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

JANUARY 10, 2024

9:45 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
Margaret A. Zeidman, President
Bobbie D. Lindsay, President Pro Tem
Julie Araskog
Ted Cooney
Lew Crampton

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

A. **ZON-24-017 (ARC-24-007) 222 WORTH AVE (COMBO) - SPECIAL EXCEPTION** The applicant, Louis Vuitton America, has filed an application requesting Town Council review and approval for a Special Exception for a permitted use greater than 4,000 SF in the C-WA zoning district in order to occupy an existing two-story commercial building. The Architectural Commission shall perform design review of the application. Pg. 10

B. **ZON-24-019 155 HAMMON AVE - SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE** The applicant, CH Hotel LLC (Andrew and Sarah Wetenhall), has filed an application requesting Town Council review and approval for a Special Exception request with Site Plan Review to allow for installation of a generator in a non-conforming location at a commercial property. Variance (1) variance to install the generator with a reduced north side-yard setback, revesting the abandoned, nonconforming location of a previously permitted generator. Pg. 13

VIII. RESOLUTIONS

A. RESOLUTION NO. 001-2024: A Resolution Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Ratifying And Confirming The Determination Of The Landmarks Preservation Commission That The Property Known As 249 Peruvian Ave Meets The Criteria Set Forth In Ordinance No. 2-84, Also Known As Chapter 54, Article IV Of The Code Of Ordinances Of The Town Of Palm Beach; And Designating Said Property As A Town Of Palm Beach Landmark Pursuant To Ordinance No. 2-84, Also Known As Chapter 54, Article IV Of The Code Of Ordinances Of The Town Of Palm Beach. *(Multiple units/owners on this site. Some owners are in favor, others opposed).* Pg. 15

IX. DEVELOPMENT REVIEWS

A. Declaration of Use Agreements

1. Tutto Mare Declaration of Use Agreement and Revised, Amended & Restated 1979 Agreement Pg. 41

B. Variances, Special Exceptions, and Site Plan Reviews

1. Old Business

a. **ZON-23-068 (ARC-23-090) 206 CARIBBEAN RD.** The applicant, Walter Wick, has filed an application requesting Architectural Commission review and approval for construction of a new two-story single-family residence with landscape, hardscape and pool on a nonconforming parcel. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning

relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

b. **ZON-23-070 (ARC-23-092) 217 BAHAMA LN (COMBO)** The applicant, James and Sarah McCann, have filed an application requesting Architectural Commission review and approval for construction of a new two-story single-family residence and associated landscape and hardscape on a lot substandard in lot depth in the R-B zoning district. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

c. **ZON-23-072 (ARC-23-094) 247-251 WORTH AVE (COMBO)** The applicant, Holbrook Real Estate LLC, has filed an application requesting Architectural Commission review and approval for a two-story addition to an existing one-story commercial building under the Special Allowances in accordance with the Worth Avenue Design Guidelines, including several variances from lot coverage, floor area square footage, commercial and residential use locations, parking requirements, landscape open space, and loading space requirements. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

d. **ZON-23-084 (ARC-23-109) 600 TARPON WAY (COMBO)** The applicants, Frank and Annie Falk, have filed an application requesting Architectural Commission review and approval for the construction of a new two-story single-family residence over 10,000 SF with sitewide landscape and hardscape improvements, requiring variances for mechanical equipment placement, building height plane, and site wall height, and a Special Exception for vehicular gate placement. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

e. **ZON-23-104 (ARC-23-137) 310 CLARKE AVE (COMBO)** The applicant, Mark & Patricia Davies, has filed an application requesting Architectural Commission review and approval for changes to an approved new two-story residence including changes to architectural details, hardscape/landscape, and arrangement of equipment yards, requiring variances for equipment location and screening wall heights. This is a combination project that shall be reviewed by Town Council as it pertains to zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject

Pg. 62

property. Carried 6-1.] [The Architectural Review Commission approved the project, 6-1.]

f. **ZON-23-105 (ARC-23-123) 1186 N OCEAN WAY (COMBO)** The applicant, Martha Lee Johnson 2012 Exempt Trust (Stan Johnson), has filed an application requesting Architectural Commission review and approval for the design of a new two-story residence with sitewide landscape and hardscape improvements, requiring setback and separation distance variances for the location of the pool equipment and a variance to exceed allowable chimney height. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

g. **ZON-23-109 (COA-23-040) 134 EL VEDADO RD (COMBO)** The applicant, Elizabeth and Jeffrey Leeds, have filed an application requesting Landmarks Preservation Commission review and approval of a Certificate of Appropriateness for additions and alterations to an existing two-story Landmarked residence and accessory structures, including window, door and roof replacement, modifications to opening sizes, demolition of rear porch, construction of an enclosed rear addition, addition of covered rear terrace, covered walkway and second floor addition to tennis house, and landscape and hardscape modifications. Additionally, requesting construction of front wall with new vehicular driveway gates, including a variance from the backup/cueing distance requirement. Town Council shall review the application as it pertains to the zoning relief/approval. [Landmarks Preservation Commission Recommendation: Implementation of the proposed variances will not cause a negative architectural impact on the subject landmark property. Motion carried, 7-0.] [The Landmarks Commission approved the project, 7-0.] Pg. 77

h. **ZON-23-111 (HSB-23-009) 269 PARK AVE (COMBO) AND FLOODPLAIN VARIANCES** The applicant, Schnapps 269 Park Avenue LLC (Andrew and Lorraine Dodge), has filed an application requesting Landmarks Preservation Commission review and approval for exterior alterations to an existing three-story historically significant building, specifically to add a front terrace deck onto an existing ground floor entry porch, to construct a new gable-end entry, to add four new dormer windows (two on the east and two on the west side) to the roof of an existing three-story building, requiring a variance from the Floodplain requirement from Chapter 50, Floods, to maintain the existing building at a finished floor elevation below current FEMA requirements, and a variance to expand a nonconforming third floor, to increase the maximum height and to reduce the required front and side setback. Town Council shall review the application Pg. 99

as it pertains to zoning relief/approval. [Landmarks Preservation Commission Recommendation: Implementation of the proposed variances will not cause a negative architectural impact on the subject landmark property. Motion carried, 7-0.] [The Landmarks Commission approved the project as presented, with the condition that the professional shall restudy the front parapet and return with alternate designs at the January 17, 2024, meeting. Motion carried, 7-0.]

i. **ZON-23-113 (ARC-23-145) 123 CHILEAN AVE (COMBO)** The applicant, Robert & Perri Bishop, has filed an application requesting Architectural Commission review and approval for construction of a new two-story single-family residence and one-story accessory cabana structure with final hardscape, landscape and swimming pool, requiring Special Exception approval to develop a nonconforming parcel and variances to reduce the required side setbacks and to exceed the maximum cubic content ratio (CCR) permitted. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

j. **ZON-23-118 (ARC-23-140) 2278 IBIS ISLE RD (COMBO)** The applicant, Angel Arroyo, has filed an application requesting Architectural Commission review and approval for exterior modifications to an existing one-story residence, including the demolition of an existing screen porch, a new roof, façade and window alterations, and a variance to not provide the required garage enclosure for two vehicles. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

k. **ZON-23-119 (ARC-23-146) 995 S OCEAN BLVD.** The applicant, Mary S. Conrad, has filed an application requesting Architectural Commission review and approval of a second story addition requiring variances to build within the required setbacks. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 4-3.] [The Architectural Review Commission approved the project, 4-3.] Pg. 110

2. New Business

a. **ZON-23-092 (ARC-23-052) 300 COLONIAL LN (COMBO)** The applicants, Dragana & Richard Connaughton, have filed an application requesting Architectural Commission review and approval for construction of a new two-story single-family

residence requiring (2) variances from east side yard setback and (1) variance from mechanical equipment regulations and construction of a detached accessory structure requiring (2) setback variances, (1) lot coverage variance and (1) angle of vision variance, together with final hardscape, landscape, and swimming pool. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. [*This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.*]

b. **ZON-23-120 (ARC-23-154) 1356 N OCEAN BLVD (COMBO)** The applicant, Gary & Kelly Pohrer, has filed an application requesting Architectural Commission review and approval for expansion of a previously approved swimming pool on the beachside parcel, requiring a setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 5-2.] [The Architectural Review Commission approved the project, 5-2.] Pg. 118

c. **ZON-24-005 (ARC-23-159) 288 SANDPIPER DR (COMBO)** The applicant, Kelly M Williams TR TITL HLDR (Rep. Maura Ziska), has filed an application requesting Architectural Commission review and approval for exterior alterations to an existing detached guest house, including window and door replacement and the construction of enclosed additions, requiring a rear setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 6-1.] [The Architectural Review Commission partially approved the project, with conditions. 4-3. The lanai addition was not approved.] Pg. 126

d. **ZON-24-008 (ARC-23-165) 161 VIA PALMA (COMBO)** The applicant, Sam and Vicki Hunt, has filed an application requesting Architectural Commission review and approval for construction of a new two-story addition, requiring a west side-yard setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 7-0.] [The Architectural Review Commission approved the project, 7-0. Pg. 132

e. **ZON-24-009 (ARC-23-167) 350 SEABREEZE AVE**

(COMBO) The applicant, Judith Goodman (Contract Purchaser, Justin Besikof / Rep. Maura Ziska), has filed an application requesting Architectural Commission review and approval for the design of a new two-story single-family residence and sitewide landscape and hardscape improvements, requiring a variance to not provide garage parking. This is a combination project that shall also be reviewed by Town Council as it pertains to the zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

f. **ZON-24-010 (ARC-23-164) 1616 N OCEAN BLVD.** The applicants, Joan Eigen, Wendy Haigney and Devid Eigen, have filed an application requesting Architectural Commission review and approval for the installation of vehicular gates to an existing single-family residence and a variance for the required driveway area. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. [Architectural Review Commission Recommendation: The Commission made no recommendation related to the variance.] [The Architectural Review Commission approved the project, 5-0.] Pg. 140

g. **ZON-23-020 (COA-23-003) 139 N COUNTY RD - THE PARAMOUNT THEATER (COMBO) - SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCES** Pg. 147

TIME CERTAIN: 10:00 AM

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 of an existing Landmarked theater structure and the construction of a new three-story mixed use (retail and four residential units) development 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 two stories in the C-TS district, (5) for shared parking in the C-TS district, and (6) for a modification to a previously approved Special Exception for Churches, synagogues or other houses of worship to allow for a flexible event space. 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 review and approval for Variances (1) to reduce the required front yard setback, (2) front side street yard setback, (3) and to reduce the required rear yard setback requirements for new construction, (4) to allow three stories in lieu of two stories in C-TS district, (5) to exceed the maximum height, (6) to exceed the maximum overall building height, (7) to exceed the maximum allowable lot coverage limitation, (8) to exceed the maximum building length permitted, (9) to exceed

the maximum building size (floor area) permitted, (10) to reduce the required overall landscape open space, (11) to reduce the required front yard landscape open space, (12) to reduce the required front yard setback for the subterranean parking level, (13) to reduce the front side street yard setback for the subterranean parking level, (14) to permit mechanical lift parking in the parking garage, (15) a variance to exceed the maximum height of a perimeter wall on a side or rear property line, (16) to permit residential uses on the first level in the C-TS zoning district in lieu of the above the first-floor requirement, (17) to allow generators on a roof(s), (18) to exceed the maximum height of a screening wall for mechanical equipment on a roof, (19) to exceed the maximum height of mechanical equipment on a roof, and (20) to exceed the maximum height of chimneys, in conjunction with the renovation and adaptive reuse of an existing Landmarked theater structure and the construction of four connected residences with ground floor retail components with two levels of subterranean parking. The Landmarks Preservation Commission will perform the design review.

3. AMENDMENTS: TIME CERTAIN: 2:00 PM

a. Text Amendment Discussion Pg. 1084
Joanne O'Connor, Town Attorney, and Wayne Bergman, Director of Planning, Zoning and Building

b. Four Arts Comprehensive Plan Amendments / Zoning Code Amendments - Review & Feedback Pg. 1085

c. Zoning Text Amendment for Covered Arcades and Colonnades - Ordinance No. 008-2023 Pg. 1096

C. Time Extensions and Waivers

1. Waiver of Town Code Section 18-237, For Building Permit Extension for 720 S Ocean Blvd. Pg. 1112

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: January 10, 2024

Section of Agenda
Consent Agenda

Agenda Title
ZON-24-017 (ARC-24-007) 222 WORTH AVE (COMBO) - SPECIAL EXCEPTION The applicant, Louis Vuitton America, has filed an application requesting Town Council review and approval for a Special Exception for a permitted use greater than 4,000 SF in the C-WA zoning district in order to occupy an existing two-story commercial building. The Architectural Commission shall perform design review of the application.

Presenter

ATTACHMENTS:

- **Letter of Intent**
- **Plans**

RECEIVED
By yfigueroa at 1:19 pm, Dec 07, 2023

LOUIS VUITTON

MAISON FONDÉE EN 1854
PARIS

November 16, 2023

Project: Proposed Louis Vuitton
222 Worth Avenue
Palm Beach FL 33480

Attn: Sarah Purdue / Bradley Falco

Town of Palm Beach

Planning Zoning and Building Department

360 South County Road,

Palm Beach FL 33480

LETTER OF INTENT FOR SPECIAL EXCEPTION USE FOR APPLICATION OF BUSINESS TAX RECEIPT (BTR)

We hereby submit this letter of intent as part of our application to seek approval for special exception use for the purpose to obtain the business tax receipt for the future Louis Vuitton store located 222 Worth Avenue. The scope of work for this new space shall be limited to interior tenant fit out with minor modifications to the existing storefront including a small infill section in harmony with the façade geometry, frame and glass storefront system, awnings and signage.

1. The use is a permitted special exception as set forth in article VI of SEC 134-229. The space that Louis Vuitton will be occupying was a previous retail store (former Escada) with the same sales product categories.

2. The use is designed, located and proposed to be operated to protect the public health, safety, welfare and morals.

3. The use shall not cause substantial injury to the value of other property in the neighborhood where it is located. The improvements to the space will likely enhance the value of the neighboring properties.

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

5. Since the footprint of the building is not being changed and the scope of work is interior and modifications to the existing exterior facade, such use will comply with yard, other open space and any special requirements set out in article VI for the particular use involved.

6. This use will comply with all the elements of a comprehensive plan.

7. Since the proposed use is the same as the previous tenant, sale of clothing, accessories and leather goods, the use does not result in substantial noise, glare, or odor impacts on the adjoining properties and properties generally in the district.

8. There are no changes to the existing location of the current ingress and egress to the 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. The signage being proposed is within the 20 sq. ft. allowed by zoning and below the mounting height limit. The exterior lights are existing to remain and shall not produce any glare and impact to traffic safety. The economic impact will be compatible and in harmony with properties in the district.

10. The location availability and compatibility of utility service is existing to remain. It is currently in a satisfactory condition to ensure health and safety.

11. Refuse and service areas for this use will be minimal and shall not adversely affect automotive and pedestrian safety and convenience, traffic flow and control or access to the space in case of fire or catastrophe.

12. Louis Vuitton has been an established business in the Town of Palm Beach for many decades. If market studies and analyses are required to prove clients and customers of this business being local townspeople, it can be provided under a separate cover.

13. There are currently no historic or specimen trees located on the property.

14. The proposed use will not place a greater burden that 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.

Based on the provisions listed above, we request the approval of the special exception use in order for us to obtain the business tax receipt required for to being construction on the above referenced property.

Sincerely,

By: _____

Name: Kelly Koyama-Garcia

Date: 11/16/2023

Senior Vice President, General Counsel and Corporate Secretary

SQUARE FOOTAGE CALCULATIONS		
	SALES AREA	BOH
FIRST FLOOR	3878 SQ. FT.	149 SQ. FT.
SECOND FLOOR	1133 SQ. FT.	2465 SQ. FT.
TOTAL	5011 SQ. FT.	2614 SQ. FT.
GRAND TOTAL	7625 SQ. FT.	

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda
Consent Agenda

Agenda Title
ZON-24-019 155 HAMMON AVE - SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE The applicant, CH Hotel LLC (Andrew and Sarah Wetenhall), has filed an application requesting Town Council review and approval for a Special Exception request with Site Plan Review to allow for installation of a generator in a non-conforming location at a commercial property. Variance (1) variance to install the generator with a reduced north side-yard setback, revesting the abandoned, nonconforming location of a previously permitted generator.

Presenter

ATTACHMENTS:

- **Letter of Intent**
- **Plans**

RECEIVED
By yfigueroa at 7:47 am, Dec 08, 2023

SMI

LANDSCAPE ARCHITECTURE

December 7, 2023

Planning, Zoning and Building
Town of Palm Beach

TOWN COUNCIL Number: ZON-24-019
Project Address: 155 Hammon Avenue

To Whom it May Concern:

As required, please see the below summary of changes to the property with TOWNCOUNCIL number ZON-24-019.

This request and scope of exterior changes are solely to replace a former generator on the previously approved and existing concrete pad with a new generator, and provide a screening wall to satisfy current building code.

The generator pad location was approved in October 1989. A copy of that submittal is included in the submittal plan sheets.

The variance request to place the generator on the existing concrete pad of the previously approved generator and provide a screening wall does not seek any changes that would impact the site or its neighbors in any way differently than which already exists on the site. It requests that the new generator be placed on the existing pad, which is 7’-11” from the property line. This commercial property abuts the back-of-house of another commercial property, the Esplanade, and is not visible from the street.

SMI LANDSCAPE ARCHITECTURE, INC.
140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
Telephone 561-655-9006 Facsimile 561-655-9007 Website: www.smilandscapearchitecture.com

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda
Resolutions

Agenda Title
RESOLUTION NO. 001-2024: A Resolution Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Ratifying And Confirming The Determination Of The Landmarks Preservation Commission That The Property Known As 249 Peruvian Ave Meets The Criteria Set Forth In Ordinance No. 2-84, Also Known As Chapter 54, Article IV Of The Code Of Ordinances Of The Town Of Palm Beach; And Designating Said Property As A Town Of Palm Beach Landmark Pursuant To Ordinance No. 2-84, Also Known As Chapter 54, Article IV Of The Code Of Ordinances Of The Town Of Palm Beach. *(Multiple units/owners on this site. Some owners are in favor, others opposed).*

Presenter

ATTACHMENTS:

- **Resolution No. 001-2024**
- **Designation Report for 249 Peruvian Avenue**
- **Excerpt from the December 20, 2023 Landmarks Preservation Commission Meeting Minutes**
- **Landmark Designation Procedure**

RESOLUTION NO. 001-2024

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, RATIFYING AND CONFIRMING THE DETERMINATION OF THE LANDMARKS PRESERVATION COMMISSION THAT THE PROPERTY KNOWN AS 249 PERUVIAN AVE MEETS THE CRITERIA SET FORTH IN ORDINANCE NO. 2-84, ALSO KNOWN AS CHAPTER 54, ARTICLE IV OF THE CODE OF ORDINANCES OF THE TOWN OF PALM BEACH; AND DESIGNATING SAID PROPERTY AS A TOWN OF PALM BEACH LANDMARK PURSUANT TO ORDINANCE NO. 2-84, ALSO KNOWN AS CHAPTER 54, ARTICLE IV OF THE CODE OF ORDINANCES OF THE TOWN OF PALM BEACH.

WHEREAS, pursuant to the provisions of Ordinance No. 2-84, (Chapter 54, Article IV, Code of Ordinances of the Town of Palm Beach) the Landmarks Preservation Commission of the Town of Palm Beach held a public hearing and recommended to the Town Council that certain landmarked property described herein be designated as a landmark as described in said Ordinance and Code; and

WHEREAS, after due notice to the property owner(s) affected, a public hearing was held at which all parties interested were given an opportunity to be heard and express their views and opinions with respect to the property and its designation as a landmark; and

WHEREAS, the Town Council does hereby find and determine that the property described herein meets the criteria required by the Ordinance to designate a landmark, and shall be designated as a landmark.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, as follows:

Section 1. The foregoing recitals are hereby ratified and confirmed.

Section 2. The recommendation and determination of the Landmarks Preservation Commission as to the property hereinafter described in Section 3 of this Resolution, being designated as a landmark is hereby ratified, approved, and confirmed.

Section 3. The landmark herein amended, pursuant to the provisions of Ordinance No. 2-84, and the provisions of the Town Code described herein, is known as 249 Peruvian Ave and the property to be landmarked is legally described as follows:

LOTS 48, 49 AND 50, BLOCK 10, ROYAL PARK ADDITION TO THE TOWN OF PALM BEACH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 1 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

249 BUILDING, A CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM RECORDED IN OFFICIAL RECORD BOOK 3968, PAGE 497, AND ALL EXHIBITS AND AMENDMENTS THEREOF, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

Section 4. The Town Clerk is hereby ordered to furnish the property owner of the landmarked property a copy of this Resolution.

Section 5. Within thirty (30) days from the date of adoption of this Resolution, the Landmarks Preservation Commission shall cause to be filed in the Office of the Recorder of Deeds in and for Palm Beach County, Florida, a certificate that the above-described property comprises a landmark, as described above and as defined in and subject to the provisions of Ordinance No. 2-84 and the Code of Ordinances of the Town of Palm Beach, Florida.

PASSED AND ADOPTED in a regular, adjourned session of the Town Council of the Town of Palm Beach assembled this 10th day of January 2024.

_____
Danielle H. Moore, Mayor

_____
Margaret A. Zeidman, Town Council President

_____
Bobbie Lindsay, Town Council President Pro Tem

ATTEST:

_____
Julie Araskog, Town Council Member

_____
Edward A. Cooney, Town Council Member

_____
Kelly Churney, Acting Town Clerk

_____
Lewis S.W. Crampton, Town Council Member

249 Peruvian Avenue



DESIGNATION REPORT

April 19, 2023

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

249 Peruvian Avenue

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Report produced by Murphy Stillings, LLC

I. General Information

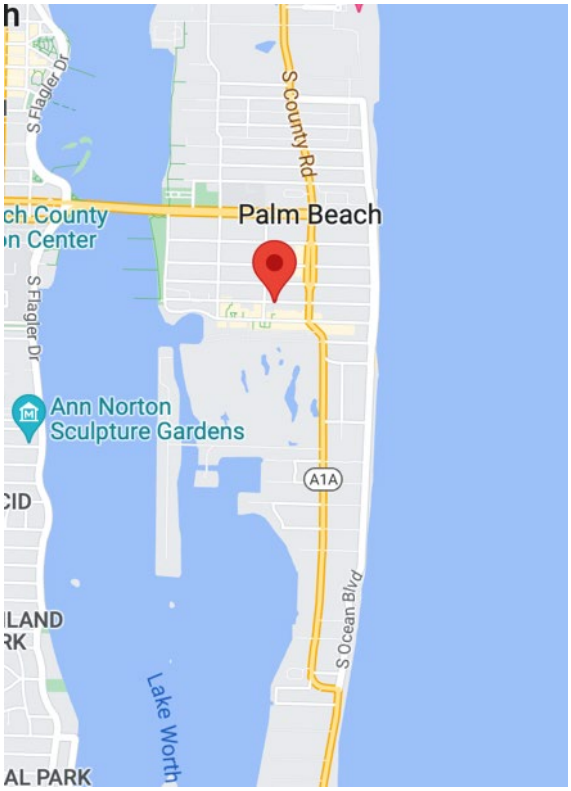
Location:	249 Peruvian Avenue Palm Beach, Florida
Date of Construction:	Rear Structure – 1924/1958 Front Structure - 1961
First Owner:	Clara Autenrieth
Architect:	Rear Structure – unknown/John Stetson Front Structure – John Stetson
Builder:	Rear Structure – W. E. Moorehead Co. Inc. Front Structure – L. E. Hammond
Present Owners:	S & S Peruvian LLC – Unit F-1 249 Peruvian LLC – Unit F-2 249 Peruvian LLC – Unit F-3 C &G Enterprises LLC – Unit F-4 Palm Beach MD LLC – Unit R-1-1 Marvin J. Babyatsky Revokable Trust & Marvin J. Babyatsky, Trustee – Unit R-1-2 Min Y Jo LLC – Unit R-2-1 Charles C. Modesitt Trust & Thelma A. Modesitt, Trustee – Unit R-2-2
Present Zoning:	CTS
Palm Beach County PCN:	50-43-43-27-56-000-0061 – Unit F-1 50-43-43-27-56-000-0062 – Unit F-2 50-43-43-27-56-000-0063 – Unit F-3 50-43-43-27-56-000-0064 – Unit F-4 50-43-43-27-56-000-1811 – Unit R-1-1 50-43-43-27-56-000-1812 – Unit R-1-2 50-43-43-27-56-000-1821 – Unit R-2-1 50-43-43-27-56-000-1822 – Unit R-2-2

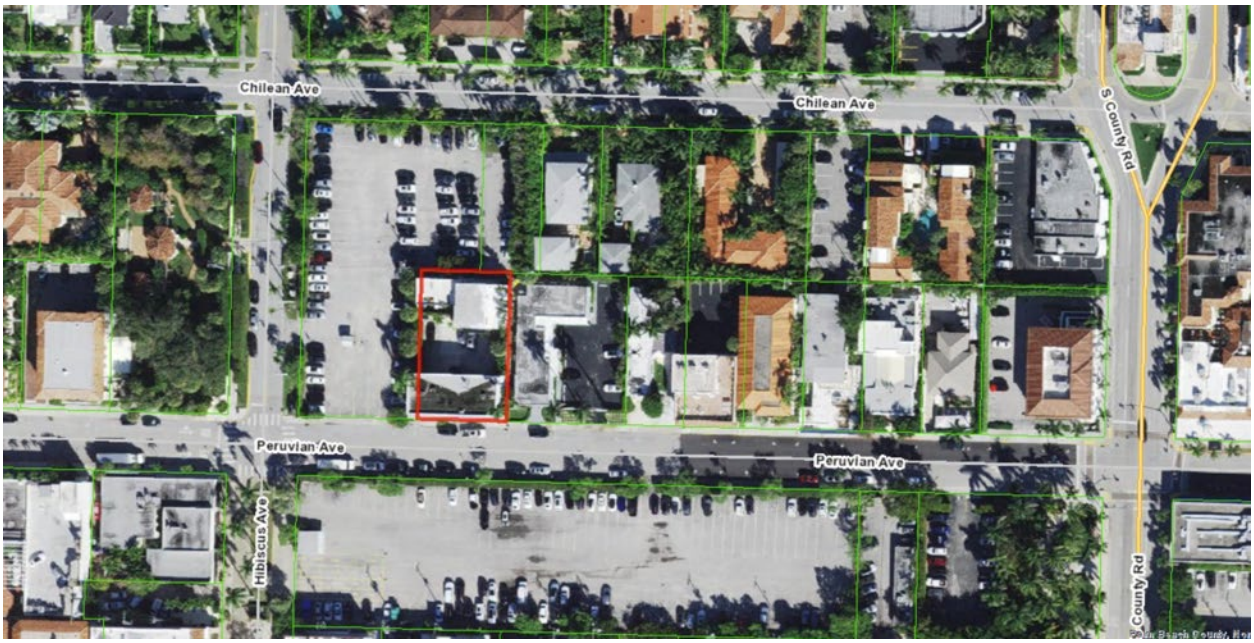
Current Legal Description: Lots 48, 49 and 50, Block 10, Royal Park Addition to the Town of Palm Beach, according to the Plat thereof as recorded in Plat Book 4, Page 1 of the Public Records of Palm Beach County, Florida.

249 Building, a Condominium, according to the Declaration of Condominium recorded in Official Record Book 3968, Page 497, and all exhibits and amendments thereof, Public Records of Palm Beach County, Florida.

II. Location Map

249 Peruvian Avenue





III. Architectural Information

249 Peruvian Avenue is a Mid-Century Modern style condominium property in mid-town Palm Beach containing eight units. In 1958, well-known Palm Beach architect John Stetson purchased the property and designed renovations and additions to a multi-family structure that was built in the early 1920s at the rear of the property and added to over the years. Stetson's design for the rear structure was in the Mid-Century Modern style and in 1961 he designed the Mid-Century Modern style building that fronts Peruvian Avenue.



249 Peruvian Avenue is a notable example of the Mid-Century Modern style of architecture in Palm Beach. Mid-century Modern architecture designed during the Post-World War II Era was a by-product of post-war optimism and the nation's dedication to building a new future. With the desire to forget the pains of the Great Depression and World War II, architects and designers moved away from the period styles popular before the war and were adapting various modernist movements to create new designs. This new architecture often used modern materials and building techniques and was defined by clean lines, simple shapes, and refined simplicity. It was a further development of Frank Lloyd Wright's principles of organic architecture combined with many elements reflected in the International and Bauhaus movements. Mid-Century Modern architecture

generally features geometric forms, flat or low-pitched roofs, facades surfaced with smooth stucco, large amounts of glass, concrete eyebrows or cantilevers running the length of the building, decorative grilles or ornamental masonry elements commonly referred to as a concrete screen or breeze block, angular details, and minimal ornamentation.

249 Peruvian Avenue features a two-story structure on the southern portion of the property, fronting onto Peruvian Avenue, and a two and three-story building on the northern portion of the property. A parking area is located between the two structures and under a portion of the front building. Both structures have a rectangular form, are surfaced with smooth stucco, and feature flat roofs.



The southern building, which is located along Peruvian Avenue, was designed by John Stetson in 1961.[1] The west side of the building is open on the first floor and provides a driveway and parking under the structure's second floor. The entrance to the building is centrally located and leads to an internal exterior staircase which features precast terrazzo and provides access to the second floor. The building features many character defining features of the Mid-Century Modern style. In addition to the smooth stucco exterior and flat roof, the geometric forms, large amount of glass with its many single-light windows, and prominent cantilevered covered concrete balcony that runs the full length of the building are distinctive elements of the Mid-Century Modern style.

[1] Building Permit #39261, July 3, 1961, on file with Town of Palm Beach building permit records.

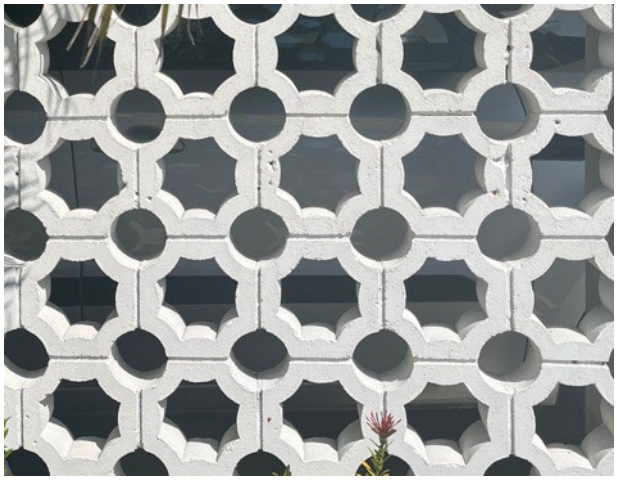
The focal point of the building and most it's most prominent character defining feature of the Mid-Century Modern style is the screen blocks used for the cantilevered covered balcony's railing and the walls that define the building's entrance. Screen block, also referred to as breeze block, is a cast concrete block with a geometric or organic pattern that creates an architectural decorative screen wall. While screen blocks date back to the 1930's, it was during the Mid-Century Modern era of the 1950's and 1960's that they became fashionable. Screen blocks were used in both commercial and residential architecture and were especially popular in warm climates as the blocks provided shade and allowed breezes to flow through while providing privacy.



Screen Block Balcony Railing

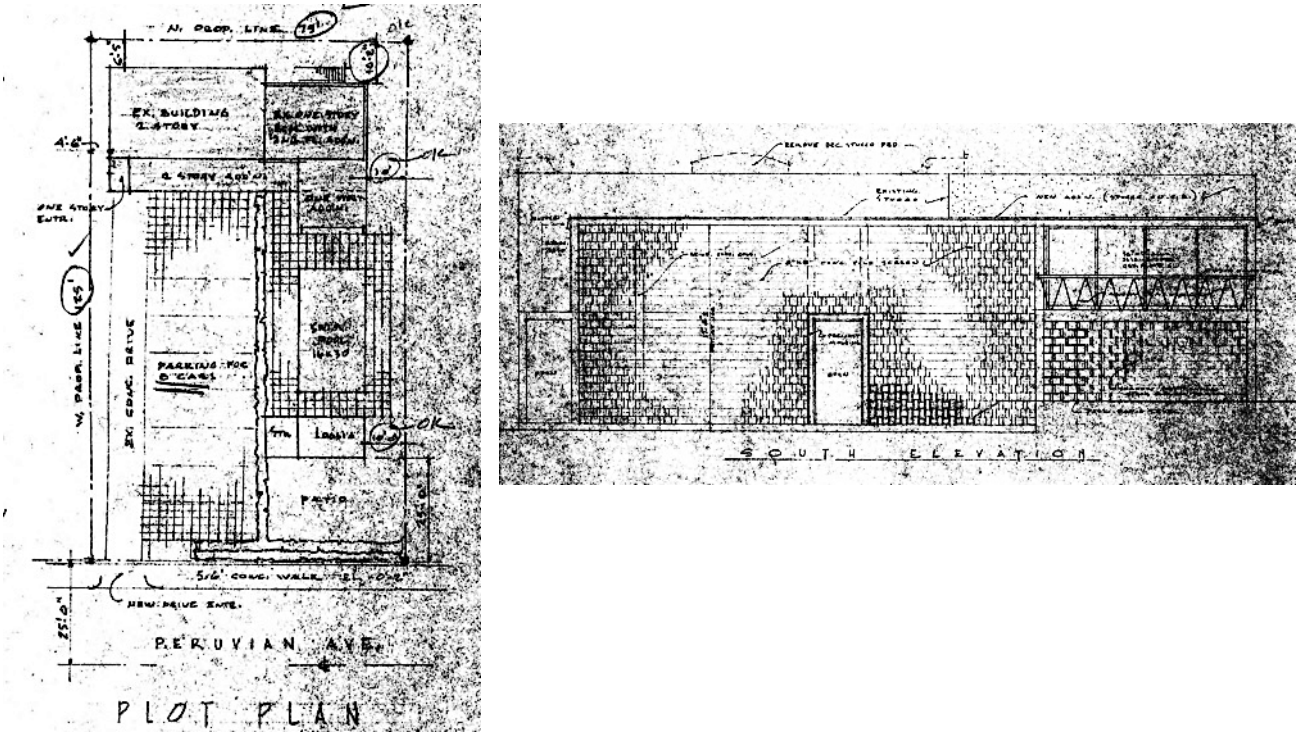


Entrance to Front Building



Screen Block Detail

The rear of the property is occupied by a two and three-story structure that was originally constructed in 1924 as a two-story garage and living quarters.[2] The building was enlarged and renovated between 1924 and 1955 to house four residential units.[3] In 1958, John Stetson purchased the property and designed alterations and additions to the one and two-story, multi-unit, residential building to create an office for his architectural firm on the first floor and a residence for he and his wife, Josephine DeFina, on the second floor.[4] Stetson's design for the renovation was in the Mid-Century Modern style. The renovations included constructing a two-story screen block wall to the south of the two-story portion of the building creating a courtyard with an entrance and staircase and additions to the first and second floors of the eastern end of the building. A swimming pool and patio were also constructed to the south of the building.

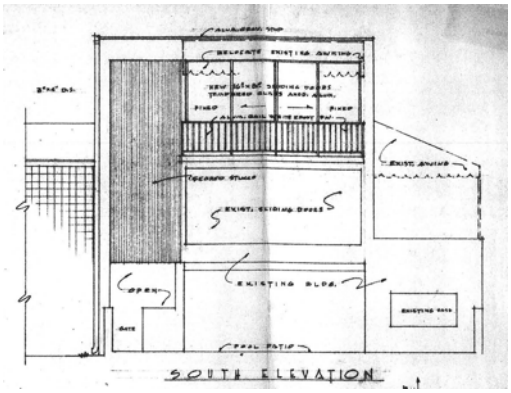


Drawings of Rear Building Renovations
John Stetson, 1958

John Stetson designed later additions to the rear building including a second-floor addition on the east end of the building in 1961 for a Florida room, a one-story

[2] Building Permit #35724, November 19, 1924, on file with Town of Palm Beach building permit records.
[3] Building Permits #11928, August 6, 1928; #35653, dated October 8, 1953; #37455, dated September 1, 1955. All on file with Town of Palm Beach building permit records.
[4] Building Permit #40658, August 8, 1958, on file with Town of Palm Beach building permit records.

addition to the east façade of the building in 1966 for additional drafting space, and the construction of a third-floor addition at the eastern end of the building in 1973 for a master bedroom.[5] These additions and renovations were designed to be in keeping with the Mid-Century Modern style of the buildings.



Third Floor Addition on Rear Building
Stetson, 1973


South Façade of Rear Building

In 1982 the swimming pool was removed and in 1983 the property was renovated and converted into an office condominium with eight units, four in each building. Additional exterior alterations over the years include window and door changes to both buildings, the addition of balcony railings on the roof of the two-story portion of the rear building, changes to the railings on the three-story portion of the rear building, and the installation of awnings.

IV. Historical Information

249 Peruvian Avenue is located in the commercial and governmental center of Town, in Captain E.N. Dimick and Harvey Geer's early Palm Beach subdivision, Royal Park. The Royal Park subdivision was originally 160 acres of land that contained jungle, sand and muck. The area included land north of Royal Palm Way to south of Worth Avenue, from the Atlantic Ocean to Lake Worth and was developed to include both residential and commercial uses.

Following World War II, Florida had explosive economic and demographic growth as America began to recover and reconvert to a peacetime economy. Thousands of people came to Florida during the War and decided to live and visit afterwards.

[5] Building Permits #58461, October 2, 1961; #12666, March 23, 1966; #42073, May 10, 1973. All on file with Town of Palm Beach building permit records.

While the nation's overall population grew 15% after the war, Florida's population rose an astonishing 46%.[6] Furthermore, the lifting of wartime restrictions and an increasing supply of materials accelerated Florida's Post-War economy with new construction.[7] Despite high costs of building supplies, Palm Beach building permits in 1946 outrivaled those of 1925, previously the town's greatest construction period.[8] It was the start of the second big building boom in Palm Beach.

The first permit on file for the property at 249 Peruvian Avenue was issued in 1924 to W.E. Moorehead Co. Inc. for the property owner Clara Autenrieth for the construction of a two-story garage and living quarters.[9] In 1928, a one-story kitchen and porch addition was constructed on the east side of the building. After WWII, during a period of significant growth in town and a growing demand for residential units, the building was renovated to accommodate additional residences with the garage being converted to an apartment in 1953 and the upstairs unit being converted to two units in 1955.

As development in Palm Beach increased during the post-World War II period, the architectural styles of structures were also changing, with a shift away from the period styles of the 1920s and 1930s to new modern styles. During the post-WWII period, modern architectural styles were popular throughout the United States, and Palm Beach was no exception.

In 1958, prominent Palm Beach architect John Stetson, known for his Modern architectural designs, purchased the property and renovated it to house his architectural office on the first floor and a residence for he and his wife, Josephine DeFina, on the second floor. In 1961, he designed a two-story structure at the front of the property for additional offices. Stetson's designs for both the renovated building and the new building at the front of the property were in the Mid-Century Modern architectural style. The structures at 249 Peruvian Avenue are significant as a very good example of the modern architectural movement during the post-World War II era in Palm Beach and as a notable work of architect John Stetson.

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[6] The 1940 pre-war population of Palm Beach County, nearly 80,000, would grow to almost 115,000 by 1950 and escalate quickly from there.
[7] Augustus Mayhew. Palm Beach: A Greater Grandeur.
[8] Ibid. From 1945 to 1955, the annual totals for building permits increased from $1 million to $6 million.
[9] The structure was constructed at the rear of the property. No information was found showing any other structures on the property at the time of the construction of this structure.

John Stetson's architectural firm, with his individualist approach and desire to mentor young architects, became a source of much of Palm Beach's modern architecture. In 1963, John Stetson was awarded the highest architectural award when he was named a Fellow of the American Institute of Architects. This was only the second fellowship granted to a Palm Beach architect with the first being awarded to Marion Sims Wyeth in 1954.[10]

In a March 6, 2011, article by Augustus Mayhew in the *Palm Beach Daily News* titled "Unforgettable Palm Beach: Modernist buildings among town's most endangered cultural resources" he speaks of the modern movement during the post-World War II period and the loss of many of these structures since the 1980s.

> *"In Palm Beach, being modern is a thing of the past. However as much of Palm Beach's architectural tradition remains best known for its Spanish adaptations, Italian variations and Caribbean inspirations, progressive designers, as notable and diverse as Edward Durell Stone, Howard Chilton, John Volk, Eugene Lawrence and John Stetson, among them, once crafted sleek Modernist buildings throughout Palm Beach...For more than three decades, Modernism prevailed as Palm Beach's post-World War II paradigm of style...Considering the town's more welcome appreciation for contextual new construction and spec builder's passion for the curb appeal of colossal French-styled chateaus and high-volume Palladian-modeled villas, several hundred of the town's residential mid-century houses have been demolished, leaving its Modernist architectural tradition fragmented, and thus more predominantly evident among its commercial and condominium buildings… Palm Beach's Modernist buildings are among the town's most endangered and devalued cultural resources. They are a reminder of when Palm Beach was an international center for architecture, fashion and design with some of the nation's most refined elegant Modernist-designed houses and buildings."*

In 1983, Stetson converted the property's ownership to an eight-unit office condominium with four units in each building. He continued to have his office in the building until 1985 when, after 49 years in the architectural profession, Stetson retired and closed the office. The buildings are currently occupied by primarily medical offices and another architectural office, that of Patrick Segraves, SKA Architect+Planner.

[10] "Architect Achieves Fellowship" *Palm Beach Post,* March 24, 1964.

V. Architects Biography

John F. Stetson

John F. Stetson, a Florida native, was one of Palm Beach's most prominent Modern architects. Born in St. Lucie County on June 26, 1915, he graduated from Ft. Pierce High School and the University of Florida School of Architecture and Allied Arts. Stetson came to Palm Beach in 1936 when he joined the architectural firm of Lester Geisler, who had been Addison Mizner's "right hand man". Following two years with Geisler, Stetson began working with another prominent Palm Beach architect Howard Major. At the start of the Second World War, John Stetson joined the U.S. Army Corp of Engineers and was responsible for converting many hotels and condominiums in Miami into barracks and facilities for soldiers. He was later assigned to Trinidad and South America for the last year and a half of the war.

Following the war, in July 1947, Stetson passed the Florida State Board of Architecture exam and opened an office in Palm Beach. John Stetson's architectural firm, with his individualist approach and desire to mentor young architects, became a source of much of Palm Beach's modern architecture. Licensed in New York, Pennsylvania, and Ohio in addition to Florida, Stetson was a member of the American Institute of Architects and in 1955 served as president of the Palm Beach chapter. In 1963, John Stetson was awarded the highest architectural award when he was named a Fellow of the American Institute of Architects. This was only the second fellowship granted to a Palm Beach architect with the first being awarded to Marion Sims Wyeth in 1954.[11]

John Stetson was very civically and socially active in Palm Beach and the State of Florida. He served under three governors as an official of the Governor's Hurricane Advisory Committee and as a panelist for the American Arbitration Committee. In Palm Beach, Stetson was a close follower of Town business and policies. He was active in social and civic organizations such as the Islanders Club, Fraternal Order of Police Association, Kiwanis Club of Palm Beach, Old Guard Society, the Sailfish Club, The Beach Club, Sons of the American Revolution, and the Royal Poinciana Chapel.

[11] "Architect Achieves Fellowship" *Palm Beach Post,* March 24, 1964.

John Stetson retired after 49 years in the architectural profession and closed his office in 1985. He designed hundreds of private residences and commercial buildings in Palm Beach, as well as in the surrounding area, including the master plan for Old Port Cove in North Palm Beach, Temple Israel in West Palm Beach, the Federal Office Building in West Palm Beach, the Palm Beach Country Club, the Armour Building, the Dorset House, the original buildings of Florida Atlantic University, and Palm Beach Fairground buildings. He was also instrumental in the relocation of the Royal Poinciana Chapel to its current location. In addition to his commissions in Palm Beach County, Stetson also designed residences in Pennsylvania, Illinois, Montana, and Spain and was a patentee for plumbing connections for rotating buildings.

On November 22, 1986, John Stetson passed away. Following his death, architect Eugene Lawrence said "John was a strong individualist. Through the years, he made a strong contribution to his profession. He always was very involved and never minced words – he spoke his mind. John was one of the architects of an era in Palm Beach."[12] The Palm Beach chapter of the American Institute of Architects created the John Stetson Award to recognize outstanding service to the chapter with the first award being presented in 1989.

VI. Statement of Significance

249 Peruvian Avenue is significant as a very good example of the Mid-Century Modern style of architecture and reflects the Town's history and architecture during the post-WWII Era. Designed and owned by prominent Modern architect John Stetson, the property was Stetson's residence for many years and his architectural office for almost three decades.

VII. Criteria For Designation

Section 54-161 of the Town of Palm Beach Landmarks Preservation Ordinance 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 the criteria which relate to this property and justification for designation:

[12] Romoser, Chris "Architect John Stetson Dies". *Palm Beach Daily News*, November 24, 1986.

(1) "Exemplifies or reflects the broad cultural, political, economic or social history of the nation, state, county or town."

The property at 249 Peruvian Avenue reflects the broad cultural, economic and social history of Palm Beach. Development in the Town increased significantly following the war and continued through the 1950's and 1960's. During this time, new construction was rampant and much of the architecture being constructed on the island was changing to modern architectural styles. 249 Peruvian Avenue, designed by John Stetson who was known for his modern architectural designs, is a very good example of the modern architectural trend that was popular during the post-World War II period in the town. The property at 249 Peruvian Avenue is also significant as Stetson's architectural office for twenty-seven years and residence.

(3) "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."

249 Peruvian Avenue is a notable example of Mid-Century Modern commercial architecture as designed by prominent Palm Beach architect John Stetson. The buildings embody distinguishing characteristics of the Mid-Century Modern style. Mid-century Modern architecture was a by-product of the post-World War II optimism and the nation's dedication to building a new future. Architects and designers were breaking away from the past and designing buildings defined by clean lines, simple shapes, and minimal ornamentation. Mid-Century Modern features of the buildings include their geometric forms, flat roofs, smooth stucco facades, large amounts of glazing, projecting concrete covered balcony, and the use of screen blocks as walls and for the balcony railing.

(4) "Is representative of the notable work of a master builder, designer or architect whose individual ability has been recognized or has influenced his age."

249 Peruvian Avenue is a very good representation of the notable work of architect John Stetson. Stetson, who was a prominent Palm Beach architect and resident for 50 years, began his Palm Beach architectural career in 1936. Over the course of his career Stetson designed several hundred commercial and residential buildings most of which were in modern architectural styles.

VIII. Selected Bibliography

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X. LANDMARK DESIGNATION HEARING

1. ITEM 1: 249 PERUVIAN AVE

Owner: S & S Peruvian LLC

Call for disclosure of ex parte communication: Disclosure by several members.

Ms. Mittner read a letter of objection by James Gavigan with Shutts and Bowen, who wrote on behalf of Rhonda Nasser, one of the owners of the buildings.

Emily Stillings, MurphyStillings, LLC, testified to the architecture and history of the Mid-Century Modern style buildings. Ms. Stillings pointed out the design features of the buildings. Ms. Stillings testified that the buildings met the following criteria for designation as a landmark:

Sec. 54-161 (1) Exemplifies or reflects the broad cultural, political, economic, or social history of the nation, state, county, or town; and,
Sec. 54-161 (3) Embodies distinguishing characteristics of an architectural type or is a specimen inherently valuable of the study of a period, style, method of construction, or use of indigenous materials or craftsmanship,
Sect. 54-161 (4) Is representative of the notable work of a master builder, designer, or architect whose individual ability has been recognized or who influenced his age.

Ms. Patterson asked for confirmation on proof of publication. Ms. Mittner provided confirmation.

A motion was made by Ms. Damgard and was seconded by Ms. Moran to make the designation report for 249 Peruvian Avenue part of the record. The motion was carried unanimously, 7-0

Ms. Patterson called for any public comment on the designation.

Mr. Randolph recommended that the Commission act on the request for deferral before considering the application. Mr. Randolph also discussed the hearing requirements listed in the Town's Code.

Patrick Segraves, one of the owners of 249 Peruvian Avenue, stated that the item had been deferred twice, and he advocated for the Commission to hear the application and to landmark the buildings.

Ms. Mittner stated that the letter of objection on behalf of Dr. Nasser indicated

that she owned many buildings, but the Property Appraiser's office listed only one building under her name.

Amanda Skier, Preservation Foundation of Palm Beach, spoke about the significance of the building. She advocated that the building be landmarked and for the building to be preserved.

The Commission discussed whether the item should be deferred at Dr. Nasser's request. The consensus of the Commission was that Dr. Nasser had ample opportunities to state her objections.

A motion was made by Ms. Damgard and was seconded by Ms. Albarran to deny the request for deferral. The motion was carried unanimously, 7-0.

Ms. Damgard thought the property was iconic. It looked good on the street and was well-kept. She thought it looked like old Palm Beach. She thought it represented Stetson well and would like to have one of his buildings landmarked.

Ms. Moran thought the building was an excellent example of John Stetson's work. She was happy that Mr. Segraves was an excellent steward of the property.

Mr. Ives agreed Mr. Segraves was an excellent steward of the property. He also concurred that John Stetson's work was important. He questioned the uniqueness of the screen block on the building but did believe the cantilevered features were special. He was torn about whether the building should be landmarked but leaned toward not landmarking it.

Ms. Albarran felt that some of the points Mr. Ives raised were why she believed the buildings should be landmarked. She also thought the property was special since Stetson designed it, and it was his residence. She felt the building was architecturally beautiful and historically significant.

Ms. Fairfax agreed with Mr. Ives and had some reluctance in landmarking the building. She thought the building was modest and wondered if it was the highest and best design to help define the street. She questioned whether having every style represented was necessary and did not love the building.

Ms. Patterson stated she was a fan of the Mid-Century Modern style. She worried about the evolution of Palm Beach; she feared the fabric of Palm Beach could slip away. She acknowledged that while the building was not the most spectacular representation of the style, she thought the building was great. She advocated for the building to be landmarked and protected.

Ms. Damgard agreed with Ms. Patterson.

A motion was made by Ms. Albarran and was seconded by Ms. Damgard to recommend 249 Peruvian Avenue to the Town Council for designation as a Landmark of the Town of Palm Beach based on criteria 1, 3, and 4 in Section 54-161 and with the acknowledgment that there are several owners of the buildings, one owner opposed while most supported the designation. The motion was carried 6-1, with Ms. Fairfax dissenting.

ARTICLE IV. - DESIGNATION PROCEDURE

Sec. 54-161. - Criteria for landmarks and landmark sites.
Sec. 54-162. - Creation of historic districts.
Sec. 54-163. - Commission powers with respect to landmarks, landmark sites and historic districts.
Sec. 54-164. - Landmark, landmark site and historic district designation and undesignation procedures.
Sec. 54-165. - Voluntary restrictive covenants.
Secs. 54-166—54-195. - Reserved.

Sec. 54-161. - Criteria for landmarks and landmark sites.

A landmark or landmark site shall meet at least one of the following criteria:

(1) Exemplifies or reflects the broad cultural, political, economic or social history of the nation, state, county or town.

(2) Is identified with historic personages or with important events in national, state or local history.

(3) 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.

(4) Is representative of the notable work of a master builder, designer or architect whose individual ability has been recognized or who influenced his age.

(Code 1982, § 16-38)

Sec. 54-162. - Creation of historic districts.

(a) *Authorized.* For preservation purposes, the commission shall identify geographically defined areas within the town to be designated as historic districts and shall cite the guideline criteria upon which such designation shall be made. An historic district may be designated for any geographic area of particular historic, architectural or cultural significance to the town that:

(1) Exemplifies or reflects the broad cultural, political, economic or social history of the nation, state, county or town.

(2) Is identified with historic personages or with important events in national, state or local history.

(3) Embodies distinguishing characteristics of one or more architectural types, or contains specimens inherently valuable for the study of a period, style or methods of construction or use of indigenous materials or craftsmanship.

(4) 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.

(5) Constitutes a unique area of architecture, landscaping and planning.

(b) *Petition for special historic district category.* Following the designation of each landmark or landmark site, the commission may petition the town council for the categorizing of such

property as special district H. Following the designation of each historic district, the commission may petition the town council for the categorizing of each property in such district to special district HD.

(Code 1982, §§ 16-38.1, 16-39)

Sec. 54-163. - Commission powers with respect to landmarks, landmark sites and historic districts.

The commission has the power to:

(1) Designate a building, together with its accessory buildings and its lot of record, or a vacant site or a district as historic and worthy of preservation as a landmark, landmark site or historic district, as the case may be, within the jurisdiction of the commission, provided such designation is ratified by the town council.

(2) Recommend appropriate legislation for the preservation of any building, site or district which it has so designated.

(3) Make application for public and private funds when appropriate and available for the purposes set forth in this article subject to the approval of the town council.

(4) Review applications proposing erection, alteration, restoration or moving of any building it has so designated or any building located in a district it has so designated, and to issue or deny certificates of appropriateness accordingly.

(5) Review applications for demolition permits proposing demolition of all or part of any landmark or any building located in an historic district, and to issue certificates of appropriateness or to deny them for one year.

(6) Cooperate with the owner of a landmark or a property located in an historic district throughout the year following a refusal to issue a certificate of appropriateness pursuant to an application for a demolition permit, and to seek alternative economic uses for such landmark or property.

(7) Review its denial of a certificate of appropriateness for demolition of such landmark or property annually, during a public hearing at which time the owner of the affected landmark or property shall be afforded an opportunity to appear with counsel and to present testimony.

(8) Prohibit the issuance of building, exterior remodeling or demolition permits affecting any property under consideration for landmark designation without a certificate of appropriateness, this prohibition to remain in effect for the length of time required by the commission and the town council for final action on the proposed designation. The commission shall accomplish such prohibition by furnishing the building official a list of all property under consideration for landmark designation.

(Code 1982, § 16-42)

Sec. 54-164. - Landmark, landmark site and historic district designation and undesignation procedures.

(a) The following procedure shall be adhered to by the commission in designating any building, building site or district that is worthy of preservation:

(1) The commission shall consider for landmark designation any property proposed by the owner of record or by a member of the commission.

(2)

Notice of a proposed designation shall be sent by certified mail to the owner of record of property proposed for designation as a landmark or landmark site and to each owner of record of property in a district proposed for designation as an historic district, describing the property proposed and announcing a public hearing by the commission to consider such a designation to be held not less than 30 days after the mailing of such notice.

(3) The commission shall also cause notice of each such proposed designation to be posted at least 30 days prior to the public hearing on the bulletin board in the lobby of the town hall, and in addition the commission shall cause such notice to be published in a newspaper having general circulation in the town.

(4) The commission may retain or solicit expert testimony regarding the historic and architectural importance of the buildings and districts under consideration for designation.

(5) The commission may present testimony or documentary evidence of its own to establish a record regarding the historic and architectural importance of the proposed landmark, landmark site or historic district.

(6) The commission shall afford the owner of each affected property reasonable opportunity to present testimony or documentary evidence regarding the historic and architectural importance of such property.

(7) The owner of each affected property shall be afforded a right of representation by counsel and reasonable opportunity to cross examine witnesses presented by the commission.

(8) Any interested party may present testimony or documentary evidence regarding the designation of a proposed landmark, landmark site or historic district at the public hearing and may submit to the commission documentary evidence within three days after the hearing.

(9) Within not more than 30 days after a public hearing, the commission shall render a final decision regarding the proposed designation and give written notice of its decision to each owner of property affected by the designation, setting forth the reasons for the decision.

(10) The commission shall maintain a record of testimony and documentary evidence submitted to it for consideration of the designation of a proposed or previously designated landmark, landmark site or historic district.

(11) In accordance with section 54-163(1), the town council shall, within 90 days of the commission's final decision, hold a public hearing to consider ratification of the determination of the commission prior to the designation of a property as a landmark or landmark site or of a district as an historic district becoming effective. Absent ratification by the town council, the commission's determination shall be ineffective.

(12) Within 30 days of the date on which the town council ratifies the commission's designation of a landmark, landmark site or historic district, the commission shall cause to be filed in the office of the county recorder of deeds a certificate of notification that such property is designated a landmark or landmark site or is located within a district designated an historic district; and the certificate of notification shall be maintained on the public record until such time as such designation may be withdrawn by the commission and the town council.

(b) Designation and undesignation hearings before the commission shall be held only during the months of November, December, January, February, March and April.

(c)

Designation of a landmark, landmark site or a historic district may be withdrawn by following the same procedure as listed above.

(Code 1982, § 16-43)

Sec. 54-165. - Voluntary restrictive covenants.

The owner of any landmark or landmark site may, at any time following the designation of his property, enter into a restrictive covenant on the property after negotiation with the commission. The commission may assist the owner in preparing such a covenant in the interest of preserving the landmark or the landmark site. The owner shall record such covenant in the office of the county recorder of deeds and shall notify the town clerk, building official and town council and may notify the office of the county property appraiser of such covenant and the conditions thereof.

(Code 1982, § 16-48)

Secs. 54-166—54-195. - Reserved.

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda
Declaration of Use Agreements

Agenda Title
Tutto Mare Declaration of Use Agreement and Revised, Amended & Restated 1979 Agreement

Presenter

ATTACHMENTS:

- **Draft Declaration of Use Agreement**
- **First Amendment to Amended and Restated Agreement**

DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

Tutto Mare, LLC

And

RPP Palm Beach Property LP

_____

_____, 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 Tutto Mare, LLC (hereinafter called “Tutto Mare"), 340 Royal Poinciana Way, Palm Beach, Florida, 33480, and RPP Palm Beach Property, LP (hereinafter called “RPP”), 33 Boylston Street, Suite 3000, Chestnut Hill, MA 02467, collectively referred to herein as “The Parties”), which terms "Town" and “Tutto Mare” and “RPP” 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 "____" attached hereto and made a part hereof (hereinafter referred to as the "Land" or "Property") is located within the municipal limits of the Town; and

WHEREAS, the Tutto Mare location falls within the Town's C-PC Zoning District at the Royal Poinciana Plaza, which is controlled by RPP; and

WHEREAS, Tutto Mare desires a Special Exception Use / Site Plan Review / Variances at the Property to operate a restaurant called Tutto Mare; and

WHEREAS, the Town Council conditionally approved Application Number _____ on _____, 2023 which granted the _____ _____ _____; 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

WHEREAS, on March 9, 2022, the Town Council did, after public notice and public hearing, approving Zoning Application ZON-21-018, which authorized the redevelopment of the Property, including a restaurant of 220 seats; based upon a valet plan and traffic study that were reviewed and approved by the Town;

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

Tutto Mare, RPP and the Town have full right to enter into this Agreement and to bind the parties 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 Space, Building, or Land are subject.

ARTICLE III
[TYPE OF] 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-24-003/COA-23-047 and approved by the Town Council on _____, 2023 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:]

- ___✓___The project was approved for the continued operation of a Tutto Mare Restaurant with accessory outdoor seating use. The following licenses shall be required to be applied for, reviewed, and approved annually: business tax receipt and outdoor café permit.

[OCCUPANCY / MEMBERSHIP:]

- ___✓___The maximum occupancy, which includes employees, shall not exceed 225 people, based upon 64 outdoor seats, 64 bar seats, 72 dining room seats, and 25 staff.

[HOURS:]

- ___✓___The Tutto Mare Restaurant shall be located at Royal Poinciana Playhouse. The hours of operation will be 8:00 a.m. to 10:00 p.m. Sunday through Thursday, and 8:00 a.m. to 11:00 p.m. Friday and Saturday. All guests will be required to exit the Tutto Mare Restaurant by closing time.

- ___✓___The outdoor terrace hours will be 8:00 a.m. to 10:00 p.m. Sunday through Thursday, and 8:00 a.m. to 11:00 p.m. Friday and Saturday.

- ___✓___The Tutto Mare Restaurant shall be allowed to remain open until 2:00 a.m. on New Year's Eve. Valet parking shall be managed as set forth in the valet parking plan that was previously reviewed and approved by the Town Council during its review of Zoning Application ZON-21-018 , attached hereto as Exhibit "____"

[FOOD & BEVERAGE SERVICE / NUMBER OF SEATS:]

- ___✓___There will be no dinner reservations made earlier than 5:00 p.m.

- ___✓___Breakfast, lunch, and dinner seating shall be limited to 200 seats, including bar and outdoor seating.

[BUILDING:]

- ___✓___The main entrance to the Tutto Mare Restaurant shall be through double doors generally located in the middle of the south-side of the restaurant space.

- ___✓___No Tutto Mare Restaurant guests, or other social or leisure activity or entertainment of any kind will be permitted on the roof of the Tutto Mare Restaurant or other part of the Royal Poinciana Playhouse building.

- ___✓___The Tutto Mare Restaurant shall provide state of the art exhaust vents and scrubbers and shall have them cleaned on a weekly basis.

[NOISE:]

- ___✓___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:]

- ___✓___There shall be no dance floor or amplified live music, with the number of musicians limited to 0.

- ____✓___The only amplified music allowed in the inside of the restaurant area shall be background music played via the Tutto Mare Restaurant custom-designed sound system that governs volume.

- ___✓____No D.J.s with external sound equipment shall be allowed to perform.

- ___✓____Only soft, ambient, background music shall be permitted from 8:00 am to closing inside the restaurant, and from 10:00 a.m. to closing outside within the outdoor seating area. Background music will not be audible from outside of the Property.

- ___✓____All music will comply with the Town's noise ordinance found in Section 42-228, as may be amended from time to time, including compliance with times and decibel readings.

[PARKING:]

- ___✓____It is the intent of this Agreement to preserve the nearby residential character of the neighborhood and to not allow members and guests of the Tutto Mare Restaurant to park on residential streets. Parking shall be provided in accordance with the parking plan shown in the approved plans for Zoning Application ZON-21-018, attached hereto as Exhibit "_____" and the Amended and Restated 1979 Agreement, attached hereto as Exhibit "_____".

[VALET SERVICES:]

- ___✓____Valet parking is required from 10:00 a.m. until closing. The valet stand and car service and taxi drop off and pick up shall be located in the valet motor court at The Royal Poinciana Playhouse parking lot as depicted on Exhibit "_____"

[DELIVERIES:]

- ___✓____The Tutto Mare Restaurant shall instruct its delivery services to function without using the south-side front entry doors. The Tutto Mare Restaurant shall instruct its delivery services to use the back of house door on the south elevation of the restaurant. There shall be no Tutto Mare Restaurant deliveries or vendor services before 8:00 a.m.

[GARBAGE:]

- ___✓___All trash shall be stored inside the Tutto Mare Restaurant and will not be taken to the dumpster until after 8:00 a.m. the following day.

- ___✓___All trash shall be stored in the indoor trash room inside the Tutto Mare Restaurant daily and not taken to the outdoor rubbish receptacle until after 8:00 a.m. the following day.

[LIGHTING:]

- ___✓___The Tutto Mare Restaurant shall not add lighting to The Royal Poinciana Plaza's parking lots.

- ____✓___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.

- ____✓___Any future lighting, including terrace lighting, will first receive all required Town approvals prior to the installation of the lighting, and shall comply with the "Town of Palm Beach Exterior Lighting Requirements" in perpetuity.

[MAINTENANCE:]

- ___✓___Maintenance Provisions:

  ___✓___The Tutto Mare 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.

  ____✓___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.

___✓____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.

___✓____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.

[COMPLIANCE:]

- ___✓___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.

- ___✓___The Owner or operator of the Tutto Mare Restaurant shall provide an affidavit of compliance each year at the time of renewal of the business tax receipt.

ARTICLE V
VOLUNTARY AGREEMENT

The Parties agree 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 Tutto Mare, RPP, and their representative of said violation(s) and the date upon which said violations(s) shall be corrected, Tutto Mare, RPP and/ or their successor(s) 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 Tutto and/or RPP 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 Tutto and/or RPP dispute any code violation, Tutto and/or RPP 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 [LAND, OWNER, TENANT]

This Agreement shall run with the Land and shall be binding upon the Parties. This Agreement shall be recorded by Tutto Mare 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]

Prepared by and return to:
James M. Crowley, Esq.
Gunster
777 South Flagler Drive, Suite 500 East
West Palm Beach, FL 33401

FIRST AMENDMENT TO AMENDED AND RESTATED 1979 AGREEMENT

THIS FIRST AMENDMENT TO AMENDED AND RESTATED 1979 AGREEMENT ("Amendment"), is made and entered into this _____ day of _____, 2023, between TOWN OF PALM BEACH, a Florida municipal corporation, 360 S. County Road, Palm Beach, Florida 33480 ("Town") and RPP PALM BEACH PROPERTY LP, 33 Boylston Street, Suite 3000, Chestnut Hill, MA 02467 ("RPP").

WITNESSETH

WHEREAS, On March 6, 1979, Town and Poinciana Properties, Ltd., a Virginia Limited Partnership authorized to do business in Florida ("Partnership") entered into an agreement ("1979 Agreement") concerning Town Variance No. 39-78 affecting the real property more particularly described in Exhibit "A" attached hereto (the "Property"); and

WHEREAS, On May 12, 1980 the Property was purchased from Partnership by Sidney Spiegel, Trustee ("Trustee"); and

WHEREAS, On May 12, 1980, the Town and Trustee entered into an Amendment to Agreement ("First Amendment"); and

WHEREAS, On January 27, 1984, the Town and Poinciana executed a Second Amendment to Agreement, extending the single matinee performance permission from July 1, 1983 through March 31, 1984; on August 2, 1984, the Town and Poinciana executed a Third Amendment to Agreement, extending the single matinee performance permission from July 1, 1984 through March 31,1985; on July 25, 1985, the Town and Poinciana executed Fourth Amendment to Agreement, extending the single matinee performance permission from December 1, 1985 through March 31, 1986; on July 21, 1986, the Town and Poinciana executed a Fifth Amendment to Agreement, extending the single matinee performance permission from December 1, 1986 through April 12, 1989; on July 10, 1989, the Town and Poinciana executed a Sixth Amendment to Agreement, extending the single matinee performance permission from December 1, 1989 through April 13, 1990; on November 5, 1990, the Town and Poinciana executed a Seventh Amendment to Agreement, extending the single matinee performance permission from December 1, 1990, through April 12, 1991; on June 12, 1991, the Town and Poinciana executed an Eighth Amendment to Agreement, extending the single matinee performance permission from beginning from December 3, 1991 through April 30, 1992; on October 15, 1992, the Town and Poinciana executed a Ninth Amendment to Agreement, extending the single matinee performance permission from December 3, 1992 through April 30, 1993; on June 25, 1993, the Town and Poinciana executed a Tenth Amendment to Agreement, extending the single matinee performance permission from December 3, 1993 through April 30, 1994; on August 9, 1994, the Town and Poinciana executed an Eleventh Amendment to Agreement, extending the single matinee performance permission from November 15, 1994 through April 1, 1995; on November 14, 1995, the Town and Poinciana

executed a Twelfth Amendment to Agreement, extending the single matinee performance permission from November 29, 1995 through April 1, 1996; on October 14, 1996, the Town and Poinciana executed Thirteenth Amendment to Agreement, extending the single matinee performance permission from December 1, 1996 through April 1, 1997; on October 3, 1997, the Town and Poinciana executed a Fourteenth Amendment to Agreement, extending the single matinee performance permission from December 23, 1997 through April 5, 1998; on September 9, 1998 the Town and Poinciana executed a Fifteenth Amendment to Agreement, extending the single matinee performance permission from November 11, 1998 through April 7, 1999; on September 8, 1999 the Town and Poinciana executed a Sixteenth Amendment to Agreement, extending the single matinee performance permission from December 1, 1999 through April 30, 2000; on January 19, 2001 the Town and Poinciana executed a Seventeenth Amendment to Agreement, extending the single matinee performance permission from December 6, 2000 through February 28, 2001; on August 22, 2001, the Town and Poinciana executed an Eighteenth Amendment to Agreement, extending the single matinee performance permission from December 12, 2001 through April 24, 2002; and on April 15, 2003, the Town and Poinciana executed a Nineteenth Amendment to Agreement, extending the single matinee performance permission from December 3, 2002 through April 14, 2003 (collectively, the "Subsequent Amendments"); and

WHEREAS, on August 26, 2014 RPP acquired the ground lease for the Property; and

WHEREAS, on March 9, 2022, the Town Council did, after public notice and public hearing, approve Zoning Application ZON-21-018 (the "Application"), which authorized, among other things, the redevelopment of portions of the Property (the "Project"); and

WHEREAS, RPP made application for and received from the Town Council, after public notice and public hearing on April 13, 2022, permission to amend the 1979 Agreement (the "Amended and Restated 1979 Agreement," recorded in Official Records Book 33632, Page 0396 of the Public Records of Palm Beach County, Florida; and

WHEREAS, on February 15, 2023, the Town Council did, after public notice and public hearing, approve application number ZON-23-035, authorizing the expansion of the retail store known as Marissa Collections on the condition that 2 of the "vested and unused" parking spaces described in Section 9 of the Amended and Restated 1979 Agreement be assigned for purposes of satisfying additional parking demand; and

WHEREAS, on December 13, 2023, the Town Council did, after public notice and public hearing, approve application number ZON-24-003, authorizing a restaurant called "Tutto Mare" to occupy the restaurant space that was previously reviewed for traffic and parking impacts in connection with the Application, and which reduced the previously-approved seating for the restaurant space from 220 seats to 200 seats, resulting in a net gain of 7 equivalent parking spaces.

IT IS THEREFORE AGREED:

(1) The above recitals are true and correct and are incorporated herein and made a part hereof.

(2) The Parties agree that Section 9 of the Amended and Restated 1979 Agreement is modified as follows:

> Parking shall remain as shown on the plans approved by the Town Council during its review of the Application and shall be calculated at one space per 300 square feet of leasable area. The total number of parking spaces provided for all existing development, including that development authorized by the Application, is 679. The assignment of the ~~45~~ 50 vested and unused parking spaces shall require review and approval by the Town Council at a public meeting

IN WITNESS WHEREOF, the Parties hereto have set their hands and seals on the day and year first above written.

[SIGNATURES APPEAR ON THE FOLLOWING PAGE]

Signed, sealed and delivered
In the presence of:

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

TOWN OF PALM BEACH

By:_____
Danielle Moore, Mayor

By:_____
Margaret Zeidman, Town Council President

By:_____
Kirk Blouin, Town Manager

RPP PALM BEACH PROPERTY LP

_____

By: Samantha Perry David, Under the Power of Attorney for SIDNEY SPIEGEL, as Successor Trustee under the provisions of a certain Trust Agreement dated October 25, 1984 and known as trust No. 31520371, as amended and Island Properties of Palm Beach, Inc., a Florida Corporation

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2023, by Danielle Moore, the Mayor of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation. She is personally known to me and she did not take an oath.

_____
Signature of Notary Public

_____
Printed Name of Notary Public
Commission Expires:_____

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2023, by Margaret Zeidman, the President of the Town Council of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation. She is personally known to me and he did not take an oath.

_____
Signature of Notary Public

_____
Printed Name of Notary Public
Commission Expires:_____

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2023, by Kirk Blouin, the Town Manager of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation. He is personally known to me and he did not take an oath.

_____
Signature of Notary Public

_____
Printed Name of Notary Public
Commission Expires:_____

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____2023, by_____, on behalf of RPP PALM BEACH PROPERTY LP. He/She is personally known to me and he did not take an oath.

_____
Signature of Notary Public

_____
Printed Name of Notary Public
Commission Expires:_____

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

By:_____
John C. Randolph, Esquire

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-068 (ARC-23-090) 206 CARIBBEAN RD. The applicant, Walter Wick, has filed an application requesting Architectural Commission review and approval for construction of a new two-story single-family residence with landscape, hardscape and pool on a nonconforming parcel. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-070 (ARC-23-092) 217 BAHAMA LN (COMBO) The applicant, James and Sarah McCann, have filed an application requesting Architectural Commission review and approval for construction of a new two-story single-family residence and associated landscape and hardscape on a lot substandard in lot depth in the R-B zoning district. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-072 (ARC-23-094) 247-251 WORTH AVE (COMBO) The applicant, Holbrook Real Estate LLC, has filed an application requesting Architectural Commission review and approval for a two-story addition to an existing one-story commercial building under the Special Allowances in accordance with the Worth Avenue Design Guidelines, including several variances from lot coverage, floor area square footage, commercial and residential use locations, parking requirements, landscape open space, and loading space requirements. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-084 (ARC-23-109) 600 TARPON WAY (COMBO) The applicants, Frank and Annie Falk, have filed an application requesting Architectural Commission review and approval for the construction of a new two-story single-family residence over 10,000 SF with sitewide landscape and hardscape improvements, requiring variances for mechanical equipment placement, building height plane, and site wall height, and a Special Exception for vehicular gate placement. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-104 (ARC-23-137) 310 CLARKE AVE (COMBO) The applicant, Mark & Patricia Davies, has filed an application requesting Architectural Commission review and approval for changes to an approved new two-story residence including changes to architectural details, hardscape/landscape, and arrangement of equipment yards, requiring variances for equipment location and screening wall heights. This is a combination project that shall be reviewed by Town Council as it pertains to zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 6-1.] [The Architectural Review Commission approved the project, 6-1.]

Presenter

ATTACHMENTS:

- **Staff Memo**
- **Letter of Intent**
- **Plans 1 of 2**
- **Plans 2 of 2**

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: Architectural Commission and Town Council

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

SUBJECT: ARC-23-137 (ZON-23-104) 310 CLARKE AVE

MEETING: DECEMBER 15, 2023 ARCOM
JANUARY 10, 2023 TC

ARC-23-137 (ZON-23-104) 310 CLARKE AVE (COMBO). The applicant, Mark & Patricia Davies, has filed an application requesting Architectural Commission review and approval for changes to an approved new two-story residence including changes to architectural details, hardscape/landscape, and arrangement of equipment yards, requiring variances for equipment location and screening wall heights. This is a combination project that shall be reviewed by Town Council as it pertains to zoning relief/approval.

ZON-23-104 (ARC-23-137) 310 CLARKE AVE (COMBO)—VARIANCES. The applicant, Mark & Patricia Davies, has filed an application requesting Town Council review and approval for seven (7) variances (1 -2) to exceed maximum equipment screening wall heights in the east and west side-yards, (3) to exceed the maximum number of equipment in the west side-yard, (4 – 5) to locate A/C equipment closer than permitted to the east and west side property lines, (6) to locate a pool heater closer to the east side property line than permitted, (7) and to forgo the requirement to enclose pool equipment in a pump house enclosure. The Architectural Commission shall perform design review of the application

Applicant: Mark & Patricia Davies
Professional: MP Design & Architecture (Michael Perry)
Nievera Williams Design (Mario Nievera)

HISTORY:
A new two-story single-family residence with site wide hardscape and landscape improvements was approved by ARCOM at the December 18, 2020 meeting, pursuant to B-079-2020. The application was reviewed and approved by Town Council for Site Plan Review for development of the nonconforming parcel at the January 13, 2023 meeting pursuant to Z-20-00305. At the ARCOM final inspection performed by staff on June 6, 2023 prior to the issuance of a Certificate of Occupancy (CO), staff discovered modifications from the ARCOM approved set of plans. In addition, it was observed that the approved equipment yards contained more equipment than permitted by code, closer to the property line than permitted by code, and not adequately screened by site walls. A Temporary CO was issued for the property with direction given to the applicant to return to ARCOM and Town Council for approval of the modifications and related variances.

The applicant originally presented the as-built plans to ARCOM for approval at the November 20, 2023 meeting. The application was deferred with direction to find alternatives to reduce the number of variance requests for the equipment yards.

THE PROJECT:
The applicant has submitted plans, entitled "MODIFICATIONS TO PREVIOUSLY APPROVED NEW RESIDENCE @ 310 CLARKE AVENUE" as prepared by **MP DESIGN & ARCHITECTURE**, dated December 04, 2023.

The following is the scope of work:

- Document architectural, hardscape & landscape changes.
- Variances related to mechanical equipment and screening.

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. 134-1669:** A variance to exceed the maximum height for an equipment yard screening with a wall height of 7'8", in lieu of the 7' maximum permitted, in the West equipment yard.

- **VARIANCE 2: Sec. 134-1669:** A variance to exceed the maximum height for an equipment yard screening wall a with a height of 8', in lieu of the 7' maximum permitted, in the East equipment yard.

- **VARIANCE 3: Sec. 134-1728(a)(3):** A variance to permit three (3) pieces of A/C equipment in the west side-yard setback, in lieu of the maximum of two (2) pieces of equipment permitted.

- **VARIANCE 4: Sec. 134-1728(a)(1):** A variance to permit two (2) pieces of A/C equipment with a 2'-3" west side-yard setback, in lieu of the 5' setback required.

- **VARIANCE 5: Sec. 134-1728(a)(1):** A variance to permit two (2) pieces of A/C equipment with a 2'-1" east side-yard setback, in lieu of the 5' setback required.

- **VARIANCE 6: Sec. 134-1728(c)(2):** A variance to permit pool heater equipment with an 8'-6" east side-yard setback, in lieu of the 10' setback required.

- **VARIANCE 7: Sec. 134-1728(c)(6):** A variance to forgo the requirement of swimming pool equipment located within a side yard setback to be enclosed in a pump house.

