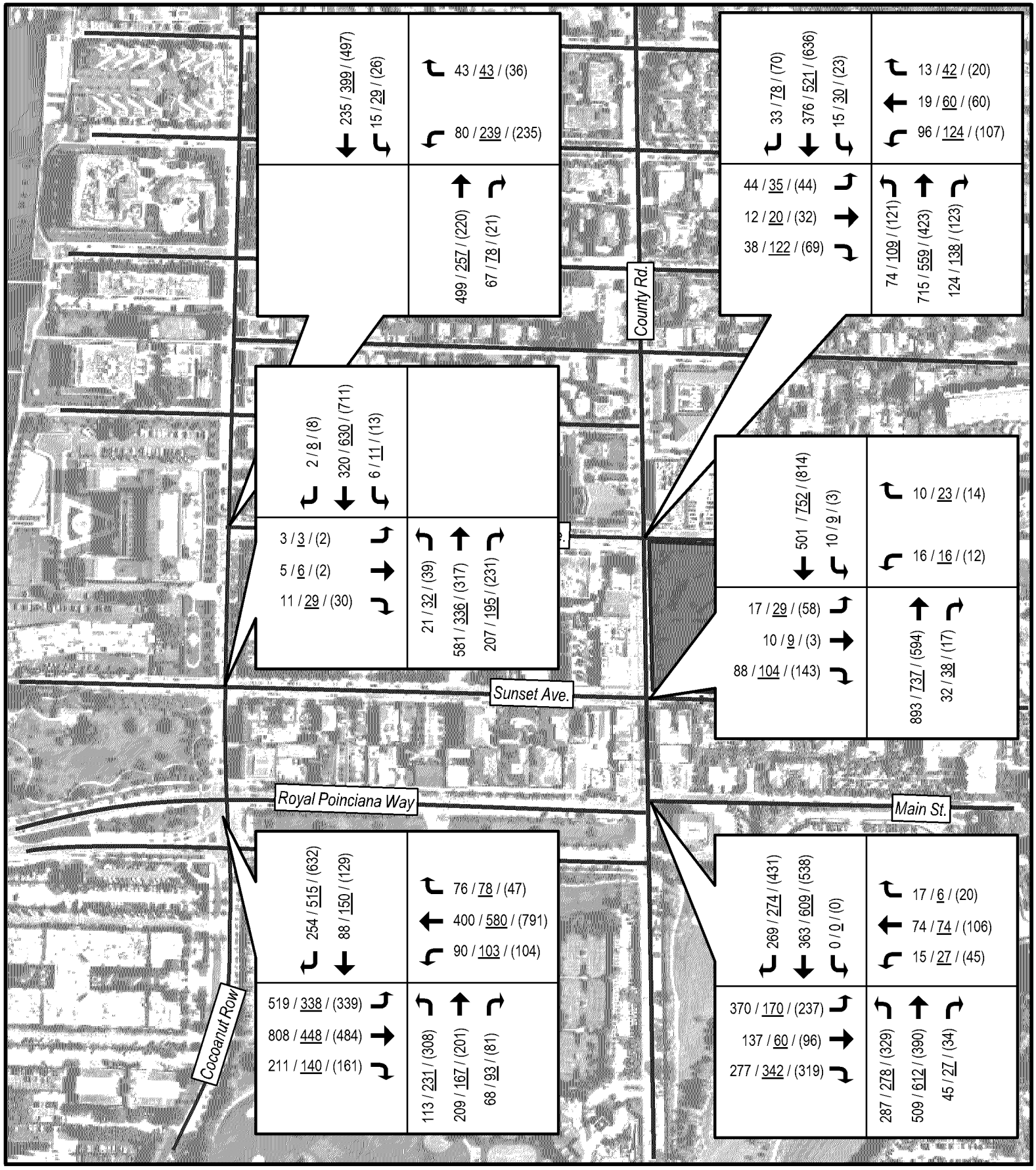
The Background Year (2027) scenario was analyzed to develop future baseline operations for the surrounding area based on existing count data, and the addition of ambient background growth. Volume development sheets are included in the Appendix, for reference.

Table 6 summarizes the results of the background year *Synchro* analysis. HCM 2000 methodology was used to develop LOS and delay at each of the study intersections due to the presence of shared turn lanes. As illustrated in this table, the Synchro analysis identifies that the intersections are expected operate at LOS D or better during the AM and PM peak hours.

Table 6: Background Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	39.5	D	40.0	D	50.4	D
			WB	29.7	C	26.4	C	35.7	D
			NB	1.4	A	2.2	A	1.8	A
			SB	7.8	A	11.0	B	9.6	A
			Overall	**7.8**	**A**	**11.8**	**B**	**12.8**	**B**
2	Sunset Avenue & County Road	Signalized	EB	34.1	C	34.0	C	47.5	D
			WB	32.2	C	32.3	C	41.9	D
			NB	0.3	A	4.2	A	0.1	A
			SB	0.4	A	0.6	A	0.6	A
			Overall	**3.6**	**A**	**5.7**	**A**	**6.8**	**A**
3	Royal Poinciana Way & County Road	Signalized	EB	34.0	C	28.7	C	39.1	D
			WB	40.8	D	42.1	D	49.6	D
			NB	22.4	C	46.2	D	26.9	C
			SB	7.7	A	20.6	C	31.8	C
			Overall	**23.2**	**C**	**32.9**	**C**	**33.4**	**C**
6	Bradley Place & Sunrise Avenue	Signalized	EB	-	-	-	-	-	-
			WB	38.8	D	41.1	D	41.7	D
			NB	6.3	A	7.6	A	7.2	A
			SB	6.3	A	9.1	A	8.6	A
			Overall	**10.6**	**B**	**17.2**	**B**	**16.9**	**B**
7	Bradley Place & Sunset Avenue	Unsignalized	EB	12.8	B	14.9	B	15.6	B
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**-**	**-**
8	Royal Poinciana Way & Bradley Place	Signalized	EB	31.6	C	28.5	C	38.3	D
			WB	21.9	C	26.3	C	34.8	C
			NB	22.6	C	22.2	C	25.4	C
			SB	18.7	B	24.9	C	34.0	C
			Overall	**26.9**	**C**	**26.0**	**C**	**33.9**	**C**

Figure 4 illustrates the volumes for the background year analyses.



NORTH

LEGEND

- Site Location
- XX AM Volumes
- XX Mid-Day Volumes
- (XX) PM Volumes

FIGURE 4
Paramount Palm Beach
KH #241020000
Background Year TMC's

Kimley»Horn

FUTURE YEAR (2027) ANALYSIS

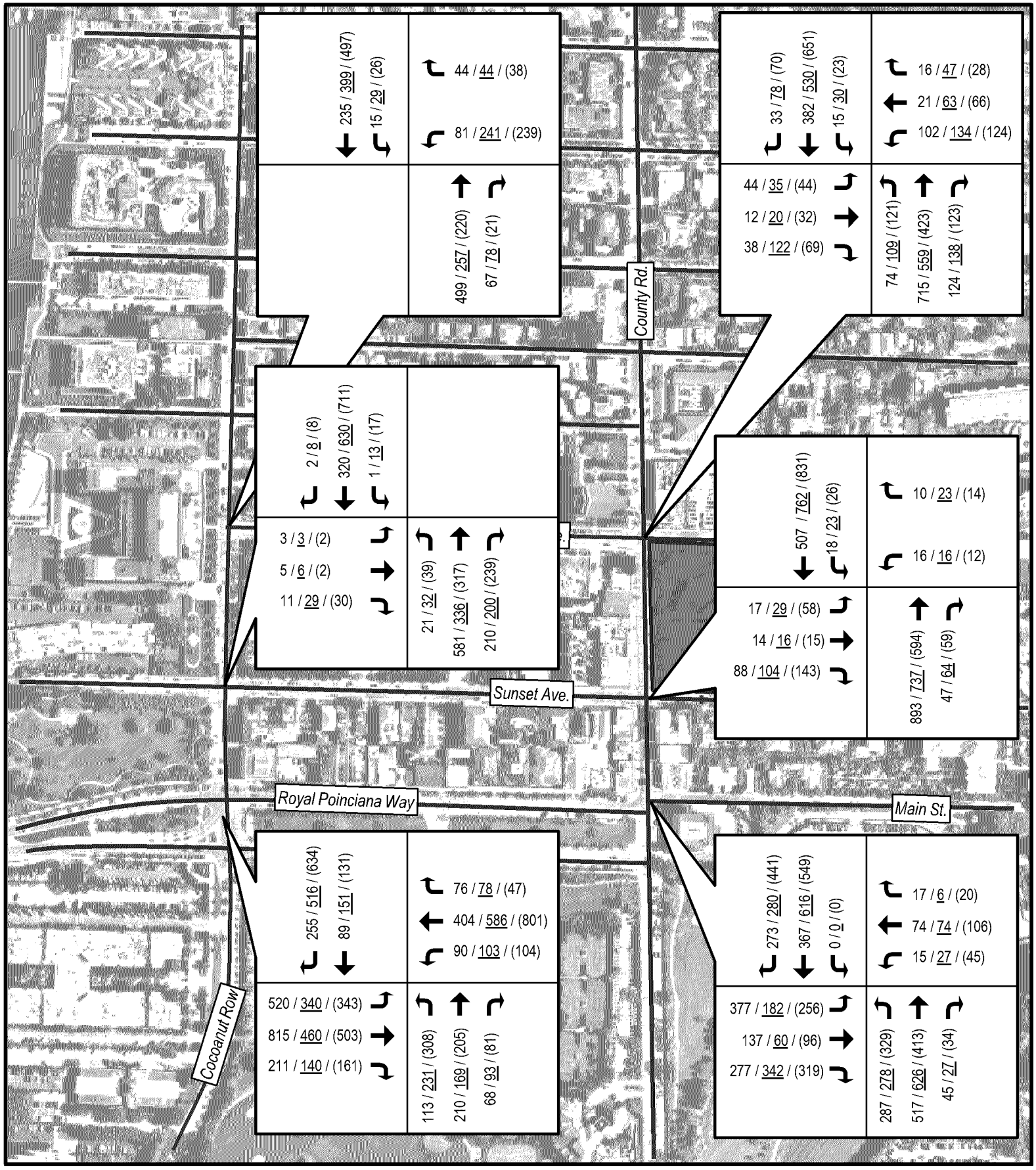
The Future Year (2027) scenario was analyzed to determine future operations for the surrounding area and project driveways based on existing count data, background growth, committed projects plus traffic generated by redevelopment of this site. Volume development sheets are included in the Appendix, for reference.

Error! Reference source not found. summarizes the results of the future year *Synchro* analysis. HCM 6th E dition methodology was used to develop LOS and delay at a majority of the intersections. However, HCM 2000 methodology was used to develop LOS and delay at each of the Royal Poinciana Way intersections due to the presence of shared turn lanes. As summarized in this table, the Synchro analysis reported LOS D or better operations during the AM and PM peak hours at these intersections. Note that the Town has implemented adaptive signal control, which is continuing to collect data in order to provide optimal signal timing and phasing patterns to reduce driver delay and maximize signal system efficiency. In the future, as it is fully implemented at this and other intersections, an optimized timing pattern, which may differ from what is used in the analysis, may be in place.

Table 7: Future Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	39.5	D	40.0	D	50.4	D
			WB	29.6	C	26.2	C	35.2	D
			NB	1.4	A	2.3	A	1.9	A
			SB	7.9	A	11.3	B	10.2	B
			Overall	**7.9**	**A**	**12.1**	**B**	**13.5**	**B**
2	Sunset Avenue & County Road	Signalized	EB	34.0	C	33.8	C	47.1	D
			WB	32.1	C	32.3	C	41.9	D
			NB	0.3	A	4.2	A	0.1	A
			SB	0.4	A	0.6	A	0.6	A
			Overall	**3.6**	**A**	**5.7**	**A**	**6.8**	**A**
3	Royal Poinciana Way & County Road	Signalized	EB	34.3	C	28.9	C	40.4	D
			WB	40.8	D	42.1	D	49.6	D
			NB	22.9	C	51.6	D	27.6	C
			SB	7.9	A	21.1	C	31.6	C
			Overall	**23.4**	**C**	**35.0**	**D**	**33.8**	**C**
4	Sunrise Avenue & North Driveway	Minor Street Stop Controlled (Outbound Only)	EB	-	-	-	-	-	-
			WB	-	-	-	-	-	-
			NB	10.2	B	11.5	B	11.3	B
			SB	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**-**	**-**
5	Sunset Avenue & South Driveway	Free-Flow (Inbound Only)	EB	-	-	-	-	-	-
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**-**	**-**
6	Bradley Place & Sunrise Avenue	Signalized	EB	-	-	-	-	-	-
			WB	38.8	D	41.0	D	41.5	D
			NB	6.3	A	7.6	A	7.3	A
			SB	6.3	A	9.1	A	8.7	A
			Overall	**10.6**	**B**	**17.3**	**B**	**17.1**	**B**
7	Bradley Place & Sunset Avenue	Unsignalized	EB	12.8	B	14.9	B	15.7	B
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**-**	**-**
8	Royal Poinciana Way & Bradley Place	Signalized	EB	31.8	C	28.6	C	41.3	D
			WB	21.9	C	26.4	C	37.7	D
			NB	22.6	C	22.3	C	24.8	C
			SB	18.8	B	25.3	C	28.3	C
			Overall	**27.0**	**C**	**26.1**	**C**	**34.3**	**C**

As noted, the proposed project driveways were analyzed to determine the LOS and delay at the proposed access locations. Access to the site for most users is proposed to be maintained via two driveway connections; one inbound-only driveway on Sunset Avenue and one outbound-only driveway on Sunrise Avenue. Figure 5 illustrates the turning movement volumes for the future year analyses. Furthermore, Figure 6 illustrates the expected project traffic driveway volumes after full buildout. The analysis indicated that both driveways would operate acceptably and that the 95th percentile outbound queue at the Sunrise Avenue driveway would not exceed 1 vehicle during the AM or PM peak hours; Therefore, driveway operations will not impede on traffic flow on the surrounding road network.



NORTH

LEGEND

Site Location

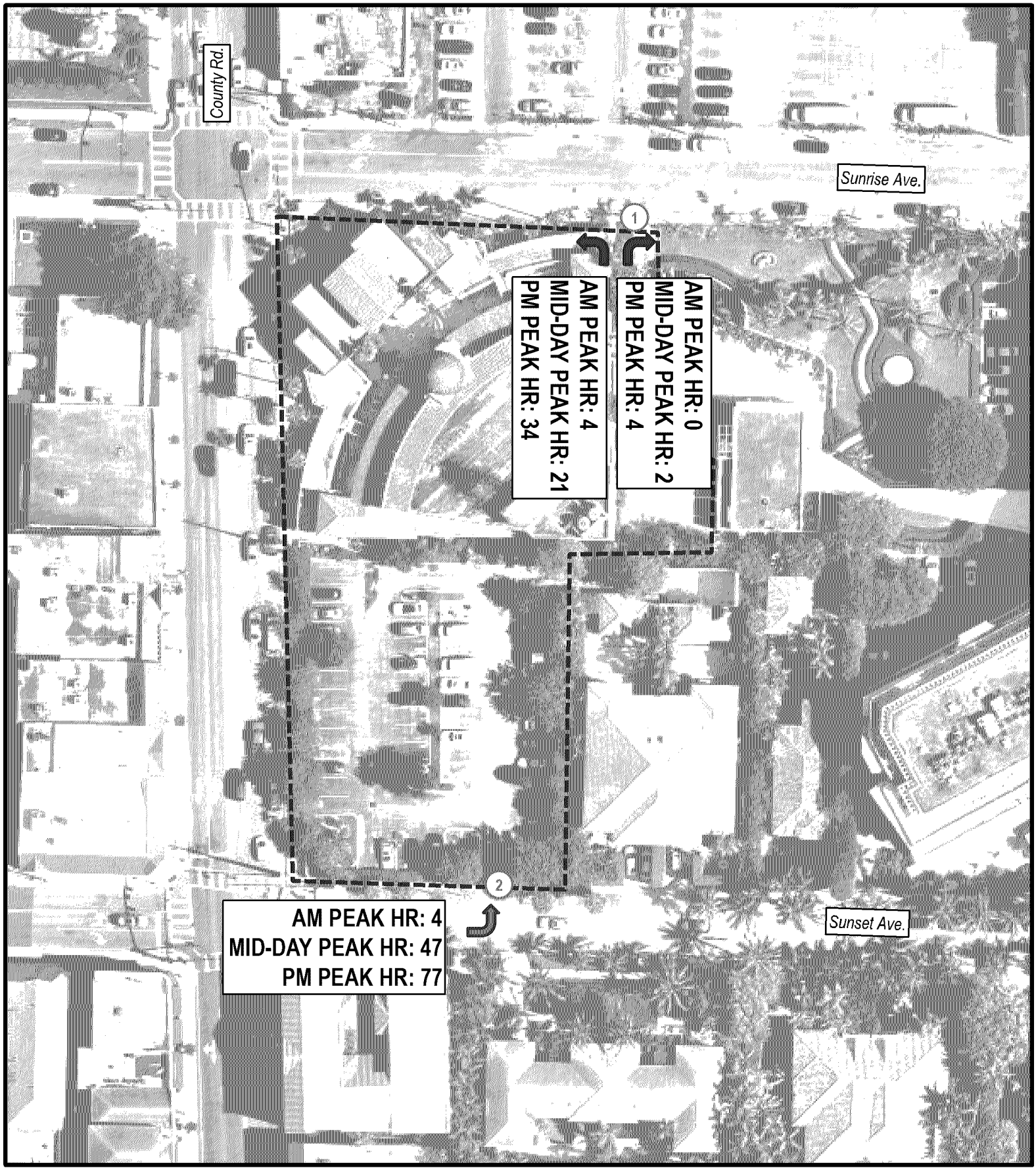
XX AM Volumes

XX Mid-Day Volumes

(XX) PM Volumes

FIGURE 5
Paramount Palm Beach
KH #241020000
Future Total TMC's

Kimley»Horn



NORTH

LEGEND

Site Location

Inbound / Outbound

FIGURE 6
Paramount Palm Beach
KH #241020000
Driveway Volumes

Kimley»Horn

INTERSECTION QUEUE ANALYSIS

A detailed analysis of the signalized intersections along North County Road was conducted to determine whether the dedicated turn lanes had sufficient queue storage to accommodate the expected 95th percentile queues in the future year scenario. *Synchro 11* software was utilized to calculate the 95th percentile queues at each intersection. The existing storage at each dedicated turn lane was compared to the results of the AM, Mid-Day and PM peak hour queue analyses and all of the queues were found to be contained within their respective turn lanes. Table 8 summarizes the results of this analysis.

Table 8: 95th Percentile Queue Analysis – Future Year (2027) Analysis

#	Intersection	Control Type	Movement	Storage (ft)	AM Peak Hour 95th %ile Queue (ft)	Mid-Day Peak Hour 95th %ile Queue (ft)	PM Peak Hour 95th %ile Queue (ft)
1	Sunrise Avenue & County Road	Signalized	WBL	140	80	102	112
2	Sunset Avenue & County Road	Signalized	EBL	80	28	m41	82
3	Royal Poinciana Way & County Road	Signalized	EBL	430	228	112	197
			WBR	230	0	0	0

Note:

m: Volume for 95th percentile queue is metered by upstream signal

ALTERNATIVE MODE ACCESS

North County Road is the major centralized roadway within the Town and provides connectivity north and south for the island. Therefore, this roadway likely experiences high pedestrian volumes in comparison to other streets in Town and, as such, the primary considerations for modes of alternative modes of transportation besides vehicles is related to pedestrian access. The commercial building immediately abuts the public sidewalk and includes entryways along North County Road and Sunrise Avenue that face the sidewalks along these streets, making the entrances directly accessible to pedestrians and encouraging pedestrian activity on the public sidewalk. In addition, parallel parking spaces are provided between the sidewalk and the travel lanes on North County Road, providing protection and comfort for pedestrians in comparison to situations where there is no buffer between the sidewalk and travel lanes.

There are no bicycle lanes on North County Road. PalmTran service is provided with limited frequency Monday through Saturday on North County Road adjacent to the site. Therefore, bus travel may be a potential alternative mode of travel for some site employees.

PROGRAMMED IMPROVEMENTS

No construction-based programmed transportation improvements are located within the project's radius of development influence. Therefore, the existing capacities have continued to be used in the analysis.

COMPREHENSIVE PLAN LOS ANALYSIS

In addition to the evaluation conducted to determine compliance with the County's Traffic Performance Standards, the following additional analysis has been prepared to determine the LOS for each of the road segments in the Town in comparison to the Town's Comprehensive Plan Transportation Element. Table 9 and Table 10 summarize the LOS for each of the roadway links analyzed. As summarized in these tables, only Bradley Place north of Royal Poinciana Way is projected to not meet the Town's two-way peak hour LOS standard identified in the Comprehensive Plan Standards during future background and total future conditions. As noted, this is a background deficiency not created by the project. The project does not create any new roadway link deficiencies on the surrounding transportation network.

Table 9: AM Future Total (2027) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2027) Volumes	Background (2027) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2027) Total Volume	Future (2027) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio							
6	**North County Road** (North of Breakers Row)	4L ART Undivided	1,296	II	983	1.32	2,190	0.59	2,280	0.57	D	1,388	D	30%	13	1,401	D
7	**North County Road** (North of Royal Poinciana Way)	4L ART Undivided	1,594	II	983	1.62	2,190	0.73	2,280	0.70	D	1,708	D	55%	23	1,731	D
9	**Cocoanut Row** (North of Whitehall Way)	2L COLL Undivided	750	II	594	1.26	1,197	0.63	1,269	0.59	D	804	D	2%	1	805	D
10	**Bradley Place** (North of Royal Poinciana Way)	2L COLL Undivided	1,249	II	594	2.10	1,197	1.04	1,269	0.98	E	1,339	F	10%	4	1,343	F
13	**Royal Poinciana Way** (West of Cocoanut Row)	4L ART Divided	1,798	II	1,310	1.37	2,920	0.62	3,040	0.59	D	1,926	D	25%	11	1,937	D
14	**Royal Poinciana Way** (West of County Road)	4L ART Divided	1,307	II	1,310	1.00	2,920	0.45	3,040	0.43	C	1,400	D	25%	11	1,411	D

NOTES:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

Table 10: PM Future Total (2027) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2027) Volumes	Background (2027) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2027) Total Volume	Future (2027) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio							
6	**North County Road** (North of Breakers Row)	4L ART Undivided	1,428	II	983	1.45	2,190	0.65	2,280	0.63	D	1,531	D	30%	35	1,566	D
7	**North County Road** (North of Royal Poinciana Way)	4L ART Undivided	1,486	II	983	1.51	2,190	0.68	2,280	0.65	D	1,593	D	55%	63	1,656	D
9	**Cocoanut Row** (North of Whitehall Way)	2L COLL Undivided	845	II	594	1.42	1,197	0.71	1,269	0.67	D	906	D	2%	2	908	D
10	**Bradley Place** (North of Royal Poinciana Way)	2L COLL Undivided	1,260	II	594	2.12	1,197	1.05	1,269	0.99	E	1,350	F	10%	12	1,362	F
13	**Royal Poinciana Way** (West of Cocoanut Row)	4L ART Divided	2,169	II	1,310	1.66	2,920	0.74	3,040	0.71	D	2,324	D	25%	29	2,353	D
14	**Royal Poinciana Way** (West of County Road)	4L ART Divided	1,325	II	1,310	1.01	2,920	0.45	3,040	0.44	D	1,420	D	25%	29	1,449	D

NOTE:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

VALET OPERATIONAL ANALYSIS

The redeveloped site is proposed to include valet operations for the private club. Following is a review of the proposed valet routing, anticipated queuing and pick-up/drop-off operations.

Private Club Valet Operations:

The valet stand for the private club on site is to be located within the surface parking lot. Vehicular access and circulation is illustrated in Figure 7 and is described below. The valet will be in continuous operation during the hours in which the club is in operation.

Club Occupancy by Time-of-Day

Following is the anticipated maximum occupant load for private club operations throughout the day. Note that the "typical" occupant load is anticipated to be lower than these numbers; for clarification, these numbers represent maximum anticipated occupant load during those time periods:

Weekday

7:00 AM – 11:00 AM: 150 occupants

11:00 AM – 3:00 PM: 250 occupants

3:00 PM – 5:00 PM: 150 occupants

5:00 PM – Close: 412 occupants

Weekend

Open – Close: 412 occupants

Valet Route

Patron arrival: Patron vehicles will arrive via the Sunset Avenue driveway on the south side of the site and then proceed north and then west to the valet stand. At the valet stand, the patron will exit the vehicle and the valet operator will proceed to park the vehicle within the valet parking lot. (see routes outlined in in Figure 8).

Because of the reduced occupancy load before 5 PM on weekdays, the on-site parking supply is anticipated to accommodate valet needs onsite during that time period. After 5:30 PM on weekdays and after 2:30 PM on weekends, supplemental parking will be available in an off-site lot located at 40 Cocoanut Row. Figure 9 illustrates the supplemental route to this off-site location.

Patron departure: The valet operator will retrieve the patron vehicle from parking area to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the parking lot to the north side of the property to exit onto Sunrise Avenue (see routes outlined in Figure 10).

Figure 11 illustrates the supplemental route from the off-site location that may be in use after 5:30 PM on weekdays and after 2:30 PM on weekends.

Valet Queuing Calculations

Calculations have been undertaken for each of the occupancy scenarios defined above (150 occupants, 250 occupants, 412 occupants) and are included in Tables A-1, A-2 and A-3 in the Appendix. Following is further detail of the calculations undertaken for the 412-person scenario.

Queue length calculation: The anticipated queue length at the valet stand was calculated using the following assumptions and data:

Peak hour vehicles (from trip generation calculations): *PM peak hour (115 vph, inbound: 77 vph, outbound: 38 vph)*

Percent valet: *100%*

Assumed average vehicle dwell time for passenger loading/unloading: *60 seconds / vehicle*

Number of valet positions used for patron loading/unloading: *3 valet positions*

Calculations are provided in the attached Table A -1. As noted in that table, the 95th percentile valet queue calculations result in the following:

Total (412-person scenario): 5.484 vehicles

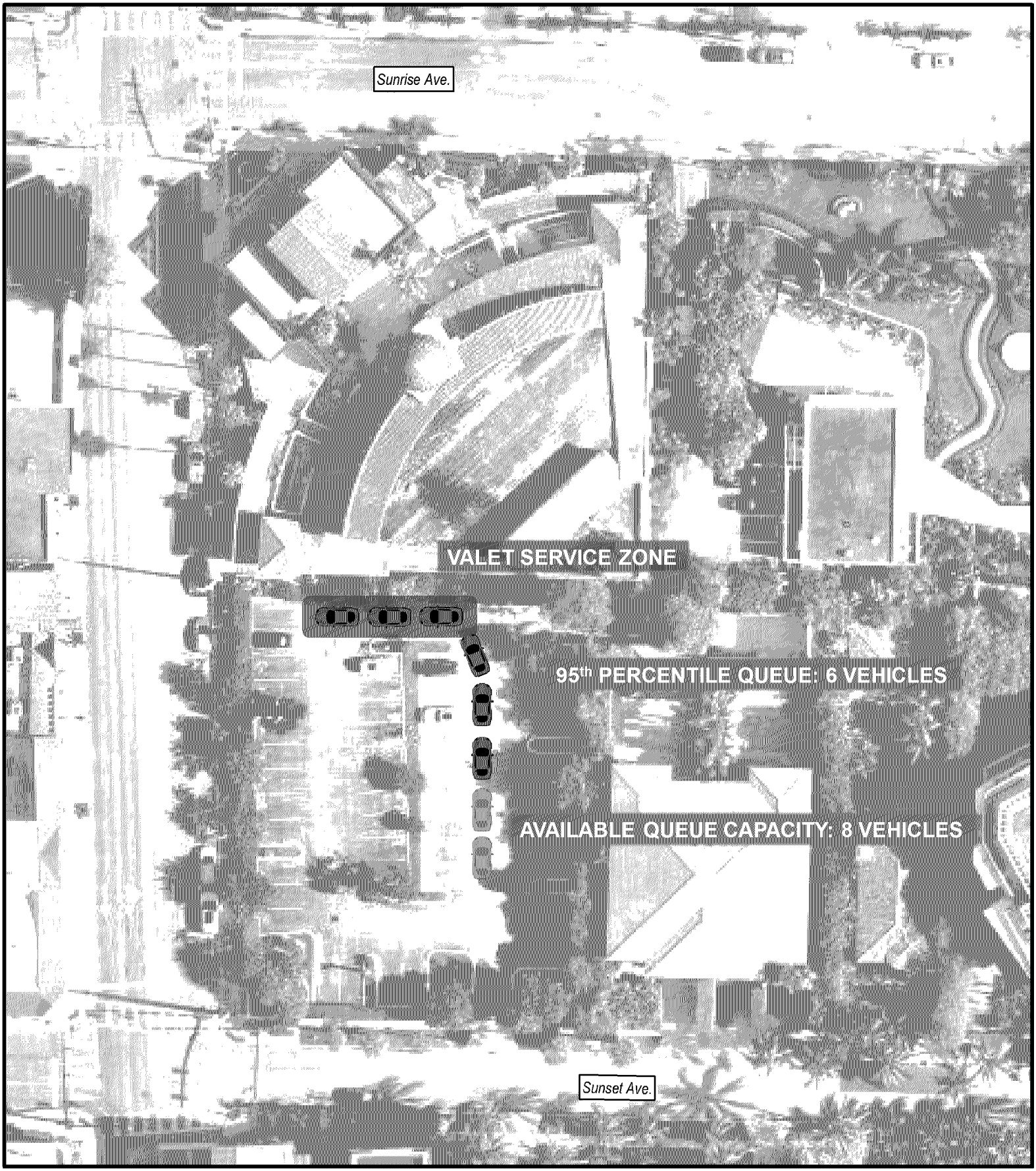
Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be six vehicles or fewer. The area adjacent to the valet stand can accommodate the six vehicles being serviced at a time without affecting operations on Sunset Avenue for entering vehicles. Note that all club patrons would be required to use valet parking (no self-parking allowed). Parking is provided on site within the surface parking lots, as shown in Figure 7.

Additionally, as included in Tables A-2 and A-3, calculations have also been undertaken for the 150-person occupancy and the 250-person occupancy scenarios, respectively. The 95th percentile queuing was calculated as the following for each scenario:

150-persons: 2 vehicles

250-persons: 5 vehicles

Note that, in all scenarios, the input includes a calculation of the number of valet positions in continuous use at the valet stand. This does not represent the total number of valet attendants who are working at that point in time; there may be more attendants on constant rotation at each valet position (e.g., two attendants physically present at the stand while two or more attendants are in process parking or retrieving vehicles).



NORTH

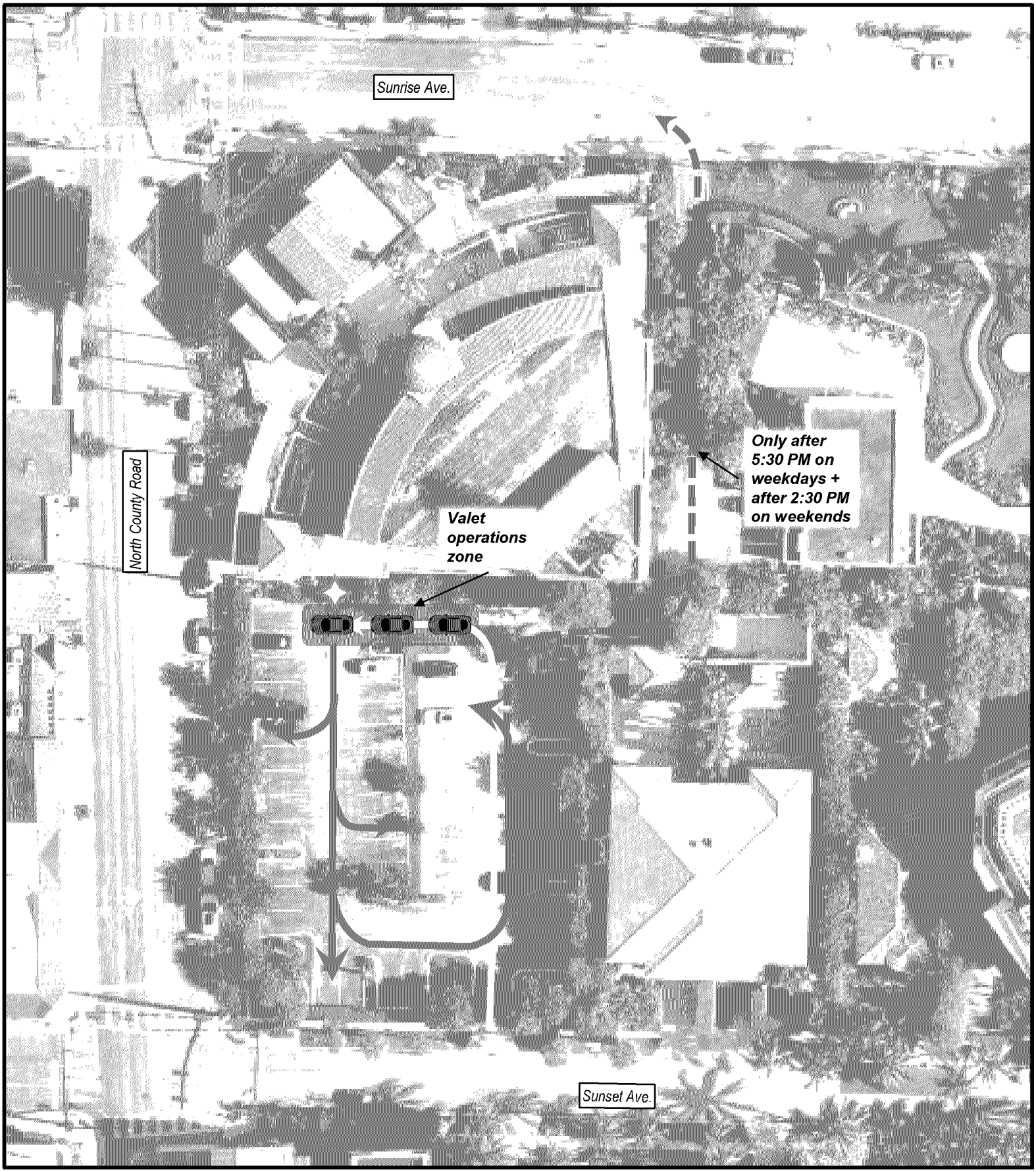
LEGEND

Vehicle Queue

Valet Service Zone

FIGURE 7
Paramount Palm Beach
KH #241020000
Valet Parking Operations

Kimley»Horn



LEGEND

Patron Arrival

Valet Route to Parking

Valet Stand

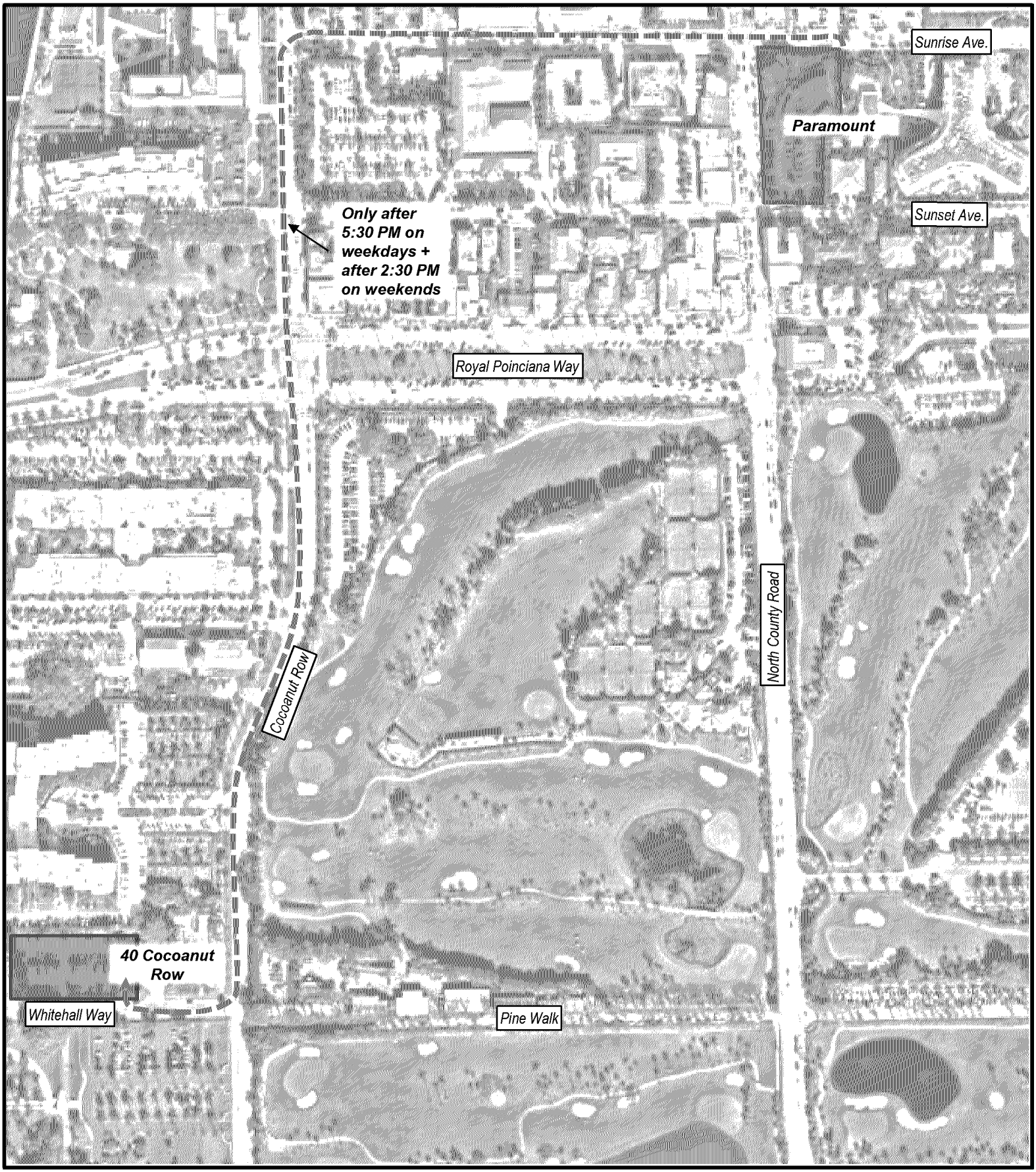
NORTH

FIGURE 8

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON ARRIVAL



NORTH

LEGEND

Valet Route to Off-Site Parking (only after 5:30 PM on weekdays and 2:30 PM on weekends)

TC Development Review Meeting Backup 7-10-2024

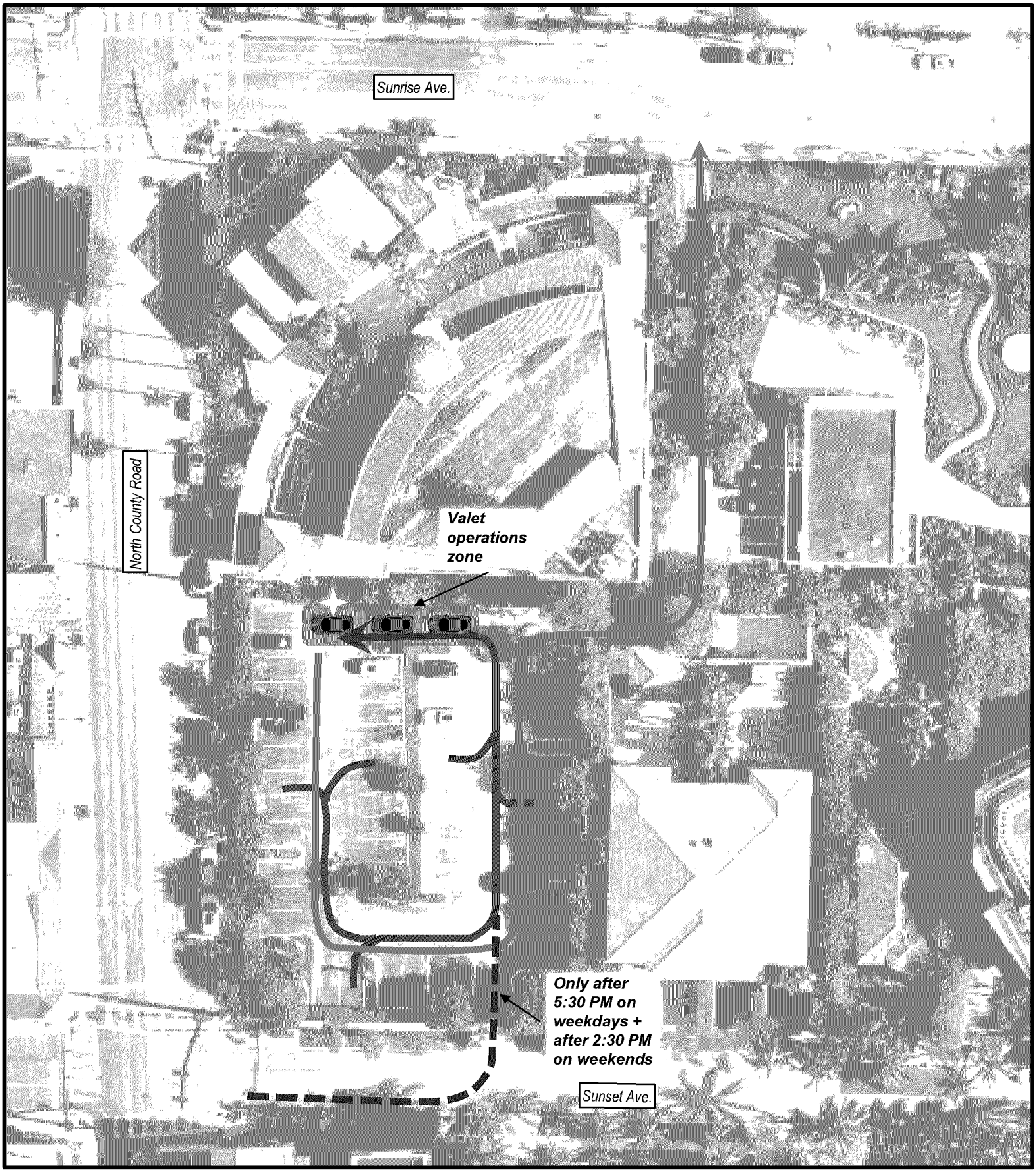
FIGURE 9

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON ARRIVAL -- OFFSITE

Kimley»Horn



LEGEND

- Patron Departure
- Valet Route From Parking
- Valet Stand

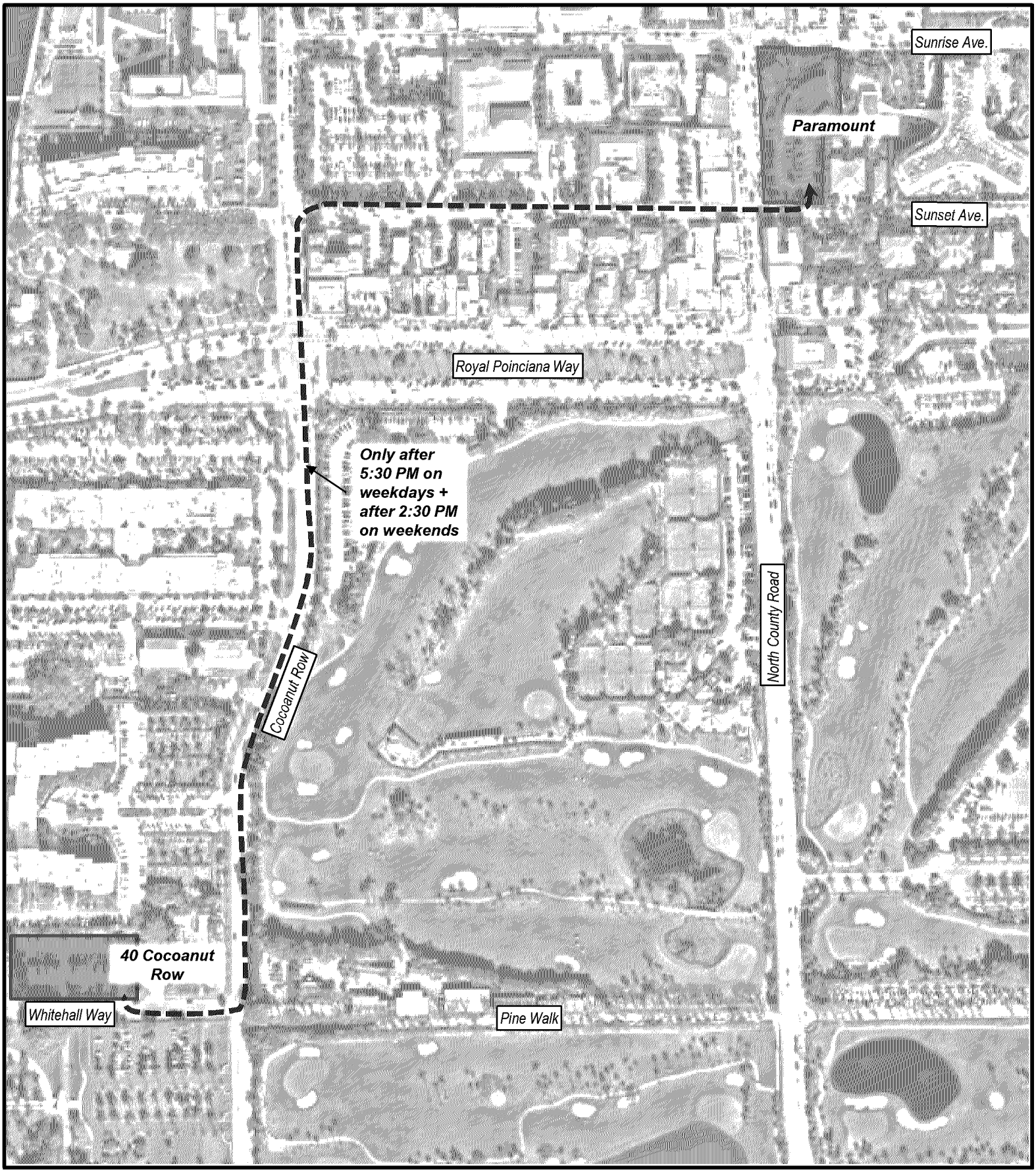
NORTH

FIGURE 10

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON DEPARTURE



NORTH

LEGEND

Valet Route from Off-Site Parking (only after 5:30 PM on weekdays and 2:30 PM on weekends)

FIGURE 11

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON DEPARTURE – OFFSITE

Kimley»Horn

CONCLUSION

Kimley-Horn and Associates, Inc. has prepared a traffic study to evaluate the potential impact of redevelopment for the project site located at 139 North County Road in Palm Beach, Florida. The site currently contains 9,683 square feet of general retail space, 14,745 square feet of general office space, and a 2,205 square foot place of worship. The proposed plan of redevelopment includes renovating the existing uses on site and will result in a final development program of a 475-member private club, with maximum occupancy on site of 412 people.

The analysis conservatively evaluates the proposed use as a "Fine Dining" restaurant. This resulted in evaluating the site as generating 77 inbound peak hour trips and 38 outbound trips during the weekday PM peak hour. Based upon extrapolating actual count data from the Carriage House as provided to the Town of Palm Beach, a private club use that can accommodate 412 occupants is assumed to generate 11 inbound trips and 4 outbound trips during the PM peak hour. Even with the more conservative "Fine Dining" trip generation rates used in the analysis, the site meets the TPS requirements defined in Article 12 of the Palm Beach County Unified Land Development Code, and the intersections meet the Town's LOS standards. The analysis according to the Town's comprehensive plan requirements shows that the site meets LOS D two-way standards on the adjacent transportation network except for the link of Bradley Place north of Royal Poinciana Way, which is a background deficiency.

In addition, a valet operations evaluation was conducted for the private club use. The queuing area provided is anticipated to accommodate the demand for the site without queues spilling out of the property. Valet parking needs are anticipated to be accommodated on site during typical weekday conditions. After 5:30 PM on weekdays and after 2:30 PM on weekends, additional valet parking can be provided at the off-site location at 40 Cocoanut Row, illustrated in the figures contained in this report.

Please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

Florida Registration
Number 58636

Registry No. 35106

Attachments

k:\wpb_tpto\2410\241020000 - paramount palm beach\tps\2024-5-31 paramount palm beach traffic.docx

APPENDIX

Property Detail

Parcel Control Number:	50-43-43-15-09-000-0140	Location Address:	139 N COUNTY RD		
Owners:	WEG PARAMOUNT LLC				
Mailing Address:	1801 CENTREPARK DR E STE 125,WEST PALM BEACH FL 33401 7428				
Last Sale:	MAR-2021	Book/Page#:	32305 / 677	Price:	$14,000,000
Property Use Code:	1200 - STORE/OFFICE/RESIDENTIAL	Zoning:	C-TS - COMMERCIAL TOWN SERVING (50-PALM BEACH)		
Legal Description:	SUNRISE AVE ADD LTS 14 & 15 & LT 16 (LESS NLY 107.78 FT OF ELY 83.84 FT & SLY 58.49 FT OF ELY 50.62 FT) FLORAL PARK PB2P6 LTS 164 TO 172 INC (LESS W 15 FT PALM BCH AVE R/W)	Total SF:	35992	Acres	1.3324

2022 Values (Preliminary)

Improvement Value	$5,924,214
Land Value	$6,649,946
Total Market Value	$12,574,160
Assessed Value	$12,574,160
Exemption Amount	$0
Taxable Value	$12,574,160

All values are as of January 1st each year.

2022 Taxes (Preliminary)

Ad Valorem	$197,395
Non Ad Valorem	$16,558
Total Tax	$213,953

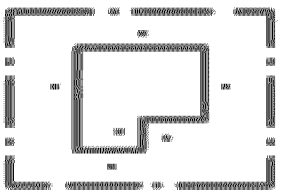
2023 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 1)



Sorry, no sketch available for this record

Subarea and Square Footage (Building 1)

Description	Area Sq. Footage
RESTAURANT	1216
MULTIPLE TENANT RETAIL SAL	4078
MULTIPLE TENANT RETAIL SAL	13752
MULTIPLE TENANT RETAIL SAL	13244
MULTIPLE TENANT RETAIL SAL	2432
MULTIPLE TENANT RETAIL SAL	1270
Total Square Footage :	35992

Extra Features

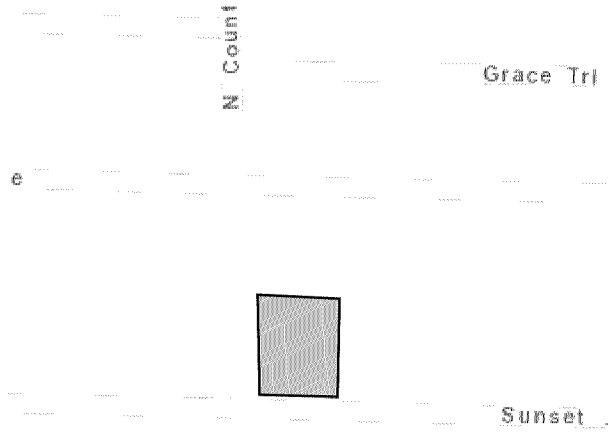
Description	Year Built	Unit
Paving- Asphalt	1985	18516
Patio	1985	6500

Unit may represent the perimeter, square footage, linear footage, total number or other measurement.

Structural Details (Building 1)

Description	
1. Year Built	1926
2. RETAIL MULTI OCCUP	35992

MAP



Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcgov.org/PAPA 10/18/2022

Owner: WEG PARAMOUNT LLC PCN: 50434315090000140 1 of 1

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

RAMSA
ROBERT A.M. STERN ARCHITECTS
One Park Avenue, New York, NY 10016
T. (212) 967-5100

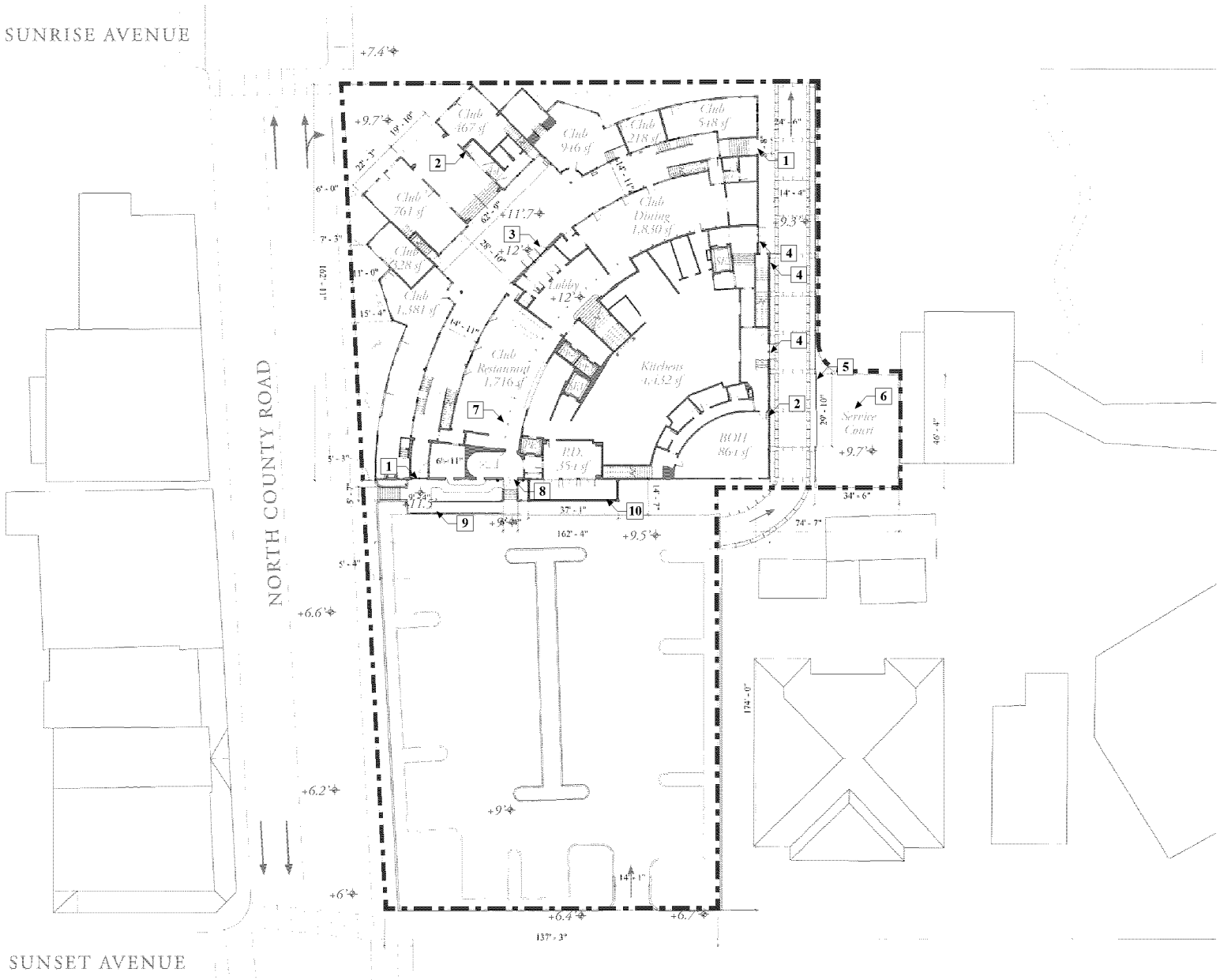
Stantec
One Biscayne Tower 1670
2 South Biscayne Boulevard Miami, Fl 33131
T. (305) 482-8700
Stantec Architecture Inc - AA26000753 Elvia Freire-Santmaria Llc. # AR99213

STATE OF FLORIDA REGISTERED ARCHITECT AR99213

02/14/24
FINAL
DROP OFF

C-2

PROPOSED SITE PLAN



PROPOSED PLAN: GROUND FLOOR

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

NOTES

GROUND FLOOR AREA:
16,477 SF

DESIGN NOTES:

1. Widen existing portals

2. ADA access to patio

3. Reintroduce historic front doors *(sheets D-10 & D-11)*

4. New service/egress doors

5. Service gate *(sheet A-17.3, C-7)*

6. Service court *(see sheet A-17.3 for equipment location and details)*

7. Restore historic colonnade

8. New southern entry *(sheets D-20 & D-21)*

9. ADA access to patio from parking lot *(see sheet D-21)*

10. Screened garden for Private Dining

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

RAMSA
ROBERT A.M. STERN ARCHITECTS
One Park Avenue, New York, NY 10016
T. (212) 967-5100

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Stantec Architecture Inc. - AA26000733 Ekko Freire-Santamaria Llc. # AR95213

STATE OF FLORIDA
EKKO FREIRE-SANTAMARIA
REGISTERED ARCHITECT
AR95213

02/14/24
FINAL
DROP OFF

C-3.1

Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Cir	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Industrial	General Light Industrial	110	1000 S.F.	4.87	10%	88/12	0.74	14/86	0.65
	Manufacturing	140	1000 S.F.	4.75	10%	76/24	0.68	31/69	0.74
	Warehouse	150	1000 S.F.	1.71	10%	77/23	0.17	28/72	0.18
	Mini-Warehouse/SS	151	1000 S.F.	1.45	10%	59/41	0.09	47/53	0.15
	HCF Center Warehouse - Non Sort	155	1000 S.F.	1.81	10%	81/19	0.15	39/61	0.16
Residential	Single Family Detached	210	Dwelling Unit	10	0%	26/74	0.7	63/37	0.94
	Multifamily Low-Rise Housing upto 3 story (Apartment/Condo/TH)	220	Dwelling Unit	6.74	0%	24/76	0.4	63/37	0.51
	Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	Dwelling Unit	4.54	0%	23/77	0.37	61/39	0.39
	55+ SF Detached	251	Dwelling Unit	4.31	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.24	0%	34/66	0.2	56/44	0.25
	Congregate Care Facility	253	Dwelling Unit	2.21	0%	58/42	0.08	49/51	0.18
	Assisted Living Facility	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Ldg	Hotel	310	Rooms	7.99	10%	56/44	0.46	51/49	0.59
Rec	Golf Course	430	Holes	30.38	5%	79/21	1.76	53/47	2.91
	Health/Fitness Club	492	1000 S.F.	32.93	5%	51/49	1.31	57/43	3.45
Institutional	Elementary School	520	Students	2.27	0%	54/46	0.74	46/54	0.16
	Middle/Junior School	522	Students	2.1	0%	54/46	0.67	48/52	0.15
	High School	525	Students	1.94	0%	68/32	0.52	48/52	0.14
	Private School (K-8)	530	Students	3.17[a]	0%	56/44	1.01	46/54	0.26
	Private School (K-12)	532	Students	2.48	0%	63/37	0.79	43/57	0.17
	Church/Synagogue[b]	560	1000 S.F.	7.6	5%	62/38	0.32	44/56	0.49
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16
Med	Hospital	610	1000 S.F.	10.77	10%	67/33	0.82	35/65	0.86
	Nursing Home	620	Beds	3.06	10%	72/28	0.14	33/67	0.14
Office	General Office (10k-250k SF GFA)[h]	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
	General Office (>250k SF GFA)[h]	710	1000 S.F.	Ln(T) = 0.87 Ln(X) + 3.05	10%	88/12	Ln(T) = 0.86Ln(X) + 1.16	17/83	1.44
	Small Office Building (<=10k SF GFA)	712	1000 S.F.	14.39	10%	82/18	1.67	34/66	2.16
	Medical Office (Stand-Alone)	720	1000 S.F.	T=42.97(X)-108.01	10%	79/21	3.10	30/70	3.93
	Medical Office (Near Hospital)	720	1000 S.F.	31.86	10%	81/19	2.68	25/75	2.84
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71

Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Cir.	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	50/50	2.82	50/50	8.06
	Nursery (Wholesale)	818	Acre	19.50	0%	50/50	0.23	50/50	0.36
	Landscape Services	PBC	Acre[c]	121.70	0%	40/60	34.4	58/42	15.1
	Shop Center (>150ksf)	820	1000 S.F.	37.01	24%	62/38	0.84	48/52	3.4
	Shop Plaza (40-150ksf) w/Sup Market	821	1000 S.F.	94.49	39%	62/38	3.53	48/52	9.03
	Shop Plaza (40-150ksf) w/out Sup Market	821	1000 S.F.	67.52	39%	62/38	1.73	49/51	5.19
	Strip Retail Plaza (<40ksf)	822	1000 S.F.	54.45	63%	60/40	2.36	50/50	6.59
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.86	40/60	2.42
	Automobile Parts Sales	843	1000 S.F.	54.57	28%	55/45	2.51	48/52	4.9
	Tire Store	848	1000 S.F.	27.69	28%	64/36	2.61	43/57	3.75
	Supermarket	850	1000 S.F.	93.84	36%	59/41	2.86	50/50	8.95
	Pharmacy + DT	881	1000 S.F.	108.40	50%	52/48	3.74	50/50	10.25
Services	Drive-In Bank	912	1000 S.F.	100.35	47%	58/42	9.95	50/50	21.01
	Fine Dining Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	107.2	43%	55/45	9.57	61/39	9.05
	Fast Food Restaurant w/o DT	933	1000 S.F.	450.49	45%	58/42	43.18	50/50	33.21
	Fast Food Restaurant + DT	934	1000 S.F.	467.48	49%	51/49	44.61	52/48	33.03
	Coffee/Donut Shop w/o DT	936	1000 S.F.	441.88[d]	45%	51/49	93.08	50/50	32.29
	Coffee/Donut Shop + DT	937	1000 S.F.	533.57	49%	51/49	85.88	50/50	38.99
	Coffee/Donut Shop + DT w/No Seat	938	DT Lanes	179	49%	50/50	39.81	50/50	15.08
	Gas Station w/Convenience Store[e]	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note f	50/50	12.3*FP+15.5*(X)
	Carwash (Automated)[g]	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65

Footnotes

a) Based on Daily to AM peak ratio for LUC 532 (Private School (K-12)

b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split

c) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.

d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT)

e) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Artice 12, should be applied to estimate the net trips.

f) Use PM rates

g) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate from older ITE TGM. New PBC rate study underway.

h) Based on PBC analysis of ITE TGM data plots

Modification History

3/2/2020: Added Landscape Services, modification history, edited formatting

7/25/2022: Updated with ITE TG Manual 11th ed information

Land Use: 931
Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

Additional Data

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

126, 260, 291, 301, 338, 339, 368, 437, 440, 976, 1053

Fine Dining Restaurant
(931)

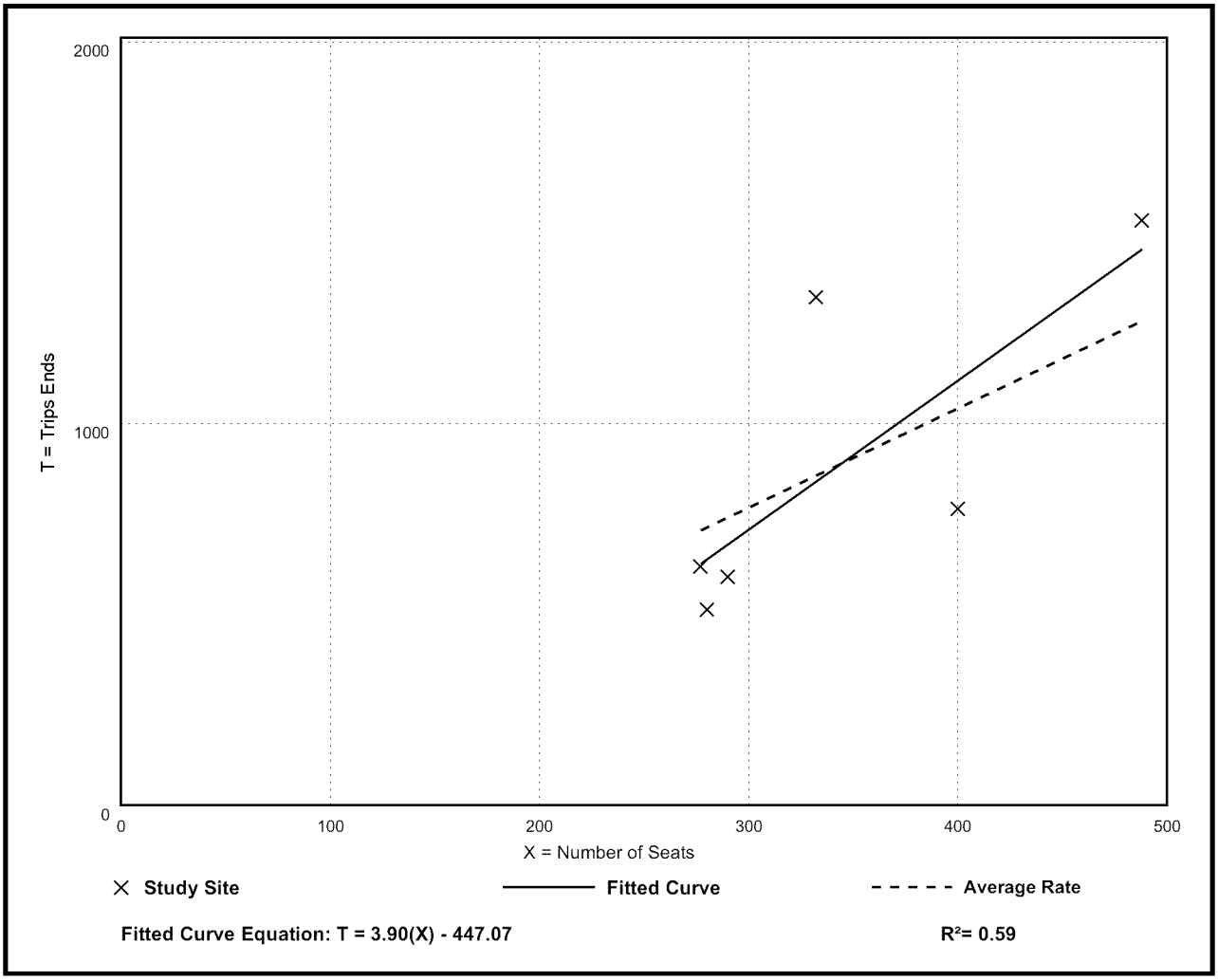
Vehicle Trip Ends vs: Seats
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Seats: 345
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.60	1.83 - 4.01	0.85

Data Plot and Equation



Fitted Curve Equation: T = 3.90(X) - 447.07

R^2= 0.59

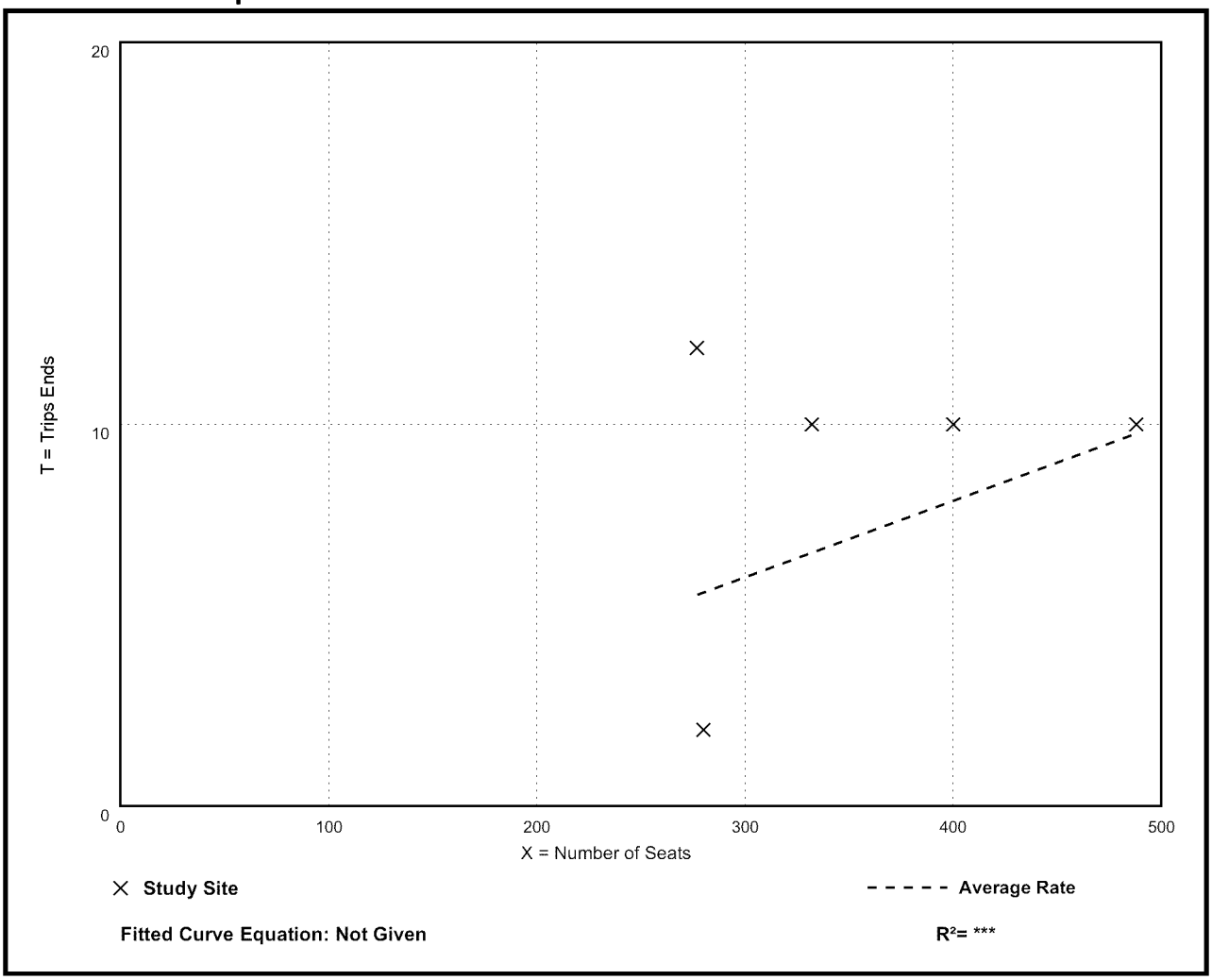
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: Seats
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Seats: 355
Directional Distribution: Not Available

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.02	0.01 - 0.04	0.01

Data Plot and Equation



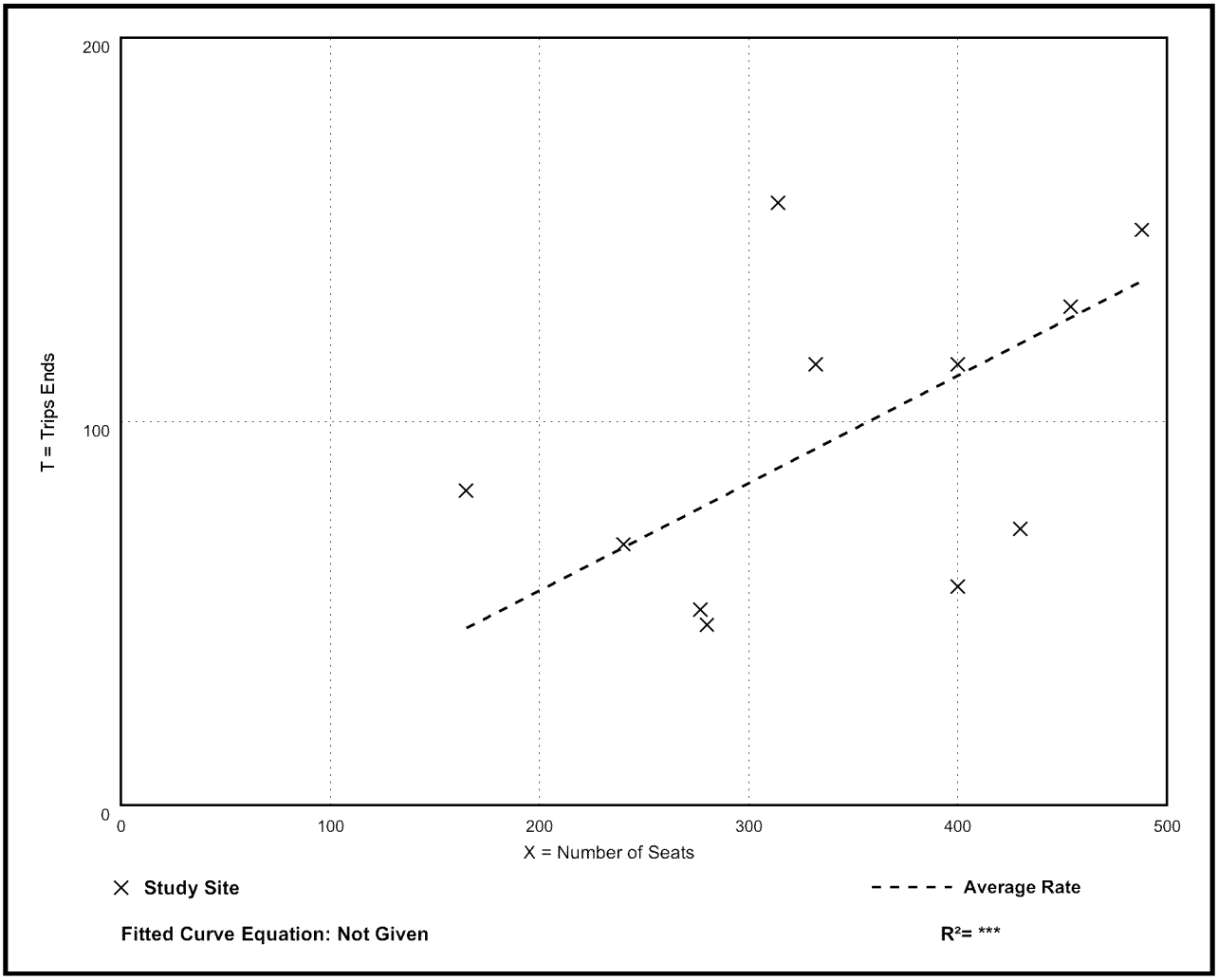
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: Seats
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Seats: 344
Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.28	0.14 - 0.50	0.11

Data Plot and Equation



Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	710		
Land Use	General Office Building		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	11		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.1%	0.2%	0.1%
1:00 - 2:00 AM	0.0%	0.0%	0.1%
2:00 - 3:00 AM	0.0%	0.0%	0.0%
3:00 - 4:00 AM	0.1%	0.0%	0.1%
4:00 - 5:00 AM	0.2%	0.2%	0.2%
5:00 - 6:00 AM	0.3%	0.4%	0.1%
6:00 - 7:00 AM	2.6%	4.8%	0.5%
7:00 - 8:00 AM	7.8%	13.6%	2.0%
8:00 - 9:00 AM	8.9%	14.3%	3.4%
9:00 - 10:00 AM	5.3%	6.3%	4.4%
10:00 - 11:00 AM	5.7%	5.5%	6.0%
11:00 - 12:00 PM	8.1%	6.0%	10.3%
12:00 - 1:00 PM	10.2%	10.2%	10.1%
1:00 - 2:00 PM	7.8%	9.0%	6.6%
2:00 - 3:00 PM	7.4%	8.3%	6.5%
3:00 - 4:00 PM	7.8%	7.3%	8.4%
4:00 - 5:00 PM	10.3%	5.4%	15.2%
5:00 - 6:00 PM	9.9%	4.0%	15.8%
6:00 - 7:00 PM	2.1%	1.7%	2.6%
7:00 - 8:00 PM	1.6%	0.9%	2.3%
8:00 - 9:00 PM	1.0%	0.7%	1.3%
9:00 - 10:00 PM	1.1%	0.5%	1.6%
10:00 - 11:00 PM	1.2%	0.3%	2.1%
11:00 - 12:00 AM	0.3%	0.4%	0.2%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	822		
Land Use	Strip Retail Plaza		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	2		
	% of 16-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	--	--	--
1:00 - 2:00 AM	--	--	--
2:00 - 3:00 AM	--	--	--
3:00 - 4:00 AM	--	--	--
4:00 - 5:00 AM	--	--	--
5:00 - 6:00 AM	--	--	--
6:00 - 7:00 AM	0.5%	--	--
7:00 - 8:00 AM	2.2%	--	--
8:00 - 9:00 AM	4.5%	--	--
9:00 - 10:00 AM	5.8%	--	--
10:00 - 11:00 AM	6.5%	--	--
11:00 - 12:00 PM	6.3%	--	--
12:00 - 1:00 PM	6.1%	--	--
1:00 - 2:00 PM	6.9%	--	--
2:00 - 3:00 PM	6.1%	--	--
3:00 - 4:00 PM	7.4%	--	--
4:00 - 5:00 PM	8.0%	--	--
5:00 - 6:00 PM	8.0%	--	--
6:00 - 7:00 PM	8.0%	--	--
7:00 - 8:00 PM	8.5%	--	--
8:00 - 9:00 PM	8.5%	--	--
9:00 - 10:00 PM	6.7%	--	--
10:00 - 11:00 PM	--	--	--
11:00 - 12:00 AM	--	--	--