Site Data			
Zoning District	R-B Low Density Res.	**Future Land Use**	SINGLE-FAMILY

Site Equipment Screening Wall Height	Permitted: 7' Proposed West: 7'-8" Proposed East: 8' ***2 Variances Requested***	**Pool Equipment**	Heater Setback Req.: 10' Heater Setback Prop.: 8'-6" ***1 Variance Requested*** Required Equip. Pumphouse: Not Provided ***1 Variance Requested***
A/C Equipment Setbacks	Required Setback: 5' Proposed West: (2) @ 2'-3" Proposed East: (2) @ 2'-1" ***2 Variances Requested***	**Number of Pieces of A/C Equipment in Setback**	Permitted: 2 Pieces Proposed: 3 Pieces (West) ***1 Variance Requested***
Surrounding Properties / Zoning			
North	315 Clarke Ave | Residence Under Construction / R-B Zoning		
South	345 Seaspray Ave & 343 Seaspray Ave | Residences / R-B Zoning		
East	300 Clarke Ave | Residence / R-B Zoning		
West	322 Clarke Ave | Residence / R-B Zoning		

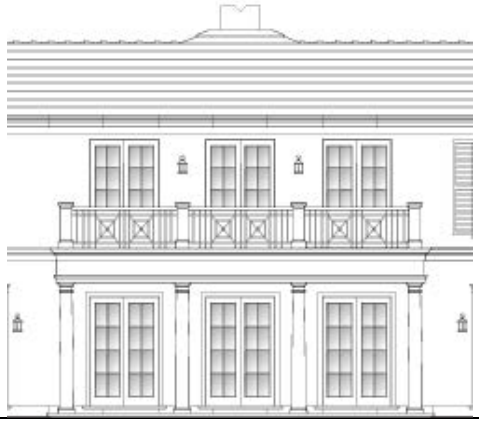
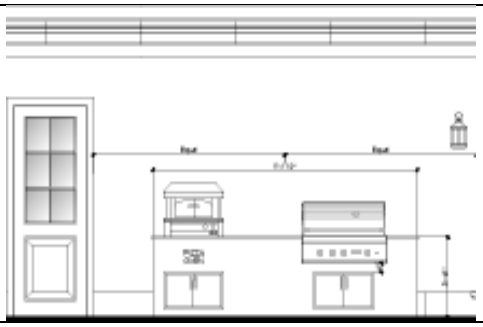
STAFF ANALYSIS

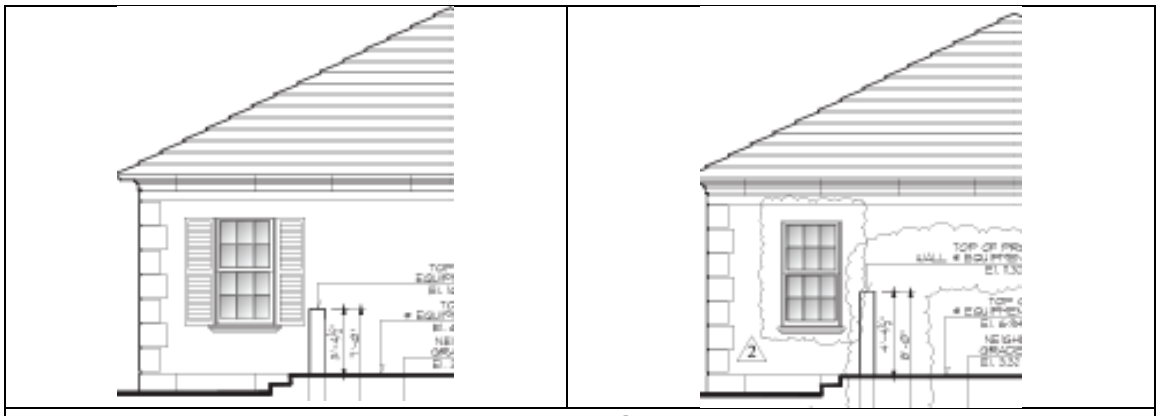
This application is presented to the Commission to consider whether all criteria in Sec. 18-205 have been met. A review of the project indicates that the application, as proposed, is inconsistent with the above-mentioned sections of the Town zoning code.

The project is before the commission for review of architectural, hardscape, and landscape changes that occurred to the property subsequent to review and approval by ARCOM and Town Council in 2020.

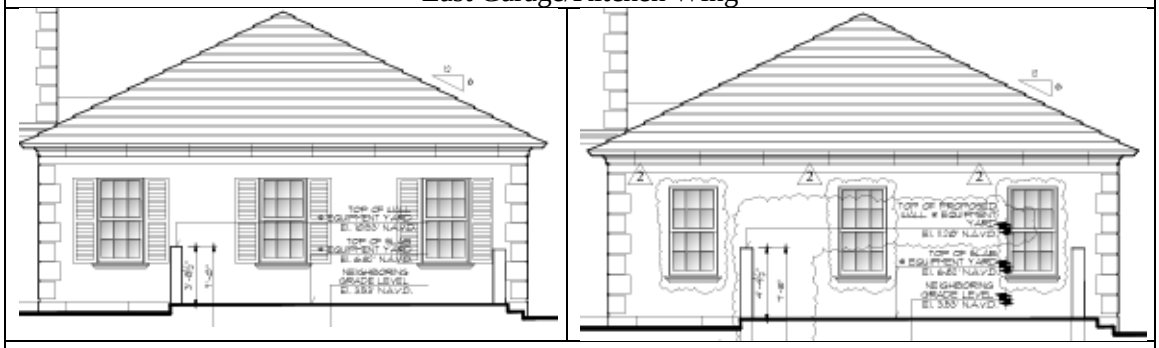
Architectural changes to the structure are relatively minor and include changes in railing design at front and rear balconies, change in loggia columns, elimination of shutters on the east and west elevations at the garage/kitchen wing, and slight modification to the outdoor kitchen area including addition of an installed tile mosaic on the south façade. Changes of this level can often be reviewed and approved at the staff level with consent of the Chairman, however, due to the other outstanding issues requiring variances, the entirety of the application was required to return to the commission, rather than bifurcating approvals.

Changes to landscape and hardscape include modification to the walkway leading to front entry, modificaitons to the sunken sitting area in the west yard, addition of a cast stone terrace at outdoor kitchen area, addition of outdoor shower, and reduction of hardscape in the courtyard pool area; along with related landscape modificaitons.

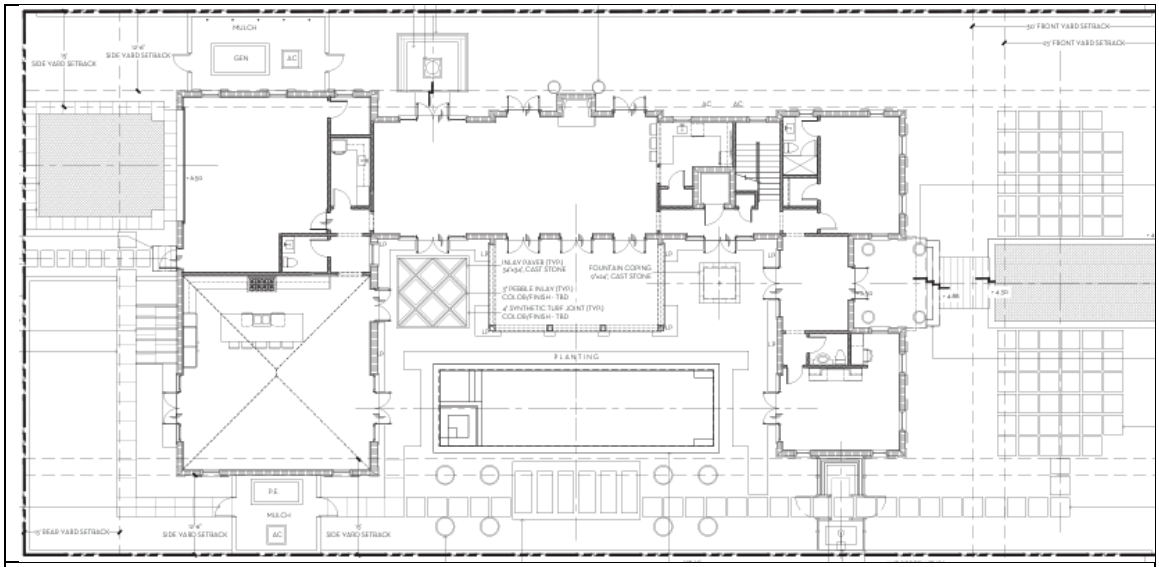
APPROVED	INSTALLED
	
Front Entry	
	
Rear Loggia	
	
Outdoor Kitchen	



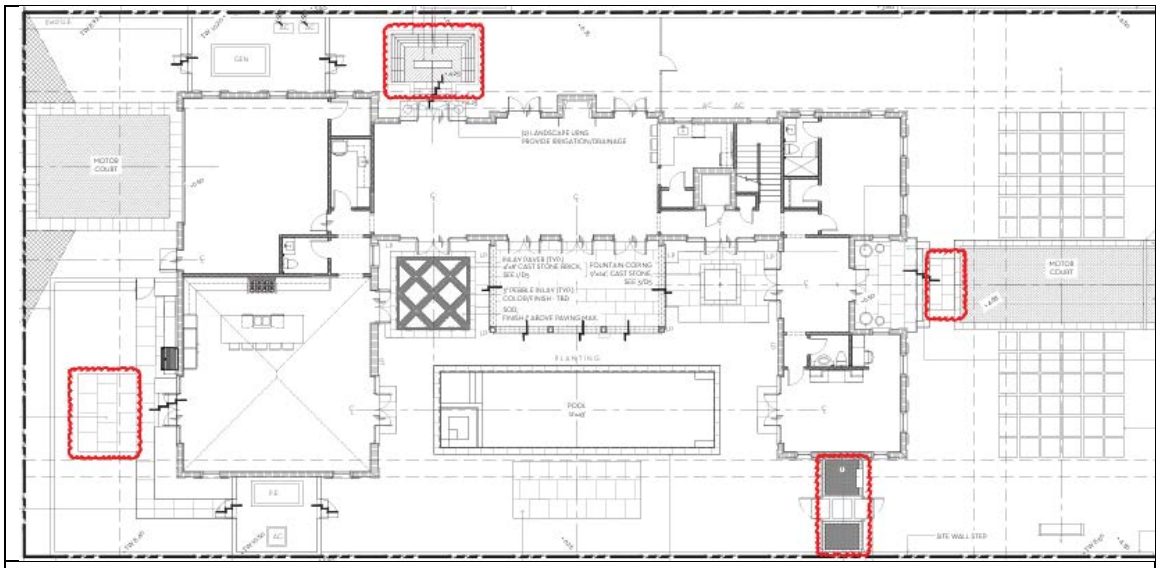
East Garage/Kitchen Wing



West Garage/Kitchen Wing



APPROVED

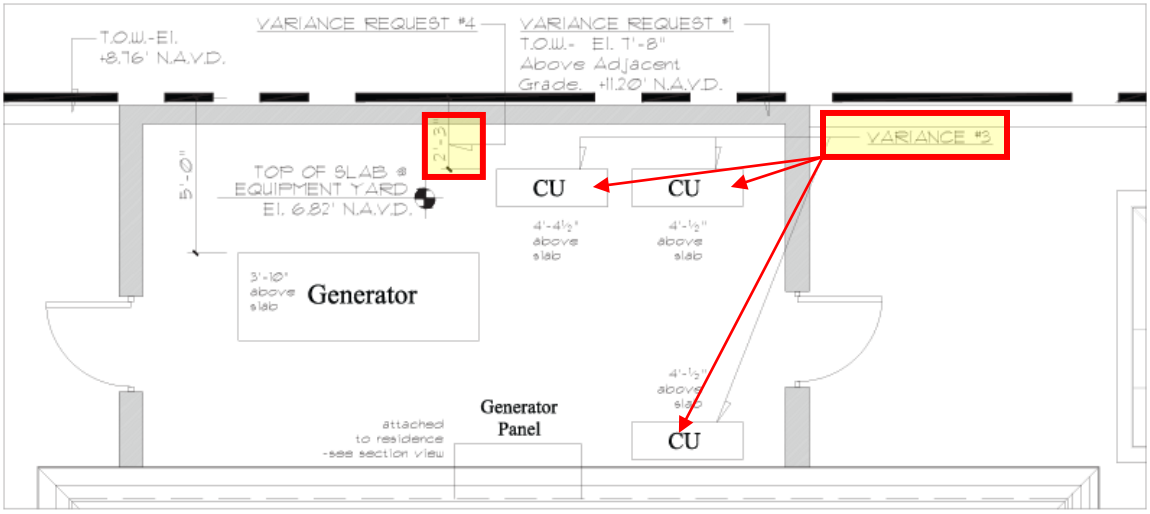


INSTALLED

The crux of this application is related to the modifications of the equipment yards. An issue that staff often comes across is that equipment yards are presented and designed as being zoning compliant—likely due to the fact that actual specifications for the sizes and amounts of the equipment have yet to be resourced at the design development stage. This "perfect" design to match zoning code regulations often does not come to fruition in the field. Equipment yard screening wall heights are often designed and shown not to exceed maximum wall heights permitted and are also shown to fully screen equipment. The exact amount of equipment permitted in the side or rear yard is the exact same number of equipment proposed. This idealized design is rendered as zoning compliant, but inspection in the field after construction is contrary. The problem is that these equipment yards are designed and presented to the commission prior to electrical and mechanical experts being involved in development of the plans.

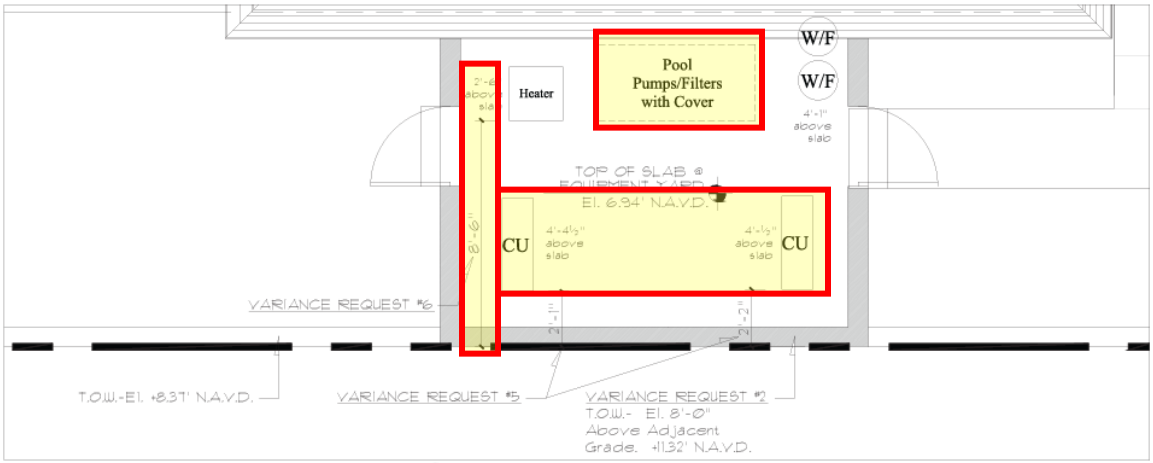
What is commonly seen in the field is that the equipment selected is bigger/taller than anticipated (unable to be screened adequately by site walls, due to FEMA requirements or not) OR screening walls to completely screen the equipment exceed max wall heights permitted, leading to an inevitable variance. The number of pieces of equipment can also exceed what was presented. This equipment is then installed in locations where equipment was previously anticipated (in side or rear yards), however, it becomes a zoning violation. Staff is actively working on proposed zoning code language which will hopefully reduce the number of variances being sought by proposing some practical changes which continue to allow equipment and equipment yards in the side and rear yard setback but mitigate for unforeseen changes, including making equipment setback standards uniform.

The violations related to this application were listed previously and are depicted graphically below:



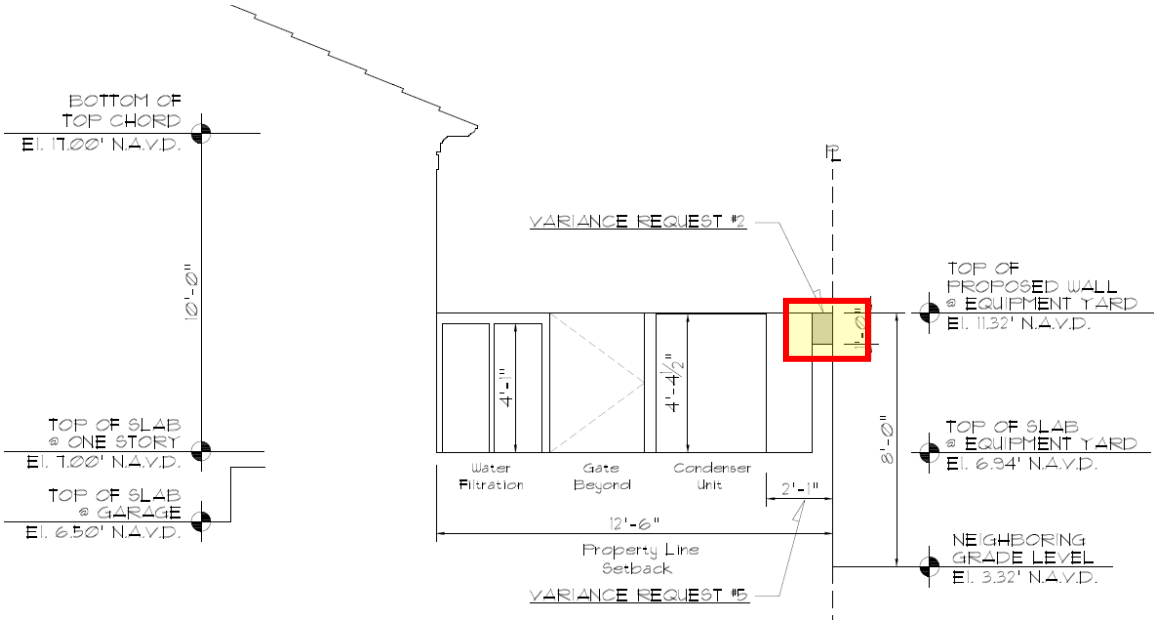
Western Equipment Yard Plan Diagram
Scale 3/4" = 1'-0"

Variances for A/C equipment closer than 5' to property line, and 3 pieces of A/C equipment in setback.

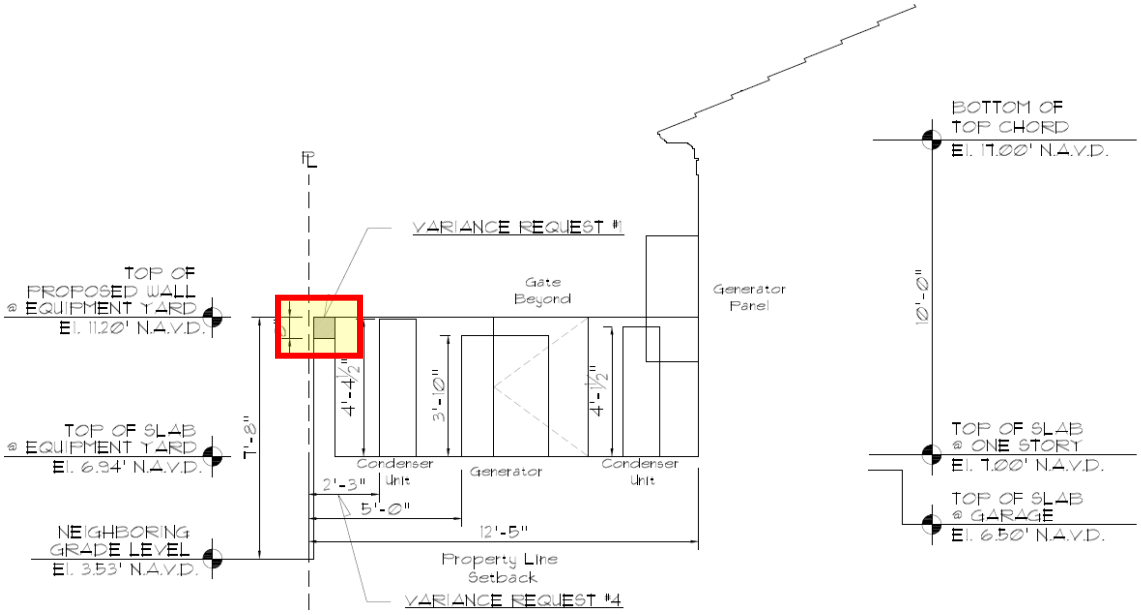


Eastern Equipment Yard Plan Diagram
Scale 3/4" = 1'-0"

Variance for pool heater less than 10' to property line. Variance for A/C equipment less than 5' to property line. Variance for pool pumps/filters unhoused.



Variance for equipment wall to exceed max. 7' height above lowest grade.



Variance for equipment wall to exceed max. 7' height above lowest grade.

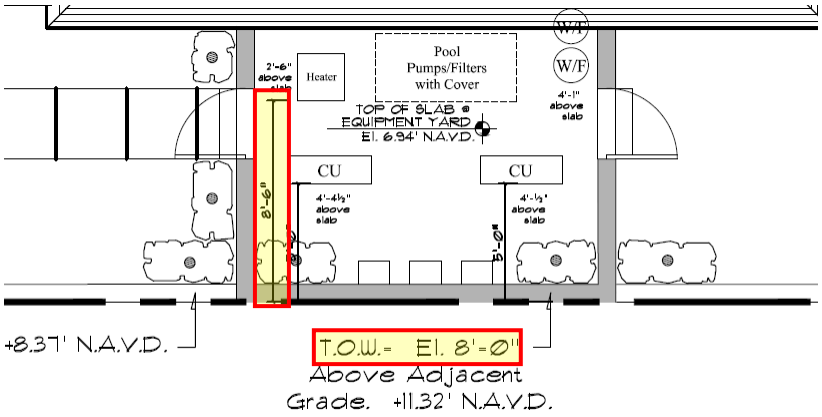
At the November 20, 2023 ARCOM meeting, the commission had concerns with the arrangement of the equipment yards and the number of variances required, that perhaps the most de minimis solution had not been presented yet. The applicant has resubmitted plans showing two options.

OPTION 1:

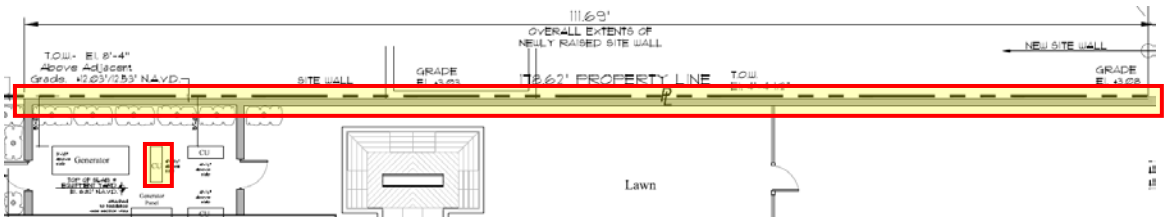
Option 1 eliminates the need for three variances previously requested (#4, #5, & #7) and will require four variances.

Option 1 includes rotating the two pieces of A/C equipment in the east side yard to provide the minimum 5' setback required (*eliminating variance number 5*). The pool equipment in the east side yard is now covered as required by code (*eliminating variance number 7*). The pool heater is proposed to remain as previously presented with an 8.5' side yard setback in lieu of the 10' required, variance number 6). The previously presented 8' high equipment yard screening wall is also proposed to remain in lieu of the 7' max height permitted, which will require a variance (variance 2). New hedge material is proposed in and around the east side yard to aid in screening the equipment area.

In the west side yard, two pieces of A/C equipment are shifted to meet the 5' setback required (*eliminating variance 4*). Three pieces of A/C equipment are still proposed within the 12.5' setback, where a maximum of 2 pieces are permitted (variance number 3). Option 1 also proposes to further raise and expand the equipment screening wall from previously proposed, now at 8'4" in lieu of the 7'8" previously proposed and 7' maximum permitted (variance 1), along a majority of the west site wall. Hedge material is also proposed in and around the equipment yard for screening.



Option 1: Proposed configuration and variances in east side-yard.



Option 2: Proposed configuration and variances in west side-yard.

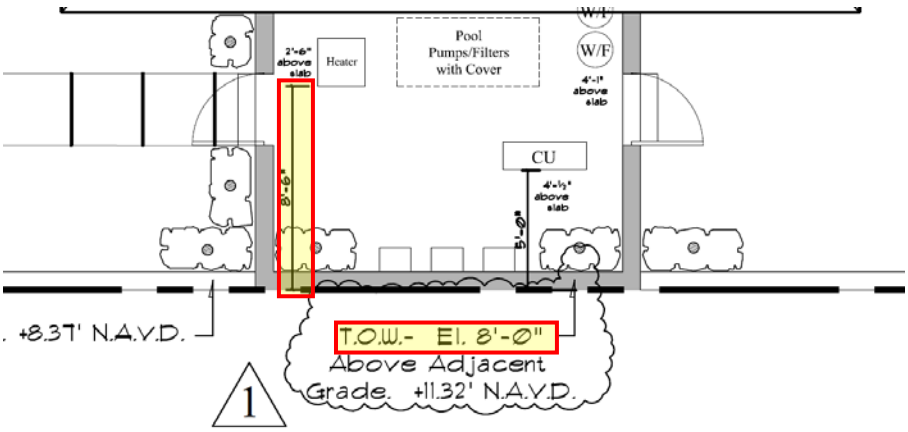
OPTION 2:

Option 2 eliminates the need for four variances previously requested (#3, #4, #5, & # 7) and will require three variances.

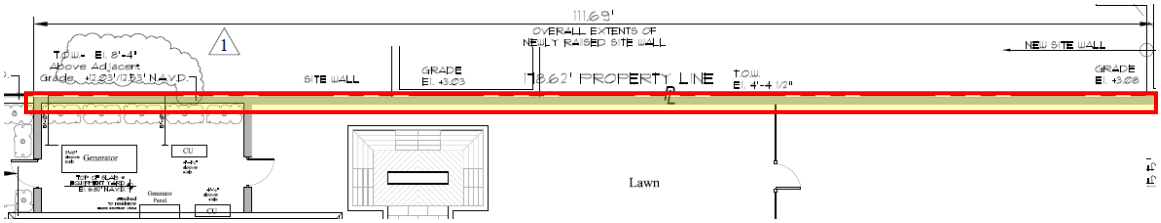
Option 2 includes rotating one piece of A/C equipment in the east equipment yard to meet the minimum 5' setback required, and removing one piece of A/C equipment completely and relocating at the garage in the rear yard area *(eliminating variance number 5).* The pool equipment in the east side yard is now covered as required by code (*eliminating variance number 7*). The pool heater is

proposed to remain as previously presented with an 8.5' side yard setback in lieu of the 10' required, variance number 6). The previously presented 8' high equipment yard screening wall is also proposed to remain in lieu of the 7' max height permitted, which will require a variance (variance 2). New hedge material is proposed in and around the east side yard to aid in screening the equipment area.

In the west equipment yard, one piece of A/C equipment in the east equipment yard to meet the minimum 5' setback required *(eliminating variance number 4)*, and removing one piece of A/C equipment completely and relocating at the garage in the rear yard area *(eliminating variance number 3)*. Option 1 also proposes to further raise and expand the equipment screening wall from previously proposed, now at 8'4" in lieu of the 7'8" previously proposed and 7' maximum permitted (variance 1), along a majority of the west site wall. Hedge material is also proposed in and around the equipment yard for screening.



Option 2: Proposed configuration and variances in east side-yard.



Option 2: Proposed Configuration and variances in west side-yard.

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 subject project will require two (2) separate motions to be made by the Architectural Review Commission:

(1) that the overall design of the project is in accordance with the criteria provided below, subject to any imposed conditions, and

(2) that the implementation of the proposed variances will or will not cause negative architectural impact to the subject property.

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

(1) that the variances **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:BMF

RECEIVED
By yfigueroa at 2:13 pm, Oct 12, 2023

MP Design & Architecture, Inc.
217 Peruvian Avenue, Suite 4
Palm Beach, Florida 33480
AA#26001667
T: 561.833.7575 INFO@MPDAINC.COM F: 561.833.0575

Town of Pam Beach
360 S. County Rd.
Palm Beach, FL 33480

September 13, 2023

Letter of Intent

Re:
310 Clarke Avenue, Palm Beach, FL 33480
ARC-23-137 - ZON 23-104

Please find attached drawings for 310 Clarke Avenue, Palm Beach FL 33480.

Architectural review – Section 18-205

1. The proposed structure will comply with all criteria for building permits under Section 18-205 for construction screening criteria.
2. Document architectural, hardscape, & landscape changes from previously approved Arcom submittal.

The requested 6 zoning variances include the following and will comply with Section:

a. Variance 1:Sec. 134-1669. A variance for an equipment yard screening wall height of 7'-8",in lieu of the 7' max permitted, in the west equipment yard. Justification: With a 3.41' differential between Town mandated equipment point and neighbors Grade, leaving 3'-7" for max. equipment height. This becomes fairly constraining in dealing with modern equipment sizes.

b. Variance 2:Sec. 134-1669. A variance for an equipment yard screening wall height of 8'-0",in lieu of the 7' max permitted, in the east equipment yard. Justification: With a 3.62'differential between Town mandated equipment point and neighbors Grade, leaving 3'-4" for max. equipment height. This becomes fairly constraining in dealing with modern equipment sizes.

c. Variance 3:Sec. 134-1728(a)(3). A variance to permit three pieces of a/c equipment in the west side yard setback, in lieu of the max. permitted 2 pieces of equipment. Justification: Limited mainly with working on a narrow 85' wide lot, with Setbacks dictated for a 100' wide lot.

MP Design & Architecture, Inc.
217 Peruvian Avenue, Suite 4
Palm Beach, Florida 33480
AA#26001667
T: 561.833.7575 INFO@MPDAINC.COM F: 561.833.0575

d. Variance 4:Sec. 134-1728(a)(1). A variance to permit two pieces of a/c equipment with a 2'-3" west side-yard setback, in lieu of the 5' setback required. Justification: Limited mainly with working on a narrow 85’ wide lot, with Setbacks dictated for a 100’ wide lot.

e. Variance 5:Sec. 134-1728(a)(1). A variance to permit two pieces of a/c equipment with a 2'-1" east side-yard setback, in lieu of the 5' setback required. Justification: Limited mainly with working on a narrow 85’ wide lot, with Setbacks dictated for a 100’ wide lot.

f. Variance 6:Sec. 134-1728(c)(2). A variance to permit pool heater equipment with with a 8'-6" east side-yard setback, in lieu of the 10' setback required. Justification: We are making this request so all Pool Equipment remain ‘together’, and Pool Heater is not forced out onto the lawn.

Respectfully,



Michael Perry

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-105 (ARC-23-123) 1186 N OCEAN WAY (COMBO) The applicant, Martha Lee Johnson 2012 Exempt Trust (Stan Johnson), has filed an application requesting Architectural Commission review and approval for the design of a new two-story residence with sitewide landscape and hardscape improvements, requiring setback and separation distance variances for the location of the pool equipment and a variance to exceed allowable chimney height. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-109 (COA-23-040) 134 EL VEDADO RD (COMBO) The applicant, Elizabeth and Jeffrey Leeds, have filed an application requesting Landmarks Preservation Commission review and approval of a Certificate of Appropriateness for additions and alterations to an existing two-story Landmarked residence and accessory structures, including window, door and roof replacement, modifications to opening sizes, demolition of rear porch, construction of an enclosed rear addition, addition of covered rear terrace, covered walkway and second floor addition to tennis house, and landscape and hardscape modifications. Additionally, requesting construction of front wall with new vehicular driveway gates, including a variance from the backup/cueing distance requirement. Town Council shall review the application as it pertains to the zoning relief/approval. [Landmarks Preservation Commission Recommendation: Implementation of the proposed variances will not cause a negative architectural impact on the subject landmark property. Motion carried, 7-0.] [The Landmarks Commission approved the project, 7-0.]

Presenter

ATTACHMENTS:

- **Staff Memo**
- **Plans**
- **Designation Report**

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: Landmarks Preservation Commission and Town Council

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

SUBJECT: COA-23-040 (ZON-23-109) 134 EL VEDADO ROAD (COMBO)

MEETING: December 20, 2023, LPC
January 10, 2024, TC

COA-23-040 (ZON-23-109) 134 EL VEDADO RD (COMBO). The applicant, Elizabeth and Jeffrey Leeds, have filed an application requesting Landmarks Preservation Commission review and approval of a Certificate of Appropriateness for additions and alterations to an existing two-story Landmarked residence and accessory structures, including window, door and roof replacement, modifications to opening sizes, demolition of rear porch, construction of an enclosed rear addition, addition of covered rear terrace, covered walkway and second floor addition to tennis house, and landscape and hardscape modifications. Additionally, requesting construction of front wall with new vehicular driveway gates, including a variance from the backup/cueing distance requirement. The Town Council shall review the application as it pertains to the zoning relief/approval.

ZON-23-109 (COA-23-040) 134 EL VEDADO RD (COMBO)—VARIANCE. The applicants, Elizabeth, and Jeffrey Leeds filed an application requesting Town Council review and approval for a variance to provide vehicle queuing space deficient in depth between the driveway gate and edge of roadway. The Landmarks Preservation Commission shall perform a design review of the application.

Applicant: Elizabeth & Jeffrey Leeds
Professional: Asbacher Architecture

HISTORY: The property at 134 El Vedado Road was designated a landmark in 1991 under Resolution No. 22-91. Built in 1935 in the French Eclectic Style by John L. Volk the residence faces north. The main section of the house is half timbered, which is rare for a home in Palm Beach. Many original elements remain, and its integrity is intact, including its steeply pitched roof with wooden brackets and flat clay tiles. Additions such as the pool house were later constructed but are in keeping with the characteristics of the complex.

At the November 17, 2023, Landmarks Preservation Commission meeting the applicant was approved for all modifications to the structure but asked to restudy the gates. The revised plans reflect a reduction in driveway width from 14’ to 12’, increased gate setback from 8’ to 12’, a more visually open vehicular gate design, a revised pedestrian gate design and confirmation that the plantings will fully screen the site wall.

THE PROJECT:

The applicant has submitted plans, entitled "Alterations to 134 El Vedado Road", as prepared by Asbacher **Architecture, Inc.** dated October 13, 2023, with revisions dated December 4, 2023.

The following is the scope of work for the Project:
Approved:

- Addition of a covered terrace to rear of the main house.
- Addition of a pitched roof to replace the existing flat roof on the rear of the main house.
- New exterior doors and windows for all three structures on the property.
- Reverting what is currently a sunroom on the rear of the existing main house back to an open loggia as originally designed.
- Remodel the existing tennis house to include the expansion of the first floor and the addition of a second-floor guest quarters.

Remaining:

- Addition of new front wall with two sets of gates. Variance required for gates.
- Revised landscape and hardscape by Nievera Williams.
- **VARIANCE #1 Section 134-1668:** Variance to reduce the required vehicular backup driveway space to install a driveway gate with an approximately 12-0" setback from the edge of pavement in lieu of the 18'-0" minimum required.

Site Data			
Zoning District	R-A	**Future Land Use**	SINGLE FAMILY
Lot Area	57,789 SF	**Year of Construction**	1935
Designation	7/22/91	**Architect/Builder:**	John Volk
Lot Coverage	*Required: 25%* *Existing: (8,317 SF) 14.4%* *Proposed: (8,824 SF) 15.27%*		
Surrounding Properties / Zoning			
North	135 El Vedado Road / Single Family Residence / R-A		
South	105 Jungle Road / Single Family Residence/ R-A		
East	100 El Vedado Road / Single Family Residence / R-A		
West	150 El Vedado Road / Single Family Residence / R-A		

STAFF ANALYSIS

The application is seeking a Certificate of Appropriateness for exterior alterations to a landmarked property. This property was landmarked in 1991 due to its unique architecture and association with John Volk. A preliminary review of the project indicates that the application, as proposed, appears to be inconsistent with the abovementioned sections of the Town zoning code as it pertains to the backup distance in junction with the new gates.

The applicant seeks to replace doors and windows with a new wood product, primarily Tischler and Sons casements. No other modifications will occur to the front façade. The rear (south elevation) proposal includes converting the current sunroom back to an open loggia and adding a new covered terrace (approximately 492 SF). The rear elevation will also have a modification to the roof line to a pitched roof instead of the flat. The tennis house (constructed circa 2020) will be connected to the main house via a covered walkway and expanded on the ground floor plus a

proposed two-story guest addition (approximately 654 SF). Finally, the landscape and gate modifications will be the most visually noticeable changes to this property.

As historic preservation best practices are concerned, the building modifications are compatible in design and sensitivity, the proposal modifies very few original elements and utilizes historic documentation for reference to restore areas such as the opening of the sunroom.









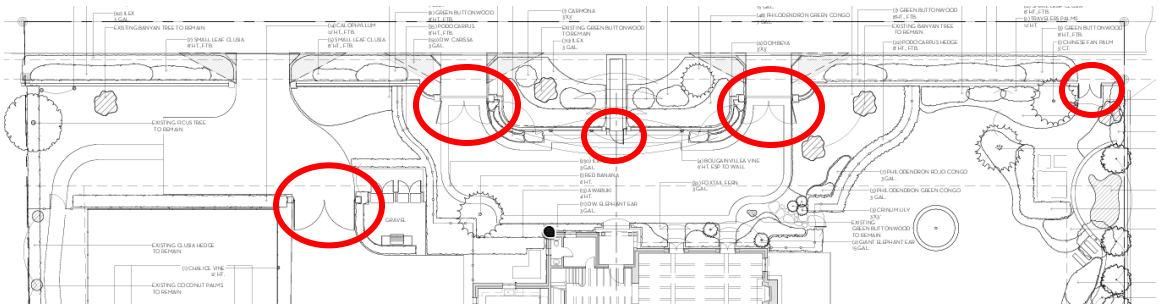


Demolition plans have been provided primarily on sheets D119.00, D211, D212, D213, D214, D215, D216, D217, EX315, EX316, EX317, EX318, EX319, EX320, EX 321, EX 322 (and EX 322A) and clearly depict all portions of the property being demolished and modified.

In addition, Preservation Foundation of Palm Beach has provided historical photos to aid in implementing as many historical details as possible to the additions.



Additionally, the applicant is proposing a new 6'-0" high site wall along the front property line facing El Vedado Way, setback 12'-0" from the edge of the curb. Where two vehicular curb cuts are currently existing, the applicant is proposing three. A new dual access vehicular entrance sequence shall be differentiated from a secondary means of vehicular access and shall be delineated with two swing gates. The revised gate design and location is an improvement on the original proposal and much more compatible with the site details and streetscape.



The new gates are proposed 2/3 solid wood, with a diagonal wood pattern on the top 1/3. The site wall, front landscaping and solid panel gates and pedestrian gate will partially obscure the landmarked property from view.



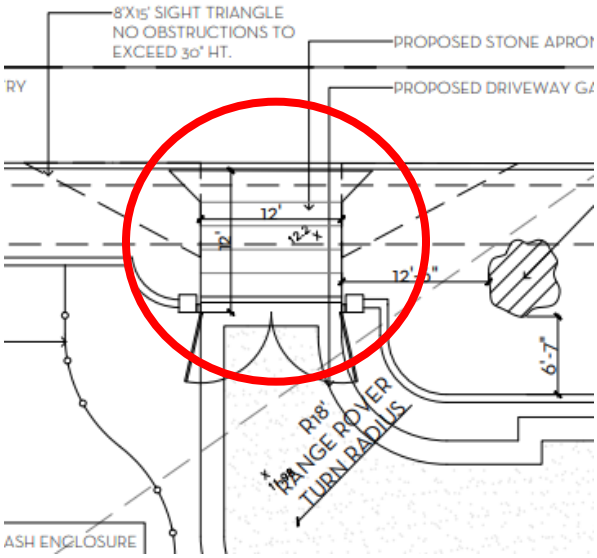


There is an existing gate setback considerably from the roadway currently. And this portion of the

proposal will alter the view that is currently offered.



El Vedado Way is a narrow (20'-0" wide from curb edges) roadway. There are some properties with dense landscaping along the front property line and property walls. In fact, directly across the street is a property at 135 El Vedado Rd that also has vehicular gates, albeit in a transparent metalwork design that affords views into the site. Otherwise, vehicle gates seem more common on the western block portion of El Vedado Road, across South County Road, rather than along this eastern 100 block towards the ocean. There is also a variance associated with the proposal, to reduce the required vehicular backup driveway space to install a driveway gate with an 12-0" setback from the edge of pavement in lieu of the 18'-0" minimum required which does not appear to be consistent with the streetscape.



The proposed landscape plan is also a departure from what exists on site. The landscape architect described to LPC the request for a more open, less formal garden for the new owners. Significant landscape materials has been retained and is being added at the edges of the parcel. Additional plantings have been included in the resubmittal along El Vedado Road to soften the site wall from view.

CONCLUSION:

The application is presented to the Commission to consider whether all the criteria in section 54-123 have been met. Approval of the project will require two separate motions to be made by the Commission:

(1) for the overall design of the project in accordance with the aforementioned criteria subject to any imposed conditions, and

(2) that the implementation of the proposed variances will/will not cause negative architectural impact to the subject property. The variance portion of the application is scheduled for review by the Town Council on January 10, 2024.

Approval of the project will require one 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 Sec. 134-201(a), items 1 through 7 have been met.

WRB: JGM: FHM

RECEIVED
By yfigueroa at 1:39 pm, Dec 04, 2023

NIEVERA WILLIAMS
DESIGN

RE: 134 El Vedado
COA-23-040 | ZON-23-109

At the November LPC meeting, the project was approved except for the front wall and gate design.

Plan adjustments since the November LPC Meeting:

- Reduced the driveway widths from 14 feet to 12 feet.
- Increased the gate set back from the street from 8 feet to 12 feet.
- Adjusted the driveway gate design to create a more open gate.
- Updated the pedestrian gate design.
- Additional planting to fully screen the proposed site wall.

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134 EL VEDADO ROAD



DESIGNATION REPORT

Landmarks Preservation Commission
Palm Beach, Florida

DESIGNATION REPORT: 134 EL VEDADO ROAD

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VIII. PHOTOGRAPHY

Report prepared July 1990, Christy S. Comer, Student Intern, Mary Washington College, VA. Revisions by Paul Douglas Martins, MAH, Preservation Consultant.

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:	134 El Vedado Road, Palm Beach, Florida.
Date of Construction:	1935
Principal Architect:	John Volk
Present Owner:	Fred Brunner
Present Use:	Residential
Present Zoning:	R-B
Tax Folio Number:	50-43-43-26-00-002-0060

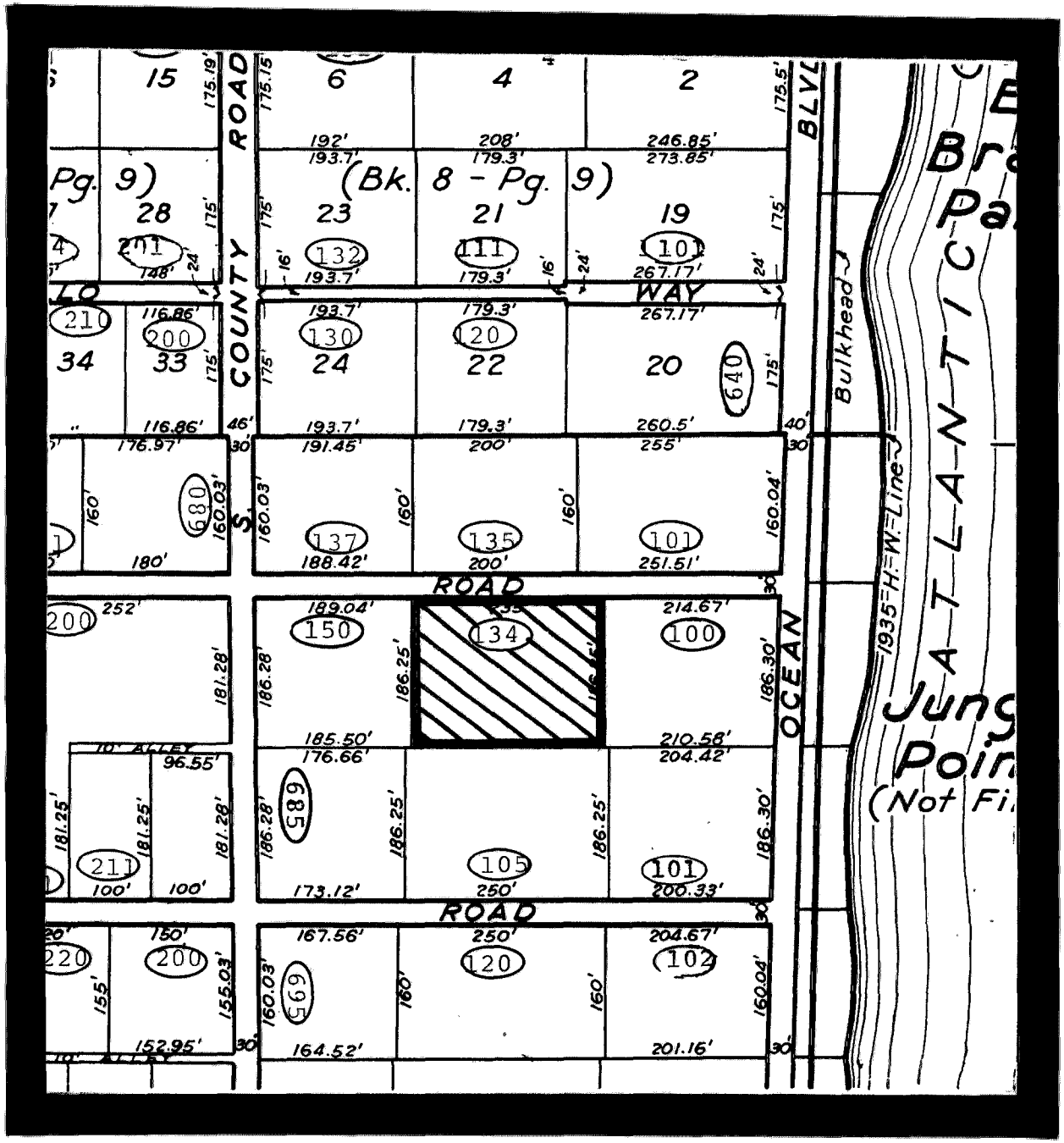
Classification in the "Historic Building Survey of Palm Beach", 1988:
"A good example of the French Eclectic style, with good integrity that was designed by a master architect that is eligible for local designation."

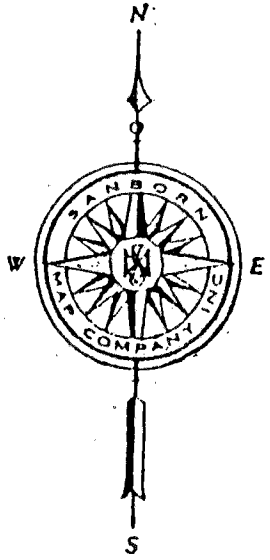
EXHIBIT "A" TO THAT CERTAIN WARRANTY DEED BY AND BETWEEN BRIAN C. DEUSCHLE, AS TRUSTEE UNDER THE PROVISIONS OF A TRUST AGREEMENT DATED APRIL 11, 1980, AS GRANTOR, AND FRED MICHAEL BRUNNER, AS GRANTEE, DATED THE 7th DAY OF January, 1988:

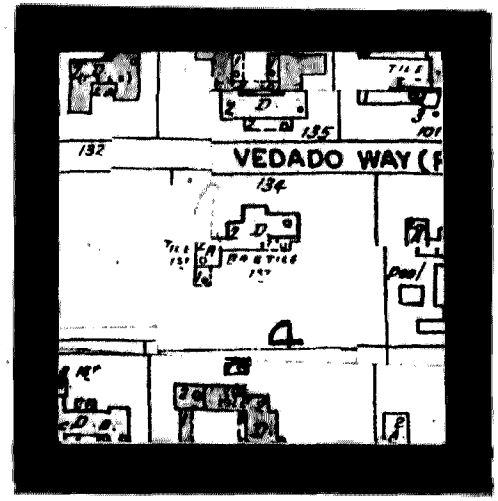
Commencing at a point in the center line of Ocean Boulevard as now laid out and in use, 175 feet South of and measured at right angles to the South line of El Bravo Park, according to the plat thereof on file in the Office of the Clerk of the Circuit Court in and for Palm Beach County, Florida, in Book 8 of Plats, at page 9. Thence run westerly parallel to the said South line of El Bravo Park, a distance of 230 feet to the point of beginning; from the aforesaid point of beginning run southerly at right angles to the preceding course a distance of 201.25 feet to a point; from the aforesaid point thence run westerly parallel to the said South line of El Bravo Park a distance of 285.48 feet; thence run northerly on a line parallel to the center line of South County Road, as now laid out and in use, a distance of 201.26 feet, more or less, to a point 175 feet south of and measured at right angles to said South line of El Bravo Park (this preceding northerly course is contiguous with the Eastern Boundary line of that certain property conveyed to Alfons Landa by deed recorded in Official Records Book 891, page 322, of the Palm Beach County records) thence run easterly parallel to the said South line of said El Bravo Park, a distance of 289.02 feet, more or less, to the point of beginning.

TOGETHER WITH all rights and appurtenances thereunto appertaining or belonging to the referenced property.

RECORD VERIFIED
PALM BEACH COUNTY FLA.
JOHN B. DUNKLE
CLERK CIRCUIT COURT







LOCATION MAP: 134 ED VEDADO

III. Architectural Information

134 El Vedado Road is described in the records of the architect, John L. Volk, to be "styled in the character of a French Farm House. This style I selected due to the property being densely wooded with native growth, including live oaks." (Volk, Personal Architectural Files for 134 El Vedado Road). The residence faces north onto El Vedado Road, is two stories high, and has asymmetrically arranged bays. The main section of the house is square in shape, but there is an addition to the west, not a part of the original design, that gives it an irregular plan. The addition and the second story exterior of the main section of the house are half timbered in the French Norman and English Tudor tradition. Presently, the half timbering is painted over and seen only under careful inspection. The first story exterior of the house is of brick.

134 El Vedado Road is unique to its neighborhood, and is a rare style for Palm Beach. While this building takes its roots from the French Norman building tradition, surrounding houses are in the Mediterranean Revival style. It is of the same scale as the neighboring houses, though it has its own distinctive character. There is a recently added, "ballast stone" paver driveway that leads to the front of the house. A large, wood framed carport, with corrugated siding material, is located immediately to the west of the residence. There is a pool on the southeast side of the building. The east yard is enclosed by a chain link fence.

There is a small, enclosed, one story building behind the pool. It is covered with stucco, and has a gabled roof with flat clay tiles. There is one interior masonry chimney.

The main house has a concrete foundation. The walls are constructed of wood frame, masonry clay tile and brick. The first floor of the main house is brick, laid in Flemish bond. The second story and the one story west additions are half timbered. There are pecky cypress brackets beneath the second story roofline of the main block.

Two chimney stacks are visible from El Vedado Road. There is an exterior end brick chimney on the east, and a masonry chimney with a square chimneyhead in the center of the residence.

The north entryway is inset. The front door is wood, and has a small square window within it. There is another wood door on the west elevation first floor of the main house which is covered by an aluminum canopy. There is also a garage door on the west elevation.

The roof of the residence is of a steeply pitched hipped configuration covered with flat clay tiles. The west addition has a steeply pitched gabled roof. There are pecky cypress brackets around the roofline.

IV. Historical Information

134 El Vedado Road was designed in 1935 for Mr. and Mrs. J. H. Noble, who called their home "Reflections". Mr. Noble was one of the early presidents of General Motors (Oral history, L. Jane Volk). The residence was designed by the architect John L. Volk and constructed by the Arnold Construction Company (Building Permit No. 6435, 25 May 1935).

Period photographs show that the house was constructed on a heavily wooded lot of native vegitation. These photographs also clearly show the original, decorative, half timbering which has since been painted over. An article from Palm Beach Life Magazine from 1947 entitled "Reflections: Palm Beach Residence of Mr. and Mrs. John H. Noble" paints a portrait of the original design: "Craftsmanship, the equal of fine French work, is manifest in the dark shingle tile roof, shading to almost black at the eaves, in the weathered beams and braces of the half timbered walls and in the adroit use of floor materials, tile, wood blocks and planking." ("Reflections", p. 60).

Building permits indicate that a swimming pool was planned for 1936 (Building Permit No. 8436, 14 May 1936) and, according to the architect, John Volk: "The swimming pool that I built for them was the first free-form type of pool in Palm Beach, planned in the form of a natural lagoon, rather than the usual rectangular shape." (Volk, Personal Architectural Files for 134 El Vedado). This lagoon shaped pool was balanced, at the time of its construction, by a small pond at the front of the house. The small pond no longer exists.

Volk also designed an addition to the residence in 1965 for owners Mr. and Mrs. Gustave Toth. Mrs. Toth was the daughter of Col. Robert Morse (L. J. Volk, oral history). A new room with a closet and bath were added on the west side of the building (Volk, Original Planned Drawings, 2 July 1965).

According to the City Directories of Palm Beach, other owners of the house were: Mrs. John Perry, whose husband John owned the Palm Beach Post and Times, and Perry Oceanographics (Donovan, np); Terrance F. McCabe; Paul Zimmer; and James Kimberly. Kimberly was tied to the Kimberly-Clarke Company Inc,

owner of the Kleenex Corporation. King Hussein of Jordan visited the Kimberly home occasionally in the late 1970's. Close friends, King Hussein appointed Kimberly Honorary Consul to Jordan. (Flor, "The Ups and Downs..."). Kimberly sold 134 El Vedado Road in 1980 for $1,088,750 (Quigley, 1 May 1980).

V. Statement of Significance

134 El Vedado Road reveals a great deal about the history of Palm Beach. This is one of only two known French Norman style houses on Palm Beach, and according to the architect's wife, was the first of its style in Palm Beach. 134 El Vedado Road is indicative of the great diversity in taste and style in Palm Beach in the 1930's. The residence is an excellent example of the French Norman style, and is the work of a master architect, John Volk.

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:

(a) "Exemplifies or reflects the broad cultural, political, economic or social history of the nation, state, county or town"

134 El Vedado Road is unique for the area, as many of the Palm Beach mansions of this period were designed in the Mediterranean Revival style. However, many residents of Palm Beach came from the north and brought their stylistic ideas from there. The high rooflines and prominent features associated with the French Norman style were prefered by some winter residents coming from the north. These winter residents also found the French Norman style to be appropriate and acceptable in Palm Beach, as an alternative to the Mediterranean Revival style. 134 El Vedado Road was built as the community was coming out of a period of economic recovery from the Depression, yet it is an excellent example of 1930's Palm Beach architecture.

(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."

French Norman style houses in America borrow motifs from a variety of styles of Medieval England. These buildings are characterized essentially by building in the English half timber tradition with exposed wood framing members engaged in the exterior walls with an infill of stucco between members. Noteworthy characteristics include a number of building materials and textures, varied rooflines, high pitched roofs, and doors in-antis. 134 El Vedado Road is an excellent example of the French Norman style as it has all of the aforementioned characteristics.

(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."

PLEASE SEE THE ATTACHED JOHN VOLK BIOGRAPHY.

John Volk Biography

John Volk has been called the last of the "original" Palm Beach architects. He was one of an elite group of early 1920's architects which included Addison Mizner, Maurice Fatio, and Marion Sims Wyeth who developed the architectural styles of the island that came to be known as the "Palm Beach Style". His designs include the Royal Poinciana Playhouse, conversion of the Four Arts Gallery, the Florida Capital Building on Royal Palm Way and several shops on Worth Avenue including the Everglades Colonnade.

Volk designed more than 1000 houses, theaters, clubs, shops, and other buildings and lived in Palm Beach from 1925 to 1984. He designed homes for some of the wealthiest and most powerful people in America over his 58 year career in Palm Beach including Colonel Robert McCormack, William Paley, George Vanderbilt, Nicholas DuPont, Henry Ford II, Herbert Pulitzer, Matthew Mellon, George Storer, Horace Dodge II, and John S. Phipps.

Included in the designs of John Volk are some of the most prominent buildings in the Palm Beach area including the First National Bank, the Royal Poinciana Plaza, the center section of the Town Hall, the Beach Club, Good Samaritan Hospital, the golf terrace and orange gardens of the Everglades Club, and extensively modified and rebuilt the Bath and Tennis Club after a major hurricane.

Numerous other buildings are the result of Mr. Volk's labor and it must be noted that no particular style can be exclusively associated with Mr. Volk. Unlike other talented architects who developed or refined specific styles, John Volk understood and perfected many varying architectural styles from the popular Mediterranean Revival to Contemporary Design.

VII. Selected Bibliography

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Flor, Dorothy-Anne. "The Ups and Downs of Gentleman Jim," Miami Herald. No date for article provided.

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McAllester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1988.

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Quigley, Kathleen. "Home Sold," Palm Beach Daily News. 1 May 1980.

"Reflections: Palm Beach Residence of Mr. and Mrs. John H. Noble," Palm Beach Life. 11 March 1947. p. 60.

Volk, John. Original Planned Drawings for 134 El Vedado, May 1935.

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TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-111 (HSB-23-009) 269 PARK AVE (COMBO) AND FLOODPLAIN VARIANCES The applicant, Schnapps 269 Park Avenue LLC (Andrew and Lorraine Dodge), has filed an application requesting Landmarks Preservation Commission review and approval for exterior alterations to an existing three-story historically significant building, specifically to add a front terrace deck onto an existing ground floor entry porch, to construct a new gable-end entry, to add four new dormer windows (two on the east and two on the west side) to the roof of an existing three-story building, requiring a variance from the Floodplain requirement from Chapter 50, Floods, to maintain the existing building at a finished floor elevation below current FEMA requirements, and a variance to expand a nonconforming third floor, to increase the maximum height and to reduce the required front and side setback. Town Council shall review the application as it pertains to zoning relief/approval. [Landmarks Preservation Commission Recommendation: Implementation of the proposed variances will not cause a negative architectural impact on the subject landmark property. Motion carried, 7-0.] [The Landmarks Commission approved the project as presented, with the condition that the professional shall restudy the front parapet and return with alternate designs at the January 17, 2024, meeting. Motion carried, 7-0.]

Presenter

ATTACHMENTS:

- **Designation Report**
- **Staff Memo**
- **Plans**

TOWN OF PALM BEACH



Historically Significant Building Designation Form
269 Park Avenue

Historic Conservation District:	Flagler Conservation District
Address:	269 Park Avenue, Palm Beach, Florida
Date of Construction:	c. 1920
Current Owner:	Schnapps 269 Park Avenue LLC
Present Use:	Residential
Present Zoning:	RC
Palm Beach County Tax Folio Number:	50-43-43-15-08-000-0180
Current Legal Description:	Bungalow Park Addition Lot 18

Town of Palm Beach Historic Conservation District Ordinance No. 02-2020 outlines the criteria for designation of a historically significant building and states that the building must be at least 50 years old and meet at least one criterion to justify the designation. Listed below are criteria that relate to this property and the justification for designation:

(1) Exemplifies or reflects the broad cultural, political, economic or social history of the nation, state, county or town.

The residence at 269 Park Avenue was constructed circa 1920 during the early years of the Florida Boom Time Era of the 1920s. Located in the Flagler Conservation District, which was the Town's early commercial center, nearby residential development such as 269 Park Avenue provided convenient housing for seasonal visitors, store owners and employees. The property is in the Bungalow Park Addition which was platted in 1918 by Peter J. Mack. Mack also platted the Ocean Park H.W. Robbins Addition (Seminole Avenue and Everglade Avenue) in 1917 and the Grace Trail Addition in 1918. All three of these subdivisions were conveniently located between two of Palm Beach's main shopping areas in the 1920s – Main Street (now Royal Poinciana Way) and the Fashion Beaux Arts Building. Main Street was an area for congregating in restaurants, dancing, shopping, and banking, and the Fashion Beaux Arts Building, constructed in 1916-1917, on North Lake Trail between Seminole and Everglades Avenues, was an innovative shopping center for its time housing exclusive shops and a movie theater.

In 1919, the property at 269 Park Avenue was sold to Cooper C. Lightbown, a master builder who was Mizner's chief contractor, a builder for Joseph Urban and Marion Sims Wyeth, and the second mayor of the Town of Palm Beach. While the architect of the structure is unknown, it was likely constructed by Lightbown. In 1920, Pearl C. Moore (later known as Pearl C. Brown) purchased the property and owned it until her death in 1965. Originally built as a single-family residence, it was converted into four apartments in 1954 and was recently returned to a single-family residence. 269 Park Avenue is representative of the style and scale of the structures originally constructed on Park Avenue and helps to maintain the character of the street and the Flagler Conservation District.

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: Town Council and Landmarks Preservation Commission

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

SUBJECT: HSB-23-009 (ZON-23-111) 269 PARK AVE (COMBO)

MEETING: DECEMBER 20, 2023 LPC
JANUARY 10, 2024 TC

HSB-23-009 (ZON-23-111) 269 PARK AVE (COMBO)AND FLOODPLAIN VARIANCE. The applicant, Schnapps 269 Park Avenue LLC (Andrew and Lorraine Dodge), has filed an application requesting Landmarks Preservation Commission review and approval for exterior alterations to an existing three-story historically significant building, specifically to add a front terrace deck onto an existing ground floor entry porch, to construct a new gable-end entry, to add four new dormer windows (two on the east and two on the west side) to the roof of an existing three-story building, requiring a variance from the Floodplain requirement from Chapter 50, Floods, to maintain the existing building at a finished floor elevation below current FEMA requirements, and a variance to expand a nonconforming third floor, to increase the maximum height and to reduce the required front and side setback. Town Council shall review the application as it pertains to zoning relief/approval.

ZON-23-111 (HSB-23-009) 269 PARK AVE (COMBO)–VARIANCES. The applicant, Schnapps 269 Park Avenue LLC (Andrew and Lorraine Dodge), has filed an application requesting Town Council review and approval for four (4) variances to (1) expand an existing nonconforming 3rd story of an existing three-story historically significant building by adding four side rooftop dormer windows, (2) to exceed the maximum overall building height for the construction of four dormer windows, (3) to reduce the required side setback for the dormer windows and habitable terrace deck, and (4) to reduce the required front setback for a new entrance feature and habitable terrace deck. The Landmarks Preservation Commission shall conduct the design review portion of the application and shall decide on the floodplain variance.

Applicant: Schnapps 269 Park Avenue LLC (Andrew and Lorraine Dodge)
Professional: Brasseur & Drobot Architects
Representative: Maura Ziska

HISTORY:
At the February 15, 1991, meeting, the Landmarks Preservation Commission unanimously voted to not recommend the property for designation as a landmark. The subject property was designated 'Historically Significant' in May of 2022 at the request of the property owner. The property is located within the Flagler Conservation District. The three-story dwelling was considered as a with a Spanish Colonial flavor with smooth stucco walls capped by Dutch gables at the north and south façades. In 1927, a porch addition (likely in the rear) and wood cladding was added in 1927. In

1954, the residence was converted into an apartment building with four units. The property is currently functioning as its original use, a single-family residence.

THE PROJECT:

The applicant has submitted plans, entitled "A Remodel and Addition to 269 Park Avenue", as prepared by **Brasseur & Drobot Architects** dated November 29, 2023.

The following is the scope of work for the Project:

- Partial demolition and exterior alterations to an existing three-story historically significant building, specifically to add a front terrace onto an existing ground floor entry porch, to construct a new gable-end entry, to add four new dormer windows (two on the east and two on the west) to the roof of the third floor, requiring variances to expand the nonconforming third floor, to increase the maximum height, and to reduce the required front and side yard setbacks.
- **Variance 1:** Sec. 50-114: Variance to authorize the improvements to and rehabilitation of this historic building that is determined eligible for the exception of the flood resistant construction requirements of the Florida Building Code, Existing Buildings, Chapter 12 Historic Buildings, as the proposed improvements will not preclude the building's continued designation as a historic building due to a substantial improvement through the renovation of the residence with a finished floor of 4.01' NAVD in lieu of the required 7' NAVD (To be acted upon by the Landmarks Preservation Commission).

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

- **Variance 2:** Sec. 134-948(8)(a): Variance to expand an existing non-conforming 3rd story.
- **Variance 3:** Sec. 134-948(8)(a): Variance to exceed by 4'-6" the maximum building height of 23'-6" for single-family uses**.** The proposed height for dormers is 27'-11" from finished first floor/ 24'-10" from POM (base flood +1).
- **Variance 4:** Sec. 134-948(6)(a): Variance to reduce the required east side yard setback to construct two dormer windows with a 5.4 foot (east) side setback in lieu of the required 10 foot minimum side yard setback. This variance also extends to the new terrace above the front porch with a 5.9' foot setback.
- **Variance 5:** Sec. 134-948(5)(a): Variance to reduce the required front yard setback to construct the proposed terrace and front entry gable-end with a 8.1 foot front yard setback in lieu of the minimum 25 foot front yard setback required and existing 9.1 foot setback.

Site Data			
Zoning District	R-C	**Future Land Use**	COMMERCIAL
Year of Construction:	c. 1923	**Architect/Builder:**	Unknown
C-O-R	1.36' NAVD	**Flood Zone**	AE 6
Exist Fin. Floor Elevation	4.01' NAVD	**Prop. Fin. Floor Elevation**	No Change
Building Height	Allowed: 23'-6" (SFR) Proposed: 27'-11" ***Variance requested***	**Point of Measurement**	7'-0" (base flood +1).

Surrounding Properties / Zoning	
North	One-story commercial / C-TS
South	One-story commercial / C-TS
East	Two-story residence/ R-C
West	One-story commercial / C-TS

STAFF ANALYSIS

A preliminary review of the project indicates that the application, as proposed, appears to be inconsistent with the abovementioned sections of the Town zoning code, requiring four (4) variances.

The scope of work includes the partial demolition of the existing roof of the three-story Historically Significant residence to accommodate the installation of four new dormer windows—two on the east side and two on the west, requiring variances. Additionally, the proposal seeks to install a new Dutch gabled entry feature to recall the original 1923 design, and to create a habitable second floor terrace above the existing front shed roof porch, also requiring variances.

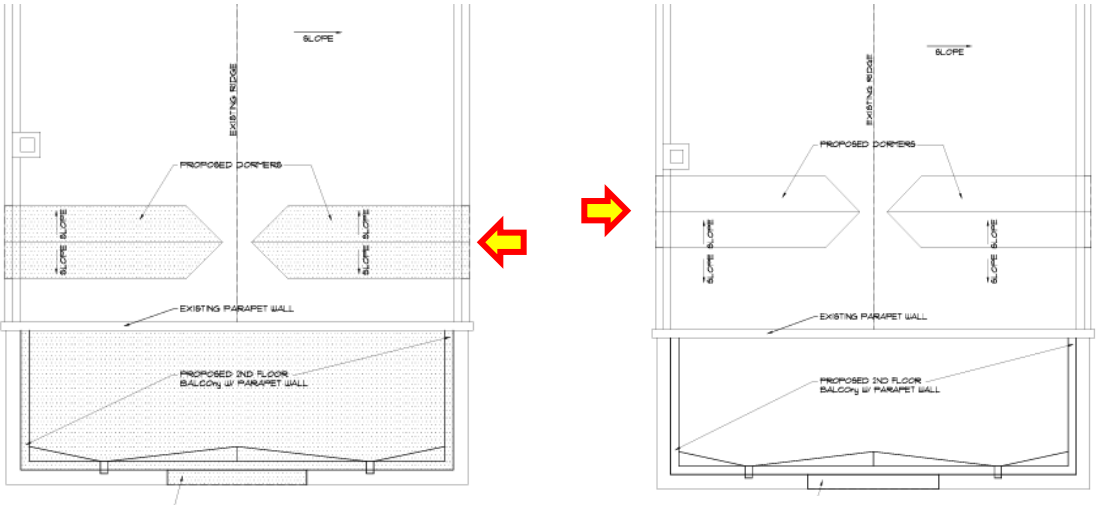


Existing Front Facade

First, as it pertains to **Variance 1**, the floodplain variance, the finished floor of the existing three-story residence is below the current required base flood elevation. It must be noted that should the cost of improvements / construction costs of alterations exceed 50 percent of the market value of the building, the entire residential structure must be brought up to the most current building codes, including minimum flood regulation; as such, a floodplain variance would be necessary for maintain the current construction at 4.01' NAVD, in lieu of the 7' NAVD current minimum. Of note, the floodplain waiver (variance) is only afforded to landmarked and historically significant buildings in the Town and is in fact one of the greatest benefits of the program for the retention and rehabilitation of older historic building stock. The property is located within Flood Zone AE6, which requires a base flood elevation of 6' (plus 1' freeboard) = 7' NAVD. Staff is supportive of the floodplain variance.

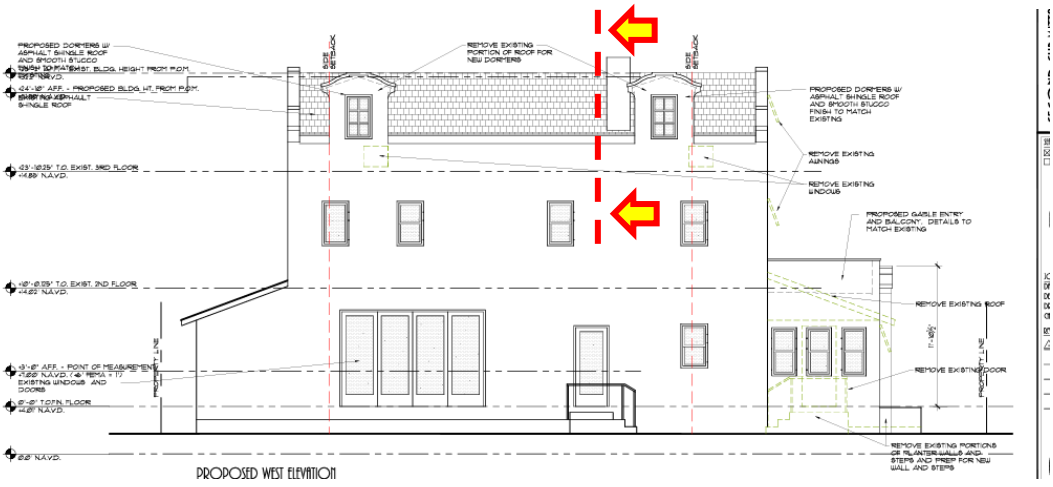
The construction of four dormer windows along the eastern and western sides of the third floor triggers the need for three of the requested variances—**Variance 2**, for the expansion of the nonconforming third floor, **Variance 3**, for the maximum height of the residence, and **Variance 4**, to reduce the side setbacks. The structure was built circa 1923 as a single-family residence. Building records identifies it as three stories. The R-C zoning district height regulations for single-family uses permit the maximum building height of two stories, not to exceed 23½ feet. As such, the addition of the top-level window dormers increases the habitable occupiable space (Variance 2) of the third level and are designed to align with the height of the existing roof (Variance 3). Staff is supportive of these variances, in theory, due to the nature of the existing legally non-conforming structure, which is now designated as 'Historically Significant', pending design modifications. Staff will note

that through the design review process, the applicant modified the proposal as originally presented to staff and moved the two front dormers further back from the street between First and Second Submittals as depicted below:



First Submittal Proposal **Revised Second Submittal Proposal**

The Town's historic preservation consultants maintain that the installation of four new dormers, with two being located towards the front of the building, is not appropriate and is unnecessary for the proposed storage space use. One larger dormer, centrally located on the east and west facades, would provide natural light, egress if needed, and greatly minimize the visibility from the street.



Alternatively, staff is amenable to exploring a further step back behind the existing chimney, as depicted above, for the two southernmost front dormers. Otherwise, with the elimination of two of the four dormers, staff is supportive of Variances 2 and 3.

In addition to Variances 2 and 3, Variance 4 involves the location of the two **east side** dormers, which are in the required setback. Although the property was constructed prior to the current zoning code and has an established non-conforming side setback of 5'-5", today's code requires a side setback of 10'-0" for single family structures. As such, the vertical extension of the east wall for the construction of the dormers requires a variance. This variance also extends to the new terrace above the front porch (see analysis below) with a 5.9' foot side setback.

As it pertains to **Variance 5**, the applicant is proposing a new entry designed with a Dutch Colonial gable at the front of the structure. Similar to the existing side setback, the existing building has a non-conforming front yard setback dimension of 9.1', whereas 25'-0" is required under today's code.

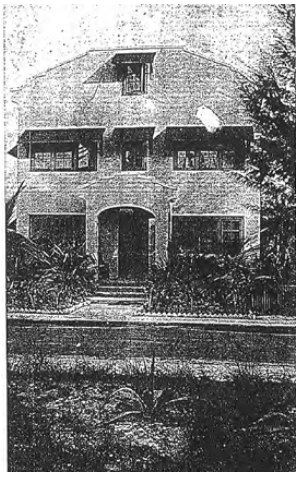


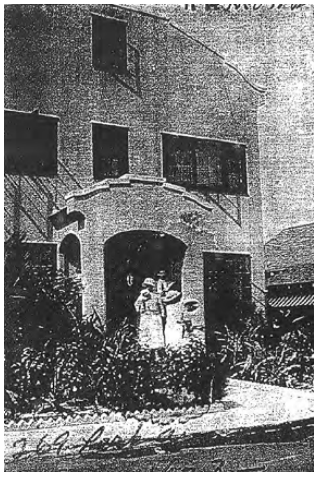
Existing Front Façade



Proposed Front Facade

The architectural improvements to the primary façade include the construction of a gabled covered entry which is closer to the street than currently permitted and will further exacerbate the existing non-conforming front setback by bringing a portion of the front entry 1'-0" closer. Staff is highly supportive of the chosen design, which incorporates a feature that is evocative of the original entry. The 1927 permit and drawings that are presented as evidence of the front addition are likely of the rear addition, as the floor plan shows the entry door in an off-center location and notes that it contains kitchen features such as a stove, sink, and icebox. There is not a building





permit located in the Town's Microfiche records that provide a date for the addition, however, it was likely a very early addition. (4 and 5) as it pertains to the revised front entry feature.

CONCLUSION:

As a HSB project the proposed changes must meet the Secretary of the Interior's Standards for Rehabilitation and Sec. 18-306, Sec. 54-122 and Sec. 54-123 of the Landmark Preservation Ordinance. Approval of the project will require two separate motions to be made by the Commission:

(1) for the overall design of the project in accordance with the aforementioned criteria, subject to any imposed conditions, and

(2) that the implementation of the proposed variances will/will not cause negative architectural impact to the subject property. The variance portion of the application is scheduled for review by Town Council on December 13, 2023.

Approval of the project will require one 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 Sec. 134-201(a), items 1 through 7 have been met.

WRB:JGM

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-113 (ARC-23-145) 123 CHILEAN AVE (COMBO) The applicant, Robert & Perri Bishop, has filed an application requesting Architectural Commission review and approval for construction of a new two-story single-family residence and one-story accessory cabana structure with final hardscape, landscape and swimming pool, requiring Special Exception approval to develop a nonconforming parcel and variances to reduce the required side setbacks and to exceed the maximum cubic content ratio (CCR) permitted. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-118 (ARC-23-140) 2278 IBIS ISLE RD (COMBO) The applicant, Angel Arroyo, has filed an application requesting Architectural Commission review and approval for exterior modifications to an existing one-story residence, including the demolition of an existing screen porch, a new roof, façade and window alterations, and a variance to not provide the required garage enclosure for two vehicles. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - Old Business

Agenda Title

ZON-23-119 (ARC-23-146) 995 S OCEAN BLVD. The applicant, Mary S. Conrad, has filed an application requesting Architectural Commission review and approval of a second story addition requiring variances to build within the required setbacks. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 4-3.] [The Architectural Review Commission approved the project, 4-3.]

Presenter

ATTACHMENTS:

- **Staff Memo**
- **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 Combination Staff Combination Memorandum: Architectural Commission and Town Council

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

SUBJECT: ARC-23-146 (ZON-23-119) 995 S OCEAN BLVD

MEETING: DECEMBER 15, 2023 ARCOM
JANUARY 10, 2024 TC

ARC-23-146 (ZON-23-119) 995 S OCEAN BLVD. The applicant, Mary S. Conrad, has filed an application requesting Architectural Commission review and approval of a second story addition requiring variances to build within the required setbacks. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval.

ZON-23-119 (ARC-23-146) 995 S OCEAN BLVD (COMBO) - VARIANCES. The applicant, Mary S. Conrad, has filed an application requesting Town Council review and approval for variances to construct a second story addition on an existing single-family residence within the required setbacks. The Architectural Commission shall perform design review of the application.

Applicant: Mary S. Conrad
Professional: SKA Architect + Planner

HISTORY:
The two-story single-family residence was constructed in 1950. The project was first heard by ARCOM at the November 20, 2023 meeting and deferred with direction to restudy second story addition.

THE PROJECT:
The applicant has submitted plans, entitled "995 SOUTH OCEAN BOULEVARD", as prepared by **SKA Architect + Planner** dated December 4, 2023.

The following is the scope of work for the project:

- Construction of a second-floor addition to a one-story portion of a two-story residence.

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

(1) VARIANCE 1: Section 134-843(5) – A variance to permit a west front yard setback of 18.67 feet in lieu of the 35-foot front setback required.
(2) VARIANCE 2: Section 134-846(5) – A variance to permit a second story front setback of 27 feet in lieu of the 35-foot front setback required.
(3) VARIANCE 3: Section 134-843(8) – A variance to permit a south side yard setback of 9.92 feet in lieu of the 15-foot side yard setback required.

(4) VARIANCE 4: Section 134-843(7)(a) –A variance to permit a building height plane setback of 27 feet in lieu of the 31.08 foot setback required.

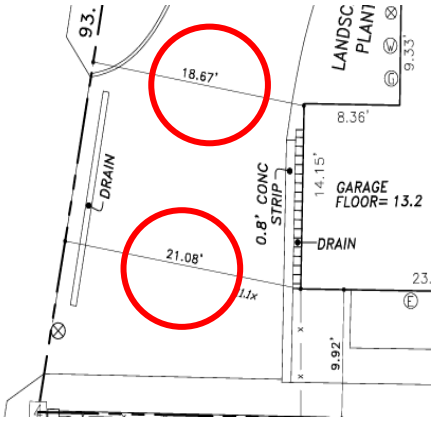
Site Data			
Zoning District	R-A	**Lot Size (SF)**	11,325 SF
Future Land Use	SINGLE FAMILY	**FEMA Zone**	VE
Landscape Open Space (LOS)	Existing: 5,889 SF (52%) Proposed: No Change Required: 50%	**Lot Coverage**	Existing: 2902.4 SF (25.6%) Proposed: No Change Permitted: 25%
Crown of Road (COR)	15.2' NAVD	**Finished Floor Elevation**	14.4' / 12.8'
Surrounding Properties / Zoning			
North	997 S Ocean Blvd / Single Family / R-A		
South	1015 S Ocean Blvd / Single Family / R-A		
East	Beach / Oceanfront		
West	1020 S Ocean Blvd / Single Family/ R-A		

STAFF ANALYSIS

The existing two-story residence is an oceanfront lot at the end of Via Del Lago and South Ocean Boulevard. Currently the site is improved with a two-story residence with a one-story garage portion, street facing west. The attached garage currently has a nonconforming front setback of 21.08' (18.67' to the north) in lieu of the 35' required.

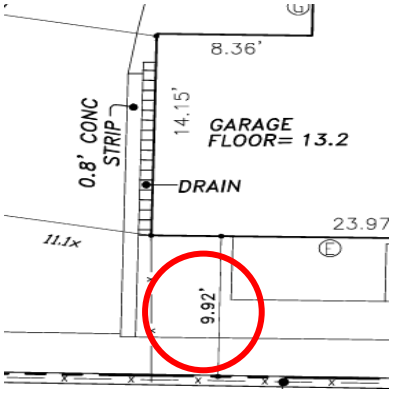






The applicant is seeking to add a second floor to the one-story garage. In order to do so, variances are required to further encroach on the front yard setback. The variance would be to (revest) reduce the front yard setback at the first floor varying from 18.67 to 21.08 where 35' is required **(variance #1)** and to reduce the front yard setback at the second floor varying from 27' where 35 is required (**variance #2**). The applicant has designed the second floor to be further setback from the street.

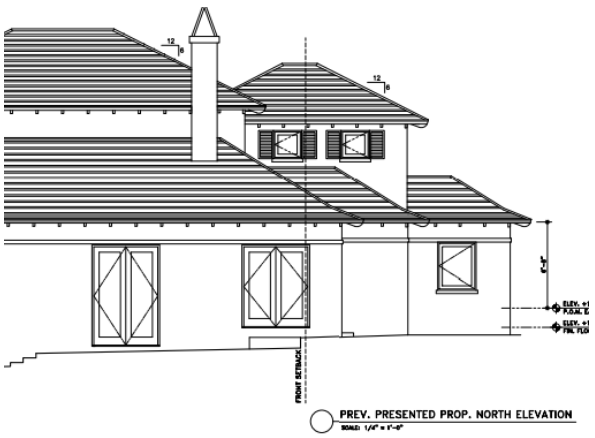
Both variances reflect the greater relief distance as the right of way is at an angle to the structure placement on the lot. The second-floor addition will contain approximately 215 SF of enclosed space and be utilized as an art studio to be added above an existing one-story area. Both the building height and the overall building height will be lower than the existing 2-story areas. The existing flat roof of the garage will be removed and a sloped roof with a lower eave line will replace it.

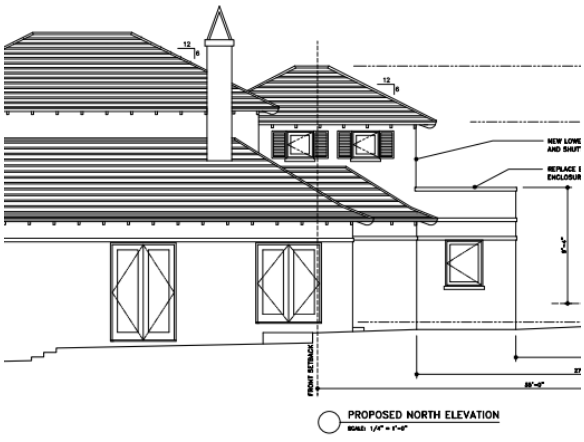


Similar to the nonconforming front setback, the existing structure has a south side setback of 9.92' where 15' is required. As such, the proposal setbacks a south side setback variance to revisit the existing nonconformity of the first-floor garage at 9.92 feet in lieu of the 15 feet required (**variance #3**).

In addition, due to the nonconforming setbacks and siting of the structure built in 1950, the proposed second floor addition does not comply with the building height plan requirements in its two locations (**variance #4**).

Following comments from ARCOM the applicant has resubmitted with a change in the lower roof line of the garage. The existing flat roof of the garage will be removed and a terrace will replace it. Although variances are still required for the addition the slopped roof has been modified to a flat roof over the existing garage. The proposed addition has been designed sensitively as it pertains to the existing 1950s structure.





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 subject project will require two (2) separate motions to be

made by the Architectural Review Commission:

(1) that the overall design of the project is in accordance with the criteria provided below, subject to any imposed conditions, and

(2) that the implementation of the proposed variances **will or will not** cause negative architectural impact to the subject property.

Approval of the project will require one 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

RECEIVED
By yfigueroa at 2:58 pm, Dec 04, 2023

SKA
Architect + Planner

Re:
ARC-23-146 (ZON-23-119)
995 Ocean Blvd
Palm Beach, FL 33480

December 4, 2023

We are pleased to submit the accompanying drawings for our project at 995 S Ocean Blvd in Palm Beach. We are requesting the following:

Section 18-205:

- A second story 214.7 sq. ft. art studio to be added above an existing one-story area. Both the building height and the overall building height will be lower than the existing 2-story areas.
- The existing flat roof of the garage will be removed and a terrace will replace it.
- The homeowner is an artist that requires a dedicated space for her hobby. A second floor location was selected because a first floor addition would require lot coverage and landscape open space variances. The small second floor addition has minimal impact to the site.

The following variances are being requested:

Variance 1: Section 134-843(5): Variance to permit a west front yard setback of 21.08 feet in lieu of the 35-foot front setback required.

Variance 2: Section 134-843(5): Variance to permit a second story front setback of 29.75 feet in lieu of the 35-foot front setback required.

Variance 3: Section 134-843(8): Variance to permit a south side yard setback of 9.92 feet in lieu of the 15-foot side yard setback required.

Variance 4: Section 134-843(7): Variance to permit a building height plane setback of 27 feet in lieu of the 31.08 foot setback required.

Criteria for granting the variances is listed below:

1) The property is located in the R-A Zoning District and the residence was constructed in 1950 and non-conforming to today's code and is on an undersized, shallow lot.
2) The applicant was not the cause of the special conditions of the property or residence. The non-conformities and irregularities of the lot were existing prior to the applicant owning the property.

324 Royal Palm Way #227 * Palm Beach, FL 33480 * 561-655-7676 * FAX 561-655-3533

3) The granting of the variances will not confer on the applicant a special privilege that is denied to the neighboring properties.
4) The hardship, which runs with the land, is that the residence and property is nonconforming to today's code and the property is undersized and a shallow lot.
5) The variances requested are the minimum necessary to make reasonable use of the land considering the desire to add an art studio for the owner who has lived there for 21 years and would like the opportunity to bring the home up to today's living standard.
6) The granting of the variances will not be injurious to the neighborhood. A renovated single family residence will be beneficial to the neighborhood.

Sincerely,



Jacqueline Albarran, Architect P.A.

324 Royal Palm Way #227 * Palm Beach, FL 33480 * 561-655-7676 * FAX 561-655-3533

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-23-092 (ARC-23-052) 300 COLONIAL LN (COMBO) The applicants, Dragana & Richard Connaughton, have filed an application requesting Architectural Commission review and approval for construction of a new two-story single-family residence requiring (2) variances from east side yard setback and (1) variance from mechanical equipment regulations and construction of a detached accessory structure requiring (2) setback variances, (1) lot coverage variance and (1) angle of vision variance, together with final hardscape, landscape, and swimming pool. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. [*This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.*]

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-23-120 (ARC-23-154) 1356 N OCEAN BLVD (COMBO) The applicant, Gary & Kelly Pohrer, has filed an application requesting Architectural Commission review and approval for expansion of a previously approved swimming pool on the beachside parcel, requiring a setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 5-2.] [The Architectural Review Commission approved the project, 5-2.]

Presenter

ATTACHMENTS:

- **Letter of Intent**
- **Plans**
- **Staff Memo**

RECEIVED
By yfigueroa at 8:34 am, Nov 07, 2023

GARY POHRER

1356 N. Ocean Boulevard, Palm Beach

Re: Modification to Size of Pool Feature
1356 N. Ocean Blvd.
Palm Beach, FL 33480

October 23, 2023

LETTER OF INTENT (LOI)

ARC-23-154
ZON-23-120

PROPOSED MODIFICATION TO SIZE OF POOL FEATURE
ON VACANT R-B/ B-A BEACH PARCEL

Please find for review the attached drawings for our proposed project in the R-B/ B-A Zoning District of Palm Beach. The proposal is for the modification of a previously approved pool on a currently vacant beach lot. Zoning relief is being sought for West/front pool setback.We believe the proposal is in accordance with the following guidelines:

ARCHITECTURAL REVIEW IN ACCORDANCE WITH SECTION 18-205 AND 18-206:

Sec. 18-205. - Criteria for building permit.

We are submitting a proposed design that we consider reasonable.

1. The proposed pool is in conformity with good taste and design and in general contributes to the image of the town as a place of beauty, spaciousness, balance, taste, fitness, charm and high quality.
2. The proposed pool indicates the manner in which the structures are reasonably protected against external and internal noise, vibrations, and other factors that may tend to make the environment less desirable.
3. The proposed pool is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment to materially depreciate in appearance and value.
4. The proposed pool is in harmony with the proposed developments on land in the general area, with the comprehensive plan for the town, and with any precise plans adopted pursuant to the comprehensive plan.
5. The proposed pool is not excessively similar to any other structure existing or for which a permit has been issued or to any other structure included in the same permit application within 200 feet of the proposed site in respect to one or more of the following features of exterior design and appearance:
   a. Apparently visibly identical front or side elevations;
   b. Substantially identical size and arrangement of either doors, windows, porticos or other openings or breaks in the elevation facing the street, including reverse arrangement; or
   c. Other significant identical features of design such as, but not limited to, material, roof line and height of other design elements.

6. The proposed pool is not excessively dissimilar in relation to any other structure existing or for which a permit has been issued or to any other structure included in the same permit application within 200 feet of the proposed site in respect to one or more of the following features:
   a. Height of building or height of roof.

b. Other significant design features including, but not limited to, materials or quality of architectural design.
c. Architectural compatibility.
d. Arrangement of the components of the structure.
e. Appearance of mass from the street or from any perspective visible to the public or adjoining property owners.
f. Diversity of design that is complimentary with size and massing of adjacent properties.
g. Design features that will avoid the appearance of mass through improper proportions.
h. Design elements that protect the privacy of neighboring property.

7. The proposed pool is subservient in style and massing to the principal or main structure.
8. The proposed pool is appropriate in relation to the established character of other structures in the immediate area or neighboring areas in respect to significant design features such as material or quality or architectural design as viewed from any public or private way (except alleys).
9. The proposed pool is in conformity with the standards of this Code and other applicable ordinances insofar as the location and appearance of the buildings and structures are involved.
10. The project's location and design adequately protects unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways, and similar features.

VARIANCES

a. Special Exception w/ Site Plan Review: Section 134-890(4); Section 134-1473(a)(1): A special exception with site plan review to allow construction of oceanfront pool in the R-B/B-A Zoning District.

b. Variance 1: Sec. 134-1757: A variance for a swimming pool with a 3.5' west side-yard setback in lieu of the 10' setback required, to expand a previously approved non-conforming swimming pool on a beach cabana parcel.

Variance Criteria:

1. The special circumstances that are peculiar to the land are that the beach parcel relative to the location of the Town's bulkhead line would make it impossible for anyone on North Ocean to build a pool. It would not be feasible to meet the 10 foot West setback as required by the Code as it would result in a 5 foot wide pool and if required to meet the 50 foot setback from the Town's bulkhead line, a pool would not be allowed at all.
2. The applicant was not the cause of the special conditions of the property, as the beach parcel size and location of the Town's Bulkhead Line existed prior to the applicant owning the property.
3. The granting of the variance will not confer on the applicant a special privilege. Many properties are in the R-B/B-A Zoning District and elsewhere along the ocean have similar water features that are setback closer then ten feet to the West property line.
4. The hardship, which runs with the land, is the location of the Town's Bulkhead line, which does not give enough room to design a pool and meet the 10 foot setback from the West property line. Meeting the code required setback of 10 feet from the street would only allow for a 5 foot wide pool.
5. The variance requested for the pool is minimal considering the ocean vista will remain the same.

Sincerely,

Gary B. Pohrer, Jr.
Owner

Town of Palm Beach
Planning Zoning and Building
360 S County Rd
Palm Beach, FL 33480
www.townofpalmbeach.com

Line #	Zoning Legend			
1	**Property Address:**	1356 N OCEAN BLVD		
2	**Zoning District:**	R-B / B-A		
3	**Lot Area (sq. ft.):**	1,643 sq. ft.		
4	**Lot Width (W) & Depth (D) (ft.):**	111.2' x 14.93'		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	OTHER - POOL		
6	**FEMA Flood Zone Designation:**	X & VE (EL. 9.0')		
7	**Zero Datum for point of meas. (NAVD)**	13.0'		
8	**Crown of Road (COR) (NAVD)**	13.46'		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	N/A	200 sq. ft. (12.17%	200 sq. ft. (12.17%
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	0	200 sq. ft. *	NO CHANGE
12	*Front Yard Setback (Ft.)	10.0' W	3.5' W	NO CHANGE
13	* Side Yard Setback (1st Story) (Ft.)	10.0' N & S	20.0' N & 76.3' S	NO CHANGE
14	* Side Yard Setback (2nd Story) (Ft.)	N/A	NONE	NO CHANGE
15	*Rear Yard Setback (Ft.)	5.0' E	5.8' E *	NO CHANGE
16	Angle of Vision (Deg.)	N/A	NONE	NO CHANGE
17	Building Height (Ft.)	8.0'	8.0' *	NO CHANGE
18	Overall Building Height (Ft.)	12.0'	11.72' *	NO CHANGE
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	NONE	NO CHANGE
20	** Max. Fill Added to Site (Ft.)	N/A	NONE	NO CHANGE
21	Finished Floor Elev. (FFE)(NAVD)	9.0'	NONE	NO CHANGE
22	Base Flood Elevation (BFE)(NAVD)	9.0'	13.5' *	NO CHANGE
23	Landscape Open Space (LOS) (Sq Ft and %)	N/A	1,402 sq. ft. (85.3%	918 SQ. FT. (55.9%
24	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
25	Front Yard LOS (Sq Ft and %)	N/A	N/A	N/A
26	*** Native Plant Species %	*Please refer to TOPB Landscape Legend.*		

** Indicate each yard area with cardinal direction (N,S,E,W)*

*** Difference of Fin. Floor Elev. (FFE) and highest Crown of Rd (COR) divided by two. (FFE - COR) / 2 = Max. Fill (Sec. 134-1600)*

**** Provide Native plant species info per category as requited by Ord. 003-2023 on separate TOPB Landscape Legend*

Enter N/A if value is not applicable.

Enter N/C if value is not changing.

*** ARCOM APPROVED**

REV BF 20230626

Town of Palm Beach

Planning Zoning and Building
360 S County Rd
Palm Beach, FL 33480
www.townofpalmbeach.com

Line #	Landscape Legend		
1	**Property Address:**	1356 N OCEAN BLVD, PALM BEACH, FL 33480	
2	**Lot Area (sq. ft.):**	1,643 SQ. FT.	
3		REQUIRED	PROPOSED
4	Landscape Open Space (LOS) (Sq Ft and %)	N/A	918 SQ. FT. (55.9%)
5	LOS to be altered (Sq FT and %)	N/A	725 SQ. FT. (44.1%)
6	Perimeter LOS (Sq Ft and %)	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	N/A	N/A
8	Native Trees %	30% (number of trees)	N/A
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	100%
10	Native Groundcover %	30% (groundcover area)	100%

To determine qualifying native vegetation use either:

the Institute for Regional Conservation Natives for Your Neighborhood FL Statewide Plant List

OR

the Florida Native Plant Society Native Plants for Your Area List

Note: Modificaiton of >50% of existing landscape/greenscape are subject to minimum native plant requirements and must submit a landscape and irrigation plan for review.

This table shall be included on the landscape species index sheet as prepared by a licensed landscape architect and landscape openspace data shall be incorporated on to corresponding zoning legend.

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: Architectural Commission and Town Council

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

SUBJECT: ARC-23-154 (ZON-23-120) 1356 N OCEAN BLVD (COMBO)

MEETING: DECEMBER 15, 2023 ARCOM
JANUARY 10, 2024 TC

ARC-23-154 (ZON-23-120) 1356 N OCEAN BLVD (COMBO). The applicant, Gary & Kelly Pohrer, has filed an application requesting Architectural Commission review and approval for expansion of a previously approved swimming pool on the beachside parcel, requiring a setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval.

ZON-23-120 (ARC-23-154) 1356 N OCEAN BLVD (COMBO). The applicant, Gary & Kelly Pohrer, has filed an application requesting Town Council review and approval of (1) variance for the expansion of a previously approved swimming pool with a nonconforming side setback. The Architectural Commission shall perform design review of the application.

APPLICANT: Gary & Kelly Pohrer
REPRESENTATIVE: Gary Pohrer (Owner Applicant)

HISTORY:
At the September 28, 2022 ARCOM hearing, an application (ARC-22-143) was approved (5-1) for the construction of a new beach cabana with related landscape and hardscape improvements.

At the October 12, 2022 Town Council hearing, and application (ZON-22-093) for Special Exception With Site Plan Review was approved (5-0) for construction of beach cabana on a beach parcel and two variances approved (5-0) for a west side-yard setback of 3.5’ and a 4.92’ bulkhead setback for construction on the beach parcel.

THE PROJECT:
The applicant has submitted plans, entitled "1356 N OCEAN BLVD, PALM BEACH, FL 33480” as prepared by **Gary Pohrer (Owner/Applicant)**, dated November 07, 2023.

The following scope of work is proposed:

- Expansion of a previously approved swimming pool with a nonconforming setback on a beach parcel.

The following Special Exception, Site Plan Review, and/or Variance(s) are required to complete the project:

1. VARIANCE 1: Sec. 134-1757: A variance for a swimming pool with a 3.5' west side-yard setback in lieu of the 10' setback required, to expand a previously approved non-conforming swimming pool on a beach cabana parcel.

Site Data			
Zoning District	R-B / B-A	**Future Land Use**	SINGLE-FAMILY
Lot Size	1,643 SF	**Crown of Road**	13.46' NAVD
Lot Depth	14.93'	**Lot Width**	111.2'
Swimming Pool Setback West	Required: 10' Prev. Approved: 3.5' Proposed: 3.5' ***Variance to expand.***	**Swimming Pool Setback South**	Required: 10' Prev. Approved: 30' Proposed: 20'
Surrounding Properties / Zoning			
North	1360 N Ocean Blvd | Beach Cabana / R-B		
South	1350 N Ocean Blvd | Beach Cabana / R-B		
East	Atlantic Ocean		
West	1356 N Ocean Blvd | Primary Residence for Subject Parcel / R-B		



EXISTING

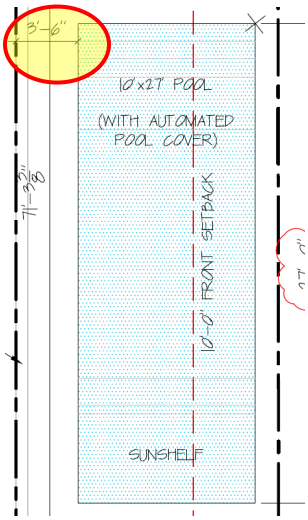


PROPOSED

STAFF ANALYSIS

A preliminary review of the project indicates that the application, as proposed, is inconsistent with the Town zoning code and requires one (1) variance for the expansion of a previously approved nonconforming swimming pool.

The applicant has submitted an application for the expansion of a previously approved nonconforming swimming pool along a previously approved nonconforming setback line. The previously approved pool and cabana were approved with a west side yard setback of 3.5' in lieu of the 10' minimum required. The applicant is proposing to expand the swimming pool 10' to the south to allow for the installation of sun-shelf in the swimming pool. A variance is required to further extend the swimming pool along this nonconforming setback.



Code Section	Required	Proposed	Variance
VARIANCE 1: Sec. 134-1757:	A Minimum 10' West Setback	Further Expansion of the nonconforming 3.5' setback.	**6.5'**

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 motions 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, 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 one (1) variance(s) by the Town Council, and that the variance(s) **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, subject to any proposed conditions.

WRB:JGM:BMF

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-005 (ARC-23-159) 288 SANDPIPER DR (COMBO) The applicant, Kelly M Williams TR TITL HLDR (Rep. Maura Ziska), has filed an application requesting Architectural Commission review and approval for exterior alterations to an existing detached guest house, including window and door replacement and the construction of enclosed additions, requiring a rear setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 6-1.] [The Architectural Review Commission partially approved the project, with conditions. 4-3. The lanai addition was not approved.]

Presenter

ATTACHMENTS:

- **Letter of Intent**
- **Plans**
- **Staff Memo**

RECEIVED
By yfigueroa at 1:56 pm, Nov 09, 2023

MP Design & Architecture, Inc.
217 Peruvian Avenue, Suite 4
Palm Beach, Florida 33480
AA#26001667
T: 561833.7575 INFO@MPDAINC.COM F: 561833.0575

Town of Pam Beach
360 S. County Rd.
Palm Beach, FL 33480

November 9th, 2023

Letter of Intent

288 Sandpiper Drive Palm Beach, FL 33480
ARC-23-159 / ZON 24-005

Please find attached drawings for 288 Sandpiper Drive, Palm Beach FL 33480. The scope of work includes the following:

1. Addition and enclosure of existing areas to air conditioned space.
2. Existing doors and windows to be replaced white in color to match existing Main House
3. Paint of trims and Guest House color to match existing Main house.
4. Removal of Glass Block wall replaced with a pair of French Doors with Side Lites at the Gym.

Please note the following:

A. ARCHITECTURAL REVIEW ï Section 18-205
Project includes an addition and enclosure of existing open covered to air conditioned space. New doors and windows to match existing type. Guest House colors to match existing main residence.

B. VARIANCE ï Section 134-201
Section 134-893(b)(1)(c): Variance request for the new additions to have a rear yard setback of 10.4 feet in lieu of the 15.0 foot minimum required for lots over 20,000 SF.

Respectfully,

Michael Perry

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: Architectural Commission and Town Council

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

SUBJECT: ARC-23-159 (ZON-24-005) 288 SANDPIPER DR (COMBO)

MEETING: DECEMBER 15, 2023 ARCOM
JANUARY 10, 2024 TC

ARC-23-159 (ZON-24-005) 288 SANDPIPER DR (COMBO). The applicant, Kelly M Williams TR TITL HLDR (Rep. Maura Ziska), has filed an application requesting Architectural Commission review and approval for exterior alterations to an existing detached guest house, including window and door replacement and the construction of enclosed additions, requiring a rear setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval.

ZON-24-005 (ARC-23-159) 288 SANDPIPER DR (COMBO) VARIANCE. The applicant, Kelly M Williams TR TITL HLDR (Rep. Maura Ziska), has filed an application requesting Town Council review and approval of (1) variance for the construction of an enclosed addition to a detached guest house within the rear yard setback. The Architectural Commission shall perform the design review component of the application.

APPLICANT: Mr. & Mrs. Forsyth-Williams
ARCHITECT: MP Design & Architecture (Angelo Davila) / Michael Perry
REPRESENTATIVE: Maura Ziska, Esq.

THE PROJECT:
The applicant has submitted plans, entitled "Mr. & Mrs. Forsyth Williams Guest House" as prepared by **MP Design & Architecture**, dated November 09, 2023.

The following scope of work is proposed:

- Enclosure of existing nonconforming unenclosed covered guest house entry.
- Addition at existing guest house planter.
- New doors and windows to match existing door and window type.
- Guest house colors and materials to match existing primary residence.

The following Special Exception, Site Plan Review, and/or Variance(s) are required to complete the project:

1. **VARIANCE 1**: Sec. 134-893(b)(1)(c): A variance to construct enclosed additions with a rear yard setback of 10.4' in lieu of the 15' minimum required for R-B lots over 20,000 SF.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Lot Size	Required: 10,000 SF Existing: 30,074 SF	**Crown of Road**	7.4' NAVD
Lot Depth	128'	**Lot Width**	233'
Lot Coverage	Permitted: 25% (7,518.5 SF) Existing: 23.6% (7,105 SF) Proposed: 24.74% (7,441 SF)	**Enclosed Square Footage**	Existing: 7,846 SF Proposed: 8,182 SF
Cubic Content Ratio	Permitted: 3.8 Existing: 2.63 Proposed: 2.68	**Rear Yard Setback**	Required: 15' Existing: 10.4' Proposed: 10.4' ***Variance Requested***
Surrounding Properties / Zoning			
North	975 N Lake Way / 289 Sandpiper Dr / 281 Sandpiper Dr | Residences / R-B		
South	299 Tradewind Dr / 297 Tradewind Dr | Residence / R-B		
East	280 Sandpiper Dr | Residence / R-B		
West	970 N Lake Way | Residence / R-B		



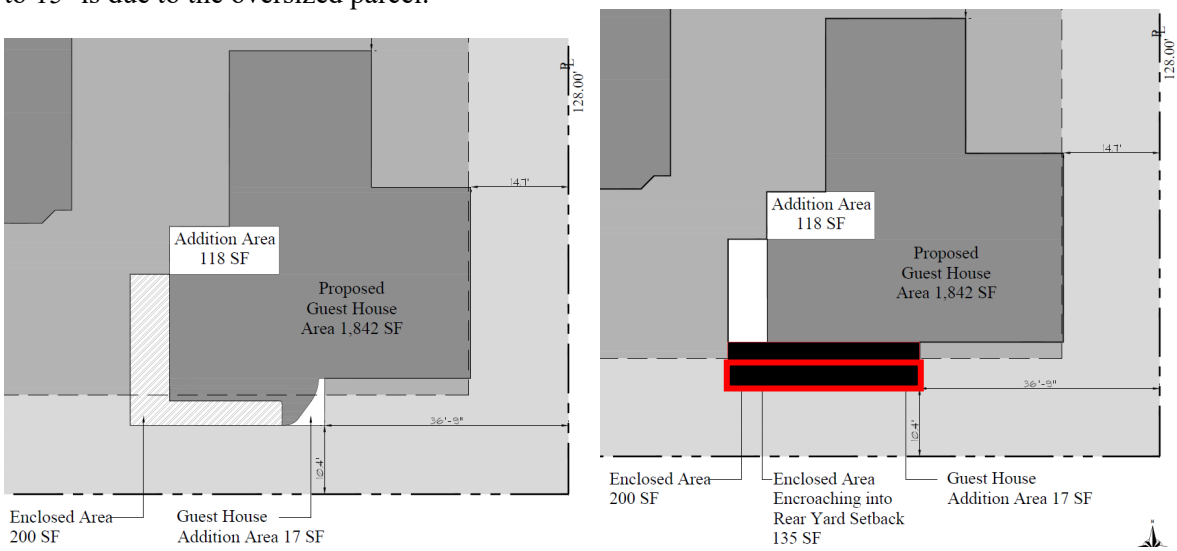
STAFF ANALYSIS

A preliminary review of the project indicates that the application, as proposed, is inconsistent with the Town zoning code and requires one (1) variance for modification to an existing accessory guest house structure.

The parcel at 288 Sandpiper Drive is a corner parcel bounded by Sandpiper Drive to the north, North Lake Way to the west, and residences to the east and south. The lot encompasses 30,000+ SF of area, an oversized parcel in the R-B zoning district. Properties over 20,000 SF in R-B zoning district are subject to more strict zoning regulations which normally apply to properties located in the Estate (R-A) or Large Estate (R-AA) residential districts. The property is currently improved with a two-story main residence, a single-story guest house, with hardscape and landscape improvements. The application seeks to modify the existing guest house by enclosing unenclosed covered portions of the structure and construction of a small (approx. 20 SF) addition. Portions of these improvements are occurring within the required rear yard setback area, and a variance is being pursued. Finishes on the accessory structure are proposed to match the primary residence.

The application contains one (1) variance request: for setback encroachments. As the diagrams

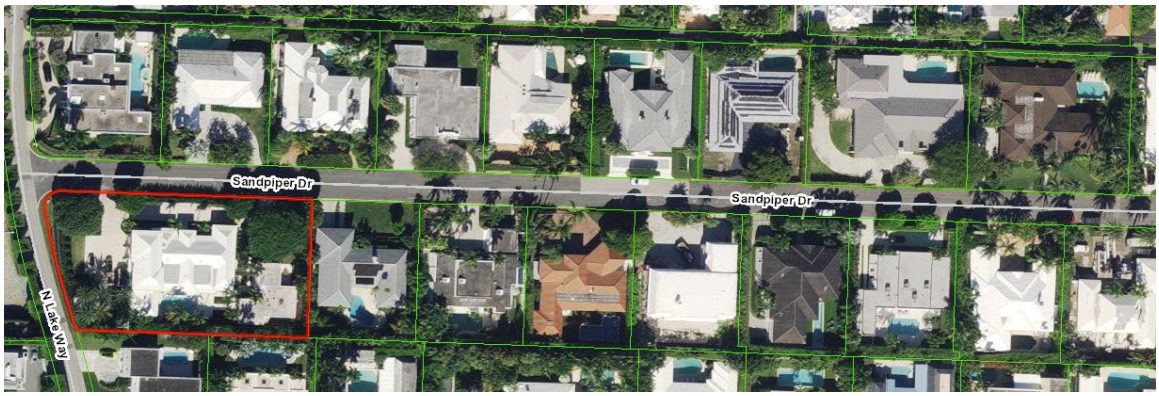
below illustrate, the variance occurs at the south rear-yard setback area. It may be worth noting that for a lot under 20,000 SF in R-B zoning, this setback would be conforming. The increased setback to 15' is due to the oversized parcel.



The variance request code sections, provisions, and amounts are provided in the table below:

Code Section	Required	Proposed	Variance
VARIANCE 1: Sec. 134-893(b)(1)(c)	Minimum South Rear Yard Setback of 15'	South Rear Yard Setback of 10.4'	**4.6'** *Existing and proposed guest house encroachment.*

To that end, although the proposal is for a new addition. The balance of the areas of the properties along Sandpiper contains lots that are more traditionally sized, ie under 20, 000 SF. All of the lots share the same depth of lot as part of the DODGE ESTATES subdivision, the subject property is two lots, 14 & 15, and is therefore subject to the more restrictive rear setback. When in fact, the lesser setback is a built condition for the balance of the single lot parcels. The setback is existing nonconforming, and the setback would be conforming for a standard size R-B lot.



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 motions 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, 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 one (1) variances 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, subject to any proposed conditions.

WRB:JGM:BMF

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-008 (ARC-23-165) 161 VIA PALMA (COMBO) The applicant, Sam and Vicki Hunt, has filed an application requesting Architectural Commission review and approval for construction of a new two-story addition, requiring a west side-yard setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval. [Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause negative architectural impact to the subject property. Carried 7-0.] [The Architectural Review Commission approved the project, 7-0.

Presenter

ATTACHMENTS:

- **Letter of Intent**
- **Plans**
- **Staff Memo**

RECEIVED
By yfigueroa at 2:55 pm, Oct 23, 2023

SMITH AND MOORE ARCHITECTS, INC.
Harold Smith • Jonathan Moore • Peter Papadopoulos • Daniel Kahan
Florida AAC No. 001285

Re: 161 Via Palma
Palm Beach, FL 33480

October 5, 2023

LETTER OF INTENT
GARAGE/GUEST ROOM EXTENSION
AT 161 VIA PALMA
ARC-23-165 ZON-24-008

Please find for review the attached drawings for our project at 1616 North Ocean Boulevard in the R-A Zoning District Palm Beach. The site has an existing two-story main residence, a side yard pool, poolside awning and a circular driveway in the front yard. Our project proposal is to demolish the existing one-story, non-conforming shed roof storage structure on the west side of the property, and construct a four foot wide expansion of the existing two-story garage/guest suite in its place. Please note the following:

A) LANDMARKS PRESERVATION COMMISSION 54-122 & 54-161

Not applicable – This property is not landmarked.

B) ARCOM 18-205

We are submitting a proposal that we consider tastefully designed, in the same architectural language as the existing residence. The addition is designed implementing appropriate materials and details consistent with the existing British Colonial Style residence on the property.

1. The addition is in conformity with good taste and design and in general contributes to the image of the Town and neighborhood as a place of beauty, spaciousness, balance, charm and high quality.
2. Not Applicable.
3. The design and appearance is not of inferior quality such as to cause the nature of the local environment to materially depreciate in appearance and value.
4. The proposed residence is in harmony with the proposed developments on land in the general area and with the comprehensive plan for the town.
5. The proposed residence is not excessively similar to any other structure existing or within 200 feet of the proposed site in respect to one or more of the following features of the exterior design and appearance:
    a. This proposal does not have apparently visible identical front or side elevations.
    b. We do not have other significant identical features of design such as, but not limited to, material roof line and height of other design elements.
6. The proposed addition is not excessively dissimilar in relation to any other structures existing or within 200 feet of the proposed site in respect to one or more of the following features:

1500 South Olive Avenue • West Palm Beach, Florida 33401
Telephone (561) 835-1888 • Fax (561) 832-7015
www.smithmoorearchitects.com
Florida AAC No. 001285

a. Height of structure. The height of the addition will match the height of the existing garage wing of the residence.
b. Other significant design features including, but not limited to, materials or quality of architectural design.
c. Architectural compatibility.
d. Arrangements of components of the structure.
e. Appearance of mass from the street or from any perspective visible to the public or adjoining property owners.
f. Diversity of design that is complimentary with the size and massing of adjacent properties.
g. Design features that will avoid the appearance of mass through improper proportions.
h. Design elements that protect the privacy of a neighboring property.

7. The proposed addition or accessory structure is subservient in style and massing to the principal or main structure.
    a. The proposed massing and details will be congruent with but subservient to those of the principal existing structure.
    b. The details and proportions will also be in keeping with the main structure but scaled to the proportions of the accessory structure.
8. The proposed addition is appropriate in relation to the established character of other structures in the immediate area or neighboring areas in respect to significant design features such as material or quality or architectural design as viewed from any public or private way (except alleys).
    a. All building materials will match those of the existing original residence as constructed in the 1920s.
9. The proposed addition, though not in conformity with all of the standards of this code and other applicable ordinances will be set back from the west property line an additional 3 feet 9 inches than existing. The balance of the residence meets all other dimensional requirements of the code.
10. The projects' location and design adequately protect unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways and similar features. The proposed addition will not negatively impact any existing natural features.

C) ARCOM 18-206

Not applicable.

D) SITE PLAN REVIEW 134-329

Not applicable.

E) VARIANCES 134-201 (a)

Section 134-834(a)
A request for a variance to construct an addition with a West side yard setback of 11'-2" in lieu of the 15' required and the 7'-6" existing

1. Special conditions and circumstances exist that are peculiar to the land, building or structure which are not applicable to other lands in the same zoning district. The existing structure was

built in 1928 with a non-conforming west side yard setback of 7.5 feet. The existing garage is minimal in size.

2. The special conditions and circumstances do not result from the actions of the applicant. The existing structure was built in 1928 with a non-conforming west side yard setback of 7.5 feet.
3. Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings or structures in this same zoning district. Granting the variance would allow the applicant to more comfortably utilize the enclosed garage for parking two vehicles and to exit the vehicles and enter the residence safely.
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. By not granting the variance, the homeowners would be able to park two vehicles in the garage, and would be able to maneuver around the parked vehicles to gain access to the interior of their home.
5. The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.
6. N/A

Sincerely,

Harold J. Smith
Principal Architect

1500 South Olive Avenue • West Palm Beach, Florida 33401
Telephone (561) 835-1888 • Fax (561) 832-7015
www.smithmoorearchitects.com

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
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PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Combination Memorandum: Architectural Commission and Town Council

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

SUBJECT: ARC-23-165 (ZON-24-008) 161 VIA PALMA (COMBO)

MEETING: DECEMBER 15, 2023 ARCOM
JANUARY 10, 2024 TC

ARC-23-165 (ZON-24-008) 161 VIA PALMA (COMBO). The applicant, Sam and Vicki Hunt, has filed an application requesting Architectural Commission review and approval for construction of a new two-story addition, requiring a west side-yard setback variance. This is a combination project that shall be reviewed by Town Council as it pertains to the zoning relief/approval.

ZON-24-008 (ARC-23-165) 161 VIA PALMA (COMBO). The applicant, Sam and Vicki Hunt, has filed an application requesting Town Council review and approval of (1) variance for the construction of a two-story addition within the required west side-yard setback. The Architectural Commission shall perform design review of the application.

APPLICANT: Sam and Vicki Hunt
ARCHITECT: Smith & Moore Architects (Harold Smith)
Fernando Wong Outdoor Living Design
REPRESENTATIVE: Maura Ziska, Esq.

THE PROJECT:
The applicant has submitted plans, entitled "161 VIA PALMA PALM BEACH, FLORIDA" as prepared by **Smith & Moore Architects**, dated November 09, 2023.

The following scope of work is proposed:

- Demolition of 1-story portion of residence and stair and construction of new 2-story addition and stair.

The following Special Exception, Site Plan Review, and/or Variance(s) are required to complete the project:

1. VARIANCE 1: Sec. 134-843(a)(8): A variance for a two-story addition with an 11'-2" west side-yard setback in lieu of 7'-6" setback existing and the 15' setback required.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Lot Size	20,300 SF	**Crown of Road**	5.25' NAVD

Lot Coverage	Permitted: 25% (5,075 SF) Existing: 22.7% (4,685 SF) Proposed: 23.1% (4,685 SF)	**Enclosed Square Footage**	Existing: 7,283 SF Proposed: 7,369 SF
Building Height	Permitted: 25' Existing/Proposed: 20'	**Overall Building Height**	Permitted: 35' Existing/Proposed: 25'-5"
Finished Floor Elevation	7.36' NAVD	**FEMA Flood Zone**	AE 6
Site Fill	N/A	**Zero Datum**	7' NAVD
Overall Landscape Open Space	Req'd: 50% (10,150 SF) Existing: 51.8% (10,518 SF) Proposed: 52.5% (10'662 SF)	**Front Yard Landscape Open Space**	Req'd: 45% (2,284 SF) Existing: 57% (2,918 SF) Proposed: No Change
Surrounding Properties / Zoning			
North	175 Via Palma | Residence / R-A		
South	200 Algoma Rd / 150 Algoma Rd | Residences / R-A		
East	190 Via Palma | Residence / R-A		
West	142 Via Palma | Residence / R-A		



EXISTING
NORTH ELEVATION



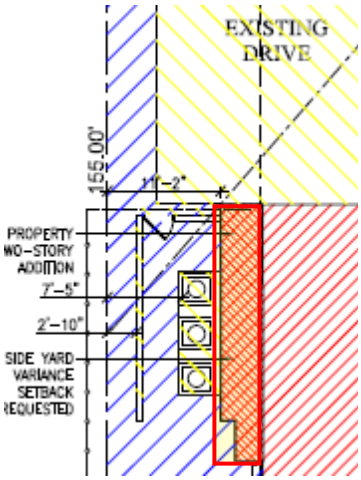
PROPOSED
NORTH ELEVATION

STAFF ANALYSIS

A preliminary review of the project indicates that the application, as proposed, is inconsistent with the Town zoning code and requires one (1) variance for the construction of a new two-story addition in the side yard setback.

The parcel at 161 Via Palma is a mid-block lot which is bordered to the north by Via Palma, the south by Algoma Road, and to the east and west by residences. The lot encompasses 20,300 SF of area, which is slightly more than the minimum required within the R-A zoning district. The property is currently improved with a two-story residence with swimming pool, hardscape and landscape improvements. The application seeks to demolish an existing one-story storage area at the west of the parcel and reconstruct a new two-story addition. The finishes of the addition are proposed to match the rest of the structure with Ludowici flat slab clay tile, windows and shutters painted a matching dark green, and house painted white.

The existing one-story portion is existing nonconforming for side-yard setback at 7.5' in lieu of the 15' required. The new addition will be closer to setback compliance, however, it is still nonconforming at 11.1' in lieu of the 15' required. Thus, the applicant is seeking a side-yard setback variance.



As the diagram to the right illustrates, **Variances 1** occurs at the new two-story addition in the west side yard. In the R-A Estate Zoning District, a minimum 15' side-yard setback is required. While the existing setback is only 7.5' the nonconforming setback is lost with the demolition of the one-story portion. Therefore, the new, two-story portion requires a variance, even though the nonconformity is reduced with a proposed setback of 11.1'.

The variance request code sections, provisions, and amounts are provided in the table below:

Code Section	Required	Proposed	Variance
VARIANCE 1: **Sec. 134-843(a)(8)**	Minimum West Side-Yard Setback of 15 Ft.	A West Side-Yard Setback of 11.1 ft, in lieu of 7.5 Ft Existing and 15 Ft Required.	**3.9 Ft** *New Two-Story Addition*

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 motions 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, 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 on (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, subject to any proposed conditions.

WRB:JGM:BMF

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-009 (ARC-23-167) 350 SEABREEZE AVE (COMBO) The applicant, Judith Goodman (Contract Purchaser, Justin Besikof / Rep. Maura Ziska), has filed an application requesting Architectural Commission review and approval for the design of a new two-story single-family residence and sitewide landscape and hardscape improvements, requiring a variance to not provide garage parking. This is a combination project that shall also be reviewed by Town Council as it pertains to the zoning relief/approval. *[This project shall be deferred to the February 14, 2024, Town Council meeting pending review by the Architectural Review Commission.]*

Presenter

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

Development Review - New Business

Agenda Title

ZON-24-010 (ARC-23-164) 1616 N OCEAN BLVD. The applicants, Joan Eigen, Wendy Haigney and Devid Eigen, have filed an application requesting Architectural Commission review and approval for the installation of vehicular gates to an existing single-family residence and a variance for the required driveway area. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval. [Architectural Review Commission Recommendation: The Commission made no recommendation related to the variance.] [The Architectural Review Commission approved the project, 5-0.]

Presenter

ATTACHMENTS:

- **Letter of Intent**
- **Plans**
- **Staff Memo**

RECEIVED
By yfigueroa at 11:45 am, Nov 09, 2023

SMITH AND MOORE ARCHITECTS, INC.
Harold Smith • Jonathan Moore • Peter Papadopoulos • Daniel Kahan
Florida AAC No. 001285

Re: 1616 North Ocean Boulevard
Palm Beach, FL 33480

November 9, 2023

LETTER OF INTENT
ADDITION OF TWO DRIVEWAY GATES
AT 1616 NORTH OCEAN BOULEVARD
ARC-23-164 ZON-24-010

Please find for review the attached drawings for our project at 1616 North Ocean Boulevard in the R-B Zoning District Palm Beach. The site has an existing two-story main residence, a side yard pool, and a circular driveway in the front yard. Our project proposal is to add two vehicular driveway gates and gateposts at the plane of the existing front gateposts. No changes to the landscape scheme or landscaped open space are planned. A variance for 9 feet and 11 feet of depth, for the south and north gates, respectively, is requested. Please note the following:

A) LANDMARKS PRESERVATION COMMISSION 54-122 & 54-161

Not applicable – This property is not landmarked.

B) ARCOM 18-205

We are submitting a proposal that we consider tastefully designed, with harmonious and balanced elevations, providing texture, privacy with visibility. The gates are designed implementing appropriate materials and details consistent with the existing Modern Style residence and pedestrian gates on the property.

1. The addition of the vehicular gates is in conformity with good taste and design and in general contributes to the image of the Town and neighborhood as a place of beauty, spaciousness, balance, charm and high quality.
2. Not Applicable.
3. The proposed gate design and appearance is not of inferior quality such as to cause the nature of the local environment to materially depreciate in appearance value.
4. The proposed residence is in harmony with the proposed developments on land in the general area and with the comprehensive plan for the town.
5. The proposed residence is not excessively similar to any other structure existing or within 200 feet of the proposed site in respect to one or more of the following features of the exterior design and appearance:
    a. This proposal does not have apparently visible identical front or side elevations.
    b. We do not have other significant identical features of design such as, but not limited to, material roof line and height of other design elements.

1500 South Olive Avenue • West Palm Beach, Florida 33401
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www.smithmoorearchitects.com
Florida AAC No. 001285

6. The proposed vehicular gates are not excessively dissimilar in relation to any other structures existing or within 200 feet of the proposed site in respect to one or more of the following features:
    a. Height of gates.
    b. Other significant design features including, but not limited to, materials or quality of architectural design.
    c. Architectural compatibility.
    d. Arrangements of components of the structure.
    e. Appearance of mass from the street or from any perspective visible to the public or adjoining property owners.
    f. Diversity of design that is complimentary with the size and massing of adjacent properties.
    g. Design features that will avoid the appearance of mass through improper proportions.
    h. Design elements that protect the privacy of a neighboring property.
7. The proposed addition or accessory structure is subservient in style and massing to the principal or main structure.
    a. The proposed massing and details will be congruent with but subservient to those of the principal existing structure.
    b. The details and proportions will also be in keeping with the main structure but scaled to the proportions of the accessory structure.
8. The proposed gates are appropriate in relation to the established character of other structures in the immediate area or neighboring areas in respect to significant design features such as material or quality or architectural design as viewed from any public or private way (except alleys).
    a. There are other existing driveway gates along in the vicinity.
9. The proposed gates are in conformity with the standards of this code and other applicable ordinances with the exception of the required street setback requirement. The gates meet all other dimensional requirements of the code.
10. The projects' location and design adequately protect unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways and similar features. The proposed gates do not negatively impact any existing natural features.

C) ARCOM 18-206

Not applicable.

D) SITE PLAN REVIEW 134-329

Not applicable.

E) VARIANCES 134-201 (a)

Section 134-1668. – Gateposts and gates located in front, street side and rear street yard areas.

A request for a variance to add two sliding gates on the extreme north end of North Ocean Boulevard, which is effectively a cul-de-sac. The proposed north and south gates would be 9 feet and 11 feet, respectively, from the street pavement in lieu of the 18 feet minimum required.

1. Special conditions and circumstances exist that are peculiar to the land, which are not applicable to other lands in the same zoning district. The property is located adjacent to the Town's roundabout and Annie's Dock at the north end of North Ocean Boulevard. The public frequently uses the driveway at 1616 North Ocean Boulevard illegally for parking.
2. The special conditions and circumstances do not result from the actions of the applicant. The cul-de-sac and fountain were constructed after the development of the applicant's property.
3. Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings or structures in this same zoning district. Granting the variance would allow the applicant to enjoy the same sense of security that other properties currently enjoy, and would improve security in the immediate vicinity by not allowing the ease of trespassing and illegal parking documented in Town of Palm Beach police reports.
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. By not allowing the addition of security measures, the applicant would suffer from the continued use of their driveway and property by trespassers.
5. The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.
6. N/A

Sincerely,

Harold J. Smith
Principal Architect

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TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
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PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Combination Memorandum: Architectural Commission and Town Council

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

SUBJECT: ARC-23-164 (ZON-24-010) 1616 N OCEAN BLVD (COMBO)

MEETING: DECEMBER 15, 2023 ARCOM
JANUARY 10, 2024 TC

ARC-23-164 (ZON-24-010) 1616 N OCEAN BLVD (COMBO). The applicants, Joan Eigen, Wendy Haigney and Devid Eigen, have filed an application requesting Architectural Commission review and approval for the installation of vehicular gates to an existing single-family residence and a variance for the required driveway area. This is a combination project that shall also be reviewed by Town Council as it pertains to zoning relief/approval.

Applicant: Myron M. Miller
Professional: Smith and Moore Architects
Representative: Maura Ziska

THE PROJECT:
The applicant has submitted plans, entitled "1616 NORTH OCEAN WAY", as prepared by Smith and Moore Architects, Inc. stamped by the Town, November 09, 2023.

The following is the scope of work for the project:
- Installation of two vehicular gates.
- Variance required for deficiency in required driveway area.

The following Special Exception, Site Plan Review, and/or Variance(s) are required to complete the project:

- **Variance (1) For relief from –Section 134-1668 - Gateposts and gates located in front, street side and rear street yard areas.** *If gates are to be erected at driveway entrances, the gates must be provided with a minimum driveway area in front of and perpendicular to the gates of nine feet wide by 18 feet deep, as measured from the street pavement.*

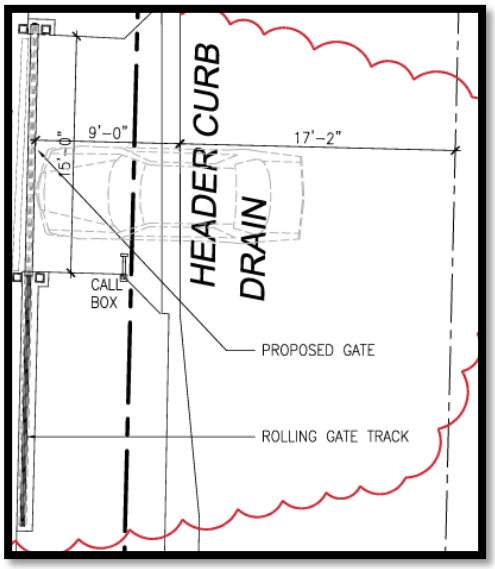
Site Data			
Zoning District	R-B	**Lot Size (SF)**	33,404 SF
Future Land Use	SINGLE FAMILY		
Lot Coverage	24,392 SF	**Front Yard Landscape**	3,111 SF / 48.8 %
Existing Open Space	8,948 SF / 36.7%	**Proposed Open Space**	8,948 SF / 36.7%
Surrounding Properties / Zoning			

North	INTERCOASTAL WATERWAY
South	201 INDIAN RD / SINGLE FAMILY / R-B
East	101 E INLET DR / SINGLE FAMILY / R-B
West	1610 N OCEAN BLVD / SINGLE FAMILY / R-B

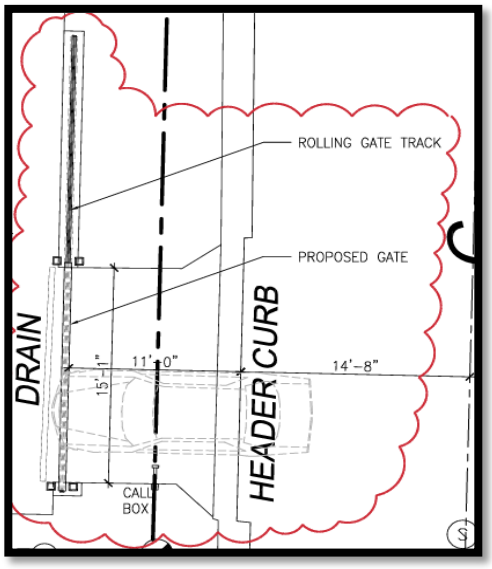
STAFF ANALYSIS

A preliminary review of the project indicates that the application, as proposed, appears to not be in accordance with the Town code. The below diagrams demonstrate the relief being requested by the applicant. Town code requires a nine feet wide and eighteen feet deep driveway area at driveway entrances. Both the north and south proposed vehicular gates do not meet that requirement. No changes to the landscape scheme or landscaped open space are planned. A variance for 9 feet and 11 feet of depth, for the south and north gates is requested

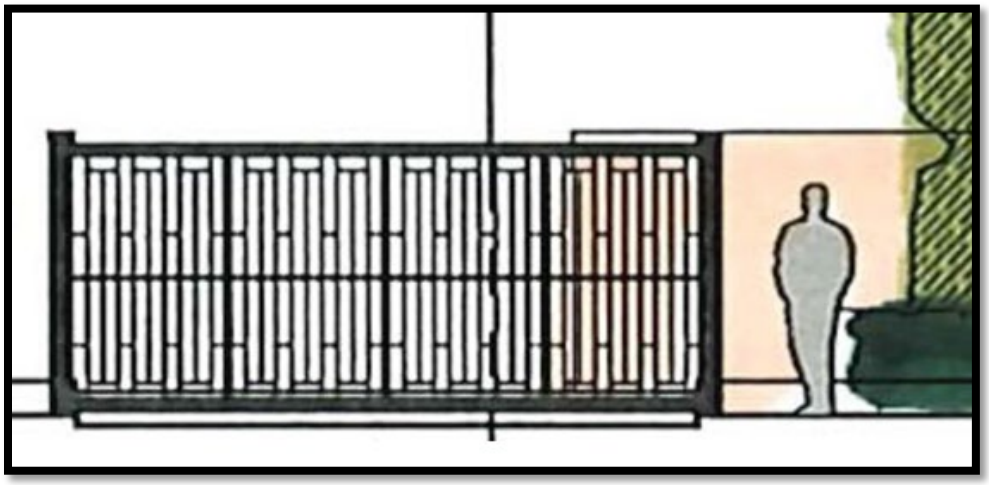
North Driveway



South Driveway



Proposed Gate Design:



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 subject project will require two (2) separate motions to be made by the Architectural Review Commission:

(1) for the overall design of the project in accordance with Sec. 18-205 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.

WRB:SCP

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 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 EXCEPTION WITH SITE PLAN REVIEW AND VARIANCES

TIME CERTAIN: 10:00 AM

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 of an existing Landmarked theater structure and the construction of a new three-story mixed use (retail and four residential units) development 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 two stories in the C-TS district, (5) for shared parking in the C-TS district, and (6) for a modification to a previously approved Special Exception for Churches, synagogues or other houses of worship to allow for a flexible event space. 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 review and approval for Variances (1) to reduce the required front yard setback, (2) front side street yard setback, (3) and to reduce the required rear yard setback requirements for new construction, (4) to allow three stories in lieu of two stories in C-TS district, (5) to exceed the maximum height, (6) to exceed the maximum overall building height, (7) to exceed the maximum allowable lot coverage limitation, (8) to exceed the maximum building length permitted, (9) to exceed the maximum building size (floor area) permitted, (10) to reduce the required overall landscape open space, (11) to reduce the required front yard landscape open space, (12) to reduce the required front yard setback for the subterranean parking level, (13) to reduce the front side street yard setback for the subterranean parking level, (14) to permit mechanical lift parking in the parking garage, (15) a variance to exceed the maximum height of a perimeter wall on a side or rear property line, (16) to permit residential uses on the first level in the C-TS zoning district in lieu of the above the first-floor requirement, (17) to allow generators on a roof(s), (18) to exceed the maximum height of a screening wall for mechanical equipment on a roof, (19) to exceed the maximum height of mechanical equipment on a roof, and (20) to exceed the maximum height of chimneys, in conjunction with the renovation and adaptive reuse of an existing Landmarked theater structure and the construction of four connected residences with ground floor retail components with two levels of subterranean parking. The Landmarks Preservation Commission will perform the design review.

Presenter

ATTACHMENTS:

- **Letter of Intent**
- **Plans (Arch Pln)**
- **Plans (Arch Supp Plans)**
- **Plans (Civ Pln)**
- **Plans (Landsc Plans)**
- **Traffic PBC TPS Letter (1 of 23)**
- **Traffic Analysis (2 of 23)**
- **Traffic Town Consultant Eng Analysis Rev (3 of 23)**
- **Traffic Parking Analysis (4 of 23)**
- **Traffic Analysis (5 of 23)**
- **Traffic Town Consultant Eng Analysis Rev (6 of 23)**
- **Traffic Response Letter (7 of 23)**
- **Traffic Analysis (8 of 23)**
- **Traffic own Consult Eng Analys Rev (9 of 23)**
- **Traffic Response Letter (10 of 23)**
- **Traffic Town Consult Eng Analys Rev (11 of 23)**
- **Traffic Parking Analysis (12 of 23)**
- **Traffic Analysis (13 of 23)**
- **Traffic Town Consult Eng Analys Rev (14 of 23)**
- **Traffic Parking Analysis (15 of 23)**
- **Traffic Analysis (16 of 23)**
- **Traffic Consult Eng Analysis Rev(17 of 23)**
- **Traffic Parking Analysis (18 of 23)**
- **Traffic Response Letter (19 of 23)**
- **Traffic Analysis (20 of 23)**
- **Traffic Parking Analysis (21 of 23)**
- **Traffic Town Consult Eng Anlys Rev (22 of 23)**
- **Traffic Traffic Consult Eng Anlys Rev Performance Standards (23 of 23)**
- **Plans (1 of 9)**
- **Plans (2 of 9)**
- **Plans (3 of 9)**
- **Plans (4 of 9)**
- **Plans (5 of 9)**
- **Plans (6 of 9)**
- **Plans (7 of 9)**
- **Plans (8 of 9)**
- **Plans (9 of 9)**

Staff Memo

RECEIVED
By yfigueroa at 8:08 am, Dec 08, 2023

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

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

December 7, 2023

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 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").

The following is a listing of some of the significant revisions made to the application since our last submittal on September 7, 2023, which is followed by the revised narrative for the project:

- The elimination of the proposed special events with a new proposal for just a private member club (475 members) and house of worship use (200 seats), with a maximum occupancy limit of 412 people.
- Elimination of the public restaurant previously proposed.
- The elimination of many of the parking garage variances.
- Increase in the overall proposed green space from 1,749 square feet (3%) to 2,617 square feet (4.5%).
- Increase in the front yard green space from 713 square feet (8.43%) to 916 square feet (15.85%).

- Reduction of total square footage for the four proposed new houses from 27,687 square feet to 25,887 square feet.
- A significant reduction in building mass of houses #1 and #3, with house #1 being reduced from a 3-story home to a 2-story home.
- Maximum building height has been reduced from 38 feet, 6 inches to 36 feet, 10 inches, and maximum overall building height has been reduced from 48 feet to 41 feet, 3 inches.
- Removed variances for rear subbasement setback, and for not providing a loading space.
- Increased parking from 130 spaces to 162 spaces.

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 Theater, a 4-story mixed use building of 41,270 sf, that was completed in 1927. The historic theater ("Theater") 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.

As an integral component of the project, we also propose to build out the existing surface parking lot to the south with a new residential development consistent with the scale and character of the existing Theater building. This property was always envisioned for development (it was previously zoned R-C), presenting an opportunity to fill in a 'missing tooth' in Palm Beach's fabric. The new structure includes two levels of underground parking, a motorcourt partially below grade, and four new houses totaling 25,887 sf, built above the motorcourt, on a raised garden level that includes a shared residential garden.

The focal point of the newly renovated Theater 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 Theater 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. We will also extend additional new retail space throughout the new development along North County Road. No special events will occur at the renovated Theater building.

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.

The existing ingress and egress on Sunrise Avenue will be maintained, and the single ingress and egress on Sunset Avenue will be replaced with two (2) curb cuts that will provide access to the residential units and the back of the Paramount Building. Undergrounding parking totaling 162 spaces is proposed (with 78 spaces provided through the use of lifts), which will exceed the parking demand for the renovated Paramount Building (and the new uses proposed therein), and the proposed four (4) new homes, which is 102 parking spaces in accordance with the Town's principal of equivalency for parking set forth in Section 134-2175(a)(3) of the Town Code, resulting in a parking surplus of 60 spaces. See attached Parking Statement for more information on the calculation of required parking.

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 four (4) new homes on the site that are visually and architecturally compatible with the existing Paramount Building and the neighboring buildings and environment. The proposed height, gross volume, and the proportion between width and height of the façades of the new homes are similar to the existing for the Paramount Building; however, the mass and height of the homes #1 and #3 have been scaled down, and house #1 has been reduced to a 2-story building so that it is at the same scale as the neighboring 2-story home immediately to the east. The doors and windows for the new homes are proportionately scaled, and the rhythm, size and alternating flat-topped and arched design of the doors and windows in the proposed houses are patterned after those in the Paramount Building. The low-pitched clay barrel tile roof elements on the Paramount Building have also been incorporated with the design of the new homes on the Property, and the stucco texture with soft earth-toned colors used on the Paramount Building are also proposed for the new homes. The overall height of the existing Paramount Building's glass dome is higher than the overall height proposed for the new homes, which are well below the overall height of the adjacent Sun and Surf Condominium buildings. The landscape design for the four (4) new homes is an urban landscape design similar to what is being expanded upon for the Paramount Building area. Palms are used to shade courtyard and pool areas adjacent to the proposed new homes, which will encourage outdoor use by the homeowners. Large palms are also proposed for the public sidewalk areas adjacent to the homes that run along North County Road and Sunset Avenue, which tie into the proposed street landscape for the Paramount Building in order to 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 Theater building, these modifications will restore Urban's original vision for the Property and allow for access to the proposed four (4) new homes on the south side of the Property. The proposed alteration to the

Theater building that will allow for access to the new homes will occur at the southeast corner, on the back of the existing Theater building, and will not be visible from public rights-of-way. There will be no impact on the street presence of the existing Theater 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 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 request for the renovation and restoration of the Paramount Building and addition of the four (4) new homes 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 proposed residential 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 proposed building heights of the new homes are appropriately scaled for the adjacent Paramount building and the surrounding neighborhood. The development of residential homes on the portion of the Property fronting Sunset Avenue is compatible with the existing residential development in the surrounding area. As stated previously, the existing ingress and egress on Sunrise Avenue will be maintained, and the single ingress and egress on Sunset Avenue will be replaced with two (2) curb cuts that will provide access to the residential units and the back of the Paramount Building. Pedestrian walkways will be upgraded to

promote walkability along the perimeter of the Property, and within the Property itself. Also, as mentioned previously, 172 undergrounding parking spaces will be utilized to meet the parking demand for the existing Paramount Building and the proposed four (4) new homes; eight (8) of the parking spaces will be solely used by the owners of the four (4) new homes, and two (2) of the spaces will be used only by the homeowners' guests. 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, and open space areas with landscaping, pools and other amenities are proposed for the four (4) new homes on the southern portion of the Property. The height of the existing Paramount Building will be maintained, and not altered, whilst the height and mass of the proposed four (4) new homes are substantially less than the Paramount Building. Both the Paramount Building and the proposed new homes will be 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 with Site Plan Review for permitted uses over 3,000 square feet of gross leasable area in the C-TS zoning district, per Section 134-1109(a)(11) of the Town of Palm Beach Code of Ordinances.

c. Request for Special Exception for outdoor café seating in the C-TS zoning district with 66 outdoor seats on the ground level (50 private club, 16 retail seating) + 62 outdoor seats on the second level of the private club = total 128 outdoor seats, per Section 134-1109(a)(14) of the Town of Palm Beach Code of Ordinances.

d. Request for Special Exception for maximum building height of two (2) stories in the C-TS zoning district, per Section 134-1113(8)(c) of the Town of Palm Beach Code of Ordinances.

e. Request for Special Exception for shared parking, per Section 134-2182(b) 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 or 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 theater 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. Similarly, any events conducted within the cultural event space will be designed such that more than 50 per cent of attendees will be Town Persons, and the owners of the Property will maintain records of these event attendees in order to demonstrate to the satisfaction of the Town Council that the

events are in fact Town Serving. The proposed restaurant use will have minimal impact on surrounding properties because it will only operate for breakfast and lunch when the Property is not functioning at peak capacity. The proposed parking structure provides a surplus of parking which exceeds the requirements of the Town code, and parking at the garage will be limited to valet parking only, which will ensure that there is no excess traffic stacking onto adjacent streets. 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. The proposed height of the residential buildings was designed to achieve harmony and balance between the existing Theater building and the taller multifamily buildings adjacent to the Property. The scale of these buildings was also studied in relation to other Urban works in the Town of Palm Beach. 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 theater 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 front yard setback to allow a front setback of 0 feet in lieu of the 16 feet minimum required in the C-TS zoning district per Sections 134-1113(5)b. & 134-1113(5)c. of the Town of Palm Beach Code of Ordinances.

2. Request for Variance for rear yard setback to allow a rear setback of 0 feet in lieu of the 16 feet minimum required in the C-TS zoning district per Section 134-1113(7)c. of the Town of Palm Beach Code of Ordinances.

3. Request for Variance for front (street) side yard setback to allow a front (street) side setback of 0 feet in lieu of the 16 feet minimum required per Section 134-1576(a) of the Town of Palm Beach Code of Ordinances.

4. Request for Variance for three (3) stories in lieu of the two (2) stories maximum permitted in the C-TS zoning district for three (3) of the four (4)

homes proposed, per Section 134-1113(8)b. of the Town of Palm Beach Code of Ordinances. House #1 along Sunset Avenue will be two (2) stories only.

5. Request for Variance for building height to allow a building height 28.33 feet, 35.83 feet and 36.25 feet in lieu of the 25 feet maximum permitted in the C-TS zoning district per Section 134-1113(8)b. of the Town of Palm Beach Code of Ordinances.

6. Request for Variance for overall building height to allow an overall building height 33.75 feet, 40.42 feet and 41.25 feet in lieu of the 35 feet maximum permitted in the C-TS zoning district per Section 134-1113(8)d. of the Town of Palm Beach Code of Ordinances.

7. Request for Variance for lot coverage to allow 83.26% lot coverage in lieu of the 70% maximum permitted in the C-TS zoning district per Section 134-1113(9)b. of the Town of Palm Beach Code of Ordinances

8. Request for Variance for building length of 340.5 feet in lieu of the 150 feet maximum permitted in the C-TS zoning district per Section 134-1113(10)b. of the Town of Palm Beach Code of Ordinances.

9. Request for Variance for a floor area of 67,157 square feet in lieu of the 15,000 square feet maximum permitted in the C-TS zoning district per Section 134-1113(12)b. of the Town of Palm Beach Code of Ordinances.

10. Request for Variance for overall landscape open space to allow 4.5% landscape open space in lieu of the 25% minimum required in the C-TS zoning district per Section 134-1113(11)b. of the Town of Palm Beach Code of Ordinances.

11. Request for Variance for front yard landscape open space to allow 15.85% front yard landscape open space in lieu of the 35% minimum required in the C-TS zoning district per Section 134-1113(11)c. of the Town of Palm Beach Code of Ordinances.

12. Request for Variance for a sub-basement front yard setback of 2 feet, 8 inches in lieu of the 5 feet minimum required per Section 134-1611(2)d. of the Town of Palm Beach Code of Ordinances.

13. Request for Variance for a sub-basement street side yard setback of 2 feet, 8 inches in lieu of the 5 feet minimum required per Section 134-1611(2)d. of the Town of Palm Beach Code of Ordinances.

14. Request for Variance to allow tandem (double stacking) parking where parking is required to be so arranged that each automobile may be placed and removed from the parking space without the necessity of moving any other automobile to complete the maneuver per Section 134-2172 of the Town of Palm Beach Code of Ordinances.

15. Request for Variance for an 8-foot wall height within ten (10) feet of the side and rear property line in lieu of the 7-foot maximum permitted in Section 134-1669 of the Town of Palm Beach Code of Ordinances.

16. Request for Variance for a portion of the four (4) new homes to be located on the first floor in lieu of residences only being permitted above the first floor per Section 134-1107(a)(9) of the Town of Palm Beach Code of Ordinances.

17. Request for Variance for five (5) generators located on the roof per Section 134-1729(2)(j) of the Town of Palm Beach Code of Ordinances.

18. Request for Variance for an open-air mechanical enclosure located on the roofs 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.

19. Request for Variance for a maximum height of air conditioning equipment located on the roofs of the four (4) houses at 66 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.

20. Request for Variance for the chimney heights of the four (4) houses to be up to 47 feet, 8 inches in lieu of the 35 feet maximum permitted in Section 134-1607(1) of the Town of Palm Beach Code of Ordinances, which is 140% of the maximum building height.

III. Justification for Variances Requested:

Many of the requested variances relate to the “Lot, Yard, and Area Requirements” for the C-TS zoning district found in Section 134-1113 of the Town Code. These variances are necessary because the landmarked Theater building is nonconforming with respect to setbacks, height, building length, and parking, as is the overall Property with respect to landscaped open space. The design of the four (4) new homes on the Property has been done to reflect the design, mass and features that exist on the Paramount Building and the surrounding neighborhood. The nonconforming conditions that currently exist on the Property have been in place for almost 100 years, and are special circumstances that are specific to this

Property which were not created by the current ownership. The continuation or expansion of these nonconformities creating the need for variances is being done to meet other approval criteria requiring that any new structures be consistent, harmonious, and compatible with the existing structures on the Property and with the surrounding development. The variances requested are the minimum needed to design the southern portion of the Property in a way that will be compatible and complimentary to the existing Paramount Building, and the surrounding area, and to make the nonconforming parking configuration meet current code. The variance involving the double stacking of cars within the parking structure is justified in part because parking in the garage will be limited to valet parking, eliminating any potential confusion or navigation issues through the garage for members of the public who are unfamiliar with its design. In addition, the project design attempted to maximize the number of parking spaces in order to ensure that parking for, and access to, the Property is sufficient to meet the demands of the proposed uses.

It is important to note that the Property is bordered on the east by the Sun and Surf Condominium buildings, six and seven story buildings that tower over the Property and the streetscape from County Road. Across from the Sun and Surf buildings sits the Ocean Towers building at 139 Sunrise Avenue, a four-story condominium building. Further to the east on Sunrise Avenue lies the 150 N. Ocean Building, which is a five-story building. Directly across the street to the south of the Property, there exists a landmarked 3-story apartment building with a covered arcade over the sidewalk. Because of the significant amount of adjacent residential use, it was important to the design of the four (4) homes to locate portions of these homes on the first floor, which will more effectively transition into the adjacent residential, and thereby make the proposed project more compatible to the adjacent residential use. Therefore, there is a need to request the variance to allow for a portion of each of the homes to exist on the first floor to create greater compatibility with the adjacent properties.

The building height variance is necessary to achieve harmony and balance between the existing Paramount building and these much taller buildings which surround the Property. It should be noted that at the time prior owners of the Property consented to the Landmark designation, they were proposing a similar development with underground parking, retail and office over the parking lot which currently exists at the Property that was designed by Gene Lawrence. The owners at time consented to the landmark designation on the specific condition that the development plan be authorized by the LPC and the Town Council. This plan, although approved by the Landmarks Preservation Commission, never came to fruition. The wall height variance along the east side of the property is needed to more effectively buffer our neighbors visually from the walled equipment/trash area for the Paramount building, and to better buffer our neighbors from any noise generated from within the walled equipment/trash area.

The other variances required for the redevelopment of the Property arise from the configuration of the Property, which has never had sufficient parking or landscaped open space, and which has always exceeded maximum lot coverage. As discussed below, all of the various attempts to redevelop and revitalize the Property during the last 50 years have included similar requests for variances and special exceptions due to the limited area to provide off street parking. Although much of the additional landscaping we are proposing does not qualify for "landscaped open space," either because it is above existing pavement or above the underground parking garage, the perception of the Property from the streetscape will be far "greener" than it has been for many years, if ever. The variances for the roof-mounted mechanical enclosure and 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. Finally, the variance for the chimney height is in part due to building code requirements, and in part to create aesthetically pleasing, and architecturally correct buildings.

2. Site History

The Paramount Theater 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 theater 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 Theater 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 theater 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 Theater 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 Theater remained profitable for its first 30 years. However, during the 1960s, ownership began to raise concerns that the Theater use was beginning to lose its economic viability. In 1968, the Theater 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 Theater 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 Theater building under the adaptive reuse package: one consisting of a 200-seat restaurant and a 250-seat theater, and one consisting of the conversion of the Theater into office and retail space. Famed architect John Volk participated in the preparation of the as built drawings for the Theater 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. A copy of a Lawrence rendering for the Property included in the adaptive reuse submittal is attached hereto as Exhibit "A".

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.

Conclusion

Our current submittal is an attempt to finally implement restoration, redevelopment and adaptive reuse plans that have been fifty years in the making, which were originally designed and reviewed by some of the brightest architectural minds in the history of Palm Beach. While none of the previous owners of the Property could align the stars to implement their plans, we are hopeful that those previous plans are instructive as a

template for what is necessary to finally reincarnate the Property and restore it to its former grandeur.

3. Summary of Application Revisions From April 19, 2023 LPC Meeting

The Landmarks Preservation Commission (LPC) first reviewed this project at their April 19, 2023 meeting, and deferred the project for restudy, and asked that the height and scale of the proposed four (4) new homes be reduced. In response to these comments, the following height and mass reductions have been made to the four (4) new homes:

- The height of House 1 has been reduced from 39 feet to 36.5 feet, and the overall height has been reduced from 43.5 feet to 40 feet; reductions of 2.5 feet, and 3.5 feet, respectively.
- The height of House 2 has been reduced from 38.5 feet to 36.5 feet, and the overall height has been reduced from 45.5 feet to 42 feet; reductions of 2 feet, and 3.5 feet, respectively.
- The height of House 3 has been reduced from 39 feet to 36 feet, and the overall height has been reduced from 44.5 feet to 41.5 feet; a reduction of 3 feet for both measurements.
- The height of House 4 has been reduced from 39 feet to 36.5 feet, and the overall height has been reduced from 43.5 feet to 41 feet, a reduction of 2.5 feet for both measurements.
- East façade of House 1 has been reduced from 493 square feet to 465 square feet, which is a 28 square-foot (5.7%) reduction in the size of the façade.
- The overall square-footage for the four (4) new homes has been reduced from 30,598 square feet to 27,687; a reduction of 2,911 square feet (9.5%), which has resulted in a significantly reduction in the massing of the new homes, because the reduction in square footage has come from areas above the first floor of the homes.

The parking has also been increased slightly from 127 parking spaces to 130 spaces, and the overall retail square-footage for the entire site has been reduced from 8,620 square feet to 8,220 square feet, a reduction of 400 square feet, or approximately 4.6%. Finally, the drive-aisle widths in the parking levels have been increased from 22 feet to 25 feet, and therefore now meet the Town's code requirements found in Section 134-2171. Based on both the significant scaling-back of the height and mass of the proposed new homes, and the reduction of intensity of use proposed for the property, we feel that this project is now designed to be entirely compatible with the surrounding properties and neighborhood, and will provide generations of Palm Beach residents with needed Town-serving businesses, in addition to the beautiful new homes proposed.

4. Summary of Application Revisions Since July 19, 2023 LPC Meeting

The Landmarks Preservation Commission (LPC) reviewed this project at their July 19, 2023 meeting, and deferred the project for restudy. Based on the comments made at the meeting, revisions were made that are detailed in the accompanying cover letter with attachment.