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
SUNRISE AVE & COUNTY ROAD
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	68	655	116	14	341	31	41	11	32	90	18	12	
Peak Season Volume	68	655	116	14	341	31	41	11	32	90	18	12	
Traffic Volume Growth	5	47	8	1	24	2	3	1	2	6	1	1	
Committed Development													
Royal Poinciana Playhouse		1			1								
Breakers		12			6								
Palm House Hotel	2								3				
165 Bradley Place	1								1				
1.0% Traffic Volume Growth	2	20	4	0	10	1	1	0	1	3	1	0	
Committed +1.0% Growth	5	33	4	0	17	1	1	0	5	3	1	0	
Max (Committed +1.0% or Historic Growth)	5	47	8	1	24	2	3	1	5	6	1	1	
TOPB Committed Traffic													
Inbound Traffic Assignment	1.0%	9.0%											Inbound
Inbound Traffic Volumes	1	13											146
Outbound Traffic Assignment					9.0%				1.0%				Outbound
Outbound Traffic Volumes					11				1				118
Project Traffic	1	13	0	0	11	0	0	0	1	0	0	0	
Background Traffic Volumes	74	715	124	15	376	33	44	12	38	96	19	13	
Project Traffic													
Inbound Traffic Assignment					20.0%								Inbound
Inbound Traffic Volumes					6								28
Outbound Traffic Assignment										45.0%	15.0%	20.0%	Outbound
Outbound Traffic Volumes										6	2	3	14
Project Traffic	0	0	0	0	6	0	0	0	0	6	2	3	
TOTAL TRAFFIC	**74**	**715**	**124**	**15**	**382**	**33**	**44**	**12**	**38**	**102**	**21**	**16**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	102	522	129	28	486	73	33	19	114	116	56	39	
Peak Season Volume	102	522	129	28	486	73	33	19	114	116	56	39	
Traffic Volume Growth	7	37	9	2	35	5	2	1	8	8	4	3	
Committed Development													
Royal Poinciana Playhouse		1			1								
Breakers		5			5								
Palm House Hotel	3								3				
165 Bradley Place	1								1				
1.0% Traffic Volume Growth	3	16	4	1	15	2	1	1	3	4	2	1	
Committed +1.0% Growth	7	22	4	1	21	2	1	1	7	4	2	1	
Max (Committed +1.0% or Historic Growth)	7	37	9	2	35	5	2	1	8	8	4	3	
TOPB Committed Traffic													
Inbound Traffic Assignment	1.0%	9.0%											Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment					9.0%				1.0%				Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	109	559	138	30	521	78	35	20	122	124	60	42	
Project Traffic													
Inbound Traffic Assignment					20.0%								Inbound
Inbound Traffic Volumes					9								47
Outbound Traffic Assignment										45.0%	15.0%	20.0%	Outbound
Outbound Traffic Volumes										10	3	5	23
Project Traffic	0	0	0	0	9	0	0	0	0	10	3	5	
TOTAL TRAFFIC	**109**	**559**	**138**	**30**	**530**	**78**	**35**	**20**	**122**	**134**	**63**	**47**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	111	382	115	21	578	65	41	30	61	100	56	19	
Peak Season Volume	111	382	115	21	578	65	41	30	61	100	56	19	
Traffic Volume Growth	8	27	8	2	41	5	3	2	4	7	4	1	
Committed Development													
Royal Poinciana Playhouse		5			12								
Breakers		5			9								
Palm House Hotel	3								3				
165 Bradley Place	1								1				
1.0% Traffic Volume Growth	3	12	3	1	18	2	1	1	2	3	2	1	
Committed +1.0% Growth	7	22	3	1	39	2	1	1	6	3	2	1	
Max (Committed +1.0% or Historic Growth)	8	27	8	2	41	5	3	2	6	7	4	1	
TOPB Committed Traffic													
Inbound Traffic Assignment	1.0%	9.0%											Inbound
Inbound Traffic Volumes	2	14											155
Outbound Traffic Assignment					9.0%				1.0%				Outbound
Outbound Traffic Volumes					17				2				191
Project Traffic	2	14	0	0	17	0	0	0	2	0	0	0	
Background Traffic Volumes	121	423	123	23	636	70	44	32	69	107	60	20	
Project Traffic													
Inbound Traffic Assignment					20.0%								Inbound
Inbound Traffic Volumes					15								77
Outbound Traffic Assignment										45.0%	15.0%	20.0%	Outbound
Outbound Traffic Volumes										17	6	8	38
Project Traffic	0	0	0	0	15	0	0	0	0	17	6	8	
TOTAL TRAFFIC	**121**	**423**	**123**	**23**	**651**	**70**	**44**	**32**	**69**	**124**	**66**	**28**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
SUNSET AVE & COUNTY ROAD
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	0	818	30	9	456	0	16	9	88	16	0	10	
Peak Season Volume	0	818	30	9	456	0	16	9	88	16	0	10	
Traffic Volume Growth	0	59	2	1	33	0	1	1	6	1	0	1	
Committed Development													
Royal Poinciana Playhouse		1			1								
Breakers													
Palm House Hotel													
165 Bradley Place		1			1								
1.0% Traffic Volume Growth	0	25	1	0	14	0	0	0	3	0	0	0	
Committed +1.0% Growth	0	27	1	0	16	0	0	0	3	0	0	0	
Max (Committed +1.0% or Historic Growth)	0	59	2	1	33	0	1	1	6	1	0	1	
TOPB Committed Traffic													
Inbound Traffic Assignment		11.0%											Inbound
Inbound Traffic Volumes		16											146
Outbound Traffic Assignment					10.0%				5.0%				Outbound
Outbound Traffic Volumes					12				6				118
Project Traffic	0	16	0	0	12	0	0	0	6	0	0	0	
Background Traffic Volumes	0	893	32	10	501	0	17	10	100	17	0	11	
Project Traffic													
Inbound Traffic Assignment			55.0%	30.0%				15.0%					Inbound
Inbound Traffic Volumes			15	8				4					28
Outbound Traffic Assignment					45.0%								Outbound
Outbound Traffic Volumes					6								14
Project Traffic	0	0	15	8	6	0	0	4	0	0	0	0	
TOTAL TRAFFIC	**0**	**893**	**47**	**18**	**507**	**0**	**17**	**14**	**100**	**17**	**0**	**11**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	0	688	35	8	702	0	27	8	97	15	0	21	
Peak Season Volume	0	688	35	8	702	0	27	8	97	15	0	21	
Traffic Volume Growth	0	49	3	1	50	0	2	1	7	1	0	2	
Committed Development													
Royal Poinciana Playhouse		1			1								
Breakers													
Palm House Hotel													
165 Bradley Place		1			1								
1.0% Traffic Volume Growth	0	21	1	0	21	0	1	0	3	0	0	1	
Committed +1.0% Growth	0	23	1	0	23	0	1	0	3	0	0	1	
Max (Committed +1.0% or Historic Growth)	0	49	3	1	50	0	2	1	7	1	0	2	
TOPB Committed Traffic													
Inbound Traffic Assignment		11.0%											Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment					10.0%				5.0%				Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	737	38	9	752	0	29	9	104	16	0	23	
Project Traffic													
Inbound Traffic Assignment			55.0%	30.0%				15.0%					Inbound
Inbound Traffic Volumes			26	14				7					47
Outbound Traffic Assignment					45.0%								Outbound
Outbound Traffic Volumes					10								23
Project Traffic	0	0	26	14	10	0	0	7	0	0	0	0	
TOTAL TRAFFIC	**0**	**737**	**64**	**23**	**762**	**0**	**29**	**16**	**104**	**16**	**0**	**23**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	0	538	16	3	742	0	54	3	124	11	0	13	
Peak Season Volume	0	538	16	3	742	0	54	3	124	11	0	13	
Traffic Volume Growth	0	39	1	0	53	0	4	0	9	1	0	1	
Committed Development													
Royal Poinciana Playhouse		5			12								
Breakers													
Palm House Hotel													
165 Bradley Place		1			1								
1.0% Traffic Volume Growth	0	16	0	0	22	0	2	0	4	0	0	0	
Committed +1.0% Growth	0	22	0	0	35	0	2	0	4	0	0	0	
Max (Committed +1.0% or Historic Growth)	0	39	1	0	53	0	4	0	9	1	0	1	
TOPB Committed Traffic													
Inbound Traffic Assignment		11.0%											Inbound
Inbound Traffic Volumes		17											155
Outbound Traffic Assignment					10.0%				5.0%				Outbound
Outbound Traffic Volumes					19				10				191
Project Traffic	0	17	0	0	19	0	0	0	10	0	0	0	
Background Traffic Volumes	0	594	17	3	814	0	58	3	143	12	0	14	
Project Traffic													
Inbound Traffic Assignment			55.0%	30.0%				15.0%					Inbound
Inbound Traffic Volumes			42	23				12					77
Outbound Traffic Assignment					45.0%								Outbound
Outbound Traffic Volumes					17								38
Project Traffic	0	0	42	23	17	0	0	12	0	0	0	0	
TOTAL TRAFFIC	**0**	**594**	**59**	**26**	**831**	**0**	**58**	**15**	**143**	**12**	**0**	**14**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
ROYAL POINCIANA WAY & COUNTY ROAD
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	212	475	42	0	339	234	325	115	200	14	38	8	
Peak Season Volume	212	475	42	0	339	234	325	115	200	14	38	8	
Traffic Volume Growth	15	34	3	0	24	17	23	8	14	1	3	1	
Committed Development													
Royal Poinciana Playhouse	1					1	1		1				
Breakers	20	1		5	2			19	11		35	9	
Palm House Hotel													
165 Bradley Place	1	1			1				1				
1.0% Traffic Volume Growth	6	14	1	0	10	7	10	3	6	0	1	0	
Committed +1.0% Growth	28	16	1	5	13	8	11	22	19	0	36	9	
Max (Committed +1.0% or Historic Growth)	28	34	3	5	24	17	23	22	19	1	36	9	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%		40.0%				Inbound
Inbound Traffic Volumes							22		58				146
Outbound Traffic Assignment	40.0%					15.0%							Outbound
Outbound Traffic Volumes	47					18							118
Project Traffic	47	0	0	0	0	18	22	0	58	0	0	0	
Background Traffic Volumes	287	509	45	5	363	269	370	137	277	15	74	17	
Project Traffic													
Inbound Traffic Assignment		30.0%					25.0%						Inbound
Inbound Traffic Volumes		8					7						28
Outbound Traffic Assignment					30.0%	25.0%							Outbound
Outbound Traffic Volumes					4	4							14
Project Traffic	0	8	0	0	4	4	7	0	0	0	0	0	
TOTAL TRAFFIC	**287**	**517**	**45**	**5**	**367**	**273**	**377**	**137**	**277**	**15**	**74**	**17**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	259	571	25	0	568	256	159	45	319	25	57	2	
Peak Season Volume	259	571	25	0	568	256	159	45	319	25	57	2	
Traffic Volume Growth	19	41	2	0	41	18	11	3	23	2	4	0	
Committed Development													
Royal Poinciana Playhouse	1					1	1		1				
Breakers	8	1		4	1			14	8		15	4	
Palm House Hotel													
165 Bradley Place	1	1			1				1				
1.0% Traffic Volume Growth	8	17	1	0	17	8	5	1	10	1	2	0	
Committed +1.0% Growth	18	19	1	4	19	9	6	15	20	1	17	4	
Max (Committed +1.0% or Historic Growth)	19	41	2	4	41	18	11	15	23	2	17	4	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%		40.0%				Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment	40.0%					15.0%							Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	278	612	27	4	609	274	170	60	342	27	74	6	
Project Traffic													
Inbound Traffic Assignment		30.0%					25.0%						Inbound
Inbound Traffic Volumes		14					12						47
Outbound Traffic Assignment					30.0%	25.0%							Outbound
Outbound Traffic Volumes					7	6							23
Project Traffic	0	14	0	0	7	6	12	0	0	0	0	0	
TOTAL TRAFFIC	**278**	**626**	**27**	**4**	**616**	**280**	**182**	**60**	**342**	**27**	**74**	**6**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	217	364	32	0	502	375	200	66	228	42	87	16	
Peak Season Volume	217	364	32	0	502	375	200	66	228	42	87	16	
Traffic Volume Growth	16	26	2	0	36	27	14	5	16	3	6	1	
Committed Development													
Royal Poinciana Playhouse	12					12	5		5				
Breakers	16	1		7	2			28	16		16	4	
Palm House Hotel													
165 Bradley Place	1	1			1				1				
1.0% Traffic Volume Growth	7	11	1	0	15	11	6	2	7	1	3	0	
Committed +1.0% Growth	36	13	1	7	18	23	11	30	29	1	19	4	
Max (Committed +1.0% or Historic Growth)	36	26	2	7	36	27	14	30	29	3	19	4	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%		40.0%				Inbound
Inbound Traffic Volumes							23		62				155
Outbound Traffic Assignment	40.0%					15.0%							Outbound
Outbound Traffic Volumes	76					29							191
Project Traffic	76	0	0	0	0	29	23	0	62	0	0	0	
Background Traffic Volumes	329	390	34	7	538	431	237	96	319	45	106	20	
Project Traffic													
Inbound Traffic Assignment		30.0%					25.0%						Inbound
Inbound Traffic Volumes		23					19						77
Outbound Traffic Assignment					30.0%	25.0%							Outbound
Outbound Traffic Volumes					11	10							38
Project Traffic	0	23	0	0	11	10	19	0	0	0	0	0	
TOTAL TRAFFIC	**329**	**413**	**34**	**7**	**549**	**441**	**256**	**96**	**319**	**45**	**106**	**20**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
BRADLEY PLACE & SUNRISE AVENUE
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	0	459	60	14	214	0	0	0	0	73	0	40	
Peak Season Volume	0	459	60	14	214	0	0	0	0	73	0	40	
Traffic Volume Growth	0	33	4	1	15	0	0	0	0	5	0	3	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	0	14	2	0	6	0	0	0	0	2	0	1	
Committed +1.0% Growth	0	14	2	0	6	0	0	0	0	2	0	1	
Max (Committed +1.0% or Historic Growth)	0	33	4	1	15	0	0	0	0	5	0	3	
TOPB Committed Traffic													
Inbound Traffic Assignment		5.0%	2.0%										Inbound
Inbound Traffic Volumes		7	3										146
Outbound Traffic Assignment					5.0%					2.0%			Outbound
Outbound Traffic Volumes					6					2			118
Project Traffic	0	7	3	0	6	0	0	0	0	2	0	0	
Background Traffic Volumes	0	499	67	15	235	0	0	0	0	80	0	43	
Project Traffic													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													28
Outbound Traffic Assignment										10.0%		5.0%	Outbound
Outbound Traffic Volumes										1		1	14
Project Traffic	0	0	0	0	0	0	0	0	0	1	0	1	
TOTAL TRAFFIC	**0**	**499**	**67**	**15**	**235**	**0**	**0**	**0**	**0**	**81**	**0**	**44**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	0	240	73	27	372	0	0	0	0	223	0	40	
Peak Season Volume	0	240	73	27	372	0	0	0	0	223	0	40	
Traffic Volume Growth	0	17	5	2	27	0	0	0	0	16	0	3	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	0	7	2	1	11	0	0	0	0	7	0	1	
Committed +1.0% Growth	0	7	2	1	11	0	0	0	0	7	0	1	
Max (Committed +1.0% or Historic Growth)	0	17	5	2	27	0	0	0	0	16	0	3	
TOPB Committed Traffic													
Inbound Traffic Assignment		5.0%	2.0%										Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment					5.0%					2.0%			Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	257	78	29	399	0	0	0	0	239	0	43	
Project Traffic													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													47
Outbound Traffic Assignment										10.0%		5.0%	Outbound
Outbound Traffic Volumes										2		1	23
Project Traffic	0	0	0	0	0	0	0	0	0	2	0	1	
TOTAL TRAFFIC	**0**	**257**	**78**	**29**	**399**	**0**	**0**	**0**	**0**	**241**	**0**	**44**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	0	198	17	24	455	0	0	0	0	216	0	34	
Peak Season Volume	0	198	17	24	455	0	0	0	0	216	0	34	
Traffic Volume Growth	0	14	1	2	33	0	0	0	0	15	0	2	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	0	6	1	1	14	0	0	0	0	7	0	1	
Committed +1.0% Growth	0	6	1	1	14	0	0	0	0	7	0	1	
Max (Committed +1.0% or Historic Growth)	0	14	1	2	33	0	0	0	0	15	0	2	
TOPB Committed Traffic													
Inbound Traffic Assignment		5.0%	2.0%										Inbound
Inbound Traffic Volumes		8	3										155
Outbound Traffic Assignment					5.0%					2.0%			Outbound
Outbound Traffic Volumes					10					4			191
Project Traffic	0	8	3	0	10	0	0	0	0	4	0	0	
Background Traffic Volumes	0	220	21	26	498	0	0	0	0	235	0	36	
Project Traffic													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													77
Outbound Traffic Assignment										10.0%		5.0%	Outbound
Outbound Traffic Volumes										4		2	38
Project Traffic	0	0	0	0	0	0	0	0	0	4	0	2	
TOTAL TRAFFIC	**0**	**220**	**21**	**26**	**498**	**0**	**0**	**0**	**0**	**239**	**0**	**38**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
BRADLEY PLACE & SUNSET AVENUE
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	20	530	190	6	288	2	3	5	10	0	0	0	
Peak Season Volume	20	530	190	6	288	2	3	5	10	0	0	0	
Traffic Volume Growth	1	38	14	0	21	0	0	0	1	0	0	0	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	1	16	6	0	9	0	0	0	0	0	0	0	
Committed +1.0% Growth	1	16	6	0	9	0	0	0	0	0	0	0	
Max (Committed +1.0% or Historic Growth)	1	38	14	0	21	0	0	0	1	0	0	0	
TOPB Committed Traffic													
Inbound Traffic Assignment		9.0%	2.0%										Inbound
Inbound Traffic Volumes		13	3										146
Outbound Traffic Assignment					9.0%								Outbound
Outbound Traffic Volumes					11								118
Project Traffic	0	13	3	0	11	0	0	0	0	0	0	0	
Background Traffic Volumes	21	581	207	6	320	2	3	5	11	0	0	0	
Project Traffic													
Inbound Traffic Assignment			10.0%	5.0%									Inbound
Inbound Traffic Volumes			3	1									28
Outbound Traffic Assignment													Outbound
Outbound Traffic Volumes													14
Project Traffic	0	0	3	1	0	0	0	0	0	0	0	0	
TOTAL TRAFFIC	**21**	**581**	**210**	**7**	**320**	**2**	**3**	**5**	**11**	**0**	**0**	**0**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	30	314	182	10	588	7	3	6	27	0	0	0	
Peak Season Volume	30	314	182	10	588	7	3	6	27	0	0	0	
Traffic Volume Growth	2	22	13	1	42	1	0	0	2	0	0	0	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	1	10	6	0	18	0	0	0	1	0	0	0	
Committed +1.0% Growth	1	10	6	0	18	0	0	0	1	0	0	0	
Max (Committed +1.0% or Historic Growth)	2	22	13	1	42	1	0	0	2	0	0	0	
TOPB Committed Traffic													
Inbound Traffic Assignment		9.0%	2.0%										Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment					9.0%								Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	32	336	195	11	630	8	3	6	29	0	0	0	
Project Traffic													
Inbound Traffic Assignment			10.0%	5.0%									Inbound
Inbound Traffic Volumes			5	2									47
Outbound Traffic Assignment													Outbound
Outbound Traffic Volumes													23
Project Traffic	0	0	5	2	0	0	0	0	0	0	0	0	
TOTAL TRAFFIC	**32**	**336**	**200**	**13**	**630**	**8**	**3**	**6**	**29**	**0**	**0**	**0**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	36	283	213	12	648	7	2	2	28	0	0	0	
Peak Season Volume	36	283	213	12	648	7	2	2	28	0	0	0	
Traffic Volume Growth	3	20	15	1	46	1	0	0	2	0	0	0	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	1	9	6	0	20	0	0	0	1	0	0	0	
Committed +1.0% Growth	1	9	6	0	20	0	0	0	1	0	0	0	
Max (Committed +1.0% or Historic Growth)	3	20	15	1	46	1	0	0	2	0	0	0	
TOPB Committed Traffic													
Inbound Traffic Assignment		9.0%	2.0%										Inbound
Inbound Traffic Volumes		14	3										155
Outbound Traffic Assignment					9.0%								Outbound
Outbound Traffic Volumes					17								191
Project Traffic	0	14	3	0	17	0	0	0	0	0	0	0	
Background Traffic Volumes	39	317	231	13	711	8	2	2	30	0	0	0	
Project Traffic													
Inbound Traffic Assignment			10.0%	5.0%									Inbound
Inbound Traffic Volumes			8	4									77
Outbound Traffic Assignment													Outbound
Outbound Traffic Volumes													38
Project Traffic	0	0	8	4	0	0	0	0	0	0	0	0	
TOTAL TRAFFIC	**39**	**317**	**239**	**17**	**711**	**8**	**2**	**2**	**30**	**0**	**0**	**0**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
BRADLEY PLACE & ROYAL POINCIANA WAY
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	73	195	63	0	82	220	464	679	156	84	313	71	
Peak Season Volume	73	195	63	0	82	220	464	679	156	84	313	71	
Traffic Volume Growth	5	14	5	0	6	16	33	49	11	6	22	5	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	2	6	2	0	2	7	14	21	5	3	9	2	
Committed +1.0% Growth	2	6	2	0	2	7	14	21	5	3	9	2	
Max (Committed +1.0% or Historic Growth)	5	14	5	0	6	16	33	49	11	6	22	5	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%	55.0%	30.0%				Inbound
Inbound Traffic Volumes							22	80	44				146
Outbound Traffic Assignment	30.0%					15.0%					55.0%		Outbound
Outbound Traffic Volumes	35					18					65		118
Project Traffic	35	0	0	0	0	18	22	80	44	0	65	0	
Background Traffic Volumes	113	209	68	0	88	254	519	808	211	90	400	76	
Project Traffic													
Inbound Traffic Assignment		5.0%					5.0%	25.0%					Inbound
Inbound Traffic Volumes		1					1	7					28
Outbound Traffic Assignment					5.0%	5.0%					25.0%		Outbound
Outbound Traffic Volumes					1	1					4		14
Project Traffic	0	1	0	0	1	1	1	7	0	0	4	0	
TOTAL TRAFFIC	**113**	**210**	**68**	**0**	**89**	**255**	**520**	**815**	**211**	**90**	**404**	**76**	

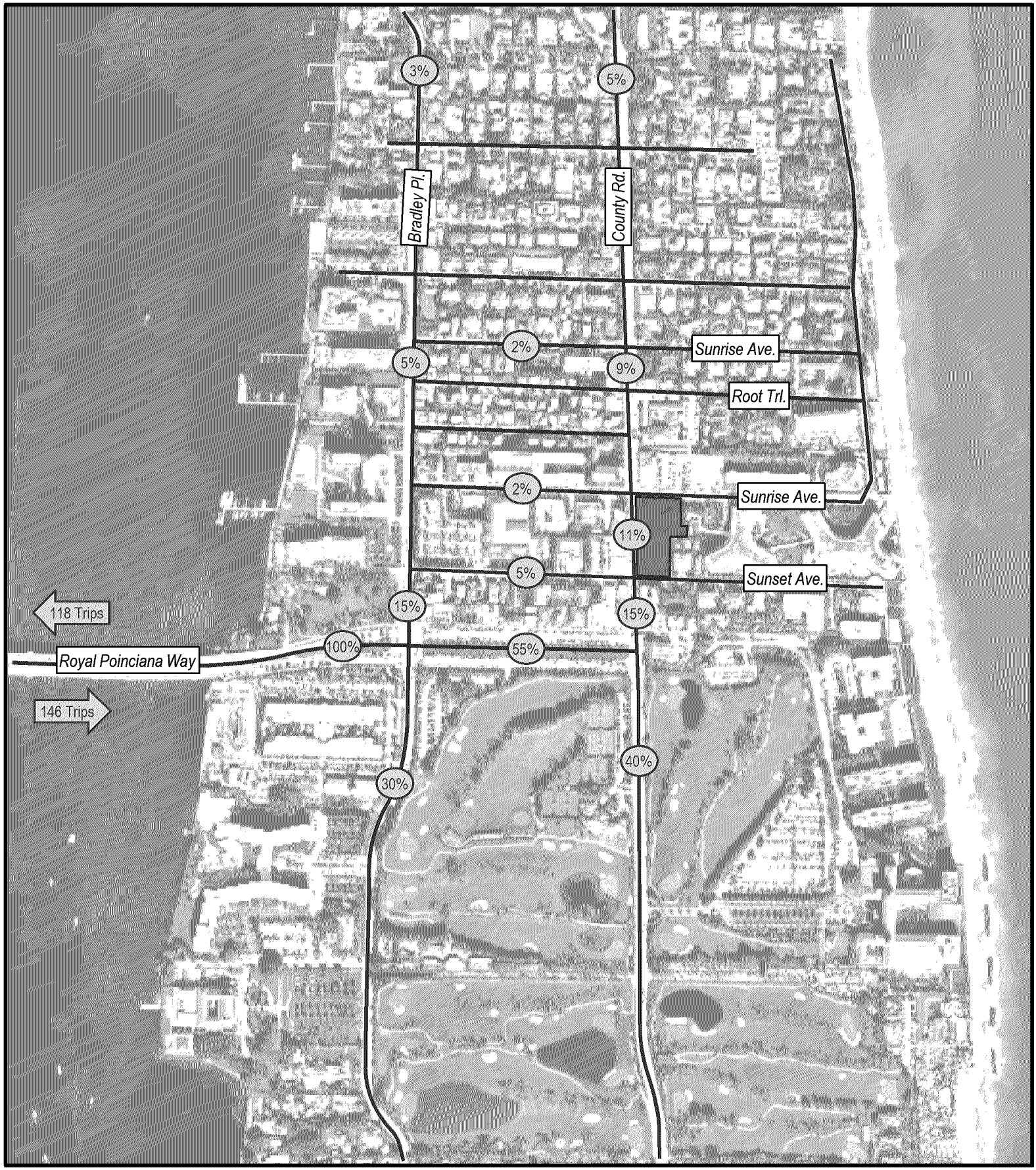
Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	216	156	87	0	140	481	315	418	131	96	541	73	
Peak Season Volume	216	156	87	0	140	481	315	418	131	96	541	73	
Traffic Volume Growth	15	11	6	0	10	34	23	30	9	7	39	5	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	7	5	3	0	4	15	10	13	4	3	16	2	
Committed +1.0% Growth	7	5	3	0	4	15	10	13	4	3	16	2	
Max (Committed +1.0% or Historic Growth)	15	11	6	0	10	34	23	30	9	7	39	5	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%	55.0%	30.0%				Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment	30.0%					15.0%					55.0%		Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	231	167	93	0	150	515	338	448	140	103	580	78	
Project Traffic													
Inbound Traffic Assignment		5.0%					5.0%	25.0%					Inbound
Inbound Traffic Volumes		2					2	12					47
Outbound Traffic Assignment					5.0%	5.0%					25.0%		Outbound
Outbound Traffic Volumes					1	1					6		23
Project Traffic	0	2	0	0	1	1	2	12	0	0	6	0	
TOTAL TRAFFIC	**231**	**169**	**93**	**0**	**151**	**516**	**340**	**460**	**140**	**103**	**586**	**78**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/13/2024	234	188	76	0	120	563	295	372	106	97	640	44	
Peak Season Volume	234	188	76	0	120	563	295	372	106	97	640	44	
Traffic Volume Growth	17	13	5	0	9	40	21	27	8	7	46	3	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	7	6	2	0	4	17	9	11	3	3	19	1	
Committed +1.0% Growth	7	6	2	0	4	17	9	11	3	3	19	1	
Max (Committed +1.0% or Historic Growth)	17	13	5	0	9	40	21	27	8	7	46	3	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%	55.0%	30.0%				Inbound
Inbound Traffic Volumes							23	85	47				155
Outbound Traffic Assignment	30.0%					15.0%					55.0%		Outbound
Outbound Traffic Volumes	57					29					105		191
Project Traffic	57	0	0	0	0	29	23	85	47	0	105	0	
Background Traffic Volumes	308	201	81	0	129	632	339	484	161	104	791	47	
Project Traffic													
Inbound Traffic Assignment		5.0%					5.0%	25.0%					Inbound
Inbound Traffic Volumes		4					4	19					77
Outbound Traffic Assignment					5.0%	5.0%					25.0%		Outbound
Outbound Traffic Volumes					2	2					10		38
Project Traffic	0	4	0	0	2	2	4	19	0	0	10	0	
TOTAL TRAFFIC	**308**	**205**	**81**	**0**	**131**	**634**	**343**	**503**	**161**	**104**	**801**	**47**	

TOWN OF PALM BEACH ROADWAY	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS
Royal Poinciana Avenue	146	118	155	191
Royal Palm Way	203	85	155	238
Southern Boulevard	42	32	51	62



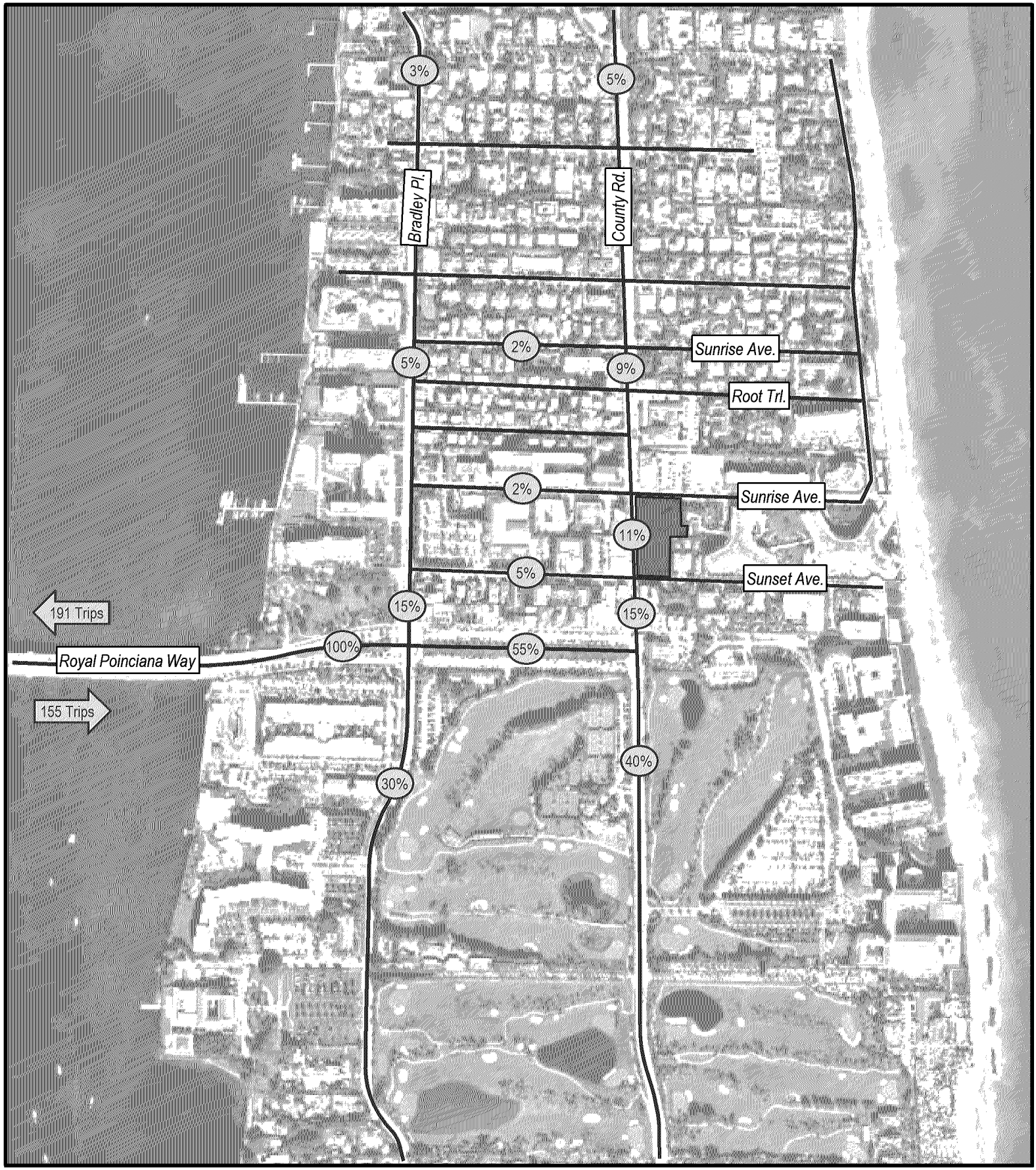
NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 12
Paramount Palm Beach
KH #241020000
AM Committed TOPB Traffic



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 13
Paramount Palm Beach
KH #241020000
PM Committed TOPB Traffic

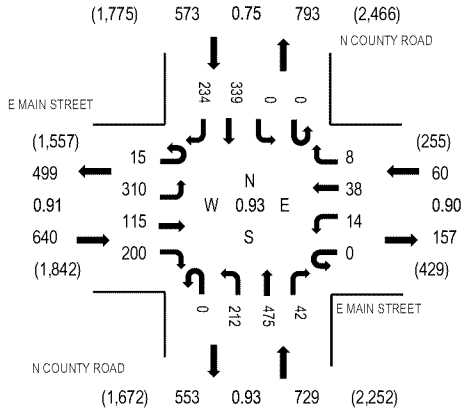
TC Development Review Meeting Backup 7-10-2024

Kimley»Horn

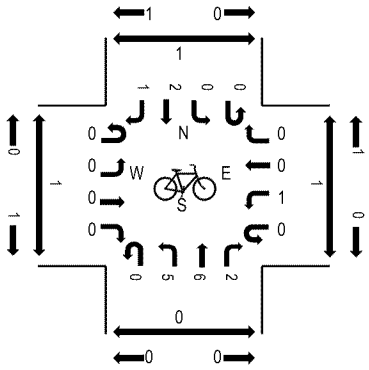
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & E MAIN STREET AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

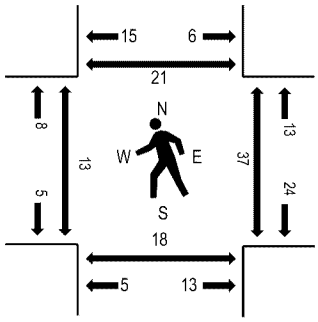
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

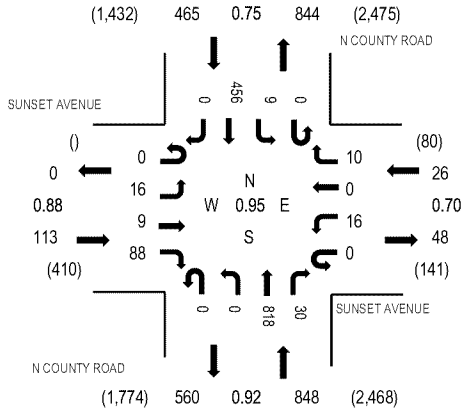
Traffic Counts - Motorized Vehicles

Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	56	16	67	0	0	23	1	0	33	73	19	0	0	26	27	341	1,563	1	1	3	1
7:45 AM	3	58	11	27	0	2	22	1	0	38	81	15	0	0	54	32	344	1,689	1	4	5	0
8:00 AM	3	113	16	54	0	1	19	1	0	25	116	16	0	0	61	47	472	1,847	6	5	4	0
8:15 AM	3	47	16	32	0	3	15	2	0	42	133	16	0	0	54	43	406	1,915	3	8	7	1
8:30 AM	2	116	20	40	0	1	17	0	0	30	119	10	0	0	54	58	467	1,997	1	9	7	0
8:45 AM	3	99	24	53	0	3	7	3	0	43	138	9	0	0	85	35	502	2,002	3	6	5	6
9:00 AM	4	83	32	59	0	4	7	3	0	69	119	10	0	0	89	61	540	1,961	6	10	6	3
9:15 AM	3	50	22	40	0	2	9	0	0	48	124	14	0	0	95	81	488	1,813	0	6	1	3
9:30 AM	5	78	37	48	0	5	15	2	0	52	94	9	0	0	70	57	472	1,716	4	15	6	9
9:45 AM	4	70	21	47	0	2	11	2	0	50	107	7	0	0	84	56	461	1,688	3	12	3	8
10:00 AM	5	50	18	37	0	2	19	1	0	38	113	10	0	0	59	40	392	1,631	4	7	2	5
10:15 AM	3	38	12	38	0	7	11	2	0	43	96	6	0	0	75	60	391		1	9	0	10
10:30 AM	5	53	17	40	0	3	9	1	0	36	107	4	0	0	111	58	444		5	13	8	7
10:45 AM	2	9	12	21	0	1	12	4	0	27	103	10	0	0	116	87	404		4	11	4	13
Count Total	45	920	274	603	0	36	196	23	0	574	1,523	155	0	0	1,033	742	6,124		42	116	61	66
Peak Hour	15	310	115	200	0	14	38	8	0	212	475	42	0	0	339	234	2,002		13	37	18	21

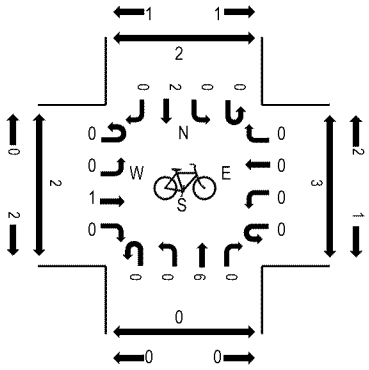
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 N COUNTY ROAD & SUNSET AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

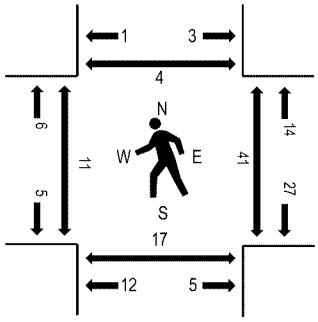
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

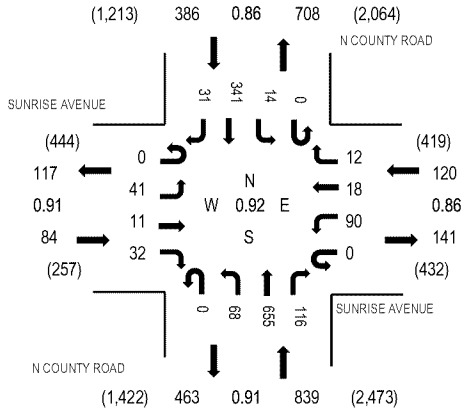
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	2	0	11	0	2	0	1	0	0	124	5	0	0	43	0	188	1,048	1	3	2	0
7:45 AM	0	1	1	14	0	4	0	0	0	0	133	6	0	0	70	0	229	1,213	7	4	5	0
8:00 AM	0	0	0	20	0	5	0	3	0	0	225	4	0	0	79	0	336	1,367	0	10	10	2
8:15 AM	0	4	0	21	0	1	0	1	0	0	186	0	0	5	77	0	295	1,388	5	10	4	1
8:30 AM	0	3	2	16	0	8	0	4	0	0	220	9	0	2	89	0	353	1,452	3	11	5	1
8:45 AM	0	5	4	18	0	3	0	1	0	0	232	8	0	3	109	0	383	1,416	3	9	3	2
9:00 AM	0	5	2	24	0	2	0	2	0	0	193	6	0	1	122	0	357	1,363	3	11	4	0
9:15 AM	0	3	1	30	0	3	0	3	0	0	173	7	0	3	136	0	359	1,291	2	10	5	1
9:30 AM	0	8	1	27	0	1	0	2	0	0	169	8	0	0	103	0	319	1,214	8	16	6	3
9:45 AM	0	8	2	31	0	1	0	5	0	0	169	10	0	3	99	0	328	1,245	4	16	5	2
10:00 AM	0	4	2	27	0	1	0	3	0	0	156	9	0	2	81	0	285	1,243	4	10	3	2
10:15 AM	0	5	1	26	0	2	0	3	0	0	129	9	0	1	106	0	282		7	13	2	1
10:30 AM	0	10	2	30	0	3	0	6	0	0	154	9	0	3	133	0	350		10	12	6	6
10:45 AM	0	5	3	31	0	5	0	5	0	0	110	5	0	2	160	0	326		8	10	7	1
Count Total	0	63	21	326	0	41	0	39	0	0	2,373	95	0	25	1,407	0	4,390		65	145	67	22
Peak Hour	0	16	9	88	0	16	0	10	0	0	818	30	0	9	456	0	1,452		11	41	17	4

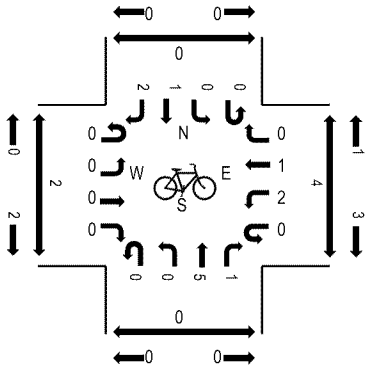
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 N COUNTY ROAD & SUNRISE AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

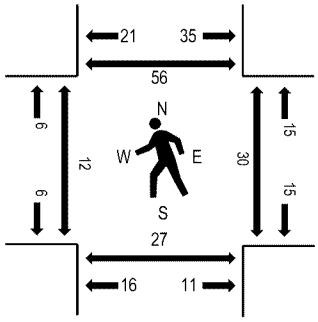
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

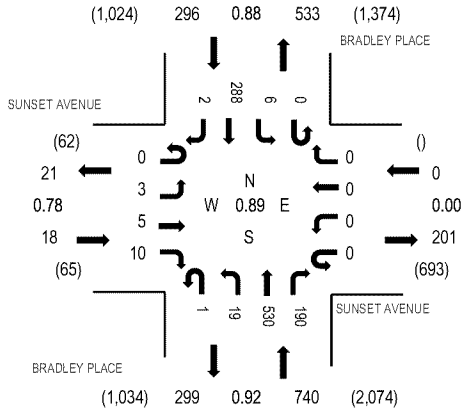
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	6	5	3	0	3	4	4	0	10	101	16	0	0	37	2	191	1,052	0	1	1	7
7:45 AM	0	7	7	5	0	13	5	1	0	4	114	16	0	0	50	4	226	1,206	6	6	5	23
8:00 AM	0	7	1	4	0	15	5	7	0	13	190	30	0	2	59	4	337	1,368	2	7	6	10
8:15 AM	0	10	2	3	0	16	5	1	0	10	150	27	0	3	63	8	298	1,387	8	19	2	15
8:30 AM	0	11	4	8	0	22	5	4	0	10	172	41	0	2	60	6	345	1,429	4	6	11	11
8:45 AM	0	12	2	8	0	26	4	1	0	13	205	25	0	2	81	9	388	1,412	3	11	9	18
9:00 AM	0	10	2	6	0	16	2	3	0	20	152	25	0	5	103	12	356	1,354	2	5	6	13
9:15 AM	0	8	3	10	0	26	7	4	0	25	126	25	0	5	97	4	340	1,273	3	8	1	14
9:30 AM	0	8	6	5	0	15	10	6	0	19	141	25	0	1	81	11	328	1,220	6	4	10	15
9:45 AM	0	2	4	9	0	23	9	9	0	21	139	22	0	1	73	18	330	1,241	5	5	8	8
10:00 AM	0	8	2	11	0	19	6	2	0	18	119	22	0	3	52	13	275	1,223	6	19	10	13
10:15 AM	0	7	3	8	0	23	9	3	0	11	93	35	0	1	76	18	287		7	5	3	9
10:30 AM	0	5	1	14	0	28	11	4	0	17	124	25	0	4	100	16	349		4	5	6	7
10:45 AM	0	3	7	10	0	30	10	3	0	23	82	17	0	3	111	13	312		3	4	2	2
Count Total	0	104	49	104	0	275	92	52	0	214	1,908	351	0	32	1,043	138	4,362		59	105	80	165
Peak Hour	0	41	11	32	0	90	18	12	0	68	655	116	0	14	341	31	1,429		12	30	27	56

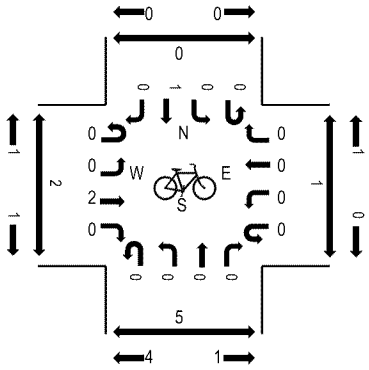
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 BRADLEY PLACE & SUNSET AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

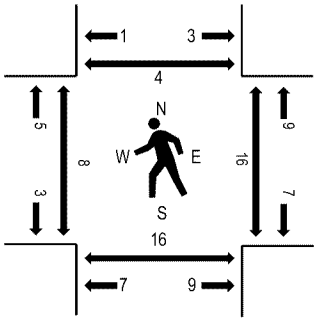
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

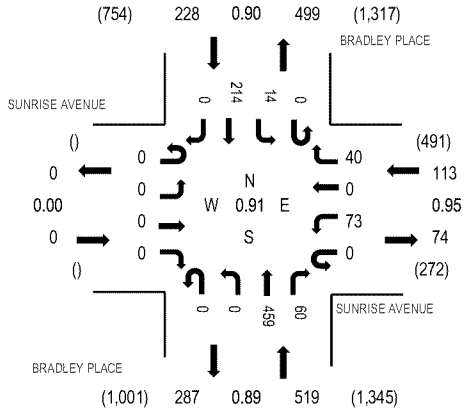
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	0	0	0	2	65	46	0	0	41	0	154	715	0	4	2	1
7:45 AM	0	0	0	1	0	0	0	0	0	2	68	20	0	1	41	1	134	834	2	3	4	1
8:00 AM	0	0	0	0	0	0	0	0	0	5	126	58	0	0	55	0	244	963	2	3	8	1
8:15 AM	0	0	1	5	0	0	0	0	0	3	84	36	0	3	51	0	183	1,015	2	5	6	2
8:30 AM	0	0	0	0	0	0	0	0	0	5	149	48	0	2	68	1	273	1,054	1	3	2	0
8:45 AM	0	2	2	1	0	0	0	0	0	6	142	49	0	1	60	0	263	1,035	2	4	9	3
9:00 AM	0	0	1	5	0	0	0	0	1	6	141	54	0	3	84	1	296	1,007	3	5	2	1
9:15 AM	0	1	2	4	0	0	0	0	0	2	98	39	0	0	76	0	222	964	2	4	3	0
9:30 AM	0	1	0	8	0	0	0	0	0	8	99	54	0	4	80	0	254	947	11	5	5	3
9:45 AM	0	0	1	5	0	0	0	0	0	3	96	48	0	5	77	0	235	972	4	10	12	4
10:00 AM	0	1	0	5	0	0	0	0	0	3	87	68	0	5	84	0	253	905	1	7	11	1
10:15 AM	0	1	0	3	0	0	0	0	1	3	64	46	0	2	85	0	205		3	7	4	1
10:30 AM	0	0	0	6	0	0	0	0	0	7	108	53	0	7	97	1	279		3	7	14	0
10:45 AM	0	0	4	5	0	0	0	0	0	3	41	27	0	3	85	0	168		1	6	8	3
Count Total	0	6	11	48	0	0	0	0	2	58	1,368	646	0	36	984	4	3,163		37	73	90	21
Peak Hour	0	3	5	10	0	0	0	0	1	19	530	190	0	6	288	2	1,054		8	16	16	4

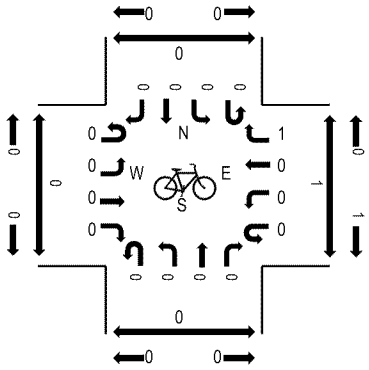
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 BRADLEY PLACE & SUNRISE AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

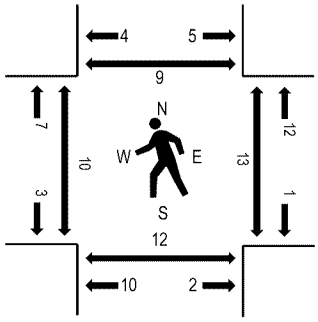
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

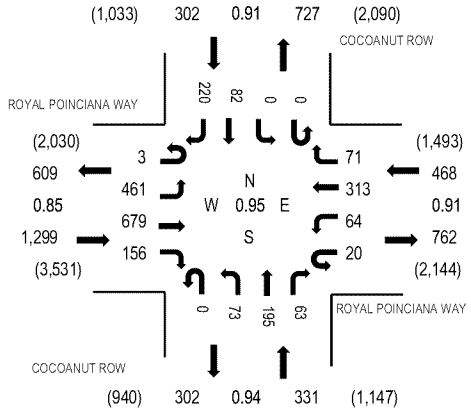
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	15	0	10	0	0	51	12	0	1	24	0	113	574	0	1	1	0
7:45 AM	0	0	0	0	0	7	0	9	0	0	55	8	0	2	34	0	115	686	0	2	1	0
8:00 AM	0	0	0	0	0	17	0	14	0	0	106	15	0	1	39	0	192	781	0	3	2	2
8:15 AM	0	0	0	0	0	13	0	19	0	0	69	13	0	1	39	0	154	824	0	4	0	0
8:30 AM	0	0	0	0	0	19	0	6	0	0	132	14	0	5	49	0	225	860	0	5	0	4
8:45 AM	0	0	0	0	0	22	0	11	0	0	127	10	0	4	36	0	210	829	0	3	3	1
9:00 AM	0	0	0	0	0	17	0	11	0	0	121	17	0	2	67	0	235	814	2	2	5	0
9:15 AM	0	0	0	0	0	15	0	12	0	0	79	19	0	3	62	0	190	778	8	3	4	4
9:30 AM	0	0	0	0	0	33	0	11	0	0	84	11	0	8	47	0	194	751	2	5	4	0
9:45 AM	0	0	0	0	0	37	0	6	0	0	84	14	0	9	45	0	195	795	1	5	2	1
10:00 AM	0	0	0	0	0	31	0	13	0	0	71	14	0	14	56	0	199	767	1	1	2	1
10:15 AM	0	0	0	0	0	37	0	12	0	0	48	9	0	9	48	0	163		2	1	0	1
10:30 AM	0	0	0	0	0	35	0	14	0	0	94	23	0	11	61	0	238		2	6	2	1
10:45 AM	0	0	0	0	0	33	0	12	0	0	36	9	0	14	63	0	167		1	6	1	0
Count Total	0	0	0	0	0	331	0	160	0	0	1,157	188	0	84	670	0	2,590		19	47	27	15
Peak Hour	0	0	0	0	0	73	0	40	0	0	459	60	0	14	214	0	860		10	13	12	9

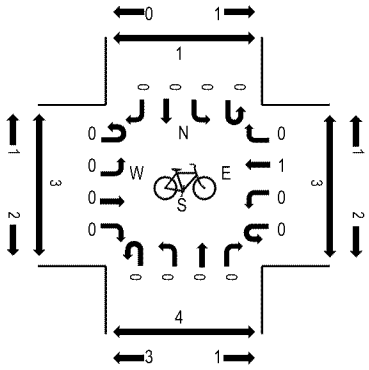
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

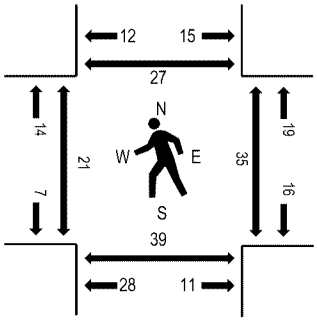
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

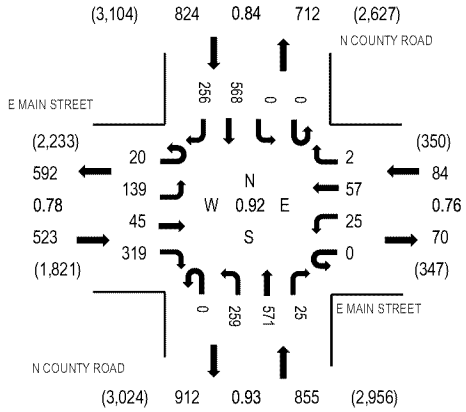
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	81	124	25	18	4	50	5	0	19	22	19	0	0	11	32	410	1,842	1	2	3	3
7:45 AM	0	59	110	16	14	14	56	13	0	14	37	12	0	0	7	35	387	2,040	3	4	6	3
8:00 AM	0	132	207	48	15	6	57	10	0	17	42	14	0	0	13	49	610	2,286	7	15	7	4
8:15 AM	0	68	106	26	12	13	56	14	0	16	50	16	0	0	14	44	435	2,296	4	6	6	7
8:30 AM	1	129	200	35	4	16	66	16	0	11	48	13	0	0	19	50	608	2,400	5	14	11	5
8:45 AM	0	125	190	44	9	11	68	24	0	20	58	18	0	0	19	39	633	2,368	5	11	9	5
9:00 AM	0	118	167	40	3	19	84	15	0	27	35	20	0	0	29	63	620	2,302	8	7	10	10
9:15 AM	2	89	122	37	4	18	97	16	0	15	44	12	0	0	15	68	539	2,188	3	3	9	7
9:30 AM	2	94	130	39	3	20	94	22	0	28	43	25	0	0	19	57	576	2,096	8	5	10	10
9:45 AM	2	93	143	47	2	14	76	16	0	22	46	20	0	0	23	63	567	2,080	4	14	13	3
10:00 AM	3	90	94	27	4	11	86	16	0	23	46	16	0	0	30	60	506	1,819	1	10	8	4
10:15 AM	3	62	81	19	2	16	71	13	0	26	40	26	0	0	25	63	447		8	10	10	8
10:30 AM	1	107	115	30	3	11	93	16	0	25	43	16	0	0	28	72	560		9	9	14	6
10:45 AM	1	17	7	23	5	23	38	13	0	18	53	22	0	1	36	49	306		11	18	21	5
Count Total	15	1,264	1,796	456	98	196	990	209	0	281	617	249	0	1	288	744	7,204		77	128	137	80
Peak Hour	3	461	679	156	20	64	313	71	0	73	195	63	0	0	82	220	2,400		21	35	39	27

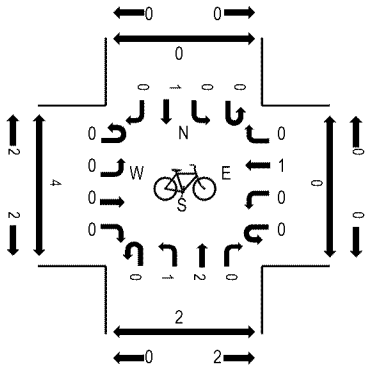
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & E MAIN STREET Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

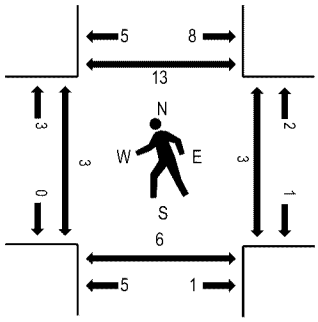
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

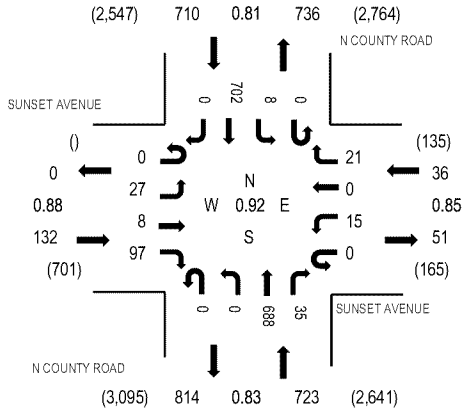
Traffic Counts - Motorized Vehicles

Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	5	57	10	54	0	2	4	2	0	45	113	5	0	0	105	58	460	2,000	2	6	0	19
11:15 AM	2	43	16	48	0	4	10	2	0	41	118	9	0	0	102	70	465	1,958	2	5	3	1
11:30 AM	4	61	17	52	0	6	8	1	0	49	123	9	0	0	145	85	560	1,919	3	0	4	8
11:45 AM	6	41	13	48	0	7	13	6	0	54	106	14	0	0	136	71	515	1,980	5	14	10	7
12:00 PM	1	10	5	26	0	8	11	3	0	40	114	6	0	0	133	61	418	2,042	2	1	0	2
12:15 PM	1	21	3	61	0	8	8	3	0	33	132	4	0	0	116	36	426	2,247	6	3	2	4
12:30 PM	0	23	7	118	0	6	11	0	0	60	145	5	0	0	170	76	621	2,286	1	1	0	0
12:45 PM	4	43	14	85	0	8	10	0	0	64	135	7	0	0	155	52	577	2,228	0	1	4	5
1:00 PM	11	63	18	87	0	5	20	0	0	69	155	7	0	0	120	68	623	2,077	0	0	1	6
1:15 PM	5	10	6	29	0	6	16	2	0	66	136	6	0	0	123	60	465	2,016	2	1	1	2
1:30 PM	5	52	18	80	0	8	19	3	0	52	115	10	0	0	126	75	563	2,049	1	2	0	4
1:45 PM	3	16	10	22	0	5	8	5	0	43	137	6	0	0	96	75	426	2,031	7	7	0	3
2:00 PM	6	77	19	74	0	4	12	4	0	59	106	11	0	0	126	64	562	2,112	1	4	7	11
2:15 PM	5	21	15	44	0	6	12	10	0	67	118	12	0	0	112	76	498		1	6	2	5
2:30 PM	2	37	30	57	0	6	27	4	0	68	104	9	0	0	112	89	545		7	1	0	11
2:45 PM	7	27	17	49	0	5	19	3	0	40	120	9	0	0	119	92	507		10	2	3	14
Count Total	67	602	218	934	0	94	208	48	0	850	1,977	129	0	0	1,996	1,108	8,231		50	54	37	102
Peak Hour	20	139	45	319	0	25	57	2	0	259	571	25	0	0	568	256	2,286		3	3	6	13

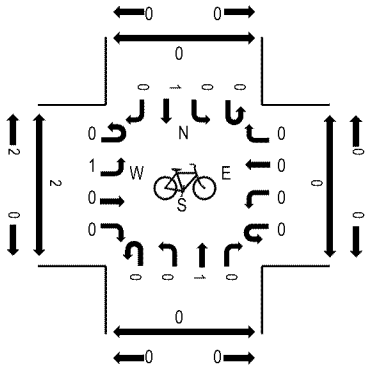
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 N COUNTY ROAD & SUNSET AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

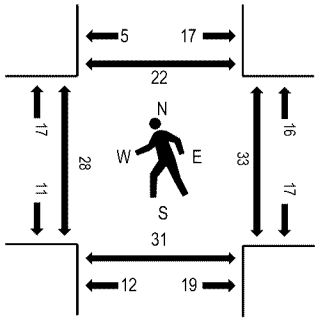
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

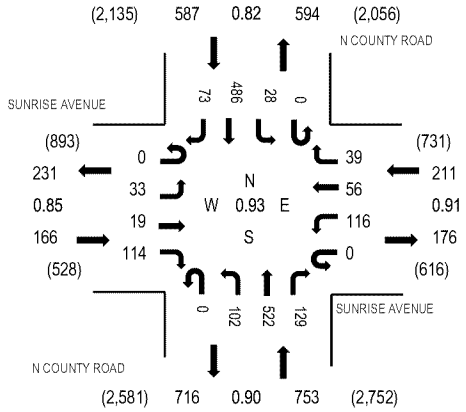
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	9	0	39	0	3	0	1	0	0	166	7	0	3	134	0	362	1,543	6	10	3	3
11:15 AM	0	9	0	30	0	4	0	2	0	0	163	7	0	3	131	0	349	1,512	5	9	3	2
11:30 AM	0	10	1	42	0	4	0	4	0	0	177	9	0	1	180	0	428	1,469	6	11	3	1
11:45 AM	0	24	2	32	0	5	0	7	0	0	149	8	0	1	176	0	404	1,475	4	5	6	4
12:00 PM	0	5	1	34	0	5	0	3	0	0	126	2	0	0	155	0	331	1,476	9	9	6	13
12:15 PM	0	14	1	20	0	5	0	5	0	0	136	7	0	0	118	0	306	1,561	5	14	15	3
12:30 PM	0	6	1	20	0	7	0	2	0	0	171	6	0	1	216	0	434	1,601	7	7	11	3
12:45 PM	0	7	1	27	0	0	0	5	0	0	175	8	0	5	177	0	405	1,569	7	14	7	13
1:00 PM	0	5	6	25	0	7	0	5	0	0	203	14	0	1	150	0	416	1,512	5	4	6	5
1:15 PM	0	7	0	25	0	1	0	9	0	0	139	7	0	1	157	0	346	1,499	9	8	7	1
1:30 PM	0	13	1	43	0	4	0	5	0	0	166	4	0	4	162	0	402	1,503	0	5	3	3
1:45 PM	0	6	6	41	0	5	0	5	0	0	153	7	0	0	125	0	348	1,471	10	13	8	5
2:00 PM	0	13	3	36	0	3	0	6	0	0	183	3	0	4	152	0	403	1,493	8	0	4	13
2:15 PM	0	7	3	29	0	2	0	4	0	0	144	6	0	0	155	0	350		13	10	6	3
2:30 PM	0	10	5	31	0	3	0	9	0	0	142	5	0	2	163	0	370		2	12	2	0
2:45 PM	0	8	0	41	0	2	0	3	0	0	141	7	0	1	167	0	370		5	8	3	4
Count Total	0	155	31	515	0	60	0	75	0	0	2,534	107	0	27	2,520	0	6,024		101	139	93	76
Peak Hour	0	27	8	97	0	15	0	21	0	0	688	35	0	8	702	0	1,601		28	33	31	22

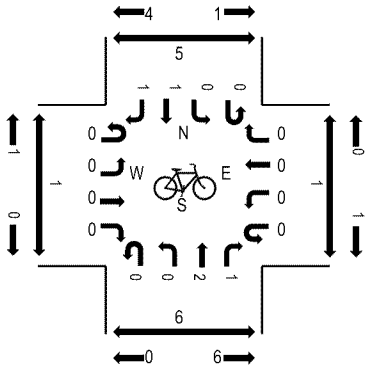
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 N COUNTY ROAD & SUNRISE AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

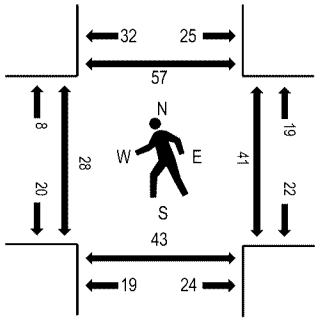
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

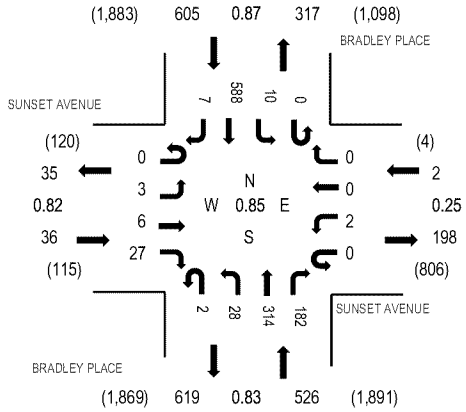
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	6	3	19	0	24	4	2	0	23	112	29	0	3	99	15	339	1,571	5	9	10	9
11:15 AM	0	16	10	7	0	20	10	4	0	28	132	24	0	5	118	17	391	1,585	4	5	5	11
11:30 AM	0	9	14	21	0	37	11	12	0	24	125	32	0	5	112	7	409	1,510	7	9	12	9
11:45 AM	0	10	6	12	0	31	16	4	0	33	119	37	0	2	144	18	432	1,565	7	9	11	14
12:00 PM	0	10	2	20	0	32	8	5	0	33	82	18	0	4	114	25	353	1,582	9	2	7	22
12:15 PM	0	10	2	16	0	14	11	12	0	20	88	31	0	3	93	16	316	1,652	9	14	8	13
12:30 PM	0	5	4	32	0	26	5	18	0	15	140	35	0	6	161	17	464	1,717	8	18	12	12
12:45 PM	0	6	5	25	0	26	24	8	0	25	134	33	0	11	127	25	449	1,628	10	12	13	21
1:00 PM	0	11	6	32	0	30	19	6	0	35	139	35	0	4	92	14	423	1,513	4	2	10	5
1:15 PM	0	11	4	25	0	34	8	7	0	27	109	26	0	7	106	17	381	1,490	6	9	8	19
1:30 PM	0	5	4	25	0	26	17	4	0	39	124	25	0	4	93	9	375	1,460	5	9	2	7
1:45 PM	0	7	8	19	0	22	8	4	0	37	102	21	0	3	95	8	334	1,452	4	7	4	5
2:00 PM	0	8	8	16	0	29	11	5	0	33	132	34	0	4	110	10	400	1,480	5	5	8	12
2:15 PM	0	4	4	14	0	31	11	4	0	39	91	27	0	2	114	10	351		9	2	9	5
2:30 PM	0	5	4	17	0	30	11	5	0	29	106	24	0	5	115	16	367		4	5	5	11
2:45 PM	0	3	8	10	0	29	11	5	0	35	90	21	0	4	137	9	362		0	5	1	3
Count Total	0	126	92	310	0	441	185	105	0	475	1,825	452	0	72	1,830	233	6,146		96	122	125	178
Peak Hour	0	33	19	114	0	116	56	39	0	102	522	129	0	28	486	73	1,717		28	41	43	57

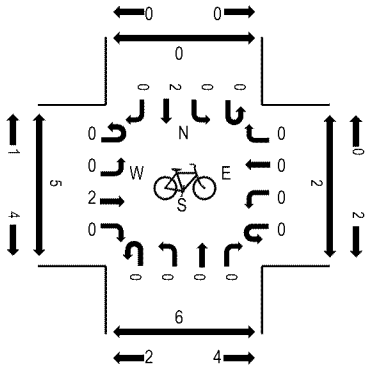
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 BRADLEY PLACE & SUNSET AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

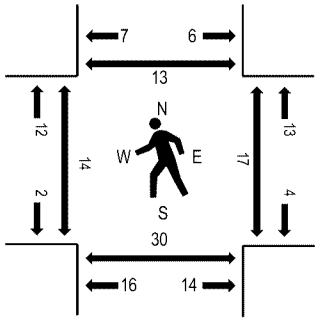
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

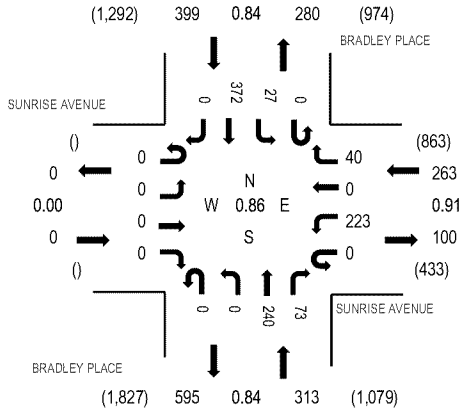
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	1	0	6	0	0	0	0	0	6	95	58	0	9	95	2	272	1,127	7	6	4	1
11:15 AM	0	0	3	2	0	0	0	0	0	6	92	48	0	5	102	4	262	953	2	9	7	2
11:30 AM	0	2	0	7	0	0	0	0	0	11	94	68	0	8	129	0	319	817	8	11	12	2
11:45 AM	0	1	1	7	0	0	0	0	0	6	49	44	0	9	157	0	274	674	4	4	11	2
12:00 PM	0	0	3	6	0	0	0	0	0	2	18	28	0	4	37	0	98	655	3	4	11	1
12:15 PM	0	0	0	4	0	0	0	0	0	1	40	36	0	2	43	0	126	886	4	6	11	3
12:30 PM	0	1	3	3	0	0	0	1	0	3	63	47	0	3	49	3	176	931	6	4	6	5
12:45 PM	0	2	0	4	0	0	0	0	1	4	66	31	0	9	136	2	255	1,063	3	9	5	1
1:00 PM	0	0	0	6	0	0	0	0	1	12	99	61	0	7	142	1	329	942	3	8	5	2
1:15 PM	0	0	2	5	0	0	0	1	1	4	34	23	0	2	96	3	171	958	2	3	4	2
1:30 PM	0	0	0	6	0	0	0	0	0	9	100	50	0	6	137	0	308	1,092	4	8	8	3
1:45 PM	0	0	2	2	0	0	0	0	0	5	22	27	0	9	66	1	134	1,049	6	12	9	4
2:00 PM	0	1	1	5	0	0	0	0	0	5	95	64	0	2	171	1	345	1,169	0	8	6	1
2:15 PM	0	1	2	6	0	0	0	0	0	11	93	41	0	0	147	4	305		5	7	5	7
2:30 PM	0	0	2	7	0	2	0	0	2	5	67	42	0	3	134	1	265		6	2	7	1
2:45 PM	0	1	1	9	0	0	0	0	0	7	59	35	0	5	136	1	254		3	2	12	4
Count Total	0	10	20	85	0	2	0	2	5	97	1,086	703	0	83	1,777	23	3,893		66	101	123	41
Peak Hour	0	3	6	27	0	2	0	0	2	28	314	182	0	10	588	7	1,169		14	17	30	13

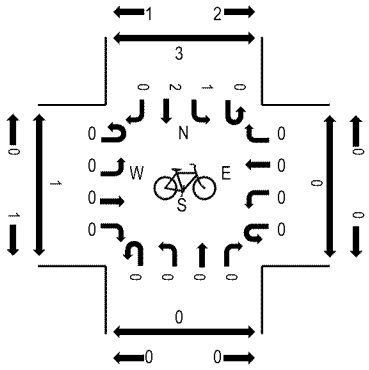
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 BRADLEY PLACE & SUNRISE AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

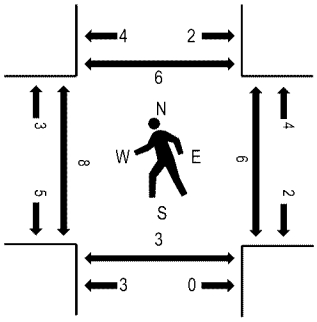
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

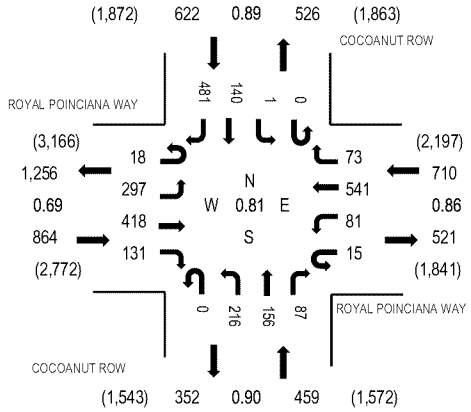
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	41	0	9	0	0	79	10	0	10	52	0	201	923	6	5	3	4
11:15 AM	0	0	0	0	0	41	0	15	0	0	69	26	0	10	69	0	230	806	0	2	3	0
11:30 AM	0	0	0	0	0	39	0	12	0	0	74	24	0	11	90	0	250	658	1	10	1	1
11:45 AM	0	0	0	0	0	65	0	18	0	0	45	4	0	13	97	0	242	539	1	3	3	3
12:00 PM	0	0	0	0	1	21	0	5	0	0	18	5	0	11	23	0	84	537	1	0	0	2
12:15 PM	0	0	0	0	0	13	0	5	0	0	17	17	0	5	25	0	82	713	1	2	1	2
12:30 PM	0	0	0	0	0	14	0	7	0	0	40	21	0	14	35	0	131	798	3	7	3	6
12:45 PM	0	0	0	0	0	54	0	13	0	0	54	19	0	11	89	0	240	917	1	1	2	0
1:00 PM	0	0	0	0	0	55	0	8	0	0	64	30	0	17	86	0	260	799	1	1	4	0
1:15 PM	0	0	0	0	0	47	0	14	0	0	19	13	0	14	60	0	167	821	0	2	3	1
1:30 PM	0	0	0	0	0	54	0	12	0	0	71	21	0	10	82	0	250	913	4	2	4	3
1:45 PM	0	0	0	0	0	28	0	9	0	0	17	9	0	7	52	0	122	871	2	4	3	3
2:00 PM	0	0	0	0	0	60	0	12	0	0	69	22	0	10	109	0	282	975	0	2	1	0
2:15 PM	0	0	0	0	0	49	0	10	0	0	71	25	0	4	100	0	259		4	3	0	1
2:30 PM	0	0	0	0	0	56	0	10	0	0	48	13	0	3	78	0	208		2	1	0	3
2:45 PM	0	0	0	0	0	58	0	8	0	0	52	13	0	10	85	0	226		2	0	2	2
Count Total	0	0	0	0	1	695	0	167	0	0	807	272	0	160	1,132	0	3,234		29	45	33	31
Peak Hour	0	0	0	0	0	223	0	40	0	0	240	73	0	27	372	0	975		8	6	3	6

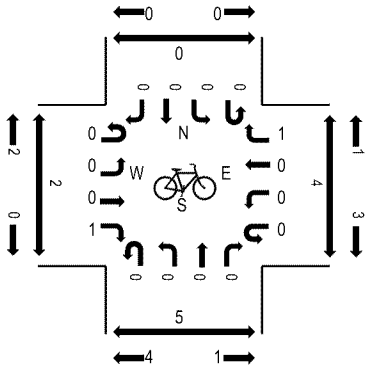
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

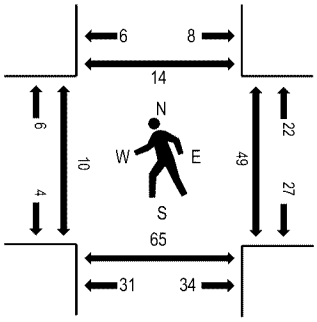
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

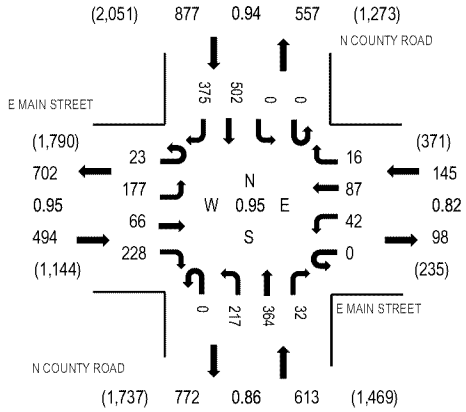
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	83	132	40	3	27	93	24	0	21	48	19	0	0	40	68	598	2,259	8	7	11	5
11:15 AM	4	75	86	26	0	24	79	21	0	28	46	17	0	0	36	71	513	1,884	4	15	12	1
11:30 AM	1	104	124	27	5	28	93	23	0	22	40	22	0	0	22	107	618	1,658	12	5	11	9
11:45 AM	2	53	67	27	6	17	94	12	0	35	26	21	0	0	50	120	530	1,420	6	12	7	3
12:00 PM	0	2	5	26	3	26	15	15	0	16	50	22	0	0	31	12	223	1,421	9	9	14	4
12:15 PM	0	11	28	69	7	34	12	13	1	4	37	28	0	2	31	10	287	1,962	5	5	6	2
12:30 PM	0	19	40	27	34	63	1	53	1	1	38	49	0	5	36	13	380	1,982	5	17	13	4
12:45 PM	1	56	79	28	3	23	45	17	1	39	43	60	0	3	57	76	531	2,344	8	16	17	16
1:00 PM	3	108	155	33	10	27	150	21	0	45	35	23	0	1	43	110	764	2,078	7	5	13	8
1:15 PM	2	10	16	9	3	30	36	17	0	20	39	29	0	0	48	48	307	2,133	10	10	12	3
1:30 PM	3	94	136	48	6	34	157	17	0	49	32	21	0	0	38	107	742	2,421	8	12	20	6
1:45 PM	2	10	23	14	3	18	38	7	0	24	37	24	1	0	31	33	265	2,327	11	17	27	4
2:00 PM	3	108	160	40	2	20	163	21	0	64	45	19	0	0	34	140	819	2,655	4	10	20	5
2:15 PM	6	74	68	19	6	25	110	25	0	46	36	18	0	0	42	120	595		1	15	14	5
2:30 PM	9	61	103	41	2	22	141	15	0	58	32	22	0	1	28	113	648		4	9	10	3
2:45 PM	0	54	87	31	5	14	127	12	0	48	43	28	0	0	36	108	593		1	15	21	1
Count Total	36	922	1,309	505	98	432	1,354	313	3	520	627	422	1	12	603	1,256	8,413		103	179	228	79
Peak Hour	18	297	418	131	15	81	541	73	0	216	156	87	0	1	140	481	2,655		10	49	65	14

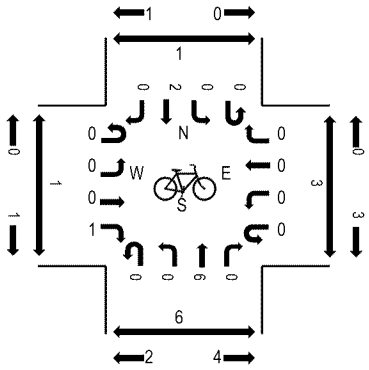
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & E MAIN STREET PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

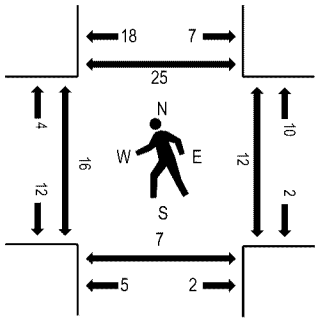
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