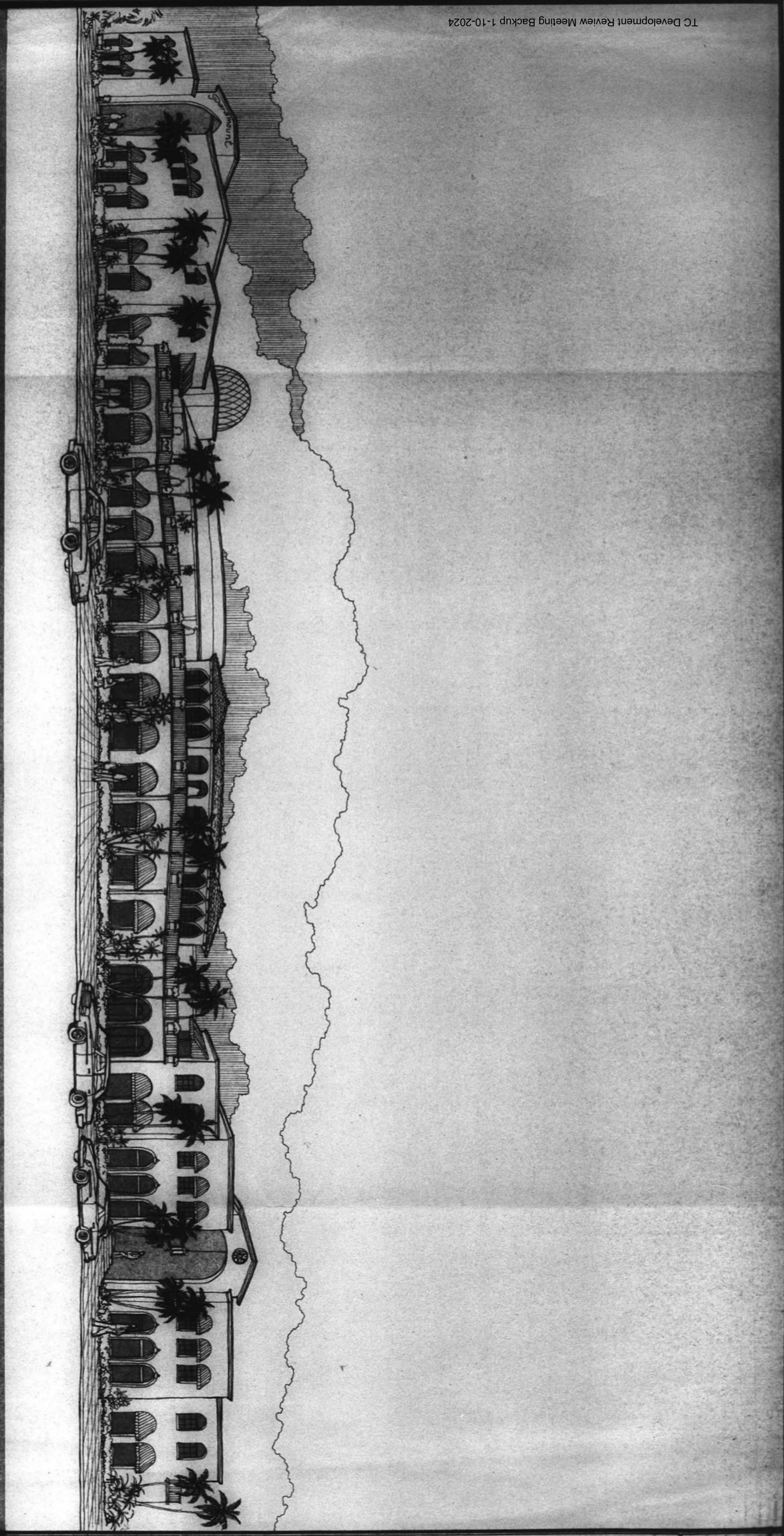
Sincerely,



James M. Crowley

JMC/jl

Exhibit “A”



VIEW FROM NORTH COUNTY ROAD

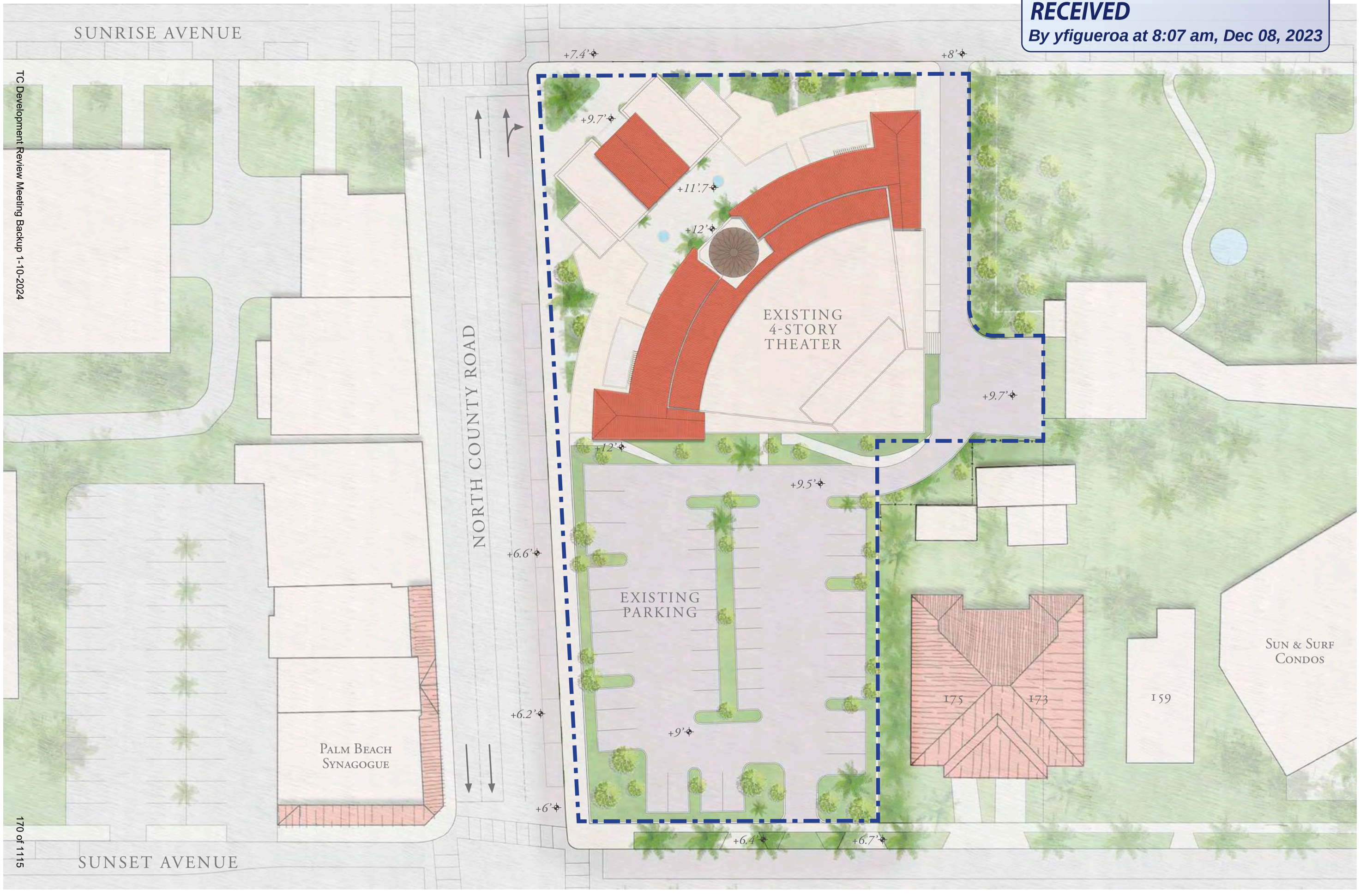
PARAMOUNT BUILDING

THE LAWRENCE GROUP

CHARTERED ARCHITECTS & PLANNERS, PALM BEACH · STUART · FLORIDA

RECEIVED
By yfigueroa at 8:07 am, Dec 08, 2023

TC Development Review Meeting Backup 1-10-2024



EXISTING SITE PLAN

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

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

RAMSA
ROBERT A.M. STERN ARCHITECTS
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Stantec
One Biscayne Tower 1670
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T. (305) 482-8700
Stantec Architecture Inc - AA26000733
Elvira Freire-Santamaria Lic. # AR95213

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C-1

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PROPOSED ROOF PLAN

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

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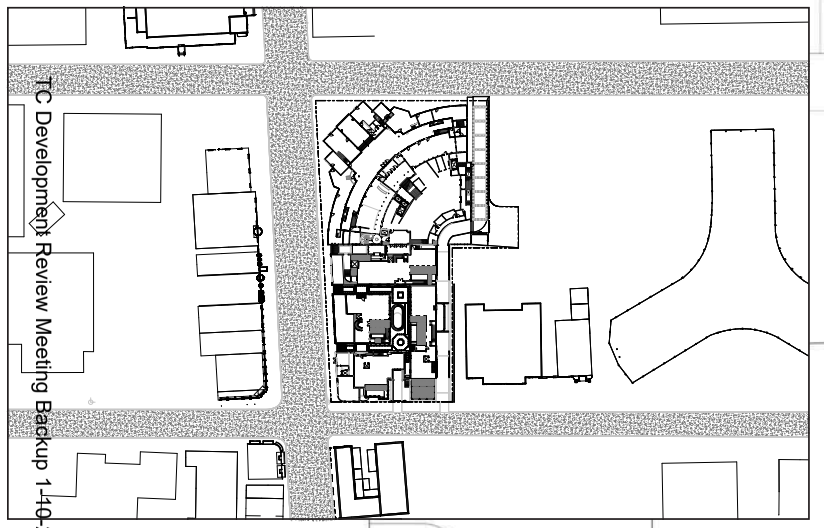
C-2

LOCATION MAP



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PROPOSED SITE PLAN

NOTES

1. Entry to parking

2. Club lobby connection and garden *(see sheet D-14)*

3. Existing wall

4. Pergola *(see sheet D-15)*

5. New service gate *(see sheet C-8)*

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

7. Theatre mechanical roof enclosure *(see sheet A-17.1, A-17.2 for equipment location and details)*

8. Access to Houses Garden level

9. Resident access to motor court with private gate, 24' 9" setback from property line *(see sheet C-8)*

10. Exit from parking

SCALE: 1" = 40'

0' 20' 40'

N

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C-2.2

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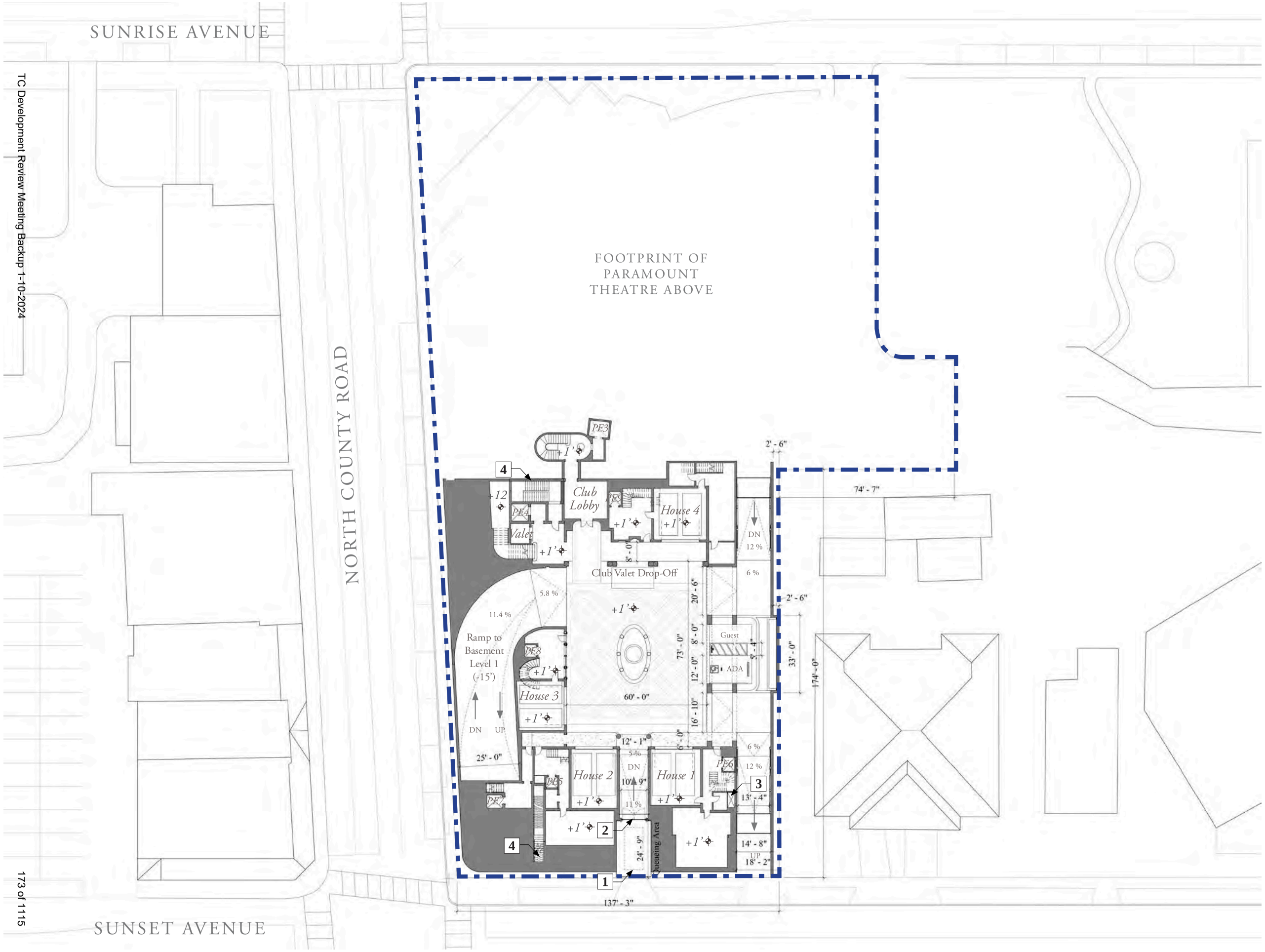

PROPOSED PLAN: MOTOR COURT (BELOW GRADE)

SCALE: 1" = 40'

0' 20' 40'

N

NOTES

RESIDENT PARKING:
Residents: 8 spaces
Guests: 1 guest, 1 ADA van

TOTAL: 10 SPACES

MOTOR COURT SF TOTALS:
Club: 683 sf
BOH: 298 sf

House 1: 954 sf
House 2: 737 sf
House 3: 402 sf
House 4: 1,009 sf

TOTAL: 4,083 SF

DESIGN NOTES:

1. Queuing Area

2. Resident access to motor court with private gate, 24' 9" setback from property line *(see sheet C-8)*

3. Vertical chase of exhaust vent

4. Garage egress stair

5. Access to parking has been widened to better accommodate vehicular passage for car entry to garage below *(see sheets EXH-1.1 - EXH-1.5, for maneuverability and turning radii diagrams)*

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C-3.1



LEGEND

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

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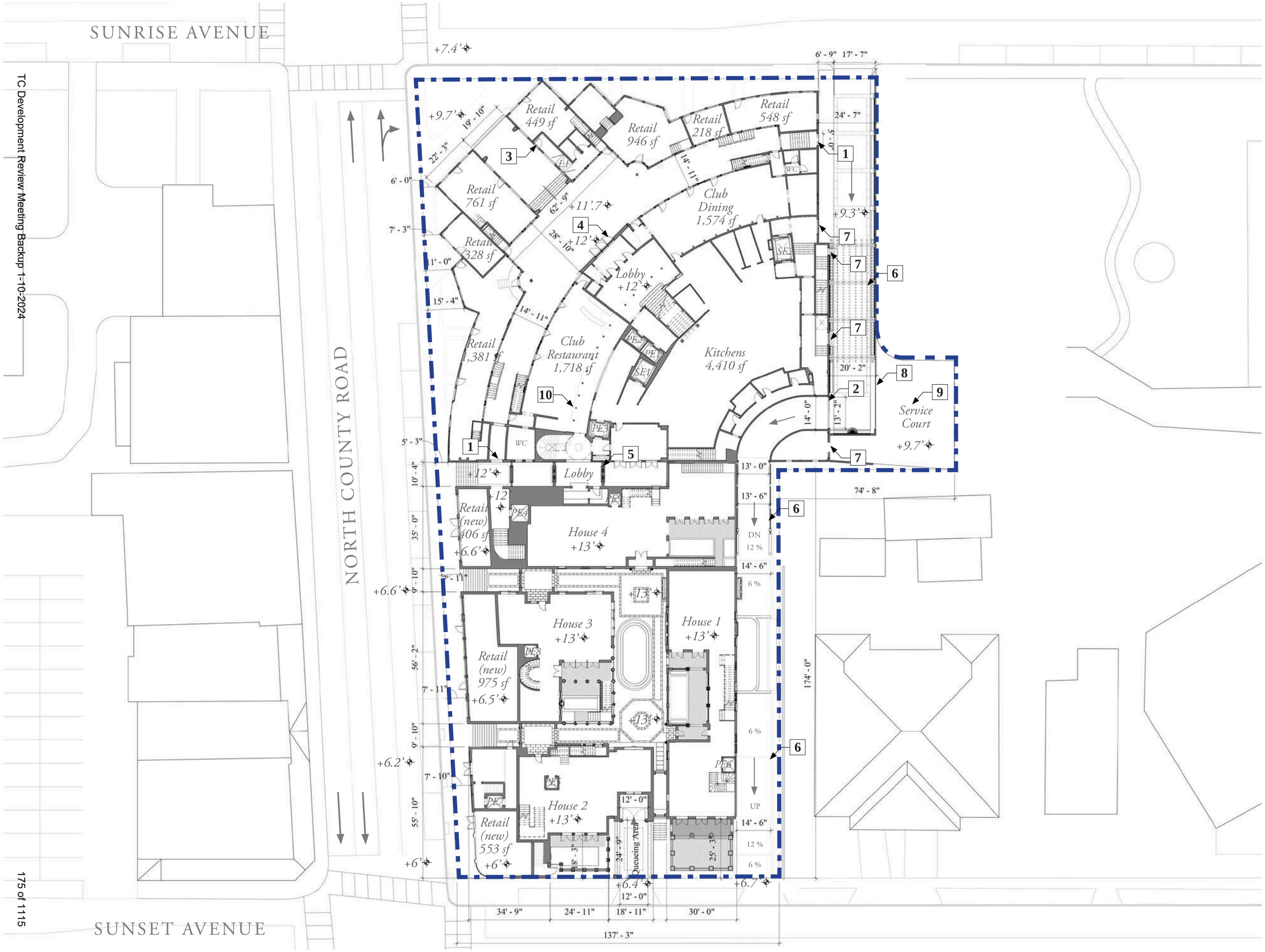
C-3.2

PROPOSED PLAN: MOTOR COURT RENDERED (BELOW GRADE)

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



TC Development Review Meeting Backup 1-10-2024

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PROPOSED PLAN: GROUND FLOOR

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

NOTES

GROUND FLOOR SF TOTALS:
Existing Retail: 4,597 sf
New Retail: 1,934 sf
Club: 4,019 sf
BOH: 6,607 sf

House 1: 2,213 sf
House 2: 1,636 sf
House 3: 1,681 sf
House 4: 2,332 sf

TOTAL: 25,127 SF

DESIGN NOTES:

1. Widen portals

2. Access to parking has been widened to better accommodate vehicular passage for car entry to garage below *(see sheets EXH-1.1 - EXH-1.5, for maneuverability and turning radii diagrams)*

3. ADA access to patio

4. Reintroduce historic front doors *(sheet D-10)*

5. Club lobby connection and garden *(sheet D-14)*

6. Pergola above *(sheet D-15)*

7. New service/egress doors

8. New service gate has been widened to better accommodate vehicular access *(sheet A-17.3, C-8)*

9. Theatre service court *(see sheet A-17.3 for equipment location and details)*

10. Restore historic colonnade

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C-4.1

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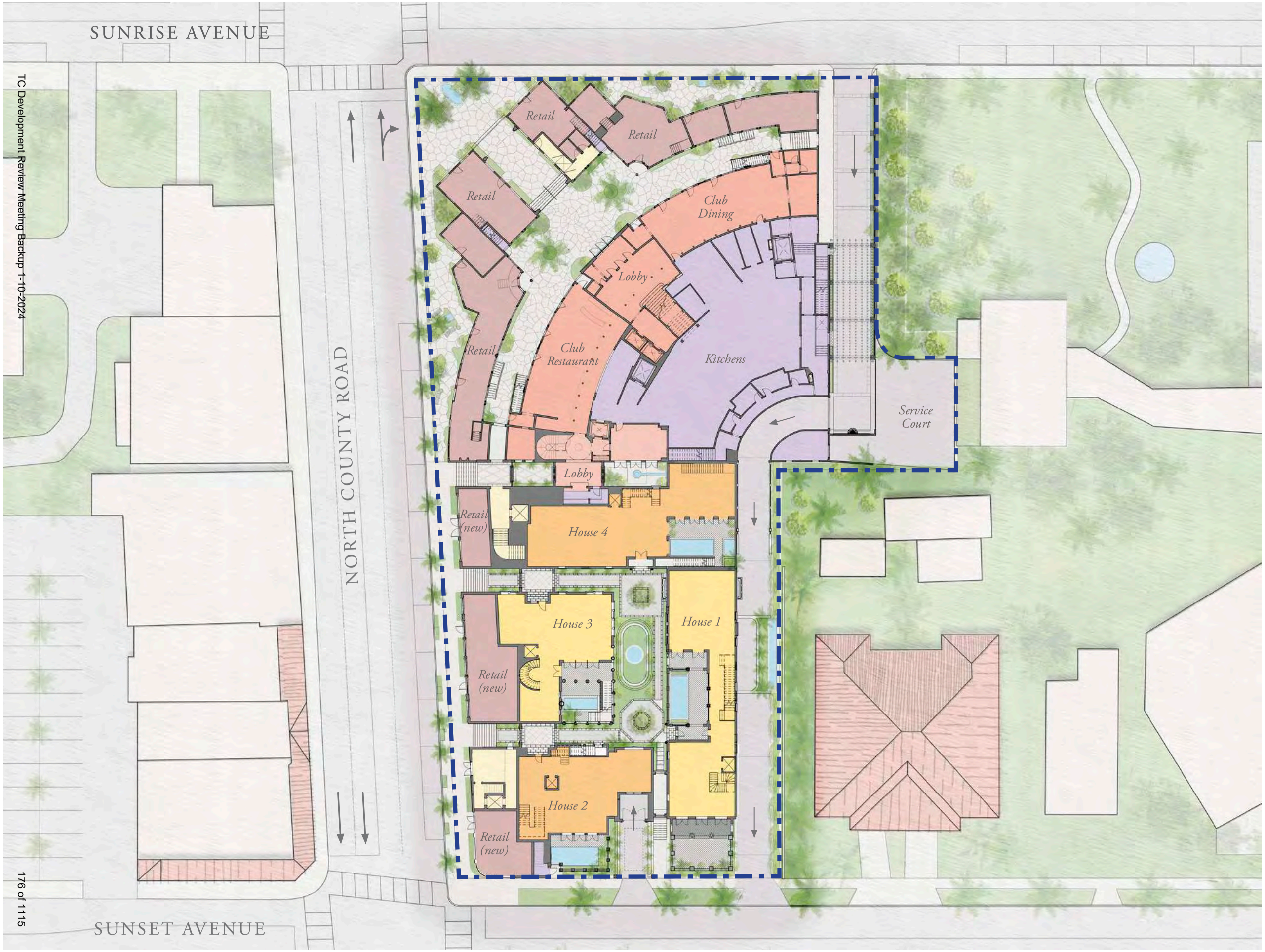

LEGEND

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

Paramount Theater

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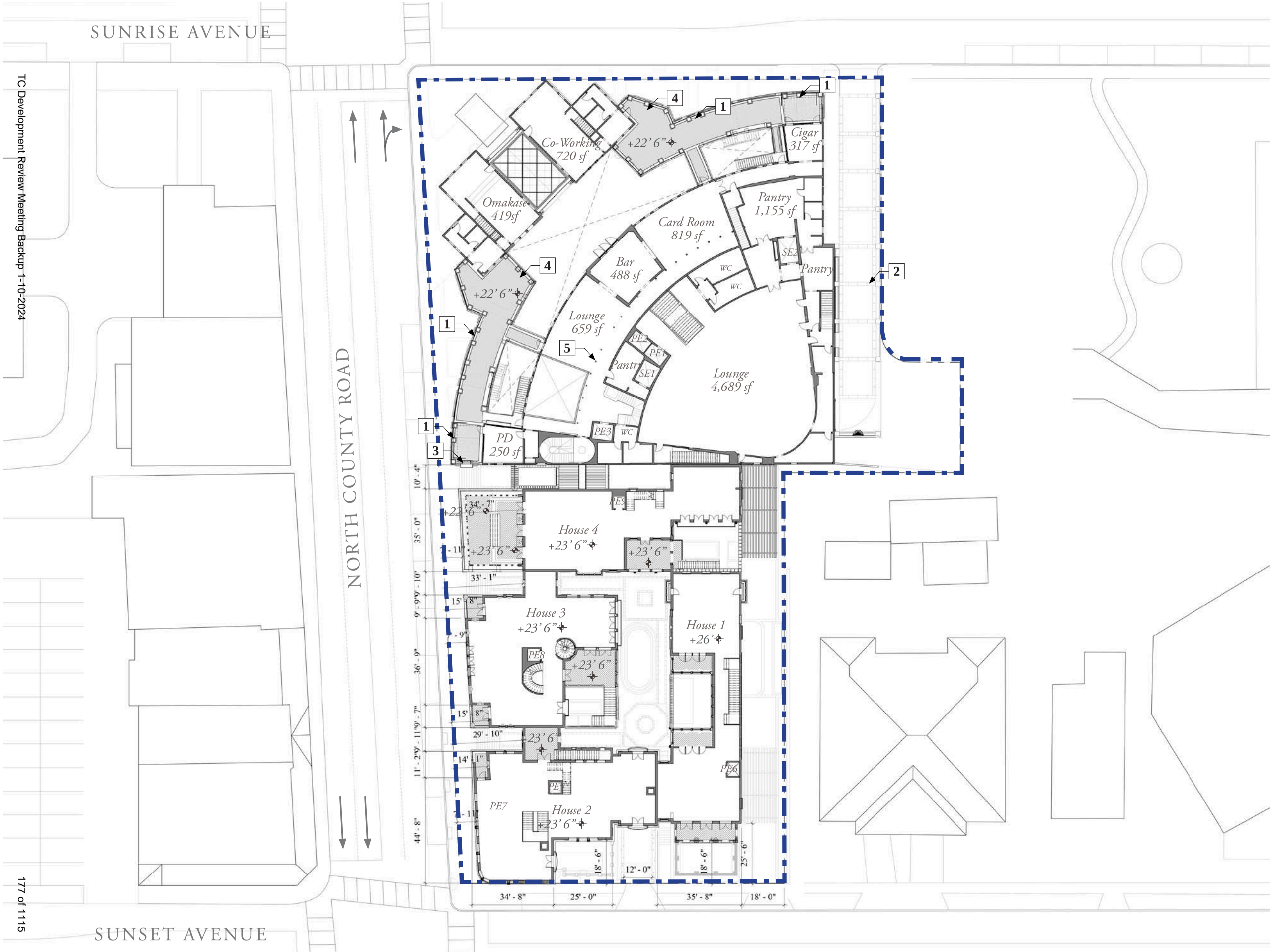
C-4.2

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

PROPOSED PLAN: GROUND FLOOR RENDERED



TC Development Review Meeting Backup 1-10-2024

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NOTES

2ND FLOOR SF TOTALS:
Club: 11,340 sf
BOH: 2,873 sf

House 1: 2,490 sf
House 2: 2,900 sf
House 3: 2,613 sf
House 4: 2,428 sf

TOTAL: 24,644 SF

DESIGN NOTES:

1. Reintroduce historic fabric canopies and awnings *(sheet D-11 & D-12)*

2. Pergola *(sheet D-15)*

3. Reintroduce historic exterior fireplace/chimney *(sheet A-6)*

4. Reintroduction of landscaped terraces *(sheet A-7)*

5. Restore historic colonnade *(sheet A-8)*

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

PROPOSED PLAN: 2ND FLOOR

Paramount Theater
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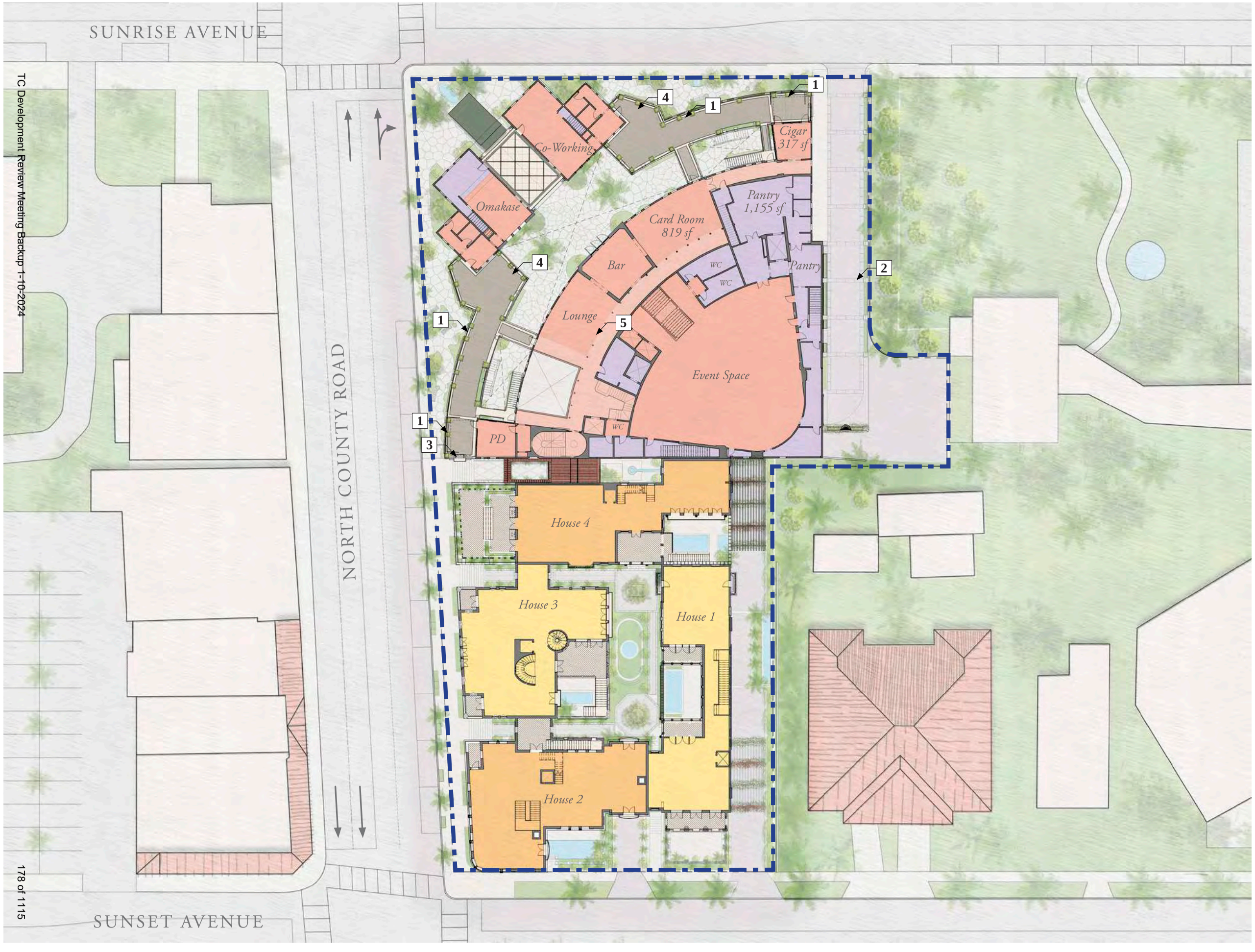
C-5.1

TC Development Review Meeting Backup 1-10-2024



LEGEND

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

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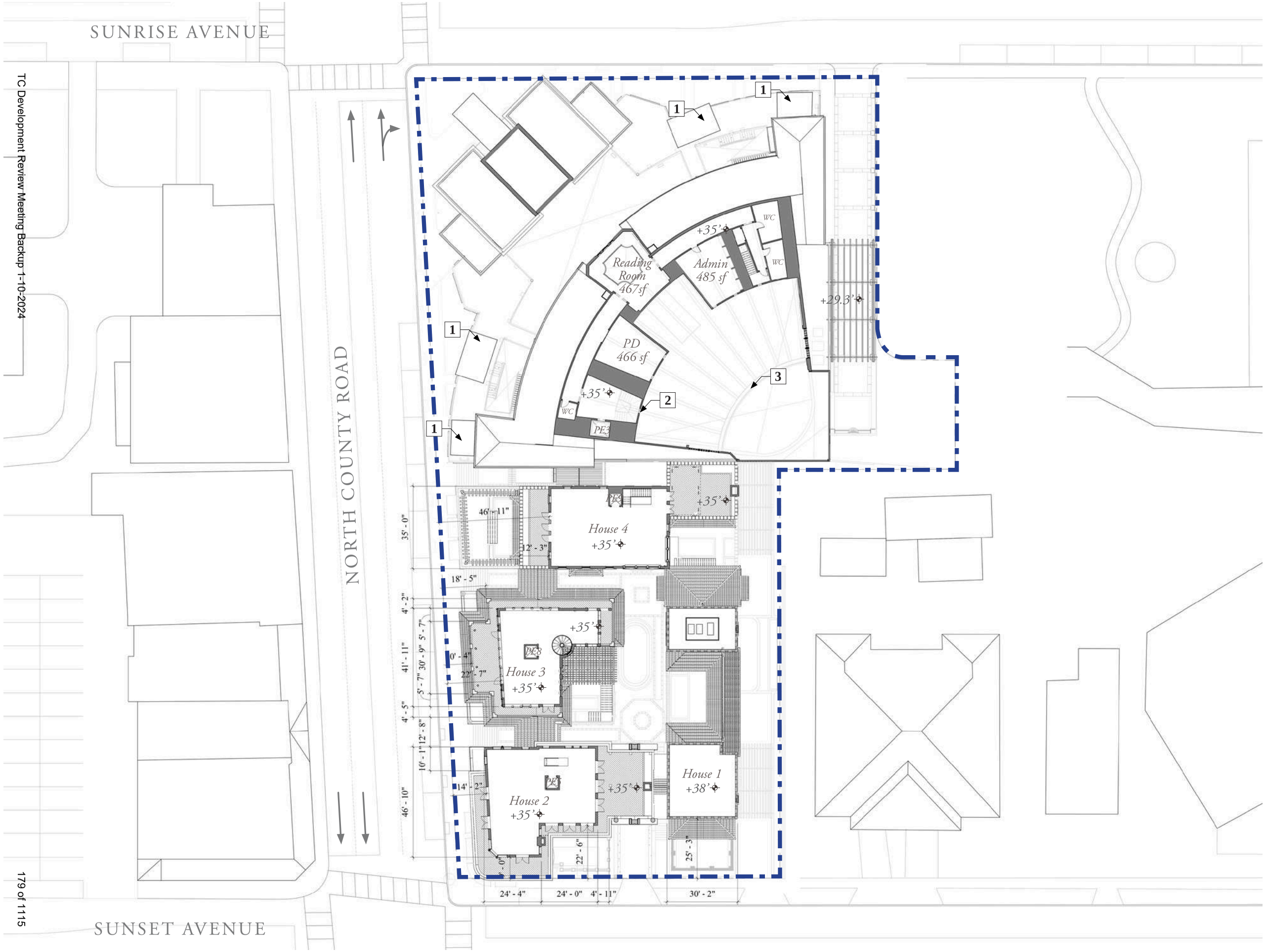
C-5.2

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

PROPOSED PLAN: 2ND FLOOR RENDERED



PROPOSED PLAN: 3RD FLOOR

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

NOTES

OVERALL SF TOTALS:

Theatre & Retail Overall: 35,550 sf
Club: 19,033 sf
Retail: 6,531 sf
BOH: 9,881 sf

Houses Overall: 25,887 sf
House 1: 5,656 sf
House 2: 6,982 sf
House 3: 5,931 sf
House 4: 7,338 sf

TOTAL: 61,437 SF

DESIGN NOTES:

1. Canopies on 2nd Floor *(sheet D-11 & D-12)*

2. Reintroduce historic porthole windows *(sheet A-8)*

3. Reveal Historic Ceiling *(sheet A-8)*

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C-6.1

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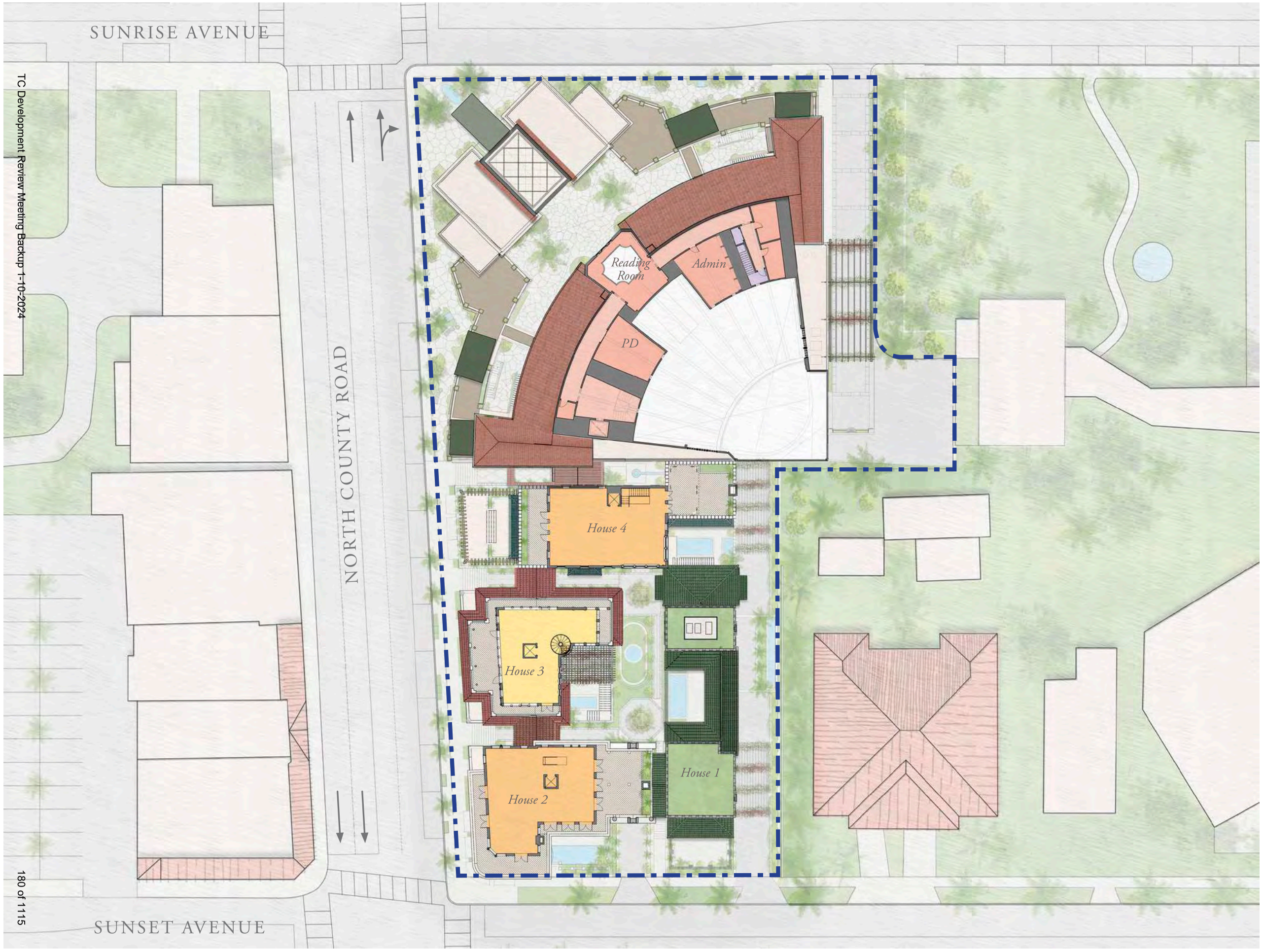

LEGEND

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

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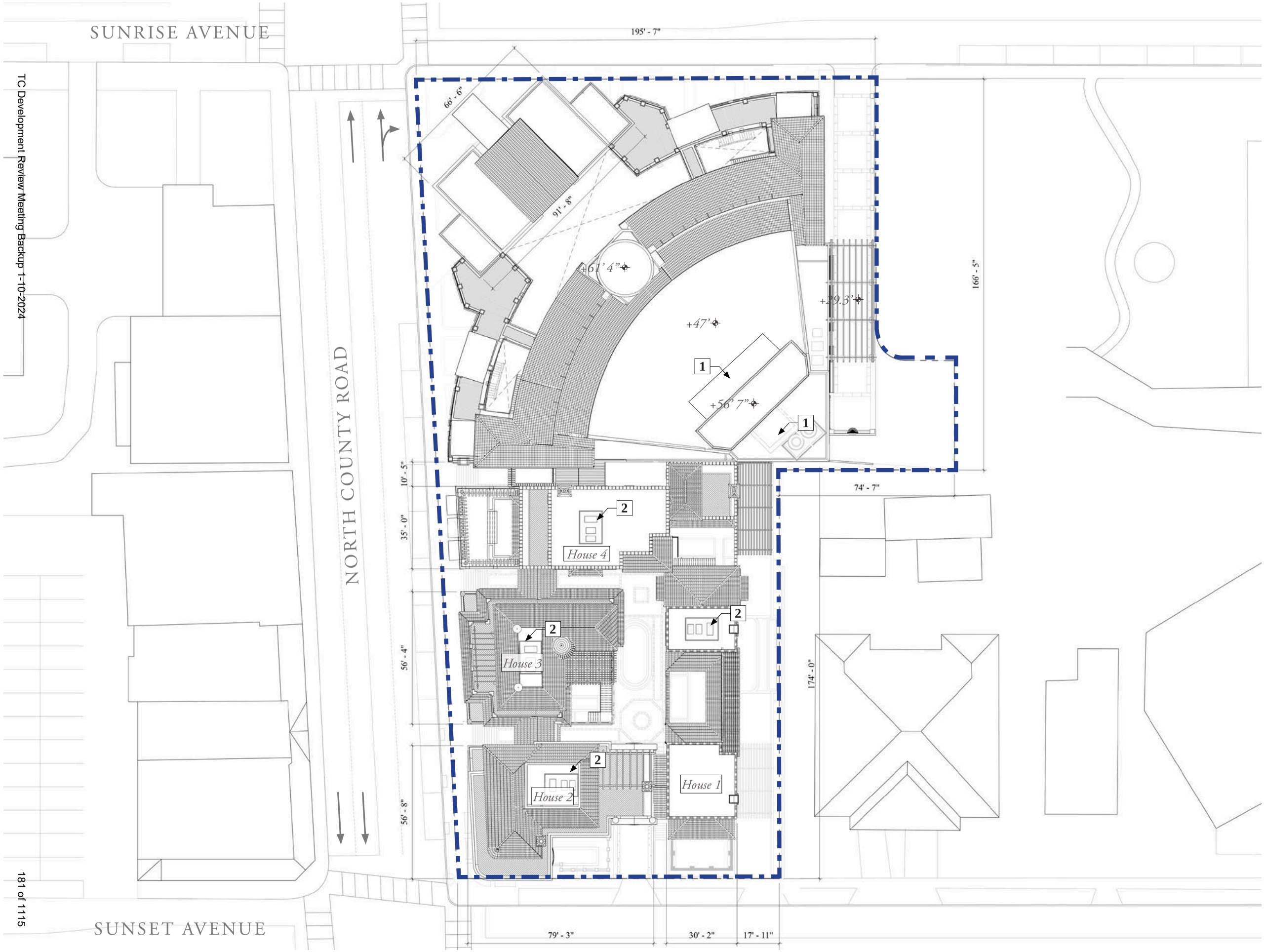
C-6.2

SCALE: 1" = 40'
0’ 20’ 40’

N

PROPOSED PLAN: 3RD FLOOR RENDERED



PROPOSED ROOF PLAN

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

NOTES

OVERALL SF TOTALS:

Theatre & Retail Overall: 35,500 sf
Club: 21,838 sf
Retail: 6,586 sf
BOH: 10,303 sf

Houses Overall: 25,887 sf
House 1: 5,656 sf
House 2: 6,982 sf
House 3: 5,931 sf
House 4: 7,338 sf

SITE TOTAL: 61,437 SF

DESIGN NOTES:

1. Theatre mechanical roof enclosure *(see sheet A-17, A-17.1, A-17.2 for equipment location and details)*

2. House mechanical equipment on roof, access to roof via roof hatch *(see sheets A-17, A-17.4 for mechanical equipment details)*

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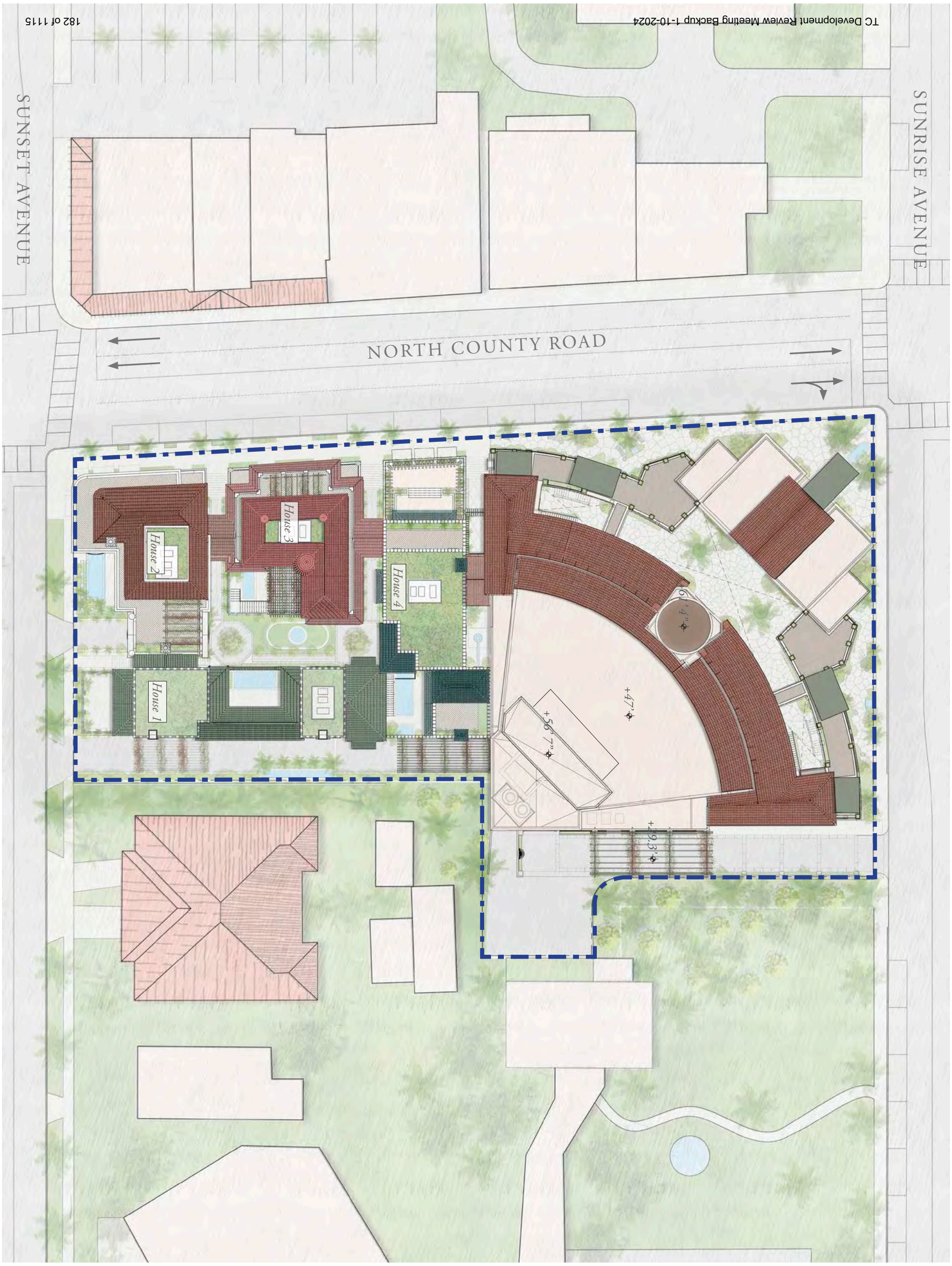
C-7.1

PROPOSED ROOF PLAN RENDERED



SCALE: 1" = 40'

0' 20' 40'

N

C-7.2

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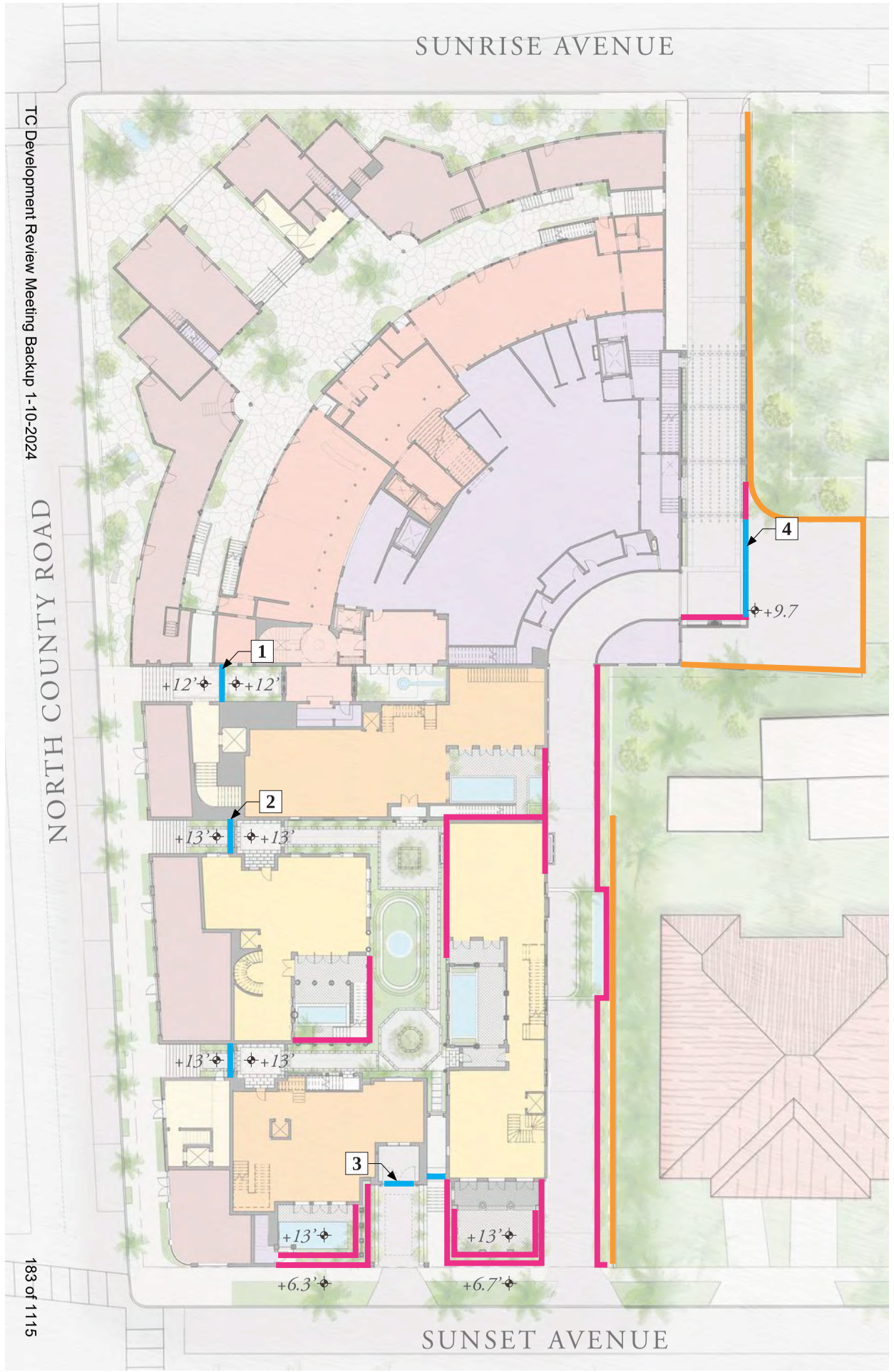


SCALE: 1" = 40'
0' 20' 40'



1. Club Entrance Along N. County Road *(see sheet D-14)*



2. Typical Entry Gate to Houses' Garden Level

SCALE: 1/8 = 1'
0' 4' 8'

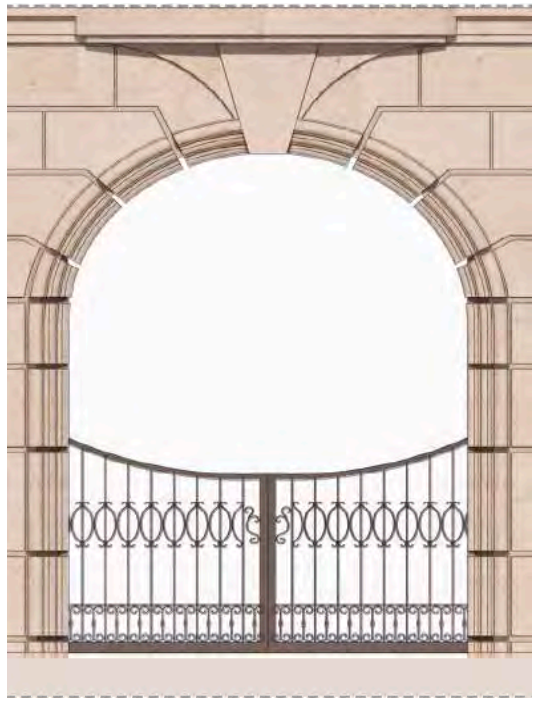
LEGEND

- Gates
- Garden Walls
- Existing Walls

NOTES

MATERIAL:
Decorative Metal Gate

For all elevations of the gates shown in this diagram, please see sheets D-6.1 and D-6.2



3. Residential Entrance Gate Along Sunset Avenue
(Setback 24' 9" from property line)



4. East Service Gate and Walls *(see sheet A-17.3)*
(Service gates to slide back and stack for service vehicle entry)

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C-8

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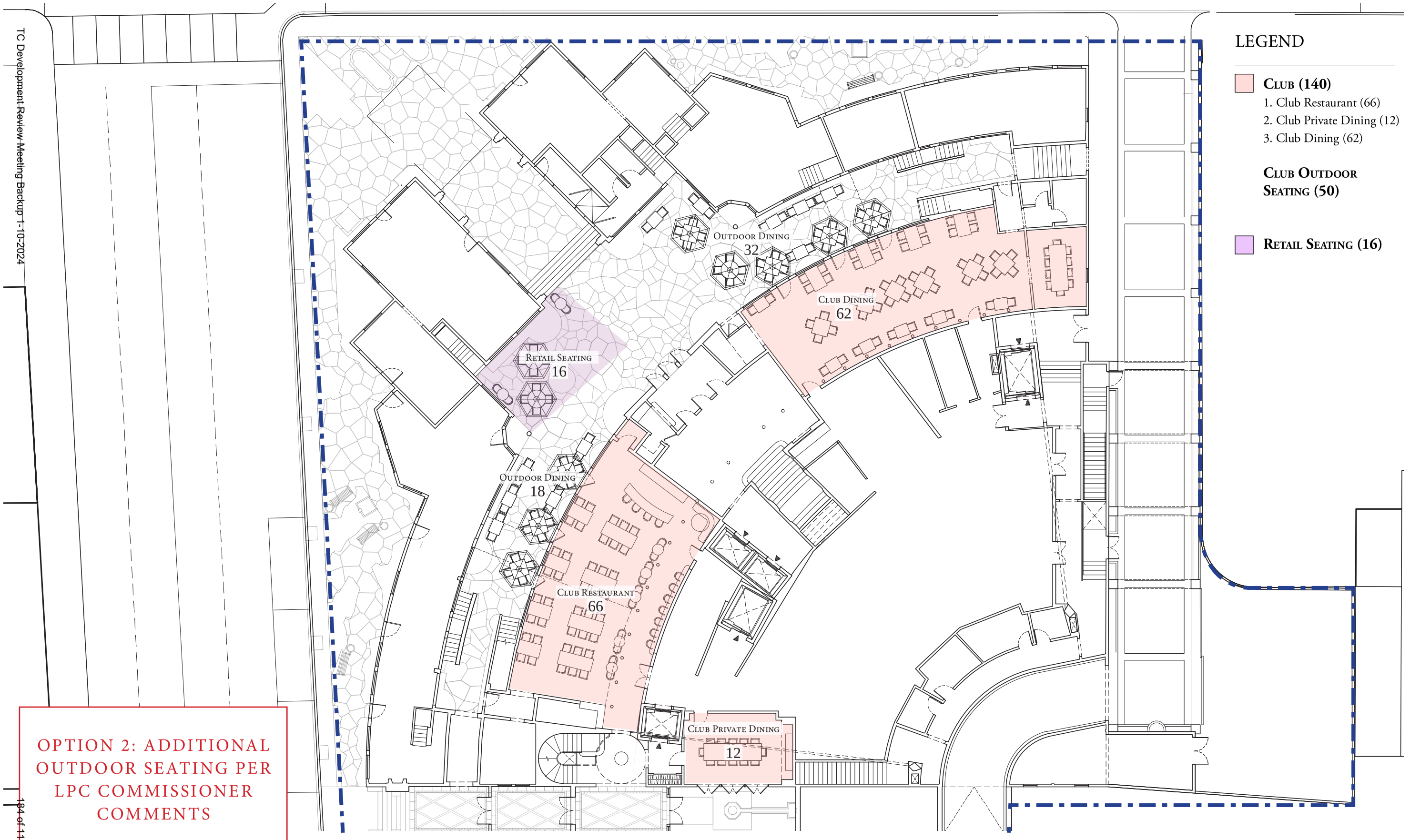
PROPOSED FENCES, GARDEN WALLS & GATES



LEGEND

Club (140)
1. Club Restaurant (66)
2. Club Private Dining (12)
3. Club Dining (62)

Club Outdoor Seating (50)

Retail Seating (16)

OPTION 2: ADDITIONAL OUTDOOR SEATING PER LPC COMMISSIONER COMMENTS

PROPOSED SEATING PLAN - GROUND FLOOR

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

N

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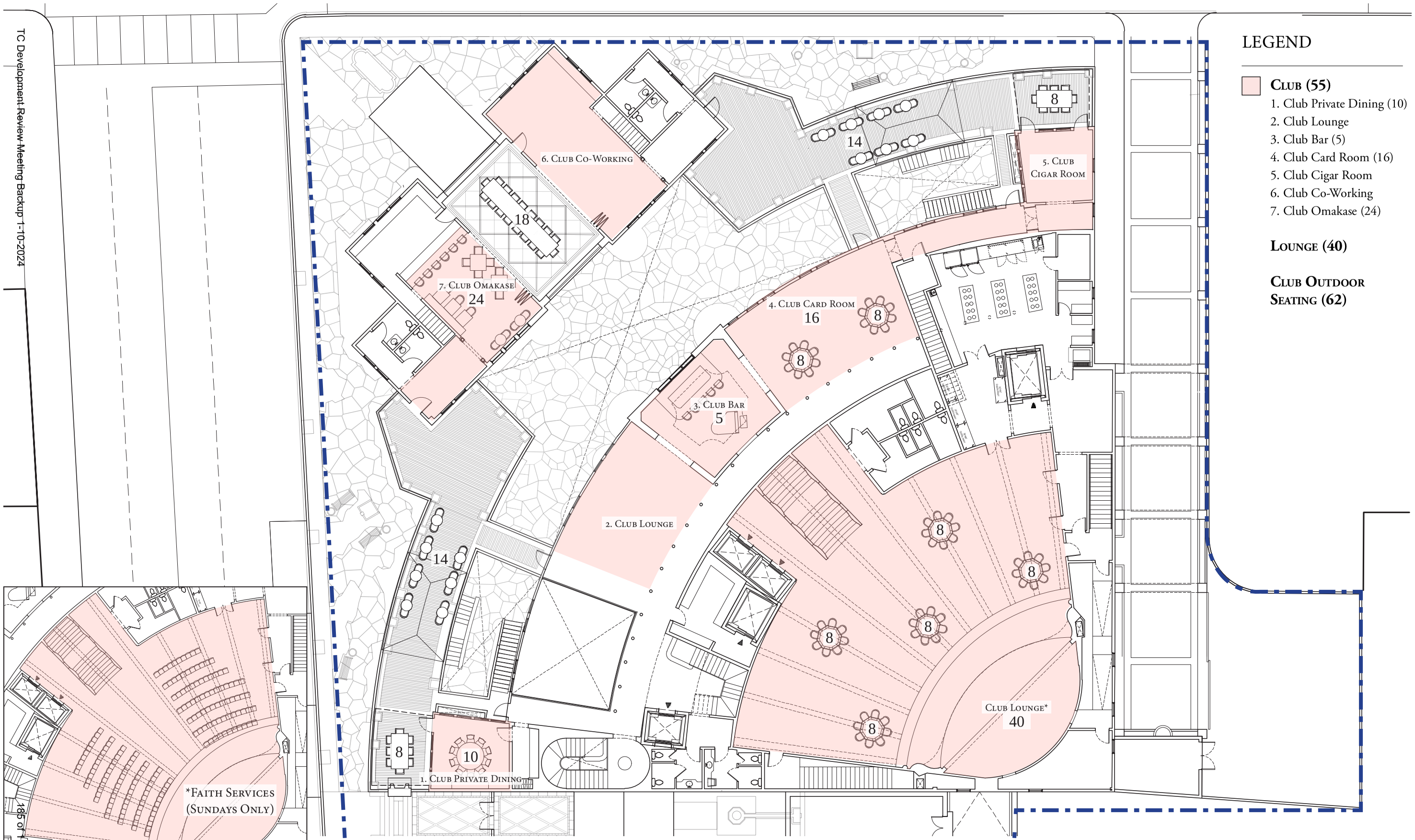
C-9.1



LEGEND

Club (55)

1. Club Private Dining (10)
2. Club Lounge
3. Club Bar (5)
4. Club Card Room (16)
5. Club Cigar Room
6. Club Co-Working
7. Club Omakase (24)

Lounge (40)

Club Outdoor Seating (62)

PROPOSED SEATING PLAN - SECOND FLOOR (LOUNGE)

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

N

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C-9.2

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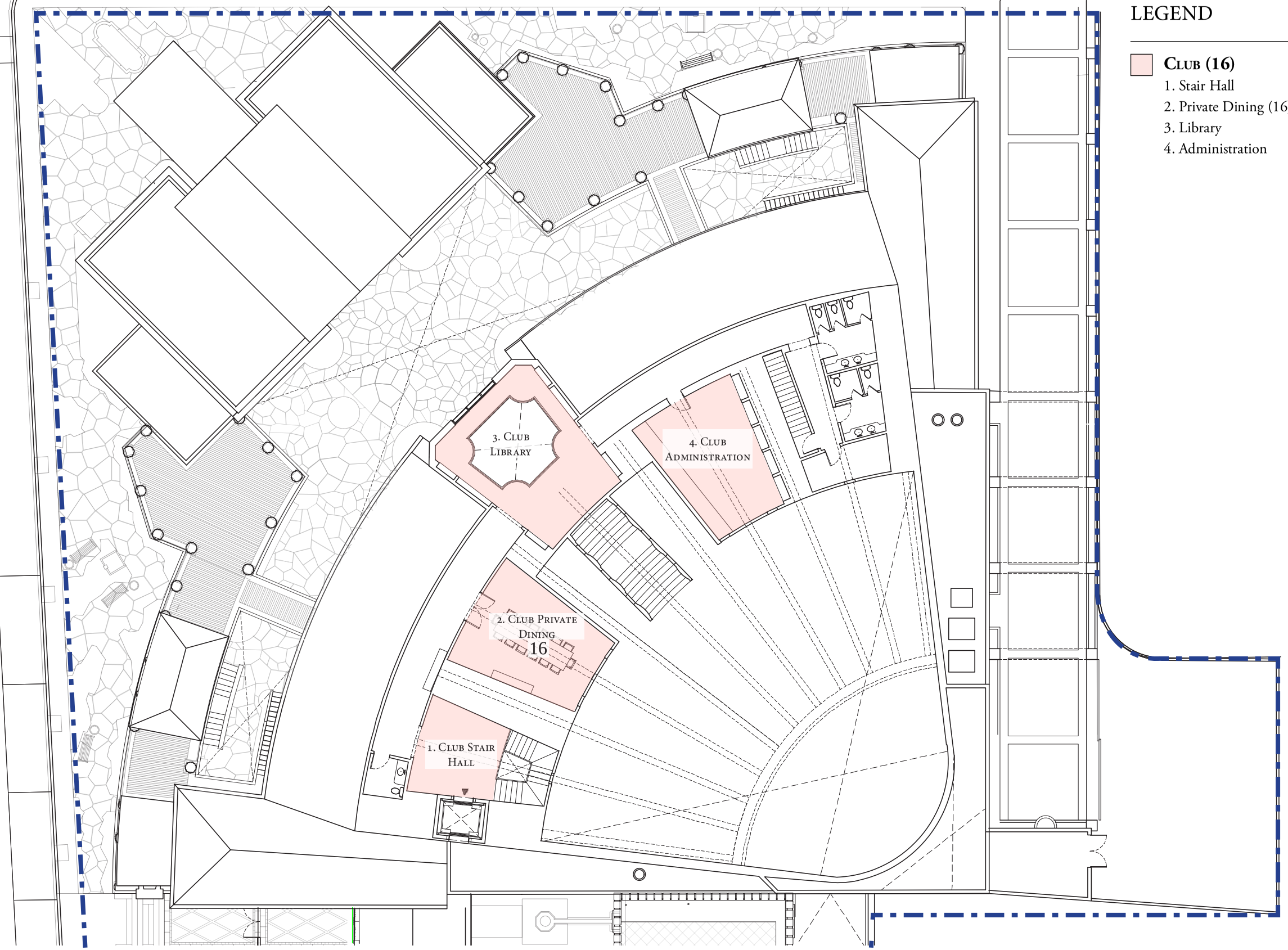

LEGEND

Club (16)

1. Stair Hall
2. Private Dining (16)
3. Library
4. Administration

PROPOSED SEATING PLAN - THIRD FLOOR

SCALE: 1" = 20'

0’ 20’ 20’

N

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C-9.3

TC Development Review Meeting Backup 1-10-2024



SUN & SURF CONDOS | SUNRISE AVE. | **PARAMOUNT THEATER** | N. COUNTY ROAD | EXISTING PARKING

EXISTING



SUN & SURF CONDOS | SUNRISE AVE. | **PARAMOUNT THEATER** | N. COUNTY ROAD | HOUSE 4 | HOUSE 3 | HOUSE 2

PROPOSED

Proposed landscape omitted for drawing clarity, please refer to Landscape drawings (See sheet EL1)

STREET ELEVATION: NW CORNER

SCALE: 1/32 = 1'

0' 16' 32'

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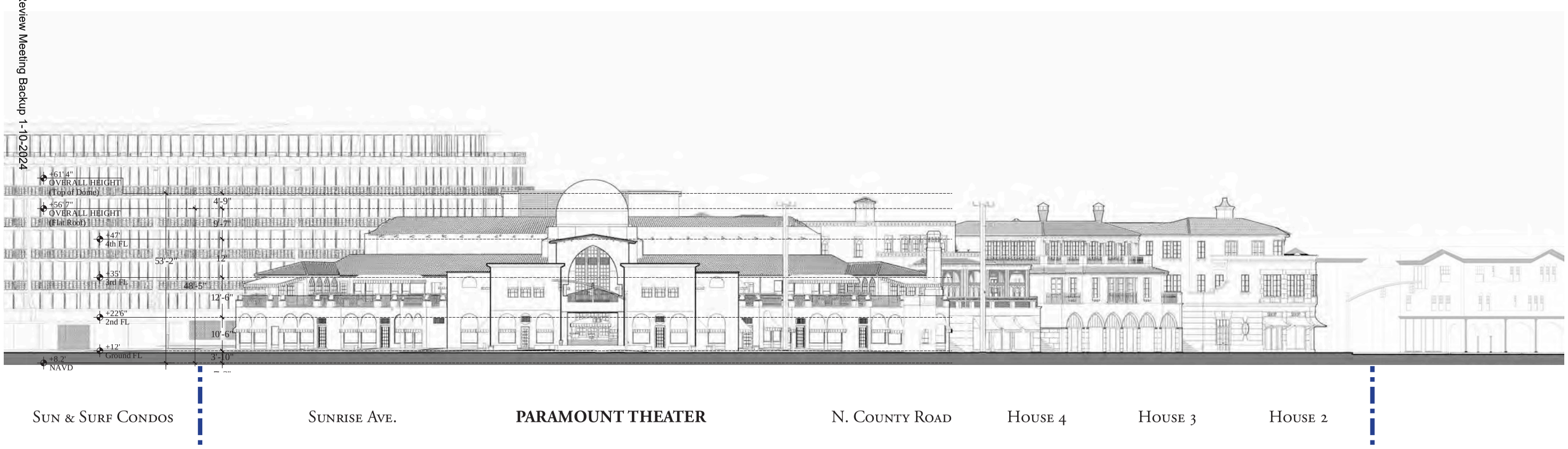
D-1.1



PROPOSED WITHOUT NEW LANDSCAPING

NOTES

1. Point of measurement: +8.20 feet NAVD
6.79' NAVD for Sunset Avenue, 8.20' NAVD for North County Road, 8.55' NAVD for Sunrise Avenue

2. Overall NAVD height of Paramount Theatre: +61' 4"

3. Overall NAVD height of Paramount Theatre Dome: +56' 7"

4. Exact locations of relocated infrastructure will be coordinated with the Town and all other applicable governmental agencies.

LEGEND

Property Line

STREET ELEVATION: NW CORNER

SCALE: 1/32 = 1'
0' 16' 32'

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D-1.2



151 N. County rd | Sunrise Ave. | **PARAMOUNT THEATER** | Existing Parking | Sunset Ave. | 113 N. County rd

EXISTING



151 N. County rd | Sunrise Ave. | **PARAMOUNT THEATER** | **HOUSE 4** | **HOUSE 3** | **HOUSE 2** | Sunset Ave. | 113 N. County rd

PROPOSED

Proposed landscape omitted for drawing clarity, please refer to Landscape drawings (See sheet EL2)

STREET ELEVATION: WEST ALONG N. COUNTY ROAD

SCALE: 1/32 = 1'

0' 16' 32'

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Paramount Theater

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D-2.1

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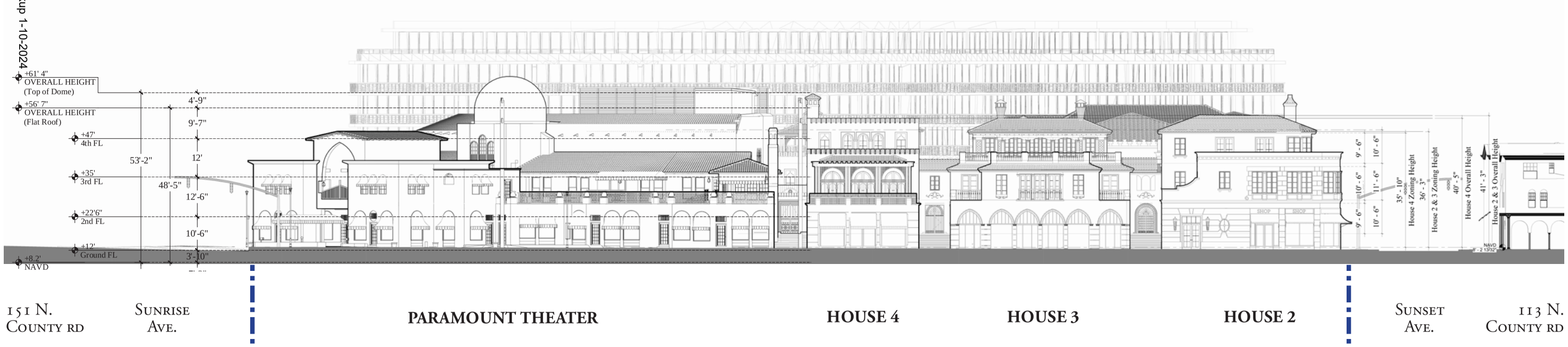

NOTES

1. Point of measurement: +8.20 feet NAVD
6.79' NAVD for Sunset Avenue, 8.20' NAVD for North County Road, 8.55' NAVD for Sunrise Avenue

2. Building/Zoning NAVD heights of Houses: 44' (pitched roof of House 2 & House 3), 44' 6" (flat roof of House 4), 36' (flat roof of House 1)
Measured to bottom of top cord for sloped roofs, ceiling of top floor for flat roofs

3. Overall NAVD heights of Houses: 50' (pitched roof of House 2), 49' 6" (pitched roof of House 3), 48' (flat roof of House 4) , 42' 6" (flat roof of House 1)
Measured to the tallest element in the building, does not include chimneys

LEGEND

Property Line

STREET ELEVATION: WEST ALONG N. COUNTY ROAD

SCALE: 1/32 = 1'
0' 16' 32'

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D-2.2

TC Development Review Meeting Backup 1-10-2024



Palm Beach Synagogue | N. County Road | Existing Parking | 175 & 173 Sunset Av. | 159 Sunset Av. | Sun & Surf Condos

EXISTING



Palm Beach Synagogue | N. County Road | **HOUSE 2** | **HOUSE 1** | 175 & 173 Sunset Av. | 159 Sunset Av. | Sun & Surf Condos

PROPOSED

Proposed landscape omitted for drawing clarity, please refer to Landscape drawings (See sheet EL3)

STREET ELEVATION: SOUTH ALONG SUNSET AVENUE

SCALE: 1/32 = 1’

0’ 16’ 32’

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D-3.1

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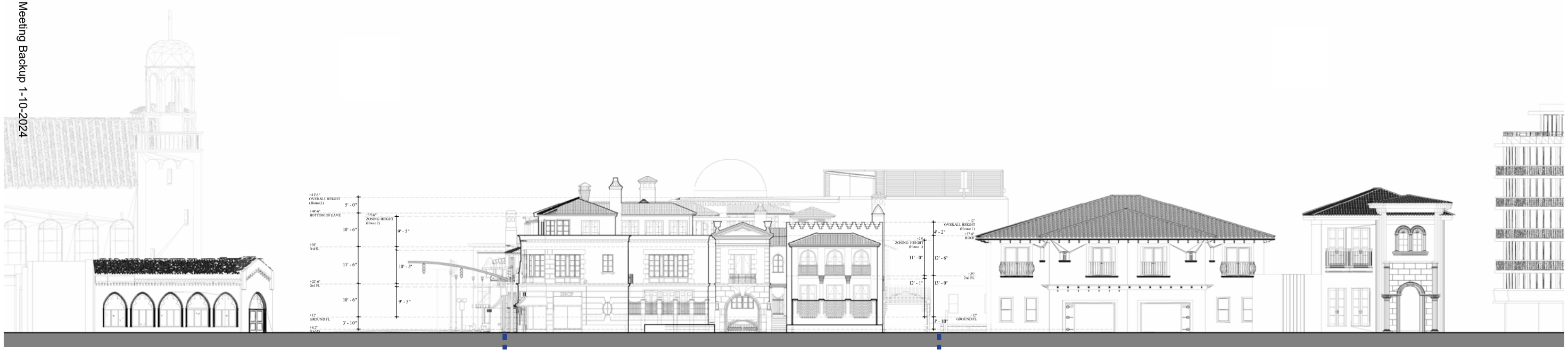

Palm Beach Synagogue | N. County Road | **HOUSE 2** | **HOUSE 1** | 175 & 173 Sunset Av. | 159 Sunset Av. | Sun & Surf Condos

NOTES

1. Point of measurement: +8.20 feet NAVD
6.79' NAVD for Sunset Avenue, 8.20' NAVD for North County Road, 8.55' NAVD for Sunrise Avenue

2. Building/Zoning NAVD heights of Houses: 44' (pitched roof of House 2 & House 3), 44' 6" (flat roof of House 4), 36' (flat roof of House 1)
Measured to bottom of top cord for sloped roofs, ceiling of top floor for flat roofs

3. Overall NAVD heights of Houses: 50' (pitched roof of House 2), 49' 6" (pitched roof of House 3), 48' (flat roof of House 4) , 42' 6" (flat roof of House 1)
Measured to the tallest element in the building, does not include chimneys

LEGEND

Property Line

STREET ELEVATION: SOUTH ALONG SUNSET AVENUE

SCALE: 1/32 = 1'
0' 16' 32'

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D-3.2

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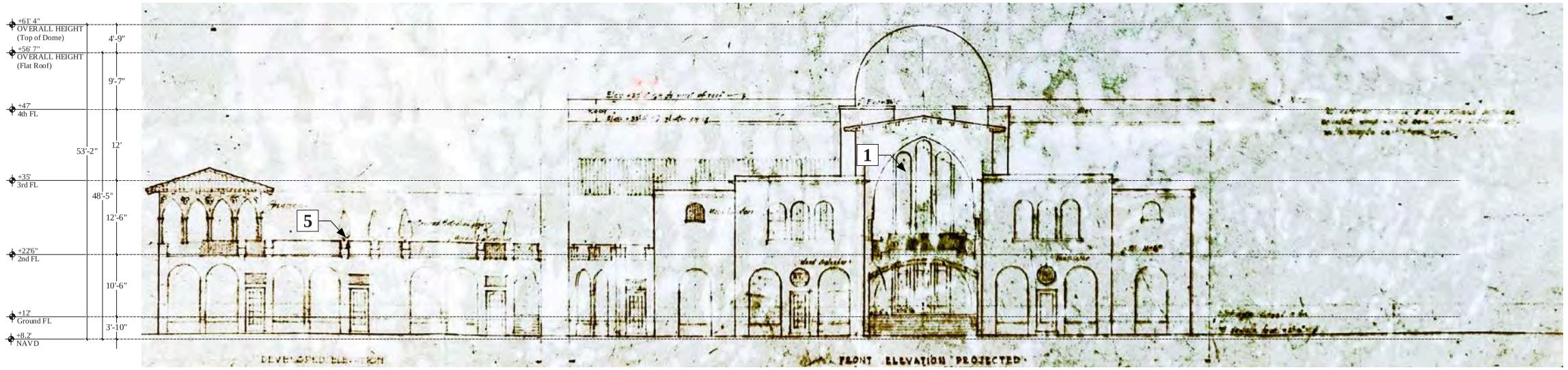
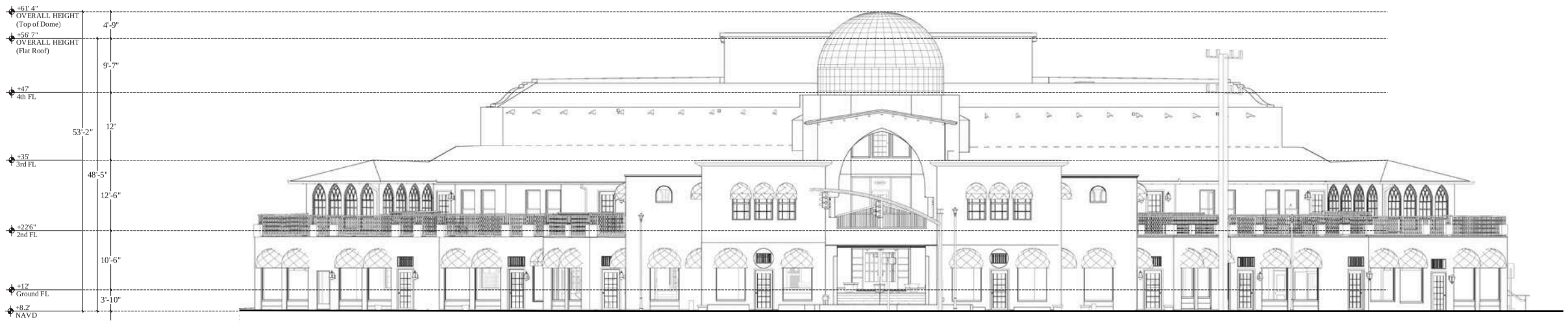


1926 - *Original Joseph Urban Drawing*



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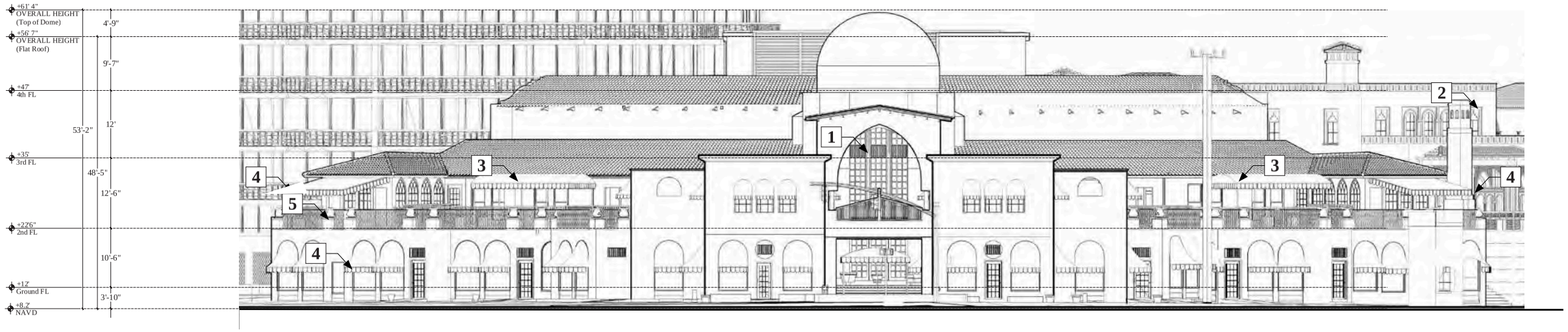

PROPOSED

THEATRE HISTORIC COMPARISON: NW CORNER ELEVATION

LEGEND

- Existing to be altered
- Proposed facade changes
- Proposed new structures

NOTES

1. Patio facade restoration

(see sheet D-10)

2. Historic chimney reintroduced

3. Historic canopies reintroduced

(see sheet D-11)

4. Historic awnings reintroduced

(see sheet D-12)

5. Historic planters reintroduced

(see sheet D-13)

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

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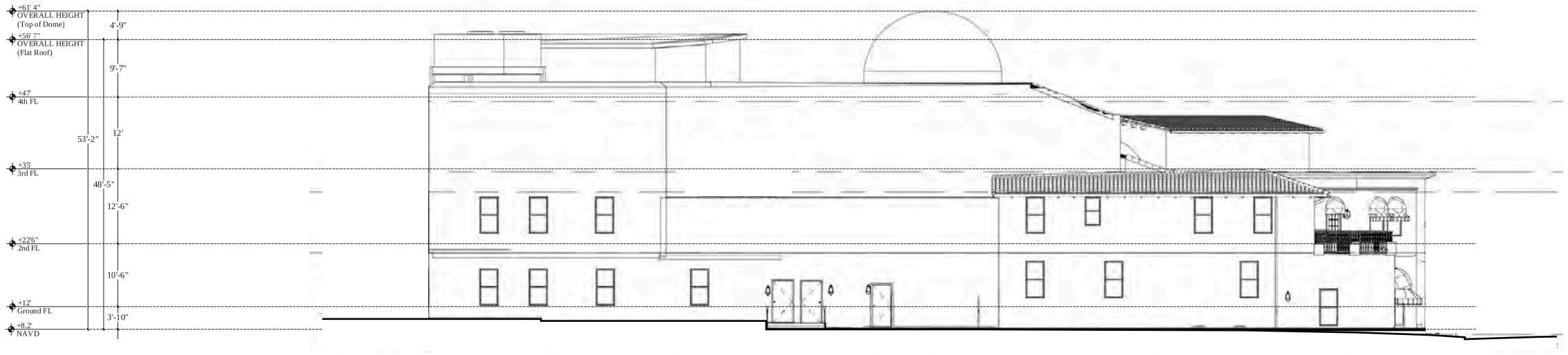
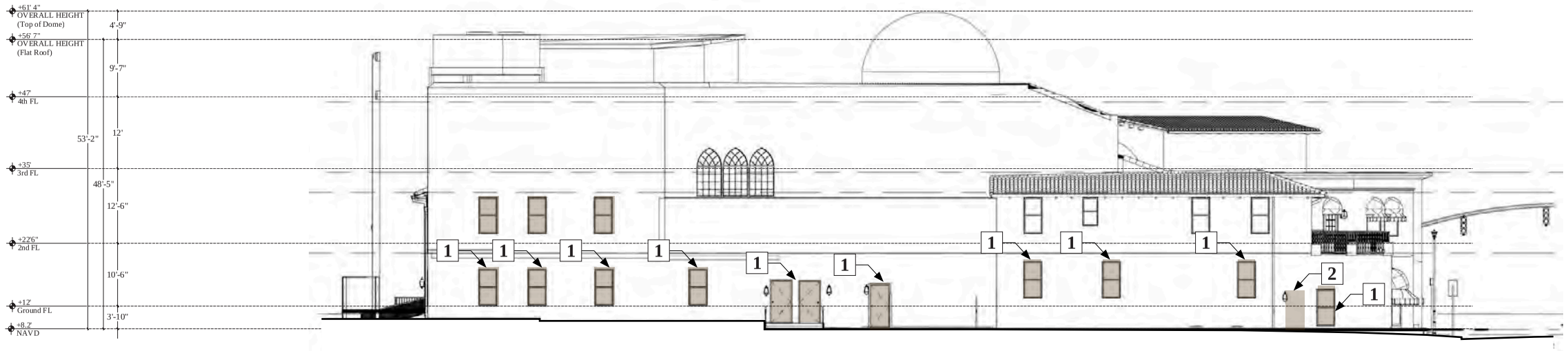
D-4.1



1927 - *Approximate Elevation, pending further archival information*



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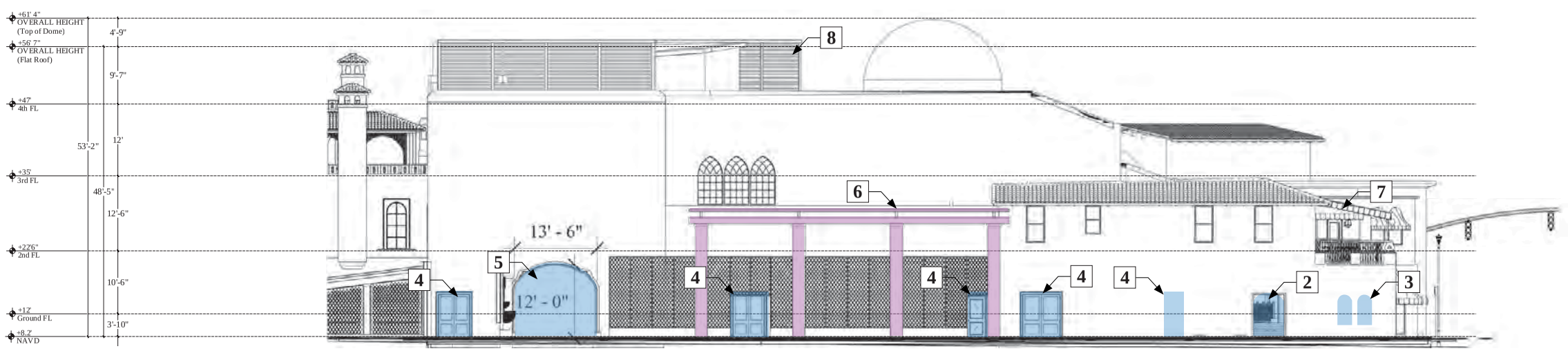

PROPOSED

THEATRE HISTORIC COMPARISON: EAST ELEVATION

LEGEND

- Existing to be altered
- Proposed facade changes
- Proposed new structures

NOTES

1. Existing window/door to be removed

2. Existing opening to be widened

3. Window to be constructed

4. Door to be constructed

5. Opening for parking ramp to be constructed based on original sketch by Joseph Urban (1926)

6. Pergola *(sheet D-15)*

7. Historic canopies reintroduced v*(sheet D-12)*

8. Mechanical equipment screen *(sheet A-17)*

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

Paramount Theater
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PALM BEACH, FL 33480

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FINAL
DROP OFF

D-4.2

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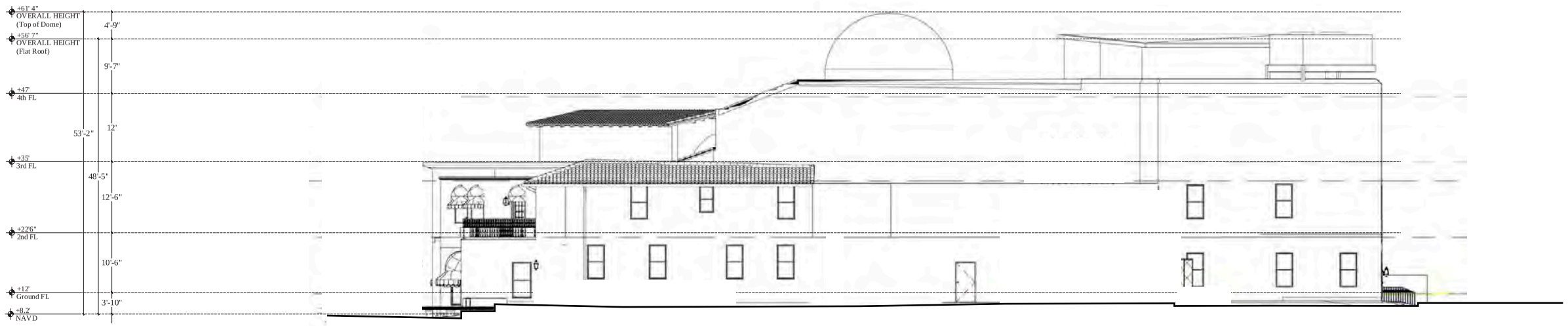
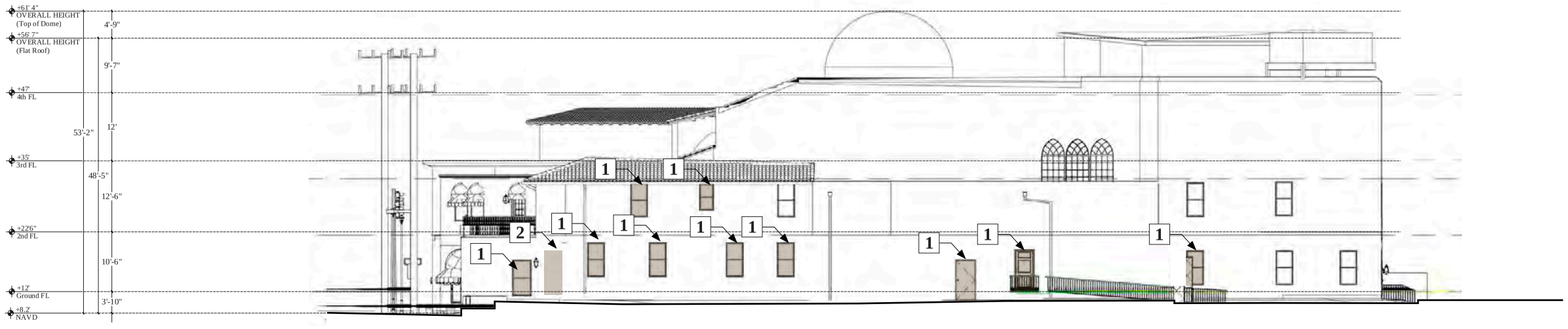
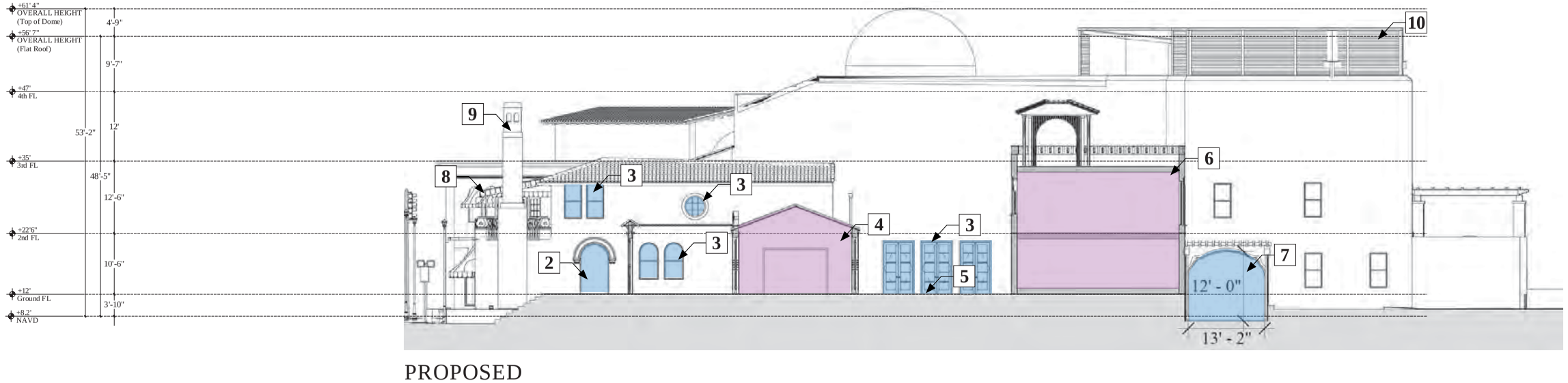


1927 - *Approximate Elevation, pending further archival information*



EXISTING



PROPOSED

THEATRE HISTORIC COMPARISON: SOUTH ELEVATION

LEGEND

- Existing to be altered
- Proposed facade changes
- Proposed new structures

NOTES

1. Existing window/door to be removed

2. Existing opening to be widened

3. Window/door to be constructed

4. Club Lobby to be constructed

5. New garden courtyard

6. House 4

7. Opening for parking ramp to be constructed based on original sketch by Joseph Urban (1926)

8. Historic awnings reintroduced *(sheet D-11)*

9. Reintroduce historic chimney

10. Mechanical equipment screen *(sheet A-17)*

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

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D-4.3

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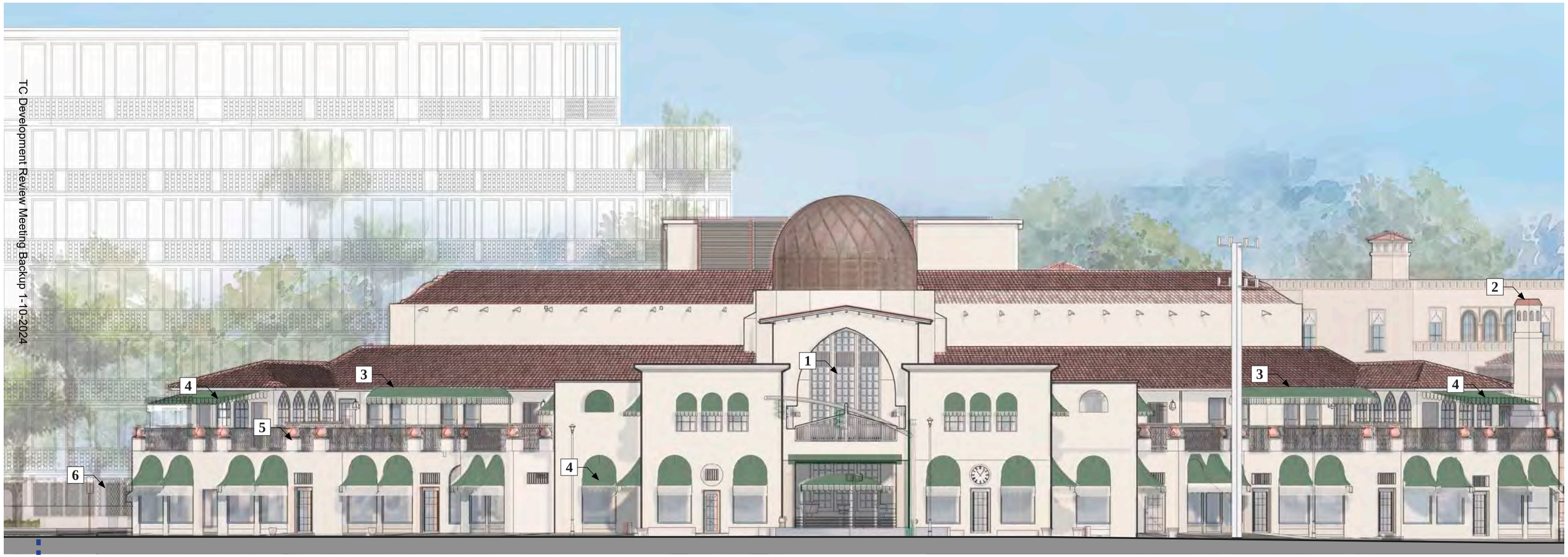

Sunrise Ave. **PARAMOUNT THEATER** N. County Road

PROPOSED ELEVATION

Proposed landscape omitted for drawing clarity, please refer to Landscape drawings (See sheet EL1)

NOTES

1. Patio facade restoration
(see sheet D-10)

2. Historic chimney reintroduced

3. Historic canopies reintroduced
(see sheet D-11)

4. Historic awnings reintroduced
(see sheet D-12)

5. Historic planters reintroduced
(see sheet D-13)

6. Entry from Sunrise Avenue
(see sheet D-15)

LEGEND

Property Line

KEY PLAN



SCALE: 1/16 = 1’
0’ 8’ 16’

THEATRE: PROPOSED NW ELEVATION

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D-5

Page 996 of 1196

TC Development Review Meeting Backup 1-10-2024



PROPOSED ELEVATION

Proposed landscape omitted for drawing clarity, please refer to Landscape drawings (See sheet EL2)

NOTES

1. Historic chimney reintroduced

2. Historic awnings reintroduced *(see sheet D-12)*

3. Club Lobby Connection Structure *(see sheet D-14)*

4. Private access to houses garden level (+13')

5. Access to motorcourt

6. House 2 materials *(see sheet D-17)*

7. House 3 materials *(see sheet D-18)*

8. House 4 materials *(see sheet D-19)*

9. Exact locations of relocated infrastructure will be coordinated with the Town and all other applicable governmental agencies.

LEGEND

Property Line

KEY PLAN



SCALE: 1/16 = 1'

0' 8' 16'

HOUSES: PROPOSED WEST ELEVATION

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D-6.1



N. County Road | **HOUSE 2** | **HOUSE 1** | 175 Sunset Av.

PROPOSED ELEVATION WITH LANDSCAPE

Proposed landscape omitted for drawing clarity, please refer to Landscape drawings (See sheet EL3)

NOTES

1. Resident only gated vehicular access to Motor Court *(see sheet C-8)*

2. Private access to houses garden level (+13')

3. Vehicular exit from parking below

4. House 1 materials *(see sheet D-16)*

5. Third story of House 1 has been removed

6. House 2 materials *(see sheet D-17)*

7. Pergola over ramp to Motor Court (+1')

8. Exact locations of relocated infrastructure will be coordinated with the Town and all other applicable governmental agencies.

LEGEND

Property Line

KEY PLAN



SCALE: 1/16 = 1'
0' 8' 16'

HOUSES: PROPOSED SOUTH ELEVATION

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D-6.2

NOTES

1. Slab-to-slab floor heights for proposed houses

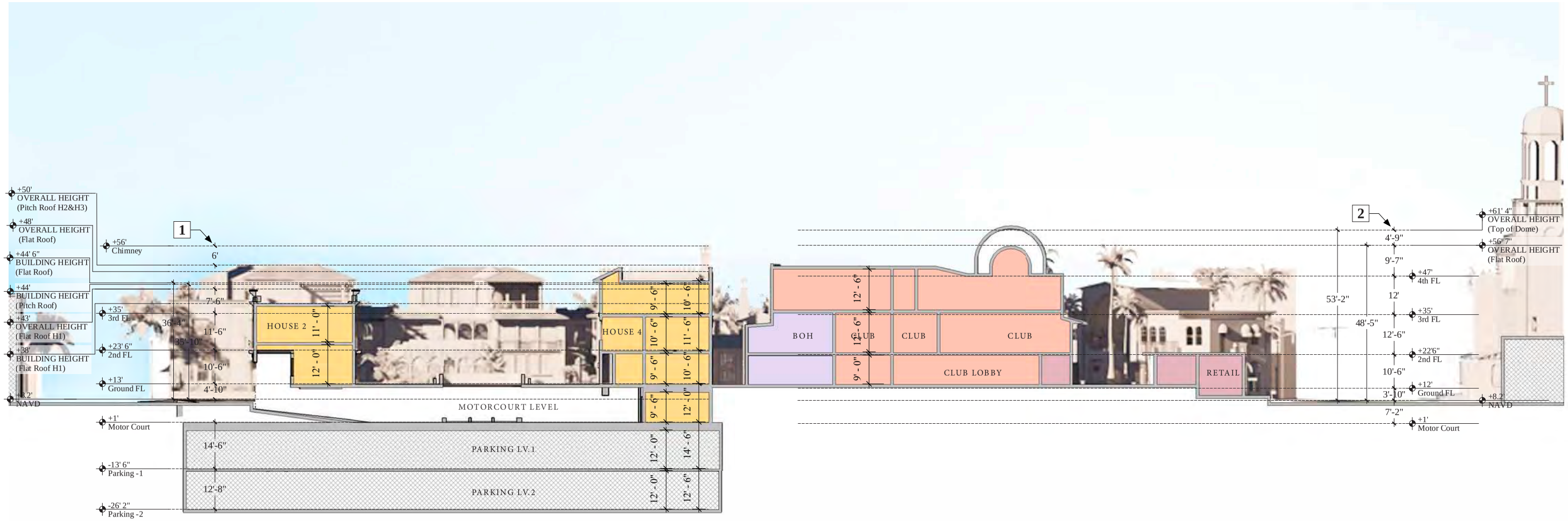
2. Slab-to-slab floor heights for existing theatre

PC Development Review Meeting Backup 1-10-2024



KEY

- CLUB
- RETAIL
- HOUSE
- BOH
- PARKING
- MOTOR COURT



SITE SECTION LOOKING WEST

SCALE: 1/32 = 1'

0' 16' 32'

N

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D-7

NOTES

1. Slab-to-slab floor heights for proposed houses

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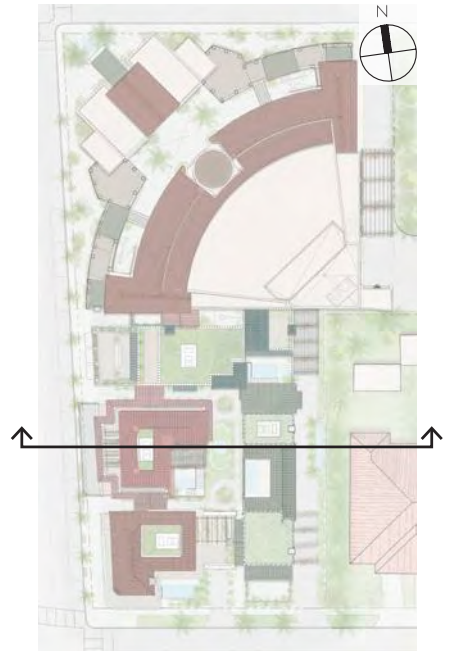
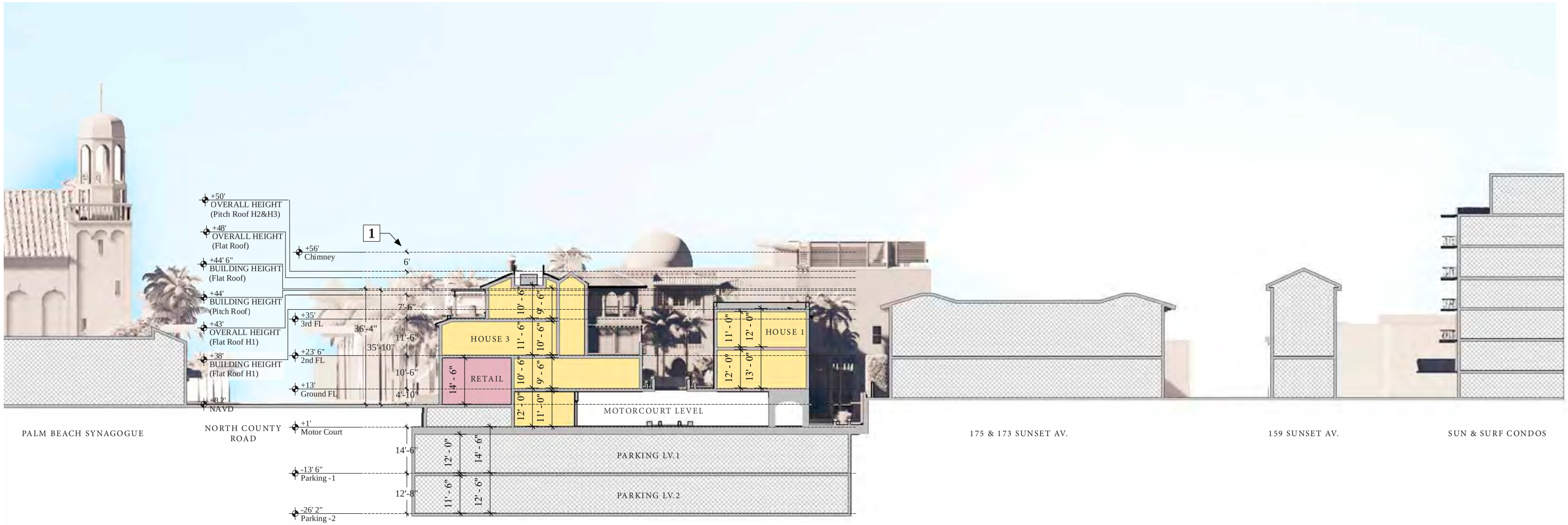


KEY

- CLUB
- RETAIL
- HOUSE
- BOH
- PARKING
- MOTOR COURT



SITE SECTION LOOKING NORTH

SCALE: 1/32 = 1'
0' 16' 32'

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D-8

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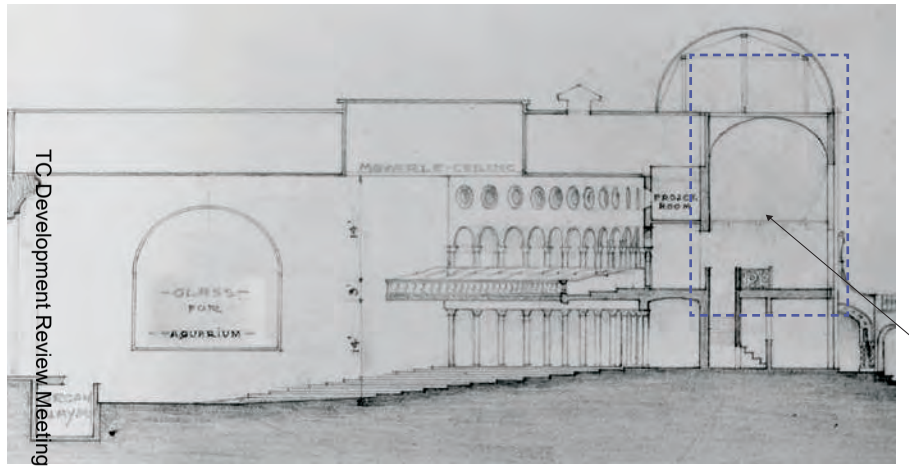
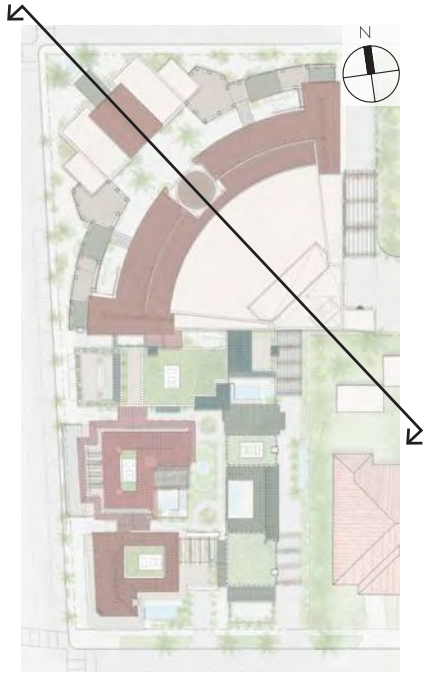


JOSEPH URBAN, 1925

NOTES

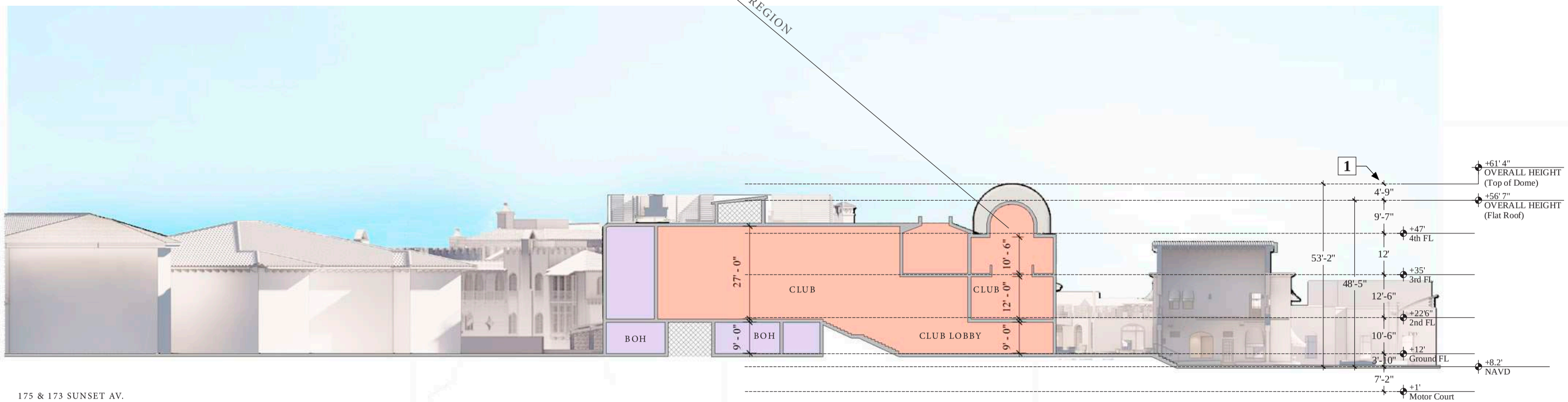
1. Slab-to-slab floor heights for existing theatre



KEY

- CLUB
- RETAIL
- HOUSE
- BOH
- PARKING
- MOTOR COURT

REINTRODUCTION OF DOUBLE HEIGHT REGION



175 & 173 SUNSET AV.

SITE SECTION LOOKING SOUTH WEST

SCALE: 1/32 = 1'

0' 16' 32'

N

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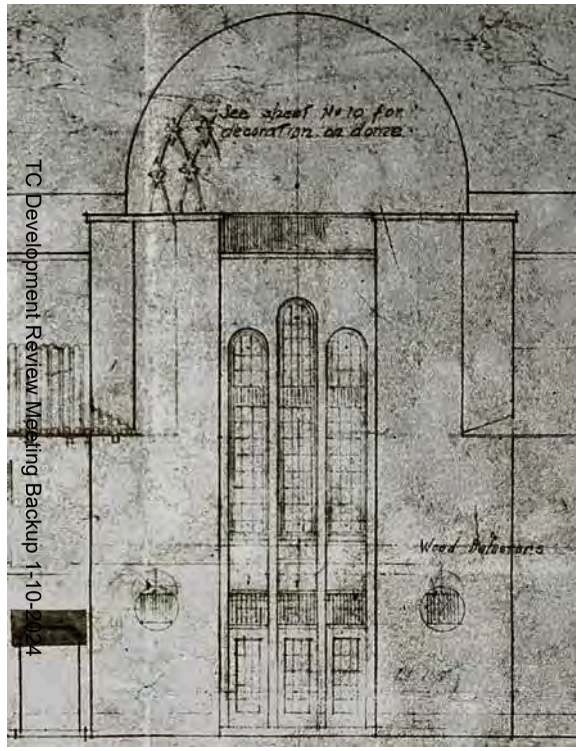
D-9

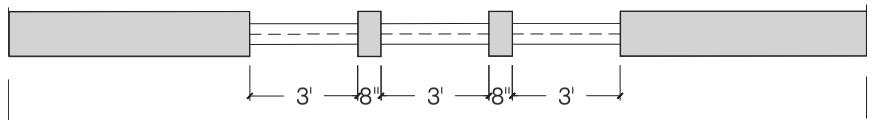


ELEVATION BY URBAN (1926)

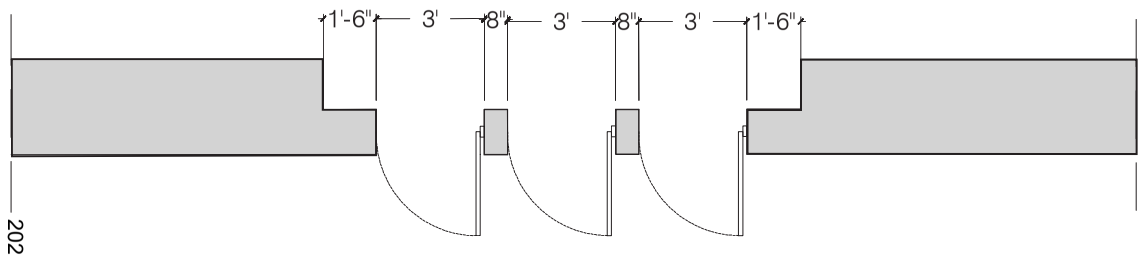


EXISTING CONDITION

1	REINTRODUCTION OF TRIPLE DOORS
2	REINTRODUCTION OF STUCCO COLONNETTES
3	REINTRODUCTION OF TRIPLE WINDOWS
4	REINTRODUCTION OF GRILLS



SECTION A-A



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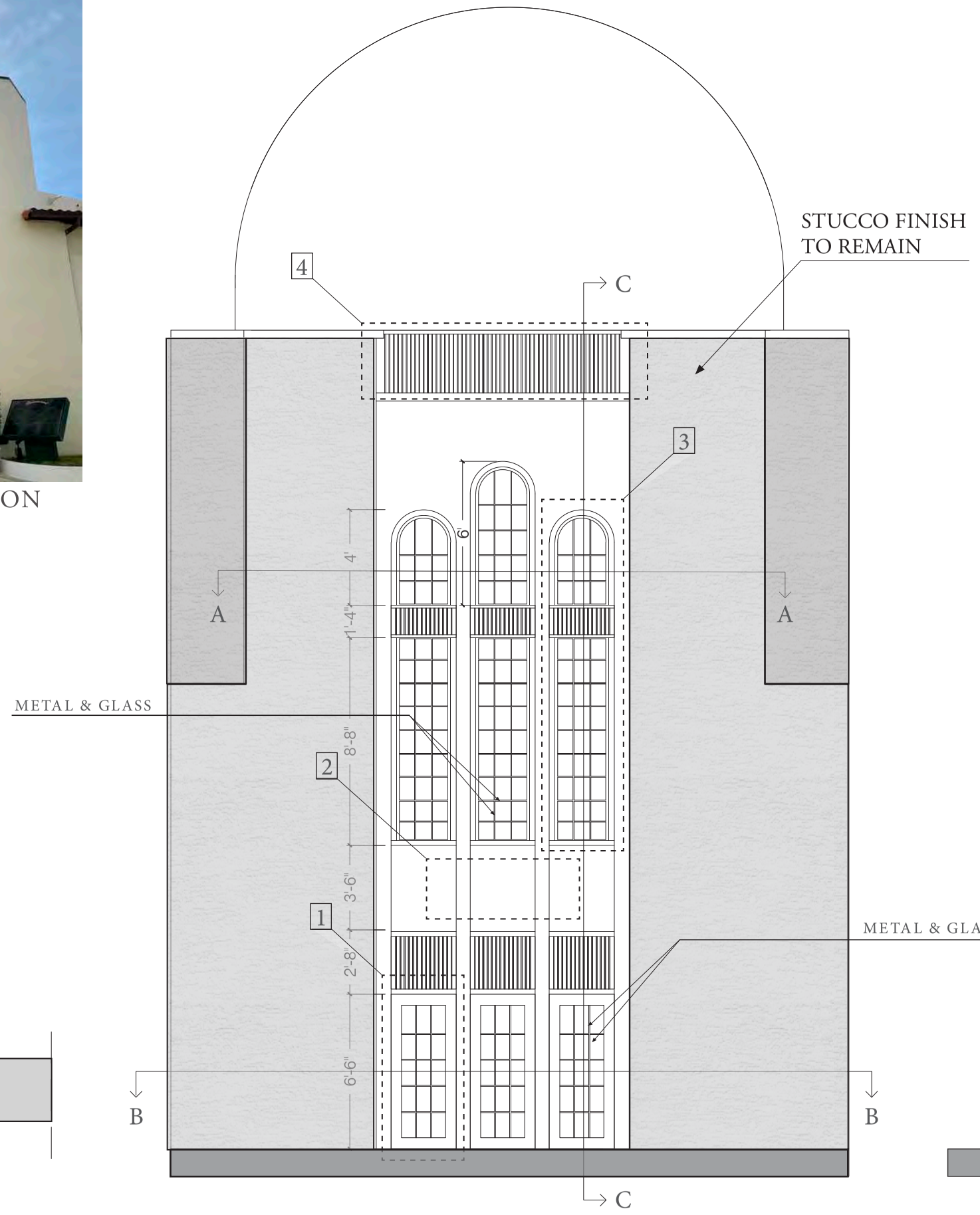

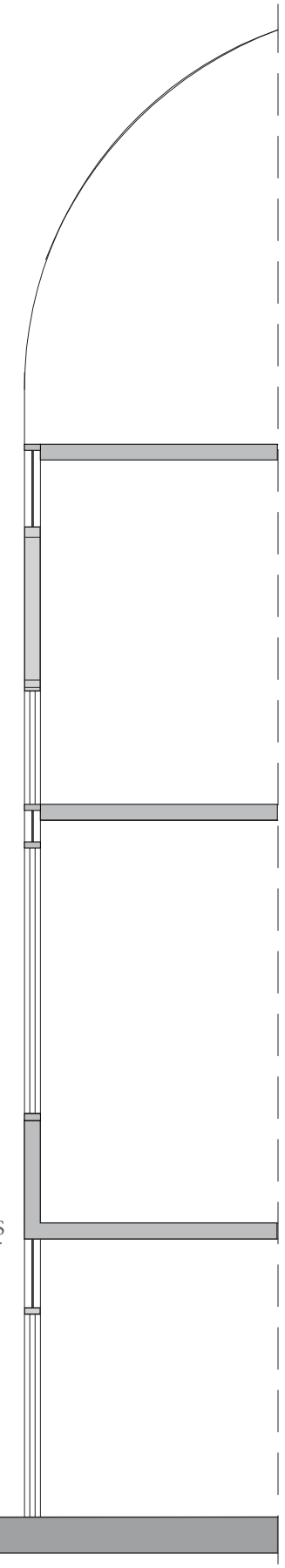

SECTION C-C

PATIO FACADE RESTORATION

SCALE: 3/16" = 1'
0' 2.5' 5'

N

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D-10

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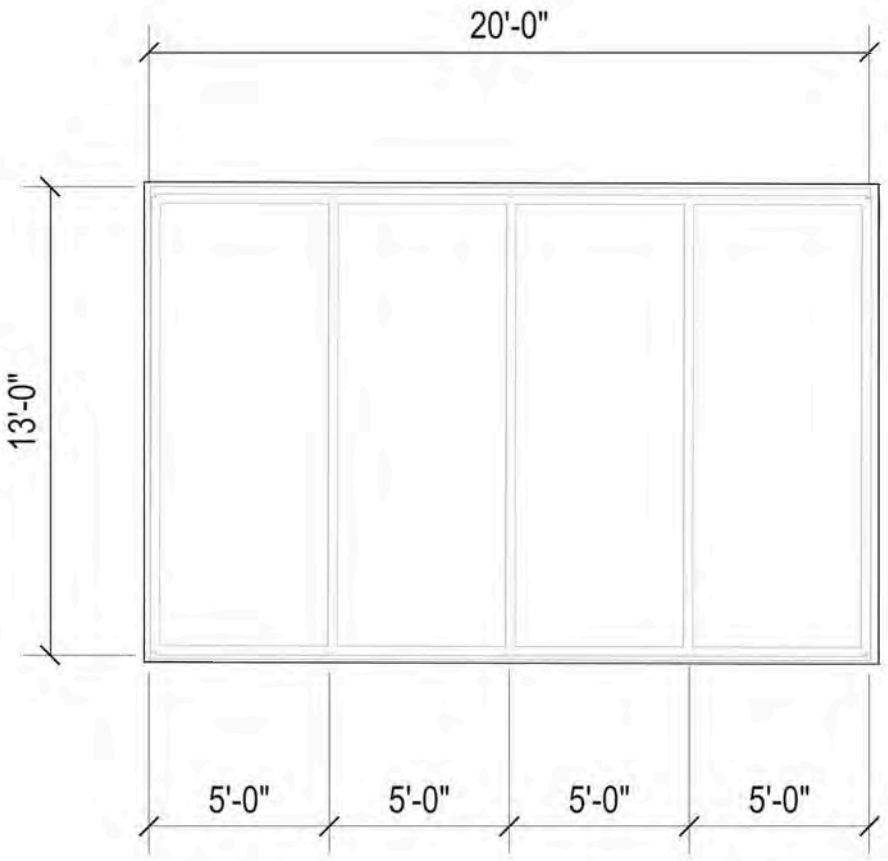
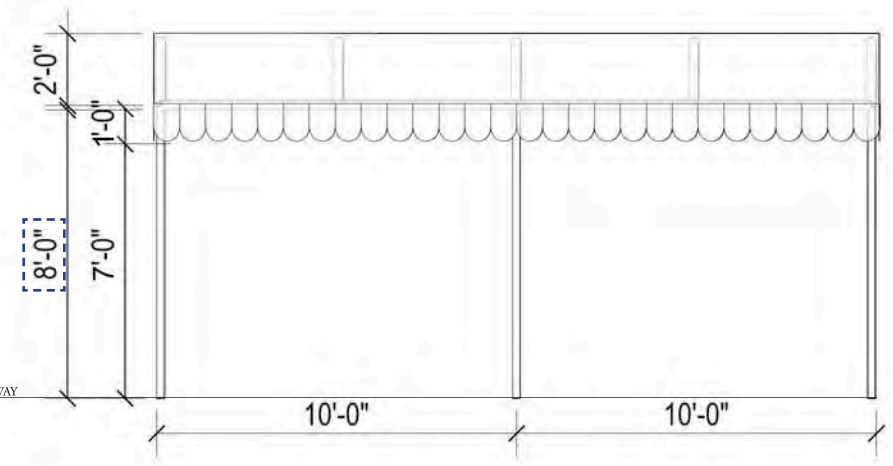
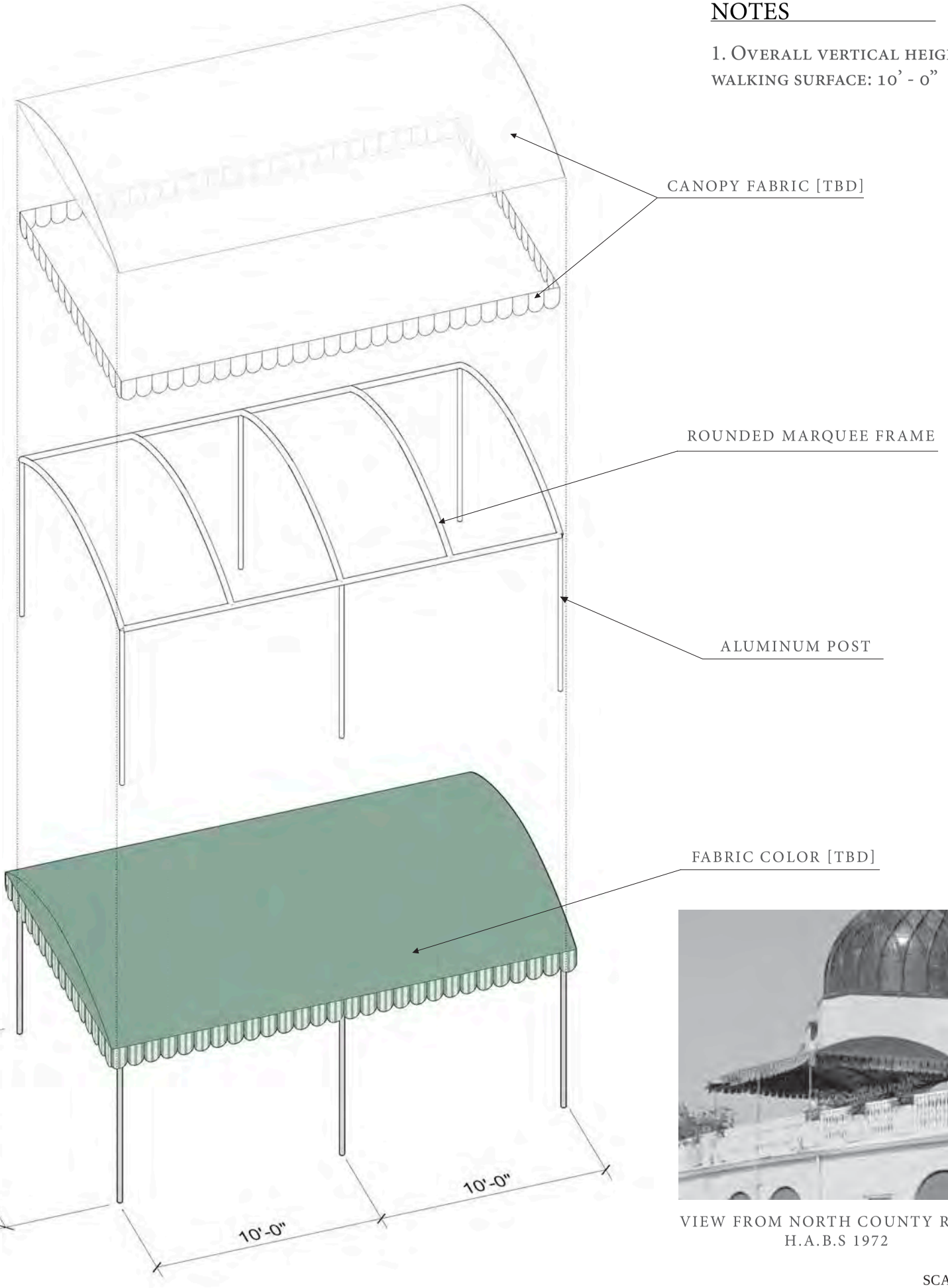


PLAN VIEW



FRONT ELEVATION



CANOPY DETAIL

NOTES

1. Overall vertical height from walking surface: 10' - 0"

VIEW FROM NORTH COUNTY ROAD, H.A.B.S 1972

SCALE: 3/16" = 1'

0' 2.5' 5'

N

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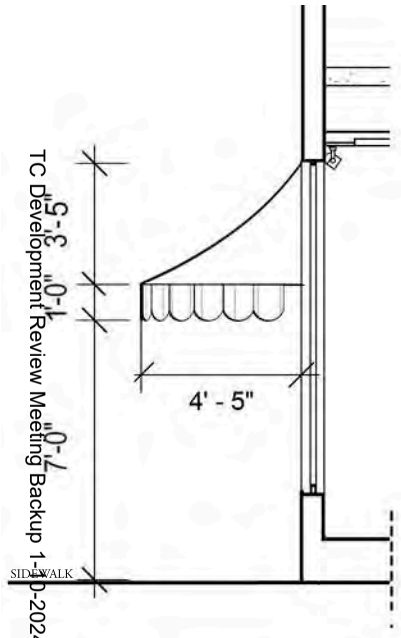
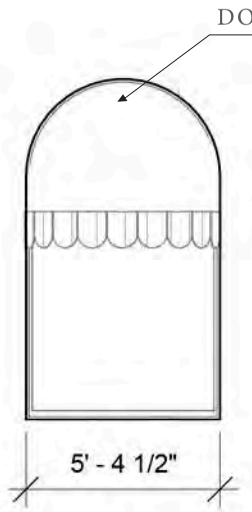
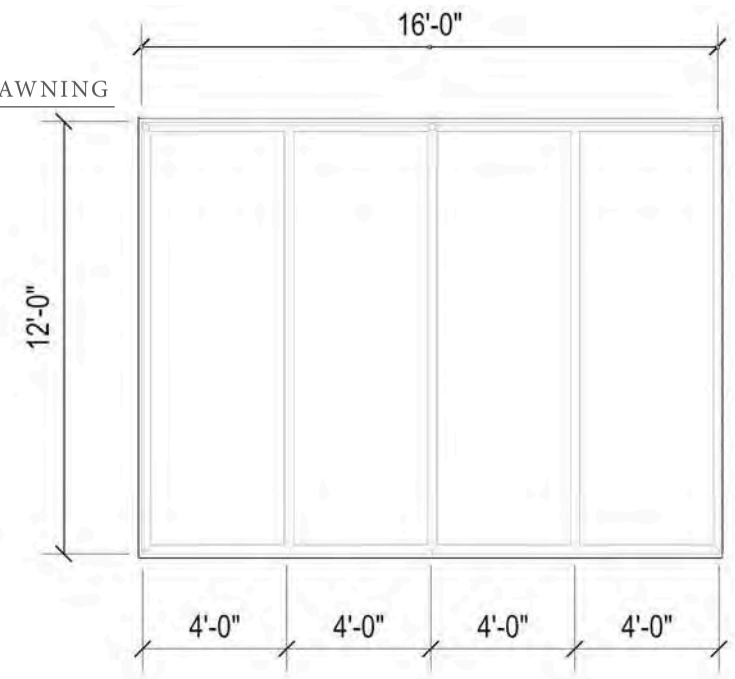
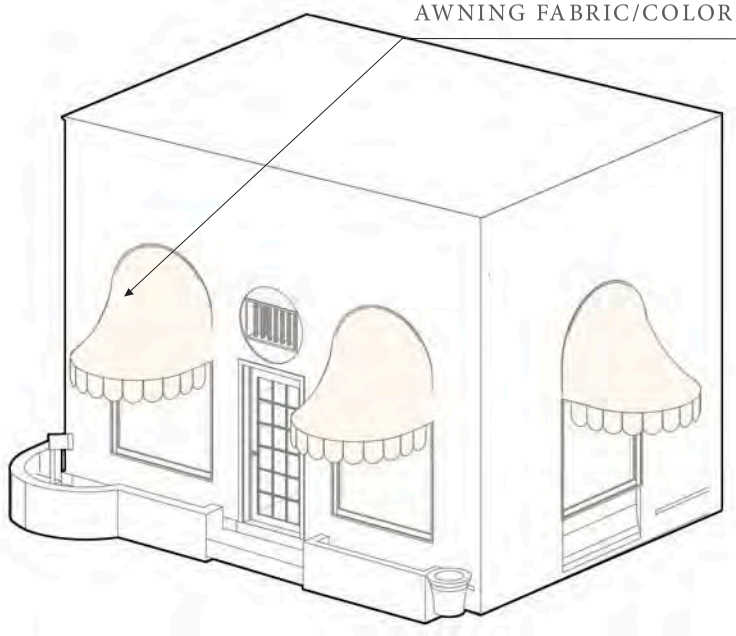
D-11

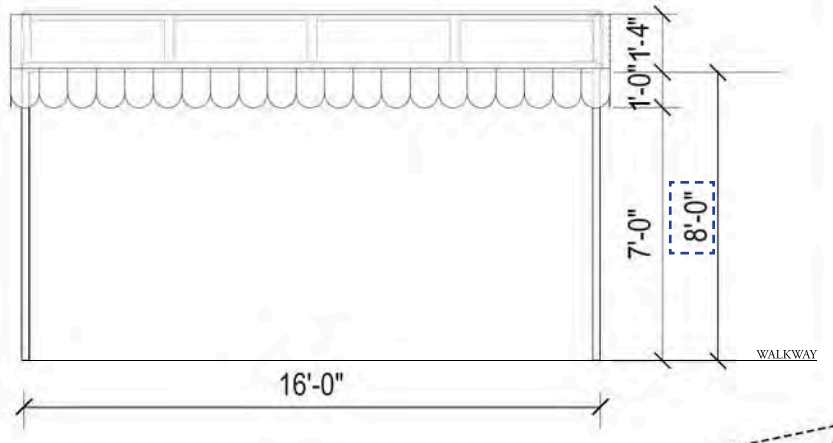






PLAN VIEW





FRONT ELEVATION



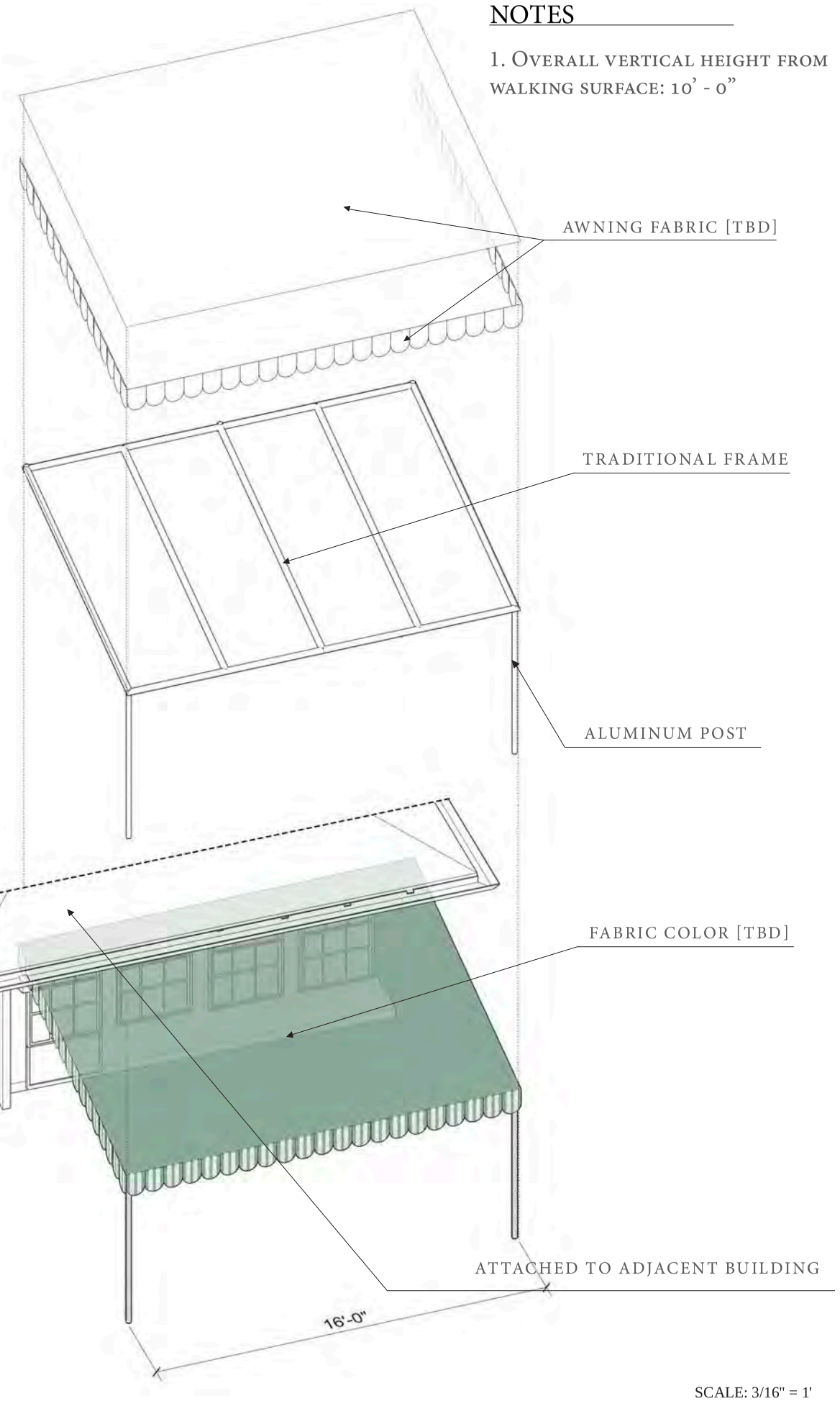
VIEW FROM NORTH COUNTY ROAD, H.A.B.S 1972



AERIAL VIEW, 1939

NOTES

1. Overall vertical height from walking surface: 10’ - 0”



SCALE: 3/16" = 1'

0’ 2.5’ 5’

N

AWNING DETAIL

Paramount Theater

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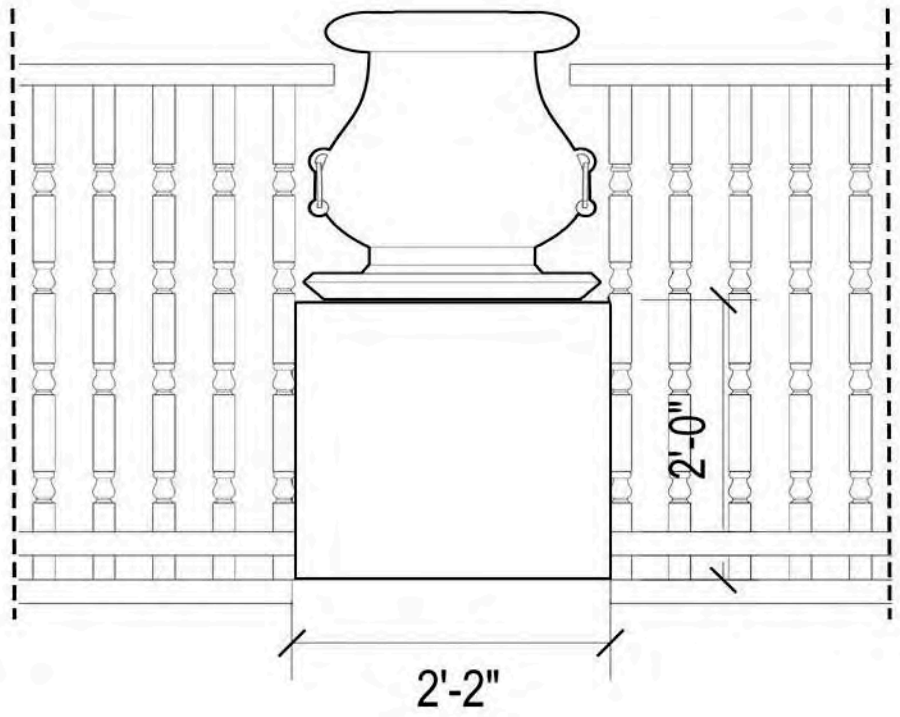
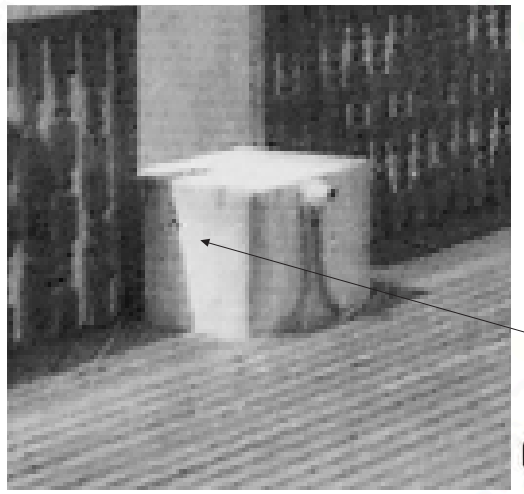
D-12



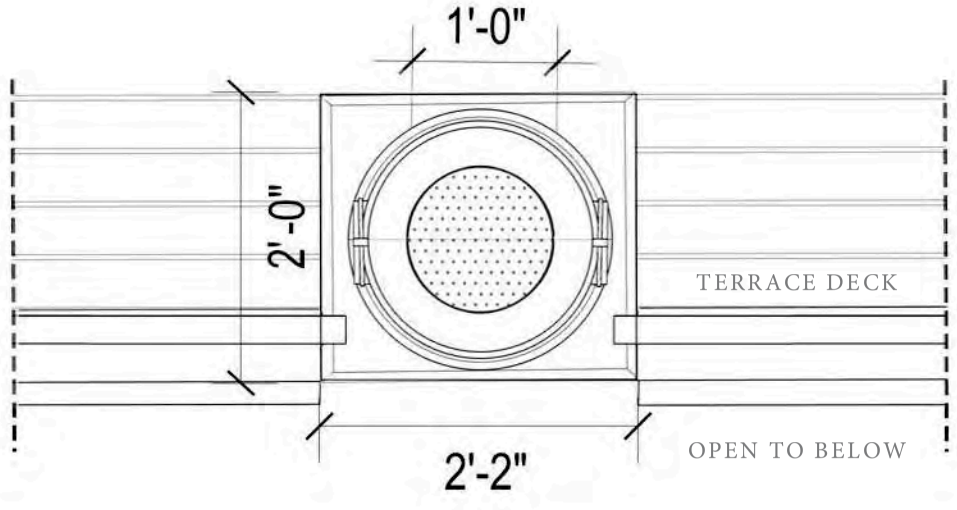
FRONT ELEVATION



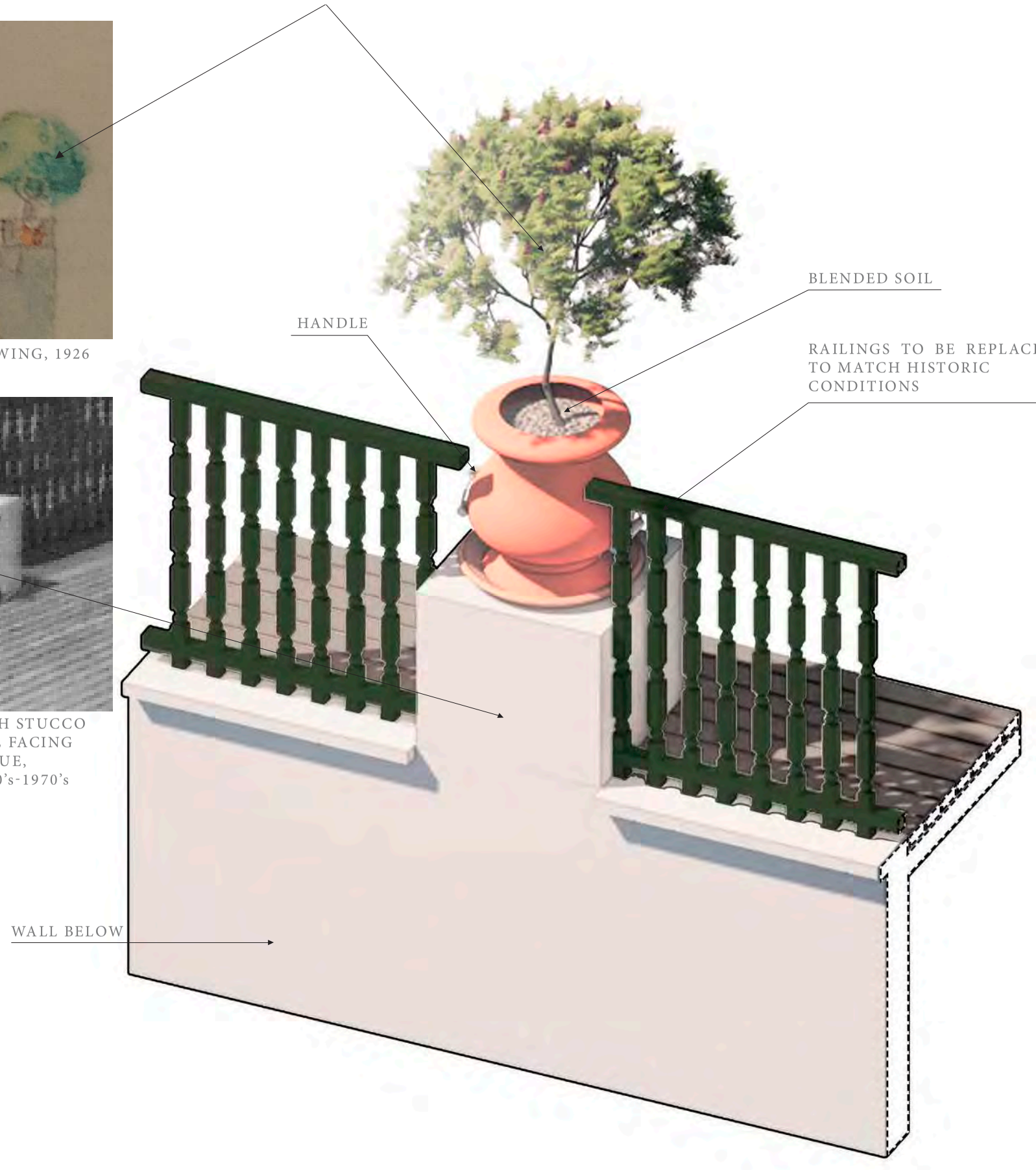
JOSEPH URBAN'S DRAWING, 1926



PLANTER STAND WITH STUCCO FINISH ON TERRACE FACING SUNRISE AVENUE, APPROX. YEAR: 1960's-1970's



PLAN VIEW



SCALE: 3/4" = 1'

0' 3/8' 3/4'

N

PLANTER DETAIL

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D-13



CLUB ENTRANCE



DECORATIVE TILES



CREAM STUCCO



YELLOW STUCCO



CORAL STONE PAVERS



DARK WOOD



DARK RED TILED ROOF



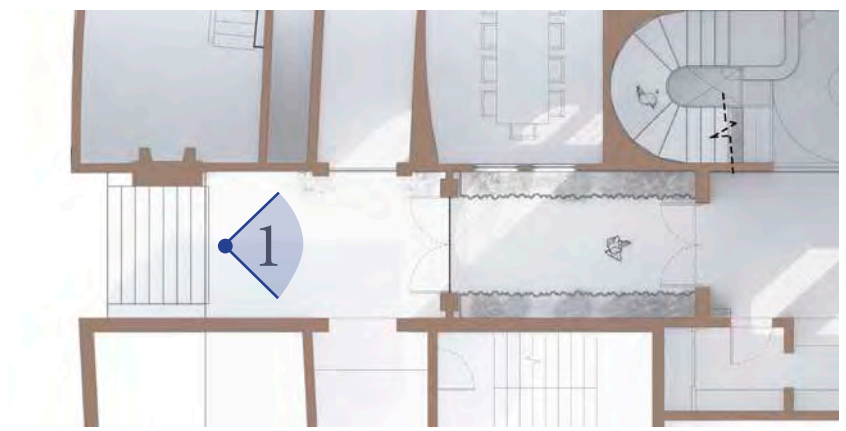
WROUGHT IRON



CORAL STONE



THORNE HOUSE, CALIFORNIA (WALLACE NEFF, 1928)



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D-14

CLUB ENTRY GATE



THEATRE PASEO ENTRANCE



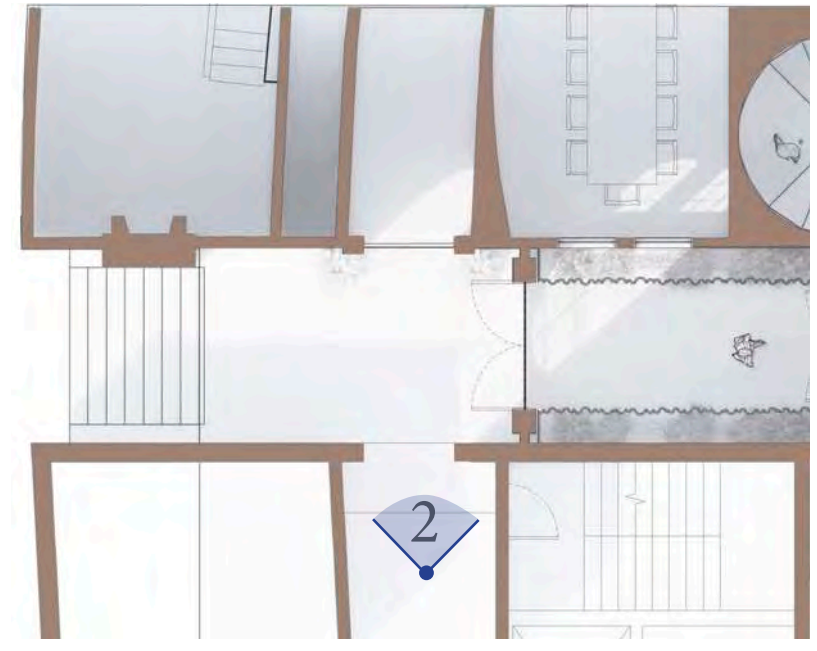
PALM BEACH TOWN HALL, GUSTAV MAASS (1925)



DRAWING BY JOSEPH URBAN (1912)



CURRENT CONDITION



THEATRE ENTRY ARCH

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Stantec
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12/07/23
FINAL
DROP OFF

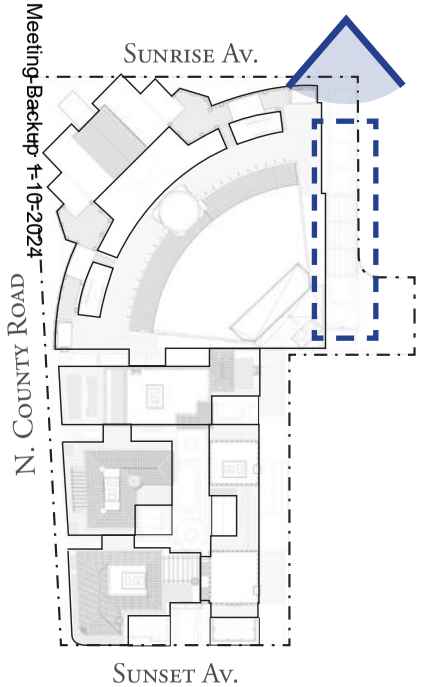
D-15

NOTES

*HEIL DURAPACK 5000 (DUMP TRUCK)
8’ WIDE X 30’ LONG X 11’ TALL

TC Development Review Meeting Backup 1-10-2024

KEY PLAN

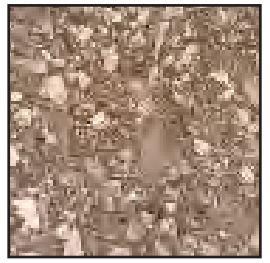


PAVING MATERIALS



YELLOW STUCCO

CORAL STONE



TABBY CONCRETE



BRICK DETAILING

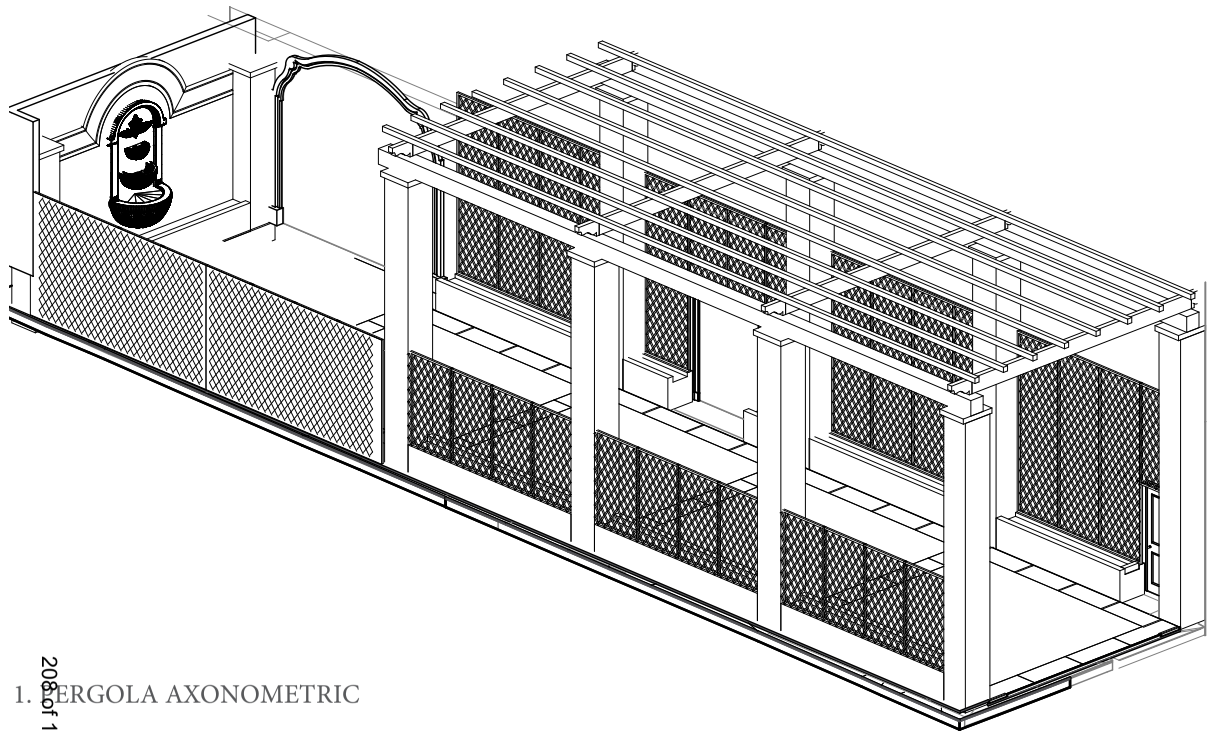


DARK BROWN WOOD

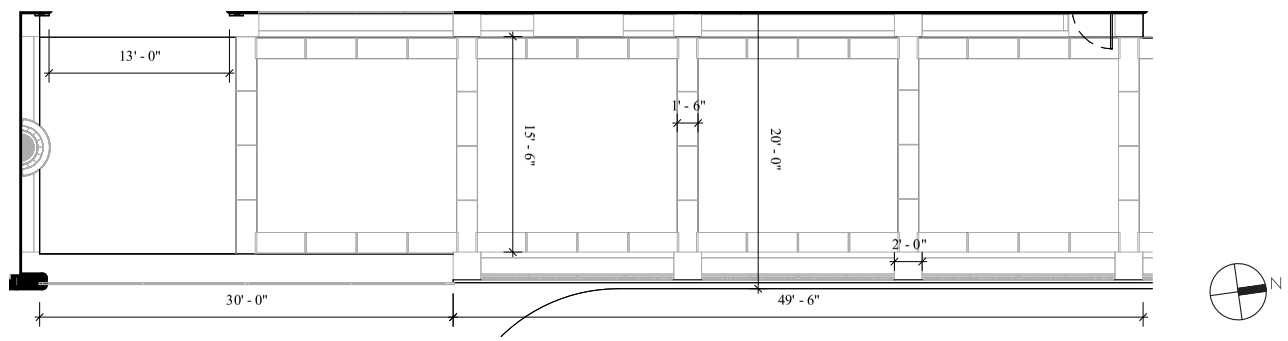


VERTICAL PLANTING

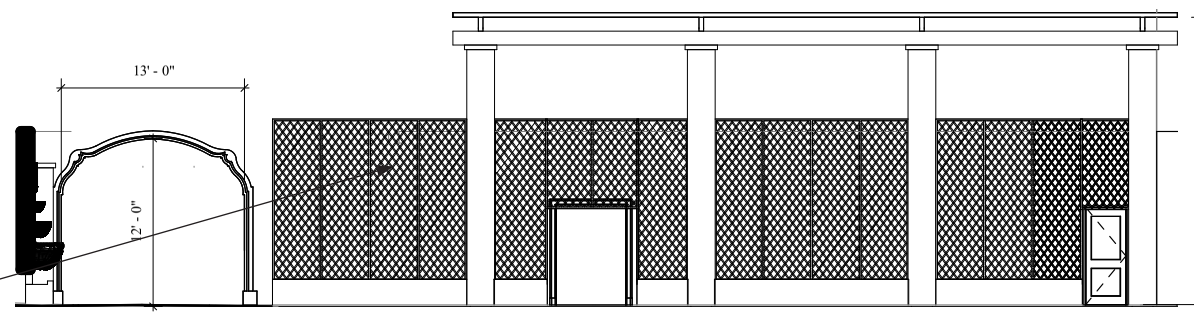




1. PERGOLA AXONOMETRIC



2. PERGOLA PLAN



3. PERGOLA ELEVATION

Height of Pergola has been increased to accommodate Town of Palm Beach Service vehicles for Trash/ Recycling Collection