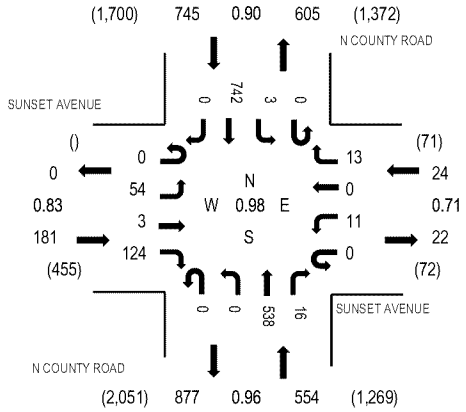
Traffic Counts - Motorized Vehicles

Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	7	39	19	63	0	13	27	1	0	63	109	7	0	0	135	78	561	2,129	7	3	1	10
3:15 PM	4	43	13	70	0	12	23	4	0	41	90	10	0	0	132	95	537	2,091	3	3	3	3
3:30 PM	8	54	18	48	0	13	23	6	0	53	68	7	0	0	116	101	515	2,002	3	5	2	3
3:45 PM	4	41	16	47	0	4	14	5	0	60	97	8	0	0	119	101	516	1,979	3	1	1	9
4:00 PM	2	37	16	48	0	9	32	1	0	42	81	14	0	0	121	120	523	1,922	2	1	7	3
4:15 PM	7	31	15	46	0	6	19	5	0	65	79	5	0	0	83	87	448	1,909	0	3	4	5
4:30 PM	5	32	15	37	0	7	32	1	0	44	61	8	0	0	122	128	492	1,935	4	7	4	6
4:45 PM	6	37	23	64	0	9	23	2	0	43	73	8	0	0	87	84	459		3	5	8	5
5:00 PM	6	37	15	63	0	9	32	6	0	58	94	5	0	0	102	83	510		6	2	4	5
5:15 PM	3	32	10	63	0	6	20	7	0	73	100	3	0	0	83	74	474		11	3	2	1
Count Total	52	383	160	549	0	88	245	38	0	542	852	75	0	0	1,100	951	5,035		42	33	36	50
Peak Hour	23	177	66	228	0	42	87	16	0	217	364	32	0	0	502	375	2,129		16	12	7	25

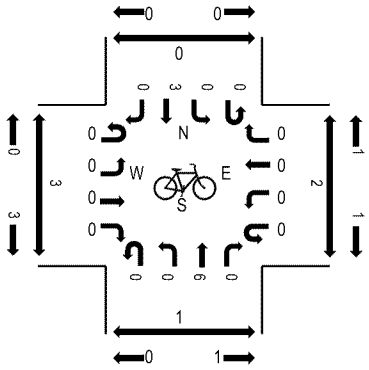
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 N COUNTY ROAD & SUNSET AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

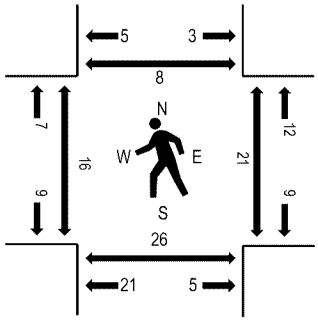
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

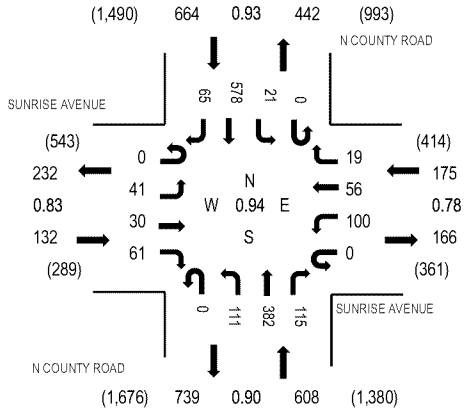
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	17	1	26	0	3	0	4	0	0	144	1	0	1	185	0	382	1,504	2	6	7	0
3:15 PM	0	10	2	35	0	4	0	2	0	0	129	3	0	2	188	0	375	1,498	6	3	8	4
3:30 PM	0	18	0	41	0	3	0	6	0	0	130	5	0	0	176	0	379	1,443	0	4	1	2
3:45 PM	0	9	0	22	0	1	0	1	0	0	135	7	0	0	193	0	368	1,412	8	8	10	2
4:00 PM	0	14	2	23	0	3	0	2	0	0	115	3	0	2	212	0	376	1,342	4	1	10	1
4:15 PM	0	18	4	35	0	7	0	6	0	0	106	6	0	1	137	0	320	1,304	5	1	7	0
4:30 PM	0	11	1	29	0	10	0	2	0	0	88	5	0	2	200	0	348	1,295	3	6	4	0
4:45 PM	0	6	2	40	0	3	0	2	0	0	108	5	0	2	130	0	298		6	13	8	4
5:00 PM	0	6	3	34	0	4	0	3	0	0	135	3	0	0	150	0	338		7	3	3	6
5:15 PM	0	6	3	37	0	2	0	3	0	0	136	5	0	1	118	0	311		5	6	5	0
Count Total	0	115	18	322	0	40	0	31	0	0	1,226	43	0	11	1,689	0	3,495		46	51	63	19
Peak Hour	0	54	3	124	0	11	0	13	0	0	538	16	0	3	742	0	1,504		16	21	26	8

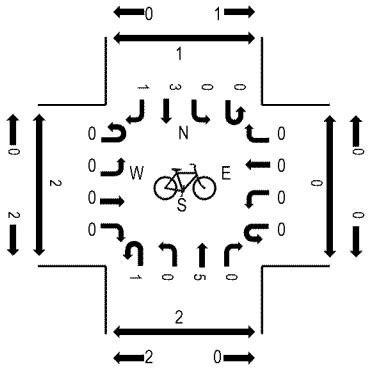
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 N COUNTY ROAD & SUNRISE AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

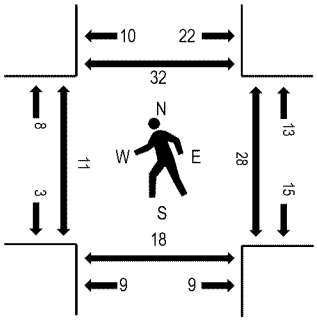
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

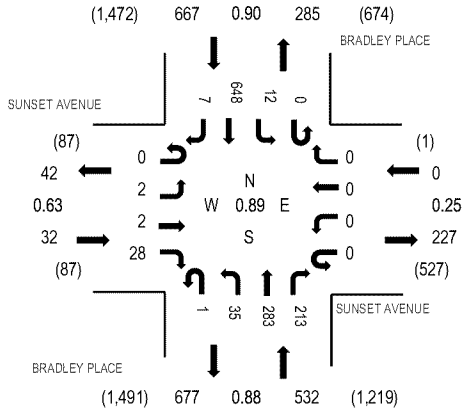
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	12	8	8	0	24	19	6	0	34	113	21	0	5	157	15	422	1,579	1	7	5	6
3:15 PM	0	10	4	14	0	27	12	2	0	23	80	33	0	8	131	20	364	1,540	4	6	4	16
3:30 PM	0	10	10	12	0	34	17	5	0	27	106	28	0	4	140	15	408	1,532	1	9	2	5
3:45 PM	0	9	8	27	0	15	8	6	0	27	83	33	0	4	150	15	385	1,456	5	6	7	5
4:00 PM	0	5	8	21	0	22	24	2	0	24	72	26	1	3	163	12	383	1,361	2	4	4	12
4:15 PM	0	8	4	14	0	9	23	7	0	29	94	19	0	3	131	15	356	1,320	6	4	4	5
4:30 PM	0	15	7	20	0	26	9	5	0	19	70	15	0	4	130	12	332	1,255	0	2	5	9
4:45 PM	0	10	2	10	0	26	9	5	0	17	74	23	0	3	96	15	290		0	10	3	6
5:00 PM	0	5	3	14	0	24	9	4	0	30	80	36	0	3	117	17	342		12	5	2	7
5:15 PM	0	3	2	6	0	21	10	4	0	26	87	31	0	3	87	11	291		7	5	7	13
Count Total	0	87	56	146	0	228	140	46	0	256	859	265	1	40	1,302	147	3,573		38	58	43	84
Peak Hour	0	41	30	61	0	100	56	19	0	111	382	115	0	21	578	65	1,579		11	28	18	32

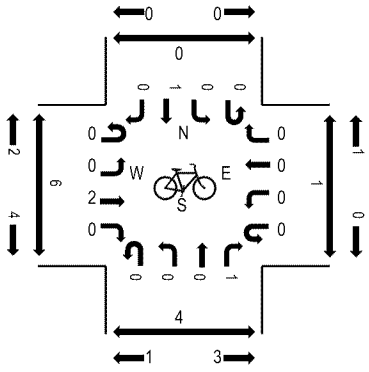
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 BRADLEY PLACE & SUNSET AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

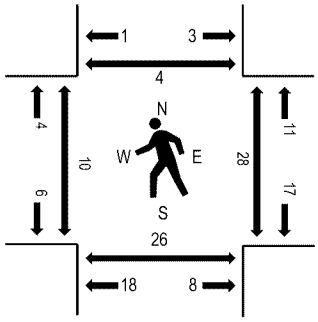
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

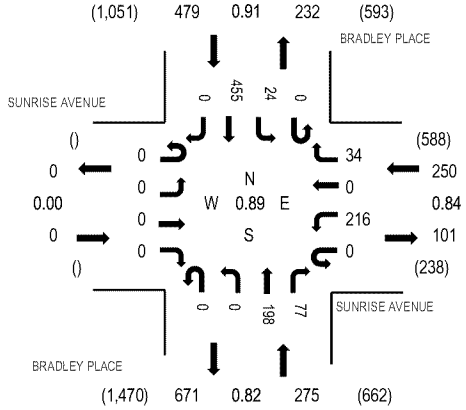
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	3	8	0	0	0	0	0	8	74	55	0	4	161	2	316	1,125	2	5	8	3
3:15 PM	0	0	1	7	0	0	0	0	0	3	64	53	0	1	118	2	249	1,154	3	3	4	2
3:30 PM	0	0	0	4	0	0	0	0	0	6	75	46	0	3	172	1	307	1,231	4	4	4	4
3:45 PM	0	0	1	6	0	0	0	0	0	8	73	40	0	3	121	1	253	1,182	4	7	5	0
4:00 PM	0	1	1	10	0	0	0	0	1	12	82	57	0	4	174	3	345	1,179	0	11	10	0
4:15 PM	0	1	0	8	0	0	0	0	0	9	53	70	0	2	181	2	326	1,106	2	6	7	0
4:30 PM	0	1	1	7	0	0	0	0	0	5	62	39	0	2	140	1	258	983	1	5	8	0
4:45 PM	0	1	1	3	0	0	0	0	0	9	67	35	0	4	119	2	241		0	5	5	0
5:00 PM	0	3	0	12	0	0	0	0	0	2	64	49	0	6	142	3	281		0	8	6	0
5:15 PM	0	0	0	6	0	1	0	0	0	7	52	39	0	7	90	1	203		0	11	5	2
Count Total	0	8	8	71	0	1	0	0	1	69	666	483	0	36	1,418	18	2,779		16	65	62	11
Peak Hour	0	2	2	28	0	0	0	0	1	35	283	213	0	12	648	7	1,231		10	28	26	4

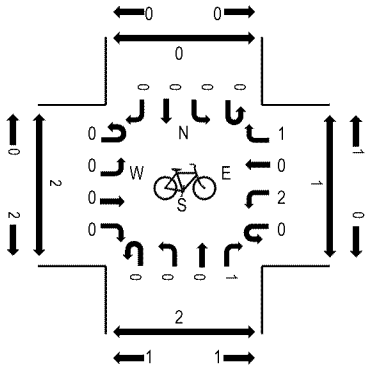
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 BRADLEY PLACE & SUNRISE AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

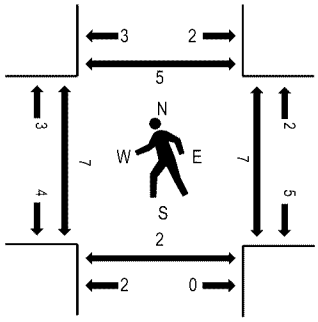
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

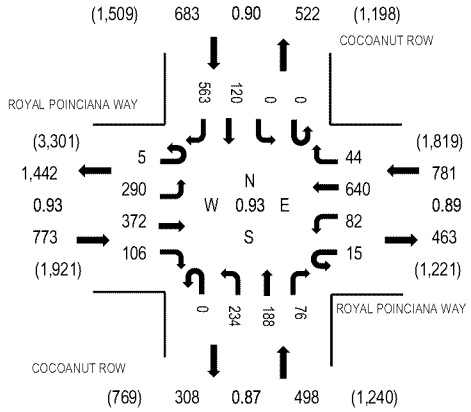
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	61	0	12	0	0	56	19	0	8	107	0	263	933	0	6	2	0
3:15 PM	0	0	0	0	0	28	0	5	0	0	46	16	0	7	92	0	194	951	2	4	10	0
3:30 PM	0	0	0	0	0	61	0	9	0	0	46	22	0	5	118	0	261	1,004	2	0	2	1
3:45 PM	0	0	0	0	0	30	0	11	0	0	46	21	0	12	95	0	215	972	3	5	0	2
4:00 PM	0	0	0	0	0	69	0	9	0	0	56	20	0	3	114	0	281	967	0	0	0	0
4:15 PM	0	0	0	0	0	56	0	5	0	0	40	14	0	4	128	0	247	927	2	2	0	2
4:30 PM	0	0	0	0	0	52	0	16	0	0	54	9	0	11	87	0	229	840	4	3	4	4
4:45 PM	0	0	0	0	0	44	0	11	0	0	47	19	0	7	82	0	210		1	5	0	1
5:00 PM	0	0	0	0	0	50	0	11	0	0	56	14	0	9	101	0	241		1	1	1	2
5:15 PM	0	0	0	0	0	36	0	12	0	0	35	16	0	2	59	0	160		1	7	1	1
Count Total	0	0	0	0	0	487	0	101	0	0	492	170	0	68	983	0	2,301		16	33	20	13
Peak Hour	0	0	0	0	0	216	0	34	0	0	198	77	0	24	455	0	1,004		7	7	2	5

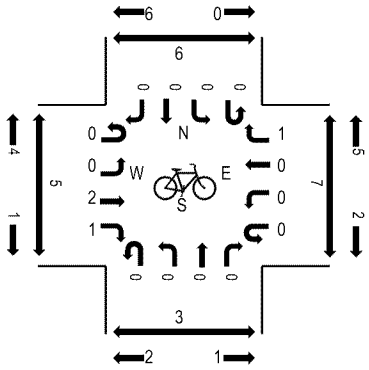
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

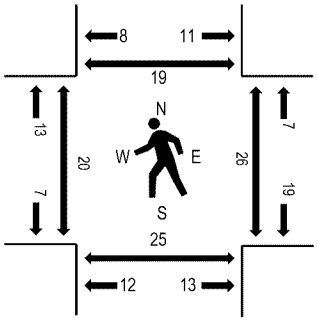
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	5	81	94	22	2	24	140	16	0	74	48	34	0	0	36	129	705	2,652	12	11	12	9
3:15 PM	3	59	108	23	6	13	118	14	0	48	37	35	0	0	28	101	593	2,674	10	15	12	5
3:30 PM	1	80	105	27	2	25	183	9	0	60	64	17	0	0	36	140	739	2,735	5	10	8	9
3:45 PM	1	55	101	27	8	19	128	11	0	59	55	19	0	0	21	111	615	2,650	1	3	9	3
4:00 PM	2	82	79	34	3	26	173	13	0	61	42	23	0	0	28	161	727	2,626	9	5	7	4
4:15 PM	1	73	87	18	2	12	156	11	0	54	37	17	0	0	35	151	654	2,556	5	8	1	3
4:30 PM	3	56	75	29	7	11	178	12	0	76	34	20	0	0	40	113	654	2,456	2	9	1	2
4:45 PM	3	67	110	22	9	13	120	10	0	54	37	19	0	0	27	100	591		7	6	11	3
5:00 PM	4	62	107	31	8	21	139	16	0	77	29	16	0	1	33	113	657		7	17	8	3
5:15 PM	3	53	94	34	1	24	119	17	0	64	28	12	0	0	30	75	554		7	1	5	2
Count Total	26	668	960	267	48	188	1,454	129	0	627	401	212	0	1	314	1,194	6,489		65	85	74	43
Peak Hour	5	290	372	106	15	82	640	44	0	234	188	76	0	0	120	563	2,735		20	26	25	19

Sunrise & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	10	0	7	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	15	0	13	0	15	0	0	0	0	0	0	0	0
Min Green	0	20	0	10	0	20	7	10	0	0	0	0	0	0	0	0
Passage	5	3	5	3	5	2	3	3	0	0	0	0	0	0	0	0
Max1	35	40	35	25	0	40	20	30	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	2.5	1	2.5	1	2.5	2.5	2.5	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	67	66	93													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		42		48		42	17	31								
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		41		49		41	17	32								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		54		56	18	36								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Sunset & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	10	0	16	0	10	0	16	0	0	0	0	0	0	0	0
Min Green	5	10	5	15	5	10	5	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	60	35	25	35	60	35	25	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	72	70	96													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		60		30		60		30								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		34		56		34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		72		38		72		38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Royal Poinciana & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	16	0	16	16	0	0	0	16	0	0	0	0	0	0	0	0
Min Green	20	5	15	10	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3	3	3	3	5	5	5	5	0	0	0	0	0	0	0	0
Max1	40	20	25	20	35	60	35	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	23	72	87													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	9	27	27												
Mode	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph			ON													

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	9	27	27												
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	47	9	27	27												
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

Royal Poinciana & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	10	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	15	20	15	5	15	20	0	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	30	30	0	20	30	0	40	0	0	0	0	0	0	0	0
Max2	15	20	60	0	15	20	0	60	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	0	0	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	30	30	10	20	30		40								
Mode	MAX	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON					ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	31	30	10	19	31		40								
Mode	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON			ON											

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	38	40	12	21	37		52								
Mode	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON			ON											

Bradley & Sunrise

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	13	0	14	0	0	0	0	0	0	0	0	0	0
Min Green	0	12	0	10	5	12	0	0	0	0	0	0	0	0	0	0
Passage	0	2.5	0	2.5	5	2.5	0	0	0	0	0	0	0	0	0	0
Max1	0	30	0	22	10	30	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.4	3	3.4	3	3.4	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	2.5	1	2.5	1	2.5	1	2.5	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	90													
Offset Time	82	76	81													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		61		29	12	49										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		35	13	42										
Mode	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON			ON											

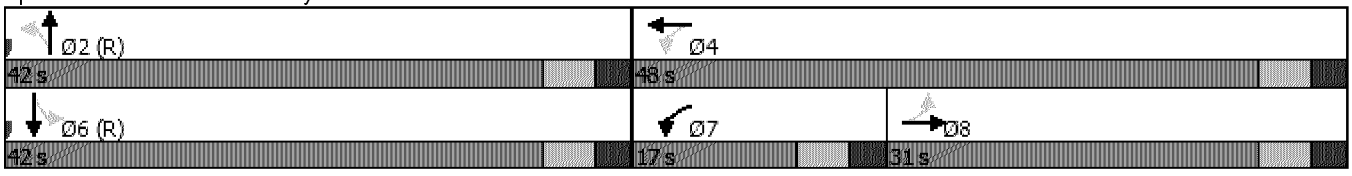
Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		58		32	12	46										
Mode	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON			ON											

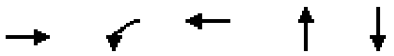
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	11	90	18	68	655	14	341
Future Volume (vph)	41	11	90	18	68	655	14	341
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		10.7	23.1	23.7		58.7		58.7
Actuated g/C Ratio		0.12	0.26	0.26		0.65		0.65
v/c Ratio		0.43	0.27	0.07		0.45		0.19
Control Delay		31.1	25.5	15.3		4.3		8.9
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		31.1	25.5	15.3		4.3		8.9
LOS		C	C	B		A		A
Approach Delay		31.1		22.9		4.3		8.9
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 8.7 — Intersection LOS: A
Intersection Capacity Utilization 66.9% — ICU Level of Service C
Analysis Period (min) 15

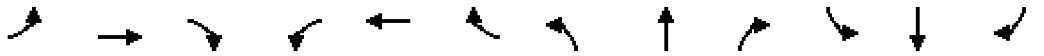
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	89	95	32	883	407
v/c Ratio	0.43	0.27	0.07	0.45	0.19
Control Delay	31.1	25.5	15.3	4.3	8.9
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	31.1	25.5	15.3	4.3	8.9
Queue Length 50th (ft)	31	40	8	94	53
Queue Length 95th (ft)	76	73	27	65	86
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	431	376	823	1978	2088
Starvation Cap Reductn	0	0	0	167	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.25	0.04	0.49	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	11	32	90	18	12	68	655	116	14	341	31
Future Volume (veh/h)	41	11	32	90	18	12	68	655	116	14	341	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	12	34	95	19	13	72	689	122	15	359	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	40	63	373	251	172	179	1641	286	87	1902	173
Arrive On Green	0.11	0.11	0.11	0.07	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	585	376	594	1781	1035	708	213	2631	458	70	3050	278
Grp Volume(v), veh/h	89	0	0	95	0	32	451	0	432	211	0	196
Grp Sat Flow(s),veh/h/ln	1554	0	0	1781	0	1743	1682	0	1620	1745	0	1652
Q Serve(g_s), s	2.9	0.0	0.0	4.1	0.0	1.3	0.0	0.0	0.0	0.0	0.0	4.6
Cycle Q Clear(g_c), s	4.7	0.0	0.0	4.1	0.0	1.3	0.0	0.0	0.0	4.3	0.0	4.6
Prop In Lane	0.48		0.38	1.00		0.41	0.16		0.28	0.07		0.17
Lane Grp Cap(c), veh/h	224	0	0	373	0	423	1096	0	1010	1132	0	1030
V/C Ratio(X)	0.40	0.00	0.00	0.25	0.00	0.08	0.41	0.00	0.43	0.19	0.00	0.19
Avail Cap(c_a), veh/h	483	0	0	465	0	813	1096	0	1010	1132	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.96	0.00	0.96	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	0.0	30.5	0.0	26.3	0.0	0.0	0.0	7.2	0.0	7.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.4	0.0	0.1	1.1	0.0	1.3	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	1.8	0.0	0.5	0.3	0.0	0.4	1.7	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	0.0	30.9	0.0	26.4	1.1	0.0	1.3	7.5	0.0	7.6
LnGrp LOS	D	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		89			127			883			407	
Approach Delay, s/veh		39.2			29.7			1.2			7.6	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	62.1	27.9	62.1	12.3	15.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	36.0	42.0	36.0	11.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	3.3	6.6	6.1	6.7
Green Ext Time (p_c), s	7.0	0.1	2.6	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

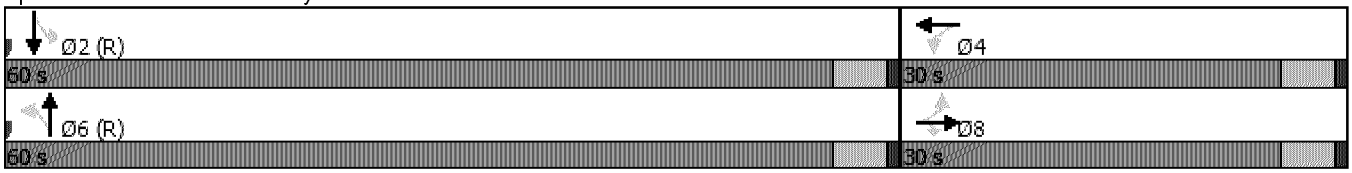
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	9	88	16	0	818	9	456
Future Volume (vph)	16	9	88	16	0	818	9	456
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
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	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.79		0.79
v/c Ratio	0.07	0.03	0.27		0.11	0.32		0.19
Control Delay	33.0	32.3	9.7		19.7	2.9		1.9
Queue Delay	0.0	0.0	0.0		0.0	0.6		0.0
Total Delay	33.0	32.3	9.7		19.7	3.5		1.9
LOS	C	C	A		B	A		A
Approach Delay		14.7			19.7	3.5		1.9
Approach LOS		B			B	A		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 4.1 — Intersection LOS: A
Intersection Capacity Utilization 49.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: County Road & Sunset Avenue

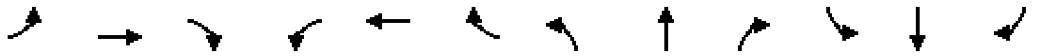




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	17	9	93	28	893	489
v/c Ratio	0.07	0.03	0.27	0.11	0.32	0.19
Control Delay	33.0	32.3	9.7	19.7	2.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0
Total Delay	33.0	32.3	9.7	19.7	3.5	1.9
Queue Length 50th (ft)	8	4	0	5	23	14
Queue Length 95th (ft)	27	18	41	28	m85	22
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	390	527	515	439	2772	2617
Starvation Cap Reductn	0	0	0	0	1362	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	0.02	0.18	0.06	0.63	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	9	88	16	0	10	0	818	30	9	456	0
Future Volume (veh/h)	16	9	88	16	0	10	0	818	30	9	456	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	17	9	93	17	0	11	0	861	32	9	480	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	313	304	257	190	15	91	0	2577	96	60	2516	0
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1404	1870	1585	771	94	560	0	3587	130	25	3496	0
Grp Volume(v), veh/h	17	9	93	28	0	0	0	438	455	260	229	0
Grp Sat Flow(s),veh/h/ln	1404	1870	1585	1425	0	0	0	1777	1847	1819	1617	0
Q Serve(g_s), s	0.0	0.4	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.4	4.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.61		0.39	0.00		0.07	0.03		0.00
Lane Grp Cap(c), veh/h	313	304	257	296	0	0	0	1311	1362	1383	1193	0
V/C Ratio(X)	0.05	0.03	0.36	0.09	0.00	0.00	0.00	0.33	0.33	0.19	0.19	0.00
Avail Cap(c_a), veh/h	483	530	449	464	0	0	0	1311	1362	1383	1193	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.54	0.54	0.99	0.99	0.00
Uniform Delay (d), s/veh	31.9	31.7	33.5	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.1	0.0	0.0	0.0	0.4	0.4	0.3	0.4	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	0.2	1.8	0.5	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	31.8	34.4	32.2	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		119			28			893			489	
Approach Delay, s/veh		33.8			32.2			0.4			0.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.9	19.1	70.9	19.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	3.2	2.0	6.7
Green Ext Time (p_c), s	3.3	0.1	7.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Notes

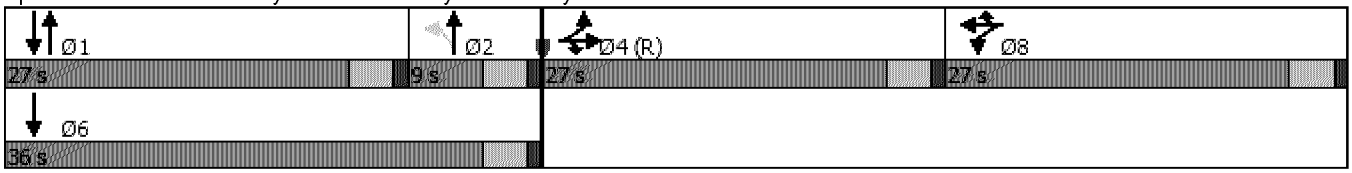
User approved pedestrian interval to be less than phase max green.

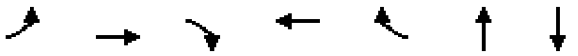
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	325	115	200	38	8	212	475	339		
Future Volume (vph)	325	115	200	38	8	212	475	339		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5			22.5	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	8.1	8.1		48.8	48.8		
Actuated g/C Ratio	0.26	0.26	0.26	0.09	0.09		0.54	0.54		
v/c Ratio	0.53	0.53	0.38	0.33	0.03		0.64	0.32		
Control Delay	34.3	34.0	6.2	43.0	0.2		18.5	5.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2		
Total Delay	34.3	34.0	6.2	43.0	0.2		18.5	5.6		
LOS	C	C	A	D	A		B	A		
Approach Delay		25.4		37.6			18.5	5.6		
Approach LOS		C		D			B	A		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 17.6 — Intersection LOS: B
Intersection Capacity Utilization 66.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	229	234	211	55	8	767	603
v/c Ratio	0.53	0.53	0.38	0.33	0.03	0.64	0.32
Control Delay	34.3	34.0	6.2	43.0	0.2	18.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	34.3	34.0	6.2	43.0	0.2	18.5	5.6
Queue Length 50th (ft)	117	121	0	30	0	157	31
Queue Length 95th (ft)	194	198	53	65	0	241	36
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	441	561	469	485	1200	1898
Starvation Cap Reductn	0	0	0	0	0	0	584
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.53	0.38	0.12	0.02	0.64	0.46

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	115	200	14	38	8	212	475	42	0	339	234
Future Volume (vph)	325	115	200	14	38	8	212	475	42	0	339	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1728	1583		1838	1583		3458			3323	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.63			1.00	
Satd. Flow (perm)	1681	1728	1583		1838	1583		2212			3323	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	342	121	211	15	40	8	223	500	44	0	357	246
RTOR Reduction (vph)	0	0	159	0	0	7	0	4	0	0	98	0
Lane Group Flow (vph)	229	234	52	0	55	1	0	763	0	0	505	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		7.0	7.0		48.8			48.8	
Effective Green, g (s)	22.2	22.2	22.2		7.0	7.0		48.8			48.8	
Actuated g/C Ratio	0.25	0.25	0.25		0.08	0.08		0.54			0.54	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	426	390		142	123		1199			1801	
v/s Ratio Prot	c0.14	0.14	0.03		c0.03	0.00					0.15	
v/s Ratio Perm								c0.35				
v/c Ratio	0.55	0.55	0.13		0.39	0.01		0.64			0.28	
Uniform Delay, d1	29.6	29.5	26.4		39.5	38.3		14.4			11.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.63	
Incremental Delay, d2	5.2	5.0	0.7		1.8	0.0		1.1			0.1	
Delay (s)	34.8	34.6	27.1		41.2	38.3		15.5			7.1	
Level of Service	C	C	C		D	D		B			A	
Approach Delay (s)		32.3			40.8			15.5			7.1	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

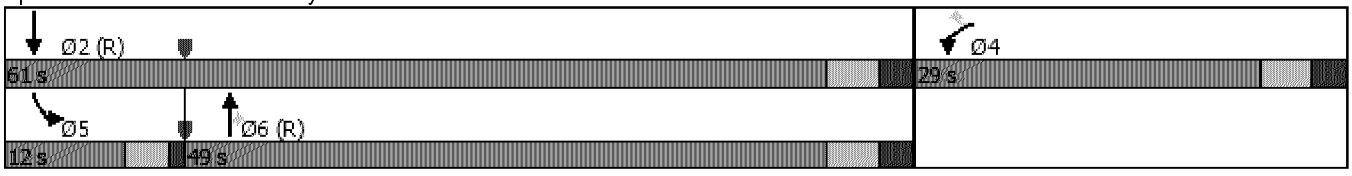
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	40	459	60	14	214
Future Volume (vph)	73	40	459	60	14	214
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	12.0	12.0	5.0	12.0
Minimum Split (s)	25.9	25.9	26.9	26.9	16.5	23.9
Total Split (s)	29.0	29.0	49.0	49.0	12.0	61.0
Total Split (%)	32.2%	32.2%	54.4%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	10.7	10.7	69.5	69.5	6.3	71.9
Actuated g/C Ratio	0.12	0.12	0.77	0.77	0.07	0.80
v/c Ratio	0.37	0.19	0.34	0.05	0.12	0.15
Control Delay	38.8	18.6	5.9	1.9	40.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	18.6	5.9	1.9	40.9	3.3
LOS	D	B	A	A	D	A
Approach Delay	31.6		5.5			5.7
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 82 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 42.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Bradley Place & Sunrise Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	77	42	483	63	15	225
v/c Ratio	0.37	0.19	0.34	0.05	0.12	0.15
Control Delay	38.8	18.6	5.9	1.9	40.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	18.6	5.9	1.9	40.9	3.3
Queue Length 50th (ft)	44	7	72	0	8	28
Queue Length 95th (ft)	84	m35	206	15	27	54
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	454	437	1439	1237	157	1487
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	0.17	0.10	0.34	0.05	0.10	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	40	459	60	14	214
Future Volume (veh/h)	73	40	459	60	14	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	42	483	63	15	225
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	188	167	1312	1112	31	1428
Arrive On Green	0.11	0.11	0.70	0.70	0.02	0.76
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	77	42	483	63	15	225
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	3.6	2.2	9.3	1.1	0.8	2.9
Cycle Q Clear(g_c), s	3.6	2.2	9.3	1.1	0.8	2.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	188	167	1312	1112	31	1428
V/C Ratio(X)	0.41	0.25	0.37	0.06	0.48	0.16
Avail Cap(c_a), veh/h	457	407	1312	1112	158	1428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	37.0	5.4	4.2	43.8	2.9
Incr Delay (d2), s/veh	1.4	0.8	0.8	0.1	11.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.0	3.3	0.3	0.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1	37.8	6.2	4.3	55.1	3.1
LnGrp LOS	D	D	A	A	E	A
Approach Vol, veh/h	119		546			240
Approach Delay, s/veh	38.6		6.0			6.3
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.6		15.4	5.6	69.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		4.9		5.6	2.8	11.3
Green Ext Time (p_c), s		1.4		0.3	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	10	0	0	0	20	530	190	6	288	2
Future Vol, veh/h	3	5	10	0	0	0	20	530	190	6	288	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	11	0	0	0	21	558	200	6	303	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1016	1116	304	305	0	0	758	0	0
Stage 1	316	316	-	-	-	-	-	-	-
Stage 2	700	800	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	264	208	736	1256	-	-	853	-	-
Stage 1	739	655	-	-	-	-	-	-	-
Stage 2	493	397	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	257	0	736	1256	-	-	853	-	-
Mov Cap-2 Maneuver	257	0	-	-	-	-	-	-	-
Stage 1	726	0	-	-	-	-	-	-	-
Stage 2	489	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.2	0.2
HCM LOS	B		

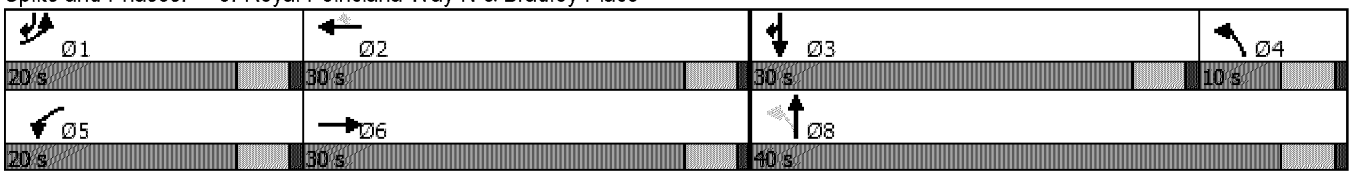
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	515	853	-	-
HCM Lane V/C Ratio	0.017	-	-	0.037	0.007	-	-
HCM Control Delay (s)	7.9	-	-	12.3	9.3	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	464	679	84	313	71	73	195	82	220
Future Volume (vph)	464	679	84	313	71	73	195	82	220
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	29.5	15.1	24.4	24.4	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.20	0.39	0.20	0.32	0.32	0.32	0.30	0.20	0.42
v/c Ratio	0.70	0.65	0.25	0.29	0.13	0.17	0.49	0.23	0.29
Control Delay	35.2	23.9	29.9	20.8	1.6	21.3	23.8	29.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	23.9	29.9	20.8	1.6	21.3	23.8	29.5	2.5
LOS	D	C	C	C	A	C	C	C	A
Approach Delay		27.9		19.5			23.2	9.8	
Approach LOS		C		B			C	A	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 76.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 23.4 — Intersection LOS: C
Intersection Capacity Utilization 61.6% — ICU Level of Service B
Analysis Period (min) 15

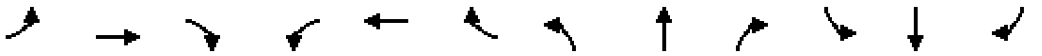
Splits and Phases: 8: Royal Poinciana Way N & Bradley Place





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	488	879	88	329	75	77	271	86	232
v/c Ratio	0.70	0.65	0.25	0.29	0.13	0.17	0.49	0.23	0.29
Control Delay	35.2	23.9	29.9	20.8	1.6	21.3	23.8	29.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	23.9	29.9	20.8	1.6	21.3	23.8	29.5	2.5
Queue Length 50th (ft)	118	197	38	63	0	27	98	37	0
Queue Length 95th (ft)	169	266	78	96	9	58	168	76	28
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	701	1348	362	1190	617	445	850	626	936
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.65	0.24	0.28	0.12	0.17	0.32	0.14	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	464	679	156	84	313	71	73	195	63	0	82	220
Future Volume (vph)	464	679	156	84	313	71	73	195	63	0	82	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3440		1770	3539	1583	1770	1795			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.70	1.00			1.00	1.00
Satd. Flow (perm)	3433	3440		1770	3539	1583	1306	1795			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	488	715	164	88	329	75	77	205	66	0	86	232
RTOR Reduction (vph)	0	19	0	0	0	51	0	15	0	0	0	141
Lane Group Flow (vph)	488	860	0	88	329	24	77	256	0	0	86	91
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.38		0.15	0.32	0.32	0.30	0.30			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	683	1296		259	1148	513	421	545			359	620
v/s Ratio Prot	c0.14	c0.25		0.05	0.09		0.01	c0.14			0.05	0.06
v/s Ratio Perm						0.02	0.05					
v/c Ratio	0.71	0.66		0.34	0.29	0.05	0.18	0.47			0.24	0.15
Uniform Delay, d1	29.3	20.3		30.0	19.7	18.1	20.2	22.1			26.7	15.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	6.3	2.7		0.8	0.1	0.0	0.2	0.6			0.3	0.1
Delay (s)	35.6	23.0		30.8	19.8	18.2	20.4	22.8			27.1	15.5
Level of Service	D	C		C	B	B	C	C			C	B
Approach Delay (s)		27.5			21.5			22.2			18.6	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

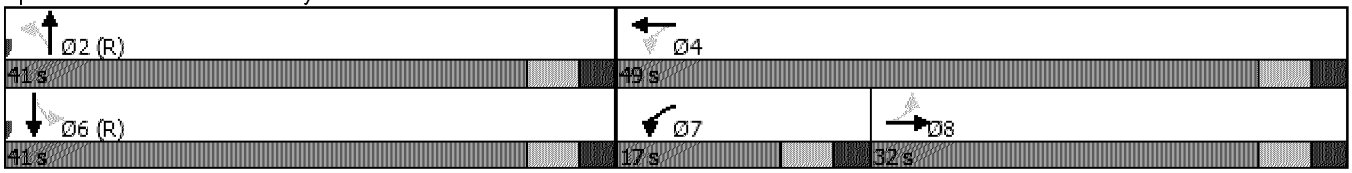
c Critical Lane Group

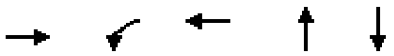
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	19	116	56	102	522	28	486
Future Volume (vph)	33	19	116	56	102	522	28	486
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.4	27.3	27.3		50.7		50.7
Actuated g/C Ratio		0.13	0.30	0.30		0.56		0.56
v/c Ratio		0.59	0.38	0.18		0.53		0.35
Control Delay		22.7	26.1	14.3		7.9		11.6
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		22.7	26.1	14.3		8.0		11.6
LOS		C	C	B		A		B
Approach Delay		22.7		20.8		8.0		11.6
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.2 — Intersection LOS: B
Intersection Capacity Utilization 76.3% — ICU Level of Service D
Analysis Period (min) 15

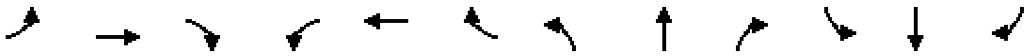
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	175	122	100	792	618
v/c Ratio	0.59	0.38	0.18	0.53	0.35
Control Delay	22.7	26.1	14.3	7.9	11.6
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	22.7	26.1	14.3	8.0	11.6
Queue Length 50th (ft)	32	52	24	69	89
Queue Length 95th (ft)	95	87	56	90	144
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	526	335	856	1492	1752
Starvation Cap Reductn	0	0	0	114	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.36	0.12	0.57	0.35

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	19	114	116	56	39	102	522	129	28	486	73
Future Volume (veh/h)	33	19	114	116	56	39	102	522	129	28	486	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	20	120	122	59	41	107	549	136	29	512	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	38	149	348	288	200	245	1225	308	101	1663	246
Arrive On Green	0.14	0.14	0.14	0.08	0.28	0.28	1.00	1.00	1.00	0.59	0.59	0.59
Sat Flow, veh/h	218	278	1082	1781	1028	714	329	2089	526	98	2836	419
Grp Volume(v), veh/h	175	0	0	122	0	100	376	0	416	319	0	299
Grp Sat Flow(s),veh/h/ln	1578	0	0	1781	0	1742	1337	0	1607	1727	0	1627
Q Serve(g_s), s	6.0	0.0	0.0	5.1	0.0	3.9	2.9	0.0	0.0	0.0	0.0	8.4
Cycle Q Clear(g_c), s	9.6	0.0	0.0	5.1	0.0	3.9	11.3	0.0	0.0	7.7	0.0	8.4
Prop In Lane	0.20		0.69	1.00		0.41	0.28		0.33	0.09		0.26
Lane Grp Cap(c), veh/h	266	0	0	348	0	488	835	0	943	1056	0	954
V/C Ratio(X)	0.66	0.00	0.00	0.35	0.00	0.20	0.45	0.00	0.44	0.30	0.00	0.31
Avail Cap(c_a), veh/h	499	0	0	431	0	832	835	0	943	1056	0	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	0.0	28.2	0.0	24.7	0.2	0.0	0.0	9.3	0.0	9.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.6	0.0	0.2	1.7	0.0	1.5	0.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	2.2	0.0	1.6	0.4	0.0	0.4	3.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	0.0	28.8	0.0	24.9	1.9	0.0	1.5	10.0	0.0	10.3
LnGrp LOS	D	A	A	C	A	C	A	A	A	B	A	B
Approach Vol, veh/h		175			222			792			618	
Approach Delay, s/veh		40.3			27.1			1.7			10.1	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	58.8	31.2	58.8	12.8	18.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	35.0	43.0	35.0	11.0	26.0
Max Q Clear Time (g_c+I1), s	13.3	5.9	10.4	7.1	11.6
Green Ext Time (p_c), s	5.7	0.6	4.2	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

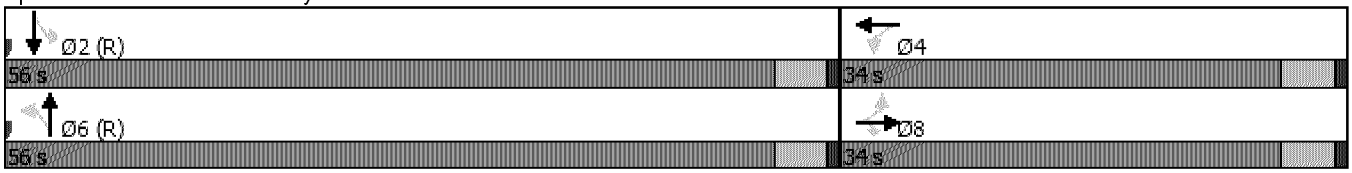
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	27	8	97	15	0	688	8	702
Future Volume (vph)	27	8	97	15	0	688	8	702
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
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	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.79		0.79
v/c Ratio	0.12	0.03	0.29		0.14	0.28		0.28
Control Delay	34.2	32.4	9.8		19.9	10.6		2.0
Queue Delay	0.0	0.0	0.1		0.1	0.4		0.1
Total Delay	34.2	32.4	10.0		20.0	11.0		2.1
LOS	C	C	A		B	B		A
Approach Delay		16.2			20.0	11.0		2.1
Approach LOS		B			B	B		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 55.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: County Road & Sunset Avenue

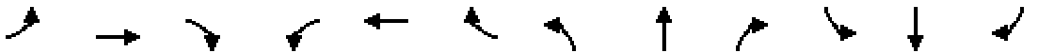




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	8	102	38	761	747
v/c Ratio	0.12	0.03	0.29	0.14	0.28	0.28
Control Delay	34.2	32.4	9.8	19.9	10.6	2.0
Queue Delay	0.0	0.0	0.1	0.1	0.4	0.1
Total Delay	34.2	32.4	10.0	20.0	11.0	2.1
Queue Length 50th (ft)	14	4	1	8	140	28
Queue Length 95th (ft)	m38	m15	43	35	m146	55
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	447	610	587	517	2766	2639
Starvation Cap Reductn	0	0	0	0	1393	807
Spillback Cap Reductn	0	0	124	119	0	56
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.22	0.10	0.55	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	8	97	15	0	21	0	688	35	8	702	0
Future Volume (veh/h)	27	8	97	15	0	21	0	688	35	8	702	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	28	8	102	16	0	22	0	724	37	8	739	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	316	308	261	139	21	142	0	2530	129	48	2545	0
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.00	0.74	0.74	1.00	1.00	0.00
Sat Flow, veh/h	1390	1870	1585	497	130	862	0	3533	176	10	3546	0
Grp Volume(v), veh/h	28	8	102	38	0	0	0	374	387	399	348	0
Grp Sat Flow(s),veh/h/ln	1390	1870	1585	1488	0	0	0	1777	1839	1854	1617	0
Q Serve(g_s), s	0.0	0.3	5.2	0.0	0.0	0.0	0.0	6.3	6.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.3	5.2	1.7	0.0	0.0	0.0	6.3	6.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.42		0.58	0.00		0.10	0.02		0.00
Lane Grp Cap(c), veh/h	316	308	261	302	0	0	0	1307	1352	1404	1189	0
V/C Ratio(X)	0.09	0.03	0.39	0.13	0.00	0.00	0.00	0.29	0.29	0.28	0.29	0.00
Avail Cap(c_a), veh/h	543	613	520	537	0	0	0	1307	1352	1404	1189	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.25	0.25	0.94	0.94	0.00
Uniform Delay (d), s/veh	31.9	31.5	33.6	32.1	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.2	0.0	0.0	0.0	0.1	0.1	0.5	0.6	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	0.1	2.0	0.7	0.0	0.0	0.0	1.8	1.9	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	31.6	34.5	32.3	0.0	0.0	0.0	4.1	4.1	0.5	0.6	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		138			38			761			747	
Approach Delay, s/veh		33.8			32.3			4.1			0.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.7	19.3	70.7	19.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	51.5	29.5	51.5	29.5
Max Q Clear Time (g_c+I1), s	2.0	3.7	8.4	7.2
Green Ext Time (p_c), s	5.5	0.1	5.6	0.4

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

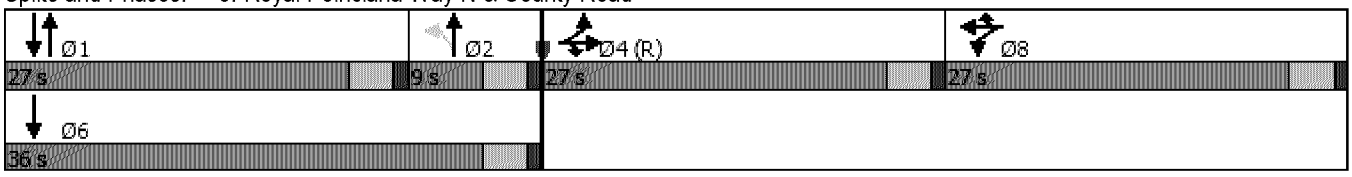
User approved pedestrian interval to be less than phase max green.

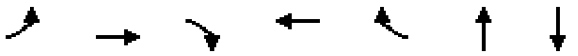
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	159	45	319	57	2	259	571	568		
Future Volume (vph)	159	45	319	57	2	259	571	568		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	9.6	9.6		47.4	47.4		
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.11		0.53	0.53		
v/c Ratio	0.24	0.25	0.51	0.44	0.01		1.09dl	0.48		
Control Delay	28.5	28.5	6.3	44.0	0.0		32.5	19.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.3	1.0		
Total Delay	28.5	28.5	6.3	44.0	0.0		32.8	20.7		
LOS	C	C	A	D	A		C	C		
Approach Delay		15.0		43.0			32.8	20.7		
Approach LOS		B		D			C	C		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 70.5% ICU Level of Service C
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road



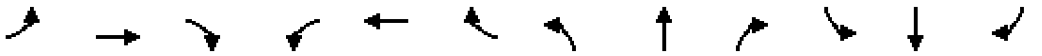


Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	105	109	336	86	2	900	867
v/c Ratio	0.24	0.25	0.51	0.44	0.01	1.09dl	0.48
Control Delay	28.5	28.5	6.3	44.0	0.0	32.5	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	1.0
Total Delay	28.5	28.5	6.3	44.0	0.0	32.8	20.7
Queue Length 50th (ft)	49	51	0	47	0	235	170
Queue Length 95th (ft)	95	98	64	89	0	#403	242
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	439	654	468	485	1024	1818
Starvation Cap Reductn	0	0	0	0	0	0	648
Spillback Cap Reductn	0	0	0	0	0	10	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.25	0.51	0.18	0.00	0.89	0.74

Intersection Summary

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	45	319	25	57	2	259	571	25	0	568	256
Future Volume (vph)	159	45	319	25	57	2	259	571	25	0	568	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1721	1583		1835	1583		3471			3375	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.55			1.00	
Satd. Flow (perm)	1681	1721	1583		1835	1583		1941			3375	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	167	47	336	26	60	2	273	601	26	0	598	269
RTOR Reduction (vph)	0	0	253	0	0	2	0	2	0	0	42	0
Lane Group Flow (vph)	105	109	83	0	86	0	0	898	0	0	825	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		8.4	8.4		47.4			47.4	
Effective Green, g (s)	22.2	22.2	22.2		8.4	8.4		47.4			47.4	
Actuated g/C Ratio	0.25	0.25	0.25		0.09	0.09		0.53			0.53	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	424	390		171	147		1022			1777	
v/s Ratio Prot	0.06	c0.06	0.05		c0.05	0.00					0.24	
v/s Ratio Perm								c0.46				
v/c Ratio	0.25	0.26	0.21		0.50	0.00		1.09dl			0.46	
Uniform Delay, d1	27.2	27.3	27.0		38.8	37.0		18.8			13.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.44	
Incremental Delay, d2	1.5	1.5	1.2		2.3	0.0		8.7			0.2	
Delay (s)	28.7	28.7	28.2		41.1	37.0		27.5			19.4	
Level of Service	C	C	C		D	D		C			B	
Approach Delay (s)		28.4			41.0			27.5			19.4	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	223	40	240	73	27	372
Future Volume (vph)	223	40	240	73	27	372
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	35.0	35.0	42.0	42.0	13.0	55.0
Total Split (%)	38.9%	38.9%	46.7%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.3	17.3	56.0	56.0	7.0	60.9
Actuated g/C Ratio	0.19	0.19	0.62	0.62	0.08	0.68
v/c Ratio	0.69	0.12	0.22	0.08	0.20	0.31
Control Delay	40.1	11.2	10.4	3.4	41.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	11.2	10.4	3.4	41.9	7.5
LOS	D	B	B	A	D	A
Approach Delay	35.7		8.8			9.8
Approach LOS	D		A			A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 16.5 — Intersection LOS: B
Intersection Capacity Utilization 42.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Bradley Place & Sunrise Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	42	253	77	28	392
v/c Ratio	0.69	0.12	0.22	0.08	0.20	0.31
Control Delay	40.1	11.2	10.4	3.4	41.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	11.2	10.4	3.4	41.9	7.5
Queue Length 50th (ft)	127	4	47	0	15	80
Queue Length 95th (ft)	188	m23	138	23	41	154
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	572	540	1159	1014	177	1261
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	0.41	0.08	0.22	0.08	0.16	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	223	40	240	73	27	372
Future Volume (veh/h)	223	40	240	73	27	372
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	42	253	77	28	392
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	281	250	1194	1012	50	1330
Arrive On Green	0.16	0.16	0.64	0.64	0.03	0.71
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	235	42	253	77	28	392
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	11.5	2.1	5.1	1.7	1.4	6.9
Cycle Q Clear(g_c), s	11.5	2.1	5.1	1.7	1.4	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	281	250	1194	1012	50	1330
V/C Ratio(X)	0.84	0.17	0.21	0.08	0.56	0.29
Avail Cap(c_a), veh/h	576	512	1194	1012	178	1330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	32.8	6.8	6.2	43.2	4.8
Incr Delay (d2), s/veh	6.4	0.3	0.4	0.1	9.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	2.0	1.9	0.5	0.7	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.1	33.1	7.2	6.3	52.8	5.3
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	277		330			420
Approach Delay, s/veh	41.6		7.0			8.5
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.9		20.1	6.5	63.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		8.9		13.5	3.4	7.1
Green Ext Time (p_c), s		2.7		0.7	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	6	27	0	0	0	30	314	182	10	588	7
Future Vol, veh/h	3	6	27	0	0	0	30	314	182	10	588	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	28	0	0	0	32	331	192	11	619	7

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1136	1232	623	626	0	0	523	0	0
Stage 1	645	645	-	-	-	-	-	-	-
Stage 2	491	587	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	223	177	486	956	-	-	1043	-	-
Stage 1	522	467	-	-	-	-	-	-	-
Stage 2	615	497	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	212	0	486	956	-	-	1043	-	-
Mov Cap-2 Maneuver	212	0	-	-	-	-	-	-	-
Stage 1	505	0	-	-	-	-	-	-	-
Stage 2	605	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0.5	0.1
HCM LOS	B		

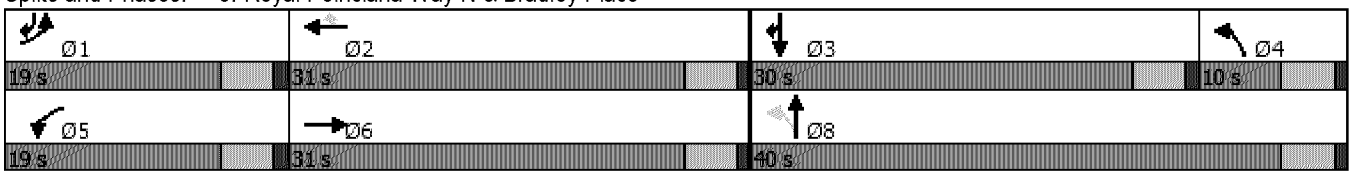
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	430	1043	-	-
HCM Lane V/C Ratio	0.033	-	-	0.088	0.01	-	-
HCM Control Delay (s)	8.9	-	-	14.2	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	315	418	96	541	73	216	156	140	481
Future Volume (vph)	315	418	96	541	73	216	156	140	481
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.2	25.2	29.7	29.7	19.6	34.2
Actuated g/C Ratio	0.18	0.36	0.18	0.30	0.30	0.36	0.36	0.24	0.41
v/c Ratio	0.55	0.47	0.32	0.53	0.14	0.49	0.39	0.33	0.69
Control Delay	36.3	22.6	35.2	26.6	1.8	25.8	18.9	28.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	22.6	35.2	26.6	1.8	25.8	18.9	28.6	14.0
LOS	D	C	D	C	A	C	B	C	B
Approach Delay		27.6		25.2			22.2	17.3	
Approach LOS		C		C			C	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 83
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 23.6 — Intersection LOS: C
Intersection Capacity Utilization 69.7% — ICU Level of Service C
Analysis Period (min) 15

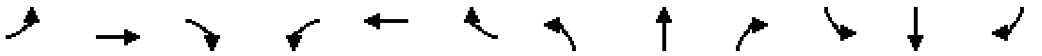
Splits and Phases: 8: Royal Poinciana Way N & Bradley Place





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	332	578	101	569	77	227	256	147	506
v/c Ratio	0.55	0.47	0.32	0.53	0.14	0.49	0.39	0.33	0.69
Control Delay	36.3	22.6	35.2	26.6	1.8	25.8	18.9	28.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	22.6	35.2	26.6	1.8	25.8	18.9	28.6	14.0
Queue Length 50th (ft)	83	119	47	127	0	88	85	65	104
Queue Length 95th (ft)	135	186	100	194	10	145	146	115	178
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	603	1242	311	1136	594	459	779	575	853
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.47	0.32	0.50	0.13	0.49	0.33	0.26	0.59

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	418	131	96	541	73	216	156	87	0	140	481
Future Volume (vph)	315	418	131	96	541	73	216	156	87	0	140	481
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3412		1770	3539	1583	1770	1762			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.63	1.00			1.00	1.00
Satd. Flow (perm)	3433	3412		1770	3539	1583	1173	1762			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	332	440	138	101	569	77	227	164	92	0	147	506
RTOR Reduction (vph)	0	30	0	0	0	53	0	24	0	0	0	80
Lane Group Flow (vph)	332	548	0	101	569	24	227	232	0	0	147	426
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.3	26.2	26.2	29.6	29.6			19.6	34.2
Effective Green, g (s)	14.6	29.5		11.3	26.2	26.2	29.6	29.6			19.6	34.2
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.35	0.35			0.23	0.41
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	597	1199		238	1105	494	452	621			435	645
v/s Ratio Prot	0.10	c0.16		0.06	c0.16		c0.03	0.13			0.08	c0.27
v/s Ratio Perm						0.02	0.14					
v/c Ratio	0.56	0.46		0.42	0.51	0.05	0.50	0.37			0.34	0.66
Uniform Delay, d1	31.7	21.0		33.3	23.6	20.1	22.5	20.2			26.8	20.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	3.7	1.3		1.2	0.4	0.0	0.9	0.4			0.5	2.5
Delay (s)	35.4	22.3		34.5	24.0	20.2	23.4	20.6			27.2	22.7
Level of Service	D	C		C	C	C	C	C			C	C
Approach Delay (s)		27.1			25.1			21.9			23.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	83.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

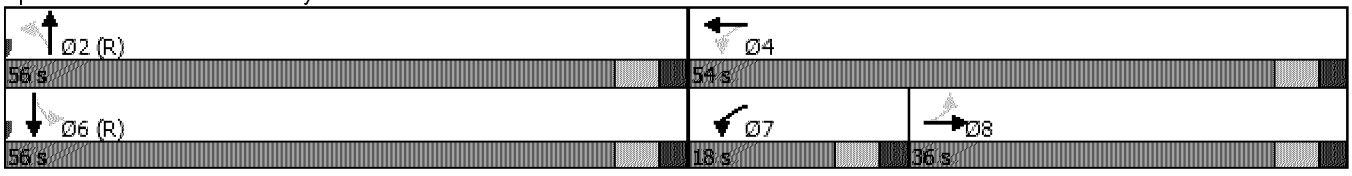
c Critical Lane Group

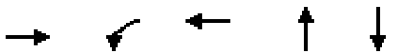
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	30	100	56	111	382	21	578
Future Volume (vph)	41	30	100	56	111	382	21	578
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		13.4	30.0	30.0		68.0		68.0
Actuated g/C Ratio		0.12	0.27	0.27		0.62		0.62
v/c Ratio		0.64	0.33	0.16		0.44		0.35
Control Delay		46.2	32.4	22.1		21.6		11.3
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay		46.2	32.4	22.1		21.8		11.3
LOS		D	C	C		C		B
Approach Delay		46.2		28.0		21.8		11.3
Approach LOS		D		C		C		B

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 20.1 — Intersection LOS: C
Intersection Capacity Utilization 65.4% — ICU Level of Service C
Analysis Period (min) 15

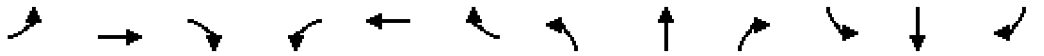
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	139	105	79	640	698
v/c Ratio	0.64	0.33	0.16	0.44	0.35
Control Delay	46.2	32.4	22.1	21.6	11.3
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay	46.2	32.4	22.1	21.8	11.3
Queue Length 50th (ft)	69	57	31	140	116
Queue Length 95th (ft)	128	94	64	180	178
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	440	329	793	1455	1993
Starvation Cap Reductn	0	0	0	229	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.32	0.10	0.52	0.35

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	30	61	100	56	19	111	382	115	21	578	65
Future Volume (veh/h)	41	30	61	100	56	19	111	382	115	21	578	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	32	64	105	59	20	117	402	121	22	608	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	51	80	302	308	104	325	1140	357	78	2006	221
Arrive On Green	0.11	0.11	0.11	0.07	0.23	0.23	1.00	1.00	1.00	0.66	0.66	0.66
Sat Flow, veh/h	385	467	727	1781	1336	453	422	1727	540	65	3039	335
Grp Volume(v), veh/h	139	0	0	105	0	79	280	0	360	365	0	333
Grp Sat Flow(s),veh/h/ln	1579	0	0	1781	0	1789	1084	0	1605	1797	0	1642
Q Serve(g_s), s	7.0	0.0	0.0	5.6	0.0	3.9	3.9	0.0	0.0	0.0	0.0	9.5
Cycle Q Clear(g_c), s	9.4	0.0	0.0	5.6	0.0	3.9	13.4	0.0	0.0	9.1	0.0	9.5
Prop In Lane	0.31		0.46	1.00		0.25	0.42		0.34	0.06		0.20
Lane Grp Cap(c), veh/h	216	0	0	302	0	413	762	0	1060	1221	0	1084
V/C Ratio(X)	0.64	0.00	0.00	0.35	0.00	0.19	0.37	0.00	0.34	0.30	0.00	0.31
Avail Cap(c_a), veh/h	468	0	0	378	0	781	762	0	1060	1221	0	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	37.9	0.0	34.1	0.5	0.0	0.0	7.9	0.0	8.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.7	0.0	0.2	1.3	0.0	0.9	0.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	2.5	0.0	1.7	0.3	0.0	0.3	3.6	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.0	0.0	38.6	0.0	34.3	1.8	0.0	0.9	8.5	0.0	8.7
LnGrp LOS	D	A	A	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		139			184			640			698	
Approach Delay, s/veh		50.9			36.8			1.3			8.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	78.6	31.4	78.6	13.3	18.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	48.0	50.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	15.4	5.9	11.5	7.6	11.4
Green Ext Time (p_c), s	5.3	0.4	5.1	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

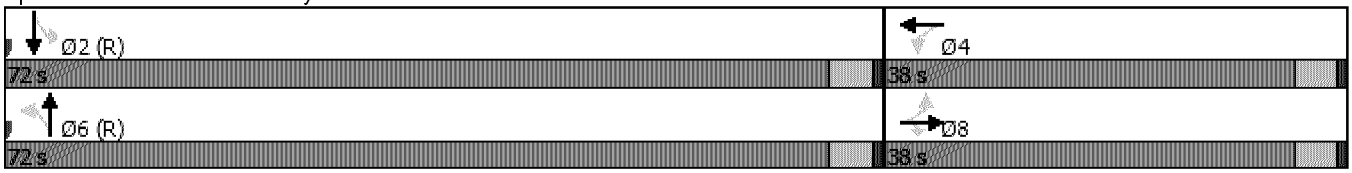
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	54	3	124	11	0	538	3	742
Future Volume (vph)	54	3	124	11	0	538	3	742
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
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	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.30	0.01	0.40		0.12	0.21		0.30
Control Delay	47.8	41.3	11.3		26.4	0.3		1.6
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay	47.8	41.3	11.4		26.4	0.6		1.8
LOS	D	D	B		C	A		A
Approach Delay		22.7			26.4	0.6		1.8
Approach LOS		C			C	A		A

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 4.3 — Intersection LOS: A
Intersection Capacity Utilization 56.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: County Road & Sunset Avenue

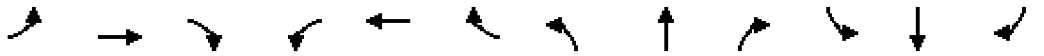




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	57	3	131	26	583	784
v/c Ratio	0.30	0.01	0.40	0.12	0.21	0.30
Control Delay	47.8	41.3	11.3	26.4	0.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay	47.8	41.3	11.4	26.4	0.6	1.8
Queue Length 50th (ft)	37	2	0	7	1	28
Queue Length 95th (ft)	78	11	55	33	m1	40
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	419	567	573	484	2757	2639
Starvation Cap Reductn	0	0	0	0	1457	885
Spillback Cap Reductn	0	0	33	3	0	888
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.01	0.24	0.05	0.45	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	3	124	11	0	13	0	538	16	3	742	0
Future Volume (veh/h)	54	3	124	11	0	13	0	538	16	3	742	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	57	3	131	12	0	14	0	566	17	3	781	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	261	255	216	123	17	107	0	2755	83	35	2723	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1400	1870	1585	552	121	785	0	3616	106	2	3567	0
Grp Volume(v), veh/h	57	3	131	26	0	0	0	285	298	420	364	0
Grp Sat Flow(s),veh/h/ln	1400	1870	1585	1459	0	0	0	1777	1851	1868	1617	0
Q Serve(g_s), s	2.1	0.2	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.2	8.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.46		0.54	0.00		0.06	0.01		0.00
Lane Grp Cap(c), veh/h	261	255	216	246	0	0	0	1389	1448	1493	1264	0
V/C Ratio(X)	0.22	0.01	0.61	0.11	0.00	0.00	0.00	0.21	0.21	0.28	0.29	0.00
Avail Cap(c_a), veh/h	497	570	483	485	0	0	0	1389	1448	1493	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.53	0.53	0.95	0.95	0.00
Uniform Delay (d), s/veh	42.5	41.1	44.7	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.7	0.2	0.0	0.0	0.0	0.2	0.2	0.4	0.5	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	1.4	0.1	3.5	0.6	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	41.1	47.5	41.9	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
LnGrp LOS	D	D	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		191			26			583			784	
Approach Delay, s/veh		46.0			41.9			0.2			0.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	90.5	19.5	90.5	19.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	67.5	33.5	67.5	33.5
Max Q Clear Time (g_c+I1), s	2.0	3.5	2.0	10.6
Green Ext Time (p_c), s	5.9	0.1	4.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

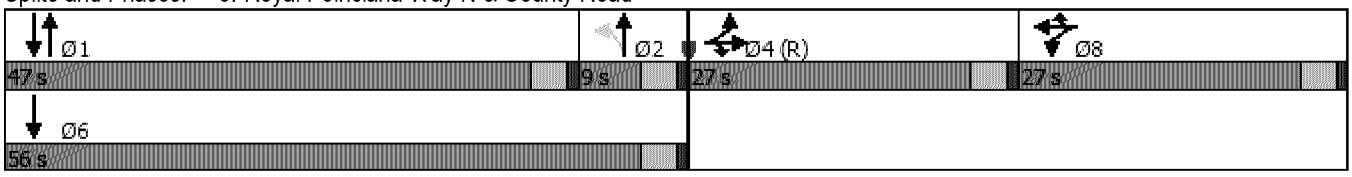
User approved pedestrian interval to be less than phase max green.

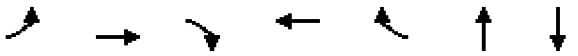
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	200	66	228	87	16	217	364	502		
Future Volume (vph)	200	66	228	87	16	217	364	502		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	28.7	28.7	28.7	13.5	13.5		55.9	55.9		
Actuated g/C Ratio	0.26	0.26	0.26	0.12	0.12		0.51	0.51		
v/c Ratio	0.32	0.31	0.41	0.61	0.06		1.08dl	0.51		
Control Delay	37.8	37.6	7.0	56.7	0.4		24.6	23.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.5		
Total Delay	37.8	37.6	7.0	56.7	0.4		24.6	25.1		
LOS	D	D	A	E	A		C	C		
Approach Delay		23.6		50.5			24.6	25.1		
Approach LOS		C		D			C	C		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 26.3 Intersection LOS: C
Intersection Capacity Utilization 67.2% ICU Level of Service C
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	139	141	240	136	17	645	923
v/c Ratio	0.32	0.31	0.41	0.61	0.06	1.08dl	0.51
Control Delay	37.8	37.6	7.0	56.7	0.4	24.6	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Total Delay	37.8	37.6	7.0	56.7	0.4	24.6	25.1
Queue Length 50th (ft)	88	89	0	92	0	158	237
Queue Length 95th (ft)	153	155	65	149	0	242	319
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	438	449	590	383	401	926	1819
Starvation Cap Reductn	0	0	0	0	0	0	664
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.31	0.41	0.36	0.04	0.70	0.80

Intersection Summary

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	66	228	42	87	16	217	364	32	0	502	375
Future Volume (vph)	200	66	228	42	87	16	217	364	32	0	502	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1726	1583		1833	1583		3450			3312	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1726	1583		1833	1583		1832			3312	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	69	240	44	92	17	228	383	34	0	528	395
RTOR Reduction (vph)	0	0	178	0	0	15	0	3	0	0	115	0
Lane Group Flow (vph)	139	141	62	0	136	2	0	642	0	0	808	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	28.6	28.6	28.6		13.5	13.5		55.9			55.9	
Effective Green, g (s)	28.6	28.6	28.6		13.5	13.5		55.9			55.9	
Actuated g/C Ratio	0.26	0.26	0.26		0.12	0.12		0.51			0.51	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	437	448	411		224	194		930			1683	
v/s Ratio Prot	c0.08	0.08	0.04		c0.07	0.00					0.24	
v/s Ratio Perm								c0.35				
v/c Ratio	0.32	0.31	0.15		0.61	0.01		1.08dl			0.48	
Uniform Delay, d1	32.8	32.8	31.4		45.7	42.4		20.5			17.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.77	
Incremental Delay, d2	1.9	1.8	0.8		4.6	0.0		2.2			0.2	
Delay (s)	34.7	34.6	32.1		50.3	42.4		22.6			31.4	
Level of Service	C	C	C		D	D		C			C	
Approach Delay (s)		33.5			49.5			22.6			31.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

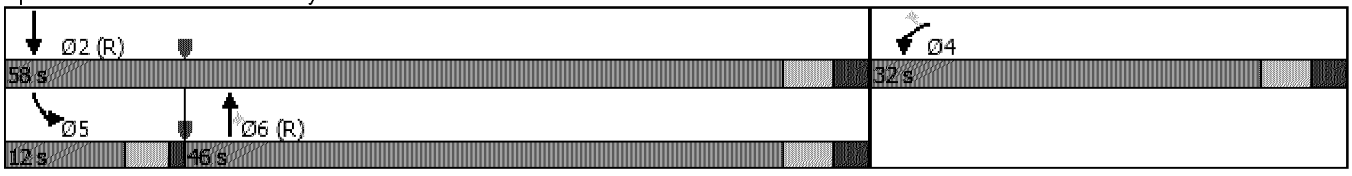
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	216	34	198	17	24	455
Future Volume (vph)	216	34	198	17	24	455
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	32.0	32.0	46.0	46.0	12.0	58.0
Total Split (%)	35.6%	35.6%	51.1%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.8	16.8	56.6	56.6	6.8	61.4
Actuated g/C Ratio	0.19	0.19	0.63	0.63	0.08	0.68
v/c Ratio	0.69	0.11	0.18	0.02	0.19	0.38
Control Delay	44.6	10.2	9.8	5.5	41.6	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	10.2	9.8	5.5	41.6	7.9
LOS	D	B	A	A	D	A
Approach Delay	39.9		9.5			9.6
Approach LOS	D		A			A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 81 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 17.6 — Intersection LOS: B
Intersection Capacity Utilization 45.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Bradley Place & Sunrise Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	227	36	208	18	25	479
v/c Ratio	0.69	0.11	0.18	0.02	0.19	0.38
Control Delay	44.6	10.2	9.8	5.5	41.6	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	10.2	9.8	5.5	41.6	7.9
Queue Length 50th (ft)	121	0	37	0	14	101
Queue Length 95th (ft)	183	23	112	11	38	192
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	513	484	1171	1001	160	1271
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	0.44	0.07	0.18	0.02	0.16	0.38

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	216	34	198	17	24	455
Future Volume (veh/h)	216	34	198	17	24	455
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	36	208	18	25	479
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	272	242	1208	1024	46	1340
Arrive On Green	0.15	0.15	0.65	0.65	0.03	0.72
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	227	36	208	18	25	479
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	11.1	1.8	4.0	0.4	1.2	8.8
Cycle Q Clear(g_c), s	11.1	1.8	4.0	0.4	1.2	8.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	272	242	1208	1024	46	1340
V/C Ratio(X)	0.83	0.15	0.17	0.02	0.54	0.36
Avail Cap(c_a), veh/h	517	460	1208	1024	158	1340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	33.1	6.3	5.7	43.3	4.9
Incr Delay (d2), s/veh	6.6	0.3	0.3	0.0	9.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	1.7	1.5	0.1	0.7	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.6	33.3	6.7	5.7	52.9	5.6
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	263		226			504
Approach Delay, s/veh	42.2		6.6			8.0
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.4		19.6	6.3	64.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		10.8		13.1	3.2	6.0
Green Ext Time (p_c), s		3.4		0.6	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	28	0	0	0	36	283	213	12	648	7
Future Vol, veh/h	2	2	28	0	0	0	36	283	213	12	648	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	29	0	0	0	38	298	224	13	682	7

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1198	1310	686	689	0	0	522	0	0
Stage 1	712	712	-	-	-	-	-	-	-
Stage 2	486	598	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	159	447	905	-	-	1044	-	-
Stage 1	486	436	-	-	-	-	-	-	-
Stage 2	618	491	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	192	0	447	905	-	-	1044	-	-
Mov Cap-2 Maneuver	192	0	-	-	-	-	-	-	-
Stage 1	466	0	-	-	-	-	-	-	-
Stage 2	606	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.6	0.2
HCM LOS	B		

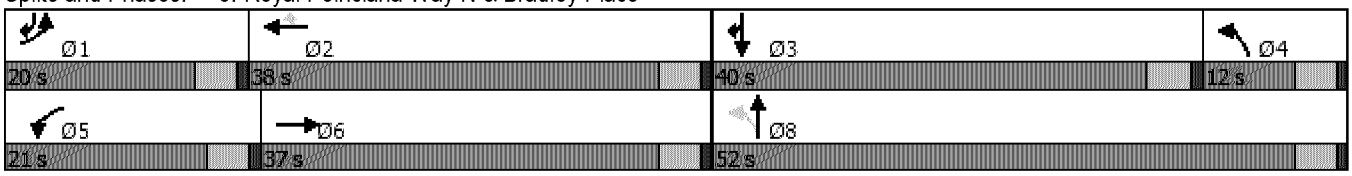
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	411	1044	-	-
HCM Lane V/C Ratio	0.042	-	-	0.082	0.012	-	-
HCM Control Delay (s)	9.2	-	-	14.5	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	295	372	97	640	44	234	188	120	563
Future Volume (vph)	295	372	97	640	44	234	188	120	563
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	22.5	30.5	30.5	
Total Split (s)	20.0	37.0	21.0	38.0	38.0	12.0	52.0	40.0	
Total Split (%)	18.2%	33.6%	19.1%	34.5%	34.5%	10.9%	47.3%	36.4%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.8	35.1	15.4	29.7	29.7	36.1	36.1	25.9	41.7
Actuated g/C Ratio	0.17	0.37	0.16	0.31	0.31	0.38	0.38	0.27	0.44
v/c Ratio	0.55	0.39	0.36	0.61	0.08	0.50	0.40	0.25	0.78
Control Delay	43.0	24.7	43.2	31.3	0.3	27.3	21.9	28.4	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	24.7	43.2	31.3	0.3	27.3	21.9	28.4	19.2
LOS	D	C	D	C	A	C	C	C	B
Approach Delay		31.7		31.1			24.4	20.8	
Approach LOS		C		C			C	C	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 95.3
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 27.5 — Intersection LOS: C
Intersection Capacity Utilization 76.8% — ICU Level of Service D
Analysis Period (min) 15

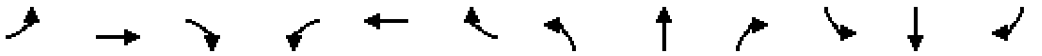
Splits and Phases: 8: Royal Poinciana Way N & Bradley Place





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	311	504	102	674	46	246	278	126	593
v/c Ratio	0.55	0.39	0.36	0.61	0.08	0.50	0.40	0.25	0.78
Control Delay	43.0	24.7	43.2	31.3	0.3	27.3	21.9	28.4	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	24.7	43.2	31.3	0.3	27.3	21.9	28.4	19.2
Queue Length 50th (ft)	93	118	58	182	0	109	114	61	175
Queue Length 95th (ft)	152	188	118	271	0	175	184	109	287
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	568	1282	311	1265	632	533	915	706	893
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.39	0.33	0.53	0.07	0.46	0.30	0.18	0.66

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	372	106	97	640	44	234	188	76	0	120	563
Future Volume (vph)	295	372	106	97	640	44	234	188	76	0	120	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3421		1770	3539	1583	1770	1782			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.66	1.00			1.00	1.00
Satd. Flow (perm)	3433	3421		1770	3539	1583	1226	1782			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	311	392	112	102	674	46	246	198	80	0	126	593
RTOR Reduction (vph)	0	22	0	0	0	31	0	14	0	0	0	69
Lane Group Flow (vph)	311	482	0	102	674	15	246	264	0	0	126	524
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.8	35.1		11.6	30.9	30.9	36.1	36.1			25.9	41.7
Effective Green, g (s)	15.8	35.1		11.6	30.9	30.9	36.1	36.1			25.9	41.7
Actuated g/C Ratio	0.16	0.36		0.12	0.32	0.32	0.37	0.37			0.27	0.43
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	563	1246		213	1135	507	491	668			501	685
v/s Ratio Prot	0.09	c0.14		0.06	c0.19		c0.03	0.15			0.07	c0.33
v/s Ratio Perm						0.01	0.16					
v/c Ratio	0.55	0.39		0.48	0.59	0.03	0.50	0.39			0.25	0.77
Uniform Delay, d1	37.0	22.6		39.5	27.4	22.4	24.0	22.1			27.6	23.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	3.9	0.9		1.7	0.8	0.0	0.8	0.4			0.3	5.1
Delay (s)	40.9	23.6		41.2	28.3	22.4	24.8	22.5			27.9	28.3
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s)		30.2			29.6			23.6			28.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	96.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

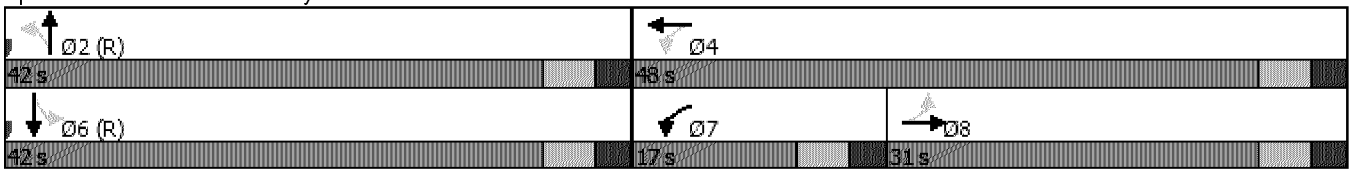
c Critical Lane Group

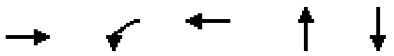
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	12	96	19	74	715	15	376
Future Volume (vph)	44	12	96	19	74	715	15	376
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.0	23.5	24.1		58.3		58.3
Actuated g/C Ratio		0.12	0.26	0.27		0.65		0.65
v/c Ratio		0.46	0.28	0.07		0.49		0.22
Control Delay		31.3	25.4	14.9		4.1		9.3
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		31.3	25.4	14.9		4.2		9.3
LOS		C	C	B		A		A
Approach Delay		31.3		22.8		4.2		9.3
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 8.7 — Intersection LOS: A
Intersection Capacity Utilization 69.6% — ICU Level of Service C
Analysis Period (min) 15

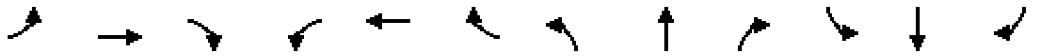
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	99	101	34	962	447
v/c Ratio	0.46	0.28	0.07	0.49	0.22
Control Delay	31.3	25.4	14.9	4.1	9.3
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	31.3	25.4	14.9	4.2	9.3
Queue Length 50th (ft)	35	43	8	84	60
Queue Length 95th (ft)	82	76	28	66	97
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	435	375	822	1947	2063
Starvation Cap Reductn	0	0	0	106	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.27	0.04	0.52	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	12	38	96	19	13	74	715	124	15	376	33
Future Volume (veh/h)	44	12	38	96	19	13	74	715	124	15	376	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	13	40	101	20	14	78	753	131	16	396	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	38	67	370	251	176	177	1635	279	84	1900	166
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	572	352	627	1781	1024	717	210	2631	450	67	3058	268
Grp Volume(v), veh/h	99	0	0	101	0	34	490	0	472	231	0	216
Grp Sat Flow(s),veh/h/ln	1551	0	0	1781	0	1741	1670	0	1621	1739	0	1654
Q Serve(g_s), s	3.6	0.0	0.0	4.3	0.0	1.4	0.0	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear(g_c), s	5.4	0.0	0.0	4.3	0.0	1.4	0.0	0.0	0.0	4.8	0.0	5.1
Prop In Lane	0.46		0.40	1.00		0.41	0.16		0.28	0.07		0.16
Lane Grp Cap(c), veh/h	225	0	0	370	0	427	1084	0	1007	1123	0	1028
V/C Ratio(X)	0.44	0.00	0.00	0.27	0.00	0.08	0.45	0.00	0.47	0.21	0.00	0.21
Avail Cap(c_a), veh/h	482	0	0	461	0	813	1084	0	1007	1123	0	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.94	0.00	0.94	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	0.0	30.5	0.0	26.1	0.0	0.0	0.0	7.4	0.0	7.4
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.1	1.3	0.0	1.5	0.4	0.0	0.5
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	2.1	0.0	0.0	1.9	0.0	0.6	0.4	0.0	0.4	1.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	0.0	0.0	30.9	0.0	26.2	1.3	0.0	1.5	7.8	0.0	7.9
LnGrp LOS	D	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		99			135			962			447	
Approach Delay, s/veh		39.5			29.7			1.4			7.8	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	61.9	28.1	61.9	12.4	15.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	36.0	42.0	36.0	11.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	3.4	7.1	6.3	7.4
Green Ext Time (p_c), s	7.9	0.1	2.9	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

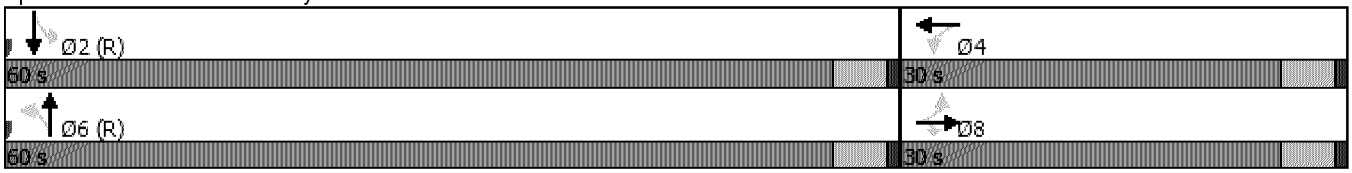
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	10	100	17	0	4	893	10	501
Future Volume (vph)	17	10	100	17	0	4	893	10	501
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector Phase	8	8	8	4	4	6	6	2	2
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	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	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	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0		70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17		0.79		0.79
v/c Ratio	0.08	0.04	0.30		0.11		0.37		0.21
Control Delay	33.1	32.4	9.5		20.1		4.1		1.9
Queue Delay	0.0	0.0	0.0		0.0		0.9		0.0
Total Delay	33.1	32.4	9.5		20.1		5.0		1.9
LOS	C	C	A		C		A		A
Approach Delay		14.5			20.1		5.0		1.9
Approach LOS		B			C		A		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 50.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: County Road & Sunset Avenue

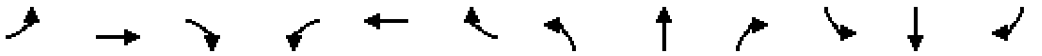




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	18	11	105	30	978	538
v/c Ratio	0.08	0.04	0.30	0.11	0.37	0.21
Control Delay	33.1	32.4	9.5	20.1	4.1	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.0
Total Delay	33.1	32.4	9.5	20.1	5.0	1.9
Queue Length 50th (ft)	9	5	0	6	48	16
Queue Length 95th (ft)	28	20	44	30	m96	24
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	389	527	523	438	2644	2600
Starvation Cap Reductn	0	0	0	0	1295	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	0.02	0.20	0.07	0.72	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	10	100	17	0	11	4	893	32	10	501	0
Future Volume (veh/h)	17	10	100	17	0	11	4	893	32	10	501	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	18	11	105	18	0	12	4	940	34	11	527	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	315	307	260	188	15	93	42	2518	91	64	2495	0
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	1.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1402	1870	1585	755	95	567	3	3421	123	30	3475	0
Grp Volume(v), veh/h	18	11	105	30	0	0	515	0	463	285	253	0
Grp Sat Flow(s),veh/h/ln	1402	1870	1585	1417	0	0	1867	0	1680	1803	1617	0
Q Serve(g_s), s	0.0	0.4	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.4	5.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.60		0.40	0.01		0.07	0.04		0.00
Lane Grp Cap(c), veh/h	315	307	260	296	0	0	1415	0	1237	1369	1190	0
V/C Ratio(X)	0.06	0.04	0.40	0.10	0.00	0.00	0.36	0.00	0.37	0.21	0.21	0.00
Avail Cap(c_a), veh/h	483	530	449	462	0	0	1415	0	1237	1369	1190	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.33	0.00	0.33	0.98	0.98	0.00
Uniform Delay (d), s/veh	31.8	31.6	33.7	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.1	0.0	0.0	0.2	0.0	0.3	0.3	0.4	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	0.2	2.1	0.6	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	31.7	34.7	32.2	0.0	0.0	0.2	0.0	0.3	0.3	0.4	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		134			30			978			538	
Approach Delay, s/veh		34.1			32.2			0.3			0.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.7	19.3	70.7	19.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	3.3	2.0	7.3
Green Ext Time (p_c), s	3.8	0.1	8.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	3.6
HCM 6th LOS	A

Notes

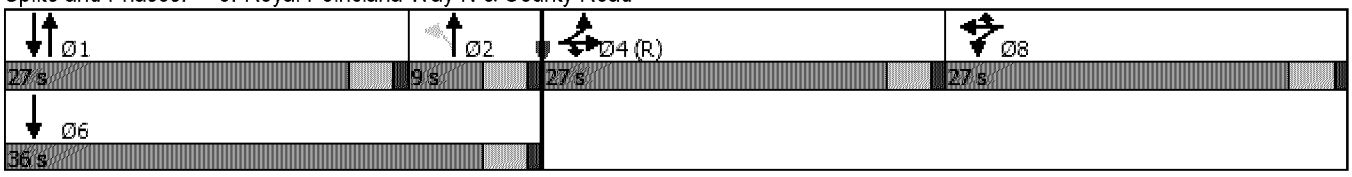
User approved pedestrian interval to be less than phase max green.