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ENTRY FROM SUNRISE (DRIVING SOUTH)

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D-16

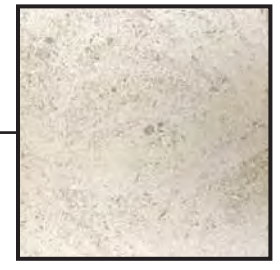




DARK GREEN TILED ROOF

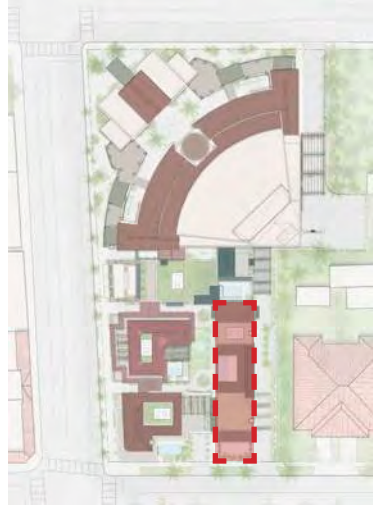


OFF-WHITE STUCCO



STONE

KEY PLAN



SCALE: 1/8 = 1’

0’ 4’ 8’

IN PROGRESS

MATERIALS - HOUSE 1

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FINAL
DROP OFF

D-17



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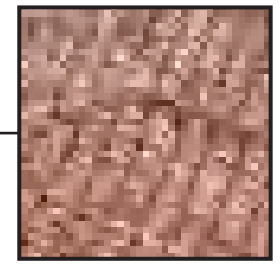
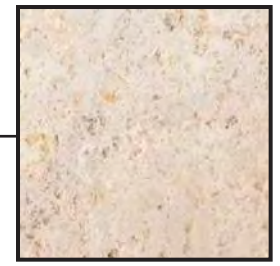


DARK RED TILED ROOF



CORAL STONE



CREAM STUCCO



GREEN METAL AT STOREFRONT

KEY PLAN



SCALE: 1/8 = 1’

0’ 4’ 8’

IN PROGRESS

MATERIALS - HOUSE 2

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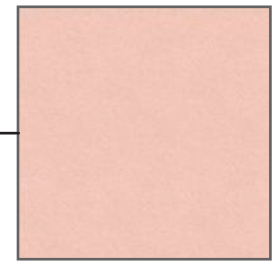
D-18

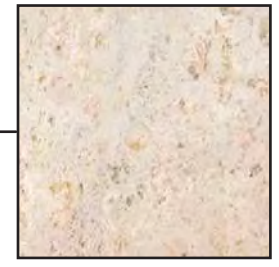




RED TILED ROOF

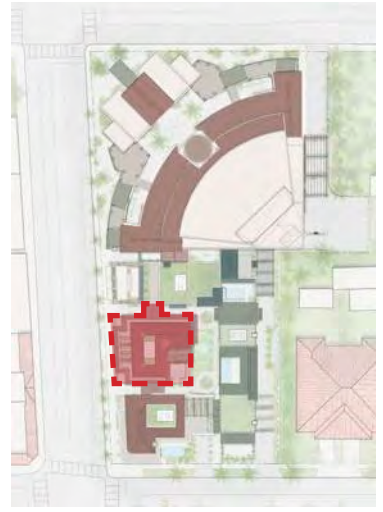


PEACH STUCCO



CORAL STONE

KEY PLAN



SCALE: 1/8 = 1’

0’ 4’ 8’

IN PROGRESS

MATERIALS - HOUSE 3

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D-19



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BLUE/GREEN TILED ROOF



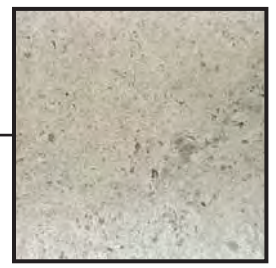
PALE YELLOW STUCCO



WOOD SCREENS



GREEN METAL AT STOREFRONT



STONE

KEY PLAN



SCALE: 1/8 = 1’

0’ 4’ 8’

IN PROGRESS

MATERIALS - HOUSE 4

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D-20

PROPOSED



AERIAL VIEW

E-1.1

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EXISTING

VIEW FROM NORTH WEST CORNER

KEY PLAN



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E-2.1



PROPOSED

KEY PLAN



VIEW FROM NORTH WEST CORNER

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E-2.2



EXISTING

VIEW FROM SOUTH WEST CORNER

KEY PLAN



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E-3.1



PROPOSED

KEY PLAN



VIEW FROM SOUTH WEST CORNER

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FINAL
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E-3.2

EXISTING

NORTHERN VIEW FROM NORTH COUNTY ROAD





KEY PLAN

E-4.1

12/07/23
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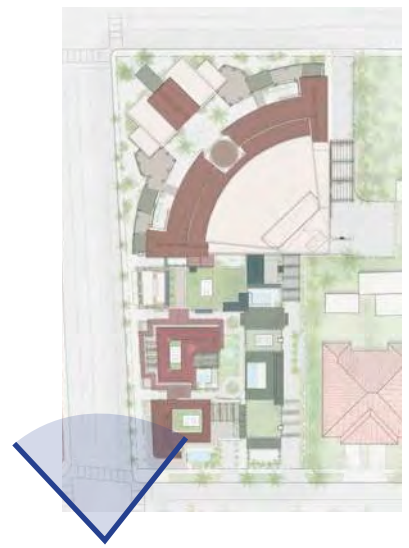
PROPOSED

KEY PLAN



NORTHERN VIEW FROM NORTH COUNTY ROAD

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E-4.2



EXISTING

VIEW FROM SUNSET AVENUE

KEY PLAN



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E-5.1

TC Development Review Meeting Backup 1-10-2024



PREVIOUS TOWN COUNCIL ISSUANCE (09/07/23)

VIEW FROM SUNSET AVENUE

KEY PLAN



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E-5.2

TC Development Review Meeting Backup 1-10-2024



PROPOSED

KEY PLAN



VIEW FROM SUNSET AVENUE

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FINAL
DROP OFF

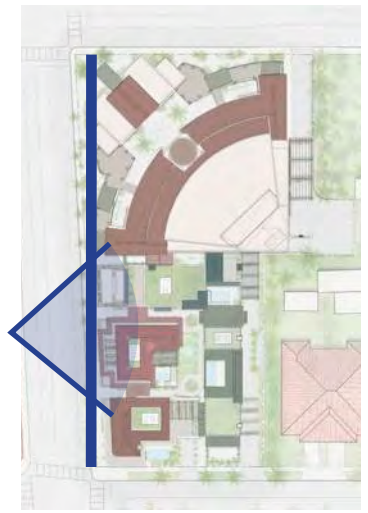
E-5.3



EXISTING

VIEW ALONG NORTH COUNTY ROAD

KEY PLAN



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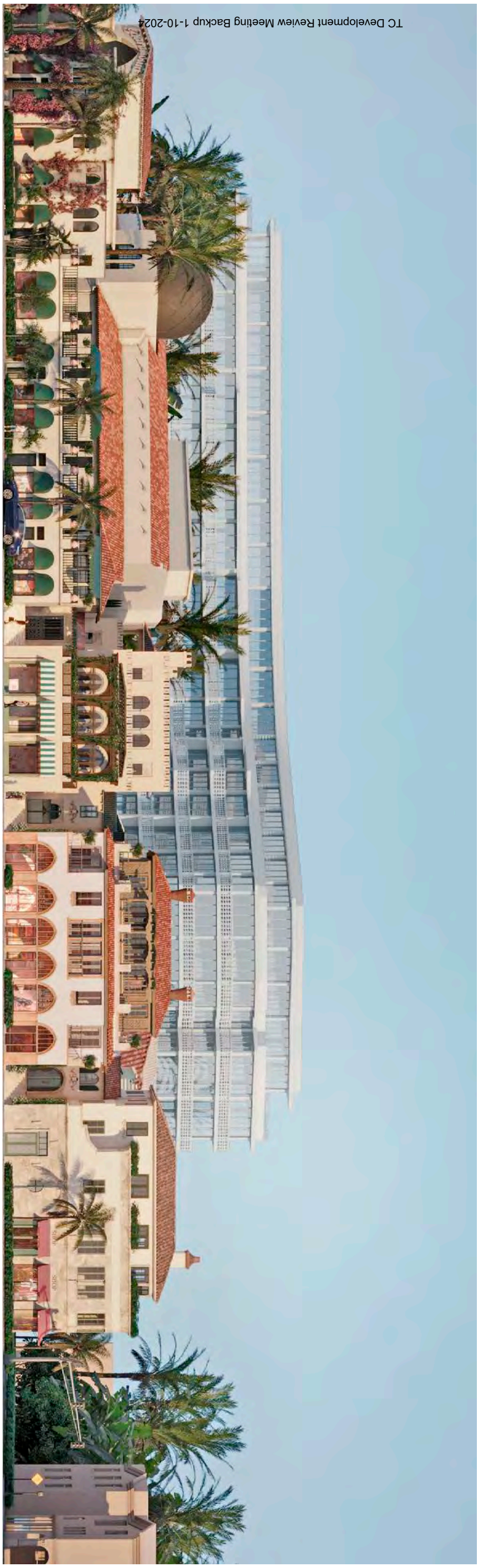
FINAL
DROP OFF

E-6.1

PROPOSED



VIEW ALONG NORTH COUNTY ROAD



KEY PLAN

E-6.2

12/07/23
FINAL
DROP OFF

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HOUSE 4

HOUSE 3

RESIDENTIAL ENTRY BETWEEN HOUSE 3 & 4

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12/07/23
FINAL
DROP OFF

E-7



12/07/23
FINAL
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VIEW OF HOUSES COURTYARD

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RECEIVED
By yfigueroa at 8:07 am, Dec 08, 2023



PROPOSED ELEVATION WITH LANDSCAPE

NOTE: Third story of House 1 has been removed

KEY PLAN



SCALE: 1/16 = 1’

0’ 8’ 16’

HOUSES: PROPOSED EAST ELEVATION

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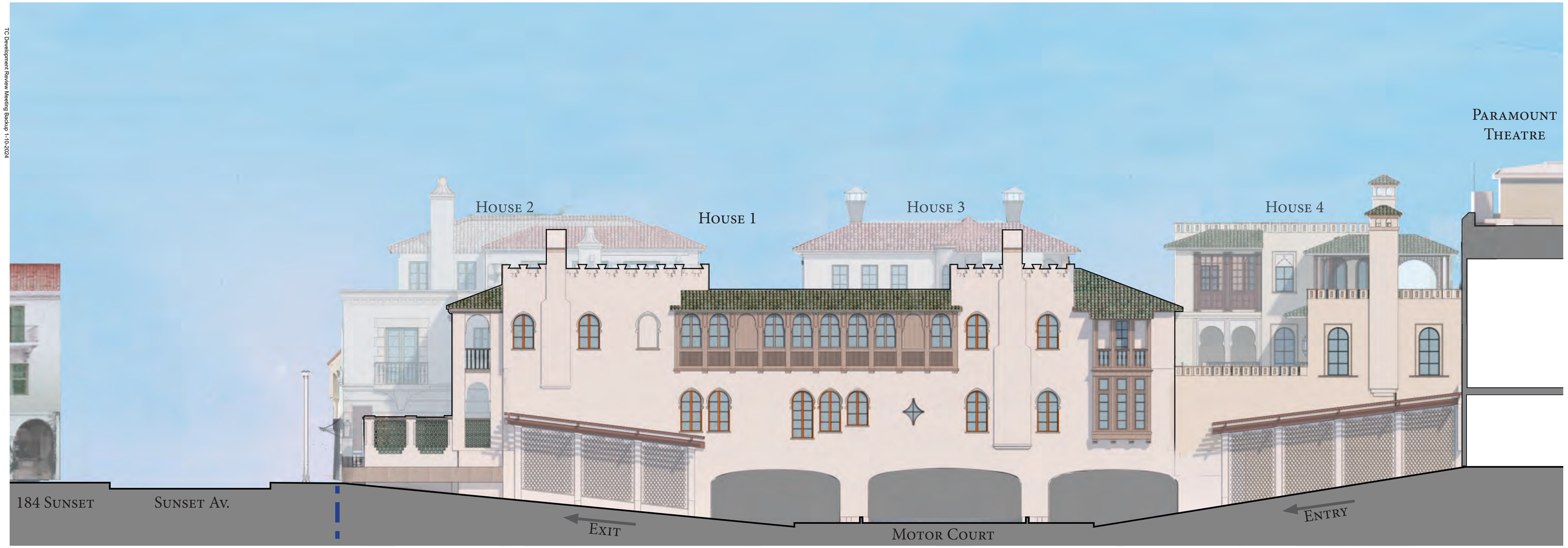
EX-1

TC Development Review Meeting Backup 1-10-2024



PROPOSED ELEVATION WITHOUT LANDSCAPE

NOTE: Third story of House 1 has been removed

KEY PLAN



SCALE: 1/16 = 1’

0’ 8’ 16’

HOUSES: PROPOSED EAST ELEVATION

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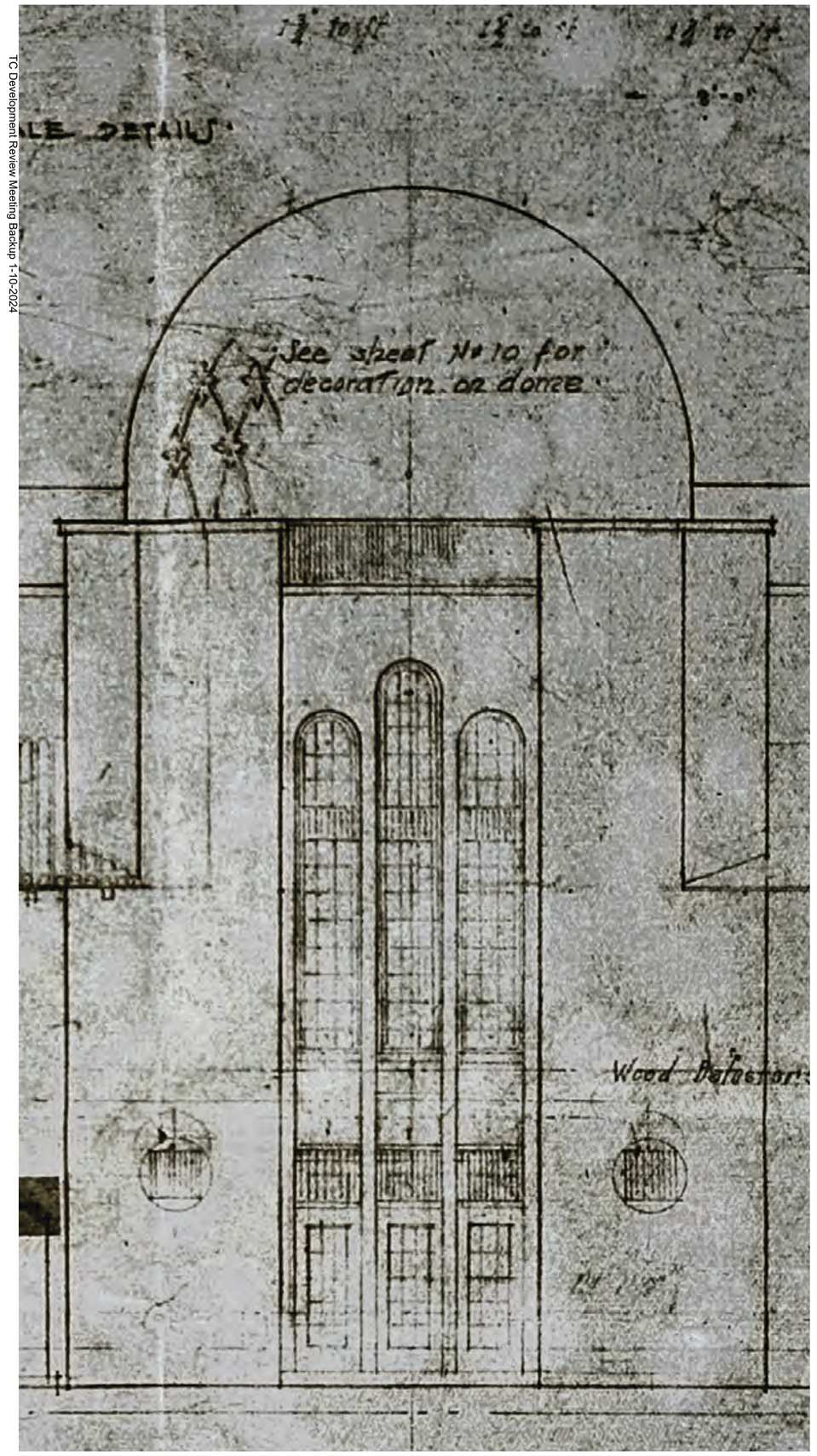
EX-2

TC Development Review Meeting Backup 1-10-2024

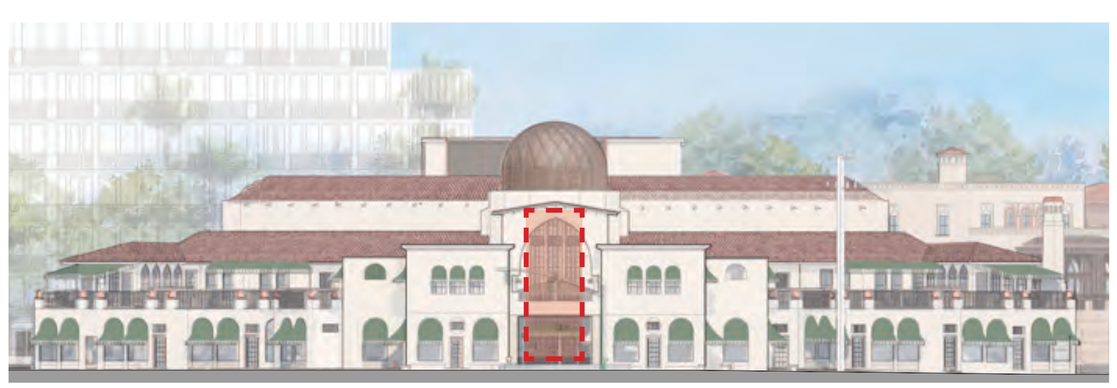


JOSEPH URBAN ELEVATION (1926)

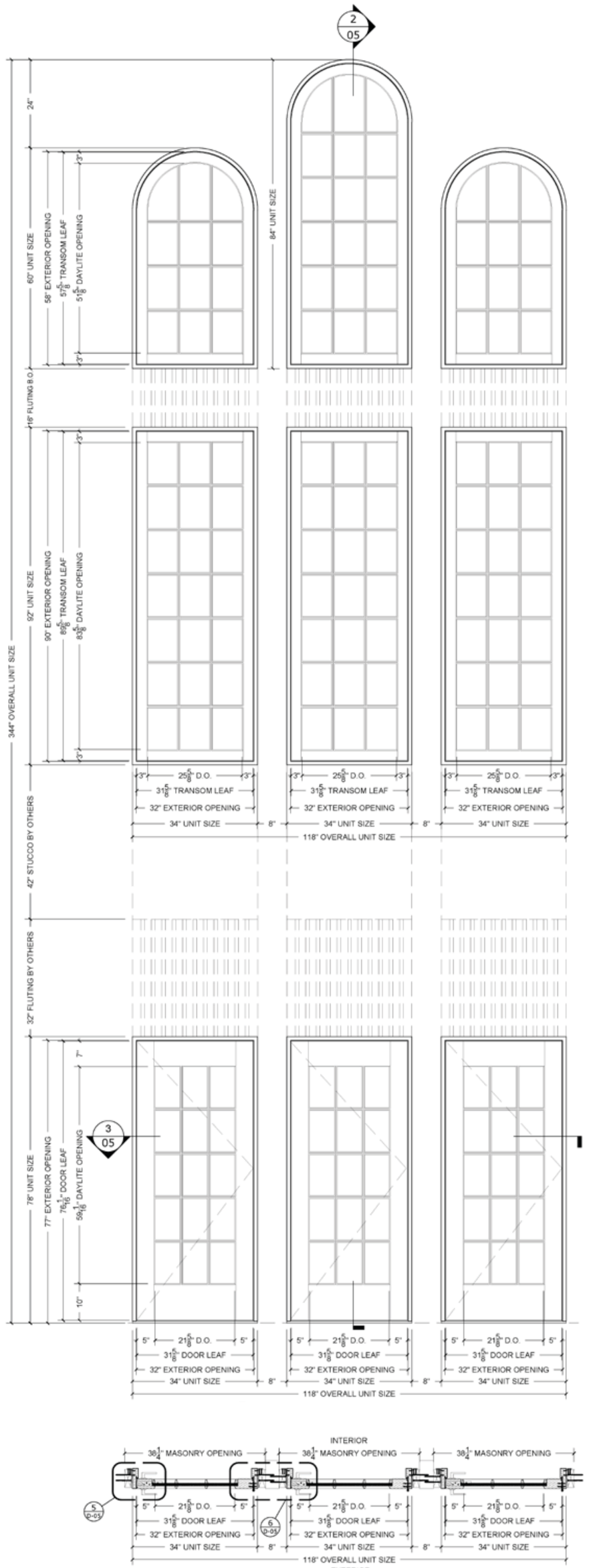


MAIN ENTRANCE WINDOWS (1939)

KEY ELEVATION



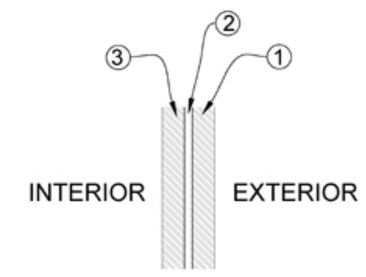
**Exact dimensions of masonry openings to be verified in filed*



TRIPLE ARCHED OPENING

DRAWINGS PREPARED BY OLIVERI MILLWORKS

1 1/4" Clear Heat Strength Glass
2 .090 Sentryglas Interlayer
3 1/4" Clear Heat Strength Glass



GB 05 GLASS BUILD
SCALE: 1' = 1'-0"

SCALE: 3/4" = 1'
0' 2/3' 1 1/3'

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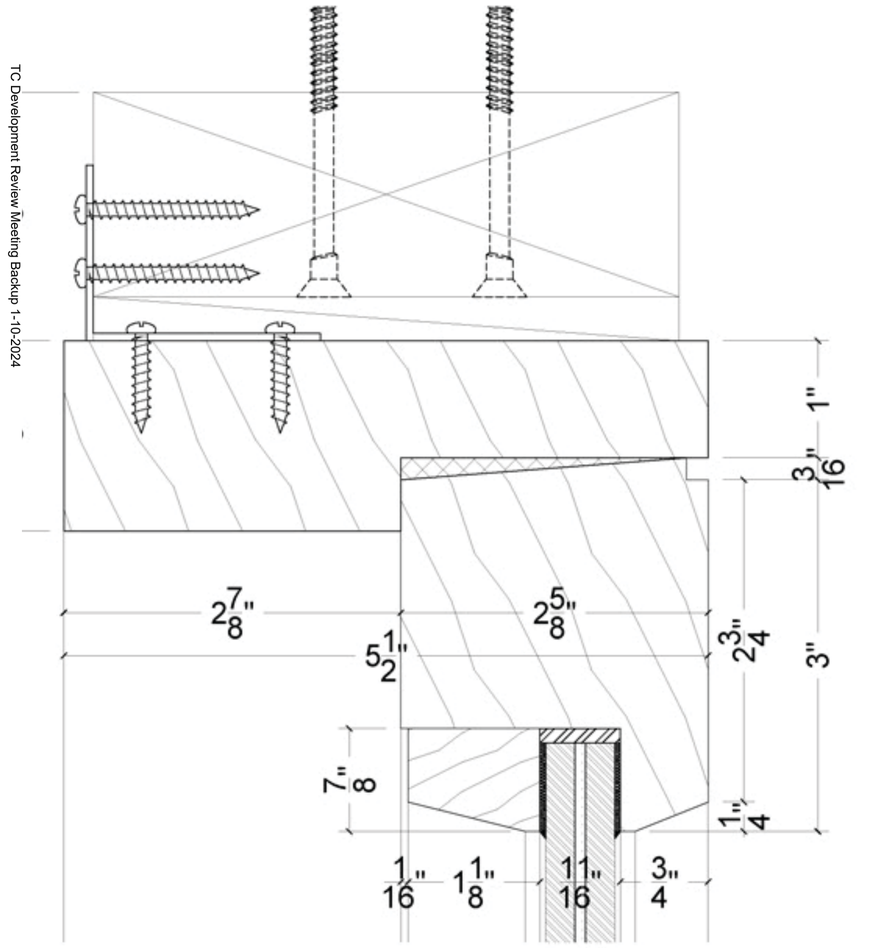
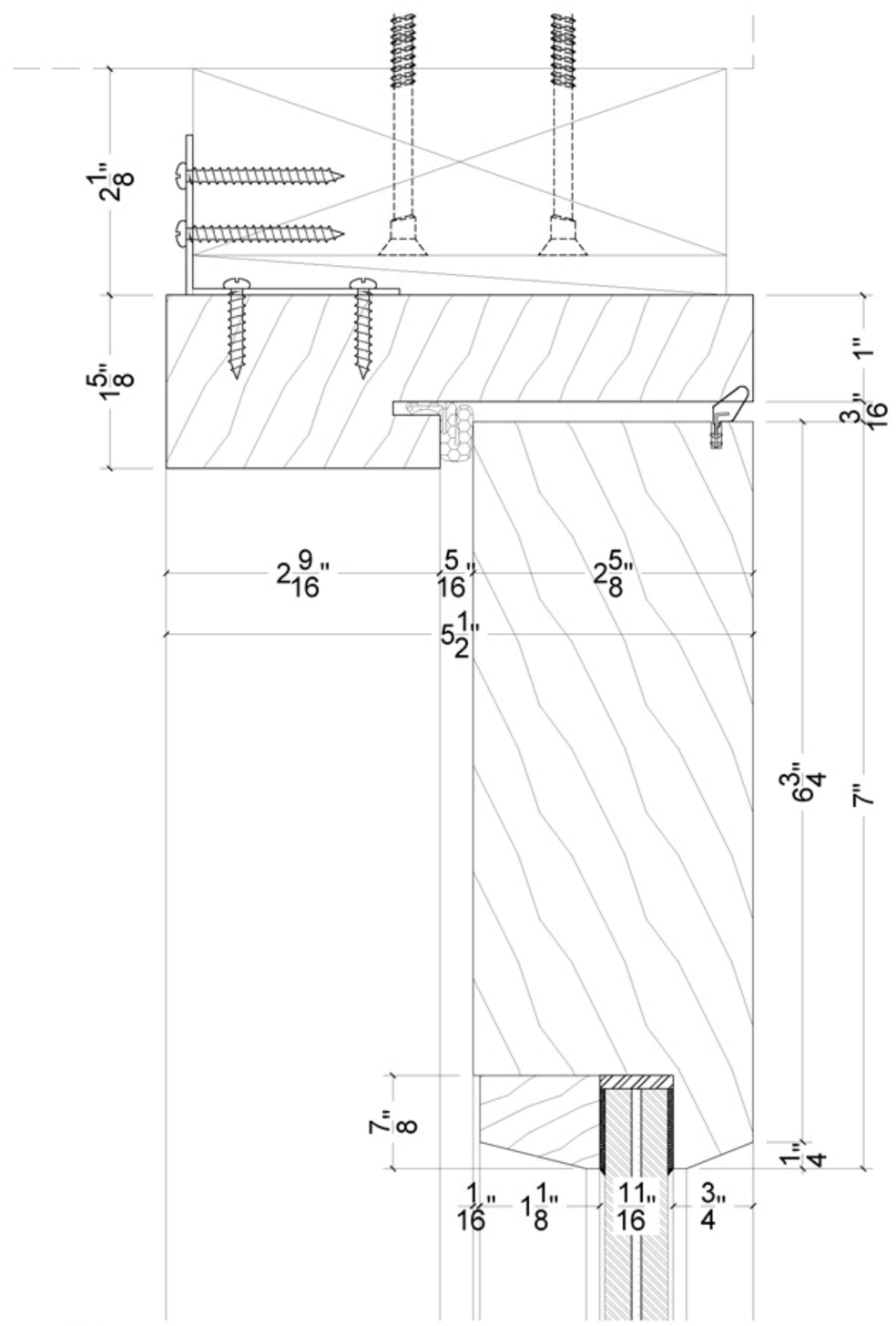
EX-3.1

NOTE: EXACT DIMENSIONS OF MASONRY OPENINGS WILL BE VERIFIED IN FIELD



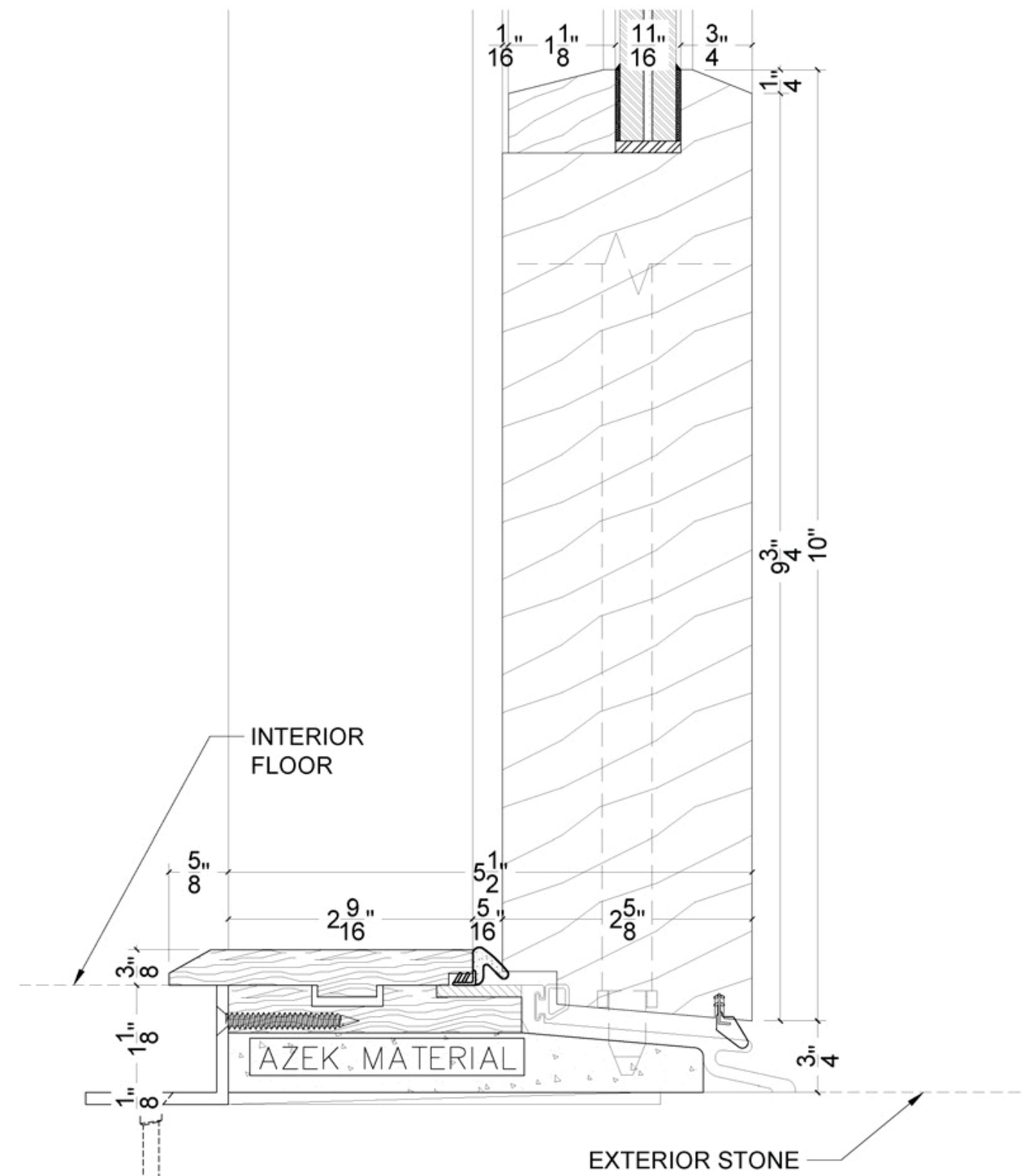
HEAD SECTION DETAILS - TRIPLE DOORS/TRANSOMS

SCALE: 1' = 1'-0"



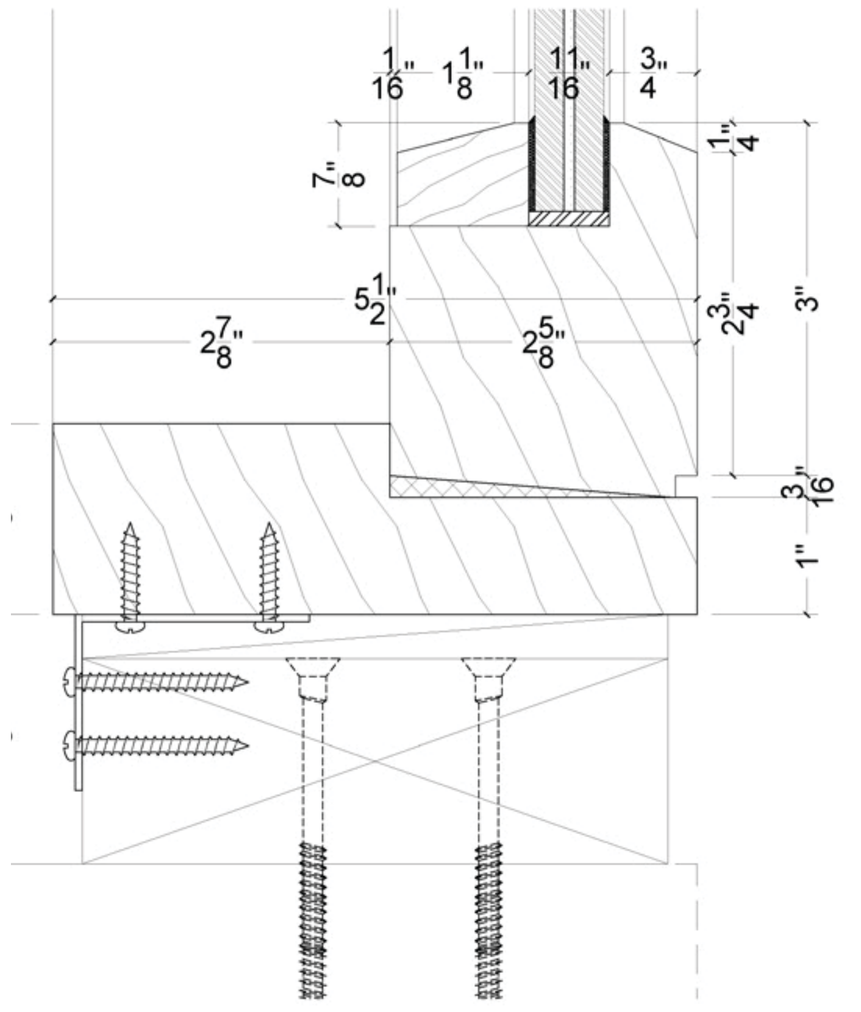
3 D-05 DOOR HEADER DETAILS - TRIPLE DOORS/TRANSOMS

SCALE: 1' = 1'-0"



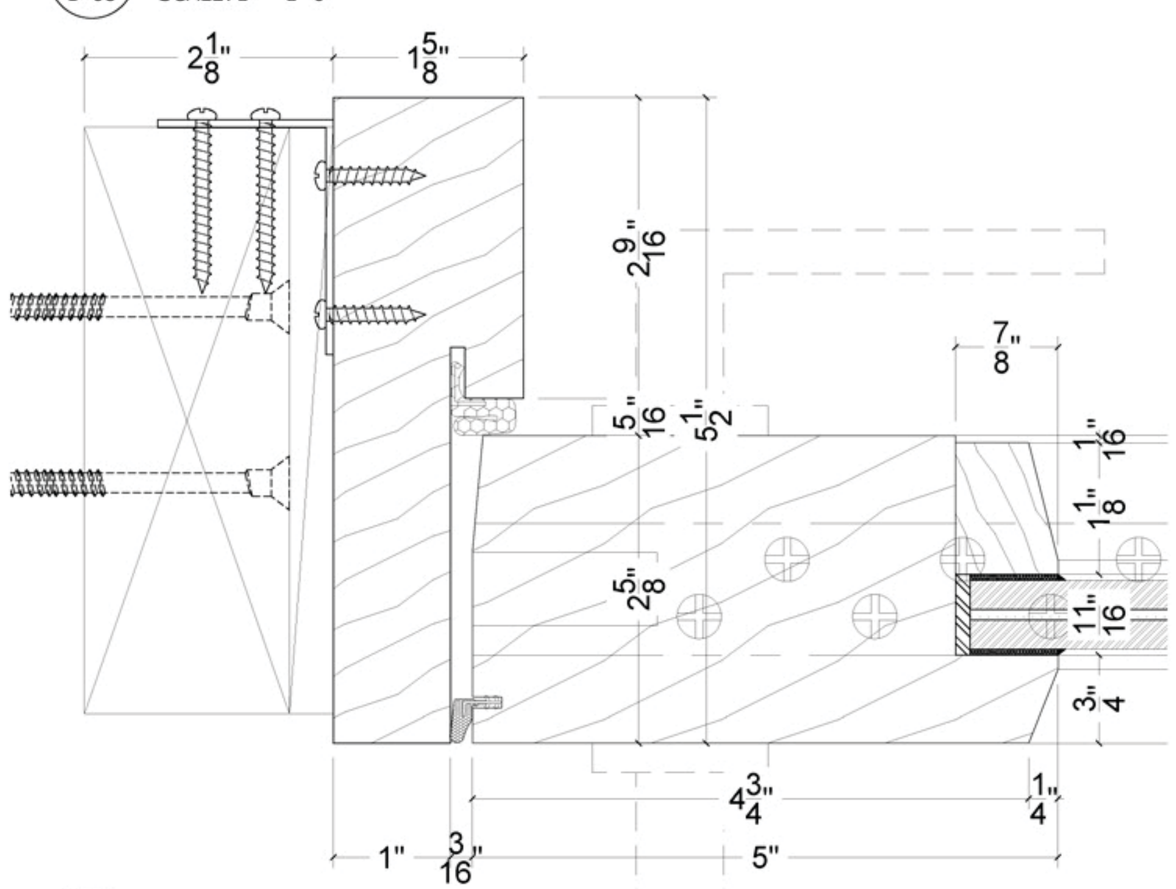
4 D-05 DOOR SILL DETAILS - TRIPLE DOORS/TRANSOMS

SCALE: 1' = 1'-0"



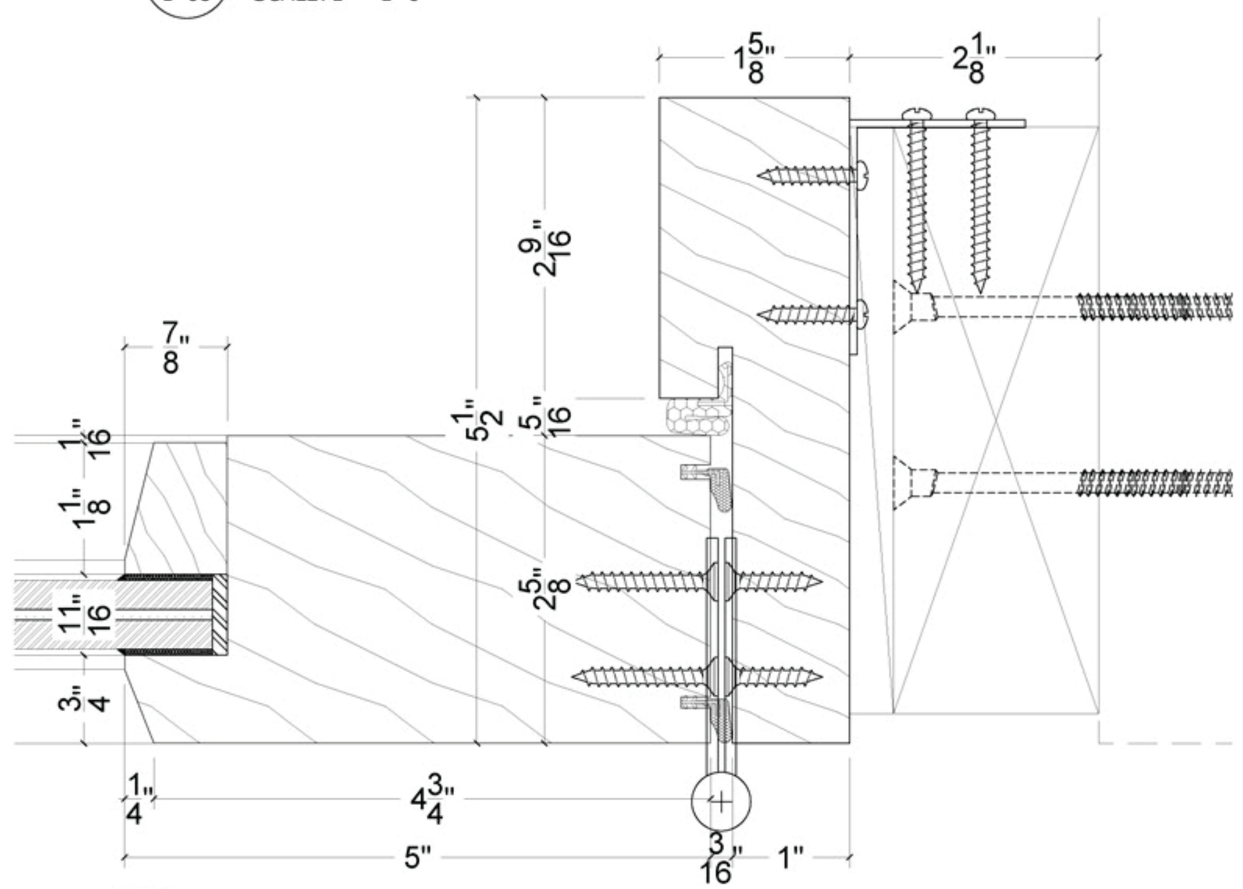
TRANSOM SILL DETAILS - TRIPLE DOORS/TRANSOMS

SCALE: 1' = 1'-0"



5 D-05 HANDLE SIDE JAMB LEG DETAILS - TRIPLE DOORS/TRANSOMS

SCALE: 1' = 1'-0"



6 D-05 HINGE SIDE JAMB LEG DETAILS - TRIPLE DOORS/TRANSC

SCALE: 1' = 1'-0"

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EX-3.2

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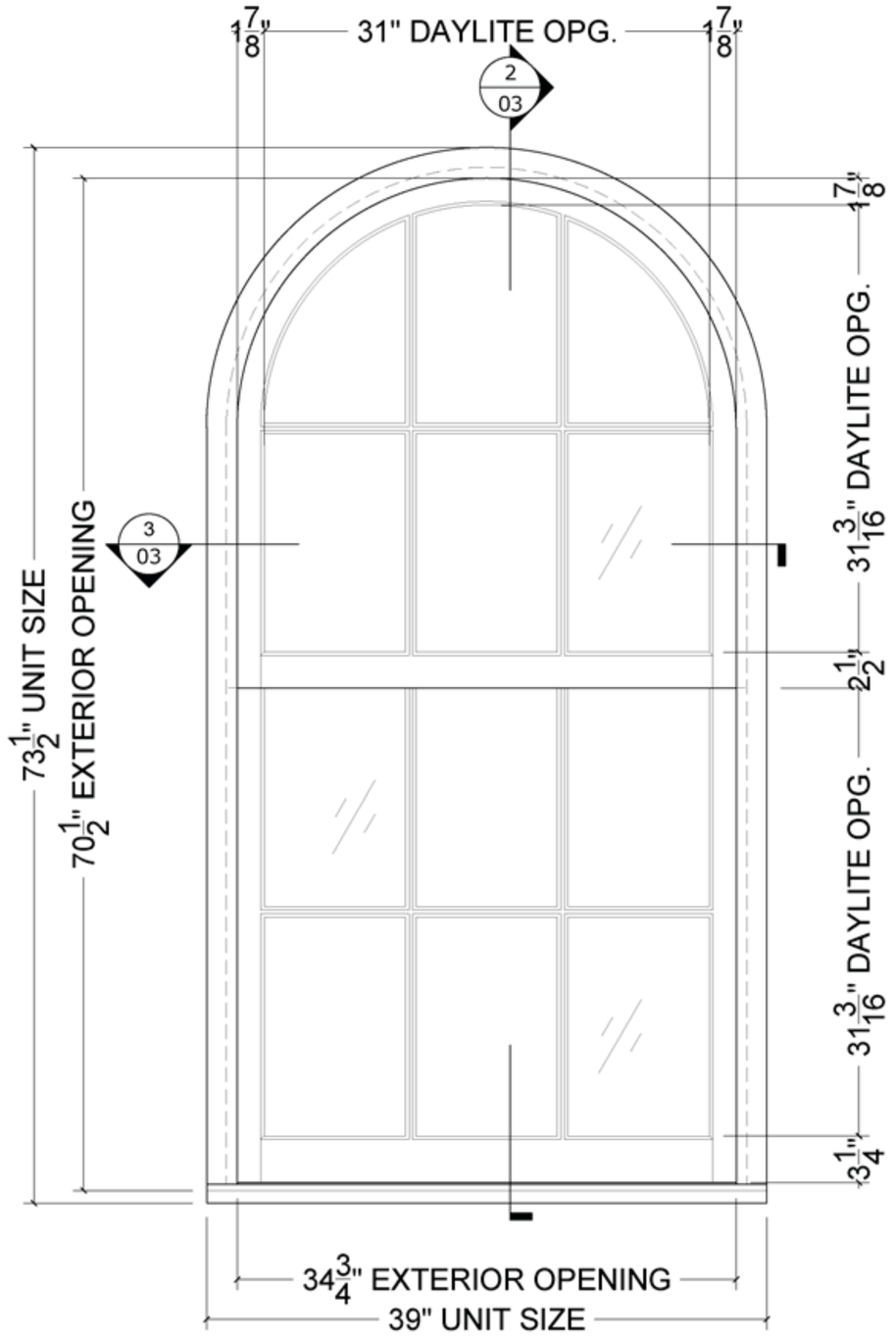
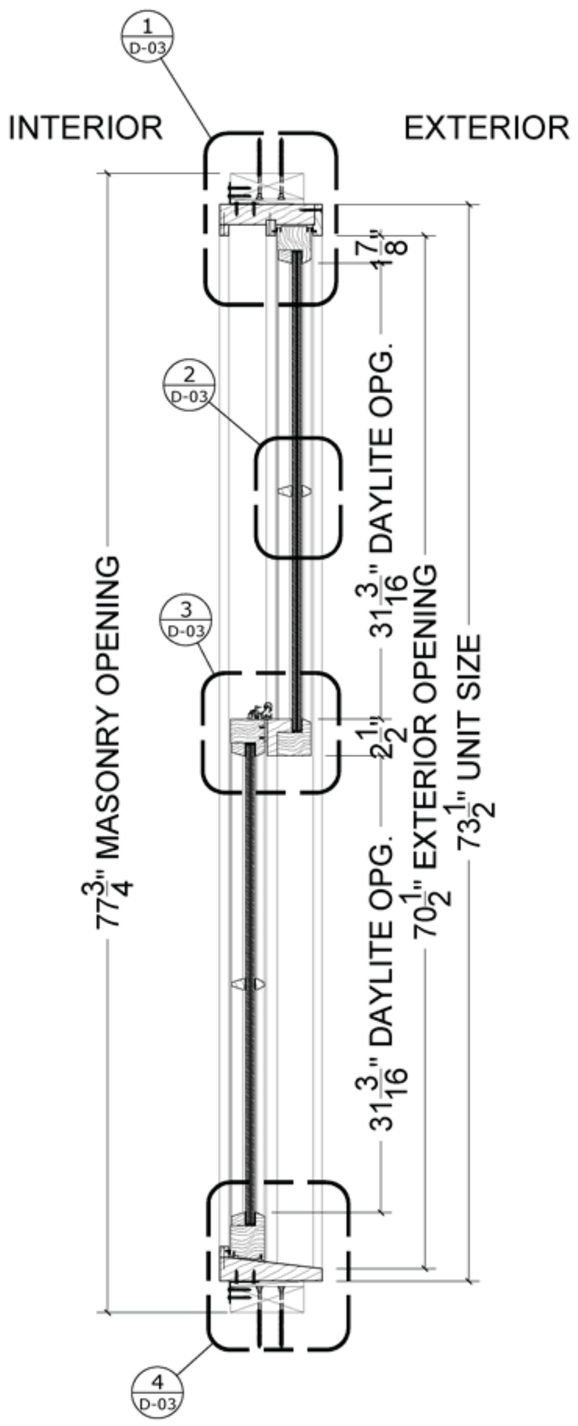
ARCHED WINDOWS (1929)



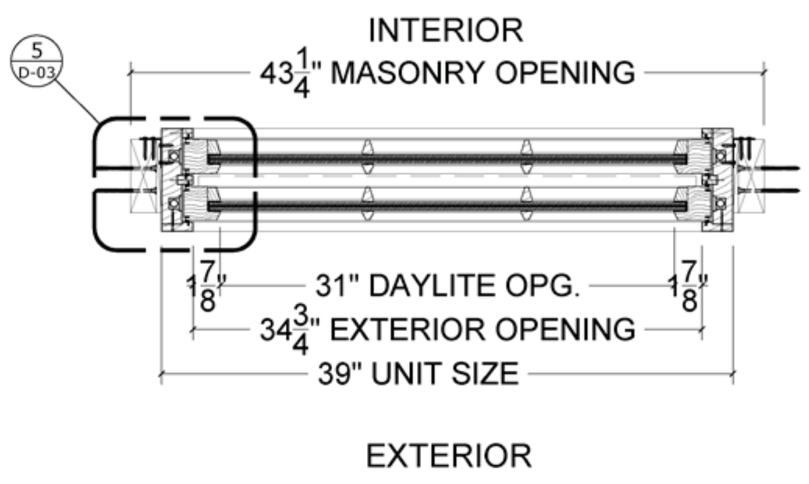
ARCHED WINDOWS TODAY



ELEVATION

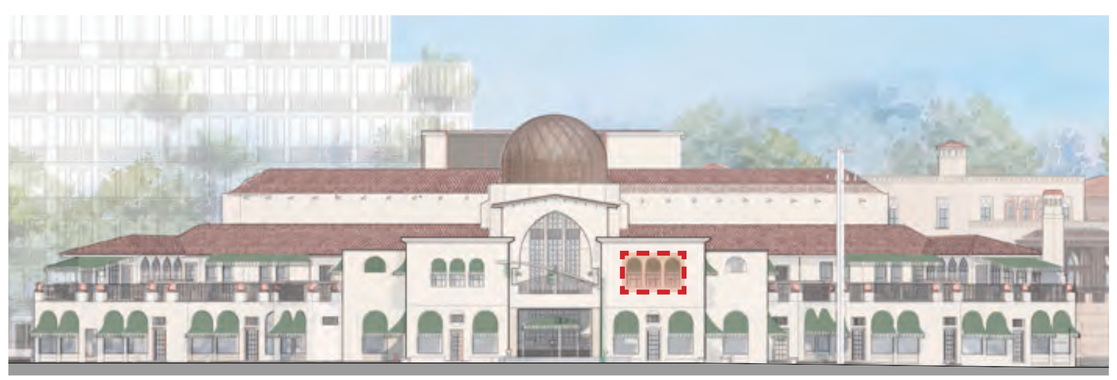


SECTION



PLAN

KEY ELEVATION



**Exact dimensions of masonry openings to be verified in filed*

SCALE: 3/4" = 1'

0' 2/3' 1 1/3'

TYPICAL ARCHED WINDOW

DRAWINGS PREPARED BY OLIVERI MILLWORKS

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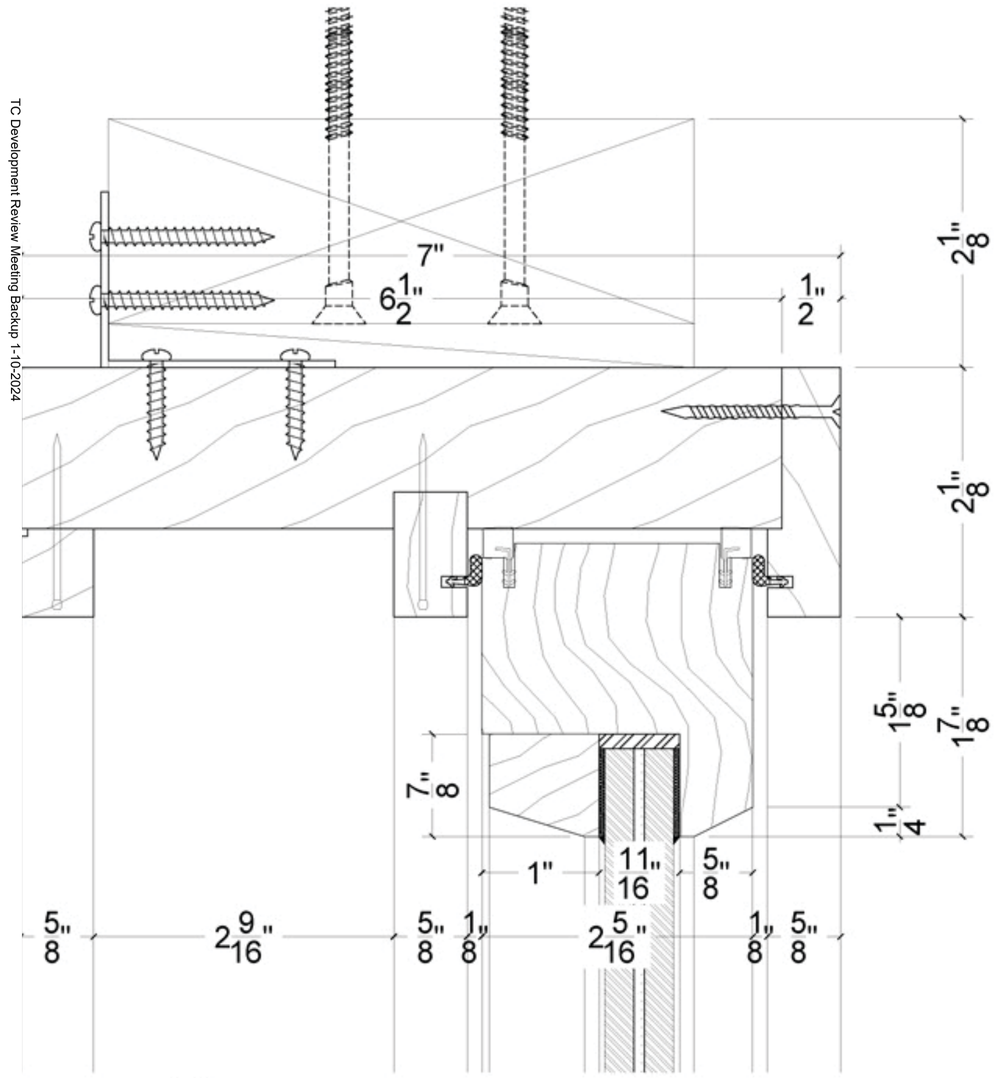
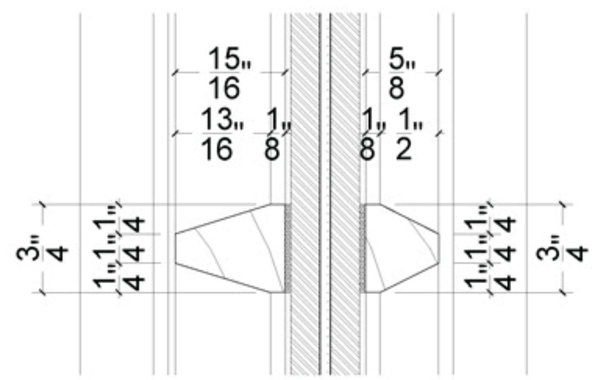
EX-4.1

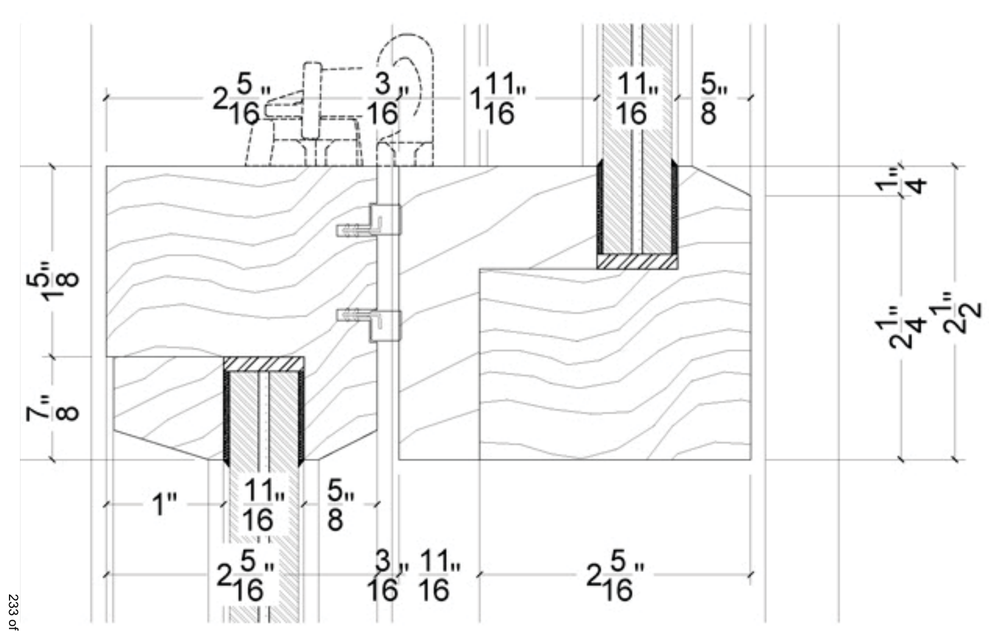
NOTE: EXACT DIMENSIONS OF MASONRY OPENINGS WILL BE VERIFIED IN FIELD



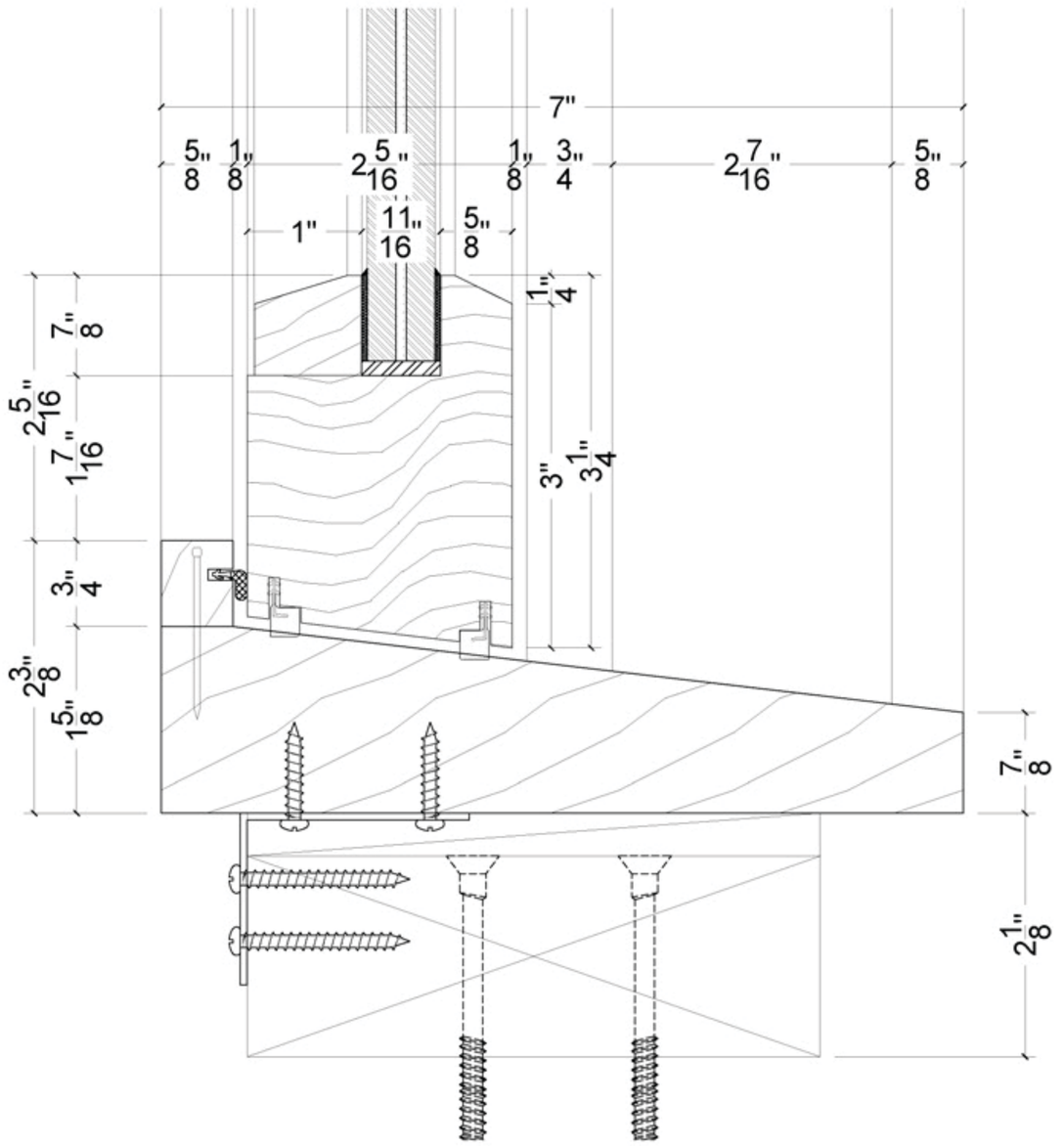
1 D-03 HEAD SECTION DETAILS - ARCHTOP DOUBLE HUNG
SCALE: 1' = 1'-0"



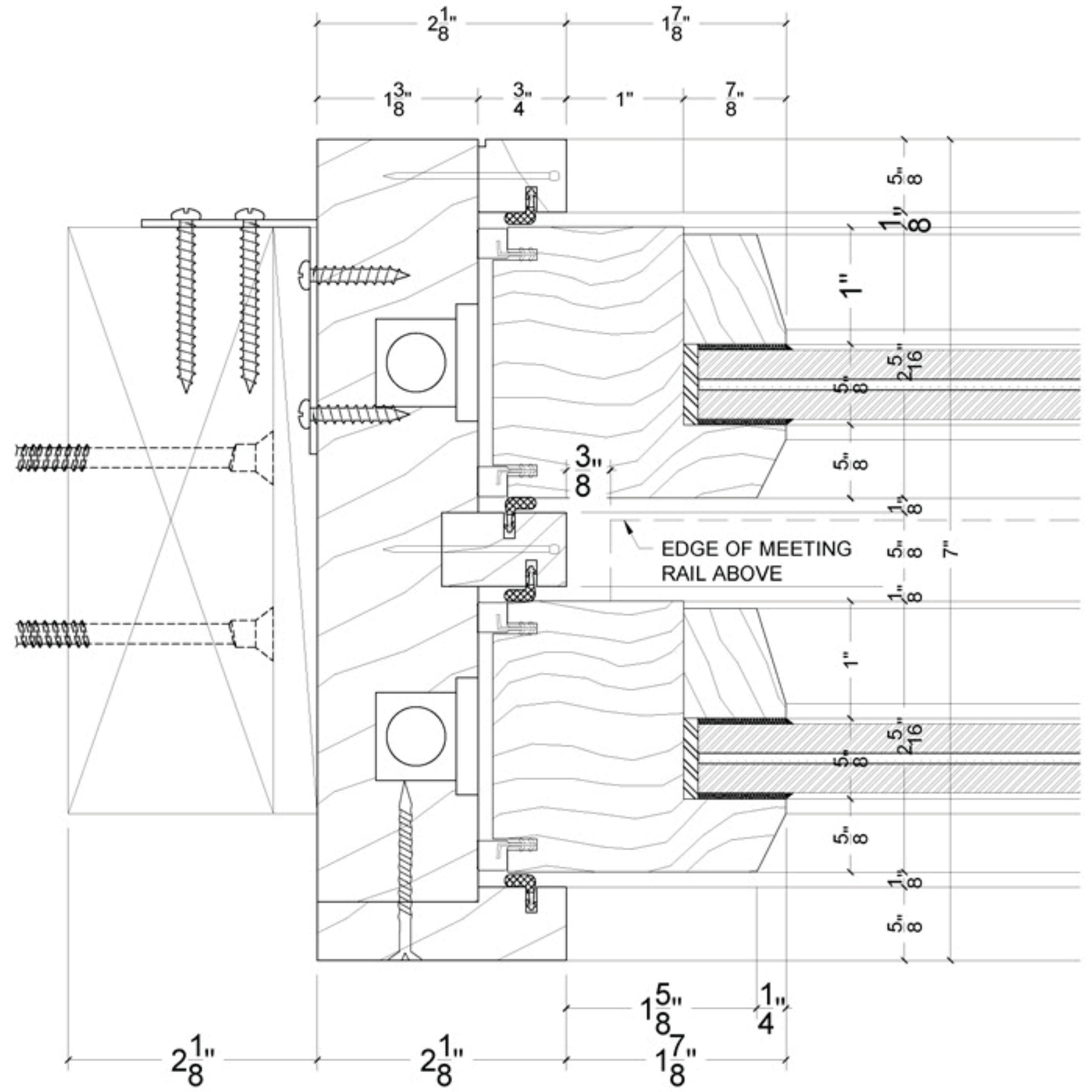
2 D-03 SHORTER STICKING DETAILS - ARCHTOP DOUBLE HUNG
SCALE: 1' = 1'-0"



3 D-03 LOCK RAIL DETAILS - ARCHTOP DOUBLE HUNG
SCALE: 1' = 1'-0"



4 D-03 BOTTOM RAIL DETAILS - ARCHTOP DOUBLE HUNG
SCALE: 1' = 1'-0"



5 D-03 JAMB LEG DETAILS - ARCHTOP DOUBLE HUNG
SCALE: 1' = 1'-0"

TYPICAL ARCHED WINDOW - DETAILS

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EX-4.2

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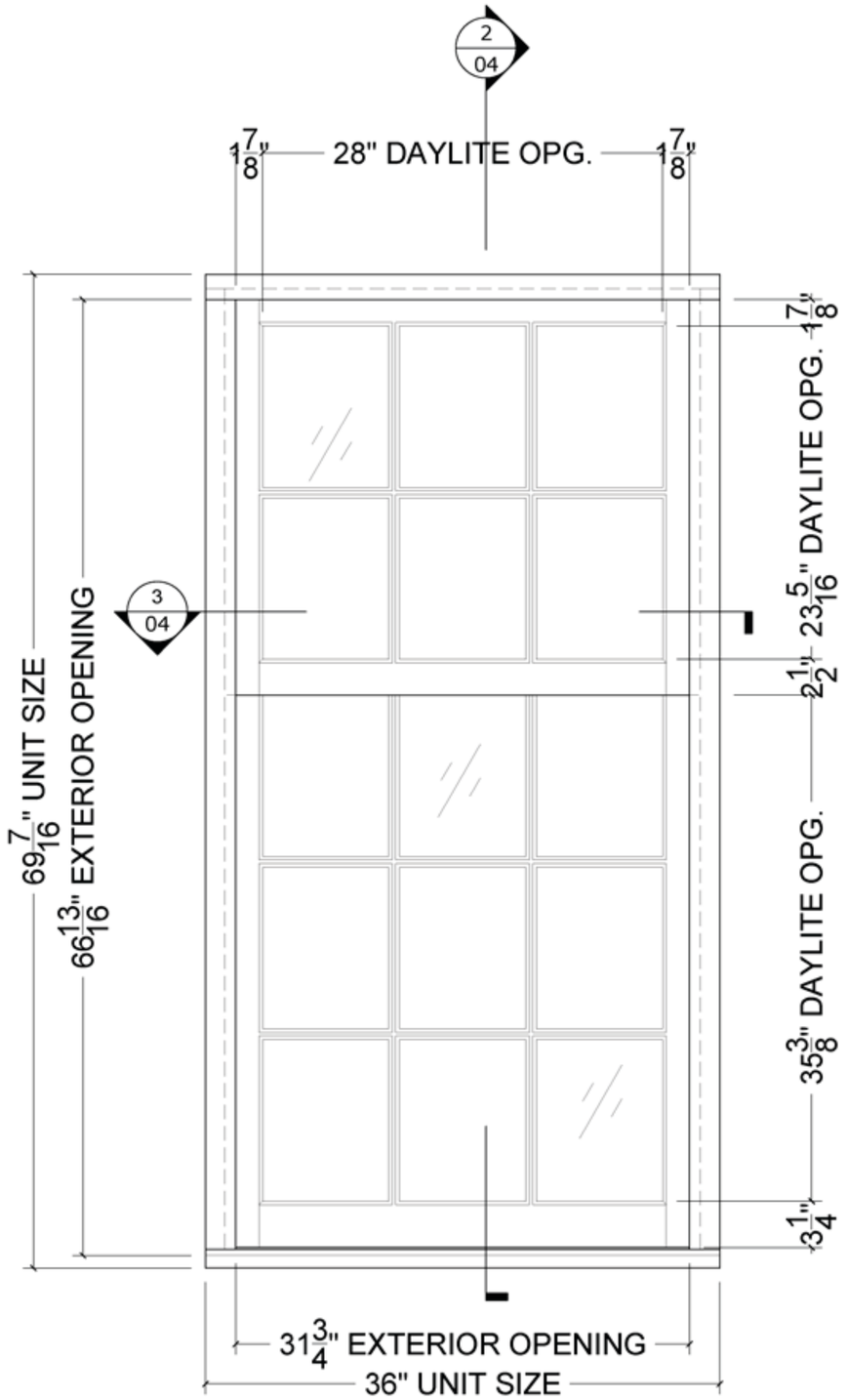
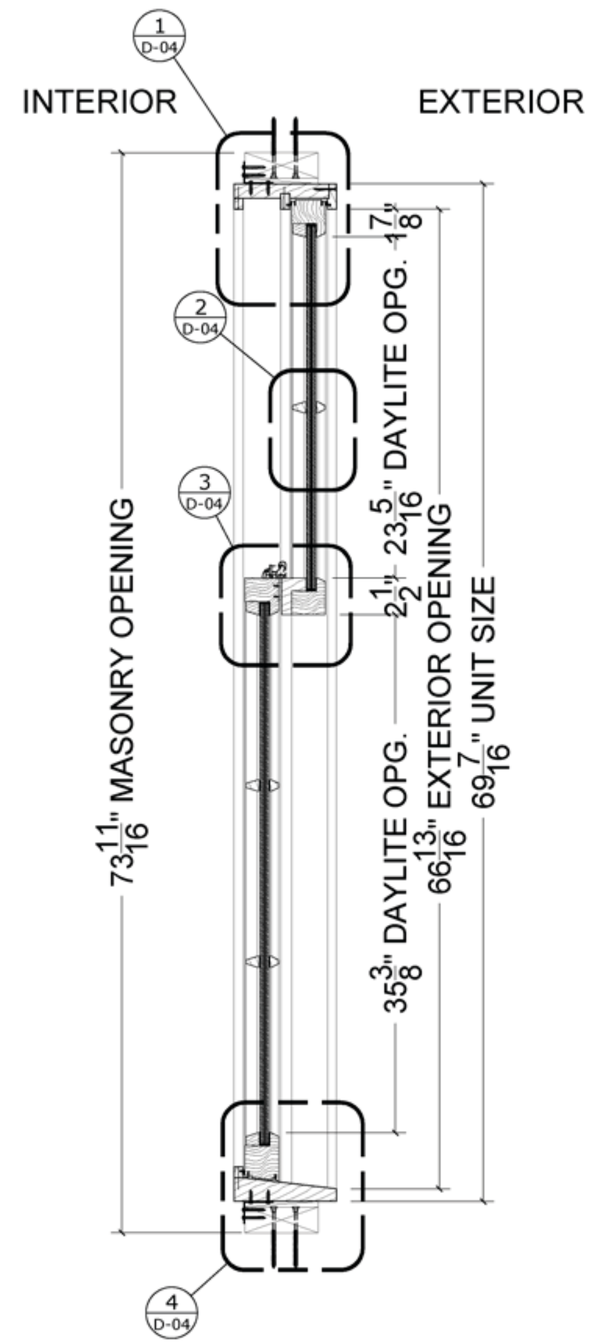
COURTYARD SECOND FLOOR WINDOWS (1928)



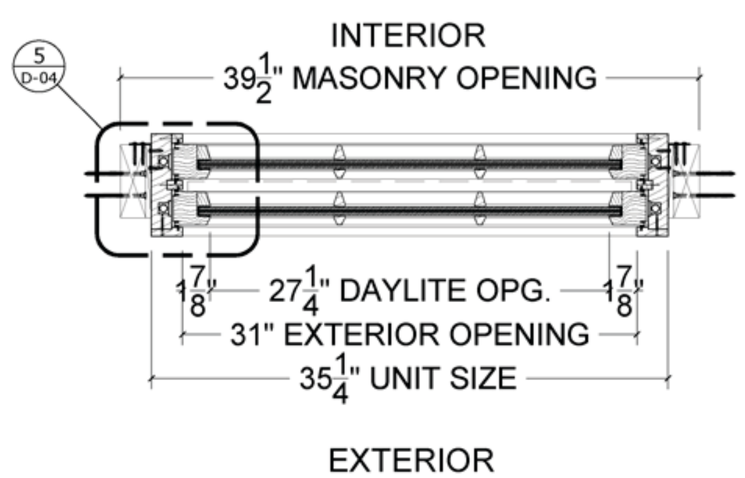
SECOND FLOOR WINDOWS (H.A.B.S. 1971)



ELEVATION



SECTION



PLAN

TYPICAL WINDOW

DRAWINGS PREPARED BY OLIVERI MILLWORKS

KEY ELEVATION



**Exact dimensions of masonry openings to be verified in filed*

SCALE: 3/4" = 1'

0' 2/3' 1 1/3'

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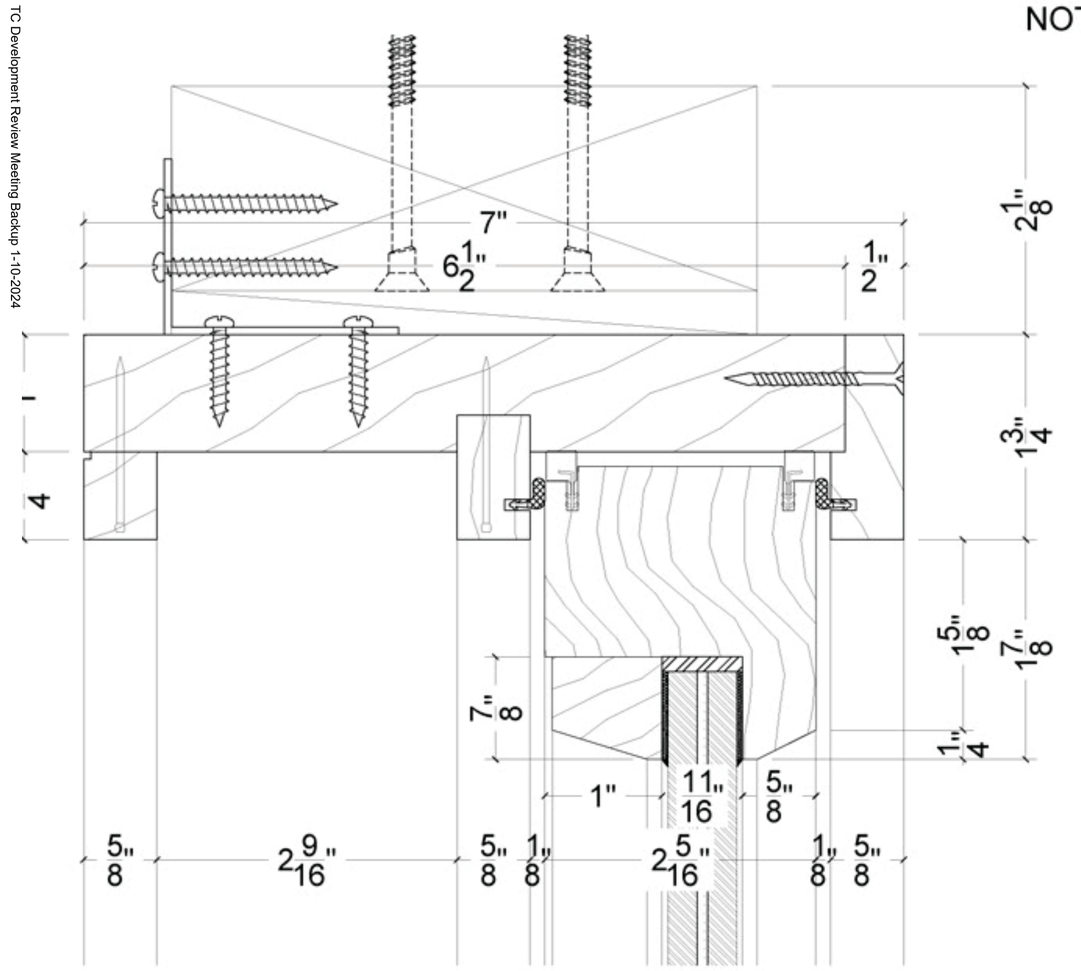
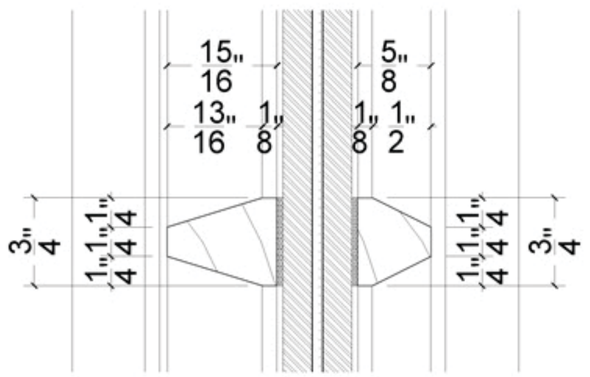
EX-5.1