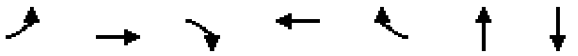
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	370	137	277	74	17	287	509	363		
Future Volume (vph)	370	137	277	74	17	287	509	363		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5			22.5	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	9.9	9.9		47.1	47.1		
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.11		0.52	0.52		
v/c Ratio	0.62	0.61	0.47	0.46	0.07		0.89dl	0.36		
Control Delay	36.9	36.3	6.2	44.1	0.5		27.1	6.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2		
Total Delay	36.9	36.3	6.2	44.1	0.5		27.1	6.2		
LOS	D	D	A	D	A		C	A		
Approach Delay		25.9		37.1			27.1	6.2		
Approach LOS		C		D			C	A		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 21.5 Intersection LOS: C
Intersection Capacity Utilization 73.0% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	265	268	292	94	18	885	665
v/c Ratio	0.62	0.61	0.47	0.46	0.07	0.89dl	0.36
Control Delay	36.9	36.3	6.2	44.1	0.5	27.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	36.9	36.3	6.2	44.1	0.5	27.1	6.2
Queue Length 50th (ft)	140	141	0	51	0	217	33
Queue Length 95th (ft)	227	227	61	95	0	#376	38
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	441	621	472	485	1090	1843
Starvation Cap Reductn	0	0	0	0	0	0	497
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.61	0.47	0.20	0.04	0.81	0.49

Intersection Summary

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	137	277	15	74	17	287	509	45	0	363	269
Future Volume (vph)	370	137	277	15	74	17	287	509	45	0	363	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1847	1583		3452			3313	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.59			1.00	
Satd. Flow (perm)	1681	1730	1583		1847	1583		2080			3313	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	389	144	292	16	78	18	302	536	47	0	382	283
RTOR Reduction (vph)	0	0	220	0	0	16	0	3	0	0	110	0
Lane Group Flow (vph)	265	268	72	0	94	2	0	882	0	0	555	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		8.7	8.7		47.1			47.1	
Effective Green, g (s)	22.2	22.2	22.2		8.7	8.7		47.1			47.1	
Actuated g/C Ratio	0.25	0.25	0.25		0.10	0.10		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	426	390		178	153		1088			1733	
v/s Ratio Prot	c0.16	0.15	0.05		c0.05	0.00					0.17	
v/s Ratio Perm								c0.42				
v/c Ratio	0.64	0.63	0.18		0.53	0.01		0.89dl			0.32	
Uniform Delay, d1	30.3	30.2	26.8		38.7	36.8		17.8			12.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.62	
Incremental Delay, d2	7.4	6.9	1.0		2.8	0.0		4.7			0.1	
Delay (s)	37.7	37.1	27.8		41.5	36.8		22.4			7.7	
Level of Service	D	D	C		D	D		C			A	
Approach Delay (s)		34.0			40.8			22.4			7.7	
Approach LOS		C			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	43	499	67	15	235
Future Volume (vph)	80	43	499	67	15	235
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	12.0	12.0	5.0	12.0
Minimum Split (s)	25.9	25.9	26.9	26.9	16.5	23.9
Total Split (s)	29.0	29.0	49.0	49.0	12.0	61.0
Total Split (%)	32.2%	32.2%	54.4%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	10.9	10.9	69.3	69.3	6.4	71.7
Actuated g/C Ratio	0.12	0.12	0.77	0.77	0.07	0.80
v/c Ratio	0.39	0.20	0.37	0.06	0.13	0.17
Control Delay	38.3	17.7	6.3	1.8	40.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	17.7	6.3	1.8	40.9	3.5
LOS	D	B	A	A	D	A
Approach Delay	31.1		5.8			5.8
Approach LOS	C		A			A

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Bradley Place & Sunrise Avenue

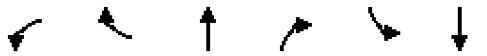




Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	45	525	71	16	247
v/c Ratio	0.39	0.20	0.37	0.06	0.13	0.17
Control Delay	38.3	17.7	6.3	1.8	40.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	17.7	6.3	1.8	40.9	3.5
Queue Length 50th (ft)	48	7	80	0	9	31
Queue Length 95th (ft)	90	m33	234	16	28	61
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	454	439	1434	1235	157	1483
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	0.19	0.10	0.37	0.06	0.10	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	43	499	67	15	235
Future Volume (veh/h)	80	43	499	67	15	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	45	525	71	16	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	190	169	1308	1109	33	1426
Arrive On Green	0.11	0.11	0.70	0.70	0.02	0.76
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	84	45	525	71	16	247
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	4.0	2.3	10.6	1.3	0.8	3.3
Cycle Q Clear(g_c), s	4.0	2.3	10.6	1.3	0.8	3.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	190	169	1308	1109	33	1426
V/C Ratio(X)	0.44	0.27	0.40	0.06	0.49	0.17
Avail Cap(c_a), veh/h	457	407	1308	1109	158	1426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	37.0	5.7	4.3	43.8	2.9
Incr Delay (d2), s/veh	1.6	0.8	0.9	0.1	10.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.2	3.7	0.4	0.4	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.3	37.8	6.6	4.4	54.7	3.2
LnGrp LOS	D	D	A	A	D	A
Approach Vol, veh/h	129		596			263
Approach Delay, s/veh	38.8		6.3			6.3
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.5		15.5	5.6	68.8
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		5.3		6.0	2.8	12.6
Green Ext Time (p_c), s		1.6		0.3	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	11	0	0	0	21	581	207	6	320	2
Future Vol, veh/h	3	5	11	0	0	0	21	581	207	6	320	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	12	0	0	0	22	612	218	6	337	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1115	1224	338	339	0	0	830	0	0
Stage 1	350	350	-	-	-	-	-	-	-
Stage 2	765	874	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	230	179	704	1220	-	-	802	-	-
Stage 1	713	633	-	-	-	-	-	-	-
Stage 2	459	367	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	224	0	704	1220	-	-	802	-	-
Mov Cap-2 Maneuver	224	0	-	-	-	-	-	-	-
Stage 1	700	0	-	-	-	-	-	-	-
Stage 2	455	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.2	0.2
HCM LOS	B		

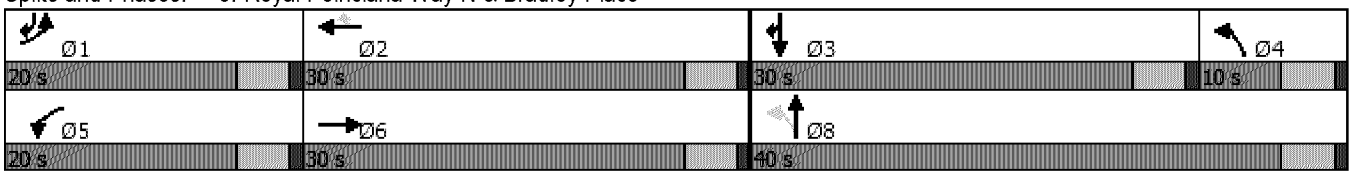
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1220	-	-	482	802	-	-
HCM Lane V/C Ratio	0.018	-	-	0.041	0.008	-	-
HCM Control Delay (s)	8	-	-	12.8	9.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	519	808	90	400	76	113	209	88	254
Future Volume (vph)	519	808	90	400	76	113	209	88	254
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	29.5	15.1	24.4	24.4	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.20	0.39	0.20	0.32	0.32	0.32	0.30	0.20	0.42
v/c Ratio	0.78	0.80	0.27	0.37	0.14	0.27	0.53	0.25	0.33
Control Delay	39.0	29.0	30.2	21.6	1.9	22.6	24.6	29.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	29.0	30.2	21.6	1.9	22.6	24.6	29.8	3.1
LOS	D	C	C	C	A	C	C	C	A
Approach Delay		32.4		20.3			24.0	10.0	
Approach LOS		C		C			C	A	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 76.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 26.1 — Intersection LOS: C
Intersection Capacity Utilization 68.0% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place

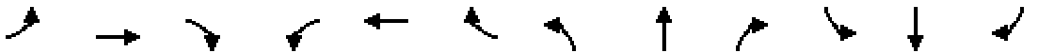




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	546	1073	95	421	80	119	292	93	267
v/c Ratio	0.78	0.80	0.27	0.37	0.14	0.27	0.53	0.25	0.33
Control Delay	39.0	29.0	30.2	21.6	1.9	22.6	24.6	29.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	29.0	30.2	21.6	1.9	22.6	24.6	29.8	3.1
Queue Length 50th (ft)	135	261	41	83	0	43	108	40	4
Queue Length 95th (ft)	#211	#392	83	122	12	83	181	81	35
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	701	1347	362	1190	617	443	851	626	943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.80	0.26	0.35	0.13	0.27	0.34	0.15	0.28

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	519	808	211	90	400	76	113	209	68	0	88	254
Future Volume (vph)	519	808	211	90	400	76	113	209	68	0	88	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3429		1770	3539	1583	1770	1794			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.70	1.00			1.00	1.00
Satd. Flow (perm)	3433	3429		1770	3539	1583	1298	1794			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	546	851	222	95	421	80	119	220	72	0	93	267
RTOR Reduction (vph)	0	22	0	0	0	54	0	15	0	0	0	149
Lane Group Flow (vph)	546	1051	0	95	421	26	119	277	0	0	93	118
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.38		0.15	0.32	0.32	0.30	0.30			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	683	1291		259	1148	513	419	545			359	620
v/s Ratio Prot	c0.16	c0.31		0.05	0.12		0.02	c0.15			0.05	0.07
v/s Ratio Perm						0.02	0.07					
v/c Ratio	0.80	0.81		0.37	0.37	0.05	0.28	0.51			0.26	0.19
Uniform Delay, d1	29.9	21.9		30.1	20.3	18.2	20.9	22.4			26.8	15.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.5	5.7		0.9	0.2	0.0	0.4	0.7			0.4	0.2
Delay (s)	39.4	27.6		31.0	20.5	18.2	21.3	23.2			27.2	15.8
Level of Service	D	C		C	C	B	C	C			C	B
Approach Delay (s)		31.6			21.9			22.6			18.7	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

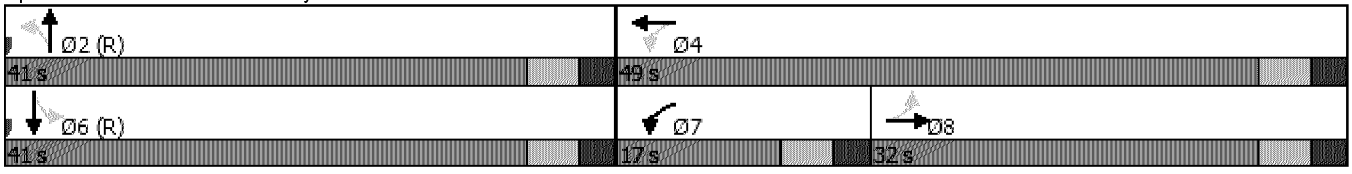
c Critical Lane Group

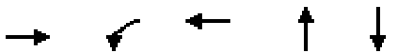
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	20	124	60	109	559	30	521
Future Volume (vph)	35	20	124	60	109	559	30	521
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.6	27.7	27.7		50.3		50.3
Actuated g/C Ratio		0.13	0.31	0.31		0.56		0.56
v/c Ratio		0.61	0.41	0.19		0.59		0.38
Control Delay		23.6	26.4	14.1		9.0		12.2
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		23.6	26.4	14.1		9.1		12.2
LOS		C	C	B		A		B
Approach Delay		23.6		20.8		9.1		12.2
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 13.0 — Intersection LOS: B
Intersection Capacity Utilization 79.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	186	131	107	848	662
v/c Ratio	0.61	0.41	0.19	0.59	0.38
Control Delay	23.6	26.4	14.1	9.0	12.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	23.6	26.4	14.1	9.1	12.2
Queue Length 50th (ft)	36	56	26	74	98
Queue Length 95th (ft)	102	91	58	273	160
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	529	333	857	1427	1720
Starvation Cap Reductn	0	0	0	64	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.39	0.12	0.62	0.38

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	20	122	124	60	42	109	559	138	30	521	78
Future Volume (veh/h)	35	20	122	124	60	42	109	559	138	30	521	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	21	128	131	63	44	115	588	145	32	548	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	40	158	357	299	209	234	1179	298	101	1623	239
Arrive On Green	0.15	0.15	0.15	0.08	0.29	0.29	1.00	1.00	1.00	0.57	0.57	0.57
Sat Flow, veh/h	218	273	1085	1781	1025	716	318	2051	519	100	2823	415
Grp Volume(v), veh/h	186	0	0	131	0	107	398	0	450	341	0	321
Grp Sat Flow(s),veh/h/ln	1576	0	0	1781	0	1741	1279	0	1609	1711	0	1627
Q Serve(g_s), s	6.5	0.0	0.0	5.4	0.0	4.2	4.8	0.0	0.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	10.2	0.0	0.0	5.4	0.0	4.2	14.2	0.0	0.0	8.5	0.0	9.4
Prop In Lane	0.20		0.69	1.00		0.41	0.29		0.32	0.09		0.26
Lane Grp Cap(c), veh/h	277	0	0	357	0	508	787	0	925	1027	0	935
V/C Ratio(X)	0.67	0.00	0.00	0.37	0.00	0.21	0.51	0.00	0.49	0.33	0.00	0.34
Avail Cap(c_a), veh/h	498	0	0	433	0	832	787	0	925	1027	0	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	0.0	27.5	0.0	24.0	0.4	0.0	0.0	9.9	0.0	10.1
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.6	0.0	0.2	2.3	0.0	1.8	0.9	0.0	1.0
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	4.1	0.0	0.0	2.3	0.0	1.7	0.5	0.0	0.5	3.5	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	0.0	0.0	28.1	0.0	24.2	2.7	0.0	1.8	10.8	0.0	11.1
LnGrp LOS	D	A	A	C	A	C	A	A	A	B	A	B
Approach Vol, veh/h		186			238			848			662	
Approach Delay, s/veh		40.0			26.4			2.2			11.0	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	57.7	32.3	57.7	13.2	19.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	35.0	43.0	35.0	11.0	26.0
Max Q Clear Time (g_c+I1), s	16.2	6.2	11.4	7.4	12.2
Green Ext Time (p_c), s	5.9	0.6	4.5	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

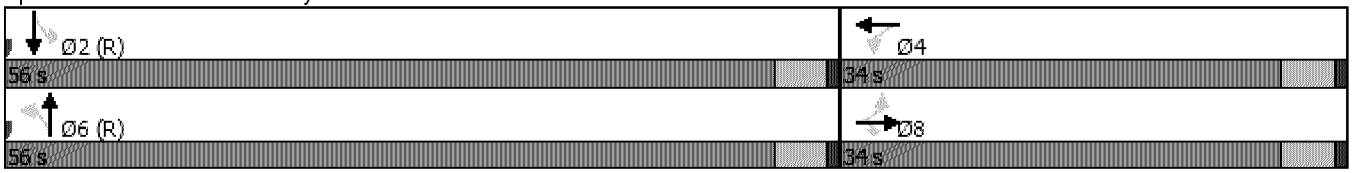
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	9	104	16	0	737	9	752
Future Volume (vph)	29	9	104	16	0	737	9	752
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
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	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.79		0.79
v/c Ratio	0.14	0.03	0.31		0.15	0.30		0.30
Control Delay	34.4	32.4	9.7		19.7	10.7		2.1
Queue Delay	0.0	0.0	0.2		0.1	0.5		0.1
Total Delay	34.4	32.4	9.9		19.8	11.1		2.2
LOS	C	C	A		B	B		A
Approach Delay		16.4			19.8	11.1		2.2
Approach LOS		B			B	B		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 7.8 — Intersection LOS: A
Intersection Capacity Utilization 57.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: County Road & Sunset Avenue

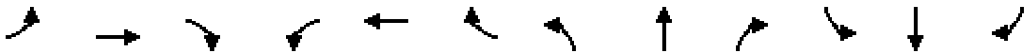




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	31	9	109	41	816	801
v/c Ratio	0.14	0.03	0.31	0.15	0.30	0.30
Control Delay	34.4	32.4	9.7	19.7	10.7	2.1
Queue Delay	0.0	0.0	0.2	0.1	0.5	0.1
Total Delay	34.4	32.4	9.9	19.8	11.1	2.2
Queue Length 50th (ft)	15	4	1	8	150	31
Queue Length 95th (ft)	m41	m17	45	37	m148	60
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	445	610	592	518	2766	2634
Starvation Cap Reductn	0	0	0	0	1369	751
Spillback Cap Reductn	0	0	160	151	0	214
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01	0.25	0.11	0.58	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	9	104	16	0	23	0	737	38	9	752	0
Future Volume (veh/h)	29	9	104	16	0	23	0	737	38	9	752	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	31	9	109	17	0	24	0	776	40	9	792	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	317	309	262	137	22	144	0	2526	130	49	2540	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.73	0.73	1.00	1.00	0.00
Sat Flow, veh/h	1387	1870	1585	486	131	870	0	3532	177	11	3542	0
Grp Volume(v), veh/h	31	9	109	41	0	0	0	401	415	428	373	0
Grp Sat Flow(s),veh/h/ln	1387	1870	1585	1486	0	0	0	1777	1838	1851	1617	0
Q Serve(g_s), s	0.0	0.4	5.5	0.0	0.0	0.0	0.0	7.0	7.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.4	5.5	1.9	0.0	0.0	0.0	7.0	7.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.41		0.59	0.00		0.10	0.02		0.00
Lane Grp Cap(c), veh/h	317	309	262	302	0	0	0	1306	1351	1401	1188	0
V/C Ratio(X)	0.10	0.03	0.42	0.14	0.00	0.00	0.00	0.31	0.31	0.31	0.31	0.00
Avail Cap(c_a), veh/h	543	613	520	536	0	0	0	1306	1351	1401	1188	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.11	0.11	0.93	0.93	0.00
Uniform Delay (d), s/veh	31.9	31.5	33.7	32.1	0.0	0.0	0.0	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.2	0.0	0.0	0.0	0.1	0.1	0.5	0.6	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	0.6	0.2	2.2	0.8	0.0	0.0	0.0	2.0	2.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	31.5	34.7	32.3	0.0	0.0	0.0	4.2	4.2	0.5	0.6	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		149			41			816			801	
Approach Delay, s/veh		34.0			32.3			4.2			0.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.6	19.4	70.6	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	51.5	29.5	51.5	29.5
Max Q Clear Time (g_c+I1), s	2.0	3.9	9.0	7.5
Green Ext Time (p_c), s	6.1	0.2	6.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Notes

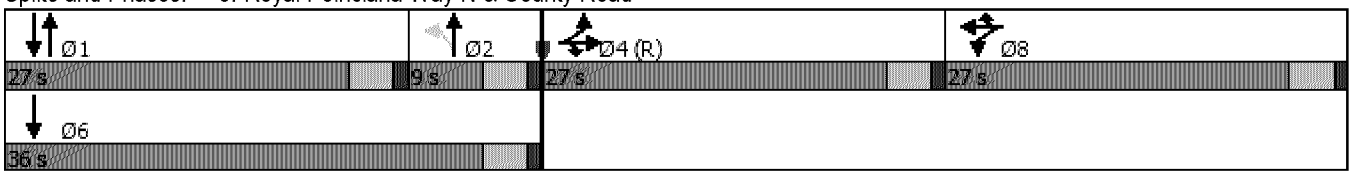
User approved pedestrian interval to be less than phase max green.

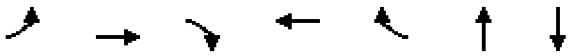
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	170	60	342	74	6	278	612	609		
Future Volume (vph)	170	60	342	74	6	278	612	609		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	10.5	10.5		46.6	46.6		
Actuated g/C Ratio	0.26	0.26	0.26	0.12	0.12		0.52	0.52		
v/c Ratio	0.28	0.28	0.54	0.50	0.02		1.33dl	0.52		
Control Delay	29.0	28.9	6.4	44.5	0.2		50.2	21.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0		5.7	1.2		
Total Delay	29.0	28.9	6.4	44.5	0.2		55.9	22.5		
LOS	C	C	A	D	A		E	C		
Approach Delay		15.5		42.1			55.9	22.5		
Approach LOS		B		D			E	C		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 34.1 Intersection LOS: C
Intersection Capacity Utilization 74.4% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





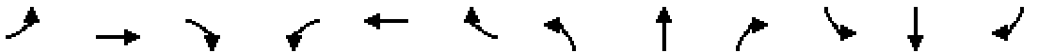
Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	120	122	360	106	6	965	929
v/c Ratio	0.28	0.28	0.54	0.50	0.02	1.33dl	0.52
Control Delay	29.0	28.9	6.4	44.5	0.2	50.2	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	5.7	1.2
Total Delay	29.0	28.9	6.4	44.5	0.2	55.9	22.5
Queue Length 50th (ft)	57	58	0	57	0	~312	186
Queue Length 95th (ft)	107	108	66	104	0	#464	258
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	441	672	469	485	980	1789
Starvation Cap Reductn	0	0	0	0	0	0	596
Spillback Cap Reductn	0	0	0	0	0	24	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.28	0.54	0.23	0.01	1.01	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	60	342	27	74	6	278	612	27	0	609	274
Future Volume (vph)	170	60	342	27	74	6	278	612	27	0	609	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1728	1583		1838	1583		3471			3375	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.54			1.00	
Satd. Flow (perm)	1681	1728	1583		1838	1583		1889			3375	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	63	360	28	78	6	293	644	28	0	641	288
RTOR Reduction (vph)	0	0	271	0	0	5	0	2	0	0	43	0
Lane Group Flow (vph)	120	122	89	0	106	1	0	963	0	0	886	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		9.2	9.2		46.6			46.6	
Effective Green, g (s)	22.2	22.2	22.2		9.2	9.2		46.6			46.6	
Actuated g/C Ratio	0.25	0.25	0.25		0.10	0.10		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	426	390		187	161		978			1747	
v/s Ratio Prot	c0.07	0.07	0.06		c0.06	0.00					0.26	
v/s Ratio Perm								c0.51				
v/c Ratio	0.29	0.29	0.23		0.57	0.00		1.33dl			0.51	
Uniform Delay, d1	27.5	27.5	27.1		38.5	36.3		21.4			14.2	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.44	
Incremental Delay, d2	1.8	1.7	1.4		3.9	0.0		24.9			0.2	
Delay (s)	29.3	29.2	28.4		42.4	36.3		46.2			20.6	
Level of Service	C	C	C		D	D		D			C	
Approach Delay (s)		28.7			42.1			46.2			20.6	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	239	43	257	78	29	399
Future Volume (vph)	239	43	257	78	29	399
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	35.0	35.0	42.0	42.0	13.0	55.0
Total Split (%)	38.9%	38.9%	46.7%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	18.1	18.1	52.9	52.9	7.1	60.1
Actuated g/C Ratio	0.20	0.20	0.59	0.59	0.08	0.67
v/c Ratio	0.71	0.13	0.25	0.09	0.22	0.34
Control Delay	39.9	10.4	12.2	3.6	42.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	10.4	12.2	3.6	42.0	8.2
LOS	D	B	B	A	D	A
Approach Delay	35.4		10.2			10.5
Approach LOS	D		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	252	45	271	82	31	420
v/c Ratio	0.71	0.13	0.25	0.09	0.22	0.34
Control Delay	39.9	10.4	12.2	3.6	42.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	10.4	12.2	3.6	42.0	8.2
Queue Length 50th (ft)	136	5	77	0	17	90
Queue Length 95th (ft)	199	m23	153	24	44	174
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	572	542	1094	963	178	1243
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	0.44	0.08	0.25	0.09	0.17	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	239	43	257	78	29	399
Future Volume (veh/h)	239	43	257	78	29	399
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	45	271	82	31	420
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	299	266	1172	993	53	1311
Arrive On Green	0.17	0.17	0.63	0.63	0.03	0.70
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	252	45	271	82	31	420
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	12.3	2.2	5.7	1.8	1.5	7.8
Cycle Q Clear(g_c), s	12.3	2.2	5.7	1.8	1.5	7.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	299	266	1172	993	53	1311
V/C Ratio(X)	0.84	0.17	0.23	0.08	0.58	0.32
Avail Cap(c_a), veh/h	576	512	1172	993	178	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	32.1	7.3	6.6	43.1	5.2
Incr Delay (d2), s/veh	6.4	0.3	0.5	0.2	9.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	2.1	2.2	0.6	0.8	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.7	32.4	7.8	6.8	52.7	5.8
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	297		353			451
Approach Delay, s/veh	41.1		7.6			9.1
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.0		21.0	6.7	62.3
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.8		14.3	3.5	7.7
Green Ext Time (p_c), s		2.9		0.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	6	29	0	0	0	32	336	195	11	630	8
Future Vol, veh/h	3	6	29	0	0	0	32	336	195	11	630	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	31	0	0	0	34	354	205	12	663	8

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1216	1318	667	671	0	0	559	0	0
Stage 1	691	691	-	-	-	-	-	-	-
Stage 2	525	627	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	200	157	459	919	-	-	1012	-	-
Stage 1	497	446	-	-	-	-	-	-	-
Stage 2	593	476	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	189	0	459	919	-	-	1012	-	-
Mov Cap-2 Maneuver	189	0	-	-	-	-	-	-	-
Stage 1	479	0	-	-	-	-	-	-	-
Stage 2	582	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.5	0.1
HCM LOS	B		

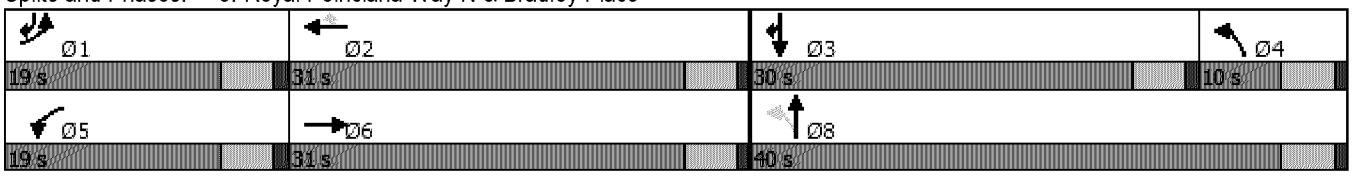
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	405	1012	-	-
HCM Lane V/C Ratio	0.037	-	-	0.099	0.011	-	-
HCM Control Delay (s)	9.1	-	-	14.9	8.6	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	338	448	103	580	78	231	167	150	515
Future Volume (vph)	338	448	103	580	78	231	167	150	515
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.6	14.6	25.2	25.2	31.0	31.0	20.9	35.5
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.60	0.50	0.35	0.58	0.15	0.53	0.41	0.34	0.74
Control Delay	38.1	23.9	36.4	28.1	2.1	26.6	19.1	28.3	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	23.9	36.4	28.1	2.1	26.6	19.1	28.3	16.2
LOS	D	C	D	C	A	C	B	C	B
Approach Delay		29.1		26.6			22.7	18.9	
Approach LOS		C		C			C	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 84.3
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.9 — Intersection LOS: C
Intersection Capacity Utilization 72.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	356	619	108	611	82	243	274	158	542
v/c Ratio	0.60	0.50	0.35	0.58	0.15	0.53	0.41	0.34	0.74
Control Delay	38.1	23.9	36.4	28.1	2.1	26.6	19.1	28.3	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	23.9	36.4	28.1	2.1	26.6	19.1	28.3	16.2
Queue Length 50th (ft)	93	136	53	145	0	95	93	70	125
Queue Length 95th (ft)	144	201	105	210	13	155	157	123	209
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	594	1226	306	1119	587	460	767	566	817
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.50	0.35	0.55	0.14	0.53	0.36	0.28	0.66

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	448	140	103	580	78	231	167	93	0	150	515
Future Volume (vph)	338	448	140	103	580	78	231	167	93	0	150	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3413		1770	3539	1583	1770	1763			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00			1.00	1.00
Satd. Flow (perm)	3433	3413		1770	3539	1583	1143	1763			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	356	472	147	108	611	82	243	176	98	0	158	542
RTOR Reduction (vph)	0	31	0	0	0	57	0	24	0	0	0	68
Lane Group Flow (vph)	356	588	0	108	611	25	243	250	0	0	158	474
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.2	26.1	26.1	30.9	30.9			20.9	35.5
Effective Green, g (s)	14.6	29.5		11.2	26.1	26.1	30.9	30.9			20.9	35.5
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.25	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	588	1183		232	1085	485	455	640			457	660
v/s Ratio Prot	0.10	c0.17		0.06	c0.17		c0.03	0.14			0.08	c0.30
v/s Ratio Perm						0.02	0.16					
v/c Ratio	0.61	0.50		0.47	0.56	0.05	0.53	0.39			0.35	0.72
Uniform Delay, d1	32.6	21.9		34.2	24.7	20.8	22.9	20.1			26.5	20.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.6	1.5		1.5	0.7	0.0	1.2	0.4			0.5	3.7
Delay (s)	37.2	23.4		35.7	25.4	20.8	24.1	20.5			26.9	24.4
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s)		28.5			26.3			22.2			24.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	85.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

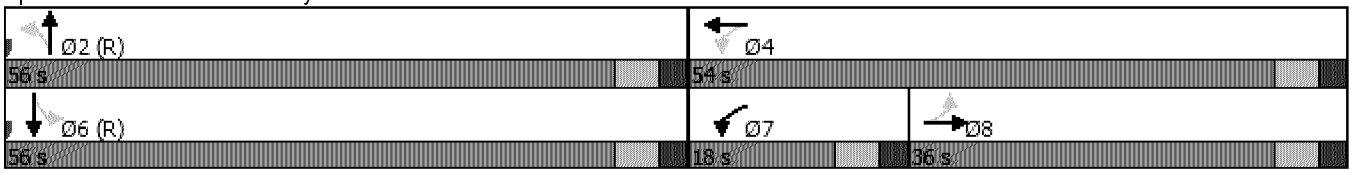
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	32	107	60	121	423	23	636
Future Volume (vph)	44	32	107	60	121	423	23	636
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		14.1	30.9	30.9		67.1		67.1
Actuated g/C Ratio		0.13	0.28	0.28		0.61		0.61
v/c Ratio		0.67	0.35	0.16		0.51		0.39
Control Delay		46.9	32.1	22.1		23.0		12.3
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay		46.9	32.1	22.1		23.2		12.3
LOS		D	C	C		C		B
Approach Delay		46.9		27.8		23.2		12.3
Approach LOS		D		C		C		B

Intersection Summary

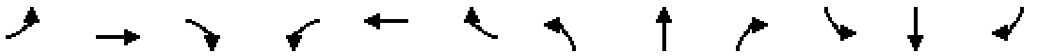
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 21.1 — Intersection LOS: C
Intersection Capacity Utilization 69.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: County Road & Sunrise Avenue



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	153	113	84	701	767
v/c Ratio	0.67	0.35	0.16	0.51	0.39
Control Delay	46.9	32.1	22.1	23.0	12.3
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay	46.9	32.1	22.1	23.2	12.3
Queue Length 50th (ft)	76	61	34	153	135
Queue Length 95th (ft)	138	99	66	189	206
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	442	331	792	1366	1957
Starvation Cap Reductn	0	0	0	145	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.34	0.11	0.57	0.39

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	32	69	107	60	20	121	423	123	23	636	70
Future Volume (veh/h)	44	32	69	107	60	20	121	423	123	23	636	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	34	73	113	63	21	127	445	129	24	669	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	54	90	312	327	109	305	1101	333	76	1967	215
Arrive On Green	0.12	0.12	0.12	0.07	0.24	0.24	1.00	1.00	1.00	0.65	0.65	0.65
Sat Flow, veh/h	375	450	752	1781	1342	447	399	1702	515	63	3039	332
Grp Volume(v), veh/h	153	0	0	113	0	84	298	0	403	401	0	366
Grp Sat Flow(s),veh/h/ln	1576	0	0	1781	0	1790	1006	0	1609	1792	0	1642
Q Serve(g_s), s	7.8	0.0	0.0	5.9	0.0	4.1	6.0	0.0	0.0	0.0	0.0	11.1
Cycle Q Clear(g_c), s	10.4	0.0	0.0	5.9	0.0	4.1	17.1	0.0	0.0	10.6	0.0	11.1
Prop In Lane	0.30		0.48	1.00		0.25	0.43		0.32	0.06		0.20
Lane Grp Cap(c), veh/h	230	0	0	312	0	437	698	0	1041	1194	0	1063
V/C Ratio(X)	0.66	0.00	0.00	0.36	0.00	0.19	0.43	0.00	0.39	0.34	0.00	0.34
Avail Cap(c_a), veh/h	467	0	0	381	0	781	698	0	1041	1194	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.1	0.0	0.0	36.9	0.0	33.0	0.9	0.0	0.0	8.7	0.0	8.8
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.7	0.0	0.2	1.9	0.0	1.1	0.8	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	2.6	0.0	1.8	0.4	0.0	0.3	4.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	0.0	0.0	37.6	0.0	33.2	2.7	0.0	1.1	9.5	0.0	9.7
LnGrp LOS	D	A	A	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		153			197			701			767	
Approach Delay, s/veh		50.4			35.7			1.8			9.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	77.2	32.8	77.2	13.7	19.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	48.0	50.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	19.1	6.1	13.1	7.9	12.4
Green Ext Time (p_c), s	5.9	0.5	5.7	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

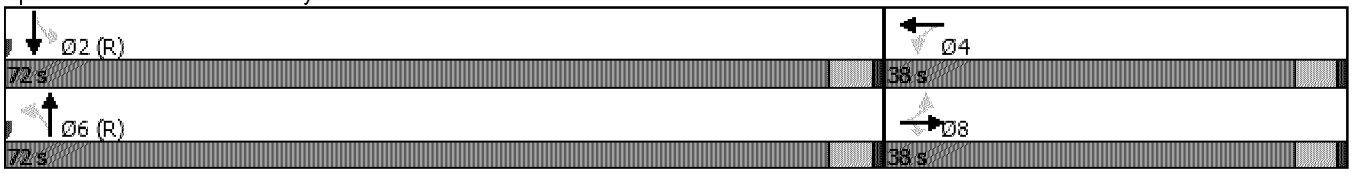
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	3	143	12	0	5	594	3	814
Future Volume (vph)	58	3	143	12	0	5	594	3	814
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector Phase	8	8	8	4	4	6	6	2	2
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5	25.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	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	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	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0		86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14		0.78		0.78
v/c Ratio	0.33	0.01	0.44		0.12		0.25		0.33
Control Delay	48.3	41.3	11.2		27.3		0.2		1.7
Queue Delay	0.0	0.0	0.1		0.0		0.3		0.4
Total Delay	48.3	41.3	11.3		27.3		0.5		2.0
LOS	D	D	B		C		A		A
Approach Delay		22.2			27.3		0.5		2.0
Approach LOS		C			C		A		A

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 4.4 — Intersection LOS: A
Intersection Capacity Utilization 58.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: County Road & Sunset Avenue

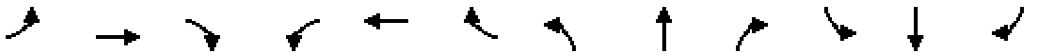




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	61	3	151	28	648	860
v/c Ratio	0.33	0.01	0.44	0.12	0.25	0.33
Control Delay	48.3	41.3	11.2	27.3	0.2	1.7
Queue Delay	0.0	0.0	0.1	0.0	0.3	0.4
Total Delay	48.3	41.3	11.3	27.3	0.5	2.0
Queue Length 50th (ft)	39	2	0	8	1	31
Queue Length 95th (ft)	82	11	58	35	m1	43
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	419	567	587	483	2619	2639
Starvation Cap Reductn	0	0	0	0	1289	774
Spillback Cap Reductn	0	0	50	4	5	1129
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.01	0.28	0.06	0.49	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	3	143	12	0	14	5	594	17	3	814	0
Future Volume (veh/h)	58	3	143	12	0	14	5	594	17	3	814	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	61	3	151	13	0	15	5	625	18	3	857	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	262	255	216	123	16	106	39	2686	77	35	2723	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	1.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1398	1870	1585	551	121	775	7	3436	98	2	3568	0
Grp Volume(v), veh/h	61	3	151	28	0	0	340	0	308	461	399	0
Grp Sat Flow(s),veh/h/ln	1398	1870	1585	1446	0	0	1857	0	1684	1868	1617	0
Q Serve(g_s), s	2.3	0.2	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.2	10.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.46		0.54	0.01		0.06	0.01		0.00
Lane Grp Cap(c), veh/h	262	255	216	245	0	0	1485	0	1317	1493	1264	0
V/C Ratio(X)	0.23	0.01	0.70	0.11	0.00	0.00	0.23	0.00	0.23	0.31	0.32	0.00
Avail Cap(c_a), veh/h	497	570	483	481	0	0	1485	0	1317	1493	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.19	0.00	0.19	0.93	0.93	0.00
Uniform Delay (d), s/veh	42.6	41.1	45.4	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	4.1	0.2	0.0	0.0	0.1	0.0	0.1	0.5	0.6	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	1.5	0.1	4.2	0.7	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	41.1	49.4	41.9	0.0	0.0	0.1	0.0	0.1	0.5	0.6	0.0
LnGrp LOS	D	D	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		215			28			648			860	
Approach Delay, s/veh		47.5			41.9			0.1			0.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	90.5	19.5	90.5	19.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	67.5	33.5	67.5	33.5
Max Q Clear Time (g_c+I1), s	2.0	3.6	2.0	12.0
Green Ext Time (p_c), s	6.7	0.1	4.6	0.6

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

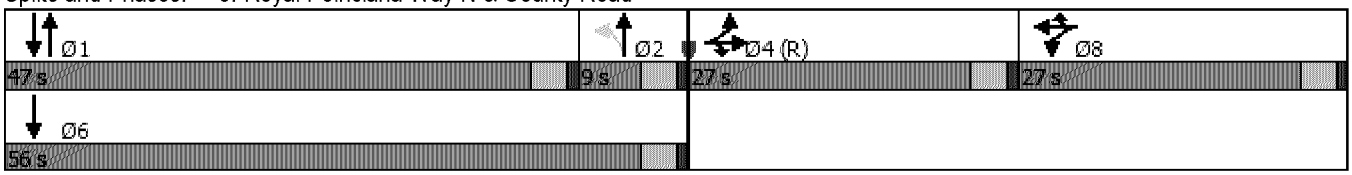
User approved pedestrian interval to be less than phase max green.

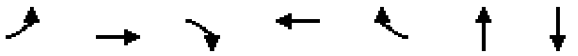
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	237	96	319	106	20	329	390	538		
Future Volume (vph)	237	96	319	106	20	329	390	538		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	24.1	24.1	24.1	14.8	14.8		59.1	59.1		
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.54	0.54		
v/c Ratio	0.47	0.47	0.55	0.65	0.07		1.74dl	0.54		
Control Delay	42.9	42.8	7.8	56.7	0.5		30.4	25.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.4		
Total Delay	42.9	42.8	7.8	56.7	0.5		30.4	26.7		
LOS	D	D	A	E	A		C	C		
Approach Delay		25.7		50.2			30.4	26.7		
Approach LOS		C		D			C	C		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 29.1 Intersection LOS: C
Intersection Capacity Utilization 75.9% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	172	178	336	159	21	793	1020
v/c Ratio	0.47	0.47	0.55	0.65	0.07	1.74dl	0.54
Control Delay	42.9	42.8	7.8	56.7	0.5	30.4	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Total Delay	42.9	42.8	7.8	56.7	0.5	30.4	26.7
Queue Length 50th (ft)	113	117	0	108	0	226	278
Queue Length 95th (ft)	187	192	77	169	0	#391	359
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	367	379	608	383	401	964	1890
Starvation Cap Reductn	0	0	0	0	0	0	619
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.47	0.55	0.42	0.05	0.82	0.80

Intersection Summary

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	96	319	45	106	20	329	390	34	0	538	431
Future Volume (vph)	237	96	319	45	106	20	329	390	34	0	538	431
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.93	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1732	1583		1836	1583		3440			3303	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1732	1583		1836	1583		1790			3303	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	249	101	336	47	112	21	346	411	36	0	566	454
RTOR Reduction (vph)	0	0	262	0	0	18	0	3	0	0	115	0
Lane Group Flow (vph)	172	178	74	0	159	3	0	790	0	0	905	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	24.1	24.1	24.1		14.8	14.8		59.1			59.1	
Effective Green, g (s)	24.1	24.1	24.1		14.8	14.8		59.1			59.1	
Actuated g/C Ratio	0.22	0.22	0.22		0.13	0.13		0.54			0.54	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	368	379	346		247	212		961			1774	
v/s Ratio Prot	0.10	c0.10	0.05		c0.09	0.00					0.27	
v/s Ratio Perm								c0.44				
v/c Ratio	0.47	0.47	0.21		0.64	0.01		1.74dl			0.51	
Uniform Delay, d1	37.4	37.4	35.2		45.1	41.3		21.1			16.2	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.95	
Incremental Delay, d2	4.2	4.1	1.4		5.6	0.0		5.8			0.2	
Delay (s)	41.6	41.5	36.6		50.7	41.3		26.9			31.8	
Level of Service	D	D	D		D	D		C			C	
Approach Delay (s)		39.1			49.6			26.9			31.8	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

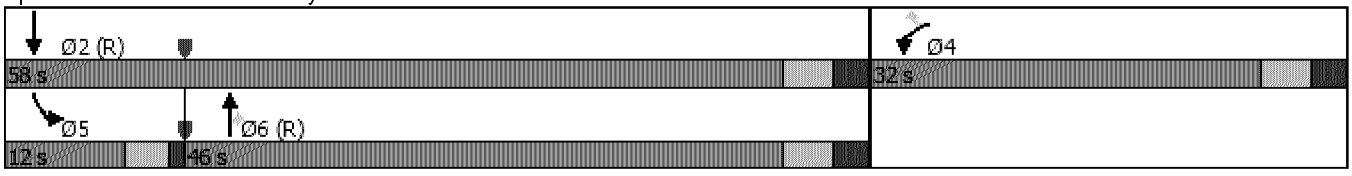
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	235	36	220	21	26	498
Future Volume (vph)	235	36	220	21	26	498
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	32.0	32.0	46.0	46.0	12.0	58.0
Total Split (%)	35.6%	35.6%	51.1%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.8	17.8	55.6	55.6	6.9	60.4
Actuated g/C Ratio	0.20	0.20	0.62	0.62	0.08	0.67
v/c Ratio	0.71	0.11	0.20	0.02	0.20	0.42
Control Delay	44.4	9.5	10.5	5.5	41.8	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.5	10.5	5.5	41.8	8.8
LOS	D	A	B	A	D	A
Approach Delay	39.8		10.1			10.4
Approach LOS	D		B			B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 81 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 18.0 — Intersection LOS: B
Intersection Capacity Utilization 49.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Bradley Place & Sunrise Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	247	38	232	22	27	524
v/c Ratio	0.71	0.11	0.20	0.02	0.20	0.42
Control Delay	44.4	9.5	10.5	5.5	41.8	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.5	10.5	5.5	41.8	8.8
Queue Length 50th (ft)	132	0	44	0	15	120
Queue Length 95th (ft)	195	23	128	13	40	225
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	513	486	1150	985	160	1251
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	0.48	0.08	0.20	0.02	0.17	0.42

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	235	36	220	21	26	498
Future Volume (veh/h)	235	36	220	21	26	498
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	38	232	22	27	524
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	292	260	1184	1004	49	1318
Arrive On Green	0.16	0.16	0.63	0.63	0.03	0.70
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	247	38	232	22	27	524
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	12.1	1.8	4.7	0.5	1.3	10.3
Cycle Q Clear(g_c), s	12.1	1.8	4.7	0.5	1.3	10.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	292	260	1184	1004	49	1318
V/C Ratio(X)	0.85	0.15	0.20	0.02	0.56	0.40
Avail Cap(c_a), veh/h	517	460	1184	1004	158	1318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	32.2	6.9	6.1	43.2	5.4
Incr Delay (d2), s/veh	6.6	0.3	0.4	0.0	9.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.8	1.8	0.2	0.7	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.1	32.5	7.3	6.2	52.8	6.3
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	285		254			551
Approach Delay, s/veh	41.7		7.2			8.6
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.3		20.7	6.5	62.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		12.3		14.1	3.3	6.7
Green Ext Time (p_c), s		3.9		0.7	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	30	0	0	0	39	317	231	13	711	8
Future Vol, veh/h	2	2	30	0	0	0	39	317	231	13	711	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	32	0	0	0	41	334	243	14	748	8

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1318	1439	752	756	0	0	577	0	0
Stage 1	780	780	-	-	-	-	-	-	-
Stage 2	538	659	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	173	133	410	855	-	-	996	-	-
Stage 1	452	406	-	-	-	-	-	-	-
Stage 2	585	461	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	161	0	410	855	-	-	996	-	-
Mov Cap-2 Maneuver	161	0	-	-	-	-	-	-	-
Stage 1	430	0	-	-	-	-	-	-	-
Stage 2	571	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0.6	0.2
HCM LOS	C		

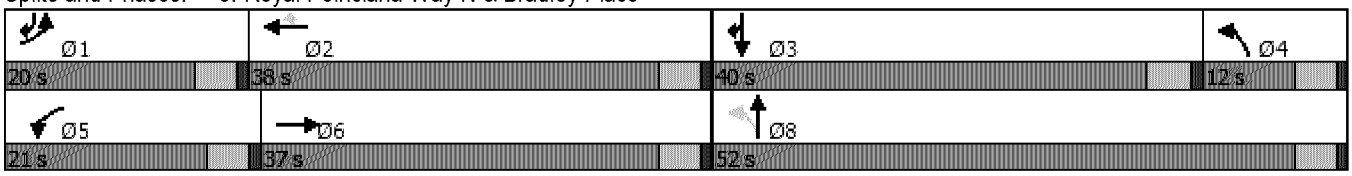
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	855	-	-	374	996	-	-
HCM Lane V/C Ratio	0.048	-	-	0.096	0.014	-	-
HCM Control Delay (s)	9.4	-	-	15.6	8.7	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	339	484	104	791	47	308	201	129	632
Future Volume (vph)	339	484	104	791	47	308	201	129	632
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	22.5	30.5	30.5	
Total Split (s)	20.0	37.0	21.0	38.0	38.0	12.0	52.0	40.0	
Total Split (%)	18.2%	33.6%	19.1%	34.5%	34.5%	10.9%	47.3%	36.4%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.5	32.9	15.3	32.7	32.7	42.0	42.0	32.0	47.5
Actuated g/C Ratio	0.15	0.32	0.15	0.32	0.32	0.40	0.40	0.31	0.46
v/c Ratio	0.69	0.61	0.42	0.75	0.09	0.63	0.40	0.24	0.87
Control Delay	50.6	31.5	46.8	37.4	0.3	31.6	21.9	27.7	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	31.5	46.8	37.4	0.3	31.6	21.9	27.7	27.8
LOS	D	C	D	D	A	C	C	C	C
Approach Delay		38.1		36.6			27.0	27.8	
Approach LOS		D		D			C	C	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 103.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 33.3 — Intersection LOS: C
Intersection Capacity Utilization 89.3% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place

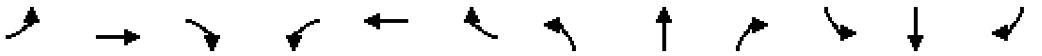




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	357	678	109	833	49	324	297	136	665
v/c Ratio	0.69	0.61	0.42	0.75	0.09	0.63	0.40	0.24	0.87
Control Delay	50.6	31.5	46.8	37.4	0.3	31.6	21.9	27.7	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	31.5	46.8	37.4	0.3	31.6	21.9	27.7	27.8
Queue Length 50th (ft)	121	196	69	273	0	152	125	66	243
Queue Length 95th (ft)	173	264	124	347	0	234	199	117	#416
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	514	1109	282	1145	582	550	831	639	818
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.61	0.39	0.73	0.08	0.59	0.36	0.21	0.81

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	484	161	104	791	47	308	201	81	0	129	632
Future Volume (vph)	339	484	161	104	791	47	308	201	81	0	129	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3407		1770	3539	1583	1770	1783			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00			1.00	1.00
Satd. Flow (perm)	3433	3407		1770	3539	1583	1202	1783			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	357	509	169	109	833	49	324	212	85	0	136	665
RTOR Reduction (vph)	0	29	0	0	0	34	0	14	0	0	0	41
Lane Group Flow (vph)	357	649	0	109	833	15	324	283	0	0	136	624
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.5	32.9		15.3	32.7	32.7	42.0	42.0			32.0	47.5
Effective Green, g (s)	15.5	32.9		15.3	32.7	32.7	42.0	42.0			32.0	47.5
Actuated g/C Ratio	0.15	0.32		0.15	0.32	0.32	0.41	0.41			0.31	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	513	1080		261	1115	499	516	722			574	725
v/s Ratio Prot	0.10	0.19		0.06	c0.24		c0.03	0.16			0.07	c0.39
v/s Ratio Perm						0.01	0.22					
v/c Ratio	0.70	0.60		0.42	0.75	0.03	0.63	0.39			0.24	0.86
Uniform Delay, d1	41.9	29.9		40.2	31.8	24.5	25.9	21.8			26.7	25.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	7.6	2.5		1.1	2.8	0.0	2.4	0.4			0.2	10.3
Delay (s)	49.5	32.3		41.2	34.6	24.6	28.3	22.2			27.0	35.4
Level of Service	D	C		D	C	C	C	C			C	D
Approach Delay (s)		38.3			34.8			25.4			34.0	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	103.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

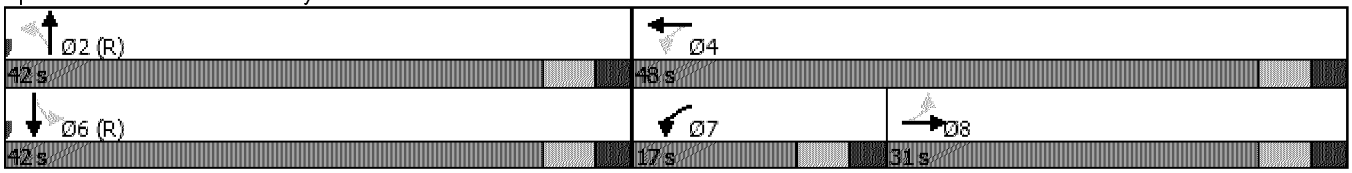
c Critical Lane Group

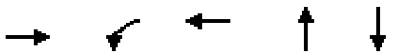
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	12	102	21	74	715	15	382
Future Volume (vph)	44	12	102	21	74	715	15	382
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.0	23.6	24.2		58.2		58.2
Actuated g/C Ratio		0.12	0.26	0.27		0.65		0.65
v/c Ratio		0.47	0.30	0.08		0.50		0.22
Control Delay		31.4	25.7	14.5		4.0		9.4
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		31.4	25.7	14.5		4.1		9.4
LOS		C	C	B		A		A
Approach Delay		31.4		22.7		4.1		9.4
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 8.8 — Intersection LOS: A
Intersection Capacity Utilization 69.6% — ICU Level of Service C
Analysis Period (min) 15

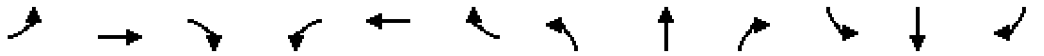
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	99	107	39	962	453
v/c Ratio	0.47	0.30	0.08	0.50	0.22
Control Delay	31.4	25.7	14.5	4.0	9.4
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	31.4	25.7	14.5	4.1	9.4
Queue Length 50th (ft)	35	45	9	82	61
Queue Length 95th (ft)	82	80	30	66	99
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	434	375	822	1943	2062
Starvation Cap Reductn	0	0	0	105	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.29	0.05	0.52	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	12	38	102	21	16	74	715	124	15	382	33
Future Volume (veh/h)	44	12	38	102	21	16	74	715	124	15	382	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	13	40	107	22	17	78	753	131	16	402	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	38	67	372	241	186	176	1630	279	83	1901	164
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	570	353	626	1781	978	756	210	2630	449	65	3066	264
Grp Volume(v), veh/h	99	0	0	107	0	39	490	0	472	234	0	219
Grp Sat Flow(s),veh/h/ln	1549	0	0	1781	0	1734	1668	0	1621	1741	0	1654
Q Serve(g_s), s	3.6	0.0	0.0	4.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	5.2
Cycle Q Clear(g_c), s	5.4	0.0	0.0	4.6	0.0	1.6	0.0	0.0	0.0	4.9	0.0	5.2
Prop In Lane	0.46		0.40	1.00		0.44	0.16		0.28	0.07		0.16
Lane Grp Cap(c), veh/h	225	0	0	372	0	428	1080	0	1005	1122	0	1026
V/C Ratio(X)	0.44	0.00	0.00	0.29	0.00	0.09	0.45	0.00	0.47	0.21	0.00	0.21
Avail Cap(c_a), veh/h	481	0	0	461	0	809	1080	0	1005	1122	0	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.94	0.00	0.94	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	30.5	0.0	26.1	0.0	0.0	0.0	7.4	0.0	7.5
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.4	0.0	0.1	1.3	0.0	1.5	0.4	0.0	0.5
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	2.1	0.0	0.0	2.0	0.0	0.6	0.4	0.0	0.4	1.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	0.0	0.0	30.9	0.0	26.2	1.3	0.0	1.5	7.8	0.0	8.0
LnGrp LOS	D	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		99			146			962			453	
Approach Delay, s/veh		39.5			29.6			1.4			7.9	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	61.8	28.2	61.8	12.5	15.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	36.0	42.0	36.0	11.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	3.6	7.2	6.6	7.4
Green Ext Time (p_c), s	7.9	0.2	3.0	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	14	100	17	0	4	893	18	507
Future Volume (vph)	17	14	100	17	0	4	893	18	507
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector Phase	8	8	8	4	4	6	6	2	2
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	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	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	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0		70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17		0.79		0.79
v/c Ratio	0.08	0.05	0.30		0.11		0.38		0.22
Control Delay	33.1	32.4	9.5		20.1		4.2		1.9
Queue Delay	0.0	0.0	0.0		0.0		1.0		0.0
Total Delay	33.1	32.4	9.5		20.1		5.2		1.9
LOS	C	C	A		C		A		A
Approach Delay		15.0			20.1		5.2		1.9
Approach LOS		B			C		A		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 5.2 — Intersection LOS: A
Intersection Capacity Utilization 50.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: County Road & Sunset Avenue

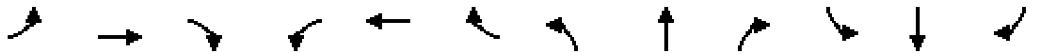




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	18	15	105	30	993	553
v/c Ratio	0.08	0.05	0.30	0.11	0.38	0.22
Control Delay	33.1	32.4	9.5	20.1	4.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	1.0	0.0
Total Delay	33.1	32.4	9.5	20.1	5.2	1.9
Queue Length 50th (ft)	9	7	0	6	51	17
Queue Length 95th (ft)	28	25	44	30	m97	25
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	389	527	523	437	2639	2534
Starvation Cap Reductn	0	0	0	0	1292	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	0.03	0.20	0.07	0.74	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	14	100	17	0	11	4	893	47	18	507	0
Future Volume (veh/h)	17	14	100	17	0	11	4	893	47	18	507	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	18	15	105	18	0	12	4	940	49	19	534	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	316	307	260	188	15	93	42	2473	128	92	2406	0
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	1.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1402	1870	1585	754	94	565	3	3361	175	66	3354	0
Grp Volume(v), veh/h	18	15	105	30	0	0	524	0	469	287	266	0
Grp Sat Flow(s),veh/h/ln	1402	1870	1585	1414	0	0	1867	0	1671	1719	1617	0
Q Serve(g_s), s	0.0	0.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.6	5.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.60		0.40	0.01		0.10	0.07		0.00
Lane Grp Cap(c), veh/h	316	307	260	296	0	0	1414	0	1229	1307	1190	0
V/C Ratio(X)	0.06	0.05	0.40	0.10	0.00	0.00	0.37	0.00	0.38	0.22	0.22	0.00
Avail Cap(c_a), veh/h	483	530	449	461	0	0	1414	0	1229	1307	1190	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.32	0.00	0.32	0.98	0.98	0.00
Uniform Delay (d), s/veh	31.8	31.7	33.7	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	1.0	0.1	0.0	0.0	0.2	0.0	0.3	0.4	0.4	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	0.3	2.1	0.6	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	31.8	34.7	32.1	0.0	0.0	0.2	0.0	0.3	0.4	0.4	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		138			30			993			553	
Approach Delay, s/veh		34.0			32.1			0.3			0.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.7	19.3	70.7	19.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	3.3	2.0	7.3
Green Ext Time (p_c), s	4.0	0.1	8.3	0.4

Intersection Summary	
HCM 6th Ctrl Delay	3.6
HCM 6th LOS	A

Notes

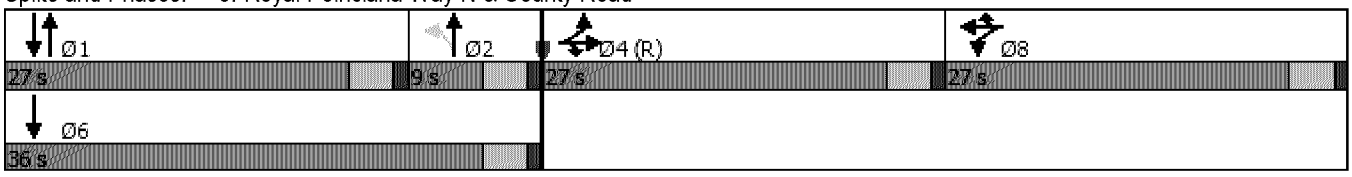
User approved pedestrian interval to be less than phase max green.

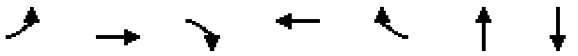
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	377	137	277	74	17	287	517	367		
Future Volume (vph)	377	137	277	74	17	287	517	367		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	9.9	9.9		47.1	47.1		
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.11		0.52	0.52		
v/c Ratio	0.62	0.62	0.47	0.46	0.07		0.90dl	0.37		
Control Delay	37.0	36.9	6.2	44.1	0.5		27.6	6.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2		
Total Delay	37.0	36.9	6.2	44.1	0.5		27.6	6.4		
LOS	D	D	A	D	A		C	A		
Approach Delay		26.2		37.1			27.6	6.4		
Approach LOS		C		D			C	A		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	266	275	292	94	18	893	673
v/c Ratio	0.62	0.62	0.47	0.46	0.07	0.90dl	0.37
Control Delay	37.0	36.9	6.2	44.1	0.5	27.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	37.0	36.9	6.2	44.1	0.5	27.6	6.4
Queue Length 50th (ft)	141	146	0	51	0	221	34
Queue Length 95th (ft)	228	234	61	95	0	#381	37
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	441	621	472	485	1089	1843
Starvation Cap Reductn	0	0	0	0	0	0	491
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.62	0.47	0.20	0.04	0.82	0.50

Intersection Summary

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	377	137	277	15	74	17	287	517	45	0	367	273
Future Volume (vph)	377	137	277	15	74	17	287	517	45	0	367	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1728	1583		1847	1583		3453			3313	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.59			1.00	
Satd. Flow (perm)	1681	1728	1583		1847	1583		2075			3313	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	397	144	292	16	78	18	302	544	47	0	386	287
RTOR Reduction (vph)	0	0	220	0	0	16	0	3	0	0	110	0
Lane Group Flow (vph)	266	275	72	0	94	2	0	890	0	0	563	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		8.7	8.7		47.1			47.1	
Effective Green, g (s)	22.2	22.2	22.2		8.7	8.7		47.1			47.1	
Actuated g/C Ratio	0.25	0.25	0.25		0.10	0.10		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	426	390		178	153		1085			1733	
v/s Ratio Prot	0.16	c0.16	0.05		c0.05	0.00					0.17	
v/s Ratio Perm								c0.43				
v/c Ratio	0.64	0.65	0.18		0.53	0.01		0.90dl			0.32	
Uniform Delay, d1	30.3	30.4	26.8		38.7	36.8		17.9			12.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.63	
Incremental Delay, d2	7.5	7.4	1.0		2.8	0.0		5.0			0.1	
Delay (s)	37.8	37.7	27.8		41.5	36.8		22.9			7.9	
Level of Service	D	D	C		D	D		C			A	
Approach Delay (s)		34.3			40.8			22.9			7.9	
Approach LOS		C			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Vol, veh/h	151	0	0	139	13	1
Future Vol, veh/h	151	0	0	139	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	159	0	0	146	14	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	305	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	687	886
Stage 1	-	0	0	-	870	-
Stage 2	-	0	0	-	881	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	687	886
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	881	-

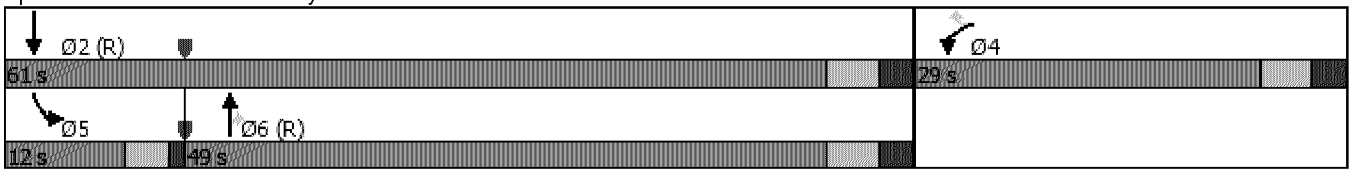
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	687	886	-	-
HCM Lane V/C Ratio	0.02	0.001	-	-
HCM Control Delay (s)	10.3	9.1	-	-
HCM Lane LOS	B	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	81	44	499	67	15	235
Future Volume (vph)	81	44	499	67	15	235
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	12.0	12.0	5.0	12.0
Minimum Split (s)	25.9	25.9	26.9	26.9	16.5	23.9
Total Split (s)	29.0	29.0	49.0	49.0	12.0	61.0
Total Split (%)	32.2%	32.2%	54.4%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	10.9	10.9	69.3	69.3	6.4	71.6
Actuated g/C Ratio	0.12	0.12	0.77	0.77	0.07	0.80
v/c Ratio	0.40	0.20	0.37	0.06	0.13	0.17
Control Delay	38.3	17.4	6.4	1.9	40.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	17.4	6.4	1.9	40.9	3.5
LOS	D	B	A	A	D	A
Approach Delay	31.0		5.8			5.8
Approach LOS	C		A			A

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Bradley Place & Sunrise Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	85	46	525	71	16	247
v/c Ratio	0.40	0.20	0.37	0.06	0.13	0.17
Control Delay	38.3	17.4	6.4	1.9	40.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	17.4	6.4	1.9	40.9	3.5
Queue Length 50th (ft)	49	7	80	0	9	31
Queue Length 95th (ft)	91	m33	234	16	28	62
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	454	440	1434	1234	157	1482
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	0.19	0.10	0.37	0.06	0.10	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	81	44	499	67	15	235
Future Volume (veh/h)	81	44	499	67	15	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	46	525	71	16	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	190	169	1308	1108	33	1425
Arrive On Green	0.11	0.11	0.70	0.70	0.02	0.76
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	85	46	525	71	16	247
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	4.0	2.4	10.6	1.3	0.8	3.3
Cycle Q Clear(g_c), s	4.0	2.4	10.6	1.3	0.8	3.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	190	169	1308	1108	33	1425
V/C Ratio(X)	0.45	0.27	0.40	0.06	0.49	0.17
Avail Cap(c_a), veh/h	457	407	1308	1108	158	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	37.0	5.7	4.3	43.8	2.9
Incr Delay (d2), s/veh	1.6	0.9	0.9	0.1	10.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.2	3.7	0.4	0.4	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.3	37.8	6.6	4.4	54.7	3.2
LnGrp LOS	D	D	A	A	D	A
Approach Vol, veh/h	131		596			263
Approach Delay, s/veh	38.8		6.3			6.3
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.5		15.5	5.6	68.8
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		5.3		6.0	2.8	12.6
Green Ext Time (p_c), s		1.6		0.3	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	11	0	0	0	21	581	210	7	320	2
Future Vol, veh/h	3	5	11	0	0	0	21	581	210	7	320	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	12	0	0	0	22	612	221	7	337	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1119	1229	338	339	0	0	833	0	0
Stage 1	352	352	-	-	-	-	-	-	-
Stage 2	767	877	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	178	704	1220	-	-	800	-	-
Stage 1	712	632	-	-	-	-	-	-	-
Stage 2	458	366	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	222	0	704	1220	-	-	800	-	-
Mov Cap-2 Maneuver	222	0	-	-	-	-	-	-	-
Stage 1	699	0	-	-	-	-	-	-	-
Stage 2	453	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.2	0.2
HCM LOS	B		

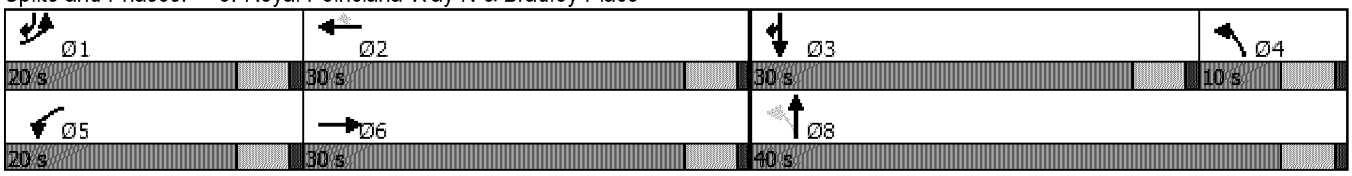
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1220	-	-	480	800	-	-
HCM Lane V/C Ratio	0.018	-	-	0.042	0.009	-	-
HCM Control Delay (s)	8	-	-	12.8	9.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	520	815	90	404	76	113	210	89	255
Future Volume (vph)	520	815	90	404	76	113	210	89	255
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	29.5	15.1	24.4	24.4	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.20	0.39	0.20	0.32	0.32	0.32	0.30	0.20	0.42
v/c Ratio	0.78	0.80	0.27	0.38	0.14	0.27	0.53	0.26	0.34
Control Delay	39.0	29.3	30.2	21.7	1.9	22.6	24.6	29.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	29.3	30.2	21.7	1.9	22.6	24.6	29.8	3.2
LOS	D	C	C	C	A	C	C	C	A
Approach Delay		32.6		20.4			24.1	10.1	
Approach LOS		C		C			C	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 76.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 26.2 — Intersection LOS: C
Intersection Capacity Utilization 68.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place

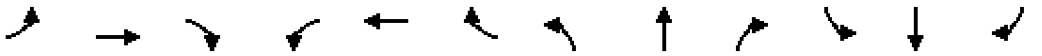




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	547	1080	95	425	80	119	293	94	268
v/c Ratio	0.78	0.80	0.27	0.38	0.14	0.27	0.53	0.26	0.34
Control Delay	39.0	29.3	30.2	21.7	1.9	22.6	24.6	29.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	29.3	30.2	21.7	1.9	22.6	24.6	29.8	3.2
Queue Length 50th (ft)	135	263	41	84	0	43	108	40	5
Queue Length 95th (ft)	#211	#396	83	123	12	83	182	82	36
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	701	1347	362	1190	617	443	851	626	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.80	0.26	0.36	0.13	0.27	0.34	0.15	0.28

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	520	815	211	90	404	76	113	210	68	0	89	255
Future Volume (vph)	520	815	211	90	404	76	113	210	68	0	89	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3430		1770	3539	1583	1770	1794			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.70	1.00			1.00	1.00
Satd. Flow (perm)	3433	3430		1770	3539	1583	1297	1794			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	858	222	95	425	80	119	221	72	0	94	268
RTOR Reduction (vph)	0	22	0	0	0	54	0	15	0	0	0	147
Lane Group Flow (vph)	547	1058	0	95	425	26	119	278	0	0	94	121
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.38		0.15	0.32	0.32	0.30	0.30			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	683	1292		259	1148	513	419	545			359	620
v/s Ratio Prot	c0.16	c0.31		0.05	0.12		0.02	c0.15			0.05	0.08
v/s Ratio Perm						0.02	0.07					
v/c Ratio	0.80	0.82		0.37	0.37	0.05	0.28	0.51			0.26	0.19
Uniform Delay, d1	29.9	22.0		30.1	20.3	18.2	20.9	22.4			26.9	15.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.6	5.9		0.9	0.2	0.0	0.4	0.8			0.4	0.2
Delay (s)	39.4	27.9		31.0	20.5	18.2	21.3	23.2			27.3	15.8
Level of Service	D	C		C	C	B	C	C			C	B
Approach Delay (s)		31.8			21.9			22.6			18.8	
Approach LOS		C			C			C			B	

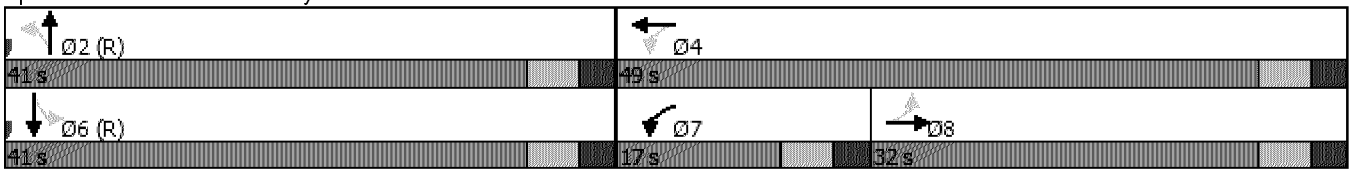
Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

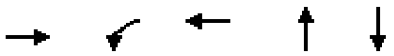
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	20	134	63	109	559	30	530
Future Volume (vph)	35	20	134	63	109	559	30	530
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.6	27.8	27.8		50.2		50.2
Actuated g/C Ratio		0.13	0.31	0.31		0.56		0.56
v/c Ratio		0.61	0.44	0.20		0.60		0.39
Control Delay		23.7	27.0	13.8		9.0		12.2
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		23.7	27.0	13.8		9.1		12.2
LOS		C	C	B		A		B
Approach Delay		23.7		21.1		9.1		12.2
Approach LOS		C		C		A		B

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	186	141	115	848	672
v/c Ratio	0.61	0.44	0.20	0.60	0.39
Control Delay	23.7	27.0	13.8	9.0	12.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	23.7	27.0	13.8	9.1	12.2
Queue Length 50th (ft)	36	61	27	74	100
Queue Length 95th (ft)	102	98	60	96	162
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	527	333	858	1416	1719
Starvation Cap Reductn	0	0	0	61	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.42	0.13	0.63	0.39

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	20	122	134	63	47	109	559	138	30	530	78
Future Volume (veh/h)	35	20	122	134	63	47	109	559	138	30	530	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	21	128	141	66	49	115	588	145	32	558	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	40	158	366	296	220	231	1163	295	99	1615	233
Arrive On Green	0.15	0.15	0.15	0.08	0.30	0.30	1.00	1.00	1.00	0.57	0.57	0.57
Sat Flow, veh/h	218	273	1083	1781	997	740	314	2042	518	98	2836	410
Grp Volume(v), veh/h	186	0	0	141	0	115	397	0	451	346	0	326
Grp Sat Flow(s),veh/h/ln	1574	0	0	1781	0	1737	1265	0	1609	1715	0	1628
Q Serve(g_s), s	6.5	0.0	0.0	5.8	0.0	4.5	5.2	0.0	0.0	0.0	0.0	9.7
Cycle Q Clear(g_c), s	10.2	0.0	0.0	5.8	0.0	4.5	14.9	0.0	0.0	8.8	0.0	9.7
Prop In Lane	0.20		0.69	1.00		0.43	0.29		0.32	0.09		0.25
Lane Grp Cap(c), veh/h	277	0	0	366	0	516	772	0	916	1021	0	927
V/C Ratio(X)	0.67	0.00	0.00	0.39	0.00	0.22	0.51	0.00	0.49	0.34	0.00	0.35
Avail Cap(c_a), veh/h	498	0	0	433	0	830	772	0	916	1021	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.96	0.00	0.96	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	0.0	27.3	0.0	23.8	0.5	0.0	0.0	10.2	0.0	10.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.7	0.0	0.2	2.3	0.0	1.8	0.9	0.0	1.0
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	4.1	0.0	0.0	2.5	0.0	1.8	0.5	0.0	0.5	3.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	0.0	0.0	28.0	0.0	24.0	2.8	0.0	1.8	11.1	0.0	11.5
LnGrp LOS	D	A	A	C	A	C	A	A	A	B	A	B
Approach Vol, veh/h		186			256			848			672	
Approach Delay, s/veh		40.0			26.2			2.3			11.3	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	57.3	32.7	57.3	13.6	19.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	35.0	43.0	35.0	11.0	26.0
Max Q Clear Time (g_c+I1), s	16.9	6.5	11.7	7.8	12.2
Green Ext Time (p_c), s	5.8	0.7	4.6	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

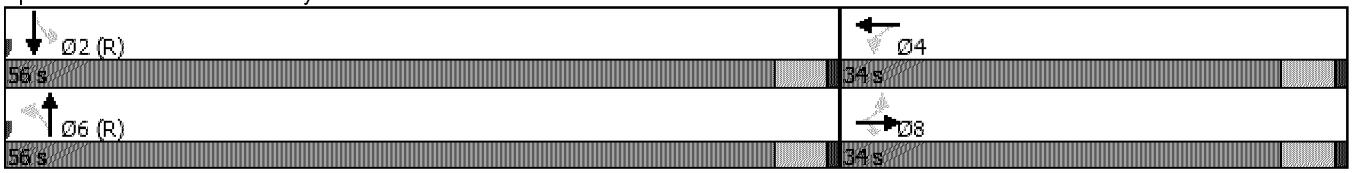
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	16	104	16	0	737	23	762
Future Volume (vph)	29	16	104	16	0	737	23	762
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
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	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.79		0.79
v/c Ratio	0.14	0.05	0.31		0.15	0.31		0.32
Control Delay	34.7	33.1	9.7		19.7	10.6		2.2
Queue Delay	0.0	0.0	0.3		0.1	0.5		0.1
Total Delay	34.7	33.1	10.0		19.9	11.1		2.3
LOS	C	C	A		B	B		A
Approach Delay		17.4			19.9	11.1		2.3
Approach LOS		B			B	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue

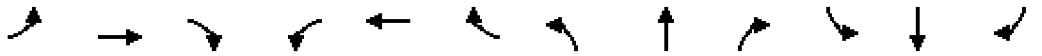




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	31	17	109	41	843	826
v/c Ratio	0.14	0.05	0.31	0.15	0.31	0.32
Control Delay	34.7	33.1	9.7	19.7	10.6	2.2
Queue Delay	0.0	0.0	0.3	0.1	0.5	0.1
Total Delay	34.7	33.1	10.0	19.9	11.1	2.3
Queue Length 50th (ft)	15	8	1	8	153	32
Queue Length 95th (ft)	m41	m27	44	37	m150	65
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	445	610	592	516	2755	2555
Starvation Cap Reductn	0	0	0	0	1332	675
Spillback Cap Reductn	0	0	184	173	0	241
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.03	0.27	0.12	0.59	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	16	104	16	0	23	0	737	64	23	762	0
Future Volume (veh/h)	29	16	104	16	0	23	0	737	64	23	762	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	31	17	109	17	0	24	0	776	67	24	802	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	318	310	262	137	22	144	0	2431	210	81	2450	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.73	0.73	1.00	1.00	0.00
Sat Flow, veh/h	1387	1870	1585	484	131	868	0	3404	286	53	3421	0
Grp Volume(v), veh/h	31	17	109	41	0	0	0	416	427	432	394	0
Grp Sat Flow(s),veh/h/ln	1387	1870	1585	1482	0	0	0	1777	1819	1772	1617	0
Q Serve(g_s), s	0.0	0.7	5.5	0.0	0.0	0.0	0.0	7.3	7.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.7	5.5	1.9	0.0	0.0	0.0	7.3	7.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.41		0.59	0.00		0.16	0.06		0.00
Lane Grp Cap(c), veh/h	318	310	262	302	0	0	0	1305	1336	1343	1188	0
V/C Ratio(X)	0.10	0.05	0.42	0.14	0.00	0.00	0.00	0.32	0.32	0.32	0.33	0.00
Avail Cap(c_a), veh/h	543	613	520	535	0	0	0	1305	1336	1343	1188	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.09	0.09	0.92	0.92	0.00
Uniform Delay (d), s/veh	31.9	31.6	33.7	32.1	0.0	0.0	0.0	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	1.0	0.2	0.0	0.0	0.0	0.1	0.1	0.6	0.7	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	0.6	0.3	2.2	0.8	0.0	0.0	0.0	2.1	2.1	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	31.7	34.7	32.3	0.0	0.0	0.0	4.2	4.2	0.6	0.7	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		157			41			843			826	
Approach Delay, s/veh		33.8			32.3			4.2			0.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.6	19.4	70.6	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	51.5	29.5	51.5	29.5
Max Q Clear Time (g_c+I1), s	2.0	3.9	9.3	7.5
Green Ext Time (p_c), s	6.5	0.2	6.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Notes

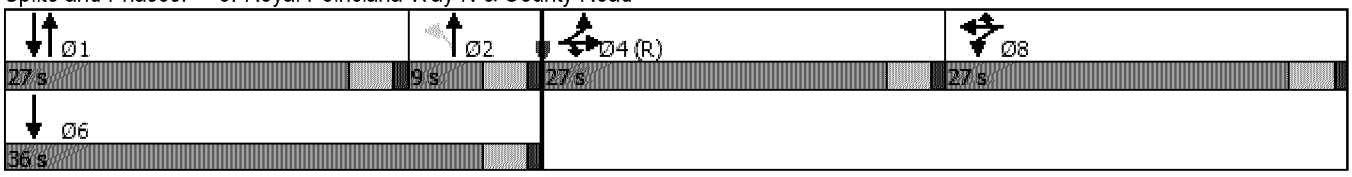
User approved pedestrian interval to be less than phase max green.

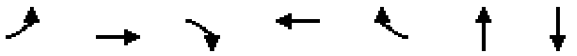
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	182	60	342	74	6	278	626	616		
Future Volume (vph)	182	60	342	74	6	278	626	616		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	10.5	10.5		46.6	46.6		
Actuated g/C Ratio	0.26	0.26	0.26	0.12	0.12		0.52	0.52		
v/c Ratio	0.30	0.29	0.54	0.50	0.02		1.36dl	0.53		
Control Delay	29.3	29.1	6.4	44.5	0.2		55.0	21.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0		9.2	1.3		
Total Delay	29.3	29.1	6.4	44.5	0.2		64.1	23.0		
LOS	C	C	A	D	A		E	C		
Approach Delay		15.9		42.1			64.1	23.0		
Approach LOS		B		D			E	C		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 37.4 Intersection LOS: D
Intersection Capacity Utilization 75.5% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





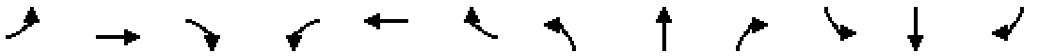
Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	127	128	360	106	6	980	943
v/c Ratio	0.30	0.29	0.54	0.50	0.02	1.36dl	0.53
Control Delay	29.3	29.1	6.4	44.5	0.2	55.0	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	9.2	1.3
Total Delay	29.3	29.1	6.4	44.5	0.2	64.1	23.0
Queue Length 50th (ft)	61	62	0	57	0	~323	187
Queue Length 95th (ft)	112	112	66	104	0	#475	265
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	440	672	469	485	976	1790
Starvation Cap Reductn	0	0	0	0	0	0	593
Spillback Cap Reductn	0	0	0	0	0	29	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.29	0.54	0.23	0.01	1.03	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	60	342	27	74	6	278	626	27	0	616	280
Future Volume (vph)	182	60	342	27	74	6	278	626	27	0	616	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1726	1583		1838	1583		3472			3373	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1726	1583		1838	1583		1883			3373	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	192	63	360	28	78	6	293	659	28	0	648	295
RTOR Reduction (vph)	0	0	271	0	0	5	0	2	0	0	44	0
Lane Group Flow (vph)	127	128	89	0	106	1	0	978	0	0	899	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		9.2	9.2		46.6			46.6	
Effective Green, g (s)	22.2	22.2	22.2		9.2	9.2		46.6			46.6	
Actuated g/C Ratio	0.25	0.25	0.25		0.10	0.10		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	425	390		187	161		974			1746	
v/s Ratio Prot	c0.08	0.07	0.06		c0.06	0.00					0.27	
v/s Ratio Perm								c0.52				
v/c Ratio	0.31	0.30	0.23		0.57	0.00		1.36dl			0.51	
Uniform Delay, d1	27.6	27.6	27.1		38.5	36.3		21.7			14.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.46	
Incremental Delay, d2	1.9	1.8	1.4		3.9	0.0		29.9			0.3	
Delay (s)	29.5	29.4	28.4		42.4	36.3		51.6			21.1	
Level of Service	C	C	C		D	D		D			C	
Approach Delay (s)		28.9			42.1			51.6			21.1	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Vol, veh/h	188	0	0	244	21	2
Future Vol, veh/h	188	0	0	244	21	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	0	0	257	22	2

Major/Minor	Major1			Major2	Minor1	
Conflicting Flow All	0	-	-	-	455	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	563	843
Stage 1	-	0	0	-	835	-
Stage 2	-	0	0	-	786	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	563	843
Mov Cap-2 Maneuver	-	-	-	-	563	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	563	843	-	-
HCM Lane V/C Ratio	0.039	0.002	-	-
HCM Control Delay (s)	11.7	9.3	-	-
HCM Lane LOS	B	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	241	44	257	78	29	399
Future Volume (vph)	241	44	257	78	29	399
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	35.0	35.0	42.0	42.0	13.0	55.0
Total Split (%)	38.9%	38.9%	46.7%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	18.2	18.2	52.8	52.8	7.1	60.0
Actuated g/C Ratio	0.20	0.20	0.59	0.59	0.08	0.67
v/c Ratio	0.71	0.13	0.25	0.09	0.22	0.34
Control Delay	39.7	10.3	12.2	3.6	42.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	10.3	12.2	3.6	42.0	8.2
LOS	D	B	B	A	D	A
Approach Delay	35.2		10.2			10.5
Approach LOS	D		B			B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 17.1 — Intersection LOS: B
Intersection Capacity Utilization 44.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Bradley Place & Sunrise Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	254	46	271	82	31	420
v/c Ratio	0.71	0.13	0.25	0.09	0.22	0.34
Control Delay	39.7	10.3	12.2	3.6	42.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	10.3	12.2	3.6	42.0	8.2
Queue Length 50th (ft)	137	5	77	0	17	91
Queue Length 95th (ft)	199	m23	153	24	44	174
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	572	542	1092	962	178	1241
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	0.44	0.08	0.25	0.09	0.17	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	241	44	257	78	29	399
Future Volume (veh/h)	241	44	257	78	29	399
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	46	271	82	31	420
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	301	268	1170	992	53	1309
Arrive On Green	0.17	0.17	0.63	0.63	0.03	0.70
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	254	46	271	82	31	420
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	12.4	2.2	5.7	1.8	1.5	7.8
Cycle Q Clear(g_c), s	12.4	2.2	5.7	1.8	1.5	7.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	301	268	1170	992	53	1309
V/C Ratio(X)	0.84	0.17	0.23	0.08	0.58	0.32
Avail Cap(c_a), veh/h	576	512	1170	992	178	1309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	32.0	7.4	6.7	43.1	5.2
Incr Delay (d2), s/veh	6.4	0.3	0.5	0.2	9.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	2.1	2.2	0.6	0.8	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.6	32.3	7.8	6.8	52.7	5.9
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	300		353			451
Approach Delay, s/veh	41.0		7.6			9.1
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.9		21.1	6.7	62.2
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.8		14.4	3.5	7.7
Green Ext Time (p_c), s		2.9		0.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	6	29	0	0	0	32	336	200	13	630	8
Future Vol, veh/h	3	6	29	0	0	0	32	336	200	13	630	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	31	0	0	0	34	354	211	14	663	8

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1223	1328	667	671	0	0	565	0	0
Stage 1	695	695	-	-	-	-	-	-	-
Stage 2	528	633	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	198	155	459	919	-	-	1007	-	-
Stage 1	495	444	-	-	-	-	-	-	-
Stage 2	592	473	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	187	0	459	919	-	-	1007	-	-
Mov Cap-2 Maneuver	187	0	-	-	-	-	-	-	-
Stage 1	477	0	-	-	-	-	-	-	-
Stage 2	579	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.5	0.2
HCM LOS	B		

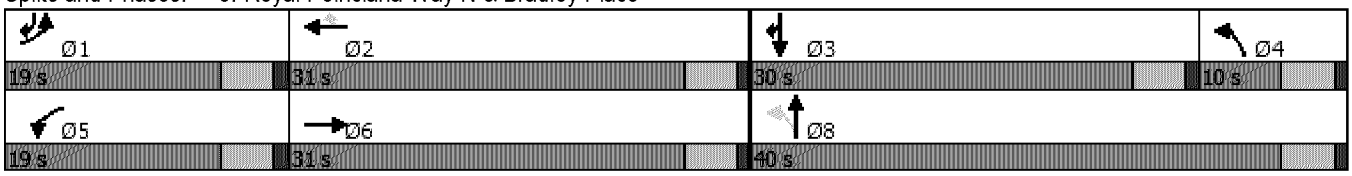
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	404	1007	-	-
HCM Lane V/C Ratio	0.037	-	-	0.099	0.014	-	-
HCM Control Delay (s)	9.1	-	-	14.9	8.6	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	340	460	103	586	78	231	169	151	516
Future Volume (vph)	340	460	103	586	78	231	169	151	516
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.1	25.1	31.0	31.0	20.9	35.5
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.60	0.52	0.35	0.58	0.15	0.53	0.41	0.34	0.74
Control Delay	38.2	24.2	36.5	28.2	2.1	26.6	19.3	28.4	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	24.2	36.5	28.2	2.1	26.6	19.3	28.4	16.3
LOS	D	C	D	C	A	C	B	C	B
Approach Delay		29.3		26.7			22.7	19.1	
Approach LOS		C		C			C	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 84.3
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 25.1 — Intersection LOS: C
Intersection Capacity Utilization 72.7% — ICU Level of Service C
Analysis Period (min) 15

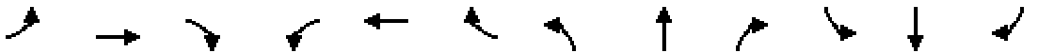
Splits and Phases: 8: Royal Poinciana Way N & Bradley Place





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	358	631	108	617	82	243	276	159	543
v/c Ratio	0.60	0.52	0.35	0.58	0.15	0.53	0.41	0.34	0.74
Control Delay	38.2	24.2	36.5	28.2	2.1	26.6	19.3	28.4	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	24.2	36.5	28.2	2.1	26.6	19.3	28.4	16.3
Queue Length 50th (ft)	94	141	53	147	0	95	94	71	126
Queue Length 95th (ft)	145	207	105	213	13	155	159	123	211
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	593	1225	306	1118	587	459	767	566	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.52	0.35	0.55	0.14	0.53	0.36	0.28	0.67

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	460	140	103	586	78	231	169	93	0	151	516
Future Volume (vph)	340	460	140	103	586	78	231	169	93	0	151	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3416		1770	3539	1583	1770	1764			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00			1.00	1.00
Satd. Flow (perm)	3433	3416		1770	3539	1583	1139	1764			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	358	484	147	108	617	82	243	178	98	0	159	543
RTOR Reduction (vph)	0	29	0	0	0	57	0	23	0	0	0	67
Lane Group Flow (vph)	358	602	0	108	617	25	243	253	0	0	159	476
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.6		11.2	26.2	26.2	31.0	31.0			20.9	35.5
Effective Green, g (s)	14.6	29.6		11.2	26.2	26.2	31.0	31.0			20.9	35.5
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.25	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	587	1185		232	1087	486	455	641			456	658
v/s Ratio Prot	0.10	c0.18		0.06	c0.17		c0.04	0.14			0.09	c0.30
v/s Ratio Perm						0.02	0.16					
v/c Ratio	0.61	0.51		0.47	0.57	0.05	0.53	0.39			0.35	0.72
Uniform Delay, d1	32.7	22.1		34.3	24.8	20.8	23.0	20.2			26.6	20.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.7	1.6		1.5	0.7	0.0	1.2	0.4			0.5	3.9
Delay (s)	37.4	23.6		35.8	25.5	20.8	24.2	20.6			27.0	24.7
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s)		28.6			26.4			22.3			25.3	
Approach LOS		C			C			C			C	

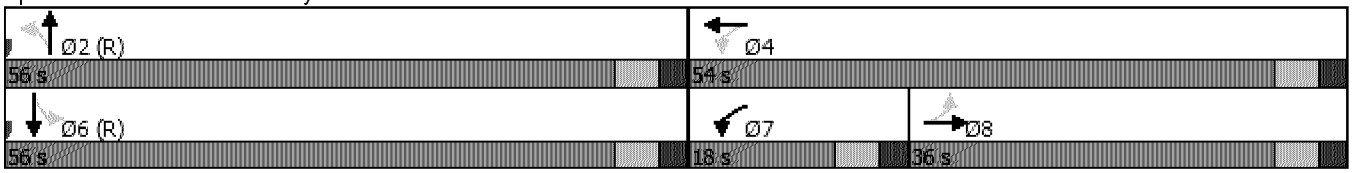
Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	32	124	66	121	423	23	651
Future Volume (vph)	44	32	124	66	121	423	23	651
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		14.2	31.3	31.3		66.7		66.7
Actuated g/C Ratio		0.13	0.28	0.28		0.61		0.61
v/c Ratio		0.67	0.40	0.19		0.52		0.40
Control Delay		46.9	32.9	21.6		23.2		12.5
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay		46.9	32.9	21.6		23.3		12.5
LOS		D	C	C		C		B
Approach Delay		46.9		28.1		23.3		12.5
Approach LOS		D		C		C		B

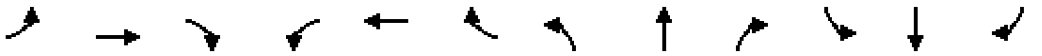
Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 21.3		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: County Road & Sunrise Avenue



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	153	131	98	701	783
v/c Ratio	0.67	0.40	0.19	0.52	0.40
Control Delay	46.9	32.9	21.6	23.2	12.5
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay	46.9	32.9	21.6	23.3	12.5
Queue Length 50th (ft)	76	71	39	152	140
Queue Length 95th (ft)	137	112	74	188	212
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	440	334	790	1345	1946
Starvation Cap Reductn	0	0	0	137	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.39	0.12	0.58	0.40

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	32	69	124	66	28	121	423	123	23	651	70
Future Volume (veh/h)	44	32	69	124	66	28	121	423	123	23	651	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	34	73	131	69	29	127	445	129	24	685	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	54	89	329	317	133	296	1076	327	74	1945	207
Arrive On Green	0.12	0.12	0.12	0.08	0.25	0.25	1.00	1.00	1.00	0.64	0.64	0.64
Sat Flow, veh/h	373	449	749	1781	1250	525	391	1688	512	61	3052	325
Grp Volume(v), veh/h	153	0	0	131	0	98	296	0	405	409	0	374
Grp Sat Flow(s),veh/h/ln	1571	0	0	1781	0	1776	983	0	1610	1795	0	1643
Q Serve(g_s), s	7.9	0.0	0.0	6.8	0.0	4.8	6.7	0.0	0.0	0.0	0.0	11.7
Cycle Q Clear(g_c), s	10.4	0.0	0.0	6.8	0.0	4.8	18.4	0.0	0.0	11.2	0.0	11.7
Prop In Lane	0.30		0.48	1.00		0.30	0.43		0.32	0.06		0.20
Lane Grp Cap(c), veh/h	230	0	0	329	0	450	673	0	1026	1179	0	1047
V/C Ratio(X)	0.67	0.00	0.00	0.40	0.00	0.22	0.44	0.00	0.39	0.35	0.00	0.36
Avail Cap(c_a), veh/h	465	0	0	381	0	775	673	0	1026	1179	0	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.1	0.0	0.0	36.4	0.0	32.4	1.0	0.0	0.0	9.3	0.0	9.4
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.8	0.0	0.2	2.0	0.0	1.1	0.8	0.0	1.0
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	4.3	0.0	0.0	3.0	0.0	2.1	0.4	0.0	0.3	4.5	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	0.0	0.0	37.2	0.0	32.7	3.0	0.0	1.1	10.1	0.0	10.3
LnGrp LOS	D	A	A	D	A	C	A	A	A	B	A	B
Approach Vol, veh/h		153			229			701			783	
Approach Delay, s/veh		50.4			35.2			1.9			10.2	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	76.1	33.9	76.1	14.8	19.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	48.0	50.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	20.4	6.8	13.7	8.8	12.4
Green Ext Time (p_c), s	5.8	0.6	5.9	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

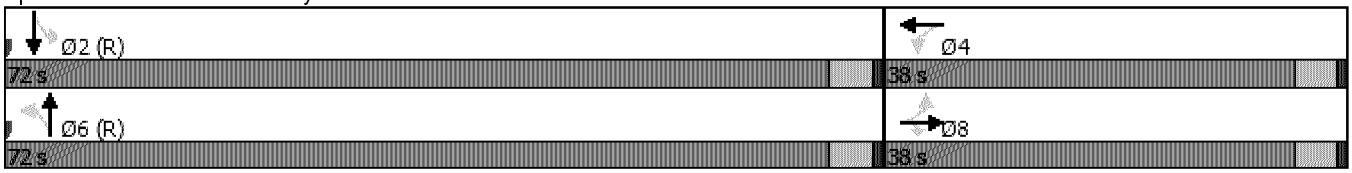
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	15	143	12	0	5	594	26	831
Future Volume (vph)	58	15	143	12	0	5	594	26	831
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector Phase	8	8	8	4	4	6	6	2	2
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5	25.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	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	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	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0		86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14		0.78		0.78
v/c Ratio	0.33	0.06	0.44		0.13		0.27		0.35
Control Delay	48.3	42.2	11.2		27.4		0.2		2.0
Queue Delay	0.0	0.0	0.1		0.0		0.3		0.6
Total Delay	48.3	42.2	11.3		27.4		0.5		2.5
LOS	D	D	B		C		A		A
Approach Delay		23.4			27.4		0.5		2.5
Approach LOS		C			C		A		A

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 4.7 — Intersection LOS: A
Intersection Capacity Utilization 61.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: County Road & Sunset Avenue

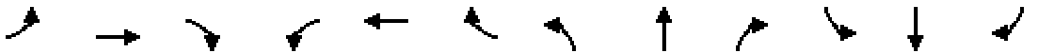




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	61	16	151	28	692	902
v/c Ratio	0.33	0.06	0.44	0.13	0.27	0.35
Control Delay	48.3	42.2	11.2	27.4	0.2	2.0
Queue Delay	0.0	0.0	0.1	0.0	0.3	0.6
Total Delay	48.3	42.2	11.3	27.4	0.5	2.5
Queue Length 50th (ft)	39	10	0	8	0	38
Queue Length 95th (ft)	82	31	58	35	m0	53
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	419	567	587	480	2598	2543
Starvation Cap Reductn	0	0	0	0	1225	660
Spillback Cap Reductn	0	0	52	4	2	1135
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.03	0.28	0.06	0.50	0.64

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	15	143	12	0	14	5	594	59	26	831	0
Future Volume (veh/h)	58	15	143	12	0	14	5	594	59	26	831	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	61	16	151	13	0	15	5	625	62	27	875	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	262	255	216	123	16	105	38	2489	245	84	2603	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	1.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1398	1870	1585	547	121	771	6	3184	314	64	3415	0
Grp Volume(v), veh/h	61	16	151	28	0	0	367	0	325	473	429	0
Grp Sat Flow(s),veh/h/ln	1398	1870	1585	1439	0	0	1858	0	1646	1776	1617	0
Q Serve(g_s), s	2.3	0.8	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.8	10.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.46		0.54	0.01		0.19	0.06		0.00
Lane Grp Cap(c), veh/h	262	255	216	244	0	0	1486	0	1287	1423	1264	0
V/C Ratio(X)	0.23	0.06	0.70	0.11	0.00	0.00	0.25	0.00	0.25	0.33	0.34	0.00
Avail Cap(c_a), veh/h	497	570	483	478	0	0	1486	0	1287	1423	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.12	0.00	0.12	0.92	0.92	0.00
Uniform Delay (d), s/veh	42.6	41.4	45.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.1	4.1	0.2	0.0	0.0	0.0	0.0	0.1	0.6	0.7	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	1.5	0.4	4.2	0.7	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	41.5	49.4	41.9	0.0	0.0	0.0	0.0	0.1	0.6	0.7	0.0
LnGrp LOS	D	D	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		228			28			692			902	
Approach Delay, s/veh		47.1			41.9			0.1			0.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	90.5	19.5	90.5	19.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	67.5	33.5	67.5	33.5
Max Q Clear Time (g_c+I1), s	2.0	3.6	2.0	12.0
Green Ext Time (p_c), s	7.4	0.1	5.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

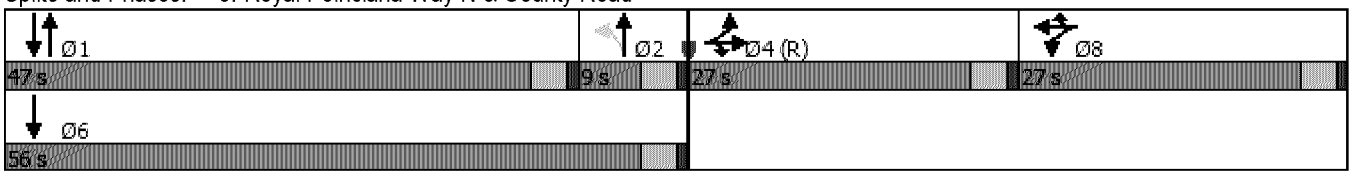
User approved pedestrian interval to be less than phase max green.

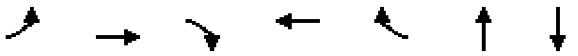
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	256	96	319	106	20	329	413	549		
Future Volume (vph)	256	96	319	106	20	329	413	549		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
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					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.4	23.4	23.4	14.8	14.8		59.8	59.8		
Actuated g/C Ratio	0.21	0.21	0.21	0.13	0.13		0.54	0.54		
v/c Ratio	0.51	0.51	0.56	0.65	0.07		1.76dl	0.55		
Control Delay	44.3	44.0	8.0	56.7	0.5		31.5	25.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.3		
Total Delay	44.3	44.0	8.0	56.7	0.5		31.5	26.9		
LOS	D	D	A	E	A		C	C		
Approach Delay		27.0		50.2			31.5	26.9		
Approach LOS		C		D			C	C		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 29.8 Intersection LOS: C
Intersection Capacity Utilization 77.7% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	183	187	336	159	21	817	1042
v/c Ratio	0.51	0.51	0.56	0.65	0.07	1.76dl	0.55
Control Delay	44.3	44.0	8.0	56.7	0.5	31.5	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Total Delay	44.3	44.0	8.0	56.7	0.5	31.5	26.9
Queue Length 50th (ft)	122	124	0	108	0	239	288
Queue Length 95th (ft)	197	201	77	169	0	#411	367
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	357	368	601	383	401	972	1908
Starvation Cap Reductn	0	0	0	0	0	0	610
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	0.56	0.42	0.05	0.84	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	96	319	45	106	20	329	413	34	0	549	441
Future Volume (vph)	256	96	319	45	106	20	329	413	34	0	549	441
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.93	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1836	1583		3443			3303	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1730	1583		1836	1583		1786			3303	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	269	101	336	47	112	21	346	435	36	0	578	464
RTOR Reduction (vph)	0	0	265	0	0	18	0	3	0	0	114	0
Lane Group Flow (vph)	183	187	71	0	159	3	0	814	0	0	928	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	23.4	23.4	23.4		14.8	14.8		59.8			59.8	
Effective Green, g (s)	23.4	23.4	23.4		14.8	14.8		59.8			59.8	
Actuated g/C Ratio	0.21	0.21	0.21		0.13	0.13		0.54			0.54	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	357	368	336		247	212		970			1795	
v/s Ratio Prot	c0.11	0.11	0.05		c0.09	0.00					0.28	
v/s Ratio Perm								c0.46				
v/c Ratio	0.51	0.51	0.21		0.64	0.01		1.76dl			0.52	
Uniform Delay, d1	38.3	38.2	35.7		45.1	41.3		21.1			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.97	
Incremental Delay, d2	5.2	4.9	1.4		5.6	0.0		6.5			0.2	
Delay (s)	43.4	43.2	37.1		50.7	41.3		27.6			31.6	
Level of Service	D	D	D		D	D		C			C	
Approach Delay (s)		40.4			49.6			27.6			31.6	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Vol, veh/h	178	0	0	218	34	4
Future Vol, veh/h	178	0	0	218	34	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	0	0	229	36	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	416	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	593	855
Stage 1	-	0	0	-	845	-
Stage 2	-	0	0	-	809	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	593	855
Mov Cap-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

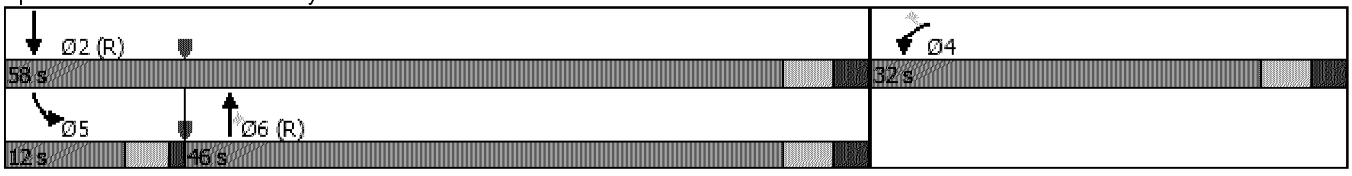
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	593	855	-	-
HCM Lane V/C Ratio	0.06	0.005	-	-
HCM Control Delay (s)	11.5	9.2	-	-
HCM Lane LOS	B	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	239	38	220	21	26	498
Future Volume (vph)	239	38	220	21	26	498
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	32.0	32.0	46.0	46.0	12.0	58.0
Total Split (%)	35.6%	35.6%	51.1%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	18.0	18.0	55.3	55.3	6.9	60.2
Actuated g/C Ratio	0.20	0.20	0.61	0.61	0.08	0.67
v/c Ratio	0.71	0.11	0.20	0.02	0.20	0.42
Control Delay	44.4	9.3	10.7	5.5	41.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.3	10.7	5.5	41.8	9.0
LOS	D	A	B	A	D	A
Approach Delay	39.6		10.2			10.6
Approach LOS	D		B			B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 81 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 18.2 — Intersection LOS: B
Intersection Capacity Utilization 49.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Bradley Place & Sunrise Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	252	40	232	22	27	524
v/c Ratio	0.71	0.11	0.20	0.02	0.20	0.42
Control Delay	44.4	9.3	10.7	5.5	41.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.3	10.7	5.5	41.8	9.0
Queue Length 50th (ft)	134	0	44	0	15	121
Queue Length 95th (ft)	197	24	129	13	40	227
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	513	487	1144	981	160	1245
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	0.49	0.08	0.20	0.02	0.17	0.42

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	239	38	220	21	26	498
Future Volume (veh/h)	239	38	220	21	26	498
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	40	232	22	27	524
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	265	1179	999	49	1313
Arrive On Green	0.17	0.17	0.63	0.63	0.03	0.70
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	252	40	232	22	27	524
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	12.4	1.9	4.7	0.5	1.3	10.4
Cycle Q Clear(g_c), s	12.4	1.9	4.7	0.5	1.3	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	297	265	1179	999	49	1313
V/C Ratio(X)	0.85	0.15	0.20	0.02	0.56	0.40
Avail Cap(c_a), veh/h	517	460	1179	999	158	1313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	32.0	7.0	6.2	43.2	5.6
Incr Delay (d2), s/veh	6.6	0.3	0.4	0.0	9.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	1.9	1.8	0.2	0.7	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.9	32.3	7.4	6.3	52.8	6.5
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	292		254			551
Approach Delay, s/veh	41.5		7.3			8.7
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.1		20.9	6.5	62.6
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		12.4		14.4	3.3	6.7
Green Ext Time (p_c), s		3.9		0.7	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	30	0	0	0	39	317	239	17	711	8
Future Vol, veh/h	2	2	30	0	0	0	39	317	239	17	711	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	32	0	0	0	41	334	252	18	748	8

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1330	1456	752	756	0	0	586	0	0
Stage 1	788	788	-	-	-	-	-	-	-
Stage 2	542	668	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	171	130	410	855	-	-	989	-	-
Stage 1	448	402	-	-	-	-	-	-	-
Stage 2	583	456	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	158	0	410	855	-	-	989	-	-
Mov Cap-2 Maneuver	158	0	-	-	-	-	-	-	-
Stage 1	426	0	-	-	-	-	-	-	-
Stage 2	565	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.6	0.2
HCM LOS	C		

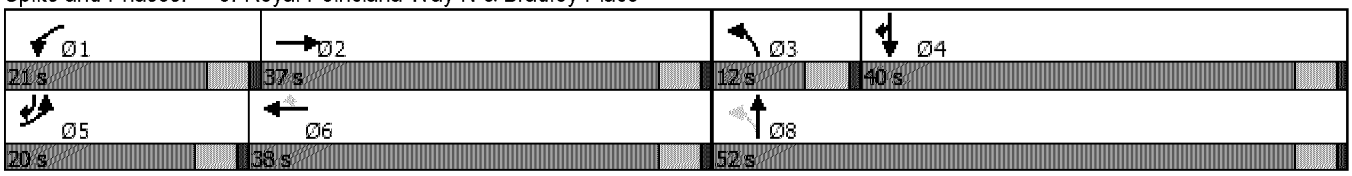
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	855	-	-	373	989	-	-
HCM Lane V/C Ratio	0.048	-	-	0.096	0.018	-	-
HCM Control Delay (s)	9.4	-	-	15.7	8.7	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	343	503	104	801	47	308	205	131	634
Future Volume (vph)	343	503	104	801	47	308	205	131	634
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	5	2	1	6		3	8	4	4 5
Permitted Phases					6	8			
Detector Phase	5	2	1	6	6	3	8	4	4 5
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	22.5	30.5	30.5	
Total Split (s)	20.0	37.0	21.0	38.0	38.0	12.0	52.0	40.0	
Total Split (%)	18.2%	33.6%	19.1%	34.5%	34.5%	10.9%	47.3%	36.4%	
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	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.5	33.1	15.3	32.9	32.9	45.7	45.7	33.7	53.7
Actuated g/C Ratio	0.14	0.31	0.14	0.31	0.31	0.42	0.42	0.31	0.50
v/c Ratio	0.73	0.65	0.43	0.78	0.09	0.66	0.39	0.24	0.81
Control Delay	54.1	34.0	48.9	40.4	0.3	30.3	21.3	28.6	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	54.1	34.0	48.9	40.4	0.3	30.3	21.3	28.6	29.7
LOS	D	C	D	D	A	C	C	C	C
Approach Delay		40.9		39.3			26.0	29.5	
Approach LOS		D		D			C	C	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 107.6
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 35.2 — Intersection LOS: D
Intersection Capacity Utilization 89.7% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place

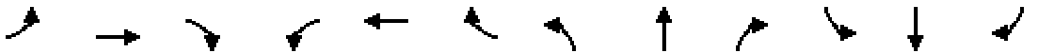




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	361	698	109	843	49	324	301	138	667
v/c Ratio	0.73	0.65	0.43	0.78	0.09	0.66	0.39	0.24	0.81
Control Delay	54.1	34.0	48.9	40.4	0.3	30.3	21.3	28.6	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	54.1	34.0	48.9	40.4	0.3	30.3	21.3	28.6	29.7
Queue Length 50th (ft)	127	210	72	285	0	155	129	71	343
Queue Length 95th (ft)	#180	281	126	361	0	233	201	121	520
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	495	1076	271	1103	565	494	801	615	823
Starvation Cap Reductn	0	0	0	0	0	0	0	0	7
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.65	0.40	0.76	0.09	0.66	0.38	0.22	0.82

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	343	503	161	104	801	47	308	205	81	0	131	634
Future Volume (vph)	343	503	161	104	801	47	308	205	81	0	131	634
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3411		1770	3539	1583	1770	1784			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.56	1.00			1.00	1.00
Satd. Flow (perm)	3433	3411		1770	3539	1583	1046	1784			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	361	529	169	109	843	49	324	216	85	0	138	667
RTOR Reduction (vph)	0	28	0	0	0	34	0	13	0	0	0	34
Lane Group Flow (vph)	361	670	0	109	843	15	324	288	0	0	138	633
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	5	2		1	6		3	8			4	4 5
Permitted Phases						6	8					
Actuated Green, G (s)	15.5	33.1		15.3	32.9	32.9	45.7	45.7			33.7	53.7
Effective Green, g (s)	15.5	33.1		15.3	32.9	32.9	45.7	45.7			33.7	53.7
Actuated g/C Ratio	0.14	0.31		0.14	0.31	0.31	0.42	0.42			0.31	0.50
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	494	1049		251	1082	484	494	757			583	790
v/s Ratio Prot	0.11	0.20		0.06	c0.24		c0.05	0.16			0.07	c0.40
v/s Ratio Perm						0.01	0.23					
v/c Ratio	0.73	0.64		0.43	0.78	0.03	0.66	0.38			0.24	0.80
Uniform Delay, d1	44.1	32.1		42.2	34.0	26.2	24.7	21.2			27.4	22.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.2	3.0		1.2	3.6	0.0	3.1	0.3			0.2	5.9
Delay (s)	53.2	35.1		43.4	37.7	26.2	27.8	21.6			27.6	28.4
Level of Service	D	D		D	D	C	C	C			C	C
Approach Delay (s)		41.3			37.7			24.8			28.3	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	107.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

TABLE A-1 : CALCULATIONS: 412-PERSON EVENT
Valet Queuing Analysis

Assumptions:
- *3 Valet Stands*

Club Valet Lane - Inbound

Assumptions:
Service Rate = 1 minute per vehicle
Volume = 0.33*(77 PM Peak Hour Inbound Vehicles) = **26 veh/hr**

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{26 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.43$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.43)}{LN(0.43)}\right] = \boxed{\textbf{2.550 veh}}$$

Club Valet Lane - Outbound

Assumptions:
Service Rate = 1 minute per vehicle
Volume = 0.33*(38 PM Peak Hour Outbound Vehicles) = **13 veh/hr**

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.22$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.22)}{LN(0.22)}\right] = \boxed{\textbf{0.979 veh}}$$

TOTAL: 3.528 VEHICLES

K:\WPB_TPTO\2410\241020000 - Paramount Palm Beach\TPS\[2023-11-20 Paramount Tripgen.xlsx]Queue

TABLE A-1 : CALCULATIONS: 412-PERSON EVENT

Valet Queuing Analysis

Assumptions:

• 3 Valet Attendant Positions

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = 0.33*(115 PM Peak Hour Total Vehicles) = **38 veh/hr per attendant position**

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{38 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.63$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.63)}{LN(0.63)}\right] =$$

5.484 veh

Peak queue: 6 vehicles

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TABLE A-2 : CALCULATIONS: 150-PERSON EVENT

Valet Queuing Analysis

Assumptions:

• 2 Valet Attendant Positions

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = 0.5*(42 PM Peak Hour Total Vehicles) = **21 veh/hr per attendant position**

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{21 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.35$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.35)}{LN(0.35)}\right] =$$

1.854 veh

Peak queue: 2 vehicles

K:\WPB_TPTO\2410\241020000 - Paramount Palm Beach\TPS\[Queuing calcs.xlsx]Queue - 150

TABLE A-3 : CALCULATIONS: 250-PERSON EVENT

Valet Queuing Analysis

Assumptions:

• 2 Valet Attendant Positions

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = 0.5*(70 PM Peak Hour Total Vehicles) = **35 veh/hr per attendant position**

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60\ \text{min/hr}}{1\ \text{min/veh}} = 60\ \text{veh/hr}$$

$$\rho = \frac{35\ \text{veh/hr}}{60\ \text{veh/hr}} = 0.58$$

$$\text{Queue} = \left[\frac{\text{LN}(0.05)-\text{LN}(0.58)}{\text{LN}(0.58)}\right] =$$

4.500 veh

Peak queue: 5 vehicles

K:\WPB_TPTO\2410\241020000 - Paramount Palm Beach\TPS\[Queuing calcs.xlsx]Queue - 250

Kimley»Horn

May 31, 2024

Mr. James G. Murphy
Assistant Director of Planning, Zoning & Building
Town of Palm Beach
360 S County Road
Palm Beach, FL 33480

RE: ***COA-23-003 (ZON-23-020) 139 N County Road (Paramount Theatre)***
Supplemental Traffic Information
Palm Beach, Florida
KH #241020000

Dear James:

As identified in comments issued by the Corradino Group, Inc. on May 9, 2024, regarding the traffic analysis for the 139 N County Road (Paramount Theatre) site in the Town of Palm Beach, some supplemental traffic information was requested. Below is a summary of supplemental information requested related to trip generation, traffic growth rate calculations and queuing observations.

SUPPLEMENTAL INFORMATION REQUESTS

The Corradino Group Comment #3: ***Please provide a trip generation calculation based on driveway counts at a similar private club in the Town of Palm Beach. Since there are certain peak hours/periods that the ITE Trip Generation Handbook, 11th Edition, does not cover it is important to evaluate the site-generated trips for a similar private club. The Carriage House is another private club in the Town of Palm Beach that could be considered. Please coordinate with the Town of Palm Beach Planning, Zoning and Building Division staff for approval of the similar private club to study.***

RESPONSE

Inbound and outbound driveway volume data was collected at the Carriage House private club on Thursday, January 18; Friday, January 19; and Saturday, January 20 during the club peak hours, between 6:00 PM and 1:00 AM. The Carriage House club is a 232-member private club with an occupant load of 153 persons. The data collection is summarized in Figure 1 and Figure 2 for the inbound and outbound movements, respectively.

Figure 1: Carriage House Inbound Volumes

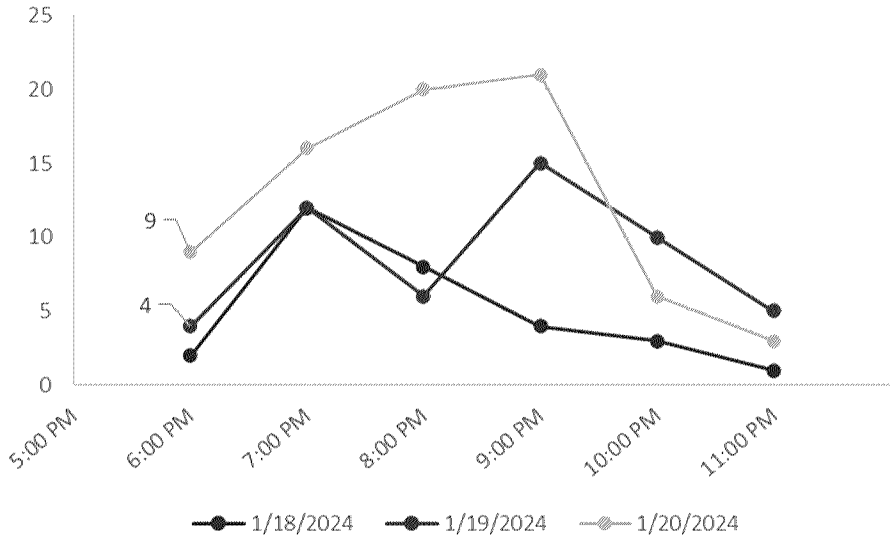
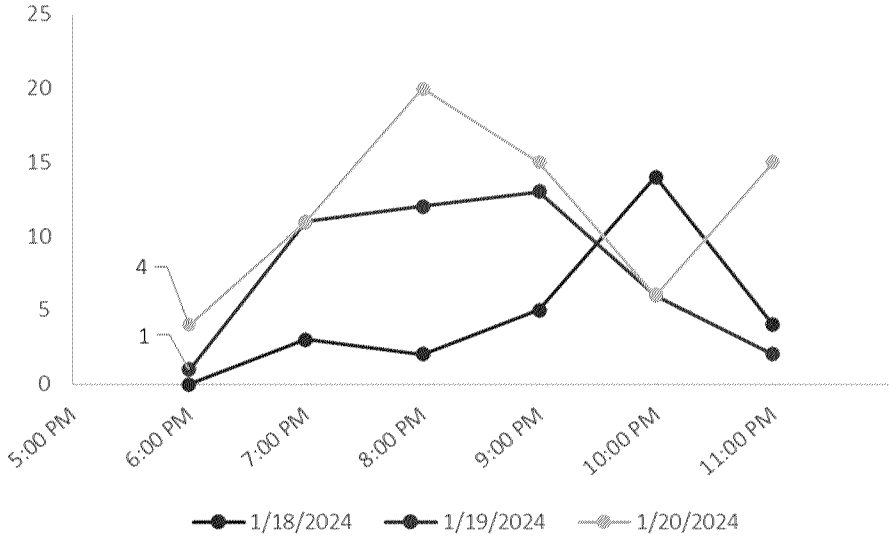


Figure 2: Carriage House Outbound Volumes



To compare the Carriage House driveway volumes to the project Paramount Theatre driveway volumes, the number of occupants associated with each private club was utilized. The Carriage House operated with 153 occupants allowed at time of data collection, and the Paramount site is proposed to operate with 412 occupants. Therefore, it is assumed the expected driveway volumes for the Paramount Theatre would be 2.7 times the amount that was observed for the Carriage House, based on the ratio between the number of occupants for each private club. The following figures, Figure 3 and Figure 4, show the results of extrapolating the driveway volumes for the 153-occupant private club to that of a 412-occupant private club.

Figure 3: Extrapolated Inbound Driveway Volumes to Paramount Theatre Seating Occupancy

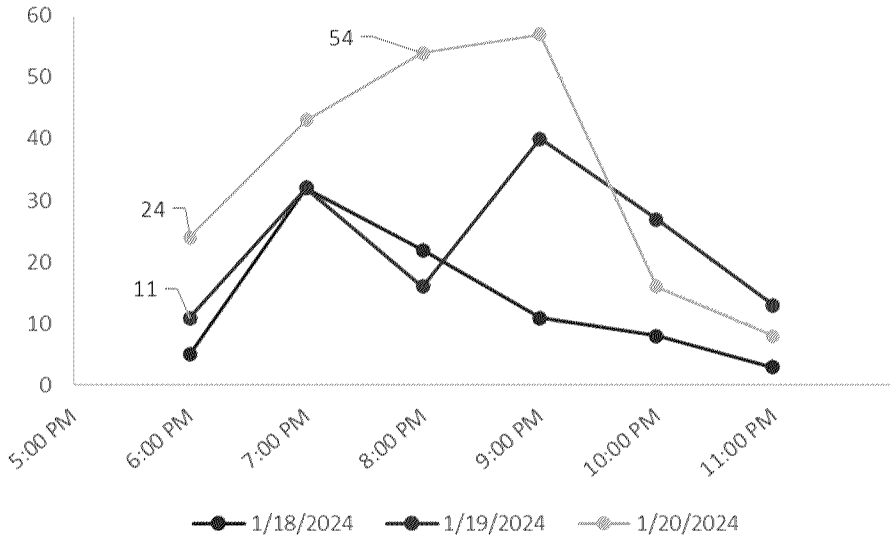
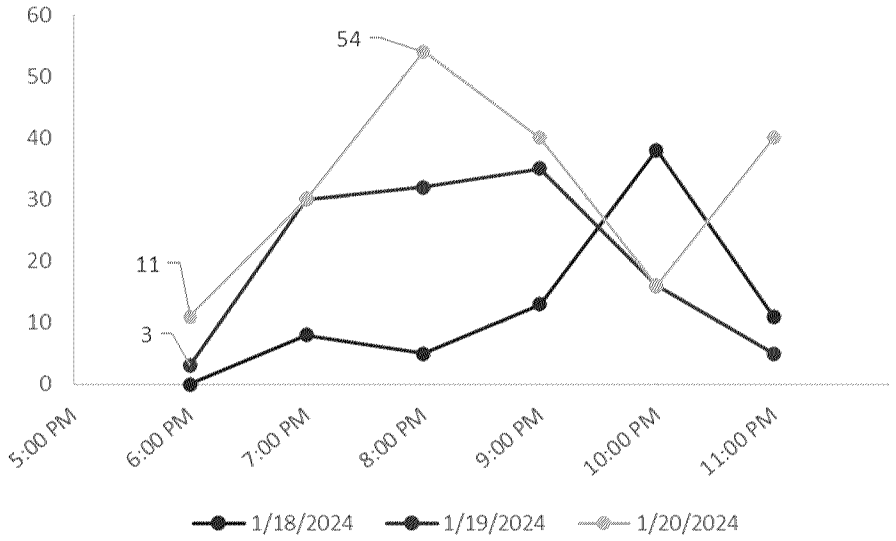
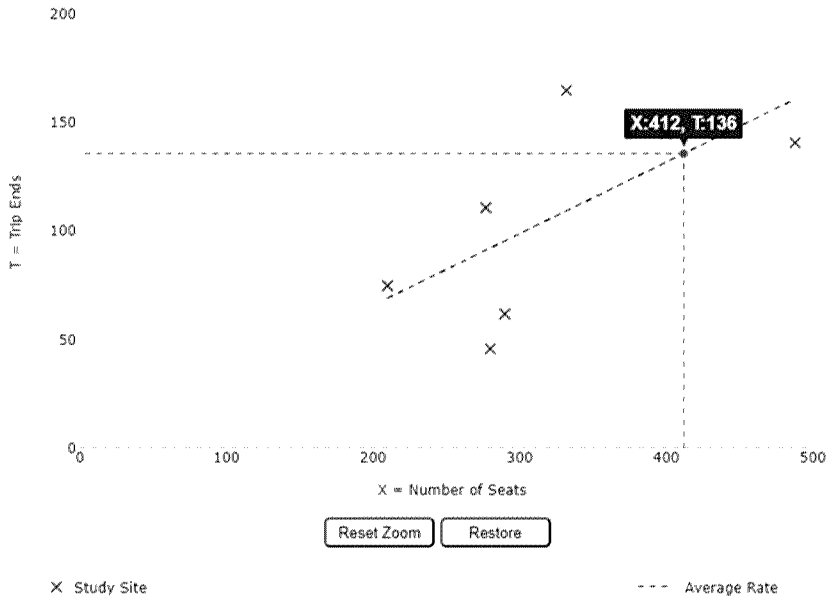


Figure 4: Extrapolated Outbound Driveway Volumes to Paramount Theatre Seating Occupancy



Kimley»Horn

Data Plot and Equation



DATA STATISTICS

Land Use:
Fine Dining Restaurant (931) Click for Description and Data Plots

Independent Variable:
Seats

Time Period:
Saturday
Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
7

Avg. Num. of Seats:
325

Average Rate:
0.33

Range of Rates:
0.16 - 0.50

Standard Deviation:
0.11

Fitted Curve Equation:
Not Given

R^2:
***

Directional Distribution:
59% entering, 41% exiting

Calculated Trip Ends:
Average Rate: 136 (Total), 80 (Entry), 56 (Exit)

The Corradino Group Comment #4: ***The intersection operational analysis narratives reference a growth rate based on the FDOT count stations in the vicinity of the project. Please provide an additional separate growth rate analysis that is calculated from the annual road segment count data information over the past five years of usable data (2018, 2019, 2022, 2023 and 2024). This would exclude the 2020 and 2021 years of data due to the traffic circulation impact of the COVID-19 pandemic.***

RESPONSE

Following is an area-wide growth rate calculations based upon Count data published by the Town based upon the parameters described. As noted below, the resulting calculation was an annual rate of 2.33%, which is higher than the 1.96% growth rate used in the prior iteration of the report. The analysis has been updated accordingly.

Location No.	Street Segment	Facility Type	2017	2018	2019	2020	2022	2023	2024	Annual Growth
1	**Southern Blvd**	2L ART	13,606	12,457	12,040	11,621	13,388	15,081	16,445	4.74%
	(West of SR-A1A)	Undivided								
2	**SR A1A**	2L ART	14,256	13,778	12,507	12,185	14,454	15,422	16,788	3.35%
	(North of Via Del Lago)	Undivided								
3	**SR A1A**	2L ART	9,792	10,394	8,714	8,686	10,654	11,011	11,932	2.33%
	(South of Via Pelicano)	Undivided								
4	**Ocean Boulevard**	2L COLL	9,419	9,506	8,344	8,193	11,069	10,251	11,499	3.22%
	(North of El Vedado Road)	Undivided								
5	**South County Road**	4L ART	9,287	9,327	11,481	11,918	10,548	10,273	10,627	2.20%
	(North of Peruvian Avenue)	Undivided								
6	**North County Road**	4L ART	15,589	14,966	13,284	13,928	15,308	15,138	16,765	1.91%
	(North of Breakers Row)	Undivided								
7	**North County Road**	4L ART	13,084	14,837	12,956	14,060	15,193	15,198	16,771	2.06%
	(North of Royal Poinciana Way)	Undivided								
8	**Cocoanut Row**	2L COLL	9,010	8,849	N/A	8,636	9,469	9,477	8,922	0.14%
	(South of Seabreeze Avenue)	Undivided								
9	**Cocoanut Row**	2L COLL	9,074	9,243	9,101	9,258	9,940	10,426	9,818	1.01%
	(North of Whitehall Way)	Undivided								
10	**Bradley Place**	2L COLL	11,809	12,954	12,425	13,092	13,811	13,291	14,038	1.35%
	(North of Royal Poinciana Way)	Undivided								
11	**Royal Palm Way**	4L ART	17,603	16,351	15,667	15,670	17,311	16,392	18,057	1.67%
	(East of Hibiscus Avenue)	Divided								
12	**Royal Palm Way**	4L ART	19,043	17,342	21,970	22,142	19,405	18,527	19,976	2.38%
	(West of Hibiscus Avenue)	Divided								
13	**Royal Poinciana Way**	4L ART	13,235	20,245	20,178	21,023	22,118	22,867	23,037	2.18%
	(West of Cocoanut Row)	Divided								
14	**Royal Poinciana Way**	4L ART	7,859	13,056	11,634	11,788	13,784	14,246	15,393	2.78%
	(West of County Road)	Divided								
Weighted Average										2.33%

The Corradino Group Comment #8*: Please include on-site field observations of the surrounding road network during peak traffic periods (AM, Midday, Midafternoon and PM) to note any traffic operational deficiencies. The recent conversion of Sunset Avenue from a two-way roadway facility to a one-way eastbound roadway facility has created surrounding traffic circulation issues as noted by the Town of Palm Beach Police Department and depicted in a recent aerial drone video. The field observations should include confirmation of the 95th percentile vehicle queuing at the key turn lanes at the subject intersections.*

RESPONSE

Figures 5 through 9 provide photographs of some of the peak queuing conditions identified from the aerial drone observations.

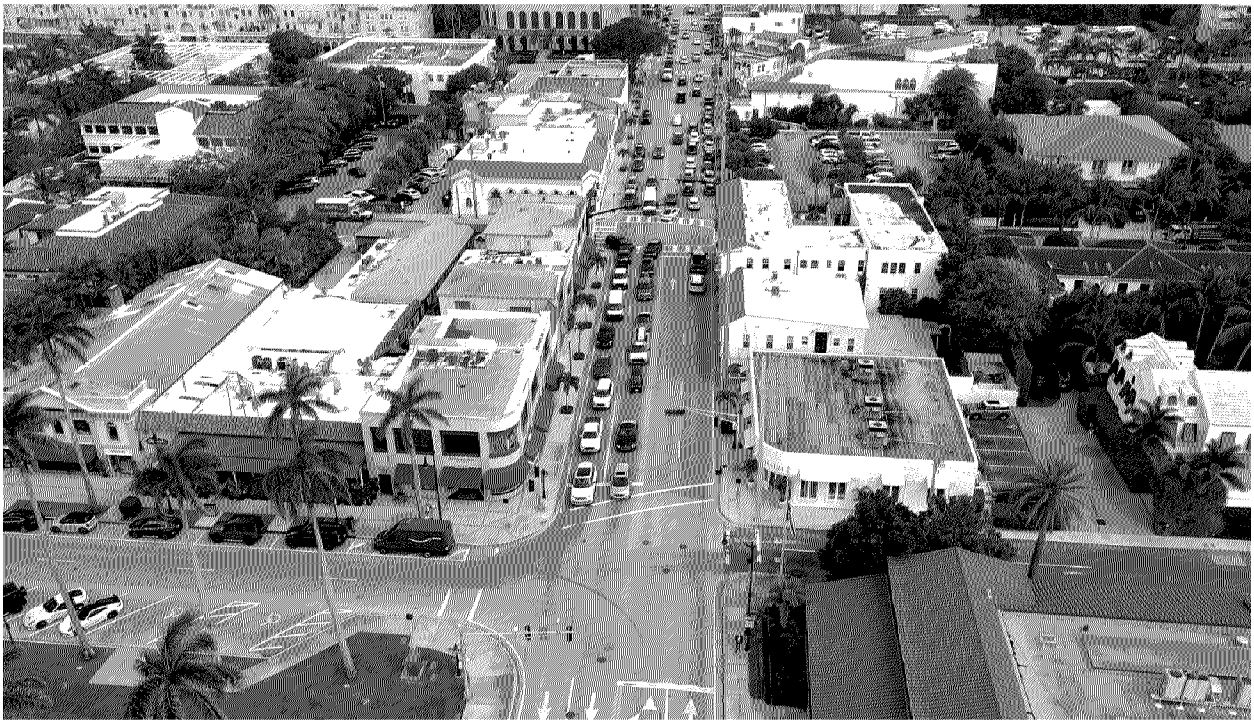


Figure 5: March 28, 2024 – 12:10 PM



Figure 6: March 28, 2024 – 3:10 PM

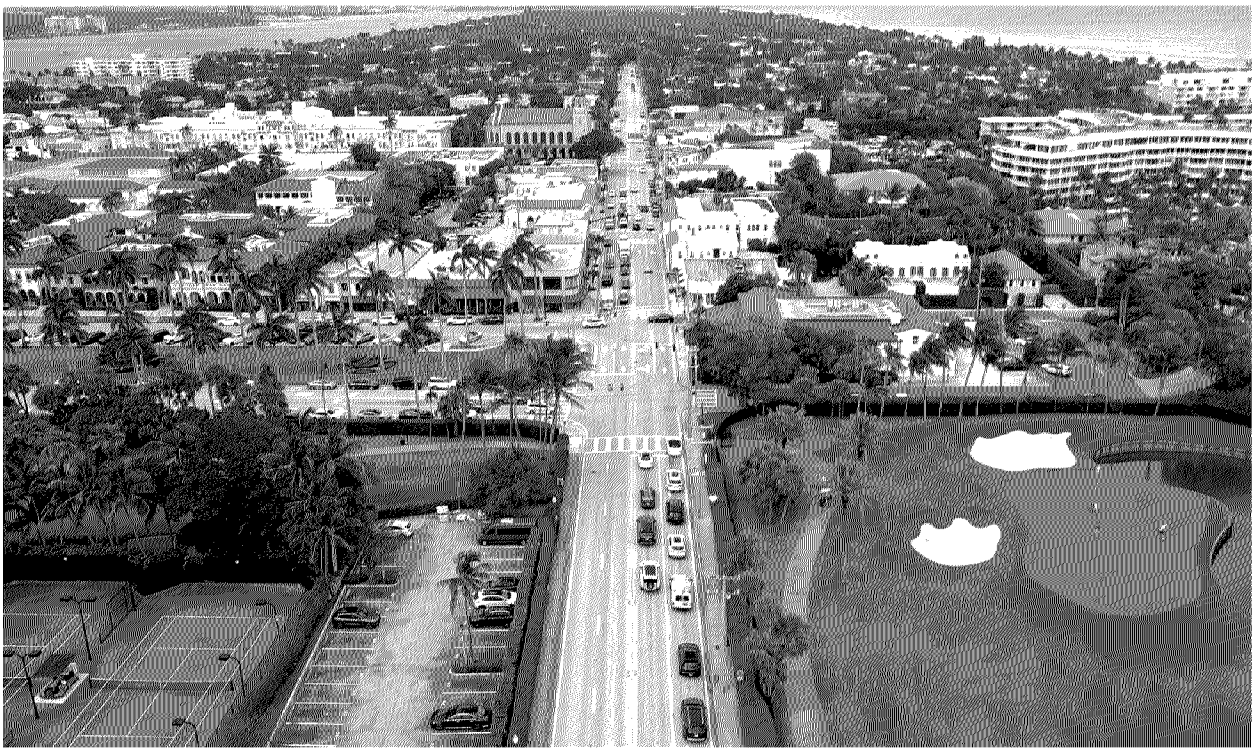


Figure 7: March 28, 2024 – 3:30 PM



Figure 8: March 30, 2024 – 12:00 PM



Figure 9: March 30, 2024 – 3:00 PM

Kimley»Horn

We trust that these responses and the revisions to the analysis address the comments provided. If there are any additional comments or questions, please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

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Kimley»Horn

May 31, 2024

Mr. James G. Murphy
Assistant Director of Planning, Zoning & Building
Town of Palm Beach
360 S County Road
Palm Beach, FL 33480

RE: ***COA-23-003 (ZON-23-020) 139 N County Road (Paramount Theatre)***
Responses to Volkert, Inc. Comments
Palm Beach, Florida
KH #241020000

Dear James:

We are in receipt of comments from Volkert, Inc. dated March 12, 2024, regarding the traffic analysis for the 139 N County Road (Paramount Theatre) site in the Town of Palm Beach. That traffic study has been updated to address these comments, where applicable, and to reflect further refinements made to the site plan. Below are our responses to each of the comments issued:

COMMENTS

Kimley-Horn [K-H] Traffic Impact Evaluation (Revised February 9, 2024)

The K-H "updated" changes represented in the revised traffic study constitute minimal changes to the original assessment, as follows:

1. The project trip generation is underestimated and does not represent the total impact on the roadway network.

    a. Although shown as a 475-member Club, the applicant now only wants to account for maximum occupancy of 412 members. No justification is provided.

    b. There is no mention of employee functions/employee count in the Club or the amount of parking that will be needed to operate any of the facilities (kitchens, restaurants, outdoor dining, bars/lounges, and other uses.)

    c. The weekday hours of the Club have now increased and will be from "7 AM to Closing." The previous opening time was 9 AM. Closing time is not defined. Weekend hours are not defined at all.

    d. It should be noted that as defined by ITE, a fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. With the increase in hours, the "fine dining" land use is not valid and cannot be to be utilized to calculate trips for this proposed development. The AM analysis is invalid. As stated by ITE, no breakfast is accounted for in the trip generation calculation, only a minimal number of trips. The operational analysis used a trip generation of 8 trips in the AM (7AM

to 9AM), when later in the report for valet operations, they assumed 150 occupants during the AM (7AM to 11 AM), which conflicts with the operational analysis.

e. The applicant is using 412 seats for the trip generation calculation. Site plans show 198 indoor seats and 128 outdoor seats (226 total) and it's a 475-member Club. This is inconsistent across the board. Focusing only on the usage with regard to dining seats, fails to factor in - or account for - occupants who are there to use the facility but not as diners. Furthermore, typically for a fine dining restaurant, either 50 sq. ft. per person is allocated or 50 seats per 1,000 sq. ft. of space. And there may be areas that are unaccounted for, as detailed below:

    i. Based on available 8,195 sq. ft. of usable space, not including the 4,432 square foot kitchen, the Club can accommodate 409 seats on the first floor.

    ii. With 8,361 sq. ft. of usable space, the Club can accommodate another 418 seats on the second floor.

    iii. With 2,351 sq. ft. of usable space, the Club can accommodate another 117 seats on the proposed third floor. It should be noted that the applicant has recently been asked to apply for a variance for the proposed third floor.

    iv. Based on this analysis, there are 18,907 sq. ft. of usable space and the club can accommodate 944 seats or guests (more than double what the applicant claims will be maximum occupancy). While we understand that this is not a restaurant and the site will operate as a private Club, there is a very significant amount of space that is not accounted for. There are spaces where no use is indicated. There are spaces where the use is defined but no occupancy is given for the space. There are spaces which provide a use and occupancy number, but it is likely that the use is not being correctly identified and, as a result, the occupancy is undercounted (e.g. the 5,000 sq. ft. lounge on the second floor only shows 40 seats).

    v. The K-H analysis is seriously flawed with respect to space usage and occupancy based on the fact that it erroneously caps the occupants well below the number of Club members available to join the Club and available space the Club could accommodate. In addition, it assumes that the members will not bring or invite a guest.

RESPONSE: The land use used for the trip generation calculations (Fine Dining – ITE 931) has been determined to be the land use with the closest applicable trip generation rates available in the ITE Trip Generation Manual. Similar private club developments have been analyzed and approved while utilizing the Fine Dining trip generation rates. The ITE rates were developed by collecting data at a number of sites. These sites included many of the ancillary uses listed in this comment (i.e. the rates consider traffic generated by the overall site and not just traffic generated by visitors utilizing the seats available) and therefore would be considered an appropriate representation of the expected trip generation for the Paramount site. Additionally, driveway counts were conducted at a similar site in the Town during that facility's peak hours of operation, for reference, and that information has been provided under a separate cover. The calculated driveway volumes using the ITE Fine Dining category were found to be higher than actual field

observations during the PM peak hour, and therefore should be considered as a conservative estimate.

2. There are several issues with the project trip distribution and assignment, as noted:

    - It does not match the site plan traffic patterns.
    - It does not balance and misrepresents future traffic patterns.
    - The 1% growth rate assumptions are invalid, and a growth rate analysis needs to be performed as part of this study, evaluating historical volumes, socio-economic patterns, and Southeast Regional Planning Model (SERPM) 2015 model to 2045 model comparisons.

The following items should be noted regarding trip distribution and assignment for the following comments:

- The purpose of trip distribution is to determine the travel patterns (origins and destinations) of the trips generated by the Paramount project.
- Trip distribution should be performed for the 2027 analysis year, documented, and summarized in a figure that illustrates the percentage of total site trip generation.
    - The figure should clearly show that the distribution of external project trips to and from the Paramount site adds up to 100%.
- Trip assignment involves determining the amount of traffic that will use each route on the roadway network and should clearly show the amount of project trips movements turning and going through at each intersection.
    - Project trips are assigned to the roadway network based on the percent distribution shown on the distribution figure. The project trips to and from the project site should be easy to follow within the influence area, based on the designated ingress and egress at the site.

In summary, trip distribution and assignment are two related but distinct activities. Trip distribution determines where trips wish to go. Assignment is when the trips are placed on the network to reach their desired destination.

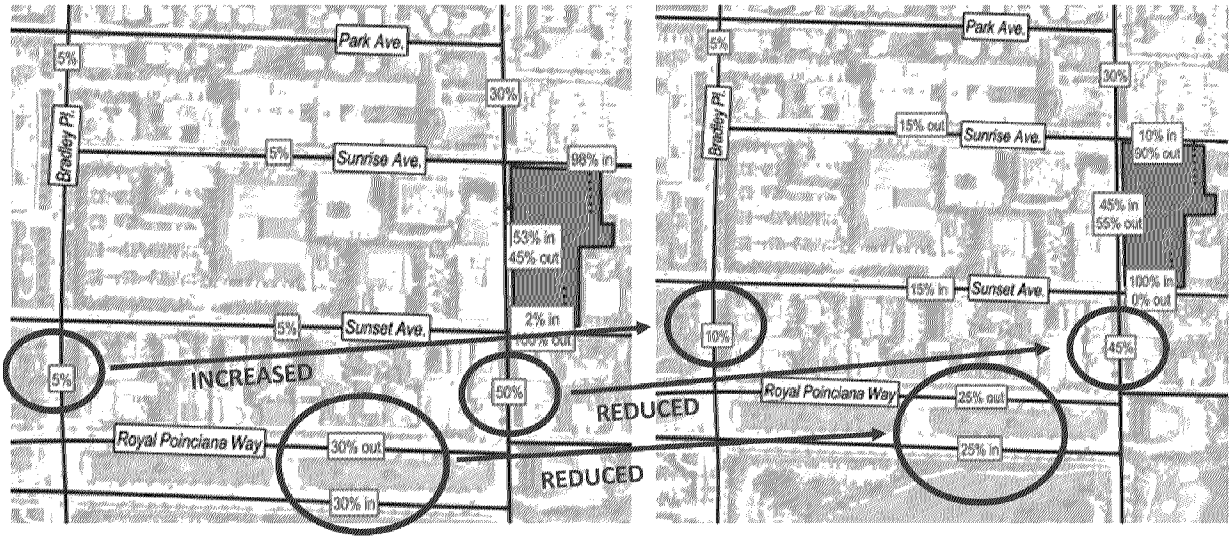
a. The study and the site plan show the ingress on Sunset Avenue and egress on Sunrise Avenue, but Figure 1 shows 10% of the vehicles entering the property on Sunset Avenue and shows 100% on Sunrise Avenue. In addition, only 90% of the trips exit on Sunrise Avenue, not 100% as shown on the site plan and described in the report (see Figure 4 below).

    i. Detailed distribution and assignment figures should be included that show inbound and outbound patterns clearly and accurately. Separate figures for distribution in and out, with directional arrows should be included for clarity.

b. The project distribution percentages and assignment trips were changed from the previous submittal, with no explanation.

The change reduces the project trip impacts significantly at both the Royal Poinciana Way and Sunset Avenue intersections along North County Road and increases trips on roadways like Bradley Place, the site of a Publix Market, the only large supermarket serving the Town of Palm Beach. It should be noted there is severe congestion along both Bradley Place and North County Road, as seen in Photos 1 and 2, respectively.

i. The volume of project traffic using Royal Poinciana Way was reduced to 25%, from 30%, which ultimately reduces the impact at the higher volume intersections and erroneously represents the project impacts.



Before After

c. Growth rates need to be reevaluated. If anything, the number of vehicles coming to/from West Palm Beach should be increased, not reduced, based on development projections across the Intracoastal Waterway in West Palm Beach.

d. The utilization of a 1% growth rate of Palm Beach 1% is underestimated. The growth rate of 1% is not a true representation of the population changes in the Town of Palm Beach.

i. It is based on the 2020 US Census number of 9,245.1 for the Town of Palm Beach.

ii. It does not take into account the population during the season (between 25,000 - 30,000)

iii. It does not include the growth rate of West Palm Beach, which is undergoing rapid population growth. The influx of residents and businesses has led to a surge in urban development for residential and commercial spaces. For example, West Palm Beach is now being promoted as "Wall Street South" as described by the Palm Beach Business Development Bureau advertisements in 2023 in New York City on three Times Square billboard displays and in print media.

- Within the last 5 years, there has been extensive commercial and residential development.
- Over two (2) million square feet of office space has been built or is being built.
- Approximately 20 new multi-family residential buildings (apartments, condominiums) have been or are being built, that will add more than 4,000 residential units to our community.

RESPONSE: The trip distribution figure has been updated for clarity. Ingress is only available at the southern driveway. The "10% in" on Sunrise Avenue is inbound traffic coming from the east to the west, south on County Road, and then east to Sunset Avenue to enter at the southern driveway. Project traffic distribution was revised from earlier submittals per the direction of the Town. Further growth rate calculations have been conducted using roadway data counts using data from 2018 to 2024 and the updated growth rate calculations are provided in detail in the updated traffic study. Additional committed development traffic, including traffic associated with West Palm Beach projects, has been included in the revised analysis.

3. Volume development does not represent the current conditions on the roadway network and new traffic data should be collected to represent current traffic patterns.
    a. The Town modified Sunset Avenue from a two-way roadway to one-way eastbound only, between Bradley Place and North County Road in June 2023.
        i. Tables 2 and 3, the AM and PM Significance Analysis still reflect a westbound movement, so it's invalid.
            1. Based on the trip reductions, a small area of influence was selected. The area of influence will be much greater than what is represented in the K-H study.
        ii. The applicant has manipulated the existing traffic volumes to reflect the Town's travel pattern changes, without explanation or description of a diversion plan or diversion analysis. The new travel patterns can only be captured by retaking the counts and should not be assumed. New counts should be taken, and the operational analysis should be revised for the existing, background and future year.

RESPONSE: The traffic diversion has been removed and updated counts were collected that reflect the one-way eastbound configuration of Sunset Avenue and no longer require a diversion analysis.

4. The operational analysis is flawed and needs to be revised based on new traffic counts and existing signal timings.

    a. Sunrise Avenue & North County Road: Signal timings were modified from the previous submittal from “Actuated-Uncoordinated" to "Actuated-Coordinated." The "recall mode" was also changed to falsely improve intersection signal performance from the impact of the rerouted northbound left-turn vehicles (NB LT) from the Sunset Avenue at North County Road intersection, due to the travel pattern changes along unset Avenue.

        i. The signal timings modification was only performed at this intersection and was changed on the February 21 traffic study submittal. If this is a coordinated system, it should have been performed at all study intersections, but it wasn’t because it isn’t part of a coordinated system.

        ii. The change in the recall mode also falsely improves both the actuated and effective green times, allowing more vehicles to pass through the intersection and reduce delay.

RESPONSE: Updated counts were collected and used in the analysis. The signal timing along this corridor was originally analyzed without coordination. This was revised to properly reflect the real world operations of this corridor being actuated with video detection devices.

5. Existing operational failures are shown along North County Road at Sunrise Avenue but reported as acceptable.

    a. Multiple movements report 95th percentile queue lengths that fail and the back of queue extends through the adjacent on the roadway network for existing and future year 2027 analysis. However, the intersection is reported to have an acceptable level of service (LOS). This is because Synchro cannot account for the potential impact of downstream congestion on intersection operations, nor does it detect and adjust for the impact queue length overflows, where the back of queue extends through an adjacent downstream intersection. Therefore, it can be assumed, where the 95th percentile queue length fails, the intersection will fail. This is a limitation of the software utilized for the analysis.