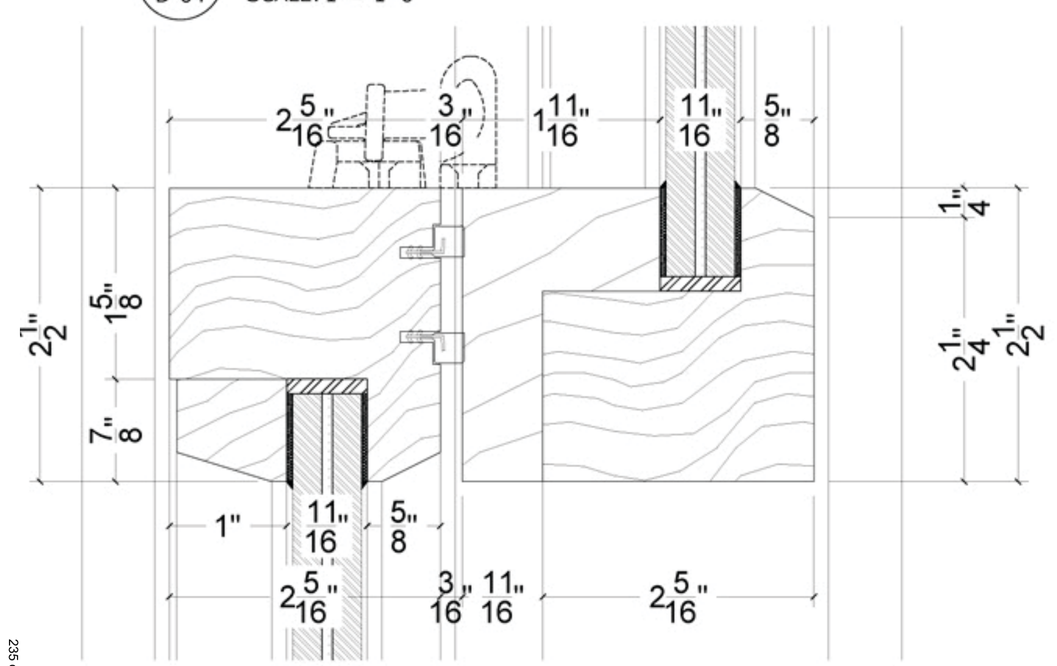
NOTE: EXACT DIMENSIONS OF MASONRY OPENINGS WILL BE VERIFIED IN FIELD



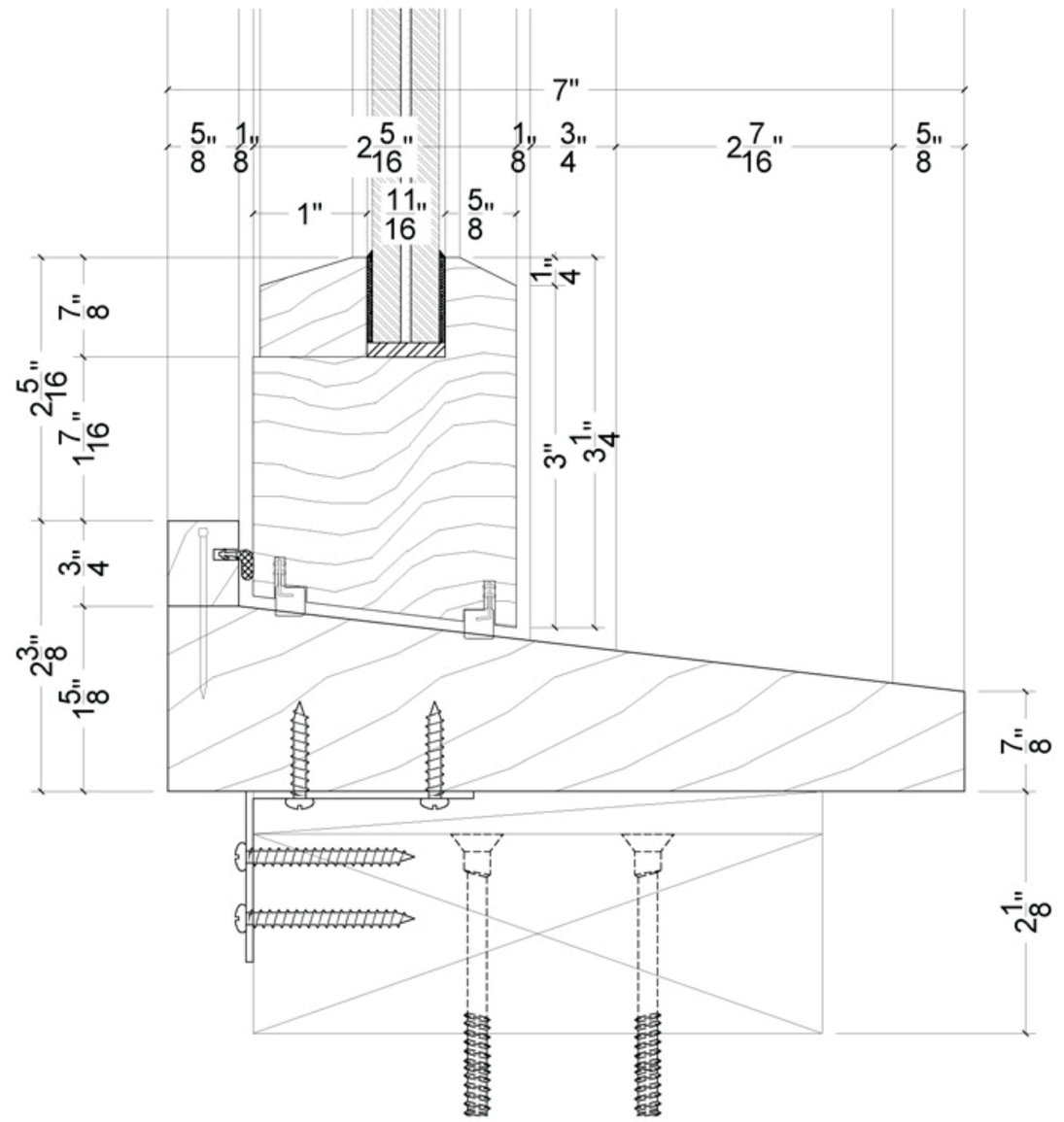
1 D-04 HEAD SECTION DETAILS - DOUBLE HUNG WINDOW
SCALE: 1' = 1'-0"



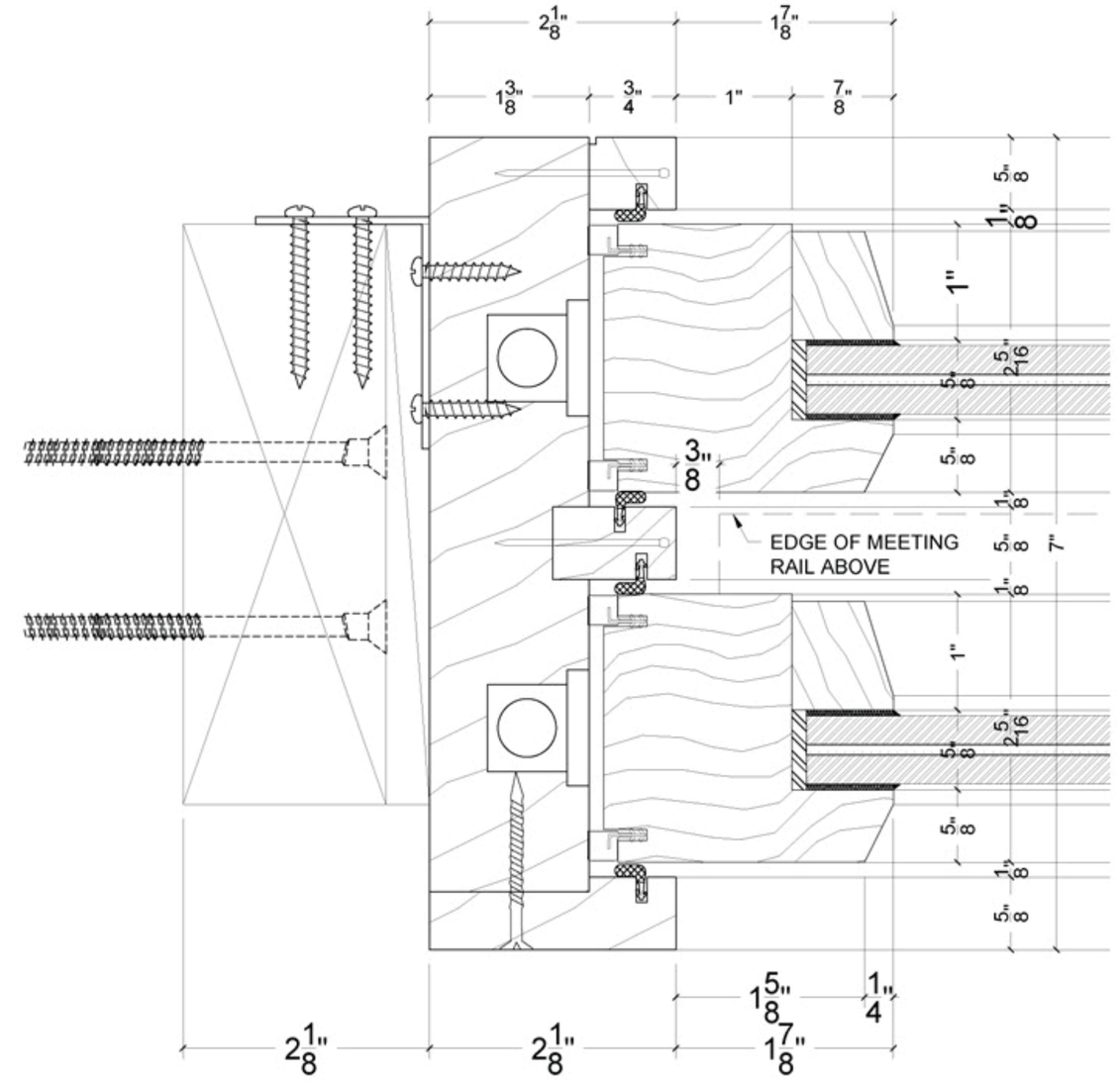
2 D-04 STICKING DETAILS - DOUBLE HUNG WINDOW
SCALE: 1' = 1'-0"



3 D-04 LOCK RAIL DETAILS - DOUBLE HUNG WINDOW
SCALE: 1' = 1'-0"



4 D-04 BOTTOM RAIL DETAILS - DOUBLE HUNG WINDOW
SCALE: 1' = 1'-0"



5 D-04 JAMB LEG DETAILS - DOUBLE HUNG WINDOW
SCALE: 1' = 1'-0"

TYPICAL WINDOW - DETAILS

DRAWINGS PREPARED BY OLIVERI MILLWORKS

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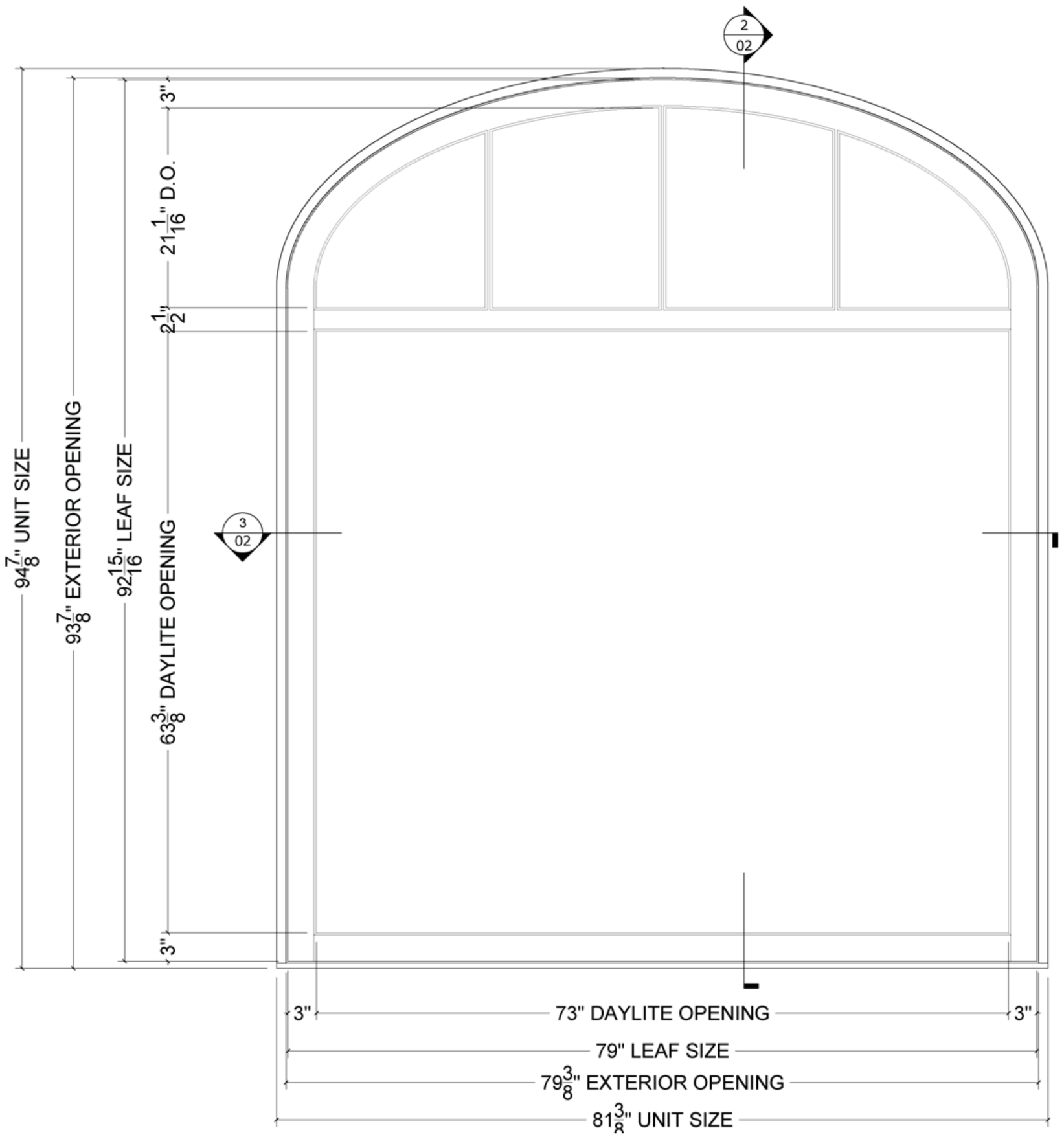
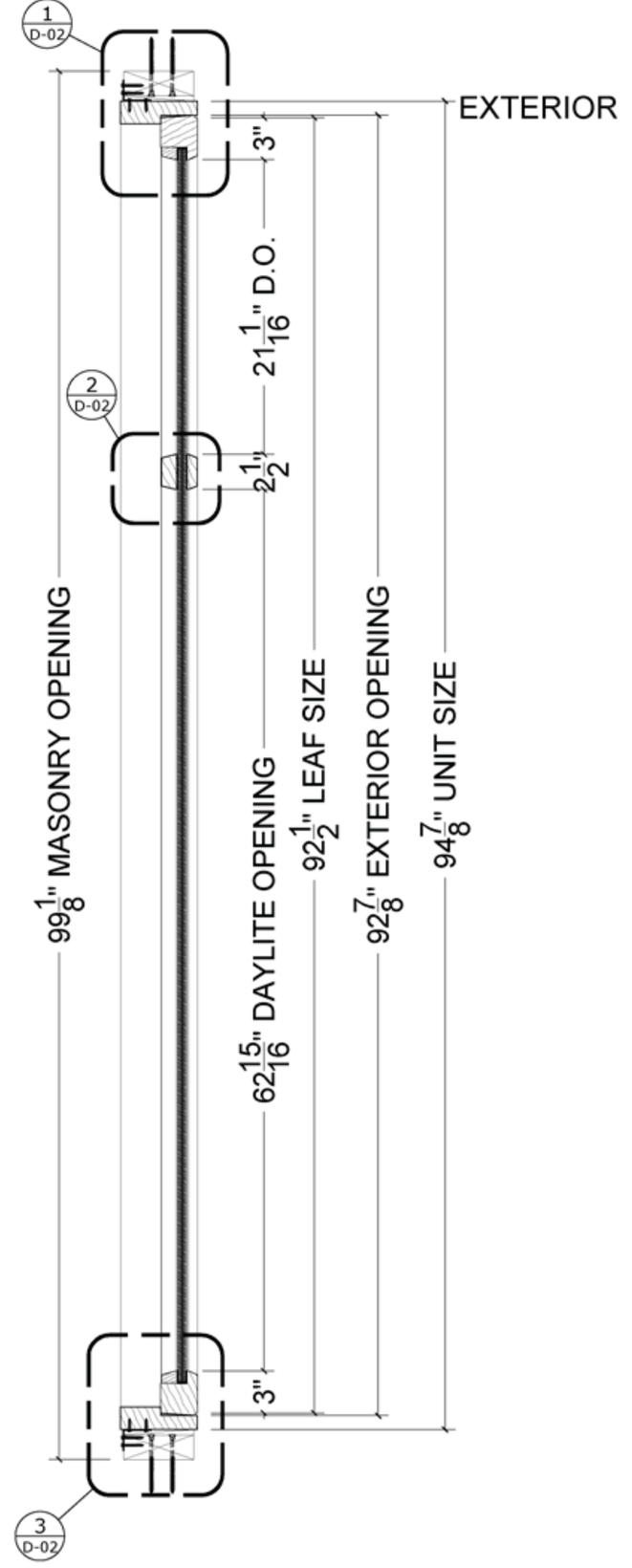
COURTYARD STOREFRONT WINDOW (1928)



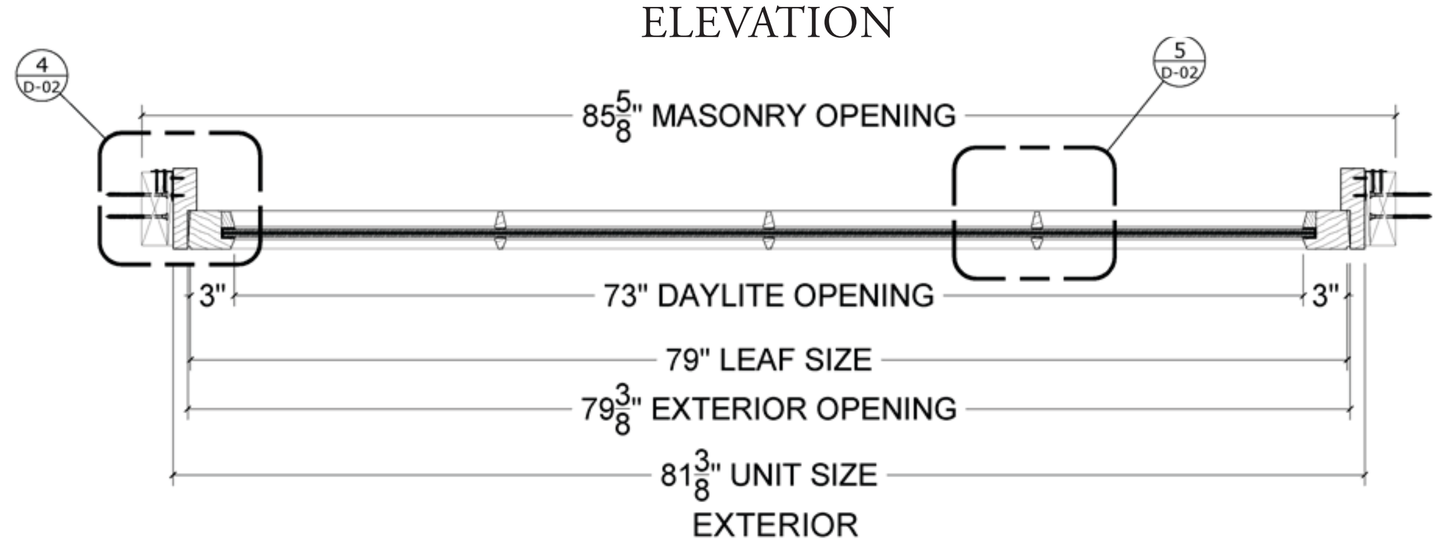
COURTYARD STOREFRONT WINDOW TODAY



ELEVATION



SECTION



PLAN **Exact dimensions of masonry openings to be verified in filed*

SCALE: 3/4" = 1'

0' 2/3' 1 1/3'

COURTYARD STOREFRONT WINDOW

DRAWINGS PREPARED BY OLIVERI MILLWORKS

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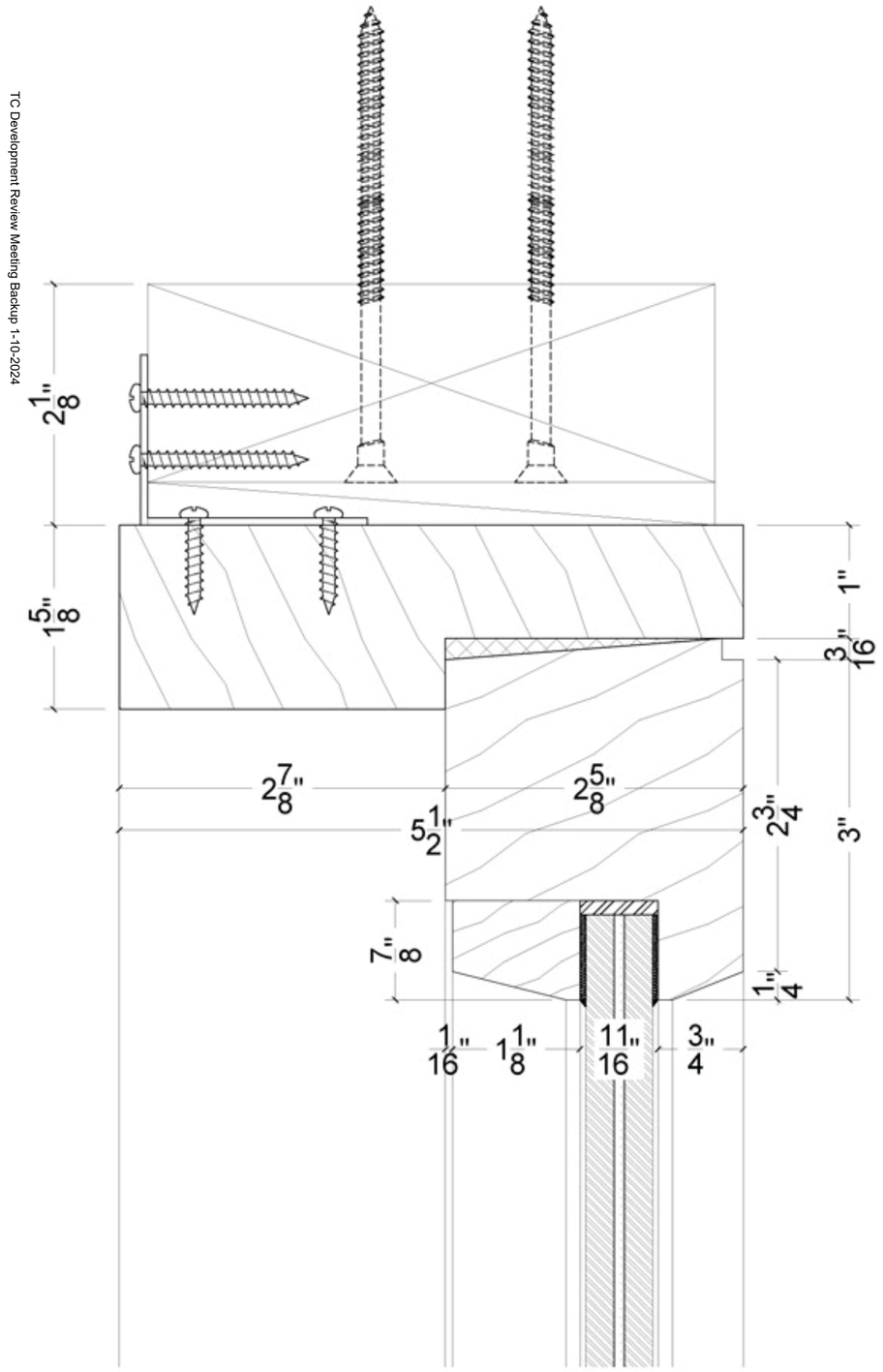
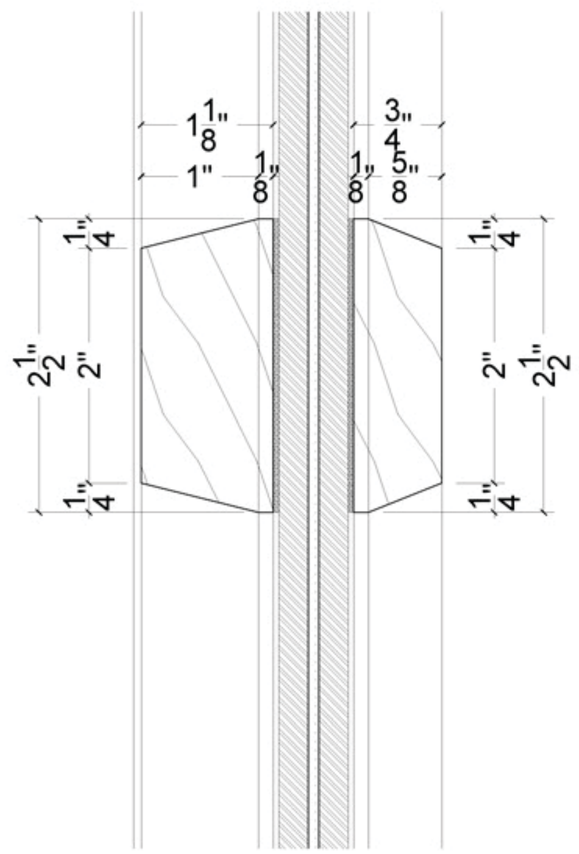
EX-6.1

TC Development Review Meeting Backup 1-10-2024

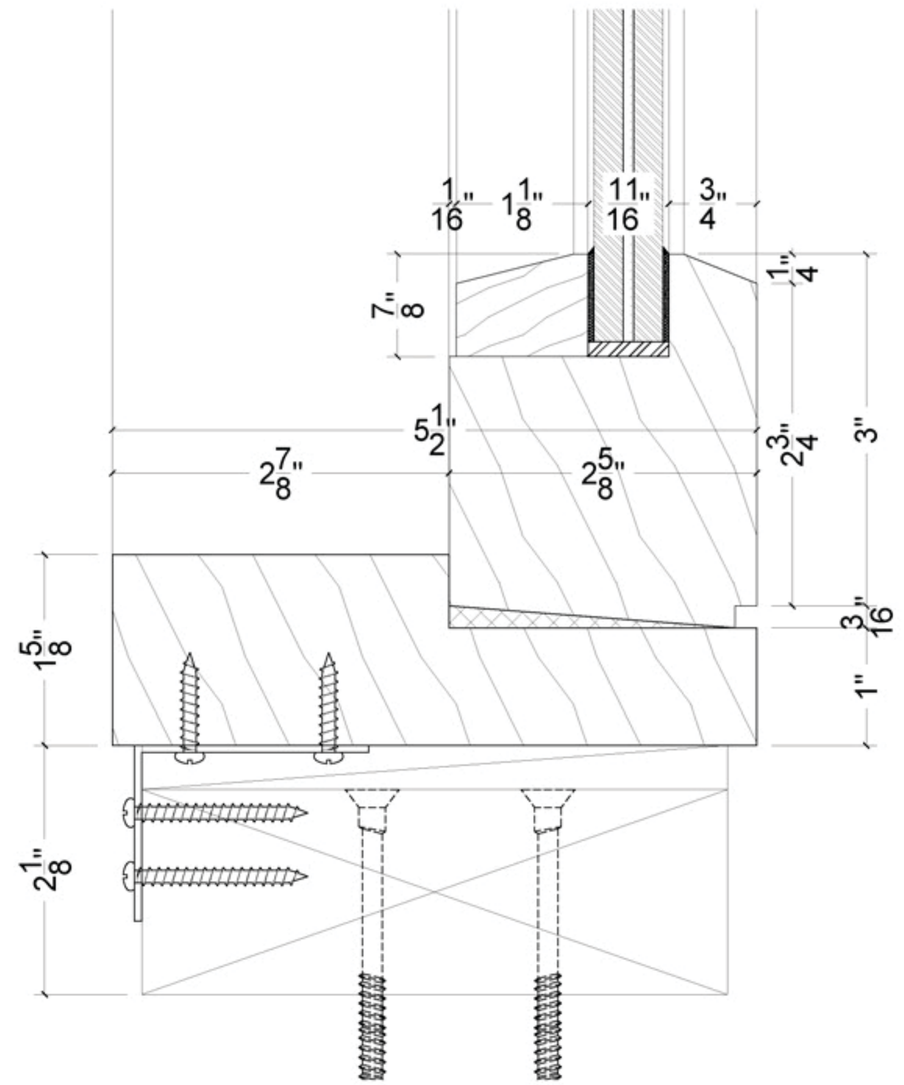
NOTE: EXACT DIMENSIONS OF MASONRY OPENINGS WILL BE VERIFIED IN FIELD



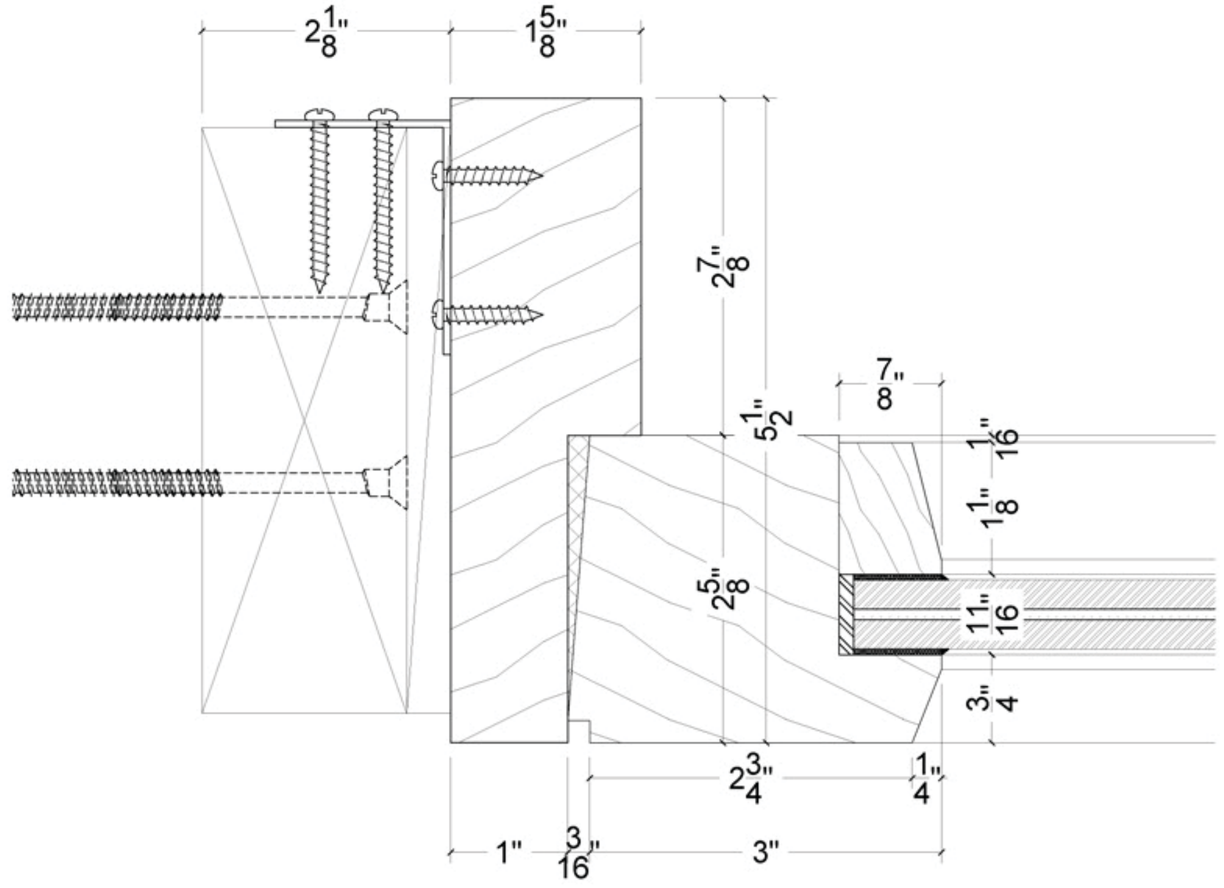
1 D-02 HEAD SECTION DETAILS - FIXED STOREFRONT WINDOW
SCALE: 1' = 1'-0"



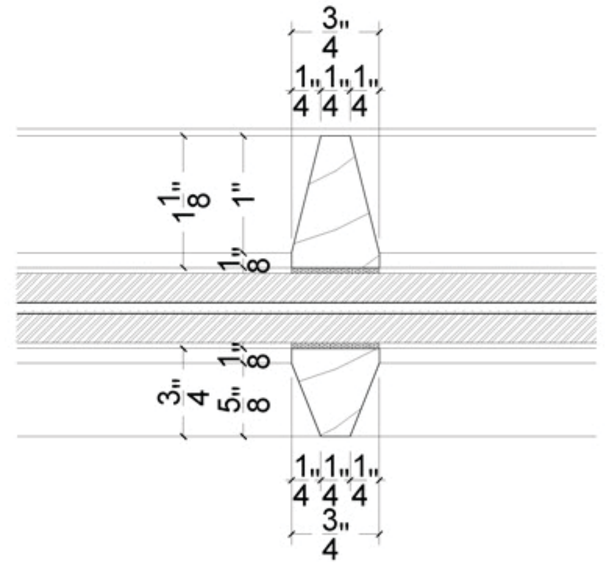
2 D-02 HORIZONTAL STICKING DETAILS - FIXED STOREFRONT WINDOW
SCALE: 1' = 1'-0"



3 D-02 BOTTOM RAIL DETAILS - FIXED STOREFRONT WINDOW
SCALE: 1' = 1'-0"



4 D-02 JAMB LEG DETAILS - FIXED STOREFRONT WINDOW
SCALE: 1' = 1'-0"



5 D-02 VERTICAL STICKING DETAILS - FIXED STOREFRONT WINDOW
SCALE: 1' = 1'-0"

COURTYARD STOREFRONT WINDOW - DETAILS

DRAWINGS PREPARED BY OLIVERI MILLWORKS

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EX-6.2

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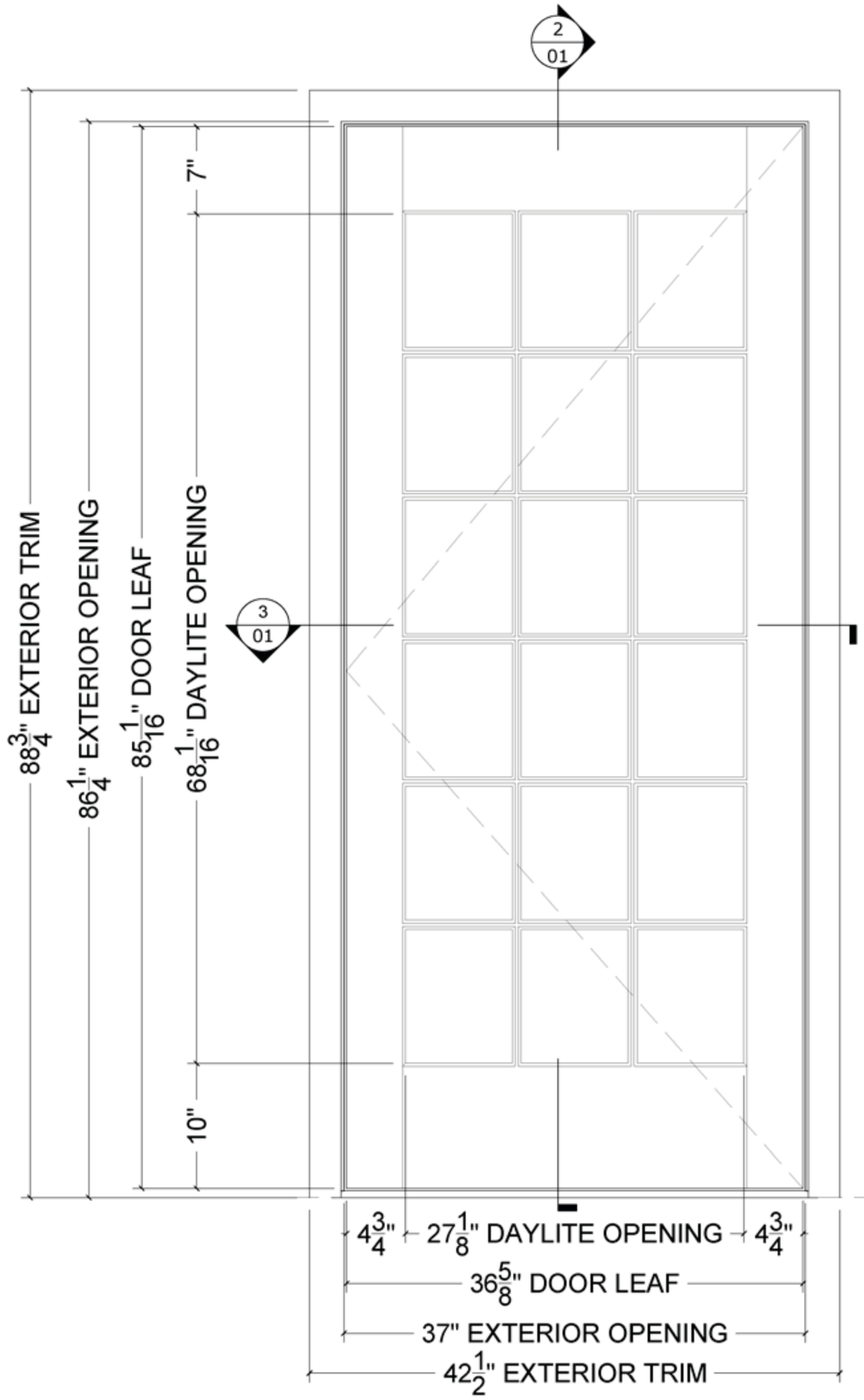
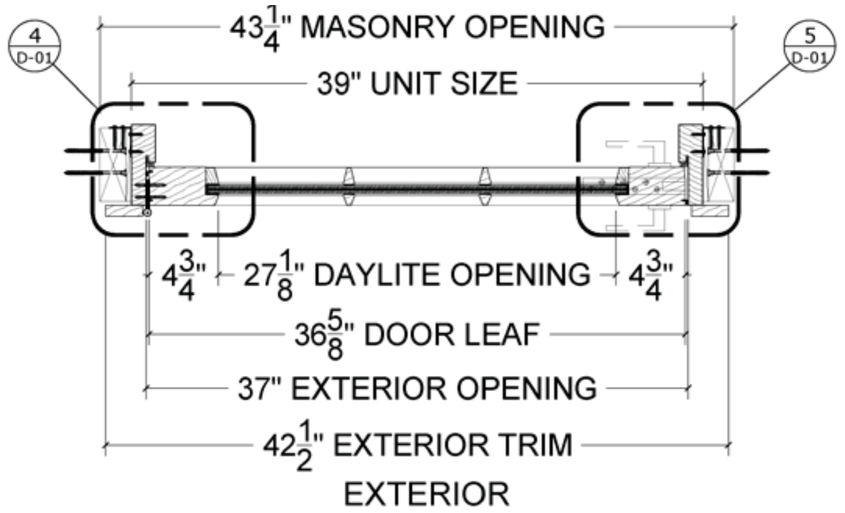
RETAIL DOOR (H.A.B.S. 1971)



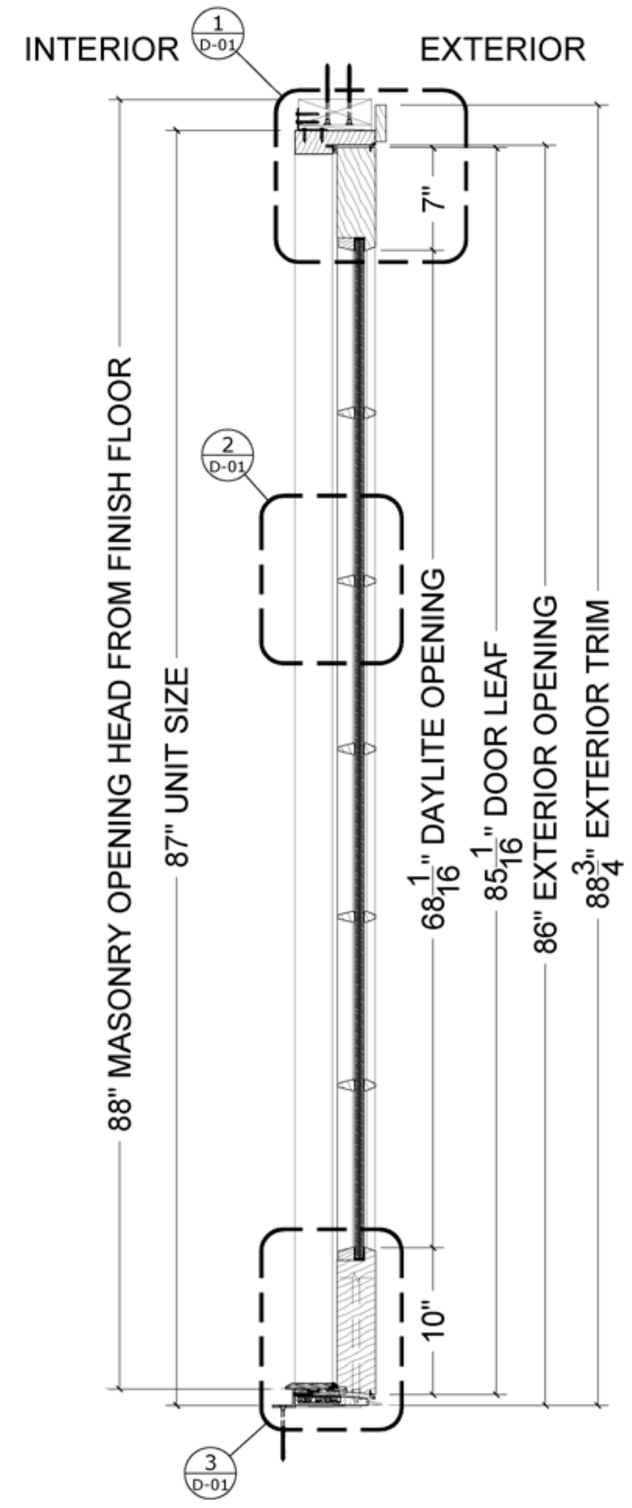
RETAIL DOOR TODAY



ELEVATION



PLAN



SECTION

TYPICAL RETAIL DOOR

DRAWINGS PREPARED BY OLIVERI MILLWORKS

KEY ELEVATION



**Exact dimensions of masonry openings to be verified in filed*

SCALE: 3/4" = 1'

0' 2/3' 1 1/3'

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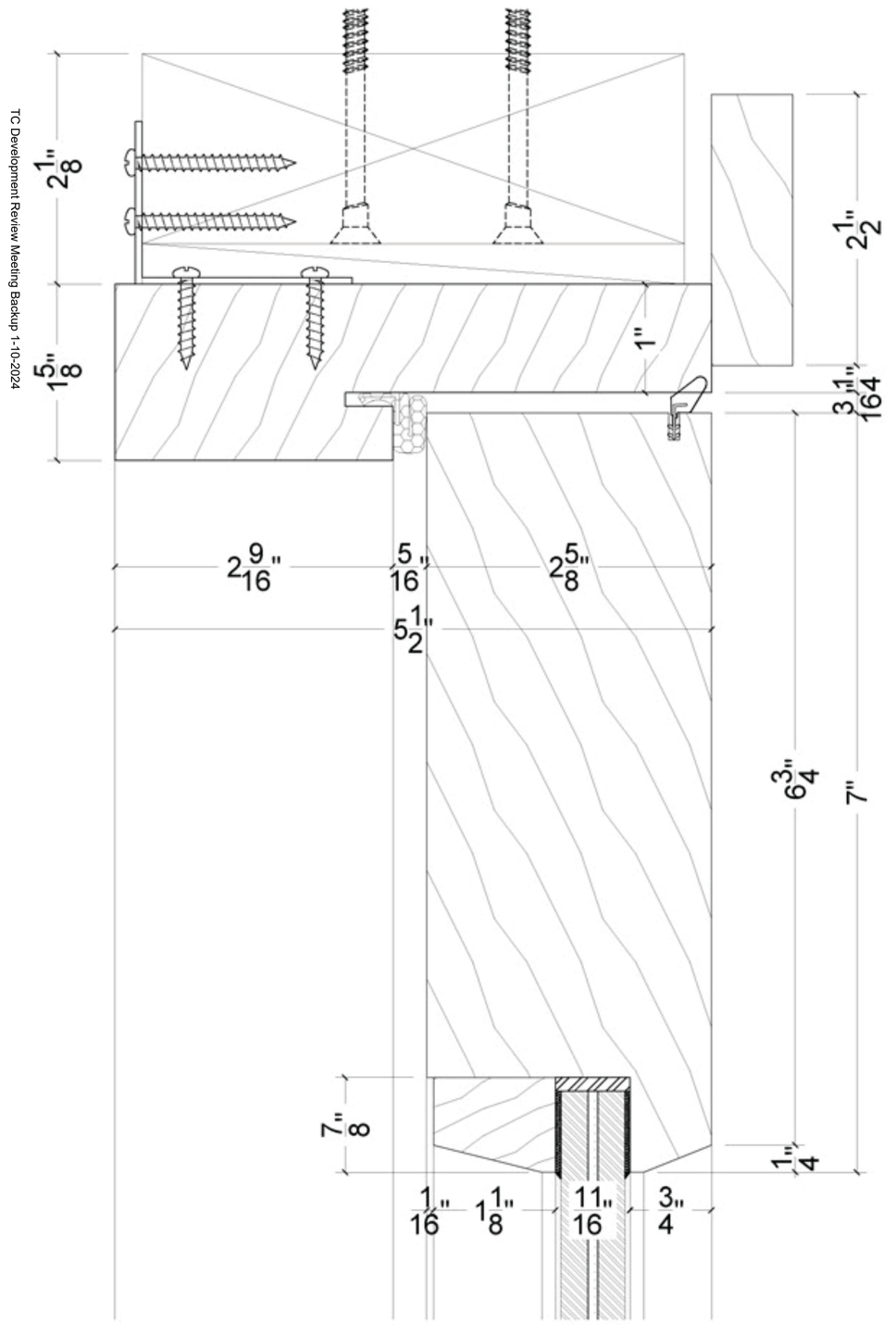
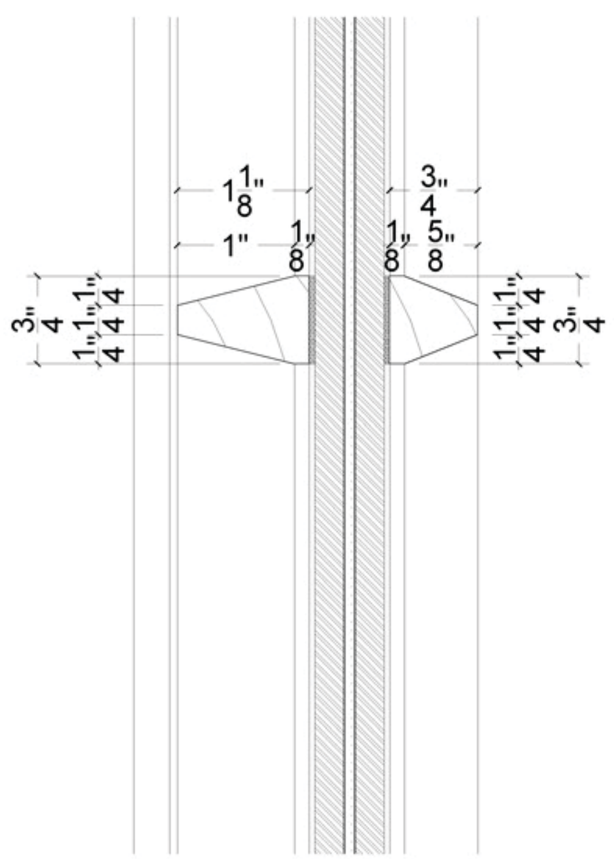
EX-7.1

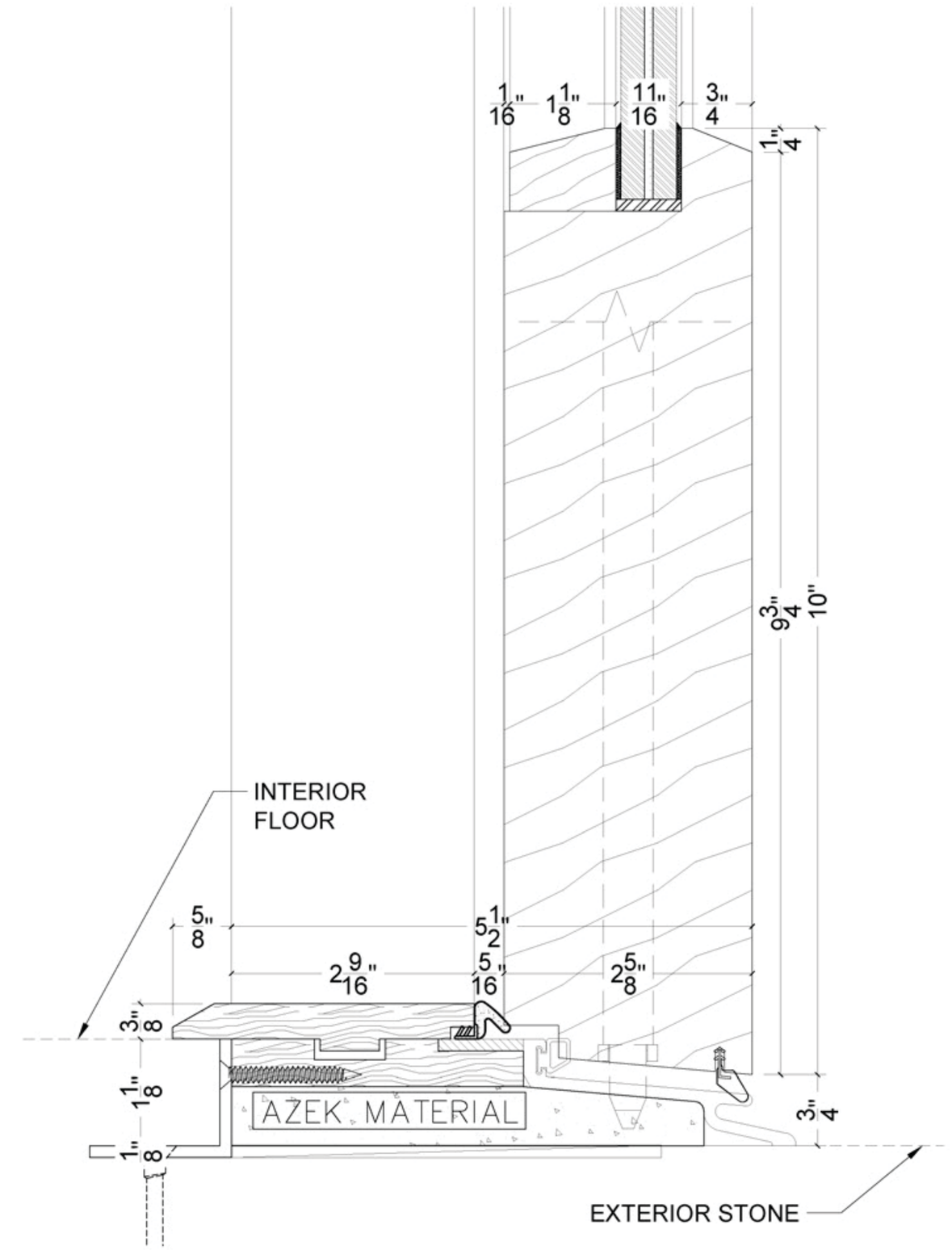
NOTE: EXACT DIMENSIONS OF MASONRY OPENINGS WILL BE VERIFIED IN FIELD



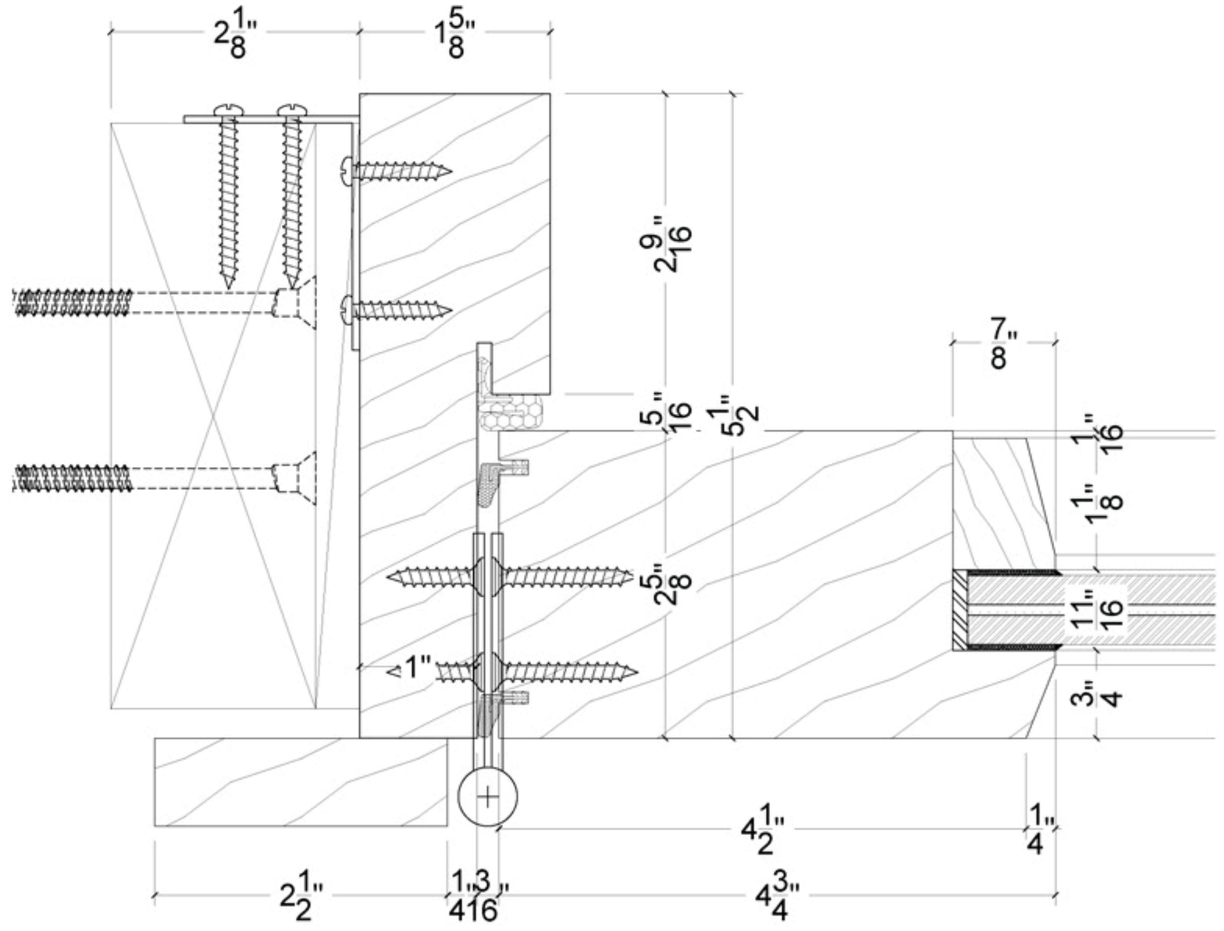
1 D-01 HEAD SECTION DETAILS - SINGLE OUTSWING DOOR
SCALE: 1' = 1'-0"



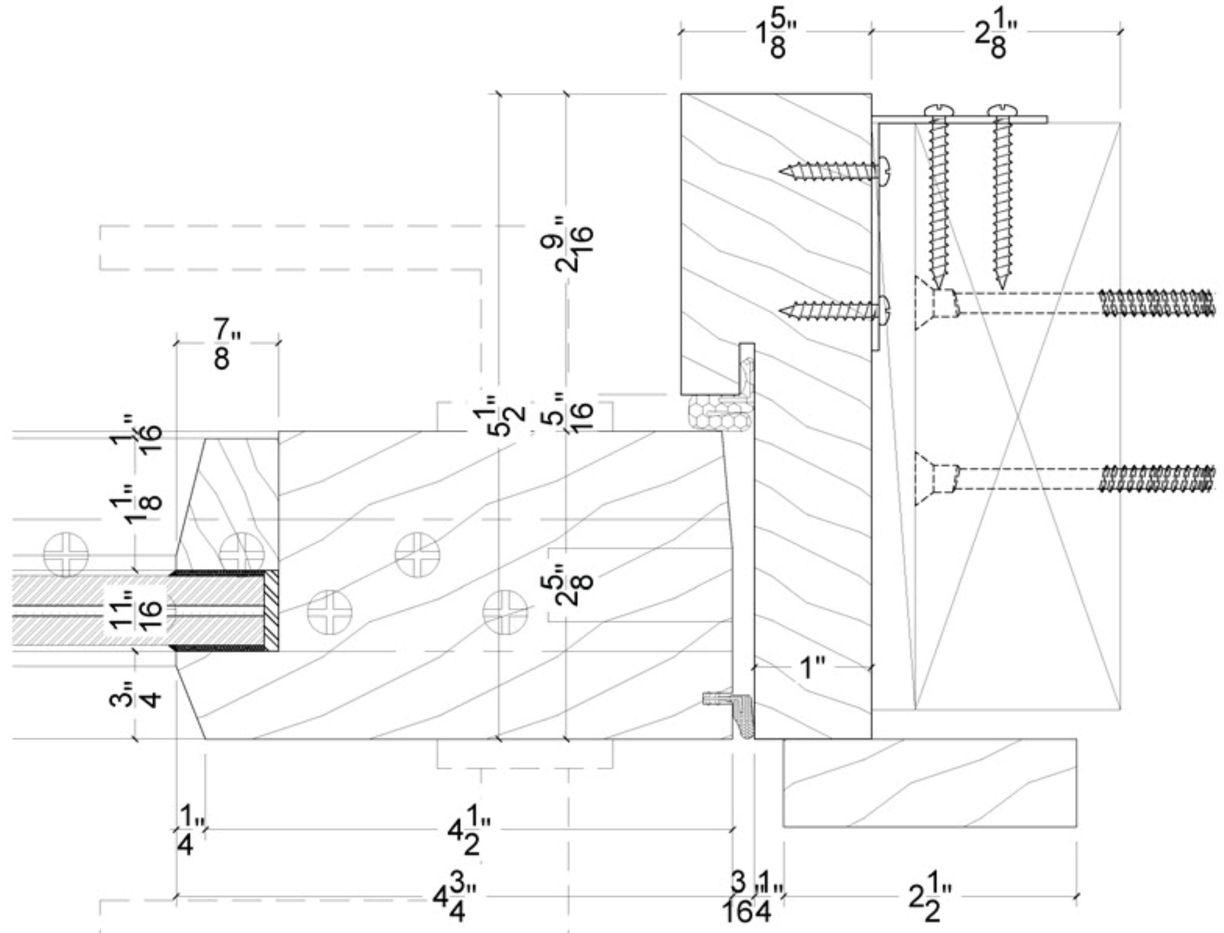
2 D-01 STICKING DETAILS - SINGLE OUTSWING DOOR
SCALE: 1' = 1'-0"



3 D-01 BOTTOM RAIL/THRESHOLD DETAILS - SINGLE OUTSWING DOOR
SCALE: 1' = 1'-0"



4 D-01 HINGE SIDE JAMB LEG DETAILS - SINGLE OUTSWING DOOR
SCALE: 1' = 1'-0"



5 D-01 HANDLE SIDE JAMB LEG DETAILS - SINGLE OUTSWING DOOR
SCALE: 1' = 1'-0"

TYPICAL RETAIL DOOR - DETAILS

DRAWINGS PREPARED BY OLIVERI MILLWORKS

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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

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

12/07/23
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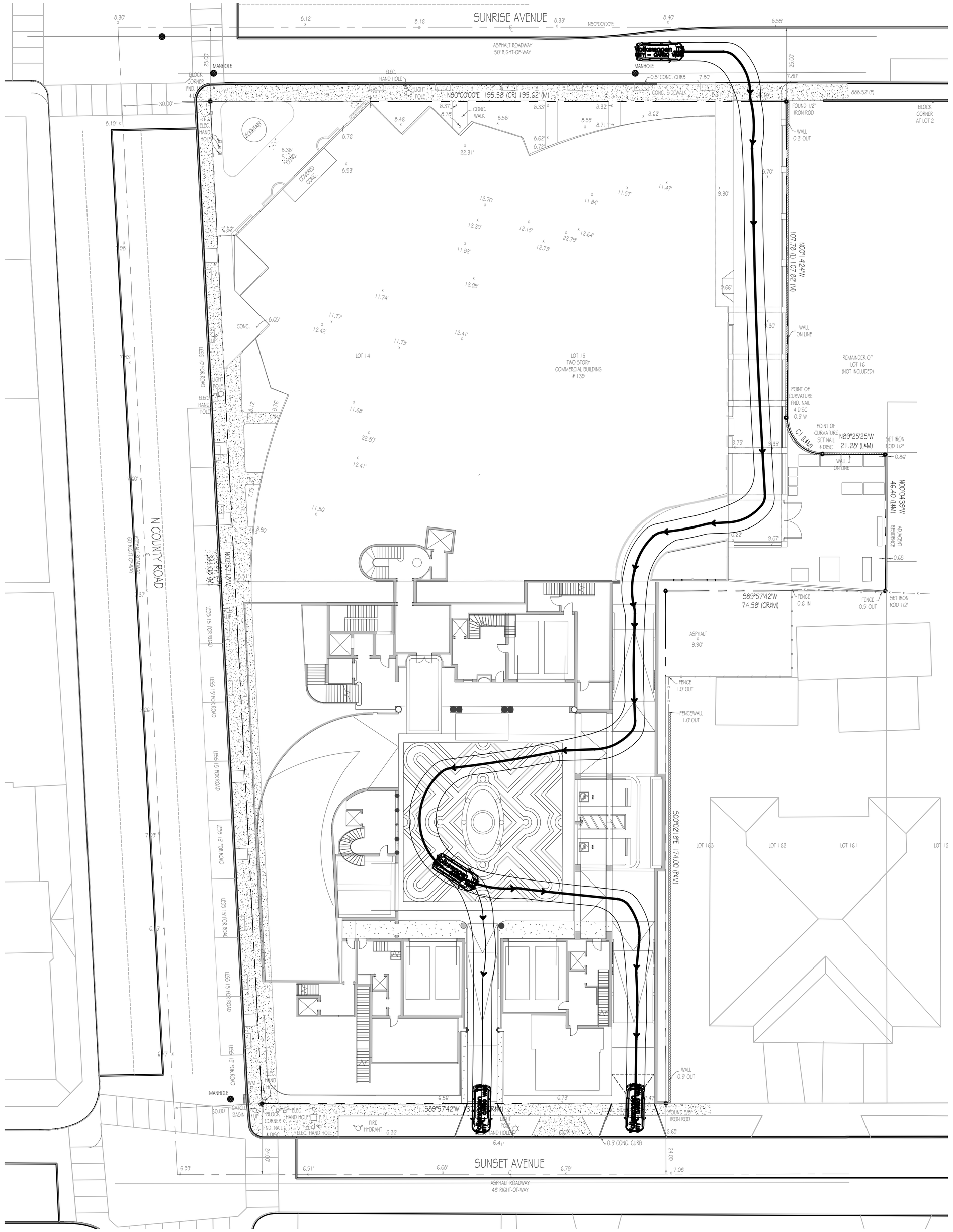
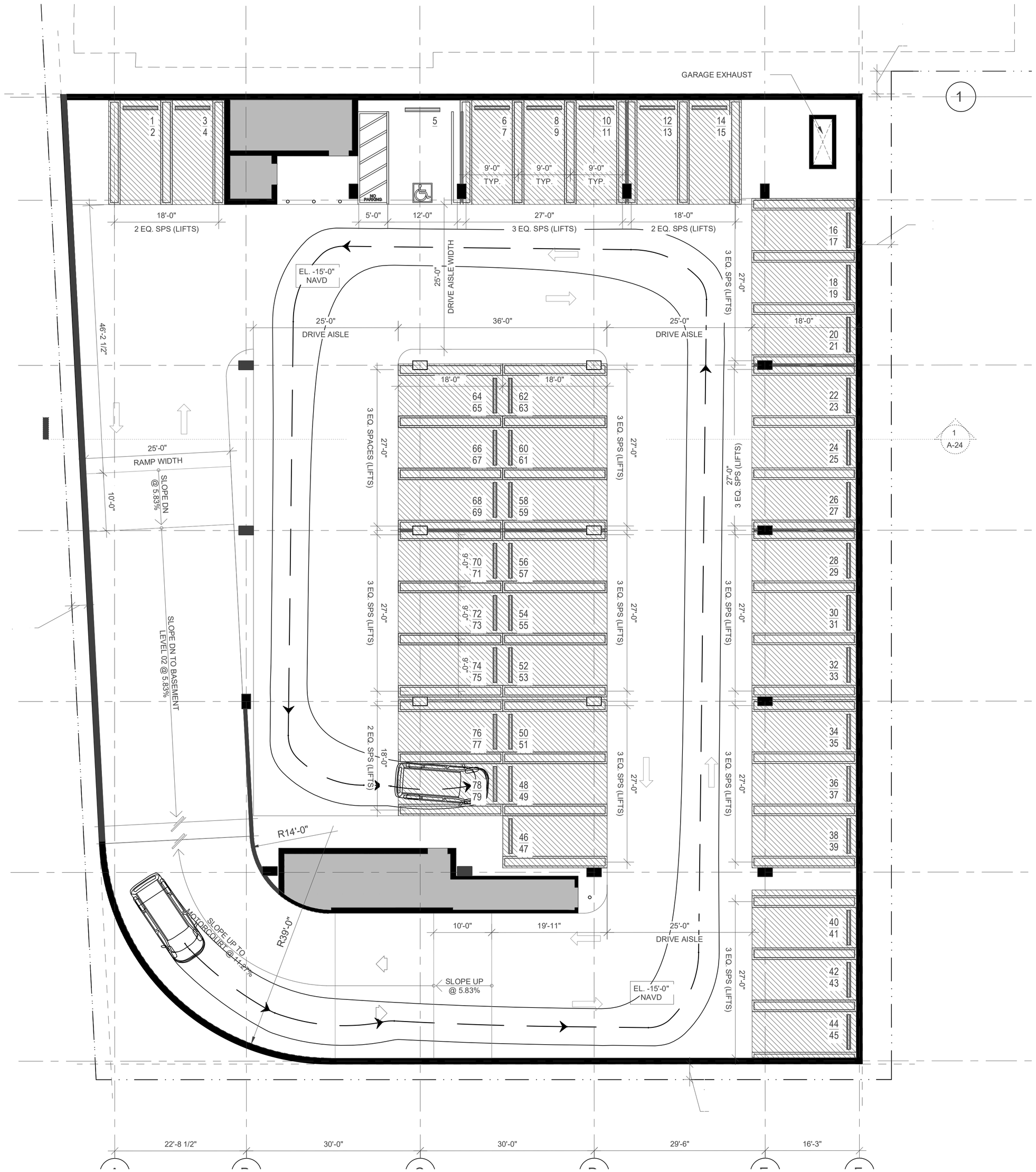
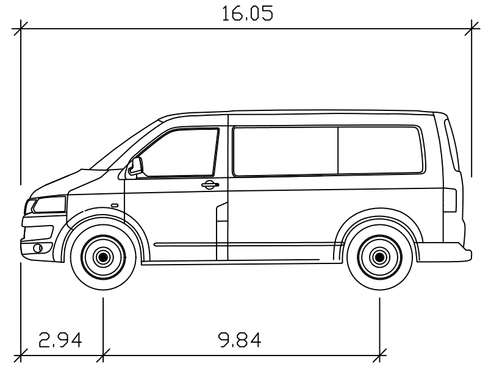
EX-7.2

TC Development Review Meeting Backup 1-10-2024


SUNRISE AVENUE
ASPHALT ROADWAY
50' RIGHT-OF-WAY
N90°00'00"E 195.58' (CR) 195.62' (M)
N89°57'42"W
74.58' (CR&M)
S89°25'25"W
21.28' (L&M)
S00°02'18"E 174.00' (R&M)
N00°02'18"W 174.00' (M)
N00°04'39"W 46.40' (L&M)
N89°57'42"W
N 00°02'18"W
N COUNTY ROAD
SUNSET AVENUE
ASPHALT ROADWAY
48' RIGHT-OF-WAY
LOT 14
LOT 15
TWO STORY
COMMERCIAL BUILDING
139
REMAINDER OF
LOT 16
(NOT INCLUDED)
LOT 163
LOT 162
LOT 161
LOT 16
CONC.
ASPHALT
9.90
WALL
0.3' OUT
WALL
ON LINE
WALL
0.9' OUT
FENCE
1.0' OUT
FENCE/WALL
1.0' OUT
FENCE
0.6' IN
FENCE
0.5' OUT
SET IRON
ROD 1/2"
FOUND 1/2"
IRON ROD
FOUND 5/8"
IRON ROD
BLOCK
CORNER
AT LOT 2
POINT OF
CURVATURE
PKD. NAIL
& DISC
0.5' W
POINT OF
CURVATURE
NAIL
& DISC
MANHOLE
FIRE
HYDRANT
ELEC.
HAND HOLE
0.5' CONC. CURB
CONC. SIDEWALK
CONC. WALK
CONCRETE
CURB
ASPHALT
DRIVEWAY
CATCH
BASIN
POOL
POOL
EQUIPMENT
ELEC.
TRANSFORMER
ELEC.
POLE
ELEC.
HAND HOLE
BLOCK
CORNER
PKD. NAIL
& DISC
8.30'
6.12'
8.16'
8.33'
8.40'
8.55'
25.00'
7.50'
30.00'
888.59' (F)
8.19'
8.37'
8.33'
8.32'
8.62'
8.46'
8.55'
8.62'
8.53'
8.38'
8.70'
9.30'
8.66'
8.30'
8.65'
8.75'
8.55'
9.67'
8.42'
8.90'
8.50'
6.73'
6.65'
6.36'
6.41'
6.51'
6.68'
6.79'
7.08'
6.93'
24.0'
24.0'
30.00'
7.50'
7.50'
7.50



1 A-21 **BASEMENT LEVEL 1 FLOOR PLAN**
3/32" = 1'-0"



Volkswagen T5

WIDTH	: 6.25
TRACK	: 6.11
LOCK TIME (SEC)	: 6.0
STEERING ANGLE [°]	: 37.6

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
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2 South Biscayne Boulevard Miami, Fl 33131
T. (305) 482-8700
Stantec Architecture Inc - AA26000733
Andrew W. Burnett Lic. # AR98495

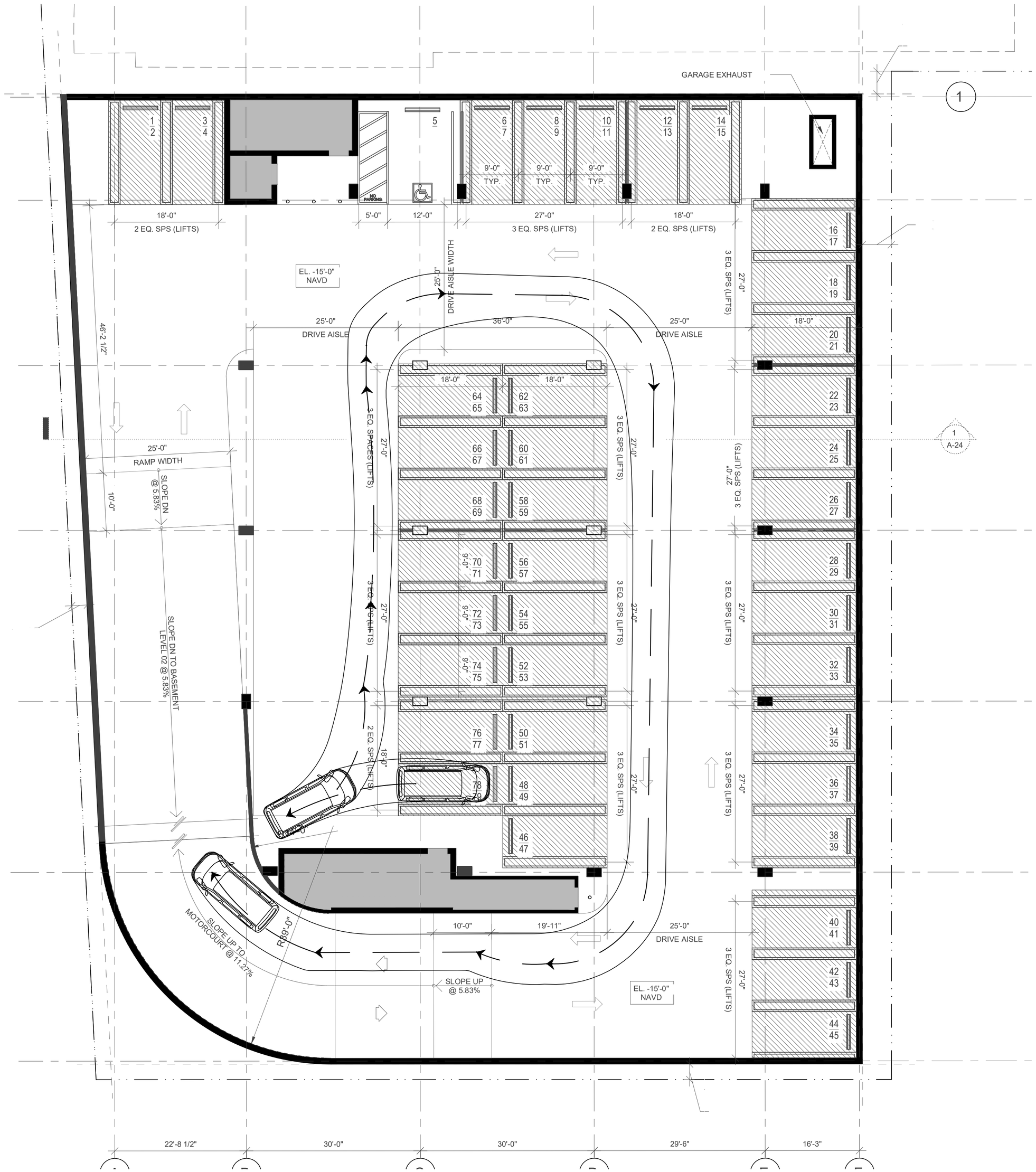
12/07/23
FINAL
DROP OFF

EXH-1.2

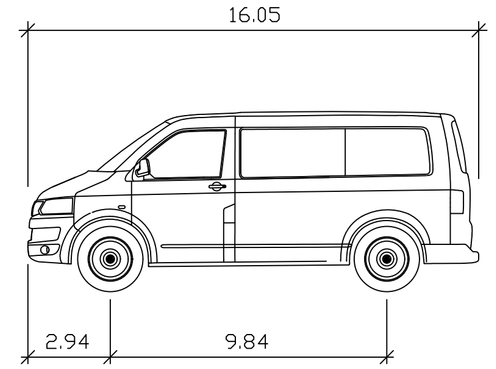
PROJECT # 219420850

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

TC Development Review Meeting Backup 1-10-2024



1 / A-21 **BASEMENT LEVEL 1 FLOOR PLAN**
3/32" = 1'-0"