        - "95th percentile queue length" is the queue length that has a 5% probability of being exceeded during the analysis period. This is the queue length used to determine recommended storage lengths. This means that when the 95th percentile queue is longer than the available amount of roadway in feet, a failing condition exists.

        - "Back of Queue" refers to the last in a line of vehicles waiting to proceed through an intersection of the roadway with a crossing roadway.

    b. To clarify queue lengths and the impact this has on the intersections, the northbound 95th percentile queue at North County Road and Sunrise Avenue during the AM peak is 588 feet. However, Sunset Avenue is only 335 feet south of Sunrise Avenue. This means that the back of the vehicle queue extends through the Sunset Avenue intersection. However, both intersections are documented in the K-H reports as having exceptional operation.

RESPONSE: It is acknowledged that Synchro software can have certain limitations but is the standard method for evaluating intersection LOS and operations. The report does demonstrate that certain vehicle queues exceed storage for certain movements during limited time windows. As has been repeatedly demonstrated in the study, the proposed private club use represents a decrease in trip generation potential in comparison to existing & vested site uses during the peak hours in which these conditions occur. Therefore, approval of this project will reduce impacts to these movements during those critical time periods.

6. Valet operations are not realistic and are misrepresented in the report.

    a. The valet parking analysis was only done for the PM peak period (4PM - 6PM). No analysis was provided for the hours of operation starting at 7AM and closing time has not been provided.

    b. There are only 46 spaces in the existing surface parking lot.

    c. For the Club analysis, the report utilizes an assumed average vehicle dwell time or service rate for passenger loading/unloading of 60 seconds / vehicle, for both inbound and outbound vehicles. However, the analysis does not account for what happens when the parking lot is full and does not detail where valet attendants will park or retrieve the vehicles.

    d. This portion of K-H's analysis is seriously flawed because it erroneously caps the occupants below the number of members available to join the Club and/or occupy the Club at a given time. In addition, it assumes that the members will not bring or invite a guest. Finally, it also does not account for employees/staff parking.

RESPONSE: Additional hours for valet operations have been analyzed for the club. Tables A-1 thru A-3 included in the Appendix summarize the results of these analyses. The report summarizes peak hour operations (when the club is at its highest number of visitors) to determine if the "worst case scenario" is expected to operate acceptably. Valet operations outside of peak times will experience less demand and therefore not generate maximum expected queues but have still been included in the Appendix, for reference. Figures detailing the offsite valet operational plan have been included in the updated report.

7. The circulation analysis and maneuverability analysis for the loading area has been omitted from this submittal.

    a. A loading zone was added near the SE corner of the Paramount building. However, it is unclear as to where service vehicles (delivery trucks, garbage/recycling trucks, etc.) will ingress and egress.

    b. Based on the proposed loading area location and the proposed site plan, it can be expected that service vehicles/trucks and passenger vehicles will likely be sharing the same routes on narrow roadways, navigating through the parking lot after entering on Sunset Avenue and exiting on Sunrise Avenue. Service vehicles (delivery trucks, garbage/recycling trucks, etc.) should have a separate ingress/egress because it reduces the likelihood of crashes and eliminates conflicts between trucks that often travel slowly and require more space to navigate and cars which can maneuver faster and have frequent travel in the area.

RESPONSE: Loading and delivery information is being addressed under separate cover from Keshevarz & Associates.

8. Alternate mode transportation analysis is incorrect and misrepresented.

    a. North County Road is correctly identified as "the major centralized roadway within the Town providing connectivity north and south for the island, which is critical to the vehicular network.

    b. The report states that "this roadway likely experiences high pedestrian volumes". However, there is no competent substantial evidence to support the assertion, in comparison to other streets in Town. In fact, field observations show that there are higher volumes along South County Road and along Worth Avenue. The overwhelming majority of Club members and employees are going to arrive at the site by car, not by foot.

    c. There are no bike lanes, so that is not a viable option.

    d. The study STILL references portions of proposed covered arcades. The applicant's arcade proposal was withdrawn. This application does not include any buildings that arcades could even be attached to.

    e. The study states that Palm Tran "may be a potential alternative mode of travel for some site employees". There is extremely limited service from Monday to Saturday, with service approximately every 90 minutes from just after 7 AM to 5 PM. Service begins in West Palm Beach near the Tri- Rail Station, and heads east over the Royal Park Bridge before heading north on South County Road. Based on this, contrary to the assertion made by the K-H study, bus travel does not appear to be a potential alternative mode of travel for some site employees.

RESPONSE: The section of the report detailing alternate mode access has been revised in the updated analysis.

Kimley»Horn

K-H Shared Parking Analysis (February 21, 2024)

1. A parking shortfall can STILL be expected. The shared parking analysis shows that there are 103 parking spaces needed, but states that "the parking demand will be equal or less than the parking supply needed for the maximum Club use," with 46 existing spaces.

    a. Town code requires 169 parking spaces.

    b. The shared parking analysis erroneously uses a 412-person maximum capacity for the Club, when the total Club members are 475 people, excluding employees.

    c. The shared parking analysis uses a 250-person maximum capacity for the church. This is new, as church occupancy was previously noted as 200 people. However, requested capacity for this space is the same as architectural drawings used for earlier application submissions which, showed a 250-person banquet hall that was going to be used as an event space. The event space usage was removed from the most recent Letter of Intent. However, the space still exists, and the applicant has not clarified how the space will be used, either now or in the future.

    d. The K-H analysis does not take into account that churches have weddings, funerals and other community events outside of Sunday morning services. This was also not accounted for in their Shared Parking analysis.

    e. The applicant does not detail where the "expected" overflow parking will be located.

    f. The applicant does not take the St. Edwards Church excessive parking demand into consideration. There are almost no spaces available during church services. See Photos 3 and 4, which show the parking lot at capacity during services.

    g. The applicant does not source or detail "percent use" assumptions. A shared parking analysis consistent with the Urban Land Institutes (ULI) Shared Parking Manual methodologies, which is commonly used for mixed-use developments should be provided. The Shared Parking model is an Excel-based tool that estimates parking demand based on the methods provided in the accompanying manual. Typically used by engineers and parking planners, the model projects conditions for mixed-use developments that share parking. The analysis parking demand should demonstrate spaces needed by land use utilization between 6AM and 12AM, resulting in the maximum parking needed during the highest 1-hour peak period.

RESPONSE: The project is in full legal compliance with the Town's Code requirements based upon the code parking requirements and the principle of equivalency.

Nevertheless, the owner has arranged for off-site valet parking after 5 PM and on weekends, which are the time periods in which parking needs would potentially exceed the supply available on site.

Regarding the church, its use in non-concurrent with the club and therefore parking needs for that use are not cumulatively added to the private club use. Furthermore, it has been stated the church will only be in operations on Sundays. The church is not proposed to host funerals, community events, etc.

Kimley»Horn

Paramount Theater Site Plan Submittal (Submitted February 12 and February 21, 2024)

1. The applicant STILL proposes to reduce the northbound approach of North County Road between Sunset Avenue and Sunrise Avenue during construction will cause extensive delays for 2+ years (the construction plans entail 18-24 months of demolition and construction).

    a. The northbound existing 95th percentile queue at Sunrise Avenue along N. County Road is already failing during the AM peak period. Removing a lane will only exacerbate this condition, likely creating gridlocked traffic past Royal Poinciana Way in the northbound direction, daily for more than two years.

    b. North County Road, north of Royal Poinciana Way, is part of the identified truck route for Palm Beach. A merge will be needed, from two lanes to one lane, from Royal Poinciana Way to Sunset Avenue. There will also be a reduction from two lanes to one lane between Sunset Avenue to Sunrise Avenue. This reduction, combined with the addition of up to 1,074 trucks, during construction will likely result in multiple failing intersections and arterials within the ½ mile radius of influence for the project, not just North County Road.

RESPONSE: An updated initial construction management plan has been prepared that does not show the level of disruption identified in this comment. Furthermore, the Town has regulations restricting certain phases of construction and the implementation of lane closures during the Peak Season. Most construction activities that would have the potential to be disruptive to traffic flow would be restricted to the months outside the Peak Season, when traffic volumes are significantly lower than they are during the Peak Season.

We trust that these responses and the revisions to the analysis address the comments provided. If there are any additional comments or questions, please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

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Kimley»Horn

May 31, 2024

Mr. James G. Murphy
Assistant Director of Planning, Zoning & Building
Town of Palm Beach
360 S County Road
Palm Beach, FL 33480

RE: ***COA-23-003 (ZON-23-020) 139 N County Road (Paramount Theatre)***
Response to Review of Paramount Analysis by MacKenzie Engineering & Planning, Inc.
Palm Beach, Florida
KH #140248005

Dear James:

We have reviewed the March 4, 2024 memorandum prepared by MacKenzie Engineering & Planning, Inc. (MEPI) regarding the 2/9/2023 version of the Paramount Traffic Impact Analysis (TIA). Subsequent to the MEPI memorandum, a traffic impact analyses were submitted to the Town on March 12, 2024 and on April 10, 2024. Furthermore, a further updated traffic analysis, dated May 24, 2024, is being submitted to the Town concurrently with this letter. Below is a summary of the items brought up in the MEPI memorandum and a response to those items based upon the current site plan and traffic study.

Parking

The MEPI memorandum outlines alternate parking calculations, including calculations with different occupancy for the private club and assertions that the private club will operate more like a restaurant, to arrive at a conclusion that parking requirements will not be met.

Response: As documented in the parking calculations and shared parking evaluation for the site, the site is in compliance with the published Code requirements for the Town of Palm Beach. The Kimley-Horn analysis applies the code-defined ratio for private club use and demonstrates that, through the principle of equivalency, the Town's requirements are met. The MEPI "alternate" analysis applies different parking ratios for other use categories instead of the Code-defined ratios in an attempt to arrive at other conclusions, instead of applying the Town's adopted Code for the matching categories of uses on the site.

The MEPI memorandum asserts that additional circulation for valet vehicles to/from an offsite location will result in additional circulation and traffic congestion.

Response: As notes, based upon lower occupancy during weekday conditions prior to 5 PM, valet parking is expected to be contained within the site. Off-site parking will for valet use will only occur on an as-needed basis after 5:30 PM on weekdays and after 2:30 PM on weekends, which does not coincide with peak hour condition on the surrounding network. Therefore, valet operations will not have an off-site impact during the time periods in which congestion has been previously observed on the surrounding transportation facilities.

Kimley»Horn

Transportation

Trip Generation

The MEPI memorandum runs through alternate trip generation calculations and then comes to the conclusion that "Based on this analysis, the Club would conservatively generate 3,305 trips per day."

Response: This claim defies logic. In order for this level of daily trip generation to occur, it would be the equivalent of every single one of the 475 members making three separate round trips in their own vehicles to and from the club three separate times in a single day, with 455 trips left over for employees, deliveries, etc. The reality experienced at other private clubs in the Town is that only a fraction of the total members of the club would visit the private club once on a typical weekday.

Pass-by Capture

The MEPI memorandum proposes that pass-by capture be applied to existing uses but not proposed use.

Response: As noted in responses to comments provided by other sources, this site is unlikely to generate significant pass-by capture for existing or proposed uses given the location and nature of the uses on site. Therefore, pass-by capture has been removed from the analysis.

Internal capture

The MEPI memorandum proposes that internal capture be applied to existing uses.

Response: Minimal internal capture is experienced among existing uses on site.

Furthermore, as noted, in the updated analysis, actual traffic could collected at the Carriage House between 6:00 PM and 1 AM and submitted to the Town of Palm Beach indicates that the private club peak hour occurs well after 6 PM, and the peak traffic generation at 6 PM from actual private club data is significantly lower than the calculations based upon the ITE data for "Fine Dining".

Traffic Assignment

The MEPI memorandum uses SERPM data plus counts of households to propose alternate assignments of traffic to/from the site.

Response: Traffic assignment has been revisited in the updated analysis. It is worth noting that judgment needs to be applied when evaluating SERPM data, as it reflects a mix of all trips (e.g., home-based work trips, home-based school trips, etc.) and that primarily all trips to this site are home-based recreation trips, which individually may be different than the aggregate of all types of trips. Furthermore, it is not appropriate to simply add up all households in the nearby TAZs and evenly distribute the trips, as some of the TAZ numbers are skewed significantly by condominiums versus single-family homes, and the different percentages of residents in different housing types are likely to be members in a private club. Again, as noted, some adjustments to traffic assignment have been made in the updated study.

Significance Analysis

The MEPI memorandum uses its own inflated trip generation numbers, updated assignments and adjusted capacities to derive an updated significance analysis.

Response: An updated significance analysis is in the latest traffic study, based upon relevant adjustments that have been made to input values (e.g., trip assignment and roadway LOS D Service volumes), as appropriate. It is important to note that, based upon the subsequent capacity analyses that have been undertaken on the roadway links deemed to be significantly impacted, the Palm Beach County Test 1 standards are met.

Intersection Analysis

The MEPI memorandum notes that 2022 count data was used and, even though the data used was collected after Thanksgiving, no peak season adjustment was applied.

Response: the latest analysis has been updated to use March 2024 count data as the base. No peak season factor has been applied because the data was collected in the peak season.

Historic Growth Rate

The MEPI memorandum proposes a growth rate of 2.5%

Response: In response to comments issued by the Town's Consultant (The Corradino Group), Kimley-Horn has revisited the growth rate. The updated study uses an annual growth rate of 2.33%.

Committed Traffic

The MEPI memorandum lists committed development projects for inclusion in the evaluation.

Response: In coordination with the Town's Consultant (The Corradino Group), Kimley-Horn has included committed development project in the future traffic projections.

Right-Turn on Red (RTOR) Reduction

The MEPI memorandum highlights a line in the volume development worksheets showing a right turn on red reduction.

Response: While this is shown as a default setting in the spreadsheets used for volume development, this was not applied in the software analysis. Nevertheless, for the sake of clarity, this has been removed from the updated volume development worksheets.

Intersection Laneage

County Road & Sunrise Avenue: The MEPI memorandum states that the NBR and SBL lanes do not exist.

Response: Sunrise Ave SB has a shared through/left. This has been updated. There is no NBR striped lane, although larger pavement width exists adjacent to the NBT lane. Nevertheless, the NBR has been removed from the updated analysis.

County Road & Sunset Avenue: The MEPI memorandum states that the EBL and EBT movements share a lane.

Response: This comment is incorrect. Separate lanes are provided for these movements, as noted correctly in the analysis.

County Road & Royal Poinciana Way: The MEPI memorandum states that the exclusive EBLlane does not exist.

Response: This comment is incorrect. This lane exists, as reflected correctly in the analysis.

Kimley»Horn

County Road & Royal Poinciana Way: The MEPI memorandum states that the analysis method of evaluating this as a single intersection (as opposed to two separate intersections on one controller) results in overly optimistic results.

Response: The software used does include some limitations. The analysis methodology employed is typically used for similar circumstances.

Observations

The MEPI memorandum notes deficiencies observed at the intersections along North County Road during certain weekday peak hour conditions.

Response: The Applicant has noted that these conditions can occur during the peak season during certain weekday time periods and has also conducted drone observations during similar time periods for observation purposes. As noted throughout the application process, the proposed private club peak hours occur outside of those weekday daytime time periods and therefore renovation to allow a private club at this location will not exacerbate the existing conditions; in fact, it is anticipated to generate less traffic during certain weekdays peak traffic periods than full occupancy of the existing uses on site would generate.

The MEPI memorandum includes comments related to site triangles and loading activity.

Response: These items have been separately addressed by the project Civil Engineer.

We trust that these responses address the comments provided. If there are any additional comments or questions, please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

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Kimley»Horn

May 31, 2024

Mr. James G. Murphy
Assistant Director of Planning, Zoning & Building
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360 S County Road
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RE: ***COA-23-003 (ZON-23-020) 139 N County Road (Paramount Theatre)***
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KH #241020000

Dear James:

We are in receipt of comments from the Corradino Group, Inc. dated May 9, 2024, regarding the traffic analysis for the 139 N County Road (Paramount Theatre) site in the Town of Palm Beach. That traffic study has been updated to address these comments and to reflect further refinements made to the site plan. Below are our responses to each of the comments that were denoted as "still pending"; comments noted as "Addressed" have been eliminated for brevity.

COMMENTS

1. Please provide an itemized response to the third-party peer review document dated 01/08/24.

   Kimley Horn and Associates, Inc.'s 03/12/24 Response: A letter with itemized responses to comments issued by a third-party consultant (Volkert, Inc.) has been prepared and is transmitted with this letter.

   TCG 04/04/24 Response: Partially Addressed. Please provide a response to any additional third-party peer review comments received to date.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: Responses to the additional third-party review comments that were received will be transmitted separately.

   TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

RESPONSE: A comment response letter has been prepared separately to respond to various comments issued by Volkert, Inc. (March 12, 2024) and MacKenzie Engineering and Planning, Inc. (March 4, 2024) and is part of this resubmittal.

3. Please provide a trip generation calculation based on driveway counts at a similar private club in the Town of Palm Beach. Since there are certain peak hours/periods that the ITE Trip Generation Handbook, 11th Edition, does not cover it is important to evaluate the site-generated trips for a similar private club. The Carriage House is another private club in the Town of Palm Beach that could be considered. Please coordinate with the Town of Palm Beach Planning, Zoning and Building Division staff for approval of the similar private club to study.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: As noted previously, neither ITE nor the Palm Beach County Traffic Division publish a trip generation rate for "Private Club". The ITE "Fine Dining" category has been historically used as the basis for other approvals (e.g., this trip generation rate was used in the approval for the Carriage House application). Based upon the characteristics of the private club use, it is expected that this trip generation rate overestimates trips in comparison to actual conditions, yielding a conservative analysis.

TCG 05/09/24 Response: This item is still pending.

RESPONSE: Data that had been collected for the Carriage House private club in the Town of Palm Beach was obtained. That data was only collected during the evening peak hours, which are the peak hours of operation for the private club. The comparison of the earliest evening hour of data collection (6 – 7 PM) for the Carriage House to the PM peak hour trip generation for the "Fine Dining" category demonstrates that the "Fine Dining" trip generation rates are significantly higher than the actual private club trip generation and therefore result in a very conservative analysis.

4. The intersection operational analysis narratives reference a growth rate based on the FDOT count stations in the vicinity of the project. Please provide an additional separate growth rate analysis that is calculated from the annual road segment count data information over the past five years of usable data (2018, 2019, 2022, 2023 and 2024). This would exclude the 2020 and 2021 years of data due to the traffic circulation impact of the COVID-19 pandemic.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: For reference, an additional growth rate calculation that excludes 2020 and 2021 years will be provided for reference under separate cover.

   TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

RESPONSE: The calculated growth rate was updated using daily volumes provided in the Town's annual 2024 volume study. A compounding annual growth rate for each roadway link was calculated using 2018 and 2024 AADT data. To develop an overall growth rate for the study area a weighted average was calculated using the annual growth rate for each of the roadway links. The updated growth rate was determined to be 2.33% using the new calculation based upon this AADT volume data.

5. Please provide a separate traffic data collection section of the traffic impact study. This section should outline the specific details of when the traffic counts were collected. This should include the day of the week, the specific date and time of day that the traffic counts were collected.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: A section of text has been added to the traffic study to describe the details regarding the time periods in which the data was collected.

   TCG 05/09/24 Response: This item is still pending. Please note that manual turning movement counts collected on 03/13/24 for the Town Traffic and Parking Study update determined that the PM peak hour was 3:00 p.m. for the three intersections analyzed as part of the Paramount Palm Beach project. Please review this traffic data and consider updating the traffic analysis with this peak traffic data.

RESPONSE: A section of text has been added to the traffic study to describe the details regarding the time periods in which the data was collected.

6. Please include committed trips from approved but unbuilt development projects. A complete list of Town projects can be obtained from the Town of Palm Beach Planning, Zoning, and Building Division. Please also include any committed trips for approved but unbuilt development projects in the City of West Palm Beach. The intersection volume worksheets provided in the Appendix do not include any committed trips from any approved but unbuilt development projects.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: A list of projects was provided by the Town's consultant on 4/9/2024. Traffic volumes related to these projects was added to the extent applicable to the updated analysis.

   TCG 05/09/24 Response: This item is still pending. Additional committed trips from approved but unbuilt development projects in nearby West Palm Beach should be added to the Background Year (2027) and Future Total (2027) scenarios.

RESPONSE: The committed development traffic associated with the approved but unbuilt projects in the list provided by the Town has been included in the revised analysis.

7. Please include additional traffic operational analysis of the following intersections based on the traffic circulation within the radius of influence of the subject Paramount Palm Beach redevelopment:

   - Sunrise Avenue and Bradley Place (signalized)
   - Sunset Avenue and Bradley Place (signalized)
   - Royal Poinciana Way and Bradley Place (signalized)
   - Sunset Avenue and Publix Shopping Plaza driveway connections (unsignalized)
   - Royal Palm Way and South County Road (signalized)

   This should include collection of new traffic data for AM, Midday and PM peak hours. Please provide similar traffic operational analysis for the existing conditions (2024), background conditions (2027) and future conditions (2027).

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: As demonstrated in the traffic analysis, the proposed project has either negative or de minimis traffic impacts at these intersections during the peak hours. Therefore, no additional counts or analyses were conducted at these locations.

   TCG 05/09/24 Response: This item is still pending. Traffic data was collected at these intersections on 03/13/24 as part of the Town's Traffic and Parking Study update. Please include traffic analysis of these intersections as part of the updated traffic impact study.

RESPONSE: The analysis has been updated to include the following intersections: Sunrise Avenue & Bradley Place, Sunset Avenue and Bradley Place, and Royal Poinciana Way & Bradley Place. The Publix Shopping plaza was not included in the updated analysis because the project will only add project traffic to the through movements along Sunset Avenue and any impacts to delay or LOS would be considered de minimis. The intersection of Royal Palm Way & South County Road was not analyzed because this intersection is outside of the radius of influence for the project and any traffic related impacts at this intersection would be considered to be de minimis.

8. Please include on-site field observations of the surrounding road network during peak traffic periods (AM, Midday, Midafternoon and PM) to note any traffic operational deficiencies. The recent conversion of Sunset Avenue from a two-way roadway facility to a one-way eastbound roadway facility has created surrounding traffic circulation issues as noted by the Town of Palm Beach Police Department and depicted in a recent aerial drone video. The field observations should include confirmation of the 95th percentile vehicle queuing at the key turn lanes at the subject intersections.



Kimley Horn and Associates, Inc.'s 04/10/24 Response: Aerial photographs of observations were conducted during peak hours at the adjacent intersections on North County Road. Primarily, queue spillback between adjacent intersections was observed to occur during the weekday mid-day (e.g., around noon) and mid-afternoon (e.g., around 3 PM) time periods. It has been noted that the proposed redevelopment plan will result in reduced potential traffic during those time periods in comparison to full occupancy of the currently existing uses on site. Photographs will be provided under separate cover.

TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

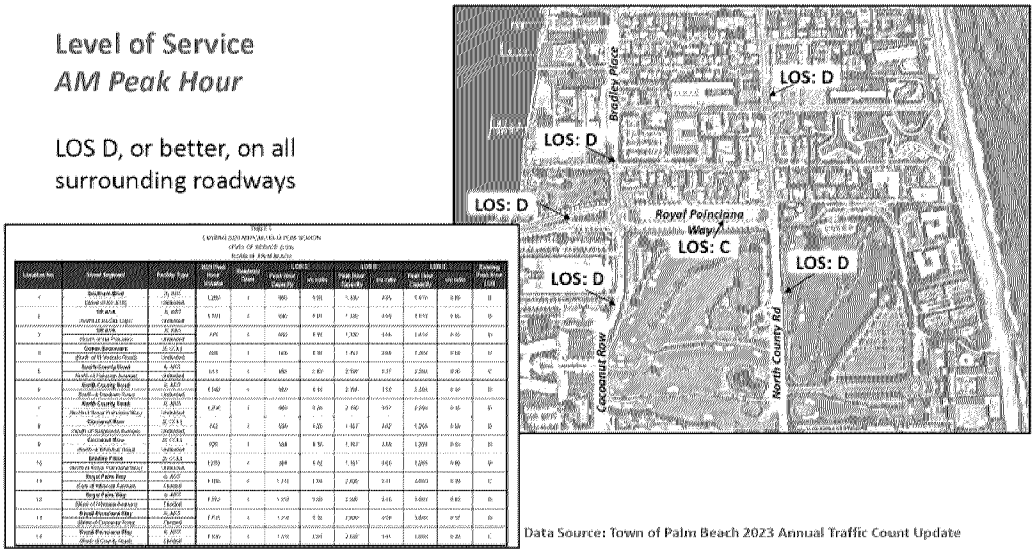
RESPONSE: Aerial drone photography for the periods noted previously have been included in the supplemental comment response document, for reference.

Kimley»Horn

10. Please provide a section in the traffic impact study that summarizes the developments compliance with the traffic concurrency as defined in the Town of Palm Beach Code of Ordinances Chapter 30 and the level of service standards as defined in the Town of Palm Beach Code Comprehensive Plan Transportation Element (Policy 2.1). This was presented at the Town Council meeting on 03/13/24.

Level of Service
AM Peak Hour

LOS D, or better, on all surrounding roadways



Data Source: Town of Palm Beach 2023 Annual Traffic Count Update

Town of Palm Beach
Comprehensive Plan
Transportation Element

Policy 2.1

Level of Service Standard: D

POLICY 2.1

The Town shall use the following two-way peak-hour, peak-season level of service (LOS) standards for facilities and segments listed below, effective one year from adoption of this Element.

FACILITY OR SEGMENT		"LOS"
(1)	SR A1A	"E"
(2)	Royal Poinciana Way	"D"
(3)	Coconut Row/Bradley Place from to Seabreeze to north of Royal Poinciana Way	"E"
(4)	Southern Boulevard	"E"
(5)	All other roadways	"D"

The Town will continue to work with the Florida DOT, Palm Beach County and the Palm Beach Metropolitan Planning Organization (MPO) for the purpose of determining an appropriate methodology for determining the level of service on roadways in the Town where there are no traffic signals. The purpose of this effort will be to develop a constrained roadway strategy for SR A1A and Southern Boulevard within the Town.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: Information addressing consistency with the Comprehensive Plan will be provided under separate cover.

TCG 05/09/24 Response: This item is still pending. Please provide this additional information. The information should be based on the road segment traffic data from the Town's 2024 annual traffic count update report.

RESPONSE: A table analyzing the roadway link LOS based upon Town of Palm Beach Comprehensive Plan standards (two-way, peak hour) has been added to the updated traffic study.

12. Please provide a separate pavement marking and signage plan signed and sealed by a professional engineer. Please ensure that the appropriate signage per MUTCD is provided for movement restrictions at the proposed ingress and egress locations included stop signs and Do Not Enter/One-Way signs. The pavement marking and signage plan should include the dimensions and existing pavement markings for the existing surface parking lot. The pavement marking and signage plan should also provide dimensions and geometry (including entrance radii) of each of the driveway connections (ingress only at Sunset Avenue and egress only at Sunrise Avenue). There should be stop bars at the appropriate locations to achieve acceptable stop control, sufficient sight distance and safe pedestrian crossings/crosswalks. Please include typical handicap and regular parking stall details per Town of Palm Beach criteria. The only civil engineering plan sheet provided was plan sheet C-1 which was a utility adjustment plan.

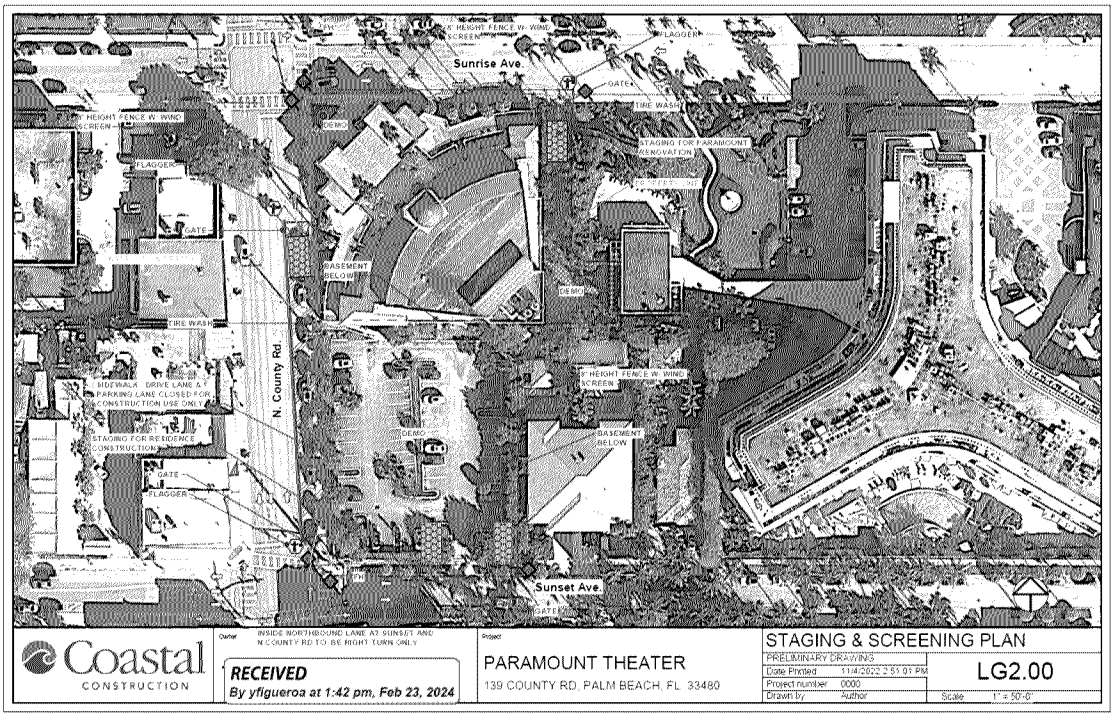


Kimley Horn and Associates, Inc.'s 04/10/24 Response: No modifications are proposed for the existing parking areas onsite with the exception of additional landscaping. Detailed pavement markings and signage plans will be prepared by Keshevarz & Associates, Inc. and will be submitted during the Construction Plan approval process. The Applicant commits to working with Town staff to make adjustments as appropriate for enhanced ADA accessibility.

TCG 05/09/24 Response: This item is still pending. A condition of approval will be developed which requires the project to address all traffic engineering related comments of the pavement, marking and signage plans once submitted.

RESPONSE: Detailed pavement markings and signage plans will be prepared by Keshevarz & Associates, Inc. and will be submitted during the Construction Plan approval process.

13. Please provide details of any anticipated traffic impact on the Town road network based on the construction staging plan sheet LG2.00 which was included in the application plan submittal. This plan sheet should be updated to reflect the new lane geometry based on the one-way eastbound conversion of Sunset Avenue between Bradley Place and North County Road.



Kimley Horn and Associates, Inc.'s 04/10/24 Response: The Site Logistics plan has been updated based on the latest site plan and to minimize the impacts and avoid travel lane closures along North County Road. An updated copy has been attached for reference.

TCG 05/09/24 Response: This item is still pending. Please provide a copy of the updated Site Logistics plan.

RESPONSE: An updated preliminary construction management plan prepared by the site contractor is to be provided under separate cover, for reference.

14. There may be future traffic engineering review comments for this application based on the results of the updated Townwide Traffic and Parking Study when completed.

RESPONSE: Noted.

15. There may be future traffic engineering review comments for this application based on any significant revisions to the applicant's program.

RESPONSE: Noted.

Kimley»Horn

We trust that these responses and the revisions to the analysis address the comments provided. If there are any additional comments or questions, please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

k:\wpb_tpto\2410\241020000 - paramount palm beach\comments\2024-05-31 paramount corradino rtc.docx

date:	June 20, 2024
to:	Jennifer Hofmeister-Drew, AICP, LCAM, Planner III, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	Paramount Palm Beach Traffic Review

MEMORANDUM

The Corradino Group, Inc (Corradino) has been requested to provide a traffic review of the Traffic Impact Evaluation for the redevelopment of the Paramount Theatre located at 139 North County Road in the Town of Palm Beach, Florida. The following are our traffic review comments based on the 05/31/24 and 06/07/24 resubmittals. The comments that are still pending a response/resolution have been included in this updated memorandum.

1. Please provide an itemized response to the third-party peer review document dated 01/08/24.

   Kimley Horn and Associates, Inc.'s 03/12/24 Response: An letter with itemized responses to comments issued by a third-party consultant (Volkert, Inc.) has been prepared and is transmitted with this letter.

   TCG 04/04/24 Response: Partially Addressed. Please provide a response to any additional third-party peer review comments received to date.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: Responses to the additional third party review comments that were received will be transmitted separately.

   TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: A comment response letter has been prepared separately to respond to various comments issued by Volkert, Inc. (March 12, 2024) and MacKenzie Engineering and Planning, Inc. (March 4, 2024) and is part of this resubmittal.

TCG 06/20/24 Response: Addressed.

2. The applicant presentation at the 03/13/24 meeting mentioned the potential use of the existing Church/Synagogue space (2,205 SF) on a weekend during off peak hours of the private club. This was related to discussion of shared parking. The trip generation calculations in Table 1 of the 03/12/24 traffic study mentions only the 412 seats for a fine dining restaurant. Please clarify if the Church/Synagogue building area will be used and if so include in the trip generation calculations for the proposed scenario. There was also discussion of a Health and Wellness component (i.e. Spa/Gym) that may be contemplated. Please confirm if either the religious services or the other health and wellness services will be incorporated for this renovated building.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: The church use is proposed to only occur on Sunday mornings on site. It would not operate on weekdays or Saturdays. Because the trip generation table addresses weekday trip generation, it only includes the private club use. The uses in the club currently are contemplated to be centered around dining/social activities; therefore, the "Fine Dining" category was selected as the rate to be applied for trip generation purposes. Any other amenities to be provided within the club would be ancillary to these functions. On Sunday, church use will conclude prior to the club opening for the day.

   TCG 05/09/24 Response: Addressed. A condition of approval will be developed that restricts use of the Church to Sunday's only with the Club opening after the Church services are finished.

   TCG 06/20/24 Response: The updated letter of intent dated 06/07/24 further confirms that the Church services will be limited to Sunday mornings only.

3. Please provide a trip generation calculation based on driveway counts at a similar private club in the Town of Palm Beach. Since there are certain peak hours/periods that the ITE Trip Generation Handbook, 11th Edition, does not cover it is important to evaluate the site-generated trips for a similar private club. The Carriage House is another private club in the Town of Palm Beach that could be considered. Please coordinate with the Town of Palm Beach Planning, Zoning and Building Division staff for approval of the similar private club to study.

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Kimley Horn and Associates, Inc.'s 04/10/24 Response: As noted previously, neither ITE nor the Palm Beach County Traffic Division publish a trip generation rate for "Private Club". The ITE "Fine Dining" category has been historically used as the basis for other approvals (e.g., this trip generation rate was used in the approval for the Carriage House application). Based upon the characteristics of the private club use, it is expected that this trip generation rate overestimates trips in comparison to actual conditions, yielding a conservative analysis.

TCG 05/09/24 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: Data that had been collected for the Carriage House private club in the Town of Palm Beach was obtained. That data was only collected during the evening peak hours, which are the peak hours of operation for the private club. The comparison of the earliest evening hour of data collection (6 – 7 PM) for the Carriage House to the PM peak hour trip generation for the "Fine Dining" category demonstrates that the "Fine Dining" trip generation rates are significantly higher than the actual private club trip generation and therefore result in a very conservative analysis.

TCG 06/20/24 Response: Addressed.

4. The intersection operational analysis narratives reference a growth rate based on the FDOT count stations in the vicinity of the project. Please provide an additional separate growth rate analysis that is calculated from the annual road segment count data information over the past five years of usable data (2018, 2019, 2022, 2023 and 2024). This would exclude the 2020 and 2021 years of data due to the traffic circulation impact of the COVID-19 pandemic.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: For reference, an additional growth rate calculation that excludes 2020 and 2021 years will be provided for reference under separate cover.

   TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

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Kimley Horn and Associates, Inc.'s 05/31/24 Response: The calculated growth rate was updated using daily volumes provided in the Town's annual 2024 volume study. A compounding annual growth rate for each roadway link was calculated using 2018 and 2024 AADT data. To develop an overall growth rate for the study area a weighted average was calculated using the annual growth rate for each of the roadway links. The updated growth rate was determined to be 2.33% using the new calculation based upon this AADT volume data.

TCG 06/20/24 Response: Addressed.

5. Please provide a separate traffic data collection section of the traffic impact study. This section should outline the specific details of when the traffic counts were collected. This should include the day of the week, the specific date and time of day that the traffic counts were collected.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: A section of text has been added to the traffic study to describe the details regarding the time periods in which the data was collected.

   TCG 05/09/24 Response: This item is still pending. Please note that manual turning movement counts collected on 03/13/24 for the Town Traffic and Parking Study update determined that the PM peak hour was 3:00 p.m. for the three intersections analyzed as part of the Paramount Palm Beach project. Please review this traffic data and consider updating the traffic analysis with this peak traffic data.

   Kimley Horn and Associates, Inc.'s 05/31/24 Response: A section of text has been added to the traffic study to describe the details regarding the time periods in which the data was collected.

   TCG 06/20/24 Response: Addressed.

6. Please include committed trips from approved but unbuilt development projects. A complete list of Town projects can be obtained from the Town of Palm Beach Planning, Zoning, and Building Division. Please also include any committed trips for approved but unbuilt development projects in the City of West Palm Beach. The intersection volume worksheets provided in the Appendix do not include any committed trips from any approved but unbuilt development projects.

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Kimley Horn and Associates, Inc.'s 04/10/24 Response: A list of projects was provided by the Town's consultant on 4/9/2024. Traffic volumes related to these projects was added to the extent applicable to the updated analysis.

TCG 05/09/24 Response: This item is still pending. Additional committed trips from approved but unbuilt development projects in nearby West Palm Beach should be added to the Background Year (2027) and Future Total (2027) scenarios.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: The committed development traffic associated with the approved but unbuilt projects in the list provided by the Town has been included in the revised analysis.

TCG 06/20/24 Response: Addressed.

7. Please include additional traffic operational analysis of the following intersections based on the traffic circulation within the radius of influence of the subject Paramount Palm Beach redevelopment:
    - Sunrise Avenue and Bradley Place (signalized)
    - Sunset Avenue and Bradley Place (signalized)
    - Royal Poinciana Way and Bradley Place (signalized)
    - Sunset Avenue and Publix Shopping Plaza driveway connections (unsignalized)
    - Royal Palm Way and South County Road (signalized)

    This should include collection of new traffic data for AM, Midday and PM peak hours. Please provide similar traffic operational analysis for the existing conditions (2024), background conditions (2027) and future conditions (2027).

    Kimley Horn and Associates, Inc.'s 04/10/24 Response: As demonstrated in the traffic analysis, the proposed project has either negative or de minimis traffic impacts at these intersections during the peak hours. Therefore, no additional counts or analyses were conducted at these locations.

    TCG 05/09/24 Response: This item is still pending. Traffic data was collected at these intersections on 03/13/24 as part of the Town's Traffic and Parking Study update. Please include traffic analysis of these intersections as part of the updated traffic impact study.

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Kimley Horn and Associates, Inc.'s 05/31/24 Response: The analysis has been updated to include the following intersections: Sunrise Avenue & Bradley Place, Sunset Avenue and Bradley Place, and Royal Poinciana Way & Bradley Place. The Publix Shopping plaza was not included in the updated analysis because the project will only add project traffic to the through movements along Sunset Avenue and any impacts to delay or LOS would be considered de minimis. The intersection of Royal Palm Way & South County Road was not analyzed because this intersection is outside of the radius of influence for the project and any traffic related impacts at this intersection would be considered to be de minimis.

TCG 06/20/24 Response: Addressed.

8. Please include on-site field observations of the surrounding road network during peak traffic periods (AM, Midday, Midafternoon and PM) to note any traffic operational deficiencies. The recent conversion of Sunset Avenue from a two-way roadway facility to a one-way eastbound roadway facility has created surrounding traffic circulation issues as noted by the Town of Palm Beach Police Department and depicted in a recent aerial drone video. The field observations should include confirmation of the 95th percentile vehicle queuing at the key turn lanes at the subject intersections.



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Kimley Horn and Associates, Inc.'s 04/10/24 Response: Aerial photographs of observations were conducted during peak hours at the adjacent intersections on North County Road. Primarily, queue spillback between adjacent intersections was observed to occur during the weekday mid-day (e.g., around noon) and mid-afternoon (e.g., around 3 PM) time periods. It has been noted that the proposed redevelopment plan will result in reduced potential traffic during those time periods in comparison to full occupancy of the currently existing uses on site. Photographs will be provided under separate cover.

TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: Aerial drone photography for the periods noted previously have been included in the supplemental comment response document, for reference.

TCG 06/18/24 Response: Addressed.

9. The future year (2027) analysis mentions signal timing optimization at the North County Road and Royal Poinciana Way intersection. The Town of Palm Beach Public Works Department is currently evaluating the deployment of the new adaptive traffic signal control technology. Please update the narrative of this section of the traffic impact study with the detailed information of this new adaptive traffic signal control technology. Please provide clarification that the proposed signal timing optimization proposed is aligned with the real time traffic circulation algorithms of the adaptive traffic signal control technology.

   Kimley Horn and Associates, Inc.'s 04/10/24 Response: Additional text has been added to note that the Town has been in the implementation phase of adaptive signal control technology and that the system is still continuously collecting data regarding traffic conditions. The analysis identified one option for optimization that would result in improved operations, but the adaptive control systems may ultimately identify a different timing/pattern the will result in overall optimization of this portion of the North County Road corridor.

   TCG 05/09/24 Response: Addressed. A condition of approval will be developed which requires the applicant to work with the Town of Palm Beach Public Works Department to implement the optimized traffic signal timings at these intersections upon full buildout of the project.

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10. Please provide a section in the traffic impact study that summarizes the developments compliance with the traffic concurrency as defined in the Town of Palm Beach Code of Ordinances Chapter 30 and the level of service standards as defined in the Town of Palm Beach Code Comprehensive Plan Transportation Element (Policy 2.1). This was presented at the Town Council meeting on 03/13/24.

Town of Palm Beach
Comprehensive Plan
Transportation Element

Policy 2.1

Level of Service Standard: D

POLICY 2.1

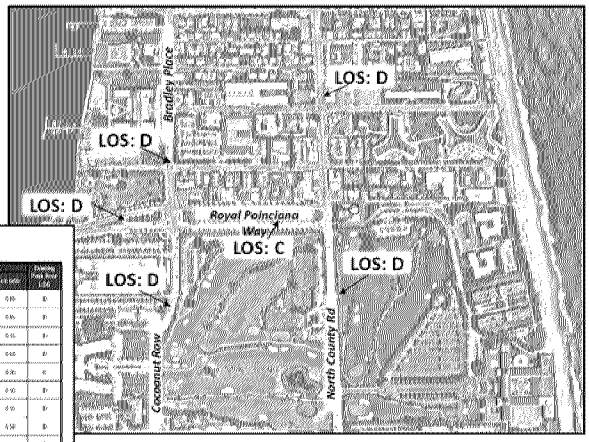
The Town shall use the following two-way peak-hour, peak-season level of service (LOS) standards for facilities and segments listed below, effective one year from adoption of this Element.

	FACILITY OR SEGMENT	"LOS"
(1)	SR A1A	"E"
(2)	Royal Poinciana Way	"D"
(3)	Cocoanut Row/Bradley Place from to Seabreeze to north of Royal Poinciana Way	"E"
(4)	Southern Boulevard	"E"
(5)	All other roadways	"D"

The Town will continue to work with the Florida DOT, Palm Beach County and the Palm Beach Metropolitan Planning Organization (MPO) for the purpose of determining an appropriate methodology for determining the level of service on roadways in the Town where there are no traffic signals. The purpose of this effort will be to develop a constrained roadway strategy for SR A1A and Southern Boulevard within the Town.

Level of Service
AM Peak Hour

LOS D, or better, on all surrounding roadways



Data Source: Town of Palm Beach 2023 Annual Traffic Count Update

Kimley Horn and Associates, Inc.'s 04/10/24 Response: Information addressing consistency with the Comprehensive Plan will be provided under separate cover.

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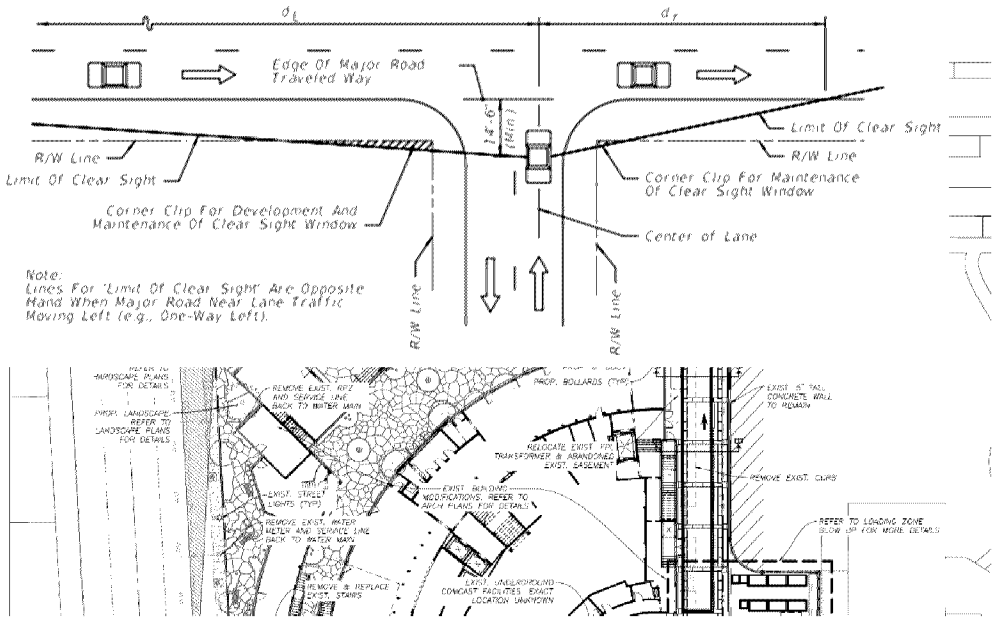
TCG 05/09/24 Response: This item is still pending. Please provide this additional information. The information should be based on the road segment traffic data from the Town's 2024 annual traffic count update report.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: A table analyzing the roadway link LOS based upon Town of Palm Beach Comprehensive Plan standards (two-way, peak hour) has been added to the updated traffic study.

TCG 06/20/24 Response: Addressed.

11. Please provide sight visibility triangles on the site plan at each of the driveway connections. The sight triangles should also be depicted on the landscape plans and the pavement marking and signage plans. This includes evaluation of the sight distance at the egress only driveway connection to Sunrise Avenue. The sight triangles along NE 163rd Street/SR 826 should meet FDOT criteria as outlined in the FDOT Design Manual (Section 212.11). Please update these sight triangles accordingly

Figure 212.11.1 Clear Sight Triangles



Kimley Horn and Associates, Inc.'s 04/10/24 Response: Based upon information provided by Keshevarz & Associates, Inc., Driveway sight visibility triangles have been depicted pursuant to the Town's Right of Way Standards Manual consisting of a 15'x8' sight triangle. Based on the Town's Right of Way Standards manual.

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TCG 05/09/24 Response: Addressed. This item is subject to approval by the Town of Palm Beach Public Works Department.

12. Please provide a separate pavement marking and signage plan signed and sealed by a professional engineer. Please ensure that the appropriate signage per MUTCD is provided for movement restrictions at the proposed ingress and egress locations included stop signs and Do Not Enter/One-Way signs. The pavement marking and signage plan should include the dimensions and existing pavement markings for the existing surface parking lot. The pavement marking and signage plan should also provide dimensions and geometry (including entrance radii) of each of the driveway connections (ingress only at Sunset Avenue and egress only at Sunrise Avenue). There should be stop bars at the appropriate locations to achieve acceptable stop control, sufficient sight distance and safe pedestrian crossings/crosswalks. Please include typical handicap and regular parking stall details per Town of Palm Beach criteria. The only civil engineering plan sheet provided was plan sheet C-1 which was a utility adjustment plan.



Kimley Horn and Associates, Inc.'s 04/10/24 Response: No modifications are proposed for the existing parking areas onsite with the exception of additional landscaping. Detailed pavement markings and signage plans will be prepared by Keshevarz & Associates, Inc. and will be submitted during the Construction Plan approval process. The Applicant commits to working with Town staff to make adjustments as appropriate for enhanced ADA accessibility.

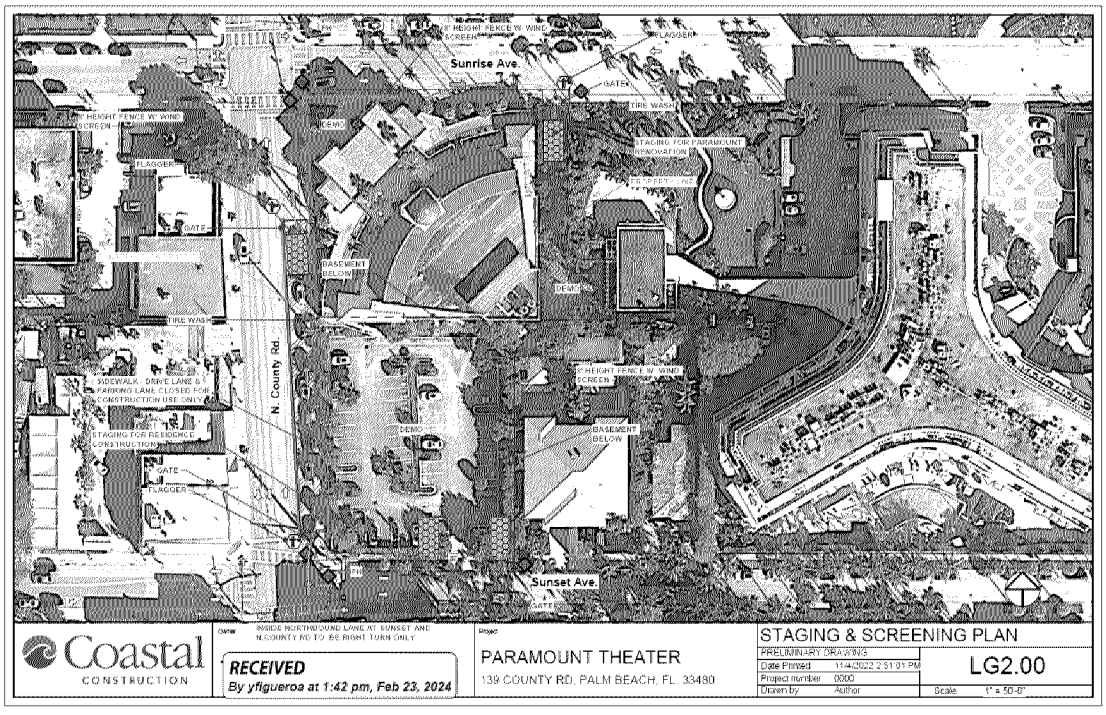
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TCG 05/09/24 Response: This item is still pending. A condition of approval will be developed which requires the project to address all traffic engineering related comments of the pavement, marking and signage plans once submitted.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: Detailed pavement markings and signage plans will be prepared by Keshevarz & Associates, Inc. and will be submitted during the Construction Plan approval process.

TCG 06/20/24 Response: Addressed. This item is subject to approval by the Town of Palm Beach Public Works Department.

13. Please provide details of any anticipated traffic impact on the Town road network based on the construction staging plan sheet LG2.00 which was included in the application plan submittal. This plan sheet should be updated to reflect the new lane geometry based on the one-way eastbound conversion of Sunset Avenue between Bradley Place and North County Road.



Kimley Horn and Associates, Inc.'s 04/10/24 Response: The Site Logistics plan has been updated based on the latest site plan and to minimize the impacts and avoid travel lane closures along North County Road. An updated copy has been attached for reference.

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TCG 05/09/24 Response: This item is still pending. Please provide a copy of the updated Site Logistics plan.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: An updated preliminary construction management plan prepared by the site contractor is to be provided under separate cover, for reference.

TCG 06/20/24 Response: Addressed.

14. Based on the completed updated Townwide Traffic and Parking Study's results, future traffic engineering review comments may be made on this application.

    Kimley Horn and Associates, Inc.'s 05/31/24 Response: Noted.

    TCG 06/20/24 Response: Addressed.

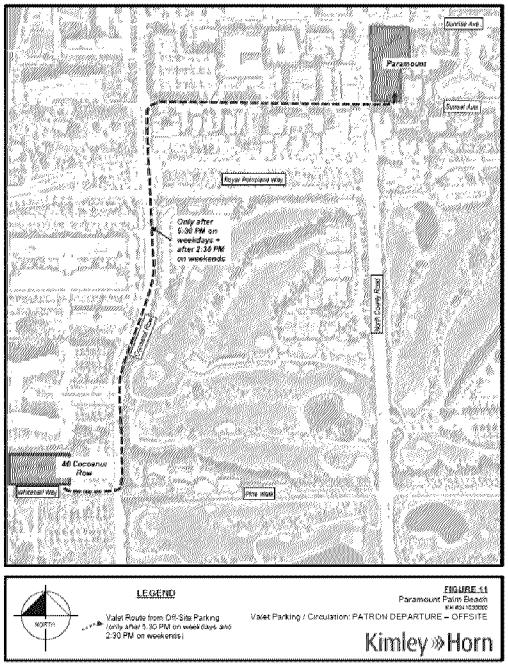
15. There may be future traffic engineering review comments for this application based on any significant revisions to the applicant's program.

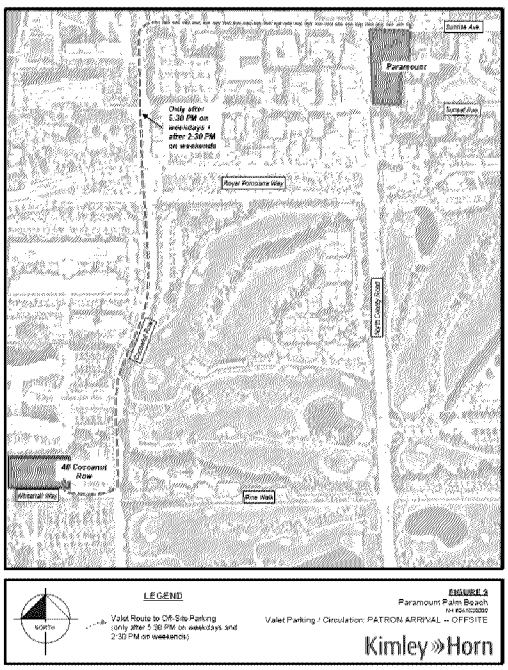
    Kimley Horn and Associates, Inc.'s 05/31/24 Response: Noted.

    TCG 06/20/24 Response: The traffic study includes committed trips from approved but unbuilt development projects from the Town of Palm Beach and the adjacent City of West Palm Beach. Please update the study's narrative and traffic analysis (as necessary) to align with the growth rate information from the Town's Traffic and Parking Study. The volume development worksheets used in the Paramount Palm Beach project have a Committed plus 1% calculation and a maximum historical growth rate of 2.33% based on the growth from the Town's annual 2024 volume study of roadway links. Please confirm which growth rate and committed trips were used in the intersection capacity analysis and the road segment link analysis.

16. Please provide additional valet operational analysis and logistics in the updated traffic impact study, including using the off-site parking lot at 40 Cocoanut Row when the on-site parking lot is full. This should include the details of the number of valet attendants, the processing time for the drop-off and pickup of vehicles to and from the off-site parking lot (as shown in Figures 8 to 11), proposed technology used by the valet attendants, and the parking demand for the owners (The Breakers Palm Beach, Inc.) at the off-site parking lot at 40 Cocoanut Row. The processing time should consider the additional time and delay needed to travel through signalized intersections along the proposed route and any impact from the nearby drawbridge openings at Flagler Memorial Bridge.

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17. Please provide a copy of the off-site valet parking agreement between the owner/applicant of the Paramount Palm Beach site and the owners (The Breakers Palm Beach, Inc.) at 40 Cocoanut Row. The details of this off-site valet parking agreement would need to be included as a condition of approval as part of a potential Declaration of Use Agreement. Figures 8 to 11 note that the use of the off-site parking lot is limited to "Only after 5:30 PM on weekdays + after 2:30 PM on weekends". The planned hours of the off-site parking lot should be defined in the valet parking agreement.

18. Please update the Club Occupancy by Time of Day (page 23) to match the timing outlined in the current project letter of intent (LOI) dated 06/07/24. The LOI has the following limitations on occupancy noted:
    - Monday through Friday
        - 7:00 AM to 11:00 AM – 150 people
        - 11:00 AM t0 2:00 PM – 250 people
        - 2:00 PM to 5:30 PM – 150 people
        - 5:30 PM to close – 412 people
    - Saturday
        - 7:00 AM to close – 412 people
    - Sunday
        - No club operations before 11:00 AM
        - Church service for 200 people until 11:00 AM
        - 11:00 AM to close – 412 people

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19. Please provide additional details and a narrative regarding the planned valet parking for the proposed Church use on Sunday mornings before 11:00 AM. The current project LOI is requesting a Special Exception and 63 seats to be used for church purposes to allow now for the theatre building to have space for 200 seats to be used for religious purposes. Figures 8 to 11 of the current traffic study mention that the use of the off-site parking lot is limited to "Only after 5:30 PM on weekdays + after 2:30 PM on weekends". Please confirm if all of the proposed parking for Church services will be contained on site in the existing surface parking lot.

20. The proposed draft declaration of use document mentions that "The Club shall be allowed to remain open until 2:00 AM on New Year's Eve. The Club will be required to hire three (3) off duty police officers on New Year's Eve, unless an alternative arrangement is recommended by the Town police. A minimum of eight (8) valets shall be required for events and on New Year's Eve. Maximum occupancy for New Year's Eve shall be 475 persons, excluding employees." The use of the Private Club on New Years Eve for 475 persons would exceed the occupancy limit of 412 members identified in the traffic study and other documents reviewed. Please clarify the maximum occupancy of 412 members versus 475 members during special events. Please update the traffic and parking analysis and studies as necessary to remain consistent.

21. Please update the proposed draft declaration of use document to align with the dates and information included in the current traffic and parking analysis/studies. For instance, on page 7, Valet Services, it indicates that "Valet parking shall be operated in accordance with the valet circulation plan dated March 13, 2024, prepared by Kimley Horn and Associates.". This is not the latest version of the valet circulation plan, which is currently the May 31, 2024, version as included in Exhibit B.

22. The current project letter of intent (LOI) dated 06/07/24 includes conceptual plans to maintain the existing exterior retail spaces. The traffic engineering review for this application does not consider the traffic impacts of maintaining the existing retail space (also shown on plan sheets C-2, C-3, C-4.1, C-4.2, C-5.1 and C-5.2). In addition, the current project LOI also references use of the renovated Theatre building for public lectures or cultural events that would be scheduled for off-peak hours to avoid any traffic impacts. The traffic engineering review for this application does not consider the traffic impacts of the use of the renovated Theatre building for public lectures or cultural events.

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23. The traffic concurrency evaluation included as part of the current traffic impact study includes a review of the peak hour road segment link analysis per the Town's Comprehensive Plan. Tables 9 and 10 include an AM and PM peak hour two-way link LOS analysis. The road segment LOS for Bradley Place north of Royal Poinciana Way is an F in the AM and PM peak hours. Please provide potential feasible traffic mitigation improvements for the Bradley Place road segment and/or nearby intersections to address the traffic deficiency.

Table 9: AM Future Total (2027) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2027) Volumes	Background (2027) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2027) Total Volume	Future (2027) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio							
6	North County Road (North of Breakers Row)	4L ART Undivided	1,296	II	983	1.32	2,190	0.59	2,280	0.57	D	1,388	D	30%	13	1,401	D
7	North County Road (North of Royal Poinciana Way)	4L ART Undivided	1,594	II	983	1.62	2,190	0.73	2,280	0.70	D	1,708	D	55%	23	1,731	D
9	Cocoanut Row (North of Mitchell Way)	2L COLL Undivided	750	II	594	1.26	1,197	0.63	1,269	0.59	D	804	D	2%	1	805	D
10	Bradley Place (North of Royal Poinciana Way)	2L COLL Undivided	1,249	II	594	2.10	1,197	1.04	1,269	0.98	E	1,339	F	10%	4	1,343	F
13	Royal Poinciana Way (West of Cocoanut Row)	4L ART Divided	1,798	II	1,310	1.37	2,920	0.62	3,040	0.59	D	1,926	D	25%	11	1,937	D
14	Royal Poinciana Way (West of County Road)	4L ART Divided	1,307	II	1,310	1.00	2,920	0.45	3,040	0.43	C	1,400	D	25%	11	1,411	D

NOTES:
Roadway class and level of service volumes are based on the Florida Department of Transportation's 2020 Quality/Level of Service Handbook.

Table 10: PM Future Total (2027) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2027) Volumes	Background (2027) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2027) Total Volume	Future (2027) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio							
6	North County Road (North of Breakers Row)	4L ART Undivided	1,429	II	983	1.45	2,190	0.65	2,280	0.63	D	1,531	D	30%	35	1,566	D
7	North County Road (North of Royal Poinciana Way)	4L ART Undivided	1,486	II	983	1.51	2,190	0.68	2,280	0.65	D	1,593	D	55%	63	1,656	D
9	Cocoanut Row (North of Mitchell Way)	2L COLL Undivided	845	II	594	1.42	1,197	0.71	1,269	0.67	D	906	D	2%	2	908	D
10	Bradley Place (North of Royal Poinciana Way)	2L COLL Undivided	1,260	II	594	2.12	1,197	1.05	1,269	0.99	E	1,350	F	10%	12	1,362	F
13	Royal Poinciana Way (West of Cocoanut Row)	4L ART Divided	2,169	II	1,310	1.66	2,920	0.74	3,040	0.71	D	2,324	D	25%	29	2,353	D
14	Royal Poinciana Way (West of County Road)	4L ART Divided	1,325	II	1,310	1.01	2,920	0.45	3,040	0.44	D	1,420	D	25%	29	1,449	D

NOTE:
Roadway class and level of service volumes are based on the Florida Department of Transportation's 2020 Quality/Level of Service Handbook.

24. The current traffic study and letter of intent reference a maximum Church service of 200 people. The Paramount Theater Parking Requirement Evaluation dated 06/07/24 uses a 250-person maximum capacity, which differs from the 200-person maximum Church service. Please provide clarification of the maximum capacity for the Church service on Sundays only. In addition, Tables 4 and 5 (shared parking) refer to 5% Church usage on weekdays in the morning and afternoon and 10% Private Club usage on Sundays. Please update the traffic and parking analysis and studies as necessary to remain consistent.

25. Please coordinate with Palm Beach County Traffic Engineering Division to ensure that they have the most current traffic analysis for the proposed application. Although the proposed land use of 412 seats of a Fine Dining Restaurant included in the version Palm Beach County Traffic Division approved with their 03/06/24 letter is still consistent, the additional Test 1 and Test 2 significance analysis has been updated with different background traffic, etc. Please provide an updated Palm Beach County Traffic Division approval letter as necessary.

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TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0004 (COA-24-0001) 126 S OCEAN BLVD (COMBO)—VARIANCES. The applicant, South Ocean Boulevard LLC (James M. Crowley, Authorized Representative), has filed an application requesting Town Council review and approval of three (3) variances to 1) reduce the rear yard setback for the generator, 2) reduce the street side yard setback for the cooling tower and 3) increase the mechanical equipment enclosure wall height. The Landmarks Preservation Commission shall perform design review of the application. *[Landmarks Preservation Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impacts on the subject property. Carried 7-0.] [The Landmarks Preservation Commission approved the project as presented. Carried 7-0]*

Presenter

ATTACHMENTS:

- **PZB Staff Memorandum**
- **Letter of Intent**
- **Plans**
- **Designation Report**

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
(561) 838-5431 • www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Combination Memorandum: Landmarks Preservation Commission and Town Council

FROM: Wayne Bergman, MCP, LEED-AP WRB
Director PZ&B

SUBJECT: ZON-24-0004 (COA-24-0001 126 S OCEAN BLVD (COMBO)

MEETING: JUNE 21, 2024, LPC
JULY 10, 2024, TC

COA-24-0001 (ZON-24-0004) 126 S OCEAN BLVD - COMBO. The applicant, South Ocean Boulevard LLC (James M. Crowley, Authorized Representative), has filed an application requesting a Certificate of Appropriateness for the review and approval for the renovation of an existing mechanical equipment enclosure, replacement of an existing cooling tower, and replacement of an existing generator which requires three (3) variances to reduce the rear yard setback, reduce the street side yard setback, and increase the mechanical equipment enclosure wall height. This is a combination project that shall also be reviewed by the Town Council as it pertains to zoning relief/approval.

ZON-24-0004 (COA-24-0001) 126 S OCEAN BLVD (COMBO)—VARIANCES. The applicant, South Ocean Boulevard LLC (James M. Crowley, Authorized Representative), has filed an application requesting Town Council review and approval of three (3) variances to 1) reduce the rear yard setback for the generator, 2) reduce the street side yard setback for the cooling tower and 3) increase the mechanical equipment enclosure wall height. The Landmarks Preservation Commission shall perform design review of the application.

Applicant: South Ocean Boulevard LLC
Representative: James M. Crowley, Esq.
Professionals: Madison Worth Architecture

HISTORY:
The subject property was built in 1938. It was designed by architects Wyeth and King in the Neoclassical architectural style. In 1993, the property was landmarked. As stated in the designation report *"It is one of the few Neo-Classical buildings designed by Wyeth and King, and is one of the best examples of this style in Palm Beach."*

At the January 8, 2022, Town Council meeting, a variance (#1-2002) was approved to place a generator in the side street setback of 33.3 feet in lieu of the required 35-foot minimum setback.

At the June 21, 2024 LPC meeting, the Commission approved (7-0) the design of the project. Additionally, the Commission approved (7-0) that the implementation of the proposed variances would not negatively affect the architecture.

THE PROJECT:

The applicant has submitted plans, entitled "PRIVATE RESIDENCE 126 S OCEAN BLVD PALM BEACH, FLORIDA RENOVATION OF EXISTING LANDMARKED HOUSE", as prepared by **Madison Worth Architecture**, received by the Town on May 10, 2024.

The following is the scope of work for the Project:

- Renovation of existing mechanical equipment enclosure and increase in height.
- Replacement of the cooling tower and replacement of the generator.

The following variance(s) are required to achieve the scope of work:

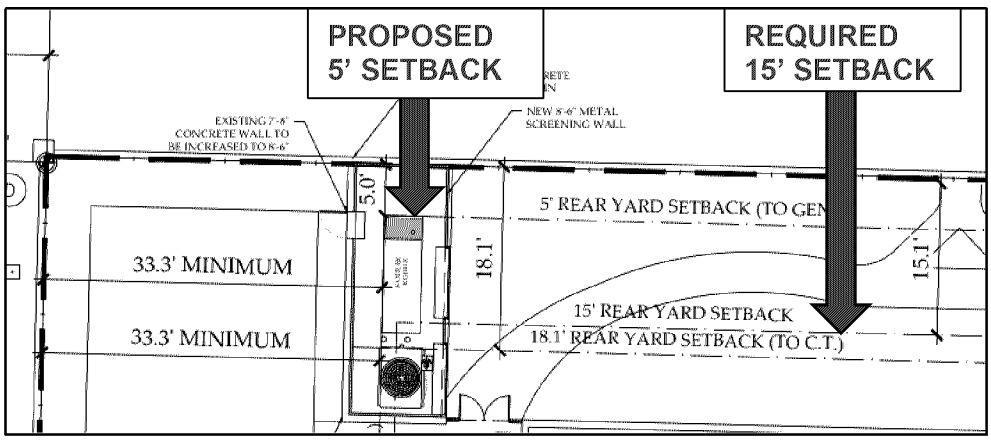
- **VARIANCE #1:** Decrease the rear yard setback to 5' in lieu of the required 15'.
- **VARIANCE #2:** Decrease the street-side yard setback to 33.3' in lieu of the required 35'.
  - Note: This variance request applies to the cooling tower only since variance #1-2002 previously granted a 33.3' setback for a generator.
- **VARIANCE #3:** Increase the mechanical enclosure wall height to 8.5' in lieu of the maximum 7'-0".

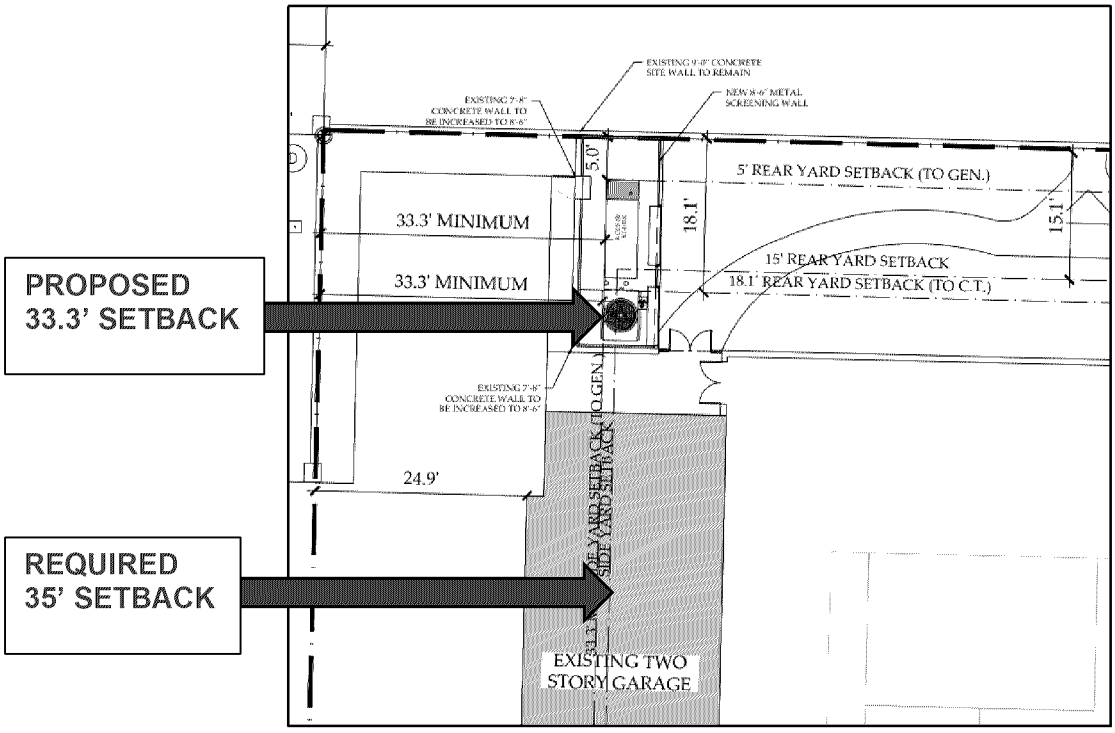
STAFF ANALYSIS

The application is seeking a Certificate of Appropriateness to renovate the existing mechanical equipment enclosure and increase the wall height to adequately screen the replacement cooling tower and generator. The existing enclosure is located on the northwest corner of the property with frontage on Flagler Drive. The existing pedestrian doors to the enclosure will be reused. The existing concrete wall with stucco finish and metal screening wall will be replicated within the revised enclosure configuration. However, staff have concerns about the repurposed gate's ability to adequately screen the mechanical equipment since the enclosure is being raised.

The application as proposed requires three (3) variances for construction. As the diagram below illustrates, **Variances 1 and 2** seek a reduced rear setback of 5' in lieu of the required 15' per Section 134-793(a)(9) and a reduced street-side yard setback of 33.3' in lieu of the required 35' per Section 134-793(a)(5).

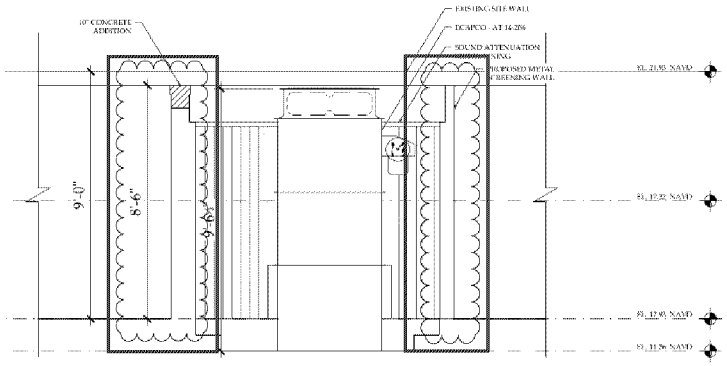
Code Section	Required	Proposed	Variance
Variance 1: Sec. 134-793(a)(9)	15' Rear Setback	5' Rear Setback	**10'**
Variance 2: Sec. 134-793(a)(5)	35' Street Side Yard Setback	33.3' Street Side Yard Setback	**1.7'**

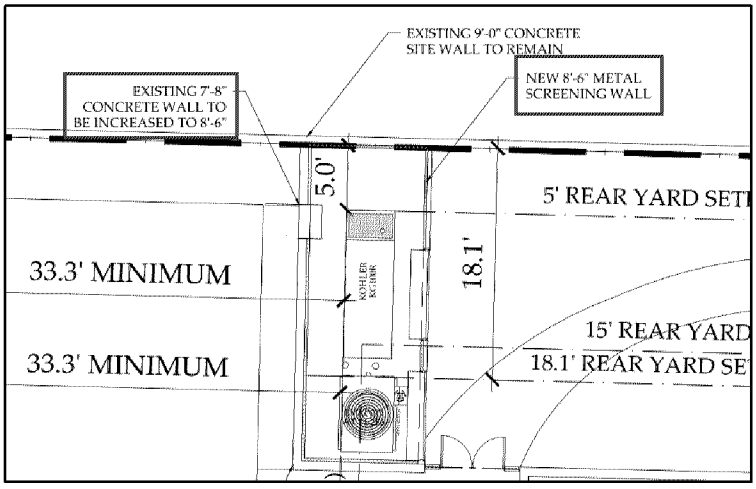




As the diagram below illustrates, **Variance 3** occurs because a higher enclosure wall height is needed to screen the replacement cooling tower and generator. The site wall/fence height variance request code section, provisions, and amounts are provided in the table below:

Code Section	Required	Proposed	Variance
Variance 3: **Sec. 134-1667** **Sec. 134-1669**	7' – Max. Wall Height Side Yard 6' – Max. Wall Height Front/Street Side Yard	8.5' Site Wall Height	**1.5'- Side Yard** **2.5' – Front/Street Side Yard**





Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Designation	01/12/1993	**Architect/Builder:**	Wyeth and King
Lot Area	78,413.1 SF	**Year of Construction**	1938
Surrounding Properties / Zoning			
North	115 Flagler Drive / R-B		
South	150 South Ocean Boulevard / R-B		
West	131 Barton Avenue and 102 Flagler Drive / R-B		
East	Atlantic Ocean		

CONCLUSION:

The application is presented to the Commission to consider whether all the criteria in Sections 54-122 and 54-123 have been met. Approval of the project will require two (2) separate motions to be made by the Landmarks Preservation Commission:

(1) for the overall design of the project in accordance with aforementioned criteria, subject to any imposed conditions, and

(2) that the implementation of the proposed variances **will** or **will not** cause negative architectural impacts to the subject property.

Approval of the project will require one (1) motion to be made by the Town Council:

(1) for final determination of approval or denial of the variances by the Town Council, and that the variance **shall or shall not** be granted that all of the criteria applicable to this application as set forth in Sec. 134-201(a), items 1 through 7 have been met, subject to any proposed conditions.

WRB: FHM: ALF

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

.Our File Number: 60464-00001
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

May 9, 2024

Town of Palm Beach
360 S. County Road
Palm Beach, FL 33480

Re: LOI for 126 South Ocean Boulevard
Zoning Case #: ZON-24-0004 / Certificate of Appropriateness #: COA-24-0001

We are pleased to submit the accompanying documents and drawings in connection with our combination application for Certificate of Appropriateness and Variance approval (the "Application") for the replacement of mechanical equipment within the property at 126 South Ocean Boulevard, Palm Beach, FL (the "Property"). The mechanical equipment is located in an existing walled mechanical yard on the north side of the property, adjacent to an existing nine (9)-foot masonry wall on the neighbor's property. Because of this "shared wall" situation, we have submitted a wall maintenance agreement application that includes a signed consent form from the neighbor at 115 Flagler Drive (AGMT-24-00002).

We are requesting to replace an existing 80 kW generator with a 100 kW generator, and also replace the existing cooling tower. As part of the mechanical equipment replacement, we are also requesting approval for a variance to increase the wall height of the existing north/south wall section from 7 feet, 8 inches to 8 feet, 6 inches, which exceeds the 6-foot maximum height permitted by Code. The reason for this variance request is that the new cooling tower height is slightly higher than the existing cooling tower, which is no longer manufactured, and the Code requires that the cooling tower be fully screened by a wall that is at least the same height as the cooling tower. We are also requesting an increase in the size of the generator (still within the acceptable level permitted by Code), because the 100 kW is more efficient and actually quieter than the 80 kW. The location of the new generator remains generally the same, though it has been moved further from the rear property line to provide a greater setback. The generator will have a 33-foot, 3-inch street side yard setback in lieu of the 35 feet required by code; however, a variance (Variance #1-2002) for the generator location was granted in 2002 that included the 33-foot, 3-inch street side yard setback. A copy of this approval with the associated plans and details are included in the submittal documents. The locations of the generator and cooling tower were identified in the approved plans for Variance #1-2002, and included the nonconforming location of the generator in terms of its rear yard setback, and the nonconforming location of the cooling tower in terms of its street side yard setback; however, these variances were mistakenly left out of the written development order for Variance #1-2002. Town staff is now requiring these two variances be more clearly

identified and officially approved with this application. The three (3) total variances required as part of this application are detailed later in this document.

1. Criteria for Development Order Approval

A. Landmarks Preservation in accordance with Section 54-122 (New Construction).

(a) The following aspects of new construction shall be visually compatible with the buildings and environment with which the new construction is visually related:
  (1) The height, the gross volume, and the proportion between width and height of the façade;
  (2) The proportions and relationships between doors and windows;
  (3) The rhythm of solids to voids created by openings in the façade;
  (4) The material used in the façade;
  (5) The texture inherent in the façade;
  (6) The colors, pattern and trim used in the façade; and
  (7) The design of the roof.

(b) Existing rhythm created by existing building masses and space between them should be preserved.

(c) The landscape plan should be sensitive to the individual building and its occupants and needs and should be visually compatible with the buildings and environment with which it is visually related.

(d) A new street façade should blend directionally with other buildings with which it is visually related; which is to say, when adjacent buildings have a dominant horizontal or vertical expression, that expression should be carried over in the new façade.

(e) Architectural details should be incorporated as necessary to relate the new with the old and to preserve and enhance the inherent architectural characteristics of the area.

B. Landmarks Preservation in accordance with Section 54-123 (Exterior Alterations).

(a) The criteria set forth in section 54-122, if applicable, shall be considered in passing upon an application for exterior alterations; provided that the commission may consider the original design of the building and the buildings visually related to it and disregard alterations subsequently made thereto.

(b) Exterior alterations shall not affect the architectural quality or historical character of the building.

The Project will be visually compatible with the rest of the property, and the surrounding existing residential neighborhood. The proposed modifications only physically alter the height of the cooling tower and a portion of a screen wall by 10 inches, which will be hidden by the screen walls. The replacement generator has the same exact dimensions as the existing generator, but because of the increase in kW size, the new generator will be more efficient and quieter, thereby reducing the impact to any neighbors. Furthermore, the modifications proposed are consistent with the gross volume, width & height of the façades of the existing home on site. Finally, the requested modifications will not adversely affect the architectural quality or historic character of the historic home.

C. Variances in accordance with Section 134-201(a):

I. Variance Criteria:

(1) Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same zoning district.

(2) The special conditions and circumstances do not result from the actions of the applicant.

(3) Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other properties in the same zoning district under the terms of this chapter and would work unnecessary and undue hardship on the applicant.

(4) Literal interpretation of this chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this chapter and would work unnecessary and undue hardship on the applicant.

(5) The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

(6) For granting of a variance to sections 134-387 or 134-390 through 134-392, pertaining to the regulation of nonconforming uses, the following additional findings shall be made pertaining to the nonconforming use for which the variance is requested:

a. It is the continuance of a unique hotel or residential use that has, for at least 15 years proven compatible with the surrounding uses; and

b. Neither rezoning to a district which would allow the use, nor inclusion of the subject use as a permitted or special exception use in the district would act to achieve the preservation of the subject use without opening the possibility of the incursion of uses incompatible with the immediately surrounding area and, further, such variance shall:

1. Be granted only for the continuation of the same hotel or residential use; and

2. Require the applicant to submit a declaration of use limiting the utilization of the property for which the variance was granted to the same use as that existing at the time the variance was granted.

(7) The grant of the variance will be in harmony with the general intent and purpose of this chapter, and such variance will not be injurious to the area involved or otherwise detrimental to the public welfare. In granting any variance, the town council may prescribe appropriate conditions and safeguards in conformity with this chapter. Upon granting a variance the town council may require the landowner to provide a declaration of use agreement which shall be recorded in the public records to ensure continuing compliance with the town council imposed conditions of such grants. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this chapter.

II. Variances Requested:

1. A request for variance for a wall height of 8 feet, 6 inches in lieu of the 7-foot, 8-inch existing wall, and the 6-foot maximum permitted in Section 134-1667(a) of the Town of Palm Beach Code of Ordinances.
2. A request for a variance for the replacement cooling tower to have a side street yard setback of 33 feet, 3 inches, which currently exists and was previously shown on the approved plans for VAR 1-2002, in lieu of the 35-foot minimum required in Section 134-1728(b)(1) of the Town of Palm Beach Code of Ordinances.
3. A request for a variance for the replacement generator to have a 5-foot rear yard setback, which currently has a 2-foot, 2.25-inch rear setback that was previously shown on the approved plans for VAR 1-2002, in lieu of the 15-foot minimum required setback in Section 134-1729(2)(a) of the Town of Palm Beach Code of Ordinances.

III. Justification for Variances Requested:

The variance for the height of the mechanical screen wall is necessitated by a different Code requirement that the cooling tower be screened by a wall that is at least the same height as the cooling tower (Section 134-1728(b)(2)). The existing cooling tower has reached its useful life, and must be replaced. Unfortunately, the existing cooling tower is no longer manufactured, and the smallest cooling tower available that is the correct size to provide the same service as the existing is 10 inches taller than the existing unit. Therefore, we are in a position of either requesting a variance to not fully screen the cooling tower, or request a variance to extend a section of the screen wall another 10 inches to fully screen the cooling tower; we feel that the later is the less impacting, and the preferable option.

The existing generator has also reached its useful life, and must be replaced. As mentioned previously, the variance for the rear yard setback for the generator, as well as the variance for the street yard setback for the cooling tower, were mistakenly left out of the written development order that was granted in 2002 for the street yard setback variance for the generator, though the locations for both pieces of equipment were shown on the approved plans, and these setback requirements were in place at that time. Therefore, these “variances” are truly needed to clarify that the locations of this equipment have been approved by the Town.

As further justification, the rear setback for the replacement generator has been increased by 2 feet, 9.75 inches, which is decreasing the nonconformity of this setback to the greatest extent possible within the existing walled mechanical area. Essentially, these two setback variances will allow for the replacement of existing mechanical equipment in an existing and approved mechanical area, which will be less impacting (less noise, greater rear setback) than the old equipment being replaced.

We thank you for your consideration of our Submittal Package.

Sincerely,

James M. Crowley

JMC/jl

126 SOUTH OCEAN BLVD.



DESIGNATION REPORT

APRIL 19, 1991

Landmarks Preservation Commission
Palm Beach, Florida

DESIGNATION REPORT: 126 SOUTH OCEAN BLVD.

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Report prepared June 1990, Christy S. Comer, Student Intern, Mary Washington College, VA.

Report edited by Timothy M. Frank, AICP, Planner/Projects Coordinator, Town of Palm Beach, and James Edward Sved, AIA, Preservation Consultant.

I. General Information

Location:	126 South Ocean Blvd., Palm Beach, FL.
Date of Construction:	1938 - residence
Principal Architect:	Wyeth and King
Present Owner:	Estee Lauder
Present Use:	Residential
Present Zoning:	R-B

Palm Beach County Tax Folio Number:
50-43-43-23-01-000-0180

Classification in the "Historic Building Survey of Palm Beach":
"An excellent example of the NeoClassical style with good integrity designed by a noted architectural firm that is eligible for local designation." 1988 Survey

575 PAGE 8

WARRANTY DEED.

THIS INDENTURE, Made this 23rd day of March, A. D. 1928, BETWEEN JESSIE H. SHAUGHNESSY, a widow, of the County of Palm Beach and State of Florida, party of the first part, and H. HOOD BASSETT and MARIE A. BASSETT, of the County of Palm Beach and State of Florida, parties of the second part,

WITNESSETH, that the said party of the first part, for and in consideration of the sum of TEN DOLLARS ($10.00) and other valuable considerations, to her in hand paid, the receipt whereof is hereby acknowledged, has granted, bargained, sold and transferred, and by these presents does grant, bargain, sell and transfer unto the said parties of the second part and their heirs and assigns forever, an undivided two-thirds interest in all that certain parcel of land lying and being in the County of Palm Beach and State of Florida, more particularly described as follows:

That certain piece, parcel or tract of land situate, lying and being in Section 22, Township 43 South, Range 43 East, County of Palm Beach, State of Florida, towit:

The South Ocean lot in the E. G. Pendleton Tract, as shown on plat thereof made by Carr & McFadden, Civil Engineers, of West Palm Beach, Florida, recorded in the office of the Clerk of the Circuit Court of Palm Beach County, Florida, in Plat Book No. 10, page 67, with all littoral rights; otherwise and more particularly described as follows:

Beginning at a point which is the southwest corner of that certain tract of land conveyed to Clara Duff Frazier by deeds from Frank O. Butler and Fannie M. Butler, his wife, William O. Thompson and Eleanor G. Thompson, his wife, and Ocean Boulevard Realty Company respectively, dated November 21st, 1924, and recorded in Deed Book 236, page 313, Deed Book 236, page 318, and Deed Book 235, page 261, of the Public Records of Palm Beach County, Florida, respectively; thence run southerly on a line 25 feet east of and parallel to the east line of lands conveyed by Frank O. Butler and wife to S. Ross Campbell by warranty deed dated the 12th day of July, 1923, and recorded in Deed Book 185, page 421, of the Public Records of Palm Beach County, Florida, 179.74 feet more or less, to the south line of the E.G. Pendleton Tract, near the center of the present rock on Barton

Avenue; thence run easterly along the south line of the E.G. Pendleton Tract to the low water mark of the Atlantic Ocean; thence run northerly meandering the low water mark of the Atlantic Ocean to the southeast corner of the tract of land conveyed to Clara Duff Frazier as aforesaid; thence run in a westerly direction along the south line of the tract conveyed to Clara Duff Frazier as aforesaid, parallel to and 179.74 feet more or less north of the south line of the tract herein conveyed, to the point of beginning; reference being at all times taken and made to the plat of E.G. Pendleton Tract on file in the office of the Clerk of the Circuit Court of Palm Beach County, Florida, in Plat Book 10, page 67; said tract herein conveyed running from the 20-foot right of way granted to the Town of Palm Beach by Frank O. Butler to the Atlantic Ocean, and from the south line of the tract conveyed to Clara Duff Frazier as aforesaid to the center line of Barton Avenue, subject to right of way of Barton Avenue, together with all littoral rights thereunto belonging or in anywise appertaining.

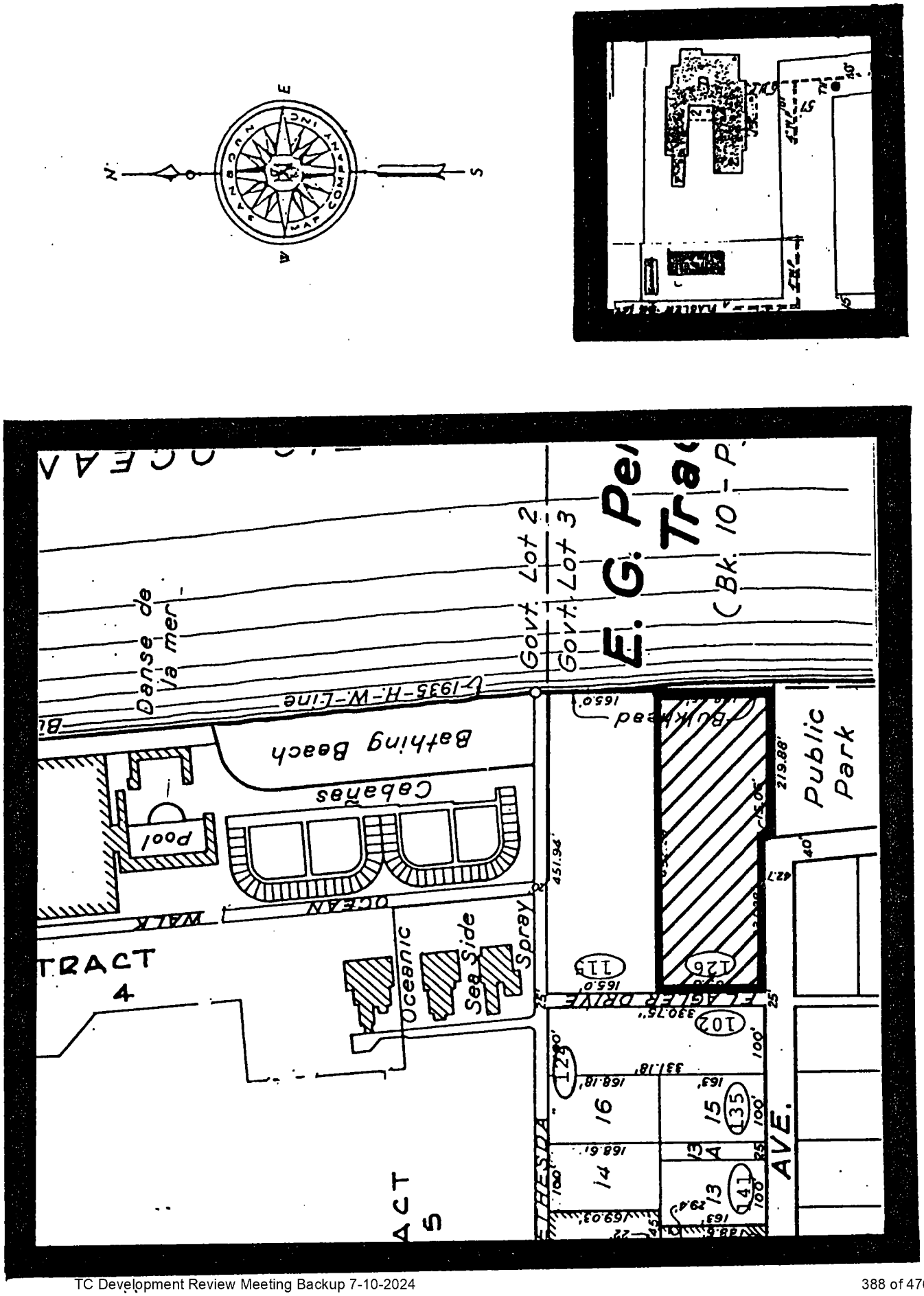
SUBJECT to the restrictions contained in the deed dated March 22, 1928, from Lyman Rhoades, as sole surviving Trustee under the Last Will and Testament of Clara Duff Frazier, deceased, to Jessie H. Shaughnessy, recorded March 30, 1928, in Deed Book 565, page 172, of the records of Palm Beach County, Florida.

TOGETHER with all the tenements, hereditaments and appurtenances, with every privilege, right, title, interest and estate, dower and right of dower, reversion, remainder and easement thereto belonging or in anywise appertaining:

TO HAVE AND TO HOLD the same, as tenants in common in equal shares, in fee simple forever.

And the said party of the first part does covenant with the said parties of the second part that she is lawfully seized of the said premises, that they are free from all incumbrances and that she has good right and lawful authority to sell the same; and the said party of the first part does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, the said party of the first part has hereunto set her hand and seal the day and year



LOCATION MAP: 126 SOUTH OCEAN BLVD.

III. Architectural Information

The residence on 126 South Ocean Blvd. faces south. This Neoclassical style building has two stories, seven bays, and a symmetrical facade. It is irregular in plan and its main structural material is masonry covered with stucco. This building is in excellent condition.

Sitting on the westward curve of Ocean Boulevard where it becomes Barton Avenue, this residence has a straight view down the Boulevard. Several other large houses are located close by. It is situated very close to the road and does not have a very extensive front lawn. The perimeter of the property is enclosed by a medium height, wrought iron fence with four entry pedastals and decorative knobs. Low bushes grow close to the house. There is a chlorinated pool and a tennis court to the west of the house. A two story, four bay garage/servant's quarter is to the north west. It has a four car garage on the first floor, and a quarter on the second story. The roof is hipped, covered with barrel clay tiles.

This residence sits on a raised, masonry foundation, with small square openings in the north elevation foundation. The structural system is masonry, and the walls are covered with smooth stucco.

There is a two story, four bay Greek portico on the south elevation. The pediment and the Ironic Columns are coverd with stucco. There is a fanlight in the tympanum. Four cement steps lead up to the portico.

A five bay, second story balcony is located on the west elevation. It has wood columns and rails, and is covered by the eaves of the roof. A porch is on the first story. It also has wood columns, is covered by the balcony, and can be reached by six steps.

Two masonry interior chimneys are located toward the east end of the building. They have plain, masonry chimneyheads. There is also an exterior end chimney on the west elevation.

The central doors on the south elevation are two paneled, wood double doors with a tracery fanlight. This entry is flanked by two striated pilasters, and has a pediment with a dentilated cornice. The central door on the north elevation is a 12 panel, wood door with sidelights and a copper canopy. it can be accessed by nine side steps. There is a 24 pane, glass double door to both the balcony and the porch on the west elevation. There is also a large glass double door on the east elevation with a decorative lintel.

The windows on the south elevation are very similar. There are six, six over six double hung sash, floor length windows on the first floor. They are decorated with wrought iron balusters. Two windows with wrought iron grillwork flank the central door. The six windows on the second story are six over six double hung sash. All of the south elevation windows have decorative lintels, sills, and shutters. A floor length, six over six double hung sash window with an iron baluster is located over the central door.

The windows on the north elevation are six over six double hung sash. They have sills, lintels and shutters as well. The windows on the east and south elevations are six over six double hung sash windows, and some are floor length with iron balusters. There is a two story bay window on the east elevation. The roof is hipped with flaring eaves. It is covered with red composition shingles.

The structure is in good condition.

IV. Historical Information

126 South Ocean Blvd. was built in 1938 for Mrs. Francis A. Shaughnessy. It was designed by architects Wyeth and King (Wyeth and King, Planned Drawings for 126 South Ocean, 1938). Described in the Palm Beach Post Times as a "classic house," this residence was built for $115,000 by C. J. Trevail, contractor (Post Times, 20 Nov 1938).

Edward F. Swenson was the subsequent owner (Spencer, Palm Beach). In 1964, Estee and Joseph Lauder bought the house for $315,000. Estee Lauder had made millions in the 1940's and '50's through her cosmetics line. She had sold her first skin cream door to door, and through continuous expansion, she and her husband created the Estee Lauder firm (Vaughan, 48). Lauder's products became known all over the world, and her customers included such people as the Duchess of Windsor and C. Z. Guest (Marcus, 8 Oct 1985).

As a member of Palm Beach society, Estee Lauder entertains quite often, having two to four dinner parties a week at the height of the season. Lauder stated, "I love to entertain. I love to do things for people..." (Meenan, March 1974).

Though Joseph Lauder died in 1983, Estee Lauder has kept busy through her cosmetics firm and her social life (Palm Beach Post, 18 Jan 1983). She wrote an autobiography in 1985 called Estee: A Success Story, which gives details of her life in Palm Beach.

The residence on Ocean Boulevard has undergone little change over time and has always been the center of a great deal of social activity.

V. Statement of Significance

This building is an important element of South Ocean Boulevard, as it is the terminus of the north end of the boulevard. The home can be seen from almost ten blocks away. It is one of the few Neo Classical buildings designed by Wyeth and King, and is one of the best examples of this style in Palm Beach (Eckel, 16 January 1983). Also this residence is closely identified with its present owner, Estee Lauder, who is very involved with the Palm Beach community and who entertains quite often.

VI. Criteria for Designation

Section 16-38A of the Town of Palm Beach Landmarks Preservation Ordinance #2-84 outlines the criteria for designation of a landmark or landmark site and suggests that at least one criterion must be met to justify the designation. Listed below are criteria which relate to this property and justification for designation:

(b) "Is identified with historic personages or with important events in national, state or local history."

Estee Lauder has been internationally famous since the 1950's through her cosmetics firm that she and her husband founded in 1946. Lauder has lived in 126 South Ocean Boulevard since 1964, and has been a prominent member of the community, opening her home for many social functions.

(c) "Embodies distinguishing characteristics of an architectural type or is a specimen inherently valuable for the study of a period, style, method of construction or use of indigenous materials or craftsmanship."

This residence is one of the few Neo Classical style buildings in Palm Beach. The symmetrical facade, the Greek portico, the fanlights, and door and window treatments help to distinguish this building, and make it one of the best examples of Neo Classical design in Palm Beach's domestic architecture. These elements are enhanced by the building's position on South Ocean Boulevard. Most of the homes on Ocean Boulevard are in the Mediterranean Revival style. A dramatic difference in style and

Boulevard make the structure very noticable and unique.

(d) "Is representative of the notable works of one or more master builders, designers or architects whose individual ability has been recognized to have influenced their age."

See attached Wyeth and King Biography.

MARION SIMS WYETH (1889-1982) BIOGRAPHY

The architect of more than 100 Palm Beach houses since 1919, Marion Sims Wyeth established himself as one of Palm Beach's foremost architects.

Wyeth was born in New York City, and his father was a pioneer in the field of graduate education for physicians. He attended the Lawrenceville School and graduated from Princeton in 1910. From 1910 to 1914, he was a student at the Ecole des Beaux Arts in Paris and then served one year as secretary to the American Ambassador in Rome. Between 1915 and 1917, he was associated first with the office of Bertram Grosvenor Goodhue and then Carrere and Hastings. He opened his Palm Beach office in 1919.

After completing the original Good Samaritan Hospital in West Palm Beach, he designed a number of houses on Golf Road, including houses for Clarence Geist and Mr. and Mrs. Edward F. Hutton. When the Huttons decided to build Mar-A-Lago, they again asked Wyeth to be their architect. Before he had finished the plans, the Huttons had brought in Joseph Urban to complete the detailed designs. Wyeth later designed some alterations and additions to Mar-A-lago including the ballroom, scene of Mrs. Post's famous square dances.

In 1920, Wyeth formed a partnership with Frederic Rhinelander King (1887-?) in New York City. King, a Harvard and Columbia Architecture graduate, attended the Ecole des Beaux Arts at the same time as Wyeth. William Royster Johnson joined the firm as a draftsman in 1925. In 1944, he was made a partner with the firm name changed to Wyeth, King and Johnson.

Wyeth's largest Palm Beach house was the residence for James F. Donahue, just north of Mar-A-Lago on the Ocean Blvd. Today, the estate has been subdivided as the house itself, forming five different residences. In a career that spanned over fifty years, Wyeth designed houses that can be found on almost every street in Palm Beach. Among his commissions were the rectory of Bethesda-by-the-Sea, Florida's Governor's Mansion in Tallahassee, and the Norton Gallery of Art.

Wyeth became a Fellow of the American Institute of Architects in 1954, and in 1981, the Palm Beach Chapter of the AIA presented him an award for architecture "that stood the test of time". He retired from active practice in 1973, and died in Good Samaritan Hospital on February 7, 1982.

VII. Selected Bibliography

Blumenson, John J. Identifying American Architecture. Nashville: American Association for State and Local History, 1987.

"Cosmetics Executive Lauder Dies." Palm Beach Post. 18 January 1983.

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Meenan, Monica. "The Entertaining Ladies of Palm Beach." Town and Country. March 1974.

Spencer, Wilma Bell. Palm Beach: A Century of Heritage.

"28 Residences Added to Colony." Palm Beach Post Times. 20 November 1938.

Van de Water, Ava. "Real Estates." Palm Beach Life. May 1989.

Vaughan, Elizabeth. "The Estee Lauder Story." Palm Beach Life. April 1968.

Wyeth and King. Plans and Drawings for 126 South Ocean Blvd. 6 May 1938.



TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0005 (ARC-24-0004) 260 COLONIAL LN (COMBO) – SPECIAL EXCEPTION WITH SITE PLAN, REVIEW AND VARIANCE The applicant, Maura Ziska (attorney) in conjunction with SKA Architect + Planner, has filed an application requesting Town Council review and approval for a Special Exception with Site Plan Review approval to develop a nonconforming parcel in the R-B zoning district and once (1) variance to reduce the rear yard setback for a swimming pool in relationship with the construction of a new one-story single-family residence with final hardscape and landscape. The Architectural Commission (ARCOM) shall perform design review of the application. ***[This project shall be deferred to the August 12, 2024, Town Council meeting pending Architectural Review.]***

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0006 (ARC-24-0011) 1741 S OCEAN BLVD (COMBO)—VARIANCES. The applicant, Maura Ziska (attorney) in conjunction with SKA Architect + Planner, has filed an application requesting Town Council review and approval for four (4) variances to (1) increase the maximum allowable lot coverage, (2) to allow existing non-conforming front yard setback to remain, (3) to allow existing side yard setback to remain, and (4) to allow landscape open space to increase from existing but still not meet minimum requirement as it relates to the existing structure and site improvements being modified. The Architectural Commission (ARCOM) shall perform design review of the application. ***[This project shall be deferred to the September 11, 2024, Town Council meeting pending Architectural Review.]***

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0007 (ARC-24-0016) 403 BRAZILIAN AVE (COMBO) - VARIANCE The applicant, BHJ Land Trust, has filed an application requesting Town Council review and approval for one (1) variance to exceed the required 25' maximum distance of pool equipment from waters edge by 25.7'. The Architectural Commission shall perform design review of the application. *[Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved the project as presented. Carried 7-0.]*

Presenter

ATTACHMENTS:

- **PZB Staff Memorandum**
- **Letter of Intent**
- **Plans**

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
(561) 838-5431 • www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Memorandum: Architectural Commission

FROM: Wayne Bergman, MCP, LEED-AP WRB
Director PZ&B

SUBJECT: ZON-24-0007 (ARC-24-0016) 403 BRAZILIAN AVE

MEETING: JUNE 26, ARCOM

ARC-24-0016 (ZON-24-0007) 403 BRAZILIAN AVE (COMBO) - VARIANCE. The applicant, BHJ Land Trust, has filed an application requesting Architectural Commission review and approval for modifications to an existing pool and courtyard of an existing single-family residence with a variance for the placement of the pool equipment. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval.

ZON-24-0007 (ARC-24-0016) 403 BRAZILIAN AVE (COMBO) - VARIANCE. The applicant, BHJ Land Trust, has filed an application requesting Town Council review and approval for one (1) variance to exceed the required 25' maximum distance of pool equipment from waters edge by 25.7'. The Architectural Commission shall perform design review of the application.

Applicants: BHJ Land Trust
Design Professional: Environment Design Group

HISTORY:
The parcel at 403 Brazilian is a two-family dwelling attached to 401 Brazilian built in 2003. The residence is two-stories with approximately 6600 SF. Since the initial construction the majority permits on record are for interior renovations and modifications only. At the June 26, 2024 ARCOM meeting, the Commission approved (7-0) the design of the project. Additionally, the Commission approved (7-0) that the implementation of the proposed variances would not negatively affect the architecture.

THE PROJECT:
The applicant has submitted plans, entitled "Private Residence, 403 Brazilian Avenue" as prepared by **Environment Design Group**, dated May 10, 2024.

The following scope of work is proposed:
- New pool design, modifications to existing courtyard, and enlargement of equipment pad.

The following variance is required to achieve the scope of work.
- **VARIANCE #1:** Reduce the required distance separation of pool equipment from water's edge which will remain in the existing location however is not within the 25' from edge of water as required.
- **VARIANCE #2**: To install a new pool at 7'-4" in lieu of the 10' required from the east property line.

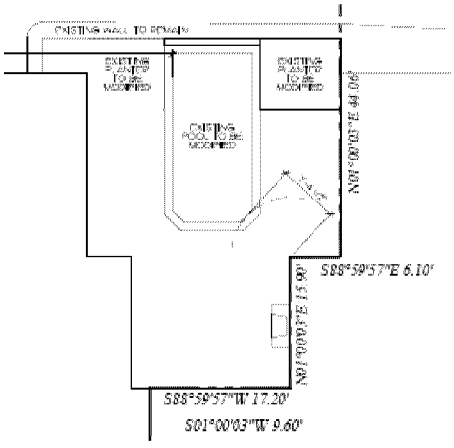
Site Data			
Zoning District	R-C	**Future Land Use**	SINGLE-FAMILY
Lot Size	7,876 SF	**Crown of Road**	3.58' NAVD
Lot Coverage	Permitted: 30% Proposed: No Change	**Overall Landscape Open Space**	Required: 45% (3,543 SF) Proposed: 25% (1,999 SF)
Front Yard Landscape Open Space	Required: 45% Proposed: 64.4%	**Perimeter Landscape Open Space**	Required: 40% Proposed: 46.9%
Surrounding Properties / Zoning			
North	308 Cocoanut Row / Single Family Residence / R-C		
South	330 Cocoanut Row / Condominium / R-C		
East	401 Brazilian Ave / Attached Two Family Dwelling/ R-C		
West	411 Brazilian Ave / Vacant Lot / R-C		

STAFF ANALYSIS

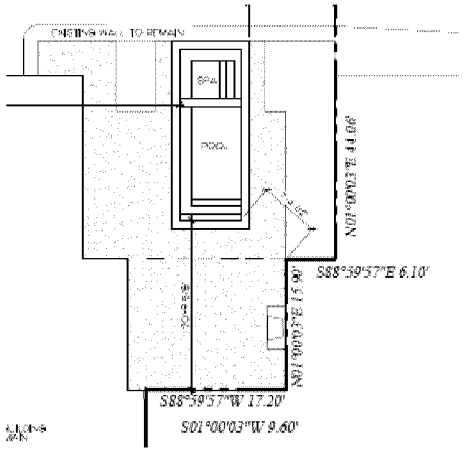
The parcel is located on Brazilian Avenue between South Lake Trail and Coconut Row. It is an attached single-family residence with 40 Brazilian to the east with a similar lot configuration. There are two access points on the property with a vehicular driveway on Brazilian and a secondary one located off Cocoanut Row.

An existing pool is situated in the northeast rear of the property which the applicant seeks to remove and construct a new pool with a different design. Construction of the new pool requires two variances (1) for the location of the pool equipment which will remain in the existing location however is not within the 25' from edge of water as required and (2) to place the new pool at 7'4" in lieu of the 10' required from the east property line.

EXISTING POOL



PROPOSED POOL



The parcel currently does not comply with the current code as it relates to placement of the pool, pool equipment and open space. The modifications in this application require variances to maintain the existing non-conformities. Per Section 66-285 the applicant does not seek to modify more than 50% of the existing landscape/greenspace which does not require open space come into compliance although the application does provide an increase of less than 1%.

CONCLUSION:

This application is presented to the Commission to consider whether all of the criteria in Sec. 18-205 have been met. Approval of the project will require two (2) separate motion(s) to be made by the Architectural Commission:

(1) for the overall design of the project in accordance with Sec. 18-205 criteria, subject to any imposed conditions.

(2) that the implementation of the proposed variances **will** or **will not** cause negative architectural impacts to the subject property.

Approval of the project will require one (1) separate motion to be made by the Town Council:

(1) for final determination of approval or denial of the variances by the Town Council, and that the variance **shall or shall not** be granted that all of the criteria applicable to this application as set forth in Section 134-201(a), items 1 through 7 have been met.

WRB:JGM:SCP

ENVIRONMENT
DESIGN
GROUP

Land Planning
Landscape Architecture
Landscape Management

April 29, 2024

Town of Palm Beach
Planning, Zoning, & Building Department
360 S. County Road
Palm Beach, Florida 33480

ATTN: *ARCOM Staff*
Re: 403 Brazilian Avenue - Landscape Architecture
Our Ref # 24035.00 LA
ARC: 24-00016
ZON: 24-0007

LETTER OF INTENT

Current zoning for the project is R-C - MEDIUM DENSITY RESIDENTIAL

Our current proposal, for improvements to the site, does not include any architectural changes to the approved house. We are proposing the following revisions to the originally approved ARCOM plans.

The proposed changes include:

- New Pool Design.
- Modified Courtyard
- Enlarged A/C Pad

Variance Requests include:

- Pool's edge of water at 7'- 4 1/2" in lieu of the 10'-0" minimum required.
- Existing pool equipment located 50'-7 ¼" from edge of water in lieu of 25'-0" maximum.

The attached plan reflects the above-outlined revisions.
If there are any questions regarding this project, please feel free to reach out to our office.
Thank you for your assistance.

Dustin Mizell, MLA RLA #6666784
Environment Design Group

Paramount Building
139 North County Road, Suite 20-B
Palm Beach, FL 33480
561.832.4600 phone
Dustin@environmentdesigngroup.com

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0009 (COA-24-0002) 195 VIA DEL MAR (COMBO)—VARIANCES The applicant, Guy Rabideau (Trustee of the 195 Via Del Mar Trust), has filed an application requesting Town Council review and approval of (1) variance to reduce the minimum driveway area in front of the vehicular gate fronting South County Road. The Landmarks Preservation Commission shall perform design review of the application. *[Landmarks Preservation Commission Recommendation: Implementation of the proposed variance will not cause a negative architectural impact on the subject property. Carried 7-0.] [The Landmarks Preservation Commission approved the S. County Rd. facing gates of the proposed project. The remainder of the project will return to Landmarks for further review. Carried 7-0.]*

Presenter

ATTACHMENTS:

- **PZB Staff Memorandum**
- **Letter of Intent**
- **Plans 1 of 10**
- **Plans 2 of 10**
- **Plans 3 of 10**
- **Plans 4 of 10**
- **Plans 5 of 10**
- **Plans 6 of 10**
- **Plans 7 of 10**
- **Plans 8 of 10**
- **Plans 9 of 10**
- **Plans 10 of 10**
- **Landscape Plans**
- **Property Survey**

Designation Report

TOWN OF PALM BEACH
Planning, Zoning & Building Department
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Palm Beach, FL 33480
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PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Combination Memorandum: Landmarks Preservation Commission and Town Council

FROM: Wayne Bergman, MCP, LEED-AP WRB
Director PZ&B

SUBJECT: ZON-24-0009 (COA-24-0002) 195 VIA DEL MAR (COMBO)

MEETING: JUNE 21, 2024, LPC
JULY 10, 2024, TC

COA-24-0002 (ZON-24-0009) 195 VIA DEL MAR - COMBO. The applicant, Guy Rabideau (Trustee of the 195 Via Del Mar Trust), has filed an application requesting a Certificate of Appropriateness for the review and approval for the construction of a second-story addition, window and door replacement, vehicular and pedestrian gates, and hardscape and landscape modifications which requires one (1) variance to reduce the minimum driveway area in front of the vehicular gate fronting South County Road. This is a combination project that shall also be reviewed by the Town Council as it pertains to zoning relief/approval.

ZON-24-0009 (COA-24-0002) 195 VIA DEL MAR (COMBO)—VARIANCES. The applicant, Guy Rabideau (Trustee of the 195 Via Del Mar Trust), has filed an application requesting Town Council review and approval of (1) variance to reduce the minimum driveway area in front of the vehicular gate fronting South County Road. The Landmarks Preservation Commission shall perform design review of the application.

Representative: Guy Rabideau / Trustee of the 195 Via Del Mar Trust
Professionals: Ferguson & Shamamian Architects

HISTORY:
The residence was designed by the architects Treanor & Fatio and constructed in 1928. The property was designated in 1990. According to the designation report: *"Casa Della Porta is a noteworthy residence of fine proportion and scale. It is a thoroughly livable adaptation of a Romanesque design with the ground floor plan well-disposed around the central patio."*

At the September 15, 1989, LPC meeting, the commission approved the addition of two entry gates, widening and resurfacing of the driveway, and paving of additional parking under COA # 30-89. Therefore the current gates proposed for replacement are not the original ones.

Several minor modifications have been made over the years through administrative reviews including the installation of a new bronze and glass decorative gate (L-19-00167), partial window replacement in the kitchen wing (L-21-00366), replacement of HVAC equipment (L-21-00460), partial fence replacement (L-22-00604), and landscaping modifications (L-23-00872).

At the June 21, 2024 LPC meeting, the Commission approved (7-0) aspects of the design of the project but deferred certain items to next month. Additionally, the Commission approved (7-0) that the implementation of the proposed variance would not negatively affect the architecture.

THE PROJECT:

The applicant has submitted plans, entitled "195 Via del Mar, Palm Beach, Florida", as prepared by **Ferguson & Shamamian Architects** received by the Town on May 10, 2024.

The following is the scope of work for the Project:

- Second-story addition (approximately 510 square feet).
- Window and door replacement.
- Installation of vehicular and pedestrian gates.
- Relocation of one (1) mechanical unit.
- Hardscape and landscape modifications.

The following variance is required to achieve the scope of work.

- **VARIANCE #1:** Reduce the required vehicular backup driveway space to install two (2) swinging vehicular gates with an approximately 11'-4" (west gate) setback from the edge of pavement of South County Road in lieu of the 18'-0" minimum required.
- **VARIANCE #2:** Increase the building height of the second-story addition to 29'-3" in lieu of the maximum of 25'-0".
    - Note: This variance request will be reviewed separately under ZON-24-0031 which is anticipated to be presented to Town Council at the August 12, 2024, meeting.

Site Data			
Zoning District	R-A Estate Residential District	**Lot Size (SF)**	77,454 SF
Future Land Use	SINGLE-FAMILY	**Total Building Size (SF)**	21,032.7 SF
FEMA Flood Zone	X		
Year of Construction:	1928	**Architect:**	Treanor & Fatio
Project			
	Required/Allowed	**Existing**	**Proposed**
Lot Coverage	25.00% (19,363.5 SF)	18.80% (14,554 SF)	18.80% (14,554 SF)
Building Height	25'	31'-11" *	***29'-3" Addition Variance Required***
Overall Building Height	35'	37'-11" *	33'-6" Addition
Number of Stories	2	2*	2
Landscape Open Space	50.00% (38,727 SF)	42.98% (33,296 SF)	43.3% (33,531 SF)
Surrounding Properties / Zoning			
North	115 Via La Selva / R-A		
South	196 Via Del Mar & 840 South Ocean Boulevard / R-A		
East	810 South Ocean Boulevard and 830 South Ocean Boulevard / R-A		
West	830 South County Road, 822 South County Road, & 800 South County Road / R-A		

**** Excludes tower.***

STAFF ANALYSIS

The application is seeking a Certificate of Appropriateness for the construction of a second-story addition, window and door replacement, vehicular and pedestrian gates, and hardscape and landscape modifications.

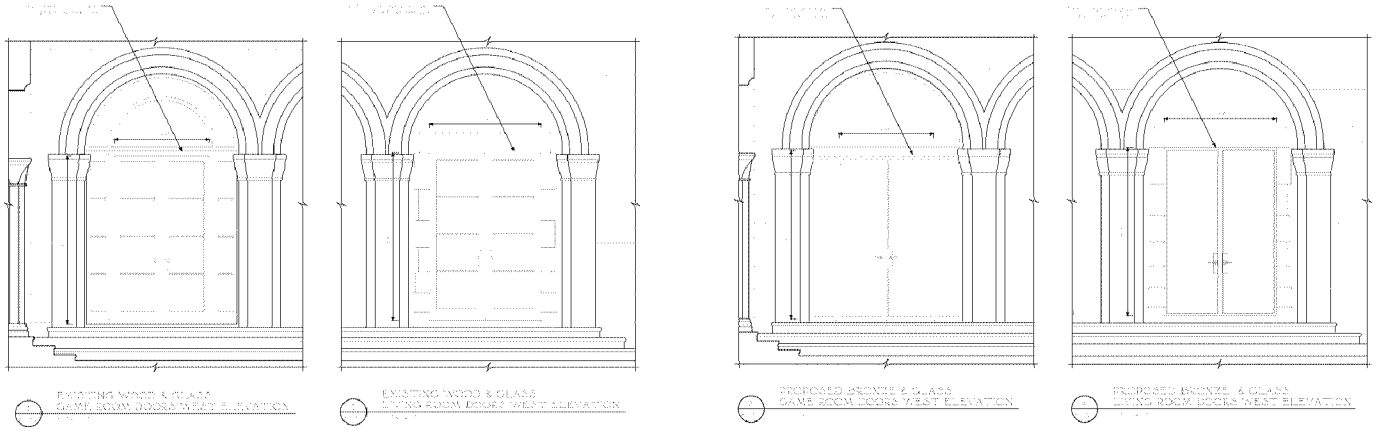
Addition

The proposed second-story addition is located on the northeast side of the residence. The approximately 510-square-foot space will house a new walk-in closet. The addition is proposed with a hipped roof finished with clay barrel tiles that match the roofing in the remainder of the residence. The fenestration includes wood casement windows with divided-light patterns and a bronze-framed pair of French doors. A new coquina façade is proposed with detailing that matches the residence. In addition, blind niches and modillions are proposed on the north elevation of the addition which creates visual interest in a façade void of openings. As indicated in the site data table, the addition's height exceeds the maximum allowance of 25 feet, however, the maximum overall height of 35 feet is not exceeded. Therefore, a variance to increase the maximum height to 29'-3" will be required. This variance request will be presented to the Town Council separately under ZON-24-0031.

Window and Door Replacement

The unique fenestration of the residence includes single and pairs of casements with divided-light patterns and groupings of three (3) pointed arched openings with transoms and leaded lights in a vertical hexagon pattern. The doors include pairs of French doors with divided-light patterns, wood doors with unique carvings that surround prominent openings, and ornamental metalwork. Since the residence has a mixture of original windows and doors and replacement products, historic drawings and photographs are essential to determining the most appropriate products for replacement. For the majority of openings, appropriate replacement is proposed with wood casement windows with clear glass and divided-light patterns. Existing original leaded glass or stained glass is proposed to be re-inserted into new frames where they currently exist. Bronze-framed and wood-framed replacement doors are proposed.

However, staff does have concerns regarding several French doors. These openings currently have divided-light patterns and are proposed to be replaced with full-view French doors. Analysis of the historical documentation does not provide precedence for this type of design in operable doors. Staff recommends that the existing divided-light patterns be replicated in the replacement products.



For example, the Juliet balcony French doors currently feature divided light patterns. The proposed replacement is full view:

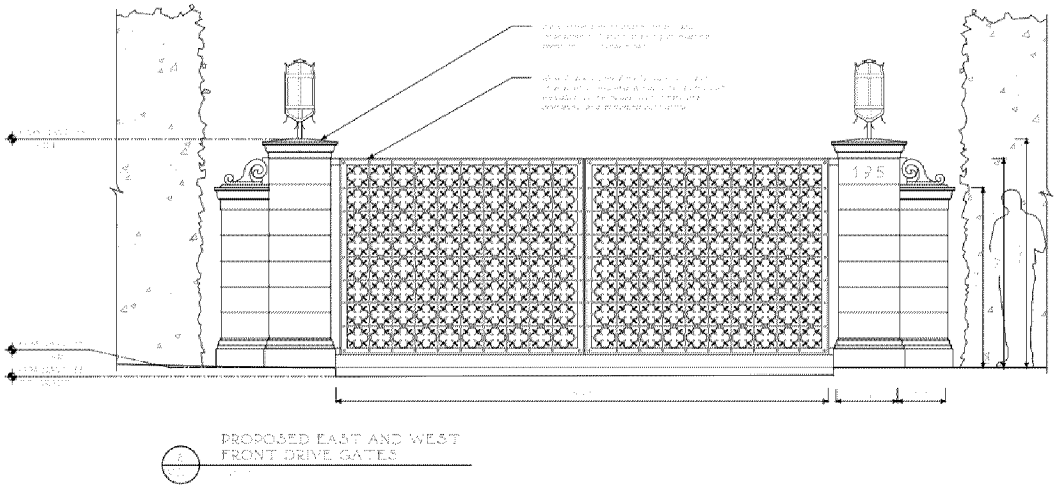




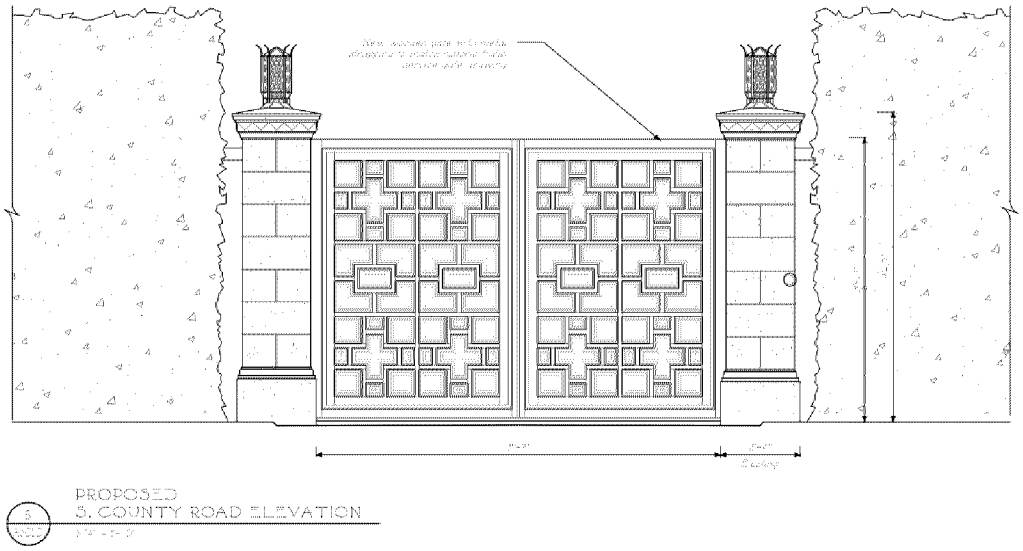
Vehicular and Pedestrian Gates

The request includes replacement of two (2) pairs of vehicular swinging gates off Via Del Mar and one (1) new vehicular swinging gate off South County Road that will replace a rolling gate. In addition, a new pedestrian opening, and gate will be created along Via La Selva.

Along the Via Del Mar frontage, the existing stone piers that flank the gates will be raised to match the new pairs of swinging wrought iron gates. The detailing of the gates is inspired by Fatio-designed window ironwork.



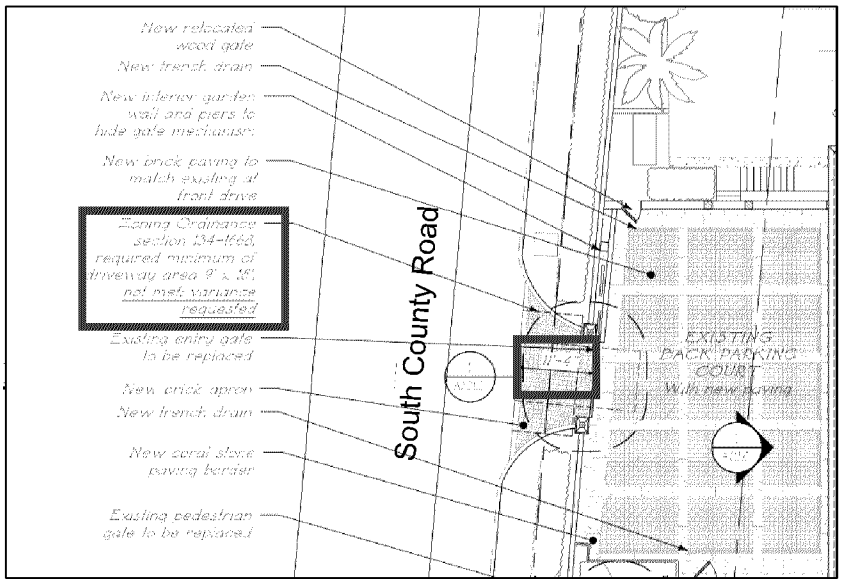
The rolling gate along the South County Road frontage will be replaced with a new pair of wooden gates that are inspired by the original Fatio design for the gates at this location. However, the existing location of the gate and piers does not provide the minimum of 18 feet to the street pavement as required per Section 134-1668. Therefore, a variance is required to reduce the required vehicular backup driveway space 11'-4".



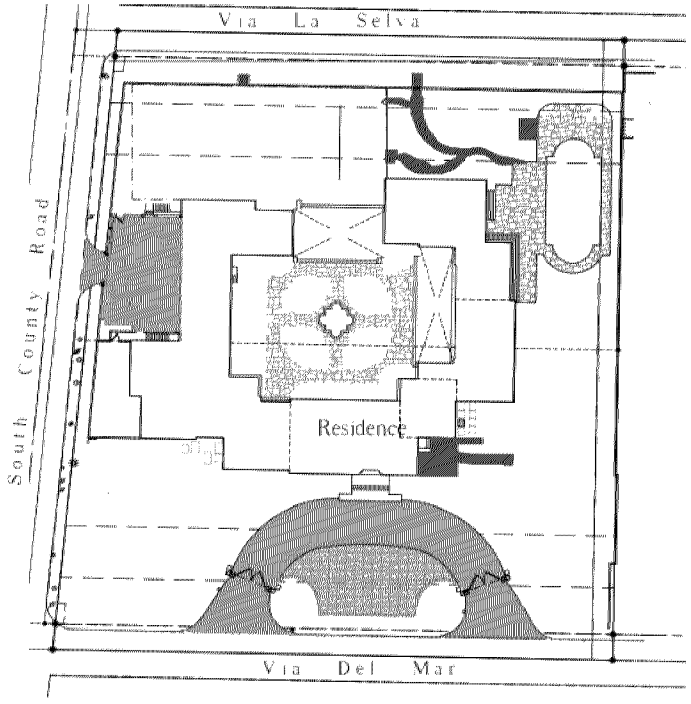
Other properties north and south of 195 Via Del Mar have gates along South County Road. Although these gates typically have less opacity than the proposed design, they are appropriate for the landmarked property since they will replace an existing opaque gate and are inspired by Fatio's original design.

The variance request is summarized in the table and diagram below:

Code Section	Required	Proposed	Variance
Variance: Sec. 134-1668	18' Driveway Depth	11'-4" Existing Driveway Depth	**6'-8"**



Minimal hardscape and landscape changes are proposed. A mechanical equipment unit will be relocated outside of the building setbacks. An existing Calophyllum Brasiliense (Brazilian Beauty Leaf) shrub will be removed on the southeast side of the property. In addition, a small portion of Brazilian Beauty Leaf hedging will also be removed along Via La Selva to accommodate a new pedestrian gate. Lastly, existing shrubs and ground cover will be relocated to create a new path leading to the new pedestrian gate.



Site diagram illustrating areas of landscape modification

Color denotes areas of landscape modification

CONCLUSION:

The application is presented to the Commission to consider whether all the criteria in Sections 54-122 and 54-123 have been met. Approval of the project will require three (3) separate motions to be made by the Landmarks Preservation Commission:

(1) for the overall design of the project in accordance with aforementioned criteria, subject to any imposed conditions, and

(2) that the implementation of the proposed variance (ZON-24-0009) **will** or **will not** cause negative architectural impacts to the subject property.

(3) that the implementation of the proposed variance (ZON-24-0031) **will** or **will not** cause negative architectural impacts to the subject property.

Approval of the project will require one (1) motion to be made by the Town Council:

(1) for final determination of approval or denial of the variance (ZON-24-0009) by the Town Council, and that the variance **shall or shall not** be granted that all of the criteria applicable to this application as set forth in Sec. 134-201(a), items 1 through 7 have been met, subject to any proposed conditions.

WRB:JGM:FHM:ALF

FERGUSON &
SHAMAMIAN
ARCHITECTS

May 10th, 2024

Town of Palm Beach
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480

By E-mail: devrev@townofpalmbeach.com
And upload to the EPL portal

Re: COA 24-0002
ZON 24-0009
195 Via Del Mar, Palm Beach, FL
Letter of Intent

Dear Members of the Town of Palm Beach Landmark Preservation Commission;

Please find this Final Submittal application on behalf of the Owner and Applicant, Guy Rabideau, as Trustee of the 195 Via Del Mar Trust. The applicant is submitting a proposal for a minor addition and various alterations that we consider to be compatible with and subordinate to the 1928 Romanesque, Mediterranean Revival style house designed by Maurice Fatio (Landmarked 2/16/1990).

Property Description:

The Palm Beach County Appraiser's Office identifies the Property with Folio Nos. 50-43-43-35-00-001-0110. The Property is a rectangular shaped lot comprised of approximately 73,000 square feet.

Located in the R-A, Estate Residential Zoning District, the Property is surrounded by similar single-family houses. The residential area has two-story houses with pools, courtyards and lush landscaping.

Proposed Development:

The scope of work proposed is outlined below;

Minor Addition:

- A 510 square foot second story addition, at the northeast corner at the Master Terrace is proposed in subservient style and massing and similar materials as the existing house.

In- Kind Wood Windows and Doors Replacement:

- Replace existing painted wood windows in-kind with hurricane rated windows manufactured by Hartman Windows and Doors.
- All glazing sizes, muntin profiles and paint color to match existing.
- Those units with existing leaded/stained glass panes to be salvaged and re-installed behind new rated units.

Metal Doors:

- Non-original wood doors at Pool Terrace to be replaced with new Fatio inspired Bronze descending sash units to more closely match the original Fatio detailing, glazing, size and function.
- Non-original fenestrations at various courtyard openings to be replaced with Fatio inspired bronze units which more closely approximate the bronze units utilized in the original construction.
- Re-open currently sealed fenestration at east façade in original location. Install new black painted metal door with metal scroll work to replicate Maurice Fatio designed gate at main entrance vestibule.
- Install new black painted metal door at Front entry to complement Maurice Fatio's original metal strapping details found on the original wood paneled front entry doors that are to remain.

Vehicular and Pedestrian Gates:

- Replace existing, non-original entry gates, piers and call boxes at vehicular entrances on Via del Mar. Install new piers to match Fatio's original design intent, new black painted metal gates to match characteristics of original Fatio designed Rejas and new call boxes set in piers to match original Fatio style details.
- Replace existing, non-original, service vehicular entry gate on South Couty Road with replica of original stained oak wood paneled Fatio designed service vehicular entry gate.

- Replace existing, non-original, pedestrian gate at south side of parking court with new black painted metal gate with scroll work to replicate Fatio gate at main entrance vestibule.
- Install new pedestrian gate along Via la Selva with replica of original stained oak wood paneled Fatio designed pedestrian gate.
- Install exact replica black painted metal Reja on east elevation at fenestration in Billiard Room.

Hardscape:

- Existing non-original Via del Mar driveway aprons to be repaved in brick to match existing driveway. Required 9'x 18' loading space is accounted for. Existing non-original coral stone paving at parking area to be replaced in kind in new pattern.
- Existing non-original South County Road parking court and apron to be repaved. Drainage and storm water management to be properly upgraded to meet code requirements.
- Existing non original Pedestrian gate and accompanying steps at Via la Selva to be relocated with new garden path leading to pool terrace.
- Rebuild steps at Billiards Room to match original Fatio design intent and install new pathway leading to reopened Billiards Room door to side yard.
- At Breakfast room, floor to be raised to match adjacent interior rooms and install new paving to match existing.
- At Living Room Loggia, existing coral stone borders to be repaired and refilled. Existing deteriorated terracotta tile to be repaired or replaced in kind.
- New spa/jacuzzi to be added to back garden area between pool and tennis court. Please see landscape drawings for proposed vegetation work surrounding new jacuzzi.

Mechanical:

- Relocate (1) mechanical unit at South East Tower Corner to allow for proposed hardscape changes.

The application addresses all pertinent review criteria in the following Ordinance sections;

54-122 - New Construction
The criteria set forth in Section 54-122, where applicable, have been met:

- Height and building proportions are unchanged.
- The proportions and relationships between doors and windows in the additions are consistence with the original façade.
- The rhythm of solids to voids created by openings are consistent with the original façade.
- The materials in the additions are consistent with the original façade
- The texture inherent in the façade is consistent with the original façade.
- The colors, pattern, and trim are to match the existing façade. Additionally window muntin patterns will match the original façade.
- The design of the roof, including ridge lines, slopes, and materials will match the original façade.
- Existing asymmetrical rhythm created by the existing buildings masses and spaces between them will be preserved. The courtyards will be preserved.
- The landscape plan alterations will be sensitive to the building and its occupants and needs. The landscape plan is visually compatible with the building and existing landscaping.
- The street façade is not affected by the proposed additions. And view of the addition is minimally visible from the street.
- Architectural details will be related and/or be restored to the original detailing on the building.

54-123 – Exterior Alterations
The criteria set forth in Section 54-122, where applicable, have been met:

- The alterations are sensitive to the intent of the original architecture by salvaging, reusing and reinstating much of the original fabric and design intent.
- The proposed exterior alterations will enhance the architectural quality as well as the historical character of the building. The historic plans and elevations by Maurice Fatio indicate design studies exploring a second floor structure in a nearby location as being proposed in this application.

54-125 – Partial Demolition
The criteria set forth in Section 54-125, where applicable, have been met:

- The importance, historic and architectural significance of the house has been taken into consideration and is being preserved.
- The special character and aesthetic interest of the house has been taken into consideration and is being preserved and/or recreated to match original Maurice Fatio design intent.
- The proposed partial demolition of various finishes and fenestration openings has minimal impact to the architectural and historical integrity of the house because because these finishes are being replaced with materials or designs sympathetic to the originals.

Justification:

1) The property is located in the R-A Zoning District and the residence was constructed in 1928 and is a Landmarked Property. The minor addition and various alterations will be beneficial to the neighborhood.
2) The proposed work is not injurious to the neighborhood.
3) The applicant is not proposing any special conditions of the property or residence.
4) The non-confirming condition (not meeting the 9'x18' loading space requirement) at the South Couty Road service vehicular entry gate is existing to the property as per Maurice Fatio's original site plan and historic aerial photo and is therefore grandfathered.

Variances:

Section 134-1668:
Request for a variance to allow for replacement of the gate located on S. County Road with a driveway of 11.3 feet deep, as measured from the street pavement, in lieu of the 18 feet required by the Code.

Section 134-201 – Findings prior to authorization.

1. The special conditions and circumstances related to the subject property is that there is an existing gate, piers, and wall at this location since 1928 and the applicant is proposing only to replace the gate.
2. The special conditions and circumstances are not the result of the applicant as the gate piers, and wall were in existence at the time of acquisition by the applicant.
3. Granting of the variances requested will not confer any special privilege that is denied to the neighboring properties as the owner is seeking to simply replace the gate itself and keep the existing walls and piers in place, whereby the proposed gate will be no closer to the edge of the pavement than the existing gate.
4. The hardship, which runs with the land, is that the existing gate, piers, and wall are located 11.3 feet from the edge of the pavement, and have been at this location since 1928, and the gate cannot be replaced without violating the Code.
5. The variances requested are the minimum necessary to make reasonable use of the land as the proposed gate will be no closer to the edge of the pavement as the existing gate.
6. The granting of the variances will not be injurious to the neighborhood. The gate has been in the same location since 1928 and has not negatively affected the neighborhood.

Conclusion:

The Applicants' goal is to return some of the original detailing which has been lost through previous renovations and to retain the historic fabric where possible, while updating the house to meet the demands of climate change with new impact rated glazing. Where new interventions are made, they are inspired by and harmonious with the original designs for the house.

Thank you for your time and attention to this matter.

We look forward to your review and feedback.

Sincerely,

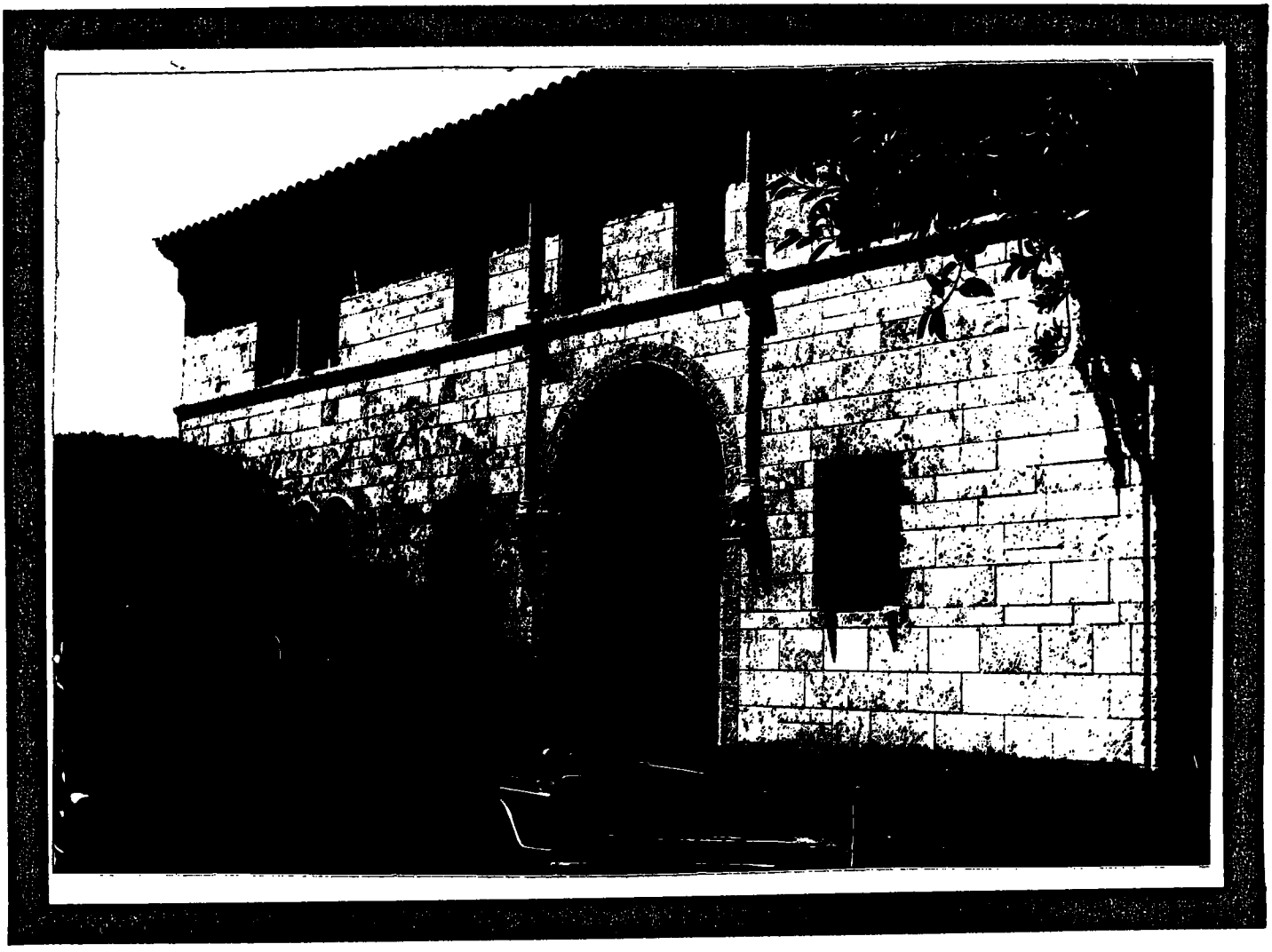
FERGUSON & SHAMAMIAN ARCHITECTS

Scott J. Sottile

cc: Guy Rabideau, David Klein, Garrett Ellis,
William Rutledge, Karin Ames, Shelby Heard, Natalie Zuppas

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195 VIA DEL MAR



Designation Report

FRIDAY, FEBRUARY 16, 1990

LANDMARKS PRESERVATION COMMISSION
Palm Beach, Florida

I. General Information

Location: 195 Via Del Mar or 821 South County Road, Palm Beach

Date of Construction: 1928 (Permit #8728-28, June, 1928)

Architect: Treanor & Fatio

Present Owner: Mr. Howard Gittis

Present Use: Residential - Single Family

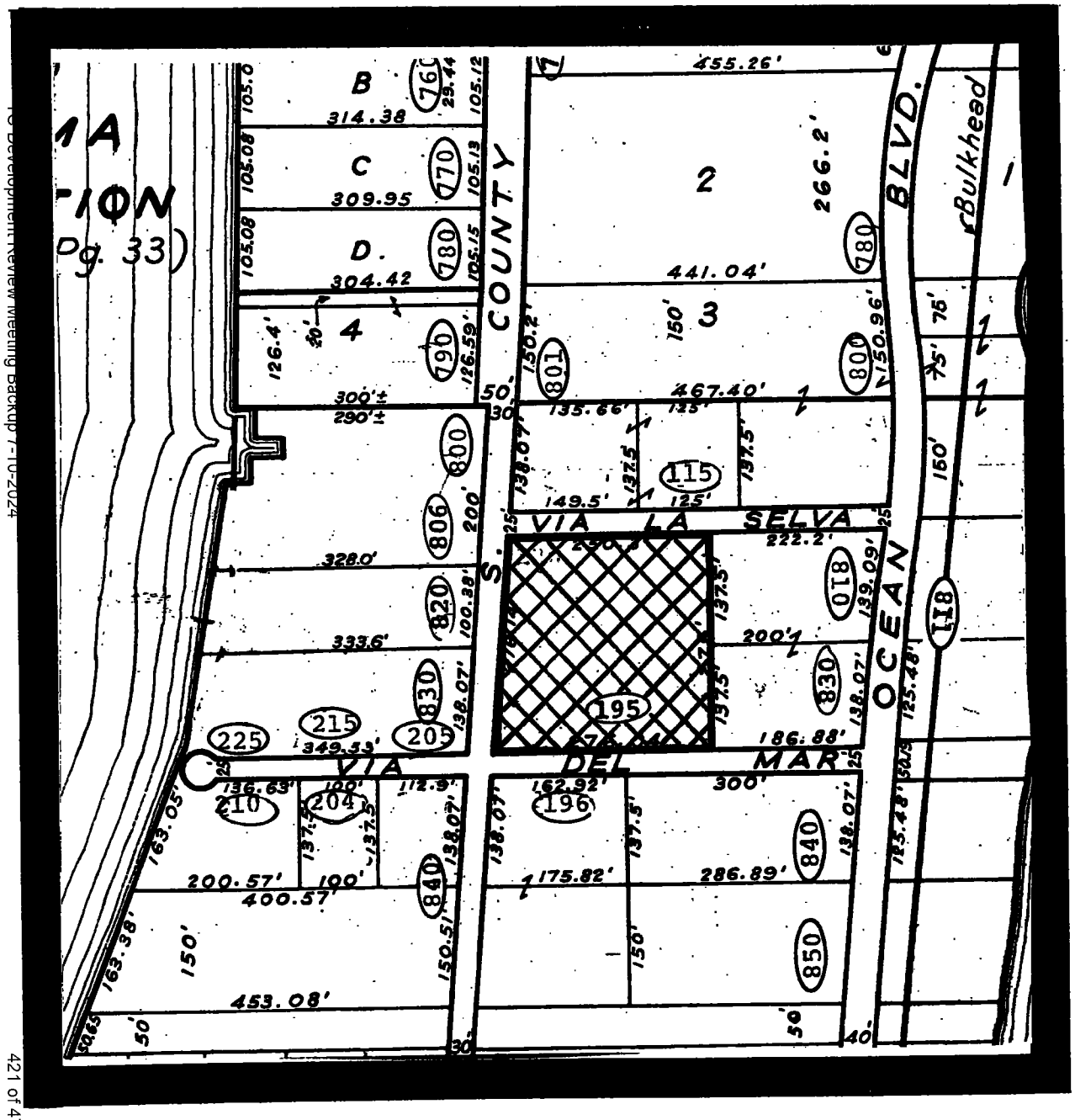
Present Zoning: R-A

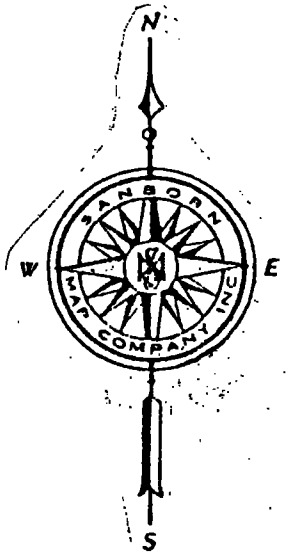
Legal Description: 35-43-43, W 276.04 FT OF S 300 FT OF N 941.52 FT OF GOV LT 1 E OF CO RD

Palm Beach County Tax Folio #: 50-43-43-35-00-001-0110

Classification in the "Historic Building Survey of Palm Beach":

This is a Maurice Fatio design, unusual in its complete coral stone facing. The detailing and general composition show Fatio, a well-known Palm Beach architect, at his best. Nothing is rough or improvised looking; everything is carefully worked out in design and execution, with no worry over expense. The little brick lunettes in the corbel table under the cornice add a faint touch of color to an otherwise gray, richly textured front. The carving of the doorway is especially notable in its Italian Romanesque carving. Grade: A."





N/A

LOCATION MAP | 195 VIA DEL MAR

PC Development Review Meeting Backup / 10-2024

DESIGNATION REPORT: 195 Via Del Mar

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Report prepared June 1989 by Eric Egan, Intern, Preservation Foundation of Palm Beach and James Edward Sved, AIA, Preservation Consultant.

Report edited by Timothy M. Frank, AICP, Planner/Projects Coordinator, Town of Palm Beach, and James Edward Sved, AIA, Preservation Consultant.

III. Architectural Information

Casa Della Porta is a noteworthy residence of fine proportion and scale. It is a thoroughly livable adaptation of a Romanesque design with the ground floor plan well disposed around the central patio. All exterior walls, except in the service wing, are finished in coursed ashlar quarry key (coral rock) in weathered grays and buffs. The main block of the house projecting to the south is asymmetrical, two stories, and articulated vertically by two slender 3/4 engaged columns at the corners. These extend up to a moulded string course which is a continuation of the second floor window sills. The column capitals are small scaled acanthus leafs and the string course is decorated with a small running chain pattern. Similar columns are superimposed at the corners above the string course.

Above the asymmetrical, recessed, arched entrance is a cluster of three engaged columns. Each projecting entablature over the carved capitals is surmounted by a stone seated lion. Below these grouped columns and the string course is a single engaged half column which begins at the springline of the arch. These are supported by brackets carved in the Grotesque. At the top of the wall is a small scaled corbelled arcade, above which is a series of closely spaced modillions and a carved stone cornice moulding. This infilling of the corbelled arcade is treated with red brick set in a variety of patterns, i.e., basketweave, common running band, etc. Green louvered vents are also spaced within the arcade. The articulation of the south wall continues around the east wall to where it meets the tower wall with a one quarter column without capital at the intersection.

The walls of the three story tower are framed with rectangular pilasters projecting five inches from the wall. These pilasters rise flush with a high stone base that is sloped at the main wall to form a drip moulding. A carved string course surrounds the tower at the third floor window sills. Below the string course is a series of nine round arches which are projected flush with the plane of the corner pilasters. The wall terminates with a horizontal moulding. A string course carved in a vine pattern occurs under the second story window sills. The east wall also incorporates a stone balcony supported by stone brackets. The service wing walls are smooth cream colored

stucco with a wood cornice.

The main living area of the house is wood frame on brick piers, with the exception of the garden pool room which has a concrete basement. At the front entrance on the south side of the house, there is a quarry key stoop with three risers. All other outdoor living spaces are disposed around a central patio. In the southeast corner is a relatively low tile-roofed porch. Most of this porch is recessed between the walls of the house. The north side of the patio is enclosed by a broad arcade loggia, up three risers from the patio grade, and flanked by small rooms. The floor of the loggia is decorative tile. The highlight of this loggia is the ceiling which is complex and highly decorated. The patio itself is paved with broken cast stone pavers with a fountain in the center, set on a low base.

Windows in the south and east walls of the living room are identical consisting of a group of three pointed arched opening. The lower part contains bronze framed sashes which slide into pockets in the exterior wall. The windows have fixed arch transoms. In the east wall of the stair foyer, bronze casements contain leaded lights in a vertical hexagonal pattern. On the south and west walls of the dining room, there are paired sliding bronze windows under glazed arched transoms. The north wall of the house is a glazed loggia consisting of three sets of three arched openings with casement windows set midway in the 18 inch thick wall.

The plan of the house is complex. The entry on the southeast corner leads to a spacious foyer which connects with a well proportioned stair hall. This, in turn, leads to the living room wing and the garden pool room. West of the main foyer is a wide glazed loggia providing entrance to the dining room and a large powder room. West of the dining room is the pantry and kitchen. North of the dining room is a roofed terraced and grille room adjacent to it on the west. All bedrooms are on the second floor.

Although the exterior walls have weathered well, there is visible failure in the exposed wood and hardware.

IV. Historical Information

Casa Della Porta is steeped in local history. Architect Maurice Fatio built the house for William J. McAneeny, owner of the Hudson Motor Car Company. McAneeny was reportedly so happy with the house that he gifted Fatio with a custom built Hudson car. Later owners have included Eugene Howerdd and General Robertson. The Marshall plan was drafted partly at Casa Della Porta while General Robertson was its owner.

V. Statement of Significance and Criteria for Designation

Statement of Significance

"The McAneeny-Howerdd House is important as an example of the highest point that quality eclectic architecture ever reached in Florida...Before the economic collapse of 1929, no cost was spared in the construction of Palm Beach homes. The McAneeny-Howerdd House is of this period. The design of the floor plan incorporates all the luxuries of a modern house and it is very sensitive to the Palm Beach climate. Because of the excellence of the materials used and the exquisite detail of the house, it is important that an effort be made to preserve the building for future generations."

State of Florida, Department of State, Division of Archives, History and Records Management.

Criteria for Designation

Section 16-38 (a) of the Town of Palm Beach Landmarks Preservation Ordinance #2-84 outlines the criteria for designation of a landmark or landmark site and suggests that at least one criterion must be met to justify the designation. Listed below are criteria which relate to this property and justification for designation.

(a) Exemplifies or reflects the broad cultural, political, economic or social history of the nation, state, county, or town."

Large Mediterranean Revival houses have come to symbolize the

cultural, economic, and social history of Palm Beach, Florida. These houses were designed by Palm Beach's most influential architects, including Addison Mizner, Maurice Fatio, Marion Sims Wyeth, Howard Major, and John Volk.

Built primarily in the second decade of the twentieth century for America's wealthiest families, the fanciful Mediterranean Revival designs reflected this prosperous economic period in American history. Following the stock market collapse of 1929 and the severe Depression which followed, these same houses were reinterpreted as symbols of the gross excesses indulged in by the American elite which foreshadowed the Depression. Mediterranean Revival houses like 195 Via Del Mar formed the foundation of Palm Beach's cultural, economic, and social history, serving today as cornerstones in Palm Beach.

(c) "Embodies distinguishing characteristics of an architectural type or is a specimen inherently valuable for the study of a period, style, method of construction or use of indigenous materials or craftsmanship."

An amalgamation of Spanish and Italian influences often set off by accents of Renaissance, Baroque or even Gothic details, the Mediterranean Revival style began simultaneously in Florida and California around 1908. Mediterranean Revival structures were built in Palm Beach during the first decade of the twentieth century, but it was Addison Mizner who so popularized the style for both residential and commercial structures that it is sometimes called the Mizner style.

Almost anything goes in Mediterranean Revival design, from Romanesque to Venetian, Byzantine to Moorish. Walls are usually covered with coquina or quarry keystone. Mediterranean Revival structures are almost always topped with a clay barrel tile roof.

The most popular style of architecture in Palm Beach, the Mediterranean Revival, can be found in a number of variations. The windows usually have some interesting details like round or pointed arches, wrought iron grilles, cast stone columns and decorations, and pecky cypress sills. A variety of balconies, towers, porches, and courtyards are also found.

Casa Della Porta is both an excellent example of the Romanesque style in Palm Beach as well as an excellent example of the use of quarry keystone. The house is further notable for its fine planning, complex massing, and its excellent integration with its site.

(d) "Is representative of notable works of one or more master builders, designers or architects whose individual ability has been recognized to have influenced their age."

PLEASE SEE THE MAURICE FATIO BIOGRAPHY, AS ATTACHED.

Maurice Fatio Biography

Maurice Fatio was one of the Palm Beach's top architects in the 20's, 30's, and early 40's. Treanor & Fatio was one of the largest architectural firms in Palm Beach and Fatio's distinctive designs can be seen throughout the island.

Fatio was born in 1897 in Geneva, Switzerland. He studied architecture under Karl Moser at the Zurich Polytechnical. After graduation in 1920, Fatio came to America and apprenticed with Harrie T. Lindeberg, a prominant New York architect of Norman and English style country houses.

In 1921, Fatio formed a partnership with William A. Treanor, another architect in Lindeberg's firm. They quickly achieved a great deal of success, constructing numerous houses, primarily Colonial, on Long Island as well as buildings in Manhattan, including Beekman Tower on the East River.

Fatio's association with Florida can be traced to his time with Lindeberg, when he received the commission for eight small houses in New Smyrna, Florida. In October, 1923, Treanor and Fatio were asked to be the architects for the Olympia Beach development, now Jupiter Island. The following year Fatio opened an office in Palm Beach.

Fatio's many commissions for houses and commercial buildings in Palm Beach were based on his reputation in New York as well as his charm, good looks, and European manner. During his career in Florida, Fatio designed in many diverse styles. Mediterranean Revival, more specifically, Italianate houses incorporating tower blocks, were designed for William McAneeny (195 Via Del Mar), the Coopers (801 South County Road), Mortimer Schiff (920 South Ocean Boulevard), and Daniel McCarthy (550 South Ocean Boulevard). More horizontal, symmetrical and formal Florentine houses were designed for Otto Kahn (690 North County Road) and Joseph Widener (1500 South Ocean Boulevard). In the mid-30's, Fatio began designing in the Georgian and British Colonial styles. Large commissions for Albert Worswick (1860 South Ocean Boulevard, E.F. Hutton (1768 South Ocean Boulevard), and Wolcott Blair (1960 South Ocean Boulevard) with their simple materials and unclutterd lines reflected the sober economic

climate and set the pace for the smaller Colonial and Regency commissions that followed them.

During this time, Fatio also worked in the modern style, producing such modern masterpieces as "The Reef" built for Mrs. Barclay Douglas (Jo Hartford). Other modern houses were designed for Messmore Kendall, aviation pioneer Grover Loening, and Prince and Princess Zalstem-Zalessky (Evangeline Johnson Merrill).

World War II brought a halt to construction in Palm Beach. Although Fatio was already beginning to suffer from cancer, in June, 1943, he entered the Office of Strategic Services. He died of cancer later that same year, on December 2, 1943.

VII. Selected Bibliography

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Hoffstot, Barbara D. Landmark Architecture of Palm Beach Pittsburgh: Ober Park Associates, 1980.

Kidney, Walter C. Historic Building Survey of Palm Beach Pittsburgh: Landmarks Planning, Inc., 1981.

Palladio, Andrea The Four Books of Architecture (Issac Ware translation) (Adolph Pleczak, editor) New York: Dover Publications, 1961.

Sved, James Edward "Architectural Styles" section for Preservation Guidelines, Preservation Foundation of Palm Beach and Town of Palm Beach, 1990.

Additional information from the Town of Palm Beach Building and Zoning Department records office.



TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0010 (ARC-24-0023) 515 NORTH LAKE WAY (COMBO)—SPECIAL EXCEPTION AND VARIANCE The applicant, JORDAN GRETCHEN S TRUST (Maura Ziska, Authorized Representative), has filed an application requesting Town Council review and approval for a special exception review to develop the existing nonconforming lot, and one variance 1) to exceed the permitted angle of vision for the construction of a new one-story single-family residence with final hardscape and landscape. The Architectural Commission (ARCOM) shall perform design review of the application. ***[This project shall be deferred to the August 12, 2024, Town Council meeting pending Architectural Review.]***

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0011 253 ROYAL POINCIANA WAY—SPECIAL EXCEPTION AND VARIANCE The applicant, Field of Greens and Flagler System Management Inc, has filed an application requesting Town Council review and approval of a Special Exception for a restaurant use in the C-TS zoning district and a Variance to not provide the required on-site parking for a change of use from retail to restaurant use.

Presenter

ATTACHMENTS:

- **PZB Staff Memorandum**
- **Letter of Intent**
- **Plans**

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Memorandum: Town Council Development Review

FROM: Wayne Bergman, MCP, LEED-AP WRB
Director PZ&B

SUBJECT: ZON-24-0011 253 ROYAL POINCIANA WAY A

MEETING: JULY 10, 2024

ZON-24-0011 253 ROYAL POINCIANA WAY—SPECIAL EXCEPTION AND VARIANCE. The applicant, Field of Greens and Flagler System Management Inc, has filed an application requesting Town Council review and approval of a Special Exception for a restaurant use in the C-TS zoning district and a Variance to not provide the required on-site parking for a change of use from retail to restaurant use.

Applicant: Field of Greens and Flagler System Management Inc
Professional: Metro Architectural Group
Representative: Jamie Crowley

THE PROJECT:
The applicant has submitted plans, entitled "Field of Greens 253A Royal Poinciana Way", as prepared by **Metro Architectural Group,** date uploaded and submitted to the Town, 06/04/24.

The following is the scope of work for the Project:

- Interior renovation of an existing first floor retail tenant into a restaurant use in an existing two-story building.

The following Special Exceptions, Site Plan review and/or Variances required to complete the project, and shall be reviewed by Town Council:

- **SPECIAL EXCEPTION #1**: Sec. 134-1209(8): A special exception for a restaurant use in the C-TS district.
- **VARIANCE #1** Sec. 134-2176 to provide zero (0) on-site parking spaces in lieu of the required 15 parking spaces that would be required due to the change of use from retail to restaurant use. Existing retail = 7 spaces credit | Proposed restaurant = 15 space required, or 8 space variance.

Site Data			
Zoning District	C-TS	**Existing parking**	None
Future Land Use	COMMERCIAL	**Square Footage**	1280 SF retail
Current Use	Retail (Art Gallery)	**Proposed Use**	Restaurant (19 seats)

Surrounding Properties / ZONING	
North	Two-story office / C-TS
South	Breakers Golf Course / PUD-A
East	One-story retail / C-TS
West	Two-story retail and residential / C-TS

CONSISTENCY WITH THE COMPREHENSIVE PLAN:
A preliminary review of the project indicates that the proposed **restaurant use** is **consistent** with the **Commercial** designation of the Future Land Use Map of the Comprehensive Plan.

STAFF ANALYSIS:
The subject property is currently improved with an existing two-story building with ground floor retail. Field of Greens, is leaving its current location three parcels to the east as it undergoes improvements and proposing to relocate the ground floor retail space, west of Samuel Owen Gallery.



The proposal is for a change of use from retail to restaurant use within the existing 1,280 SF space. The building was designed with ground floor retail with no on-site parking. Its close proximity to the railroad's eastern terminus likely helped the retail and restaurants flourish. No new square footage is proposed, so existing parking' spaces is not impacted. However, based on the Town's Principle of Equivalency (PoE) parking code, the change of use from retail to restaurant would yield an additional parking requirement of 8 spaces, for the proposed seating and back of house restaurant component.

- Previous tenant is 1280 SF retail @ 1 per 200 SF = 7 Parking Spaces Credit PoE
- Proposed Restaurant: 19 seats @ 1 per 3 seats = 7 Parking Spaces Required. +2 spaces @1per 300SF of 600 SF of BOH. + 269 SF of seating area (1 for 45 SF) = 6 more. For a total of 15 required spaces. Parking variance is for **8 space total deficiency (15-7=8).**

Field of Greens has been operating for many years in a location a few feet away from the proposed location without any incident or complaints—at a location along 50' east on Main Street, also deficient in on-site parking. The building is grandfathered without onsite parking. Staff has no objections to the application. Of note, a nearly identical application was reviewed and approved by Town Council at the February 14, 2024 Town Council Development review meeting for the same Special Exception and Variance requests by the same restauranteur, Field of Greens, at a location approximately 275' to the west along the street at 281 Royal Poinciana Way, pursuant to ZON-24-016.

CONCLUSION:

Approval of the project will require two (2) separate motions to be made by the Town Council:

(1) Special Exception request for restaurant use in the C-TS district; and

(2) that the Variance **shall or shall not** be granted that all of the criteria applicable to this application as set forth in Sec. 134-201(a), items 1 through 7 have been met.

WRB:JGM

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

Our File Number: 01446-09000
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

May 28, 2024

Town of Palm Beach
360 S. County Road
Palm Beach, FL 33480

Re: LOI for 253 Royal Poinciana Way Unit A ("Field of Greens" Restaurant)
Zoning Case Number: ZON-24-0011

We are pleased to submit the accompanying documents and drawings in connection with our application for Special Exception and Variance Approval for the new Field of Greens restaurant located at 253 Royal Poinciana Way, Unit A, Palm Beach, FL, which is part of the 249 Royal Poinciana Way property as identified by the Palm Beach County Property Appraiser (the "Property"). The Field of Greens restaurant was recently granted special exception and variance (parking) approval at 281 Royal Poinciana Way, which would allow them to move from another location on Royal Poinciana Way; however, because of a programing change at the 281 Royal Poinciana Way property, we need to essentially "transfer" the Field of Greens approval to a different location a few feet away at 253 Royal Poinciana Way. The new restaurant space is almost identical to the size of the previously approved restaurant space at 281 Royal Poinciana Way (new space is 8 square feet larger); however, the new restaurant space will have less fixed seating (19 seats proposed, 22 seats previously approved). Therefore, the shifting of the restaurant from the 281 Royal Poinciana Way location to the 253 Royal Poinciana Way location will be a decrease in the impact to the general area for both parking and traffic.

The project proposes to include a nineteen-seat restaurant, with 269 square feet of seating area without fixed seating, and approximately 600-foot kitchen and prep area (noted as "Back of House"). Based on the number of seats and the square-footages for the other areas, fifteen parking spaces are required. Through the principal of equivalency, the 1,240 square-foot space used for retail use previously is credited with providing seven (7) parking spaces, even though there are no parking spaces provided on site. A parking variance is therefore requested for the eight (8) parking space deficiency, which is detailed latter under the Variance request. Neither a parking study nor a traffic study were performed for this application, because of the de minimus impact this extremely small restaurant will have compared to its previous retail use. Furthermore, these items were not required for the previous Field of Greens application for the 281 Royal Poinciana Way

property, which had a greater number of seats, and was approved by Town Council just three months ago in February of this year.

Criteria for Approval of Application

A. Special Exception Approval in accordance with Section 134-229.

(1) The use is a permitted special exception use as set forth in article VI of this chapter.

(2) The use is so designed, located and proposed to be operated that the public health, safety, welfare and morals will be protected.

(3) The use will not cause substantial injury to the value of other property in the neighborhood where it is to be located.

(4) The use will be compatible with adjoining development and the intended purpose of the district in which it is to be located.

(5) The use will comply with yard, other open space, and any special requirements set out in article VI for the particular use involved.

(6) The use will comply with all elements of the comprehensive plan.

(7) The use not result in substantial economic, noise, glare, or odor impacts on adjoining properties and properties generally in the district.

(8) Adequate ingress and egress to property and proposed structures thereon and off-street parking and loading areas will be provided where required, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.

(9) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, and economic impact shall be compatible and in harmony with properties in the district.

(10) Location, availability and compatibility of utility service for the use shall be satisfactory to ensure health and safety.

(11) Refuse and service areas for the use shall not adversely affect automotive and pedestrian safety and convenience, traffic flow and control, or access in case of fire or catastrophe.

(12) In all districts except the C-OPI district, and also with the exception of hotel, motel and timeshare uses, the proposed special exception use will not attract the principal portion of its customers/clients from off-island locations. The applicant shall submit evidence satisfactory to the town council that not less than 50 percent of the customers of the proposed use will be town persons. Evidence submitted in support of this contention shall include credible data or information

suitable for review by the town to determine the credibility and the appropriateness of the applicant's conclusion. The submittal shall include a description of the types of information used and the methodology employed to arrive at the conclusion. Information used shall include, but shall not be limited to, lists of customer/client addresses or certification thereof by an independent certified public accountant approved by the town, market studies prepared by independent professional firms, or data from similar operations under the control of the applicant. The town may in the future require the applicant to demonstrate to the satisfaction of the town council that the special exception use is continuing to be town-serving.

(13) If historic/specimen trees are located on the subject property, the location of said historic/specimen trees shall be identified on a signed and sealed survey. In addition, adequate landscaping, screening and barricade protection of historic/specimen trees shall be demonstrated to be provided as required in this chapter.

(14) The proposed use will not place a greater burden than would be caused by a permitted use on municipal police services due to increased traffic or on fire protection services due to the existence of or increased potential for fire/safety code violations.

Per Section 134-1109(22), Code of Ordinances, Special Exception approval is required for a restaurant use. No change is proposed to the building footprint, nor are there any exterior changes proposed to the building. The Field of Greens restaurant has been operating for many years in a nearby space on Royal Poinciana Way without any issues, and a restaurant use in this space is compatible with the other commercial uses along this street, which include other restaurants. Field of Greens caters to the needs of the Town's residents and visitors, and poses no threat to the public's health, safety, welfare, and morals, and will not adversely affect property values in the area. Furthermore, Field of Greens in this location is consistent with the Town's Comprehensive Plan in that it is a "town serving" commercial business. No visual, noise or odor pollution will be produced by the restaurant. All other criteria for approving a special exception use are not affected by the proposed application, because no changes are proposed to the ingress and egress onto the Property, and sufficient utilities and services are available to support the use.

B. Variance in accordance with Section 134-201(a).

Variance Criteria:

(1) Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same zoning district.

(2) The special conditions and circumstances do not result from the actions of the applicant.

(3) Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other properties in the same zoning district under the terms of this chapter and would work unnecessary and undue hardship on the applicant.

(4) Literal interpretation of this chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this chapter and would work unnecessary and undue hardship on the applicant.

(5) The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

(6) For granting of a variance to sections 134-387 or 134-390 through 134-392, pertaining to the regulation of nonconforming uses, the following additional findings shall be made pertaining to the nonconforming use for which the variance is requested:

a. It is the continuance of a unique hotel or residential use that has, for at least 15 years proven compatible with the surrounding uses; and

b. Neither rezoning to a district which would allow the use, nor inclusion of the subject use as a permitted or special exception use in the district would act to achieve the preservation of the subject use without opening the possibility of the incursion of uses incompatible with the immediately surrounding area and, further, such variance shall:

1. Be granted only for the continuation of the same hotel or residential use; and

2. Require the applicant to submit a declaration of use limiting the utilization of the property for which the variance was granted to the same use as that existing at the time the variance was granted.

(7) The grant of the variance will be in harmony with the general intent and purpose of this chapter, and such variance will not be injurious to the area involved or otherwise detrimental to the public welfare. In granting any variance, the town council may prescribe appropriate conditions and safeguards in conformity with this chapter. Upon granting a variance the town council may require the landowner to provide a declaration of use agreement which shall be recorded in the public records to ensure continuing compliance with the town council imposed conditions of such grants. Violation of such conditions and safeguards, when made a part of

the terms under which the variance is granted, shall be deemed a violation of this chapter.

Variance Requested:

A request for Variance from Section 134-2176, which requires parking for the restaurant to be provided on site based on restaurant seating and non-seating area space. There are currently no parking spaces available on the property; however, based on the principal of equivalency, the approximately 1,240 square feet of gross leasable space would be given credit for seven (7) parking spaces. There are nineteen (19) seats proposed with an approximately 600 square-foot kitchen/back-of-house space, and 269 square feet of seating area that does not have fixed seating; therefore, fifteen (15) parking spaces are required (7 spaces for fixed seating, and 8 spaces for back-of-house and non-fixed-seating space). There is no available area on the Property that could be used for parking, which necessitates the need for the variance.

Justification for Variance Requested:

While there is no parking on the Property, there is an abundance of public parking spaces along Royal Poinciana Way and Cocoanut Row that will easily provide enough parking for the existing businesses and the proposed restaurant. Other businesses in the area have deficient parking, therefore, approval of the parking variance will not confer on the applicant a special privilege and will be in harmony with the general intent of the zoning district, and this area in particular. The hardship for this requested variance is that there is simply no space available to provide parking on-site. Furthermore, a parking variance for not providing sufficient parking was granted on February 14th of this year as part of the previously mentioned move of the restaurant to the 281 Royal Poinciana Way property, so essentially this parking variance would be moving from one location to another very close location on the same street.

Sincerely,

James M. Crowley

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0018 353 PERUVIAN AVE—SPECIAL EXCEPTION WITH SITE PLAN REVIEW. The applicant, Lifestyle Holdings LLC, has filed an application requesting Town Council review and approval for a Special Exception request to allow a specialty retail foods with indoor seating with site plan review in the C-TS district.

Presenter

ATTACHMENTS:

- **PZB Staff Memorandum**
- **Letter of Intent**
- **Plans**

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
(561) 838-5431 • www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Memorandum: Town Council

FROM: Wayne Bergman, Director, MCP, LEED-AP WRB

SUBJECT: ZON-24-0018 353 PERUVIAN AVE

MEETING: JULY 10, 2024 TC

ZON-24-0018 353 PERUVIAN AVE—SPECIAL EXCEPTION WITH SITE PLAN REVIEW. The applicant, Lifestyle Holdings LLC, has filed an application requesting Town Council review and approval for a Special Exception request to allow a specialty retail foods with indoor seating with site plan review in the C-TS district.

Applicant: Lifestyle Holdings LLC
Professional: Fairfax & Sammons
Representative: Marua Ziska

HISTORY:
An application was reviewed and approved on 04-04-2023, by Town Council for review and approval for a Special Exception with Site Plan Review for (1) the addition onto an existing second floor, and (2) for commercial uses > 3,000 SF in CTS zoning district and Variances (1) to reduce the existing north (side) setback requirements in order to retain an existing nonconforming building and (2) to reduce the required parking spaces, (3) to reduce the required on-site loading spaces, (4) to reduce the required overall landscape open space, and (5) to reduce the required overall front yard open space, and (6) from Chapter 50, Floods, for the required floor elevation of the existing structures, for the renovation and alteration of an existing Historically Significant two-story building and one-story building, which results in demolition of more than 50% of portions of the existing one-story and two-story Historically Significant building and the addition of operable folding glass storefront systems along the interior façades of the courtyard of the front retail liner building. pursuant to ZON-22-154. The design review portion of the project was reviewed and approved by the Landmarks Preservation Commission on 03-22-23, 04-19-23 and 06-21-23 for alterations and renovations to the one- and two-story historically significant buildings, pursuant to HSB-22-016.

THE PROJECT:
The applicant has submitted plans, entitled "LE BILBOQUET MARKET 353 Peruvian Avenue" as prepared by **Fairfax & Sammons**, date uploaded and submitted to the Town, 05/30/24.

The following is the scope of work for the project:

- Retail buildout in existing commercial bay of one-story historically significant building at the northeast corner of Cocoanut Row and Peruvian Ave.

The following Special Exception with Site Plan Review and Variances are required to complete the project:

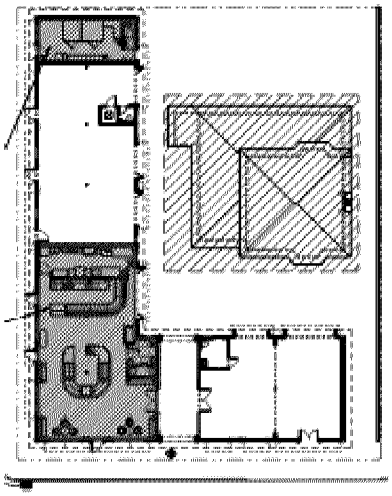
- **SPECIAL EXCEPTION #1**, Sec. 134-1108(a)(11) Permitted uses, **or uses not specifically enumerated under permitted uses in section 134-1107** but having traffic, patronage and intensity of use characteristics similar to those uses cited therein…

Site Data			
Zoning District	C-TS	**Future Land Use**	COMMERCIAL
Year of Construction	Residence – 1949 Commercial - 1955	**Architect/Builder:**	Residence - Simonson & Holley Commercial - Earl H. Martin
Lot Size	12,500 SF	**Base Flood Elevation**	AE-6
Total building size (SF)	+/- 5,100 SF	**Square Footage (SF)**	1,874 SF
Use	RETAIL (specialty foods)	**Seats**	6 indoor

STAFF ANALYSIS

The subject property contains two structures—an "L" shaped one-story corner retail building and a rear two-story residential building that were designated as 'historically significant' in September of 2022. The property is located within the Royal Park Conservation District. The rear two-story residential structure (since converted into commercial/office use) was designed by the architectural firm of Simonson and Holley in 1949. The residence was constructed at the center of the property with the main façade facing south towards Peruvian Avenue, and a detached garage was constructed at the northwest corner of the property with access from Cocoanut Row. The residence is partially concealed by the front one-story commercial structure which was constructed in 1955.

The application is for the interior buildout of a retail bay (the southernmost space at the hinge of the liner building) of an existing one-story historically significant commercial building to accommodate Le Bibliquet Market. The tenant seeks to build out 1,597 SF to be a retail specialty food store, requiring a Special Exception in the C-TS district, which approximately 1,273 SF will serve as take out area (front of house). Additionally, a 277 SF space (at the northernmost bay of the liner building) will serve as storage, for a total tenant lease area of 1,874 SF. A total of six (6) indoor seats are also proposed. There are no exterior changes to the historically significant building.



The Market will offer specialty retail food products, coffees, fresh produce and house made ready to go items. where the foods are baked off site, and prepared and available on the counter. Food is cooked and prepared offsite and delivered to the Market and stored and reheated on site before serving and packaging for to go. No service is provided, but customers purchase the products at counter for take away; additionally, there is limited seating the front area for six (6) seats should shoppers wish to consume on premises. There are no exterior changes to the historically significant building.

CONCLUSION:

Approval of the project will require one (1) separate motion to be made by the Town Council:

(1) Special Exception request for retail specialty foods the C-TS zoning district.

WRB:JGM

FAIRFAX & SAMMONS
ARCHITECTURE

353 Peruvian Ave.– Palm Beach, FL 33480

Letter of Intent:

May 28, 2024

To: Planning, Zoning and Building Dept.

Re: Request for Design Review Approval of 353 Peruvian Ave, in Palm Beach, Florida.

Dear Town Council Members,

The applicant for this property is lifestyle holdings LLC and design professional is Richard Franklin Sammons.

Let this letter serve as the intent in support of the owners and applicants request for Town Council Committee review for the interior improvement of an existing vacant tenant space located at 353 Peruvian avenue, in Palm Beach.

The Scope of work as follows:

1) Miscellaneous interior improvements to the tenant space, with a total leasable area 1,874 sq.ft. for a market offering specialty retail products, fresh produce and house made ready to go items. All the processed food will be done off site and delivered to the Le Bilboquet Market and will be stored and reheated on site before serving. A total of 6 indoor seats will be included in the proposal.

As this is a Market & a Café (Food store) with the above-mentioned scope of work and is below 3,000 square feet gross leasable area, can this be a permitted use under **134-1107 (a) (1)**? Or if we need a special exception as listed on the first submission comment from the town, may I ask for your support and your vote in favor of this application so that we may proceed with the building permit and construction phases. Should you have any questions with regards to this application, please do not hesitate to contact us.

Respectfully submitted,

Richard Franklin Sammons

FAIRFAX, SAMMONS & PARTNERS LLC
214 BRAZILIAN AVE, SUITE 100, PALM BEACH, FLORIDA 33480
TELEPHONE (561) 805-8591 ~ FAIRFAXANDSAMMONS.COM

FAIRFAX & SAMMONS
ARCHITECTURE

OPERATION STATEMENT

Le Bilboquet market offers specialty retail products, fresh produce and house made ready to go items. All the processed food will be done off site and delivered to the Le Bilboquet Market and will be stored and reheated on site before serving.

The hours of operations will be as follows:
Monday to Friday - 7am to 8pm
Saturday, Sunday - 8am to 8pm
However, these hours might be subject to change due to local customs.

The everyday operation will resemble more of a high-quality market offering retail products (imported and domestic), fresh produce and house made ready to go items (salads, sandwiches and hot or cold nonalcoholic beverages) to consume on (limited seating) and off site.

The Menu at the Le Bilboquet Market will be as follows:

Menu

ART OF GIVING:

- *Gourmet hampers*
- *Personalized gift boxes*
- *Confectionery arrangement*
- *Accessories & Utensils*
- *Little things*
- *Gift Cards*
- *Gift Ideas*

DELICATESSEN:

- *Jams & spreads*
- *Proscuitto*
- *Foie gras & terrines*
- *Preserves, rice & pasta*
- *Spices, aromatics & condiments*
- *Oils & vinegars*
- *Truffle products*
- *Vegan products*

EXEPTIONAL PRODUCTS

- *Fine grocery*
- *Caviar & sea products*

GRAB & GO:

- *Paninis*
- *Hot and cold sandwiches*
- *Salads*
- *Brioche*
- *Croissants*

MACARONS:

- *Macarons gift box*
- *Macarons rulers*
- *Nos macarons de Paques*

PASTRY & COFFEE

- *Biscuits & cakes*
- *Croissants*
- *Pain eu Chocolate*
- *Honeys*
- *Cookies*
- *Scones*
- *Coffee & cocoa*
- *Appetizers & spreads*

CHOCOLATE & SWEETS

- *Fine & praline chocolates*
- *Chocolate sweets & bars*
- *Sweets & treats & Candied Chestnuts*
- *Confectionery arrangement*
- *Committed chocolate*
- *Ice cream*

TEA:

- *Flavored tea*
- *Pures Origins tea*
- *Green tea*
- *Black tea*
- *Infusions*
- *Personalized infusion*
- *Tea gift boxes*
- *Accessories*
- *Iced tea*
- *Cold drinks*

MAUD
INTERIORS

TOWN OF PALM BEACH

Town Council Meeting Development Review on: July 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-0019 (COA-24-0005) 1 S COUNTY RD (COMBO) SITE PLAN REVIEW– THE BREAKERS. The applicant, Breakers Palm Beach Inc., has filed an application requesting Town Council review and approval for Site Plan Review for site changes including the modifications to the main entrance drive to the hotel and the porte-cochere arrival area. The Landmarks Preservation Commission shall perform design review of the application.

Presenter

ATTACHMENTS:

- **PZB Staff Memorandum**
- **Letter of Intent**
- **Plans**

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Combination Memorandum: Town Council and Landmarks Preservation Commission

FROM: Wayne Bergman, MCP, LEED-AP
Director PZ&B

SUBJECT: ZON-24-0019 (COA-24-0005) 1 S COUNTY RD—THE BREAKERS

MEETING: JULY 10, 2024, TC
JULY 17, 2024, LPC

ZON-24-0019 (COA-24-0005) 1 S COUNTY RD (COMBO) SITE PLAN REVIEW– THE BREAKERS. The applicant, Breakers Palm Beach Inc., has filed an application requesting Town Council review and approval for Site Plan Review for site changes including the modifications to the main entrance drive to the hotel and the porte-cochere arrival area. The Landmarks Preservation Commission shall perform design review of the application.

COA-24-0005 (ZON-24-0019) 1 S COUNTY RD (COMBO) – THE BREAKERS. The applicant, Breakers Palm Beach Inc., has filed an application requesting a Certificate of Appropriateness review and approval for site changes including the modifications to the main entrance to the hotel and the porte-cochere arrival area with Site Plan Review. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning approval.

Applicant: Breakers Palm Beach Inc
Professional: Schmidt Nichols
Representative: Jamie Crowley

THE PROJECT:
The applicant has submitted plans, 16 sheets entitled "The Breakers - Main Drive & Port Cochere Plans", as prepared by **Schmidt Nichols**, date uploaded and submitted to the Town, 06/07/24.

The applicant is proposing the following scope of work:

- Modifications for site changes including the changes to the main entrance drive to the hotel and the porte-cochere arrival (drop-off) area.

The following Special Exceptions with Site Plan Review is required for completion of the project as presented:

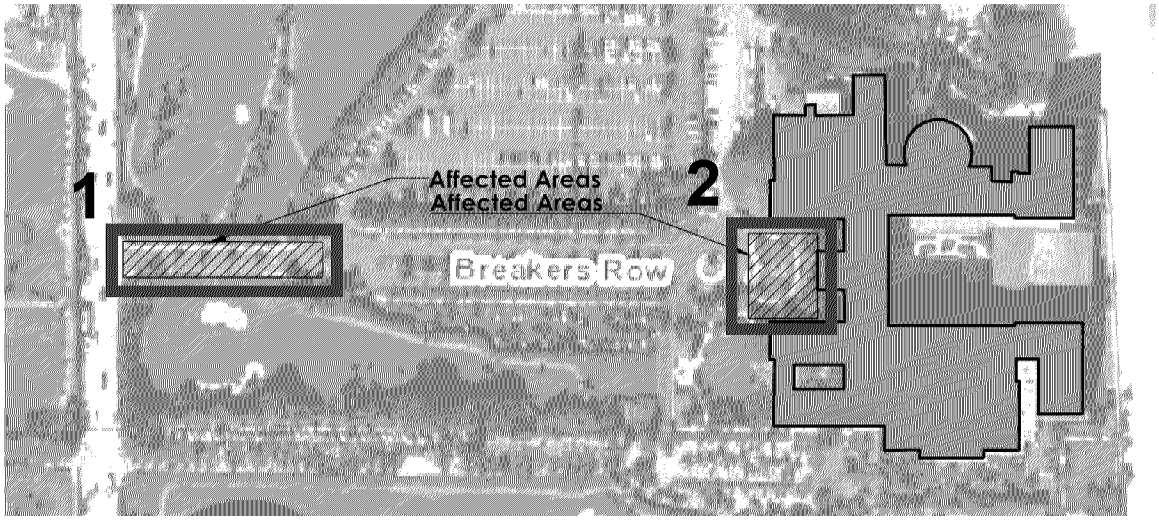
- **SITE PLAN REVIEW** for modifications to approved site plan for a special exception use.

Site Data			
Zoning District	PUD-A	**Future Land Use:**	APPROVED PUD
Designated:	11/09/83 ***1973 National Register***	**Year of Construction:** **Architect:**	1926* Schultze and Weaver

Surrounding Properties	
North	Breakers Hotel Residences
South	Breakers Hotel
East	Atlantic Ocean
West	Breakers Hotel Golf Course

STAFF ANALYSIS

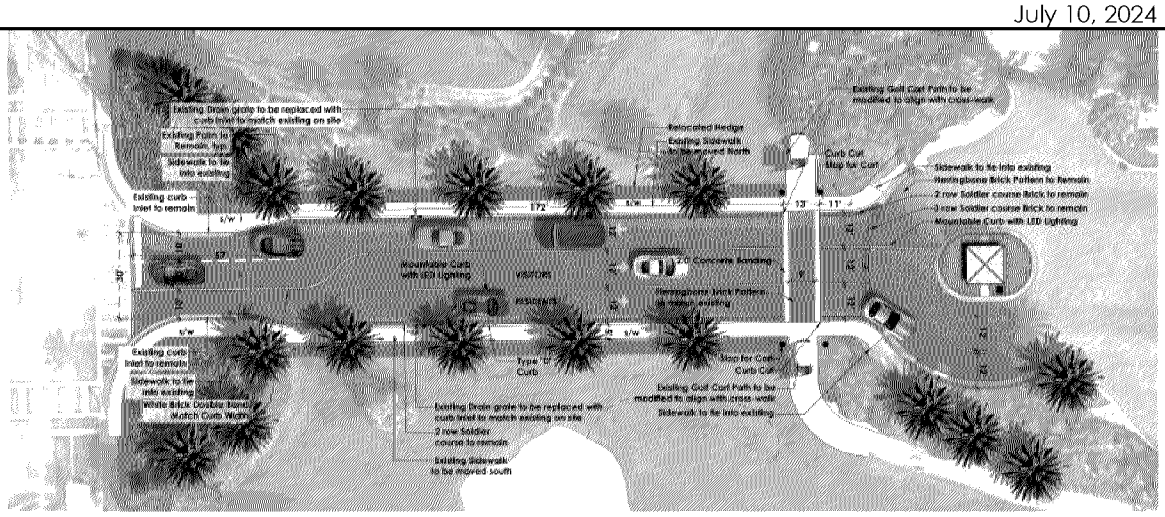
The Breakers is a 534-room landmark hotel situated on 140 acres on the Atlantic Ocean. The resort contains many leisure amenities including an 18-hole golf course, tennis facilities, and eight food and beverage operations within its expansive recreational campus. The main entrance, much celebrated in its grand approach, is on-axis alignment with the formal Renaissance Revival façade of the Breakers. The applicant is proposing general circulation site work for improved hotel operations from an access, valet functions, delivery and queuing standpoint, in two specific areas of the site: (1) the main entrance drive to the hotel and (2) the porte-cochere arrival (drop-off) area.



Site Plan depicting areas under scope of work

As it pertains to the front entrance (drive entrance from South County Road) the proposed pertinent modifications include:

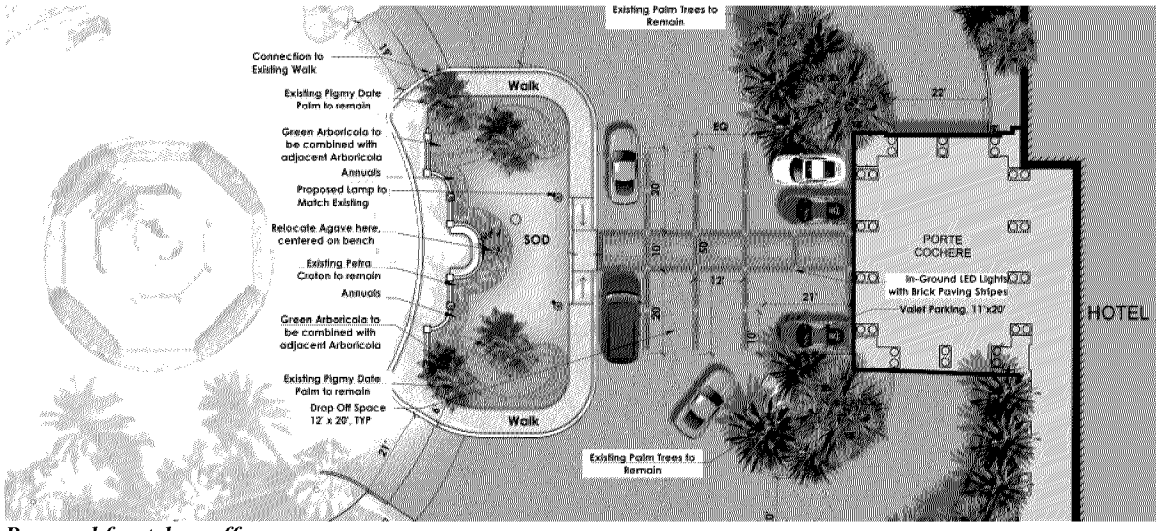
- Center inner egress lane on main entrance
- Expand Drive aisles to 12' wide lanes and introduce 1' wide mountable curbs with lighting.
- White brick double band to replace mountable curb until the point in which the width of road changes.
- Sidewalk to be relocated south & north of drive new drive aisles in front of palm trees.
- Sidewalks to be adjusted from 6.8' to 5.7' to accommodate existing palms onsite.
- Other landscape changes.



Proposed drive entrance and main drive off S County Road

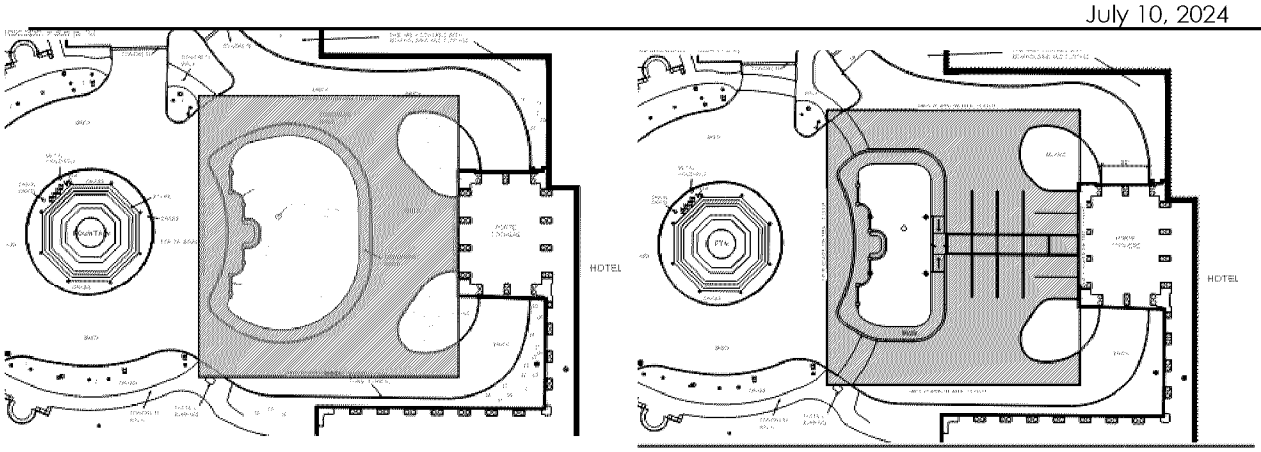
As is pertains to the drop off front entrance modifications, the proposed pertinent modifications include

- Internal landscape island to be modified to improve traffic flow.
- Eastern curb of internal landscape island to be relocated west 23'.
- Sidewalk of internal landscape island to be relocated west 23'.
- Modify remainder of existing curb to tie into new curb line.
- Addition of two lamps to match existing on site.
- In ground LED lighting.



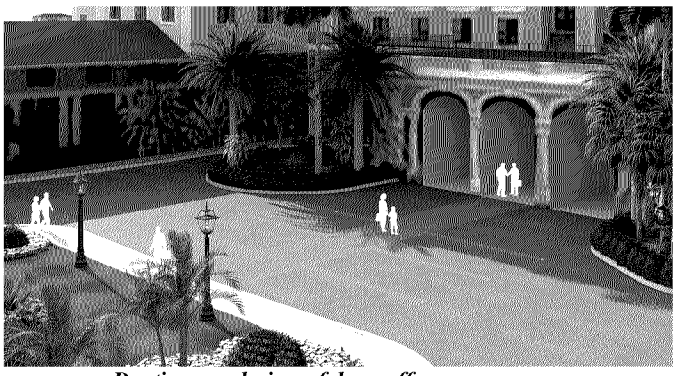
Proposed front drop off area

The new site work will result in a small reduction of green space in the general area of entrance and porte-cochere of approximately 3,637 SF; however, according to the applicant the "green space will be approximately 7,163 SF more than what historically existed in this space prior to the addition of approximately 10,800 SF of landscape space that was added in 2003/2005 with a previous renovation of the front drive."



Open space comparison analysis

The proposed modifications have minimal effect to the overall entry approach, and zero impact on the architecture of the prolific hotel building.



Daytime rendering of drop-off area



Nighttime rendering of drop-off area

The hotel has made tremendous improvements to this property over the years including the removal of a significant amount of asphalt in the driveway and approach. However, staff has expressed concern about additional lanes and cars obscuring the columns of the Porte Cochere and the loss of green space. LPC will focus on the compatibility for the proposed vertical lanterns and the LED strips imbedded in the paving.

CONCLUSION:

Approval of the project will require one (1) motion to be made by the Town Council:

(1) For the Site Plan Review under Sec. 134-329.

The application is presented to the Landmarks Preservation Commission to consider whether all criteria have been met. Approval of the project will one (1) motion:

(1) for the overall design of the project in accordance with the Sec. 54-123 , subject to any imposed conditions.

WRB:JGM

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

.Our File Number: 01446-09000
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

May 28, 2024

Town of Palm Beach
360 S. County Road
Palm Beach, FL 33480

Re: LOI for 1 S County Rd – Breakers Entrance & Porte-Cochere Modifications
Certificate of Appropriateness #: COA-24-0005
Zoning #: ZON-24-0019

We are pleased to submit the accompanying documents and drawings in connection with our combination application for Certificate of Appropriateness and Site Plan Review Approval (the "Application") for the Main Entrance and Porte-Cochere Modifications within the Breakers Hotel property at 1 South County Road, Palm Beach, FL (the "Property").

Scope of Work

This application addresses the restoration and rehabilitation of the main entrance to the hotel, and the porte-cochere arrival area for The Breakers Palm Beach located on County Road. As part of this restoration and rehabilitation effort, the following modifications are proposed:

DROP-OFF MODIFICATIONS:

- Internal landscape island to be modified to improve traffic flow.
- Eastern curb of internal landscape island to be relocated west 23.0 feet.
- Sidewalk of internal landscape island to be relocated west 23.0 feet.
- Modify remainder of existing curb to tie into new curb line.
- Addition of two lamps to match existing on site.

FRONT LANDSCAPE CHANGES:

- Relocate existing Green Arboricola on east side of landscape island to combine with Western Green Arboircola to form an "S" style hedge.
- Existing Pygmy date palms on east side of landscape island to be relocated to the inside of the hedge to help hide the base of the pigmy date palm.
- Annuals to boarder the Green Arboricola and Pigmy Date Palm.

- Petra Coton adjacent to seating area to remain.
- Relocate Agave plant to be on center with bench, and base to be planted with annuals.

OTHER PROPOSED IMPROVEMENTS:

- Center inner egress lane on main entrance.
- Expand Drive aisles to 12.0-foot lanes, and introduce 1.0-foot wide mountable curbs with lighting.
- White brick double band to replace mountable curb until the point in which the width of road changes.
- Sidewalk to be relocated south & north of drive new drive aisles in front of palm trees.
- Sidewalks to be adjusted from 6.8 feet to 5.7 feet to accommodate existing palms onsite.
- Relocate existing hedge in between palm trees.
- Palm Trees to remain (not affected).
- Alignment of Golf Cart paths – south golf cart path to align with northern golf cart path.
- Relocatr curb south and north of drive aisles.
- Proposed improvements to drive aisles are to be brick to match existing brick.
- Replace/Relocate existing drain grate with inlet drain to match existing on site (North and South Drive Aisles).

There will be a small reduction of green space in the general area of entrance and porte-cochere of approximately 3,637 square feet; however the green space will be approximately 7,163 square feet more than what historically existed in this space prior to the addition of approximately 10,800 square feet of landscape space that was added in 2003/2005 with a previous renovation of the front drive. Furthermore, a somewhat recent renovation of the fountain also included the addition of greenspace in this area; therefore, on an historical basis, far more greenspace has been added along the front drive area than has been removed.

In meetings with Town staff, staff asked if it would be possible to replace the four (4) existing parking spaces within the porte-cochere drop-off area with landscaping; however these parking spaces are required to be kept because of operational need for load-outs and staging, and therefore, the hotel cannot remove them to off-set the minor reduction in landscape area. The Breaker's Director of Guest Services provides the following as to why these four (4) spaces are so critical to the logistical operations of the hotel:

- These spaces need to remain due to various operational needs of the front door.
- These parking spaces are used to park vehicles for guests that have called down for their vehicles.
- These parking spaces are used for guests that require more time to load in/out, which avoids backup issues in the lanes under the porte-cochere.
- Transportation companies with schedule pick-ups of departing guests are staged in these parking spaces.
- Hotel chauffeur vehicles are staged in these parking spaces for our in-house guests' use.
- Short-term parking of vehicles (less than 5 minutes) is done using these parking spaces.
- These parking spaces are used to stage vehicles after incidents and security reports for possible damage claims.
- These spaces are used to park vehicles during inclement weather.
- Local guests picking up our hotel guests are directed to wait in these parking spaces to avoid back-up under to porte-cochere.
- Occasionally these parking spaces are used by local law enforcement, emergency vehicles, and/or Secret Service vehicles.

Although the number of spaces is small, eliminating them or trying to move them elsewhere outside of the porte-cochere area would be extremely detrimental to the functionality of the front door operations, and is contrary to the entire rationale behind the Breakers seeking the modifications to the entrance and porte-cochere area.

Finally, no significant changes to the stormwater management plan are proposed with this project, and the slight shifting of one or two stormwater intakes will be coordinated with the Town Engineer, and will be done through the proper Town permitting process.

1. Criteria for Development Order Approval

A. Landmarks Preservation in accordance with Section 54-122 (New Construction).

(a) The following aspects of new construction shall be visually compatible with the buildings and environment with which the new construction is visually related:

(1) The height, the gross volume, and the proportion between width and height of the façade;
(2) The proportions and relationships between doors and windows;
(3) The rhythm of solids to voids created by openings in the façade;
(4) The material used in the façade;

(5) The texture inherent in the façade;
(6) The colors, pattern and trim used in the façade; and
(7) The design of the roof.

(b) Existing rhythm created by existing building masses and space between them should be preserved.
(c) The landscape plan should be sensitive to the individual building and its occupants and needs and should be visually compatible with the buildings and environment with which it is visually related.
(d) A new street façade should blend directionally with other buildings with which it is visually related; which is to say, when adjacent buildings have a dominant horizontal or vertical expression, that expression should be carried over in the new façade.
(e) Architectural details should be incorporated as necessary to relate the new with the old and to preserve and enhance the inherent architectural characteristics of the area.

B. Landmarks Preservation in accordance with Section 54-123 (Exterior Alterations).

(a) The criteria set forth in section 54-122, if applicable, shall be considered in passing upon an application for exterior alterations; provided that the commission may consider the original design of the building and the buildings visually related to it and disregard alterations subsequently made thereto.
(b) Exterior alterations shall not affect the architectural quality or historical character of the building.

The Project will be visually compatible with existing buildings and the environment of The Breakers as set forth below. The proposed modifications minimally alter the existing entry way to the hotel building, while providing for a much more safe and practical entrance and drop-off area for hotel guests. Furthermore, the modifications proposed are consistent with the gross volume, width & height of the façades of the hotel building. The project includes additional and refreshed landscaping, much of which is native vegetation, and is appropriately scaled for the Property and the hotel building, and will not affect the architectural quality or historic character of the historic hotel.

C. Site Plan Review Approval in accordance with Section 134-329. Site Plan Review is required for new building(s) or for changes in permitted use in Section 134-1107,

which involve more than 2,000 square feet of building floor area in the C-TS zoning district, per Section 134-1112 of the Town of Palm Beach Code of Ordinances.

(1) Sufficiency of statements on ownership and control of the subject property and sufficiency of conditions of ownership or control, use and permanent maintenance of common open space, common facilities, or common lands to ensure preservation of such lands and facilities for their intended purpose and to ensure that such common facilities will not become a future liability for the town.

(2) Intensity of use and/or purpose of the proposed development in relation to adjacent and nearby properties and the effect thereon; provided, however, that nothing in this subsection shall be construed as granting the town council the authority to reduce residential densities below that permitted by the use regulations in article VI of this chapter.

(3) Ingress and egress to the property and the proposed structure thereof, with particular reference to automotive and pedestrian safety; separation of automotive traffic; traffic flow and control; provision of services and servicing of utilities and refuse collection; and access in case of fire, catastrophe or emergency.

(4) Location and relationship of off-street parking and off-street loading facilities to thoroughfares and internal traffic patterns within the property, with particular reference to automotive and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping.

(5) Proposed screens and buffers to preserve internal and external harmony and compatibility with uses inside and outside the property boundaries.

(6) Manner of drainage on the property, with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the consequences of such drainage on overall town capacities.

(7) Utilities, with reference to hook-in locations and availability and capacity for the uses projected.

(8) Recreation facilities and open spaces, with attention to the size, location, and development of the areas as to adequacy, effect on privacy of adjacent and nearby properties and uses within the property, and relationship to communitywide open spaces and recreation facilities.

(9) Such other standards as may be imposed by this chapter for the particular use or activity involved.

(10) Height of commercial structures with reference to adjoining buildings, the effect on uniformity in height, and the general principle of retaining the low profile scale of commercial architecture.

(11) Visible size and bulk. The proposed development should be so arranged that it minimizes the visible bulk of the structures to drivers and pedestrians on abutting roadways, the point of reference being the centerline of the abutting roadways, with the intent being to maintain visual impact of multistory buildings at the same relative level of intensity as a single-story building at the minimum required setback.

The Breakers has had permanent maintenance control over the entire property for a century, and will continue to maintain the Property to the standard that has made it a world class resort hotel and iconic landmark, and no portion of the Property will become a future liability for the Town of Palm Beach. The scope of the Project is limited to the main hotel entrance and porte-cochere area, and no other changes to the existing hotel building or other structures are proposed . There is no change in the intensity of use at the Property. The Project will therefore be in harmony and compatible with the existing uses at the Property and with adjacent uses. Existing ingress and egress, parking, stormwater, and utilities will remain unchanged. Given the vast size of the Property and the very specific scope and location of the Project, it is not anticipated that the Project will affect anyone outside of the Property other than creating a more attractive and useable entryway experience.

Attached is the site history for the Breakers Hotel property. We thank you for your consideration of our Submittal Package.

Sincerely,



James M. Crowley

JMC/jl

BREAKERS SITE HISTORY

Please provide a detailed history of all zoning-related requests applicable to this property processed on or after January 1, 1970, in chronological order, including but not limited to variances, special exceptions, site plan reviews, and existing agreements.

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
3/25/1970	Town of Palm Beach adopts new Zoning Code. First reference to "PUD". Adopted amended zoning map by reference; Breakers shown as PUD	Ordinance 3-70	Ordinance later declared unconstitutional by Florida Supreme Court.
9/10/1970	Detailed list of existing improvements on Breakers Hotel property submitted to Town of Palm Beach.		Information provided by Town to aid in conversion to dwelling units under new Zoning Ordinance.
9/17/1970	Town's consultant refines dwelling unit conversion for Breakers property proposed PUD.		Conversion totals 346 equivalent dwelling units.
10/30/1970	The Breakers "Proposed Plan Unit Development" submitted to Town of Palm Beach by Flagler System, Inc.		Initial PUD document totals 39 pages including several appendices and a number of drawings. Request is for PUD-A designation. Included phasing schedule with 10 proposed phases.
3/31/1971	Resolution passed by Town Council giving tentative approval for Planned Unit Development as submitted by Flagler System, Inc. on October 30, 1970 'in accordance with Ordinance 3-70'	**Resolution 6-71** **ORIGINAL PUD APPROVAL**	Approval contains a number of conditions of approval, including detailed phasing schedule. Approval also included density reduction, stipulated structural locations and open space protection, building height reduction and road improvements.
9/1971-3/1972	Time extensions approved for the finalization of Resolution 6-71		Additional time needed to finalize details
6/23/1971	Request for temporary supervised recreational program on Breakers Hotel complex property.		Refers to Tract 2. Temporary approval granted through June 1, 1972.
3/22/1972	Revised PUD master plan submitted to Town.	**Resolution 12-71**	Revision reflects reduced dwelling unit densities in various phases, relocation and revised "lateral spread" of structures in Phases 1, 2, and 10, reduced building heights in certain areas, and designation of various phases as circled numbers on

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
			Master Plan. Included revised Condition #3 re open space preservation. **NEVER ADOPTED**
4/25/1972	Resolution amending Resolution 6-71 for tentative approval for Planned Unit Development.	**Resolution 9-72** amends Res. 6-71	Revised density reductions but not schedule. Open space protection. Building heights Subterranean crossing
5/16/1972	Town notifies Flagler System that they have "identified the formerly zoned 'business district' and have transferred that information to a copy of the revised Master Plan for the Planned Unit Development".		None
10/9/1972	Approval of additional temporary tennis courts adjacent to those in existence.		None
3/5/1973	Town notifies Flagler System that they are exempt from building moratorium.		Applies to Tract 2 (=1970 Phase 1)
10/24/1973	Notification to Flagler System from Town that "revised 'Appendix C', dated April 11, 1972, is acceptable in lieu of the same Appendix previously submitted and approved with the proviso that the number of parking spaces indicated on the revised 'Appendix C' appears to be inadequate in light of the Ordinance parking requirements."		Applies to Tract 2. Reduces dwelling units from 128 to 100 and net density from 30 DU's per acre to 23 DU's per acre; decreases parking spaces from 273 to 211.
March 1974	Town adopts new Zoning Ordinance (Ordinance 2-74) in March. Florida Supreme Court voids previous Zoning Ordinance which was Ordinance 3-70.		Supplemental Agreement notes that Flagler System has submitted an application for final approval for the residential portion of Phase 1 of the PUD.
6/10/1974	Building permit issued to demolish four of the Breakers' cottages	Permit # 505-74	
6/28/1974	Application filed for final approval of Phase 1 (Residential) of PUD	Previously granted tentative approval under resolution #6-71, as amended by resolution # 9-72	No public hearing required for this approval
9/10/1974	Declaration of Restrictions addresses open space protection in PUD.	ORB 2380; Page 1986-1989	Restricts open space use (golf course) for 30 years from

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
			9/10/74. Open space totals 91.3 acres exclusive of roadways.
9/10/1974	Supplemental Agreement		Ratifies and affirms agreements reached and embodied in Application for Tentative Approval of Planned Unit Development Zoning, as amended by revised Appendices "B" and "C" dated 4/11/72, and as further amended by Resolutions #6-71 and 9-72, and confirmed by Ordinance #2-74
9/10/1974	Resolution of Town Council amending Resolution 6-71 and Resolution 9-72 and authorizing the execution of an agreement between Flagler System and the Town.	**Resolution 13-74** Amends 6-71 and 9-72 Clarification as to governing resolutions; ratified resolutions 6-71 and 9-72	This Resolution specifically references the previously described "Supplemental Agreement" which essentially vested the project after the voiding of the previous Ordinance 3-70 and the adoption of the Town's new Zoning Ordinance 2-74. The concern had been that previous PUD approvals may be invalid since they were based upon a Zoning Ordinance which was later found to be unconstitutional.
9/10/1974	Ratification Agreement		Apparently approved by Town Council. Ratifies prior resolutions in light of the determination by the Florida Supreme Court that Zoning Ordinance #3-70 was unconstitutional
9/10/1974	Variance to construct additional tennis courts adjacent to and west of existing tennis courts.	Variance 27-74	Approved by Town Council.
10/2/1974	Variance of from the setback provisions of F.S. 161.052 for construction of a seawall, beach access stairs, and condominium building	File 74-75-V-26	Approved by State of Florida, DNR
10/8/1974	Petitioner appears before Town Council requesting approval of modification of Phase 1 Residential		Request approved by Town Council.

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
	Plan. Request was to move residential building so that it has a 20 foot front yard setback from Breakers Row rather than a 25 foot setback.		
11/19/1974	Flagler System requests amendment for hotel parking for Phase 1.		Parking arrangements proposed would provide a total of 656 spaces for hotel support in conjunction with development of Phase 1 apartments.
12/19/1974	Building permit for the construction of 4-building 88-unit apartment complex	Permit # 1254-74	Included underground parking for 194 cars
1/6/1975	Declaration of Restrictions recorded	ORB 2380 Pg 1986	Land platted as "open space" must remain in that use for 30 years
1/9/1975	Proposal for commercial building in Phase 1 at southeast corner of intersection of Coconut Row and Royal Poinciana Way.		None
2/7/1975	Approval by Building Official of plan for 88 unit apartment building on Tract 2 of Plat 1 subject to 2 conditions.	Building Permit 1254-74	Refers to Tract 2.
4/25/1975	Application for final approval of PUD plan for Phase 1 commercial.	Resolution 6-71 as amended by Resolution 9-72 which granted tentative approval	Application contained the following: Schematic drawings for Phase 1 commercial. Boundary and open space plat for entire Breakers property delineating areas for Phase 1 through 10 and also indicating that open space has not been included with application since the plat was filed with the application for final approval of Phase 1 residential. Covenants guaranteeing retention of open space have not been included. This application is for final approval of Phase 1 residential. Plat of Parcel 4, Phase 1 (commercial).

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
			Should also be noted that request for final PUD approval for Phase 1 commercial included variance requests to increase parking for 416 spaces to 466 spaces. Request also "modifies the configuration of the north/south roadway serving the new residences".
6/10/1975	Request for final approval of Planned Unit Development Phase 1 commercial which is a CA zoned tract located on Tract 11 of Plat 1.		This references Tract 2. Approval includes only 62,600 square feet of covered floor area plus at-grade automobile parking.
6/10/1975	Town Council considered variance application which approved planned revision for roadway and parking facility.	Variance 23-75	Approved by Town Council.
6/10/1975	Town Council considered request for final approval of Phase 1 Commercial		Approved by Town Council, for 62,200 SF plus an at-grade parking lot facility
7/15/1975	Request for coastal construction permit from State of Florida DNR for rock rubble "T" head on existing groin	File BBS-75-6	Approved by DNR
1/13/1976	Request for modification of PUD Agreement to locate a replacement toilet facility building between the existing 11th and 12th fairways.		Approved by Town Council.
6/11/1976	Application for a variance to install awnings inside existing concrete framework over 16 penthouse terraces for Breakers Row apartments, 1 North Breakers Row (Tract 2 of Breakers Row Plat 1).	Variance 32-76	Approved by Town Council.
12/14/1976	Request for extension of time to commence construction of Phase 1 commercial approval which was granted on 6/10/75 for an additional 18 months.		Tract 2. Approved by Town Council for 18-month extension.
9/20/1977	Plans and specifications filed for Phase 2 residential.		None.
11/8/1977	Final approval of request for Phase 2 residential.		Request approved by Town Council subject to a number of

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
			conditions including: • Extension of Royal Poinciana way • Any future development of Tract 7 Plat 1 will show reduction of 10 or more dwelling units
12/13/1977	Variance request to increase site coverage of existing apartment buildings by installation of awnings.	Variance 57-77	Denied by Town Council.
6/13/1978	New request for time extension for commencement of construction of Phase 1 commercial.		Approved by Town Council; new deadline for commencement of construction December 10, 1979.
5/8/1979	Modification of PUD approval for the following items: Extend deadline for Phase 2, Tract 1 from May 8, 1979 to November 8, 1980. Extend deadline for filing for final approval of Phase 3 from October 25, 1979 to April 25, 1981. Extend deadline for implementing Town Council approval of Phase 1 "CA" from December 10, 1979 to December 10, 1981.		Item #1 applies to Phase 2, Tract 1. Item #2 applies to Phase 3, Tract 4. Item #3 applies to Phase 1 "CA" Tract 2.
5/8/1979	Request for special exception and zoning variance for property known as 45 Coconut Row to move Old Guard Society of Palm Beach Golfers, Private Club from main Breakers Hotel to building known as 45 Coconut Row; also request a variance to provide a portion of required parking across the street at Royal Poinciana Chapel.	Special Exception 11-79 with variance	Approved by Town Council subject to the provision of at least 20 parking spaces on site
7/10/1979	Permission to modify PUD to permit the construction of 2 additional		Approved by Town Council.

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
	tennis courts immediately north of and adjacent to existing tennis courts in Tract 10, Plat 1.		
10/31/1980	Application filed with Town to revise the entire remaining phases of the PUD		As of October 1980, approval allowed 471 new dwelling units which, when added to the equivalent conversion of commercial space and hotel uses, to a total of 954 dwelling units as defined under ordinance #9-72. Only 89 units constructed to date. 6.3 acre commercial site approved on NW corner of property.
11/11/1980	Time extension to commence Phase 2, Tract 1		Extended by Town Council from November 8, 1980 to April 25, 1981
3/13/1981	Extension of License Agreement re trash transfer facility		Extended to April 14, 1983
3/18/1981	Preliminary conceptual approval by Town Council of application filed 10/31/80		Included abandonment of commercial approval at NW corner of property, to be replaced by no more than 150 density units
7/14/1981	Tentative approval for "comprehensive modification of the Planned Unit Development Agreement previously referenced"; including agreement for partial Landmarking of Breakers Hotel; carried forward Condition 3 of Resolution 9-72, 1980 modification approved statement of planning criteria and appendices and adopted open space Condition 3 of Resolution 9-72	**Resolution 10-81** amends 6-71, 9-72, and 13-74	Included conditions relating to: • Revised open space plat • Condition 3 of Res. 9-72 is specifically still in 'full force and effect…' • Provision of utility easements and facilities, including certain traffic improvements • Compliance with Town codes including fire codes • Prohibition against time sharing Attachments included **Appendix "H" which is a schedule of future development*.** Adopted **Red Book & Appendices**
1981	Agreement (unsigned) between		Agreement references an

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
	Town of Palm Beach and Flagler System, Inc., relating to the resolution of Landmarking of Breakers Hotel.		Exhibit "A" which fully describes the portion of the hotel that is subject to Landmarking.
9/15/1981	Request for special exception for auto rental facility at hotel.	Special Exception 10-81	Approved by Town Council. Limited to 15 rental cars. Must be operated by hotel employees, and cars must be rented only to hotel guests
1/5/1982	Amended list of drawings and exhibits for the Breakers Planned Unit Development filed with Town.		The document contains extensive lists of drawings, including many revised in 1981. Also included are several other exhibits, including a 57-page bound booklet entitled, *Modification of Planned Unit Development Agreement, 1980 Modification*.
2/23/1982	Letter to Town from Flagler System indicating that Resolution 10-81 as passed by Town Council on July 14, 1981 "is satisfactory and the conditions set forth therein are acceptable".		Flagler System attorneys contend that modification to the Breakers PUD (Resolution 10-81) became effective on February 25, 1982 when Flagler notified the Town that the conditions of Resolution 10-81 were satisfactory and acceptable.
3/26/1982	Letter to Town Attorney from Landmark Preservation Commission.		References Landmark status of hotel as being tied to final adoption of Resolution 10-81.
8/9/1983	Amended Declaration of Restrictions supersedes Breakers Row Plat 1; required by Condition #1 of Resolution No. 10-81	Exhibit "C"	Supersedes Declaration Of Restrictions filed September 10, 1974; relates to use of open space
9/8/1983	Agreement ratifying Resolution No. 10-81		Also accepts conditions in Resolution No. 10-81 and accepts the landmark designation of a portion of the property
9/8/1983	Landmark Designation Agreement	Exhibit "B"	Included legal description of "sight easement" and façade of hotel. Legal description goes all the way to the Atlantic Ocean
9/9/1983	Flagler System requests final approval/site plan review for the portion of Breakers PUD known as		Proposed plans include reduction in number of condominium units from 78 to

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	"Priority 3" under provisions of Section 7.35 of Town Zoning Ordinance. Agreement with Town to be bound by Res. 10-81		48, reduction in number of PD equivalent dwelling units from 79.7 to 52.1, and decreases in other property development criteria. **Makes September 9, 1983 first day of timetables under Res. 10-81***
9/13/1983	Final approval including site plan for Priority #3, northeast corner, known as Two Breakers Row		Approved by Town Council
10/11/1983	Resolution of Town Council ratifying landmarking of hotel	Resolution 34-83	Resolution notes that a parking structure will be constructed within the sight easement
10/12/1983	Amended Declaration of Restrictions	ORB 4073 Pg 0814	Supersedes Declaration of Restrictions recorded January 6, 1975. The portion of the property designated as "open space" in the replat shall be used only as golf course, park or other open space use "as shall be determined in the sole discretion of Declarant" for a period of 30 years commencing 3/18/81 or as long as property is zoned PUD
10/17/1983	Certificate of Notification of Designation of Certain properties as Landmarks		Ratifies landmarking per Resolution 34-83
12/1/1983	Breakers Row Plat #1 – Replat	P.B. 46 Pg. 188	Describes entire PUD
1/10/1984	Special exception authorizing relocation of Sea Gull Cottage from Breakers Hotel property to Royal Poinciana Chapel property.	Special Exception 1-84	Approved by Town Council.
4/11/1984	Certificate of Appropriateness for receiving dock and receiving courtyard areas	C of A 4-84	Approved by Landmarks Preservation Commission
1/10/1985	Certificate of Appropriateness for rehabilitation and additions to Breakers Hotel	C of A 2-85	Approved by Landmarks Preservation Commission
6/18/1986	Agreement to extend Priority 2 (Lanai Suites) from September 9, 1989 to September 9, 1998.	PB 4949 Pg 1163	Amends 9/8/83 Agreement
3/30/1989	Extension of License Agreement for trash transfer facility		Extended to April 14, 1991

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Fall 1989	Breakers PUD Amendment Request filed		
1/22/1990	Request for adjustment to several aspects of PUD.	**Resolution 17-90** amends 6-71, 9-72, 13-74, and 10-81 ORB 6413 Pg 735	Approval included coffee shop, tennis court lighting, additional retail space, tennis shop, retention of golf course through 2019, lease of Pine Walk transfer station through December 31, 1997, renegotiable transfer of development units, road improvements, drainage improvements.
3/30/1990	Agreement implementing Resolution 17-90	ORB 6413 Pg 732	Accepts the conditions in Resolution No. 17-90
Fall 1991	Breakers PUD Amendment Request filed		Request to amend Resolution 17-90 to provide more time for its implementation, and to amend Resolution 10-81 to provide for rephasing the project
2/11/1992	Request for approval for changes to several developments within PUD.	**Resolution 6-92** Amends 6-71, 9-72, 13-74, 10-81 and 17-90	Extended Pine Walk transfer lease to December 31, 2012, renegotiate transfer and road drainage issues prior to 1996-1997 zoning season hearings; internal drainage; revised priority development schedule. As part of the approval, Breakers was required to address three issues: 1) storm drainage; 2) possible elimination of commercial at NWC; and 3) give Town perpetual rights to waste transfer facility. **Included PUD Schedule of Development, Appendix "H" to Exhibit 11 of Resolution # 10-81.**
2/19/1992	Agreement ratifying Resolution 6-92	ORB 7235 Pg 536	Accepts the conditions in Resolution No. 6-92
11/25/1995	Certificate of Occupancy for renovations to 63 rooms in south wing and elevators	COA # 65-95	
2/29/1996	Letter from Jim Brindell, signed by Bob Moore re coffee shop/retail		Clarifies Modifications 1 and 3; attached Exhibit "A" shows total of 10,307 SF existing and proposed ground level retail & food and beverage uses, main

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			hotel south wing as of 11/1/96
6/18/1996	?		Resolution No. 10-01 references a revision to the 'binding agreement' on this date but none was found in Gunster records
9/10/1996	Letter from Jim Brindell, signed by Bob Moore re Centennial Dining Room		Acknowledges that 48 dining room seats and 250 SF of kitchen space may be temporarily relocated from Florentine Dining Room to Centennial Dining Room in Old Guard Building
9/13/1996	Application filed for PUD Amendment		Extend certain time periods to re-negotiate several important matters with Town, and to establish timing for drainage improvements
3/2/1997	Request to modify PUD	**Resolution 1-97** amends Res. 17-90	Modifications to coffee shop, tennis court lighting, additional retail space, new tennis facility, maintenance of golf course as green space through 2019, lease of Pine Walk Transfer Station, requirements for renegotiation, and postponement of road and parking improvements. **Also amended Appendix "H" to Exhibit #11 of Resolution 10-81, re PUD schedule.**
? 1997	Agreement ratifying Resolution No. 1-97		Should be one but none found in Gunster records
8/25/1997	Letter from Jim Brindell, signed by Bob Moore, re addition of 22 seats to Centennial Dining Room		
9/5/1997	Application filed to amend Breakers PUD		Request to renovate the Beach Club facilities, enlarge the Starlight Ballroom, and modify certain PUD conditions
2/9/1998	Request to modify PUD	**Resolution 1-98** amends 1-97	Modification to lease of Pine Walk Transfer Station, requirements for renegotiation, postponement of certain road and parking improvements, demolition and reconstruction

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			of Starlight Ballroom Addition and Beach Club, requirement for additional off-street parking spaces, and on-site parking and traffic circulation management. Per Modification #9, 11,621 SF of accessory hotel space retained for possible later use.
2/9/1998	Site Plan Application to construct a new approximately 20,000 square foot Beach Club and approximate 15,000 square foot Starlight Ballroom and 8,000 square feet of pre-function area. Condition approval was also for approximately 13,500 square feet of storage in kitchen area and associated parking (including a 250 space temporary parking lot located on the northwest corner of the PUD).	Site Plan Review 1-98	4 conditions of approval were included, mostly related to traffic and circulation matters.
3/11/1998	Agreement between Town of Palm Beach and The Breakers Palm Beach, Inc.	ORB 10309; Page 740-744	The essence of the agreement is that "The Breakers hereby accepts the conditions set forth in the Town's Resolution 1-98".
7/19/1999	Certificate of Occupancy for Starlight Ballroom addition and new Beach Club	COA # 55-99	
2/7/2000	Amend PUD to redesign golf course and include a golf and tennis clubhouse west of South County Road	**Resolution 3-00** amends 1-98	Modification to conditions re maintenance of golf course as green space through 2025, lease of Pine Walk Transfer Station, requirements for renegotiation, and golf and tennis clubhouse with related facilities. Also amended commencement dates for remaining development to be consistent at December 31, 2025
1/11/2000	Site Plan Review with Special Exception request to redesign golf course and tennis court layout and construct a three-level 40,549 square foot golf and tennis clubhouse.	Site Plan Review 1-2000 w/Special Exception	Approval was granted for new golf and tennis complex and included several conditions of approval.
3/22/2000	ARCOM review of new golf & tennis clubhouse	B9-00	approved
4/12/2000	Agreement ratifying Resolution 3-00		Accepts the conditions in Resolution No. 3-00

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6/5/2000	Letter from Jim Brindell, signed by Bob Moore re adjustments to golf course layout		
9/27/2000	ARCOM review of golf course border landscaping west of South County Road	B52-00	Approved
2/5/2001	Amend PUD to allow opportunity to request redistribution of residential units from west side of County Road to other locations within the PUD	**Resolution 10-01** amends 3-00 ORB 12541 Pg 98	Modification to condition re requirement for renegotiation; applicant may relocate up to 149 dwelling units from Priority Areas 1, 7, 8, and 9 to areas west of County Road and/or within Priority Area 1 subject to PUD Master Plan amendment. May apply for same no later than the **2023-2024** zoning season.
4/19/2001	Agreement ratifying Resolution 10-01	ORB 12541 Pg 94	Accepts the conditions in Resolution No. 10-01
12/10/2001	Certificate of Occupancy for south ocean tower alteration for hotel	COA # 90-01	
1/8/2002	Authorizing ad valorem tax exemptions for work at the hotel (south tower)	Resolution 6-02	Contained faulty legal description
2/13/2002	Certificate of Occupancy for renovation of Dallas Rooms, 1st and 2nd floors	COA # 84-99	
6/11/2002	Site Plan Review with Special Exception to relocate 55 parking spaces from front driveway, reconfigure front driveway/parking landscape area, relocate balustrades at hotel entrance in order to add additional valet lanes, construct security gatehouse on main driveway, construct approximately 338 square foot service quarter adjacent to the Circle Dining Room; add porte cochere and covered walkways to the south entrance of the hotel and relocate 21 parking spaces from new porte cochere to existing parking area west of Beach Club. Also Special Exception to expand hotel with above improvements.	Site Plan Review 5-2002 w/Special Exception	Approved by Town Council.

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6/11/2002	Amends Resolution 6-02 so as to amend the legal description of the property referenced therein	Resolution 40-02	Amends legal description in the tax exemption covenant to include only the hotel building where the work was done
2/20/2003	Certificate of Completion for renovations to North Ocean Tower		
2/20/2003	Certificate of Completion for renovations to Ocean front meeting rooms, corridors, and mezzanine mechanical room		
2/20/2003	Certificate of Approval and Occupancy for two new 1-story accessory buildings (gatehouse and bathrooms)	COA # 10-03	
4/16/2003	Certificate of Appropriateness for renovation of Venetian Ballroom	C of A #10-2003	Approved with a number of conditions
9/9/2003	Special Exception to construct a 1-story 697 SF golf instruction and storage building on the driving range, as well as a paved employee walkway along the north side of the hotel	Special Exception #20-2003	Approved by Town Council.
2/15/2005	Modification to PUD Master Plan to redesign the Beach Club Cabanas and related facilities.	**Resolution No. 4-05** amends 3-00* *note- WHEREAS clause should have included Res. 10-01 but did not	Deletes previous Modification #4 re new tennis facility, to be replaced by Modification #10; **erroneously carries forward language from Modification #7 of Resolution 3-00 instead of revised #7 from Resolution 10-01**; minor modifications to Modification #10 re golf and tennis clubhouse and related facilities; adds Modification #12 re new cabanas and related facilities

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2/15/2005	Site Plan Review, Special Exception, and Variance request for approval of the new cabana project	Special Exception 6-2005 with Site Plan Review and Variance	Variance (for seawall height) withdrawn. Conditions of approval re required fire hydrant and construction traffic restrictions
5/10/2005	Modified lighting plan reviewed by Florida Fish and Wildlife Conservation Commission for cabana project	PB-804	Approved with several conditions
8/12/2005	Building permit for awning for valet parkers	P #8078272	
August 2006	Approval for golf clubhouse awnings		
11/14/2006	Special Exception with Site Plan Review to renovate the old golf clubhouse including a lounge for spa and beach club employees, create new offices on the second floor, and awnings on the new club house and for valet parkers	Special Exception 9-2006 with Site Plan Review	No conditions of approval
7/14/2010	Revised Modification #7.a. to restore the language from Resolution 10-01 re relocation of units to the portions of the PUD west of County Road	**Resolution #70-10** Amends Res. 4-05	Application to be filed no later than **2024**
10/27/2010	ARCOM review of request to demolish old golf clubhouse building and associated parking lot, AKA the Old Guard Building, 45 Cocoanut Row	B-051-2010	Approved by ARCOM; to be replaced by sod and landscaping; later ratified by Town Council
9/11/2012	Town Council review of request to demolish and rebuild two of the five existing maintenance buildings on the west Pine Walk	Site Plan Review #9-2012 with Special Exception	Approved by Town Council; ARCOM approved administratively
5/15/2013	Town Council review of requested improvements to pool areas on southeast portion of hotel property	Special Exception #8-2013 with Site Plan Review	Approved by Town Council. Included gazebo bar, kiddie pool, jacuzzis, and pavement
June 2013	State of Florida Department of Business and Professional Regulation extension of hotel's alcohol license to include gazebo bar		Approved
8/24/2013	ARCOM review of proposed new railings, awning	A-028-2013	Railing not approved; awning approved
9/25/2013	Administrative Site Plan Review of Flagler Steakhouse awning expansion		Approved by staff
12/11/2013	Modify hotel amenity by expanding the existing playground	Special Exception #20-2013 with Site	Approved by Town Council

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		Plan Review	
2/12/2014	Amend Resolution 70-10 by adding 4,559 square feet of accessory hotel space to the Beach Club for construction of a fitness center. PUD amendment.	**Resolution No. 11-2014**	Changes to Modification #9 re the Beach Club, adding 4,559 gross square feet/4,190 net (A/C) square feet to construct a new fitness center on the second level of the existing Beach Club building on the Ocean Terrace. The previous 11,621 square feet of accessory hotel space is reduced by 4,190 to leave approximately 7,341 square feet for future use by further amendment to the PUD.
2/12/2014	Special exception and site plan review to construct a new beach access ramp and to replace the 1,588 square foot pavilion on the second level of the Beach Club building with a 4,559 square foot (gross) 4,190 square foot (net, A/C) structure for a new fitness center, and associated elevator.	Special Exception #1-2014 with Site Plan Review	The beach ramp replaces a similar structure which was destroyed by a hurricane. The existing spa functions on the first floor of the Beach Club will be expanded into the previous fitness center space.
3/26/2014	Agreement finalized between Town of Palm Beach and The Breakers documenting acceptance of Resolution 11-2014.		Agreement required by Town's PUD ordinance
12/10/14	Special Exception with Site Plan Review to add awning to pergola east of spa; variance to demolish and reconstruct existing entry fountain	Special Exception #27-2014 with Variance	Approved by Town Council
12/17/14	LPC approval for awning and fountain	COA-053-2014 and 057-2014	
2/11/15	Request approval of: • Four awnings totaling 1,714 s.f. in golf maintenance area at west end of Pine Walk • Renovations to east side of spa building to enclose 614 s.f. of additional space, and redesign of courtyard • Vehicle gate just east of crosswalk near south porte-cochere	Special Exception #1-2015	Approved by Town Council, subject to the requirement that the vehicle gate be opened for overflow parking during large events.

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9/9/15	Request approval of: • Flagler Club Terrace awning structure • Demolish smoke-stack and expand engine room, including 600 KW generator • Add 720 s.f. cooling tower • Add three access control gates on Ponce Promenade	Special Exception #24-2015 with Site Plan Review	Combo project included Landmarks (LPC) review. Approved by Town Council.
9/16/15	LPC approval of aspects of S.E. #24-2015 under their jurisdiction	COA 2015-034	
11/12/15	Request approval of: • Ponce loading dock expansion, including new awning • Service elevator in southeast corner of Mediterranean Courtyard • 900 KW generator in place of 600 KW generator in engine room expansion • Two service pavilions on front croquet lawn west of hotel	Special Exception #31-2015 with Site Plan Review	Approved by Town Council except for service pavilions on west lawn, which were deferred. That part of request was later withdrawn due to LPC objections.
3/9/16	Request approval to demolish building #4 at the maintenance complex on Pine Walk (2,726 square feet) and replace it with or 3,581 square foot building.	Special Exception #5-2016	Approved by Town Council
4/27/16	Request ARCOM approval to repair the chimneys at Spray Cottage	A-016-2016	Approved by ARCOM
5/11/16	Request approval to amend Resolution No. 11-2014 (PUD-A) by extending the commencement of development date for 251 dwelling units, extending the date by which 149 dwelling units may be relocated, extending the date upon which the golf course must remain open space, and extending the date of the lease of the Pine Walk Transfer Station.	**Resolution No. 60-2016**	All dates extended to December 31, 2049 or December 31, 2050.

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3/15/17	Request Special Exception with Site Plan Review approval to add a 3,000 gallon emergency generator fuel tank just north of the service court, and two service pavilions on the 'croquet' lawn southwest of the main hotel entrance.	Special Exception No. 04-2017 with Site Plan Review, and COA No. 08-2017	Approved by Town Council, including official recognition by Council of ongoing use of the lawn area for outdoor functions
5/10/17	Request Special Exception with Site Plan Review approval to construct a new 404 s.f. retail shop (Mary Lily's) in the Palm Court, and to expand the existing seafood restaurants from 4,330 s.f. to 6,111 s.f. and from 140 seats to 177 seats.	Special Exception #12-2017 with Site Plan Review	Approved by Town Council
12/13/17	Request Special Exception with Site Plan Review to expand seating capacity at Seafood Bar restaurant by an additional 53 seats in 6,111 s.f. restaurant, for a total of 230 seats.	Z-17-00044	Approved by Town Council

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1/10/18	Request Special Exception with Site Plan Review to make changes and improvements to The Breakers golf course. Also enlarge golf training facility from 697 s.f. to 2,366 s.f., and replacement of existing free-standing bathroom building of 250 s.f. with a new bathroom building of 267 s.f.	Z-17-00055	Approved by Town Council
6/13/18	Request for extended work hours for golf course project		Approved by Town Council
9/12/18	Request Site Plan Review and Special Exception to add awnings in the renovated golf course	Z-18-00126	Approved by Town Council
9/21/18	Request Landmarks Presentation Commission approval for revised ramp on south side of south lawn pavilion building	COA-040-2018	Approved by Landmark Preservation Commission
10/18/18	Request Administrative Site Plan approval for changes to ramp of south lawn pavilion		Approved and stamped by Town of Palm Beach
05/15/19	Request for site plan review with special exception approval to construct a new security guardhouse and gates, to re-align Breakers Row, and to add a landscaped island on the south side of the proposed guardhouse at North Breakers Row.	Z-19-00187	Approved by Town Council
02/12/20	Request for zoning text amendment to add hotel and golf course as permitted uses in PUD-A zoning district and to allow for staff approval of site plans consisting of less than 2,500 square feet	Ordinance 1-2020	Approved by Town Council
08/11/21	Request for extension of existing golf course awning, which was denied by ARCOM on July 28, 2021, but approved on appeal by Town Council on August 11, 2021.	A-051-2021	Appeal granted by Town Council