Volkswagen T5

WIDTH	: 6.25
TRACK	: 6.11
LOCK TIME (SEC)	: 6.0
STEERING ANGLE [°]	: 37.6

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

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ROBERT A.M. STERN ARCHITECTS
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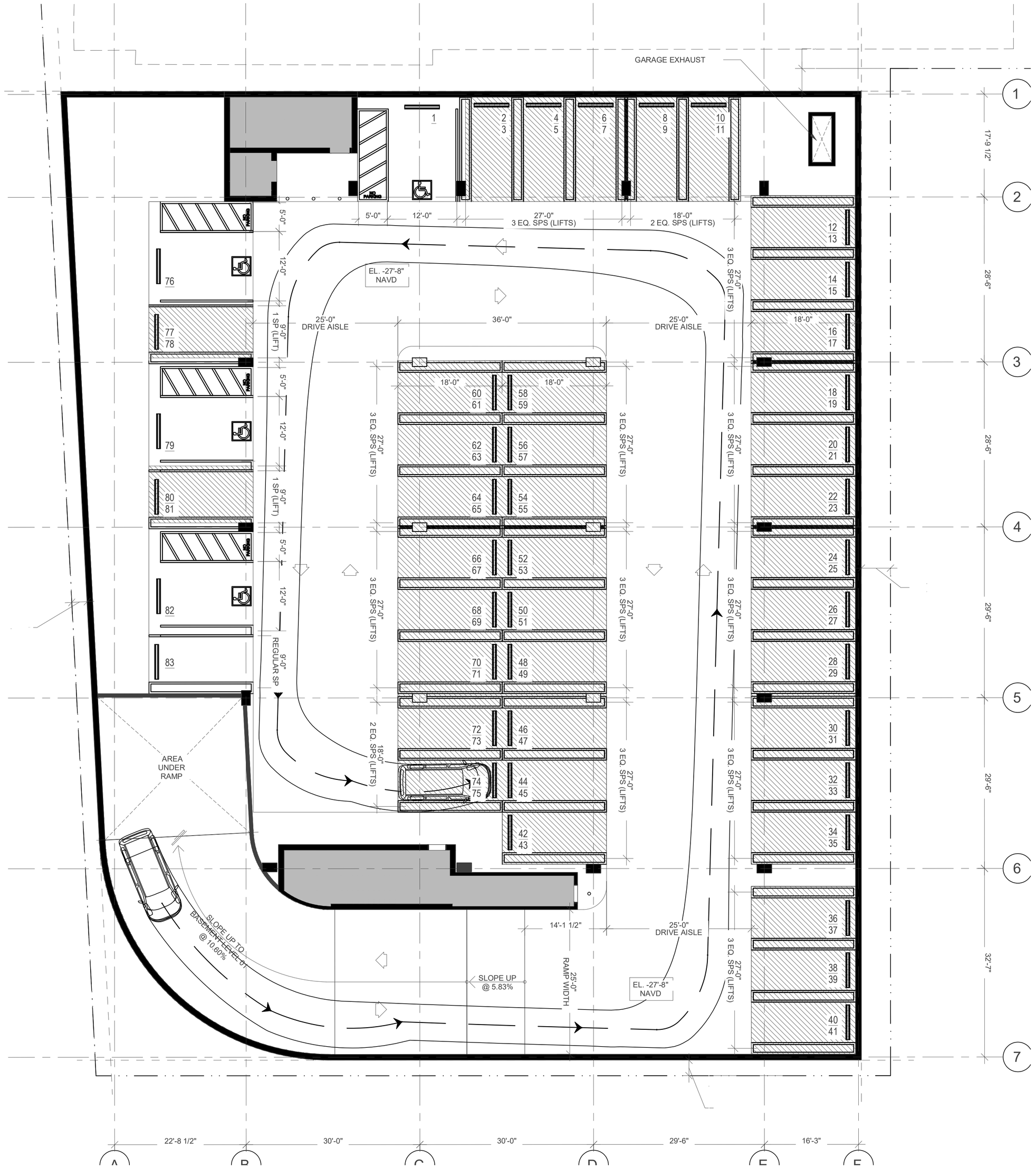
Stantec Architecture Inc - AA26000733
Andrew W. Burnett Lic. # AR98495

12/07/23
FINAL
DROP OFF

EXH-1.3

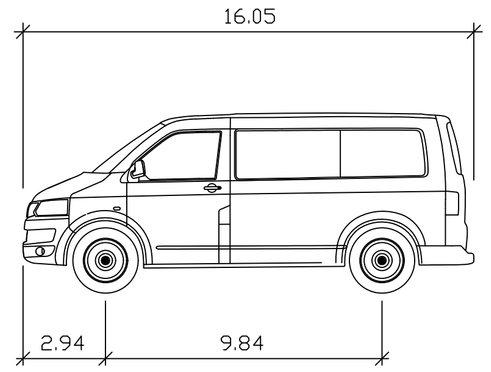
PROJECT # 219420850

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



1 A-22 BASEMENT LEVEL 2 FLOOR PLAN

3/32" = 1'-0"



Volkswagen T5

WIDTH	: 6.25
TRACK	: 6.11
LOCK TIME (SEC)	: 6.0
STEERING ANGLE [°]	: 37.6

Paramount Theater

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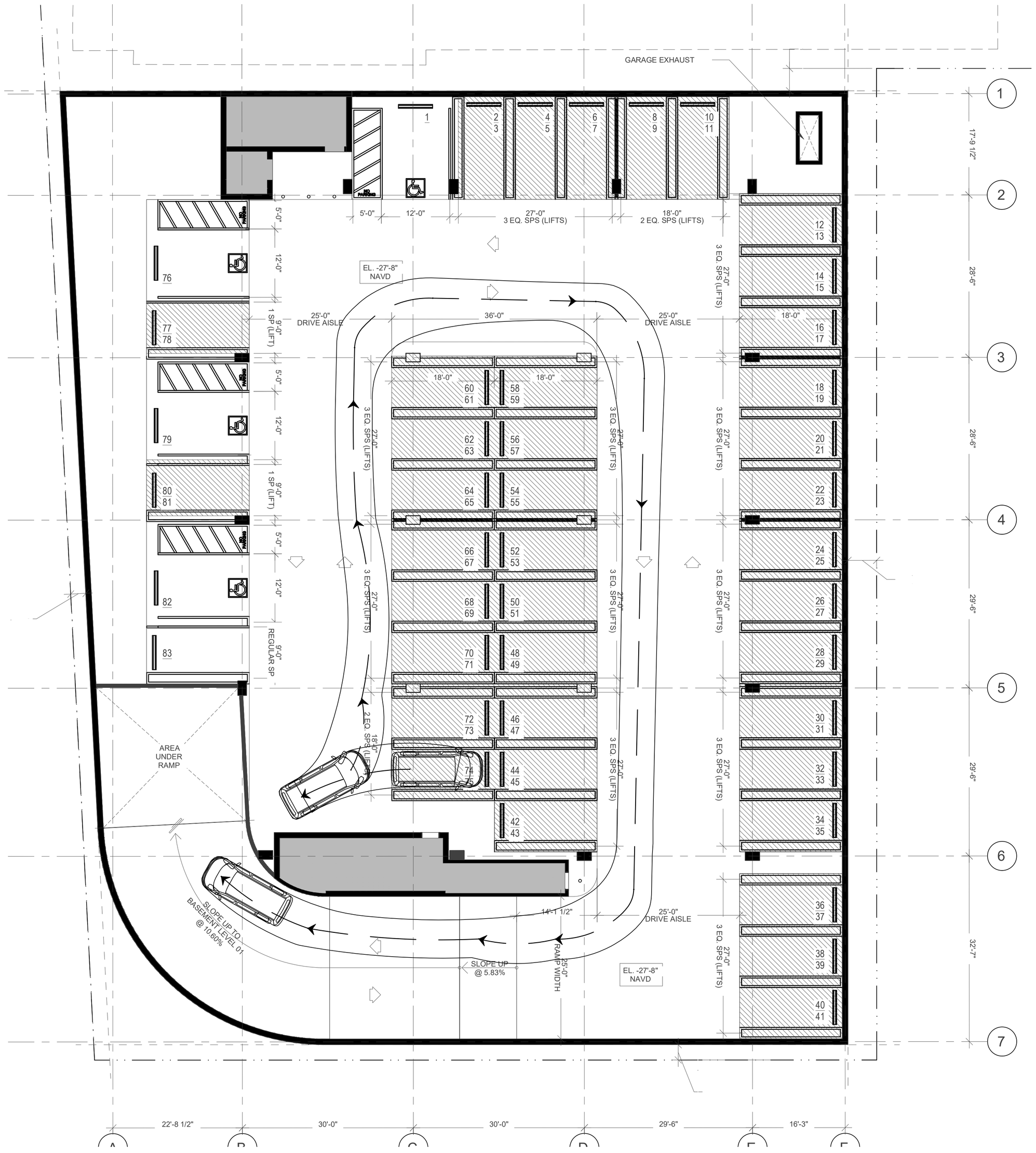
FINAL
DROP OFF

EXH-1.4

PROJECT # 219420850

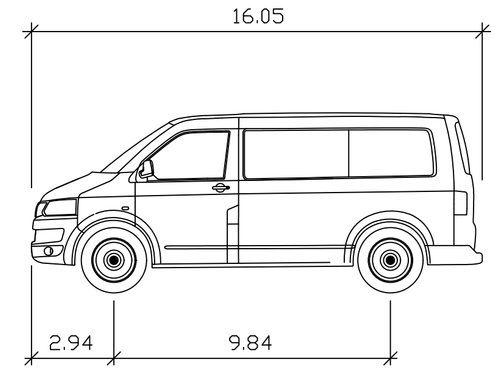
Note: When printed on 11 x 17 paper scale is half

TC Development Review Meeting Backup 1-10-2024



1 / A-22 **BASEMENT LEVEL 2 FLOOR PLAN**

3/32" = 1'-0"



Volkswagen T5

WIDTH	: 6.25
TRACK	: 6.11
LOCK TIME (SEC)	: 6.0
STEERING ANGLE [°]	: 37.6

Paramount Theater

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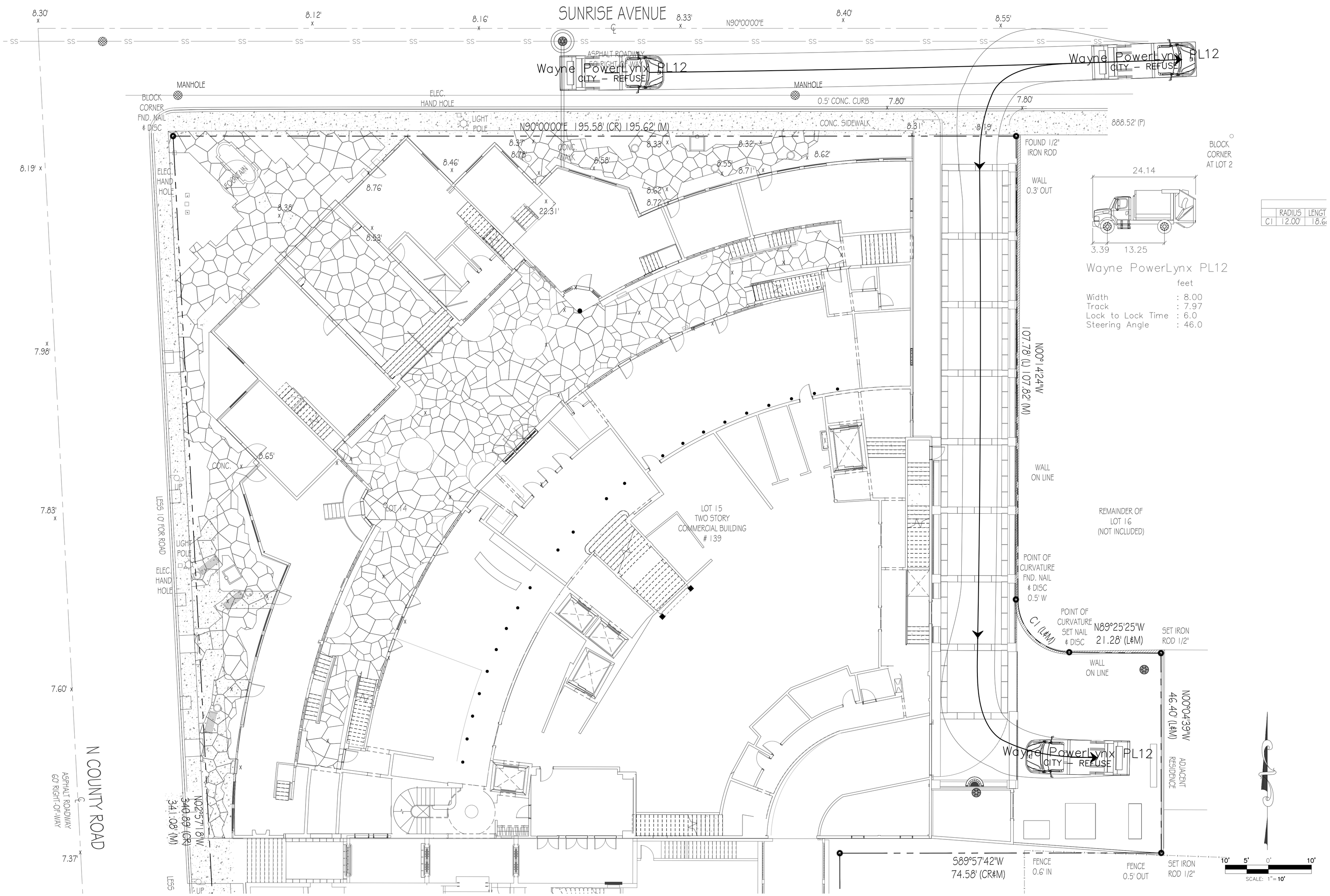
FINAL
DROP OFF

EXH-1.5

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

PROJECT # 219420850

TC Development Review Meeting Backup 1-10-2024



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

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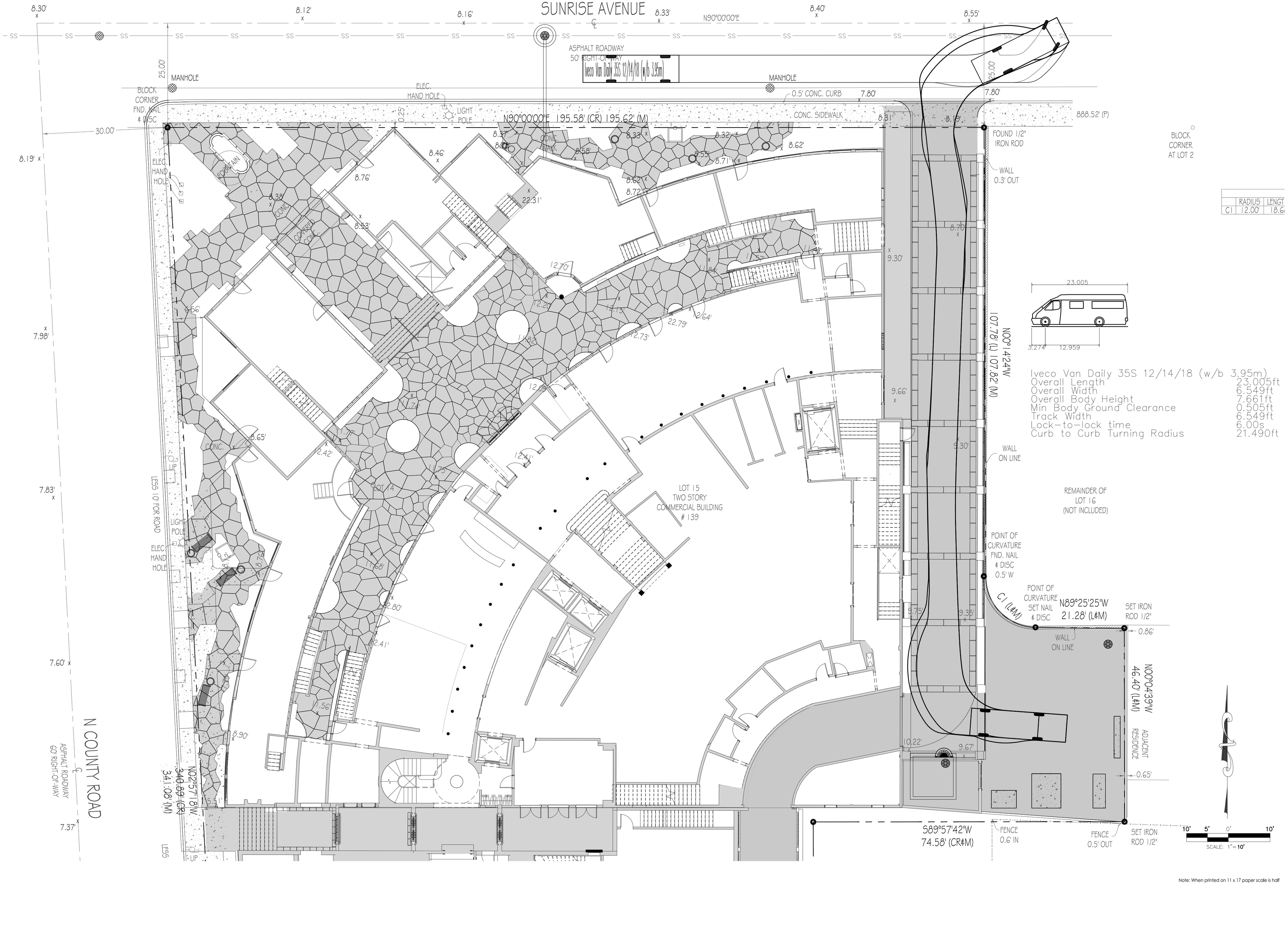
DROP OFF

EXH-1.6

TC Development Review Meeting Backup 1-10-2024



	RADIUS	LENGT
C1	12.00'	18.6

Iveco Van Daily 35S 12/14/18 (w/b 3.95m)

Overall Length	23.005ft
Overall Width	6.549ft
Overall Body Height	7.661ft
Min Body Ground Clearance	0.505ft
Track Width	6.549ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	21.490ft

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

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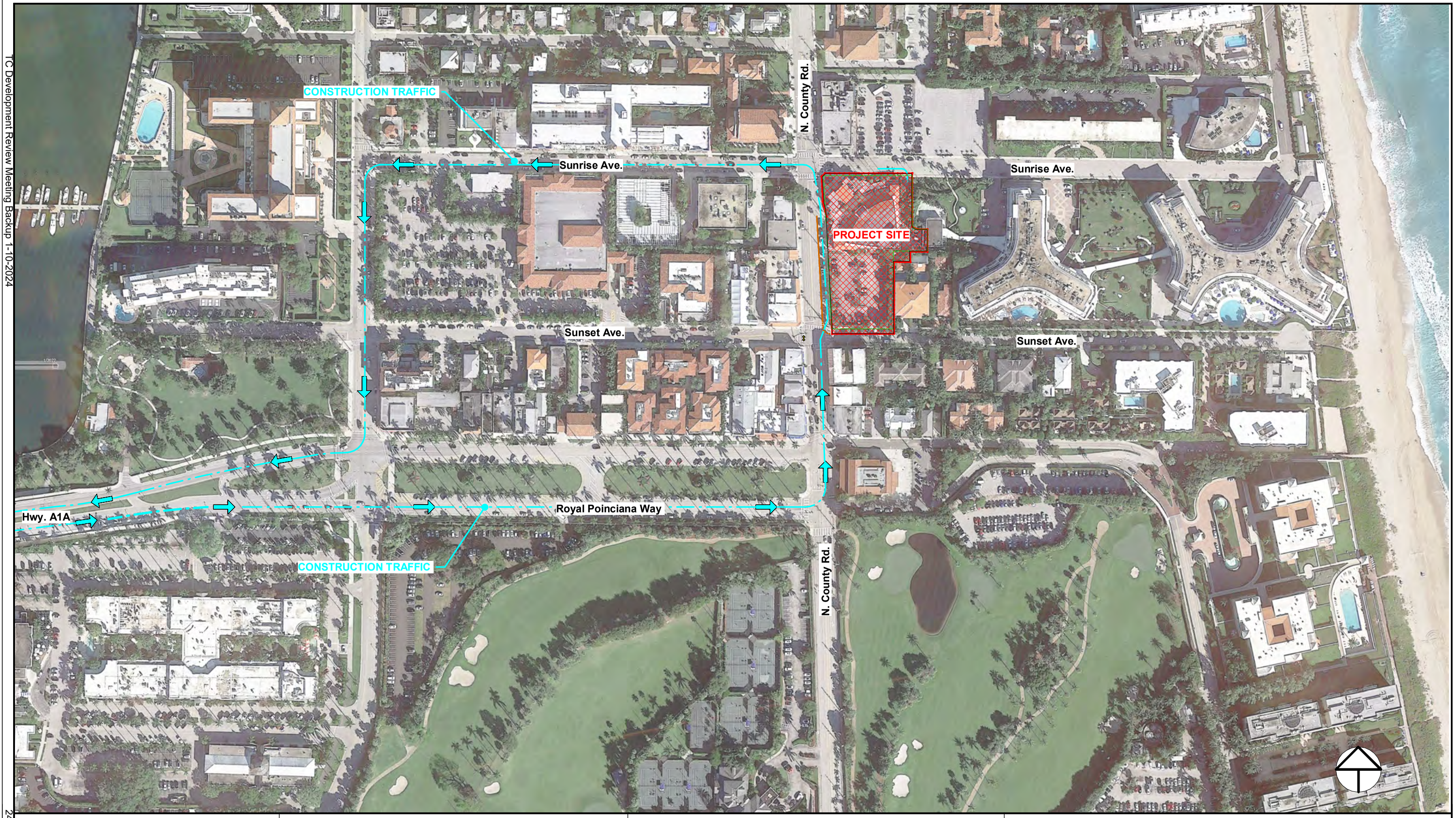
Andrew W. Burnett Lic. # AR98495

12/07/23
FINAL
DROP OFF

EXH-1.7



Coastal CONSTRUCTION

Owner

-

Project

PARAMOUNT THEATER

139 COUNTY RD, PALM BEACH, FL. 33480

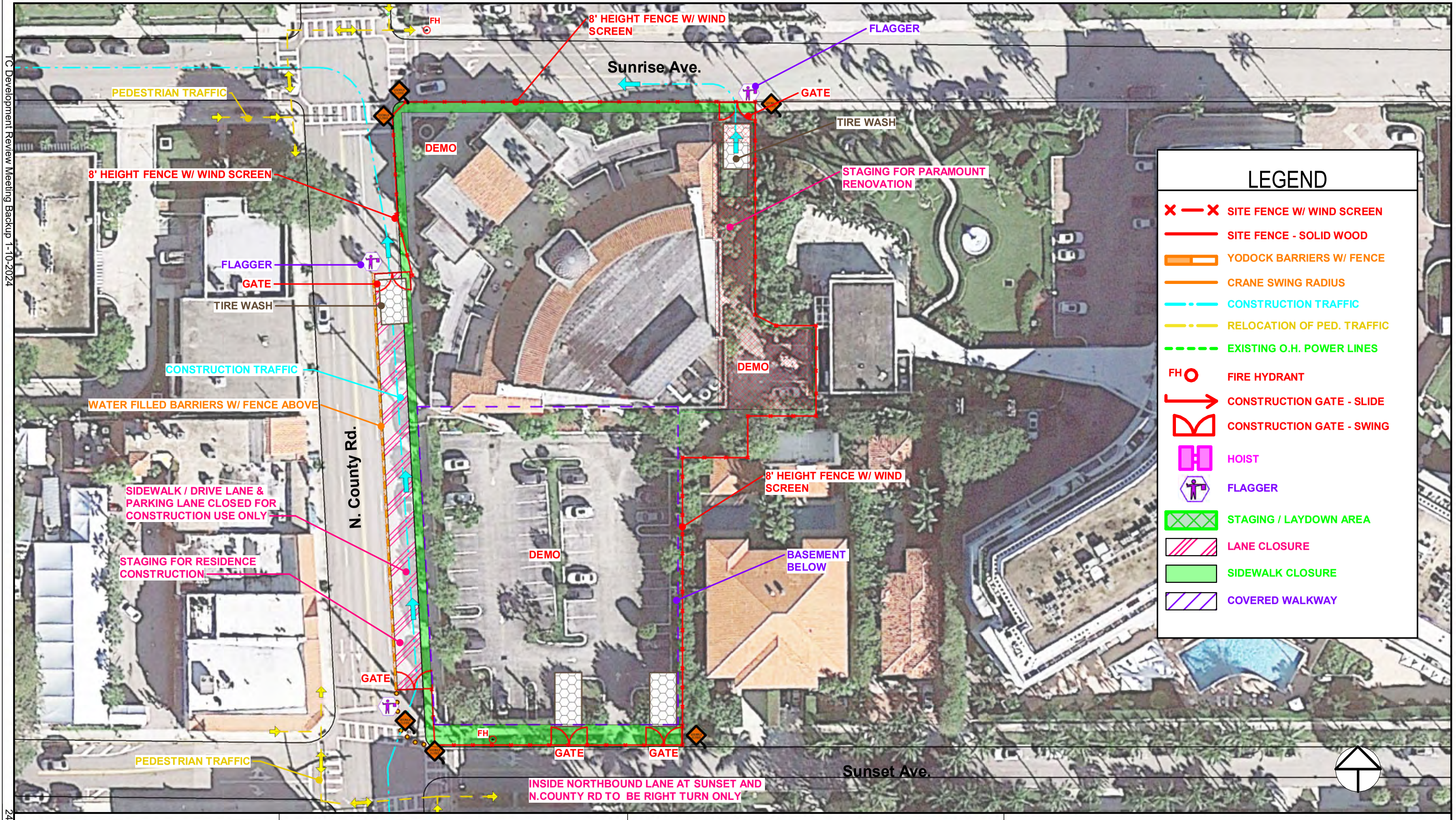
TRUCK ROUTING

PRELIMINARY DRAWING

Date Printed	3/1/2023 2:31:10 PM
Project number	0000
Drawn by	Author

LG2.00

Scale 1" = 200'-0"



Coastal CONSTRUCTION

Owner

-

Project

PARAMOUNT THEATER

139 COUNTY RD, PALM BEACH, FL. 33480

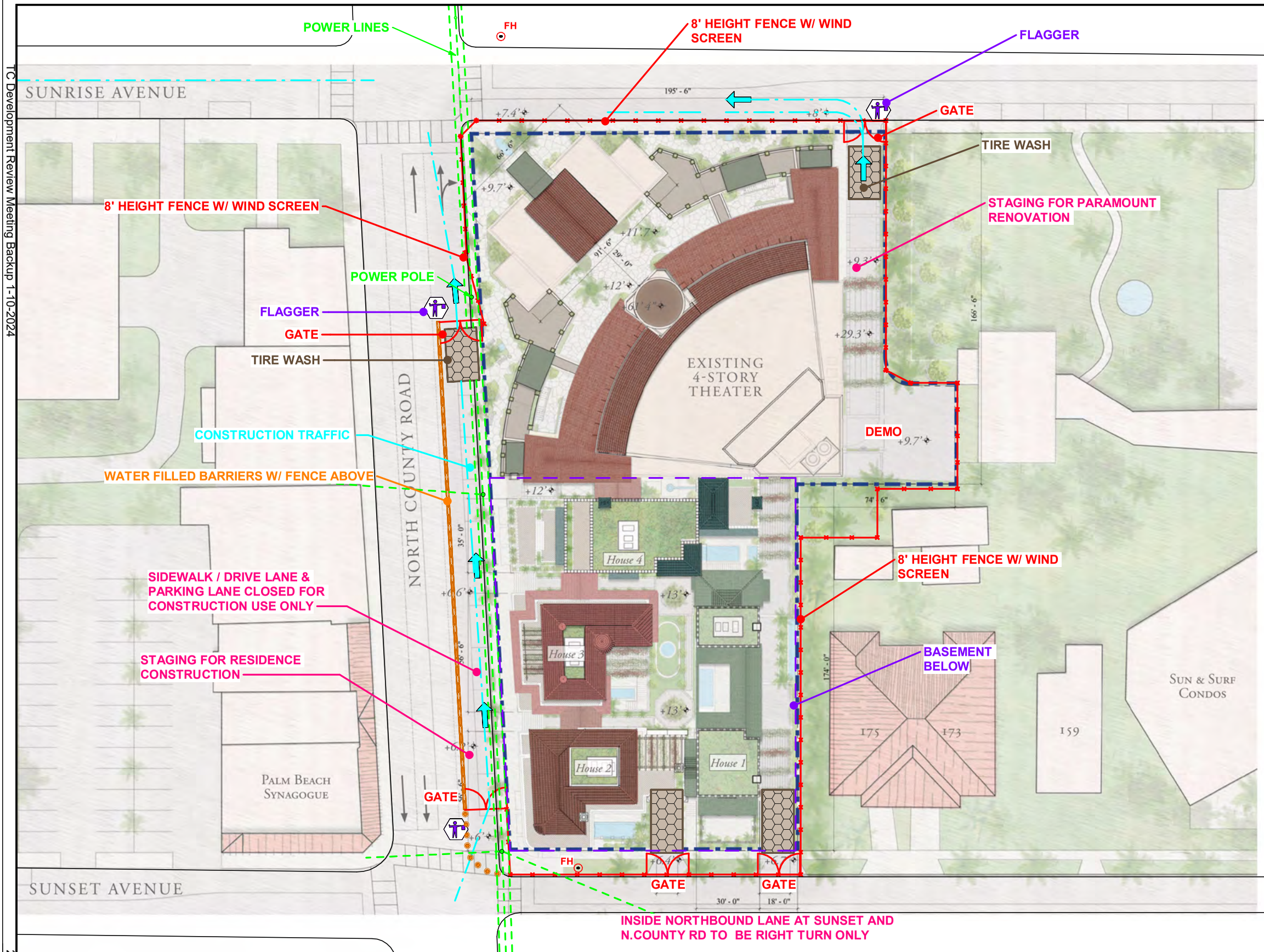
STAGING & SCREENING PLAN

PRELIMINARY DRAWING

Date Printed	11/20/2023 9:29:28
Project number	0000
Drawn by	Author

LG2.01

Scale As indicated



LEGEND

- SITE FENCE W/ WIND SCREEN
- SITE FENCE - SOLID WOOD
- YODOCK BARRIERS W/ FENCE
- CRANE SWING RADIUS
- CONSTRUCTION TRAFFIC
- RELOCATION OF PED. TRAFFIC
- EXISTING O.H. POWER LINES
- FH — FIRE HYDRANT
- CONSTRUCTION GATE - SLIDE
- CONSTRUCTION GATE - SWING
- HOIST
- FLAGGER
- STAGING / LAYDOWN AREA
- LANE CLOSURE
- SIDEWALK CLOSURE
- COVERED WALKWAY

Coastal CONSTRUCTION

Owner

-

Project

PARAMOUNT THEATER

139 COUNTY RD, PALM BEACH, FL. 33480

STAGING & SCREENING PLAN

PRELIMINARY DRAWING

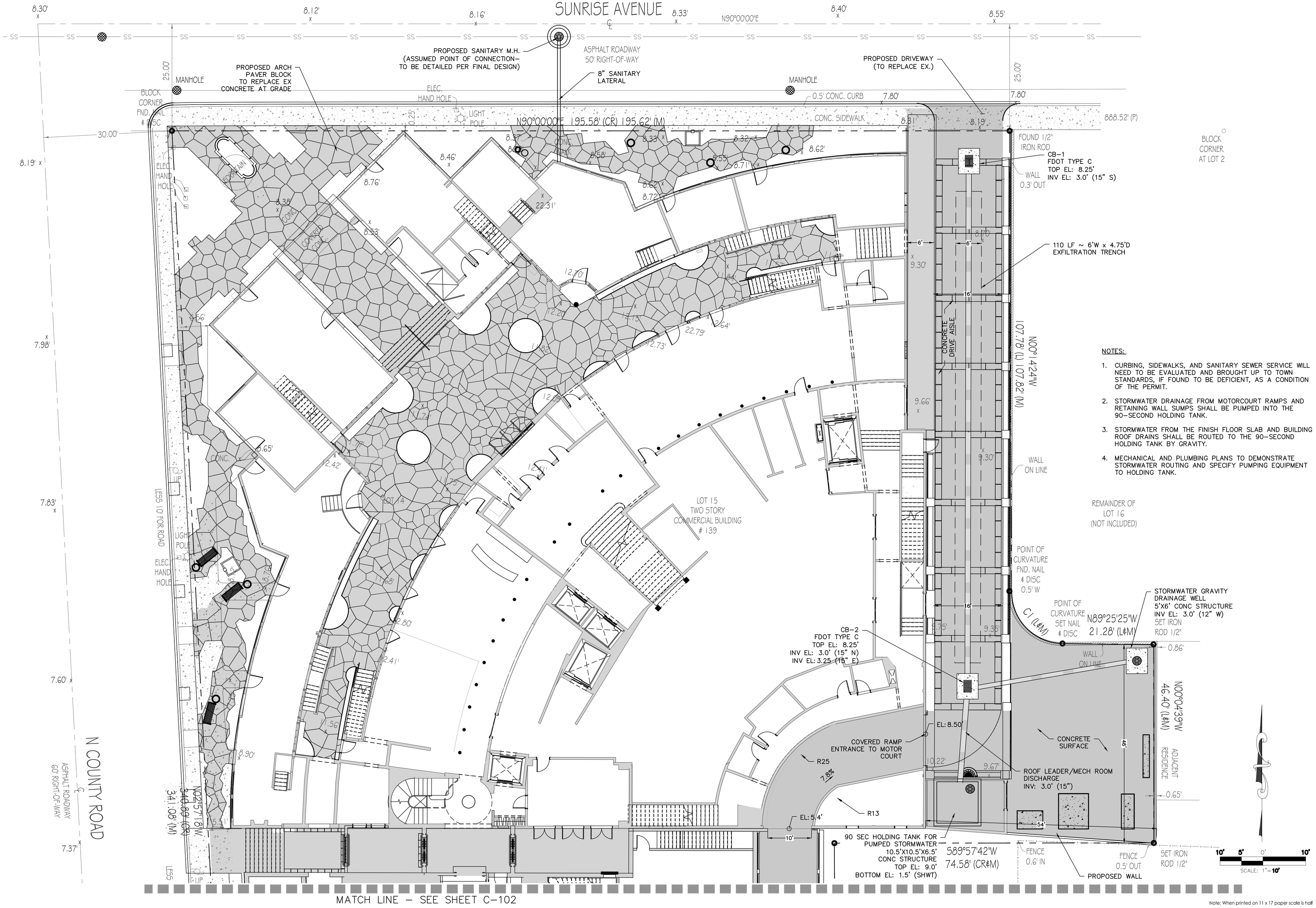
Date Printed	11/20/2023 9:29:29
Project number	0000
Drawn by	Author

LG2.02

Scale As indicated

RECEIVED
By yfigueroa at 8:07 am, Dec 08, 2023

TC Development Review Meeting Backup 1-10-2024



NOTES:

1. CURBING, SIDEWALKS, AND SANITARY SEWER SERVICE WILL NEED TO BE EVALUATED AND BROUGHT UP TO TOWN STANDARDS, IF FOUND TO BE DEFICIENT, AS A CONDITION OF THE PERMIT.
2. STORMWATER DRAINAGE FROM MOTORCOURT RAMPS AND RETAINING WALL SUMPS SHALL BE PUMPED INTO THE 90–SECOND HOLDING TANK.
3. STORMWATER FROM THE FINISH FLOOR SLAB AND BUILDING ROOF DRAINS SHALL BE ROUTED TO THE 90–SECOND HOLDING TANK BY GRAVITY.
4. MECHANICAL AND PLUMBING PLANS TO DEMONSTRATE STORMWATER ROUTING AND SPECIFY PUMPING EQUIPMENT TO HOLDING TANK.

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

Paramount Theater
139 N COUNTY RD
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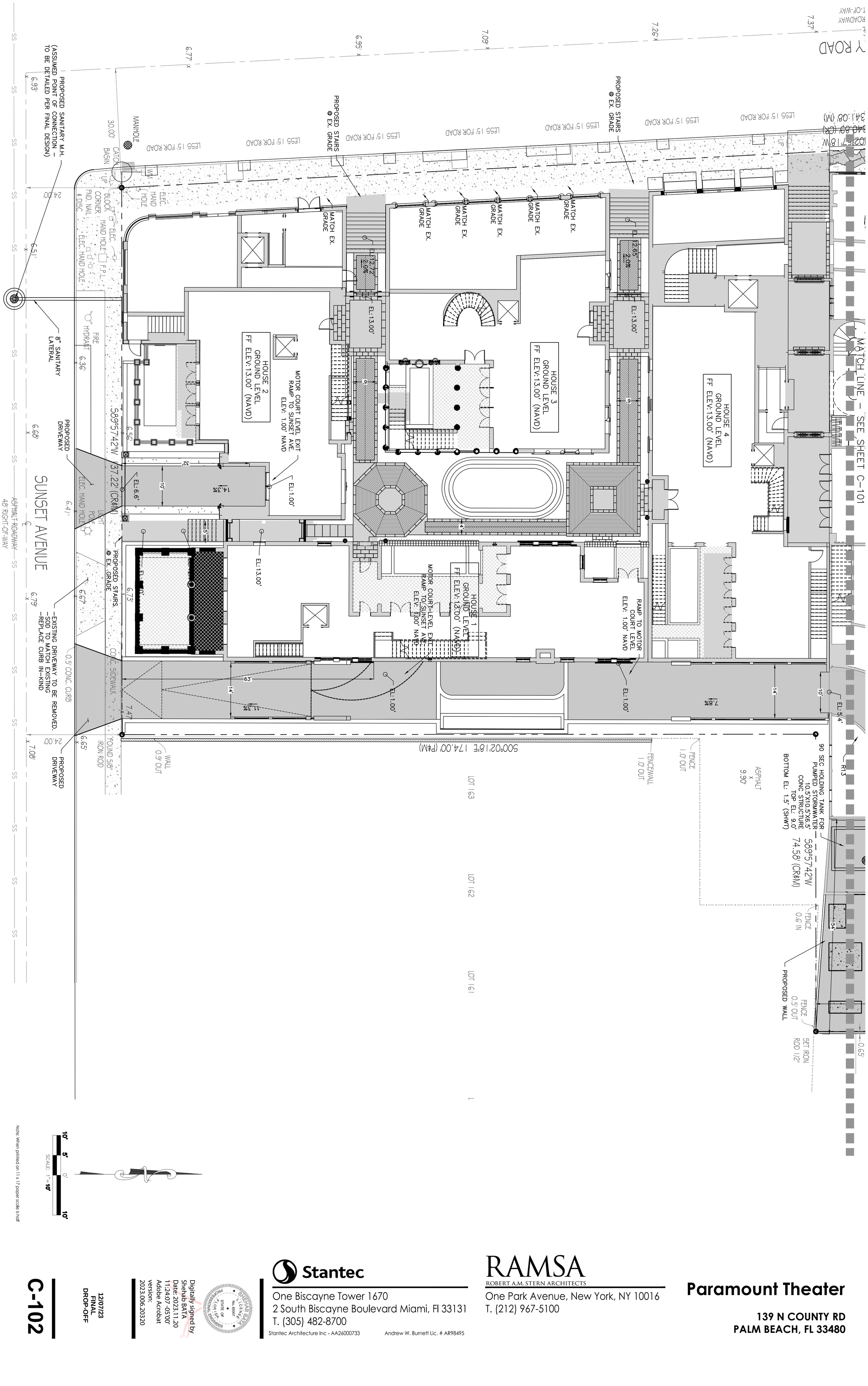
Andrew W. Burnett Lic. # AR98495
Stantec Architecture Inc - AA26000733

SHEHAB BATA
LICENSE
No. 85007
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Digitally signed by
Shehab BATA
Date: 2023.11.20
11:23:33 -05'00'
Adobe Acrobat
version:
2023.006.20320

12/07/23
FINAL
DROP-OFF

C-101



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

SCALE: 1"=10'
10' 5' 0' 10'

C-102

12/07/23
FINAL
DROP-OFF

Digitally signed by Shehab BATA
Date: 2023.11.20 11:24:07 -05'00'
Adobe Acrobat version: 2023.006.20320

SHEHAB BATA — LICENSE — No. 85007 — STATE OF FLORIDA — PROFESSIONAL ENGINEER

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2 South Biscayne Boulevard Miami, Fl 33131
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Paramount Theater

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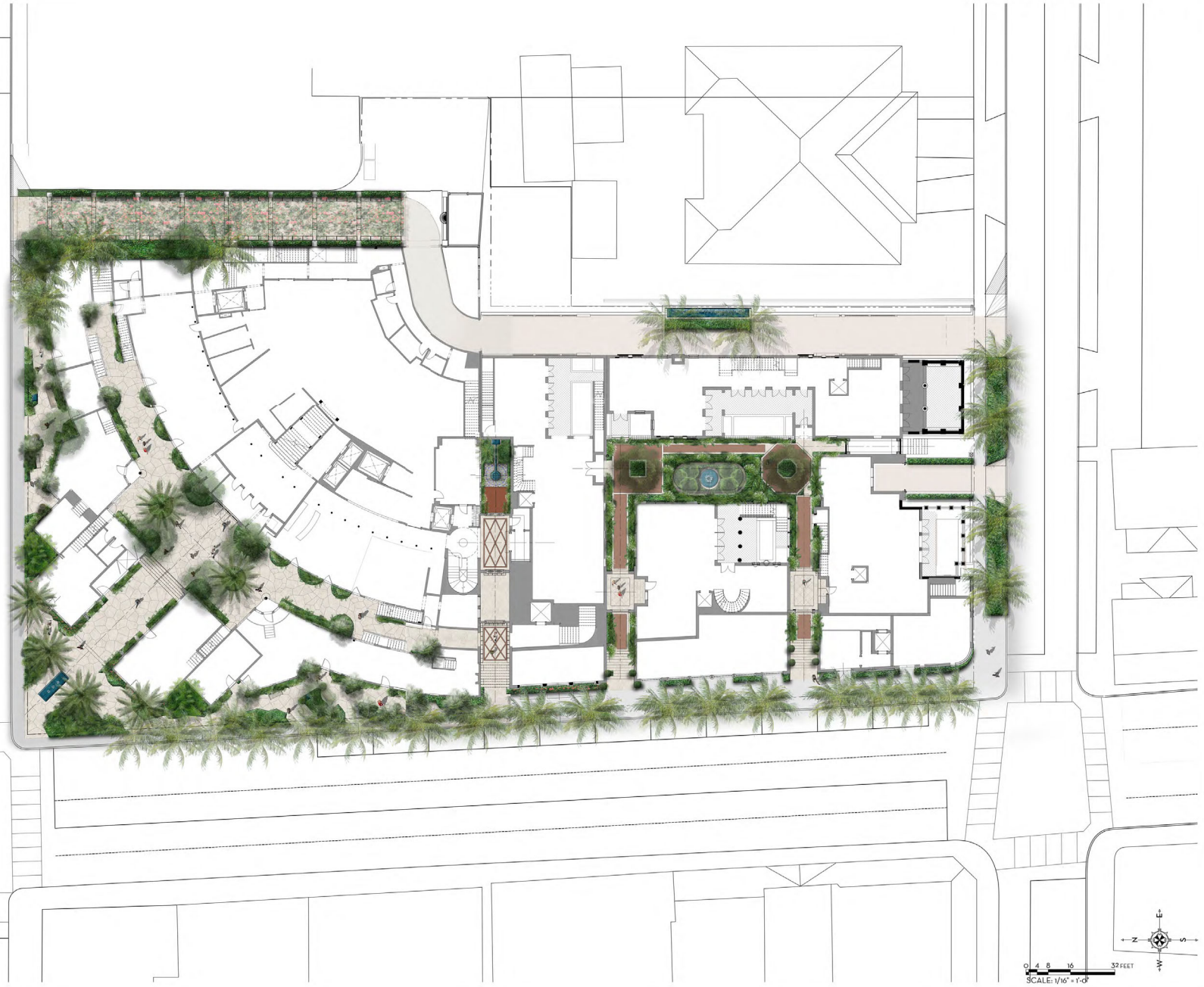
PALM BEACH, FL 33480

RECEIVED
By yfigueroa at 8:07 am, Dec 08, 2023

TC Development Review Meeting Backup 1-10-2024



MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

OVERALL LANDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

20 NOVEMBER 2023 - FIRST SUBMITTAL

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

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

LP1


LANDSCAPE PLAN - GROUND FLOOR
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
20 NOVEMBER 2023 - FIRST SUBMITTAL
SCALE: 1/8" = 1'-0"
MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
0000852
NIEVERA WILLIAMS
DESIGN
625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113
NIEVERAWILLIAMS.COM
LP2
S
E
W
N
16 FEET
8
4
0 1
SCALE: 1/8" = 1'-0"

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666656

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

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

LANDSCAPE PLAN - EAST ACCESS

07 SEPTEMBER 2023 - FIRST SUBMITTAL

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

LP3

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

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

20 NOVEMBER 2023 - SECOND SUBMITTAL

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL

LANDSCAPE PLAN - SECOND FLOOR

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-8020
F: 561-659-2113

NIEVERAWILLIAMS.COM

LP4

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

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

20 NOVEMBER 2023 - SECOND SUBMITTAL

139 N. COUNTY ROAD, PALM BEACH, FL.

PARAMOUNT THEATRE

LANDSCAPE PLAN - MOTOR COURT

27 FEBRUARY 2023

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

LP5

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
666686

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

20 NOVEMBER 2023 - FIRST SUBMITTAL

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL

LANDSCAPE PLAN - GROUND FLOOR

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

LP6



MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

LANDSCAPE PLAN - ROOF LEVEL

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

20 NOVEMBER 2023 - SECOND SUBMITTAL

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

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

LP9

L1
NIEVERA WILLIAMS
DESIGN
625 N. Flagler Drive
Suite 902
West Palm Beach, FL 33401
P: 501-659-2820
F: 501-659-2113
NIEVERAWILLIAMS.COM
MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6668656
Mario F. Nievera
2023.12.06
18:13:52-05'00'
07 DECEMBER 2023 - DROP OFF
SCALE: 1/8" = 1'-0"
OVERALL HARDSCAPE PLAN
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
SCALE: 1/16" = 1'-0"
L3
L7
L8
L2
L4

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856
Mario F. Nievera
2023.12.06
18:13:58-05'00'
SCALE: 1/8" = 1'-0"
HARDSCAPE PLAN - GROUND FLOOR
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
07 DECEMBER 2023 - DROP OFF
NIEVERA WILLIAMS
DESIGN
625 N. Flagler Drive
Suite 902
West Palm Beach, FL 33401
P. 561-659-2820
F. 561-659-2113
NIEVERAWILLIAMS.COM
L2
SCALE: 1/8" = 1'-0"
0 4 8 16 FEET
FOUNTAIN
CORAL PAVING AND BORDER W/ BRICK INLAY
CORAL FLAGGING
TABBY CONCRETE
CONC. SIDEWALK
DOG FOUNTAIN
BENCH BY OWNER
CORAL TREADS AND RISERS
LOW FOUNTAIN

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:14:03-05'00'

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

PARAMOUNT THEATRE

HARDSCAPE PLAN - EAST ACCESS

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROP OFF

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 602
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

L3

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:14:09-05'00'

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

PARAMOUNT THEATRE

LANDSCAPE PLAN - SECOND FLOOR

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROPP OFF

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 602
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

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L4

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:14:14-05'00'

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

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139 N. COUNTY ROAD, PALM BEACH, FL.

HARDSCAPE PLAN - MOTOR COURT

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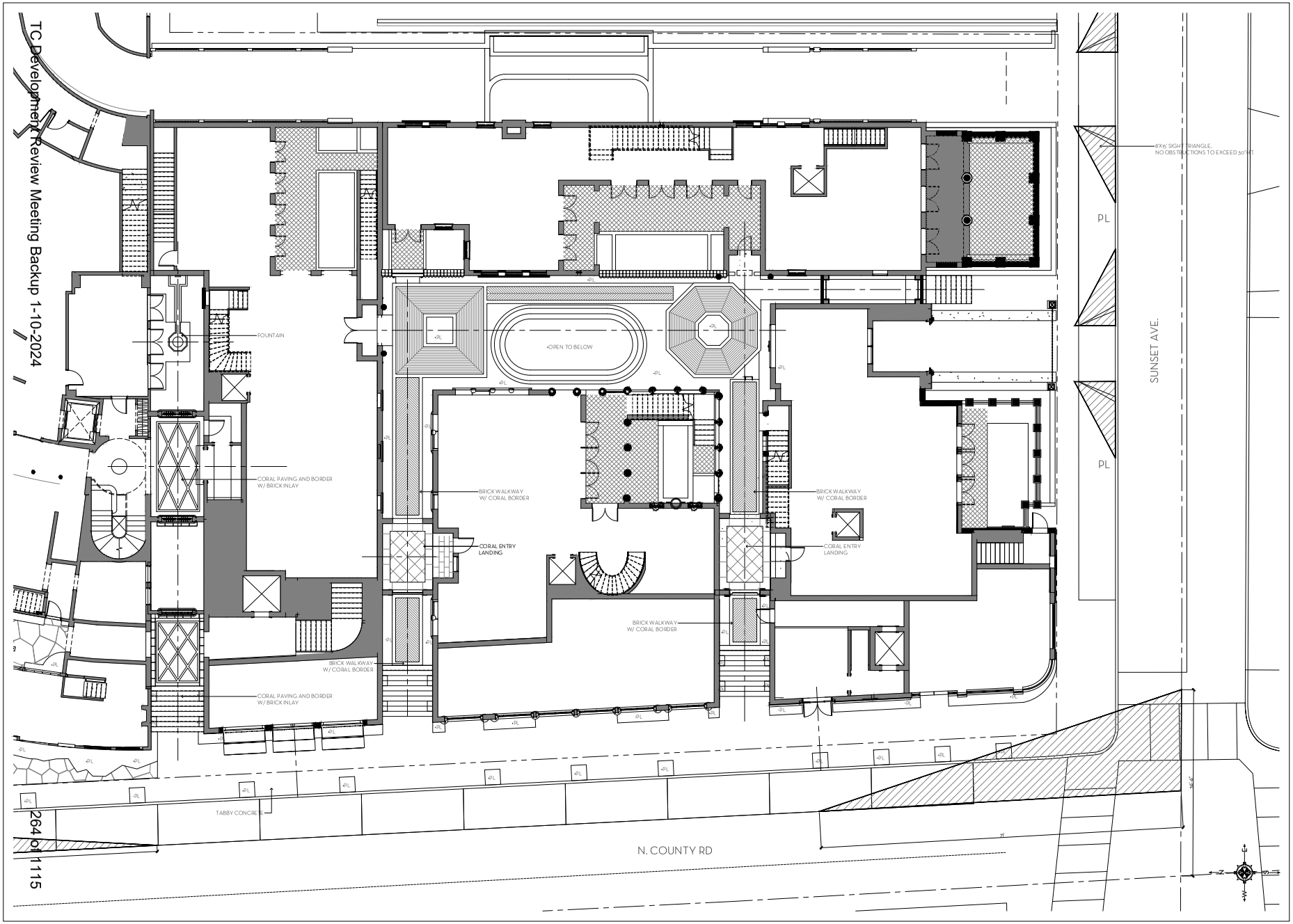
L5



TC Development Review Meeting Backup 1-10-2024

264 of 1115

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:14:19-05'00'

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

HARDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROP OFF

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L6

MARIO F. NIEVERA
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6668856

Mario F. Nievera
2023.12.06
18:14:25-05'00'

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

PARAMOUNT THEATRE

OVERALL LANDSCAPE PLAN

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROP OFF

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LP1

MARIO F. NIEVERA
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Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:14:30-05'00'

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

PARAMOUNT THEATRE

LANDSCAPE PLAN - GROUND FLOOR

139 N. COUNTY ROAD, PALM BEACH, FL

07 DECEMBER 2023 - DROP OFF

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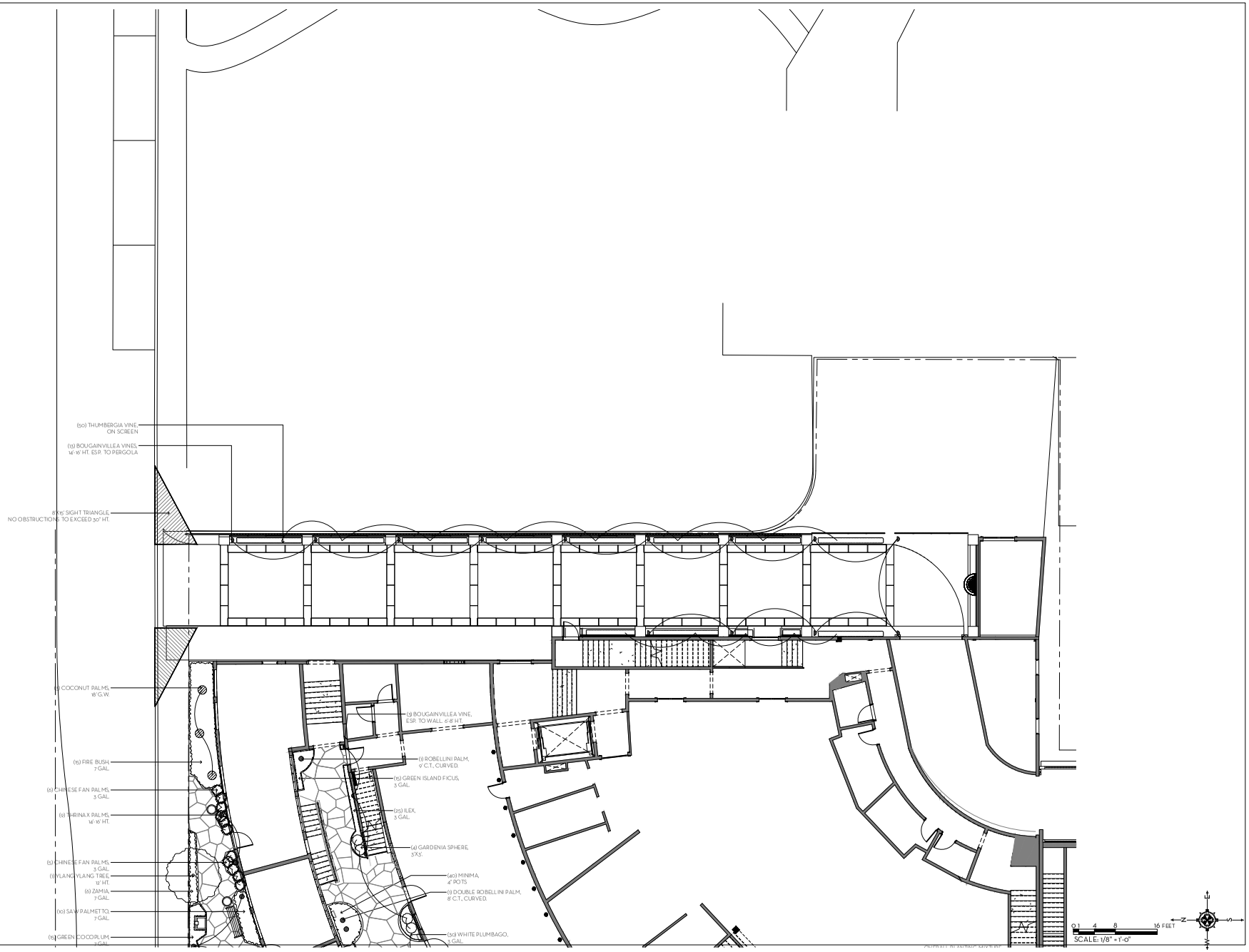
TC Development Review Meeting Backup 1-10-2024

267 of 1115



MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:14:35-05'00'

LANDSCAPE PLAN - EAST ACCESS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROP OFF

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

NIEVERA WILLIAMS
DESIGN

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Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

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LP3

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856
Mario F. Nievera
2023.12.06
18:14:40-05'00'
SCALE: 1/8" = 1'-0"
LANDSCAPE PLAN - SECOND FLOOR
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
07 DECEMBER 2023 - DROPP OFF
NIEVERA WILLIAMS
DESIGN
625 N. Flagler Drive
Suite 602
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2133
NIEVERAWILLIAMS.COM
LP4
N
E
S
W
0
8
16 FEET
SCALE: 1/8" = 1'-0"
(20) GREEN ISLAND FICUS, 5'X5'
CONTRASTING PAVER
BORDER WITH CORAL BORDER
WOOD DECKING
WITH CORAL BORDER
(TYP.)
RAILING
(TYP.)
SEE ARCH. DRAWINGS
(18) GREEN ISLAND FICUS SPHERES, 5'X5'

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:14:46-05'00'

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

PARAMOUNT THEATRE

LANDSCAPE PLAN - MOTOR COURT

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROP OFF

NIEVERA WILLIAMS
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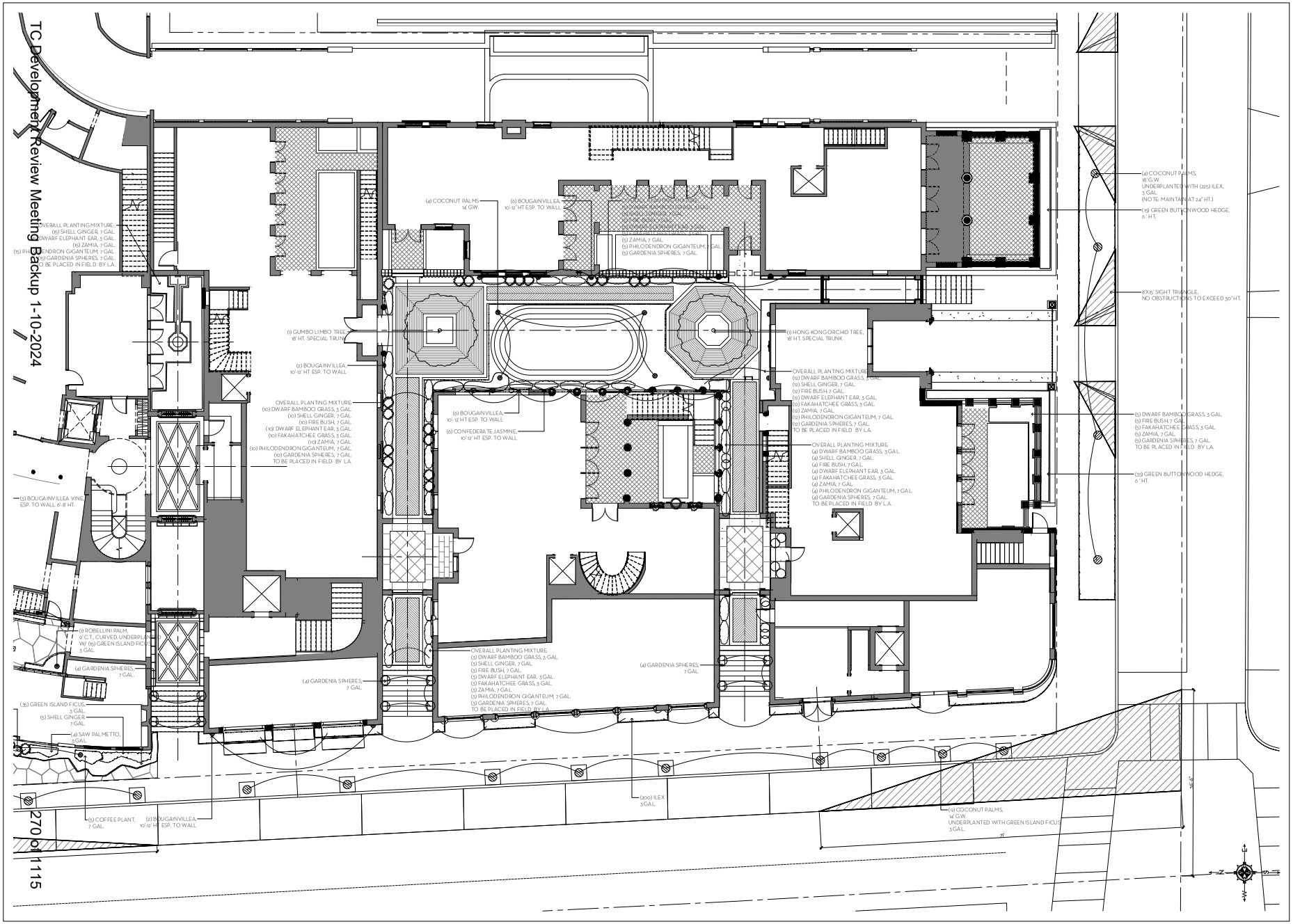

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
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LANDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROP OFF

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

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LP6

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:14:58-05'00'

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

PARAMOUNT THEATRE

HARDSCAPE PLAN - SECOND FLOOR

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROPP OFF

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LP7

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:15:04-05'00'

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

PARAMOUNT THEATRE

LANDSCAPE PLAN - THIRD LEVEL

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROP OFF

NIEVERA WILLIAMS
DESIGN

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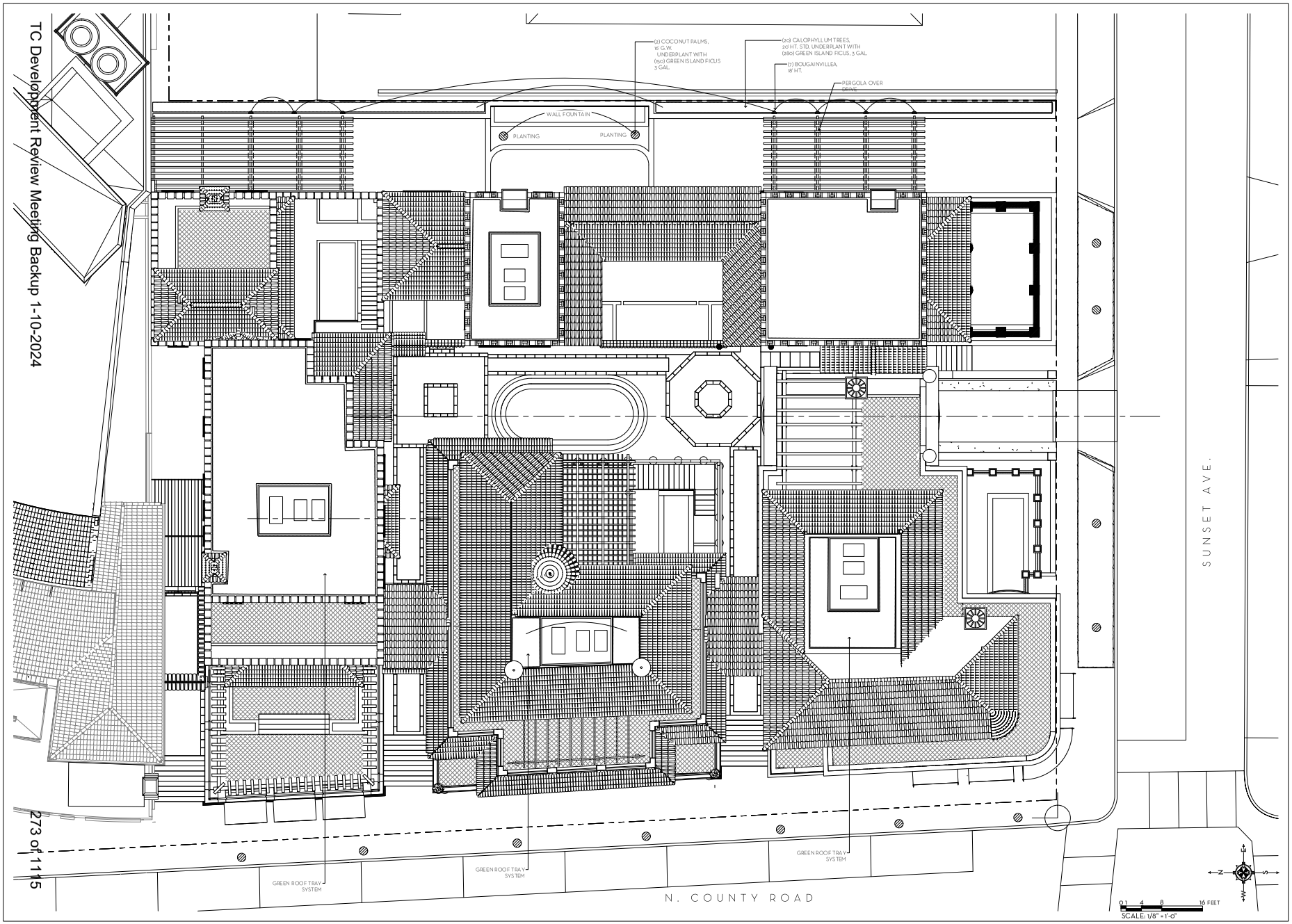
LP8



MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:15:11-05'00'

LANDSCAPE PLAN - ROOF LEVEL

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

07 DECEMBER 2023 - DROP OFF

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

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DESIGN

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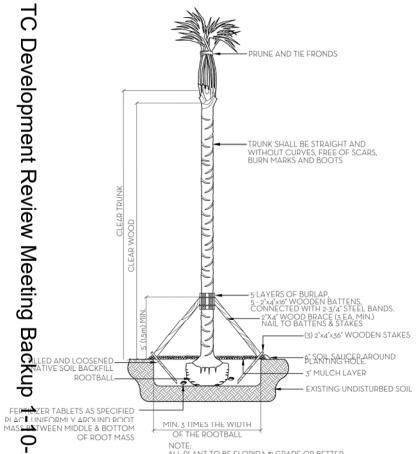
LP9

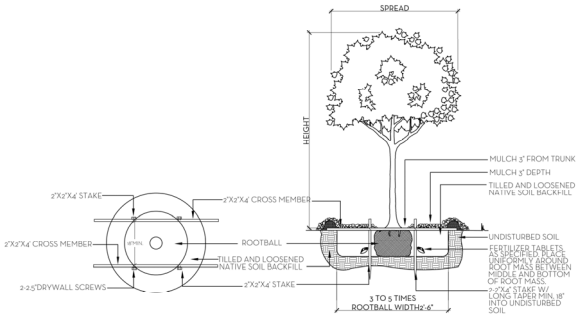
TC Development Review Meeting Backup 1-10-2024

TC Development Review Meeting Backup 1-10-2024

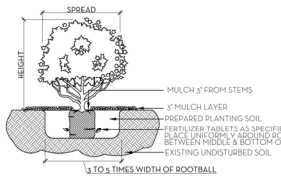


PALM PLANTING DETAIL
NTS

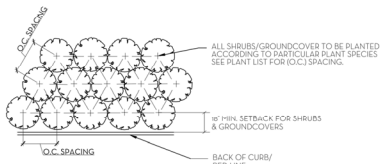
NOTES:
1. ALL WOOD SHALL BE SPRUCE OR PINE-NOT PRESSURE TREATED.
2. CROSS TIES SHALL NOT CROSS OVER WOODY ROOTS.
3. REMOVE ALL STRING &/OR WIRE WRAPPED AROUND TRUNK.
4. REMOVE ALL STRAPS, BOPES, WIRE, &/OR STRINGS USED TO LIFT THE ROOTBALL.
5. REMOVE ALL BURLAP &/OR WIRE FROM THE TOP OF THE ROOT BALL.
6. TOP OF ROOTBALL TO BE SET 2" BELOW FINISH SURROUNDING FINISH GRADE.



TREE PLANTING DETAIL
NTS

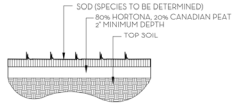


SHRUB & GROUNDCOVER PLANTING DETAIL
NTS



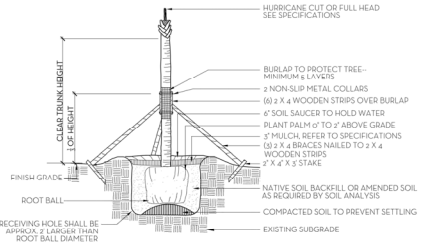
PLANT SPACING DETAIL
NTS

SOD NOTES:
1. ROUGH GRADE PROVIDED BY CONTRACTOR 4"-5" BELOW GRADE
2. RAKE AND REMOVE ALL CONSTRUCTION DEBRIS
3. PRIOR TO LAYING SOD ADD 80% HORTANA AND 20% CANADIAN PEAT, 3" MIN.
4. AFTER LAYING SOD APPLY NECESSARY PESTICIDES AND FUNGICIDES.
5. IRRIGATE REGULARLY, REFER TO IRRIGATION DRAWINGS



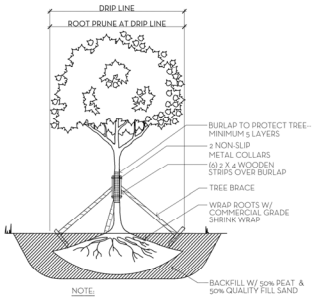
SOD PLANTING DETAIL
NTS

NOTE: BUD SHALL BE PERPENDICULAR TO GROUND PLANE. TRUNK SHALL BE STRAIGHT AND WITHOUT CURVES. NO SCARRED OR BLACKENED TRUNKS.



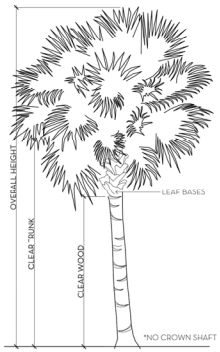
NOTES: STAKING & GUYING REQUIRED FOR PALMS, IF NECESSARY, OR AS DIRECTED BY THE LANDSCAPE ARCHITECT. ALL PLANT TO BE FLORIDA #1 OR BETTER

PALM TREE PLANTING AND STAKING DETAIL
NTS.



NOTE:
1. ALLOW 4-6 WEEKS BEFORE MOVING TREES.
2. PROVIDE DRIP IRRIGATION.
3. ALL PLANT MATERIAL TO BE FLORIDA #1 GRADE OR BETTER

TREE ROOT PRUNING DETAIL
NTS.



PALM SPECIFICATION DETAIL
NTS.

FERTILIZATION
SHRUBS AND TREES
ALL TREES AND SHRUBS SHALL BE FERTILIZED WITH "AGRIFORM" 20-10-5 PLANTING TABLETS AT TIME OF INSTALLATION AND PRIOR TO COMPLETION OF PIT BACKFILLING. TABLETS SHALL BE PLACED UNIFORMLY AROUND THE ROOT MASS OF A DEPTH THAT IS BETWEEN THE MIDDLE AND BOTTOM OF THE ROOT MASS.
APPLICATION RATE:
1 GALLON CAN: 1 - 21 GRAM TABLET
3 GALLON CAN: 2 - 21 GRAM TABLETS
5 GALLON CAN: 3 - 21 GRAM TABLETS
7 GALLON CAN: 4 - 21 GRAM TABLETS
TREES: 3 - 21 GRAM TABLETS EACH 1/4" OF CALIPER
PALMS: 7 - 21 GRAM TABLETS
GROUNDCOVER AREAS
ALL GROUNDCOVER AREAS SHALL RECEIVE FERTILIZATION WITH "OZMOCOTE" TIME RELEASE FERTILIZER AS PER MANUFACTURER'S SPECIFICATIONS.

274 of 1115

NIEVERA WILLIAMS DESIGN

Paramount Theatre
139 N. County Road

November 17, 2023

Landscape Material Schedule

Item No.	Common Name	Botanical Name	Quantity	Native	Specification
1	**TREES**				
2	Gumbo Limbo Tree	Bursera Simaruba	1	✔	18' HT. Character
3	Pigeon Plum Tree	Coccoloba Diversifolia	2	✔	12' HT.
4	Ylang Ylang Tree	Cananga odorata	4		12' HT.
5	Seagrape Tree	Coccoloba uvifera	9	✔	15' HT.
6	Hong Kong Orchid Tree	Bauhinia acuiloba	1		18' HT. Character
8			10	50%	
9	**PALMS**				
10	Coconut Palms	Cocos nucifera	7		18' GW
11	Coconut Palms	Cocos nucifera	2		16' GW
12	Coconut Palms	Cocos nucifera	20		14' GW.
13	Date Palms	Phoenix dactylifera 'Medjool'	6		18'-20' HT.
14	Single Roebellini Palm	Phoenix roebelenii	2		9' CT.
15	Double Roebellini Palm	Phoenix roebelenii	2		8' CT.
16	Triple Roebellini Palms	Phoenix roebelenii	2		10'-12' HT.
17	Thrinax Palm	Coccothrinax argentata	16		14'-16' HT.
19	Reclinata Palm	Phoenix reclinata	2		15' Multi Trunk
20			59		
21	**SHRUB/VINES**				
37	Chinese Fan Palm	Livistona chinensis	26		3 Gal.
7	Calophyllum	Calophyllum brasiliense	20		20' HT. Std.
22	Fire Bush	Hamelia patens	54	✔	7 Gal.
38	Fire Bush	Hamelia patens	10	✔	3 Gal.
23	Zamia	Zamia integrifolia	90	✔	7 Gal.
24	Saw Palmetto	Serenoa repens	52	✔	7 Gal.
25	Green Cocoplum	Chrysobalanus icaco	15	✔	7 Gal.
26	Shell Ginger	Alpinia zerumbet	84		7 Gal.
27	Coffee Plant	Psychotria nervosa	55	✔	7 Gal.
28	Cocoplum	Chrysobalanus icaco	10	✔	7 Gal.
29	Gardenia Spheres	Gardenia jasminoides	8		5'x5'
30	Gardenia Spheres	Gardenia jasminoides	66		7 Gal.
31	Rhapis Palm	Rhapis excelsa	10		5' HT.
32	Philodendron Giganteum	Philodendron giganteum	49		7 Gal.
33	Clusia Nana Sphere	Clusia rosea 'Nana'	4		5'x5'
34	Green Buttonwood Hedge	Conocarpus erectus	50	✔	6' Ht.
47	Bougainvillea Vine	Bougainvillea ssp	16		10'-12' Ht. Esp to wall
48	Bougainvillea Vine	Bougainvillea ssp	6		6'-8' Ht. Esp to wall
49	Bougainvillea Vine	Bougainvillea ssp	13		14'-16' Ht. Esp to wall
50	Bougainvillea Vine	Bougainvillea ssp	7		18' Ht.
53	Thunbergia Vine	Thunbergia erecta	50		10' Ht.
54	Confederate Jasmine	Trachelospermum jasminoides	6		10'-12' Ht. Esp to wall
	Green Island Ficus	Ficus microcarpa 'Green Island'	58		5'x5'
35			719	44%	
36	**GROUND COVER**				
39	Hibiscus	Hibiscus ssp	60		3 Gal.
40	Saw Palmetto	Serenoa repens	8	✔	3 Gal.
41	Green Island Ficus	Ficus microcarpa 'Green Island'	509		3 Gal.
42	Ilex	Ilex cassine	615	✔	3 Gal.
43	Blue Salvia	Salvia azurea	60	✔	3 Gal.
44	White Plumbago	Plumbago auriculata	60		3 Gal.
45	Blue Plumbago	Plumbago auriculata	60		3 Gal.
46	Dwarf Elephant Ear	Alocasia ssp	49		3 Gal.
51	Foxtail Fern	Asparagus densiflorus 'Meyeri'	60	✔	3 Gal.
52	Mimina	Trachelospermum asiaticum	200		4" pots
55	Dwarf Bamboo Grass	Pogonatherum paniceum	39		3 Gal.
56	Fakahatchee Grass	Tripsacum dactyloides	35	✔	3 Gal.
58	Begonia	Begonia odorata 'Alba'	90		3 Gal.
60			1805	44%	
61	**SOD**				
62	Zoysia Diamond'		V.I.F.		FULL, STAGGER SEAMS

Town of Palm Beach
Planning Zoning and Building
360 S County Rd
Palm Beach, FL 33480
www.townofpalmbeach.com

Line #	Landscape Legend		
1	**Property Address:**	139 N County Road	
2	**Lot Area (sq. ft.):**	58,099	
3		REQUIRED	PROPOSED
4	Landscape Open Space (LOS) (Sq Ft and %)	14,525 (25%)	2,617 (4.5%)
5	LOS to be altered (Sq FT and %)	N/A	N/A
6	Perimeter LOS (Sq Ft and %)	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	2,023 (35%)	916 (15.85%)
8	Native Trees %	30% (number of trees)	50%
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	44%
10	Native Groundcover %	30% (groundcover area)	44%

To determine qualifying native vegetation use either:
the Institute for Regional Conservation Natives for Your Neighborhood FL Statewide Plant List
OR
the Florida Native Plant Society Native Plants for Your Area List

Note: Modificaiton of >50% of existing landscape/greenscape are subject to minimum native plant requirements and must submit a landscape and irrigation plan for review.

This table shall be included on the landscape species index sheet as prepared by a licensed landscape architect and landscape openspace data shall be incorporated on to corresponding zoning legend.

See Ord. 003-2023 *REI BF 20230727*

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:15:17-05'00'

PLANT LIST AND DETAILS
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
07 DECEMBER 2023 - DROP OFF

NIEVERA WILLIAMS DESIGN
625 N. Flagler Drive
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Town of Palm Beach
Planning Zoning and Building
360 S County Rd
Palm Beach, FL 33480
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Line #	Landscape Legend		
1	**Property Address:**	139 N County Road	
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See Ord. 003-2023 *REV BF 20230727*

HARDSCAPE

BUILDING AREA (INCLUDES ABOVE AND BELOW GRADE)

LANDSCAPE

0 4 8 16 32 FEET
SCALE: 1/16" = 1'-0"

MARIO F. NIEVERA
State of Florida
Landscape Architect
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6666856
Mario F. Nievera
2023.12.06
18:15:26-05'00'

OPEN SPACE DIAGRAM
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
07 DECEMBER 2023 - DROP OFF
SCALE: 1/8" = 1'-0"

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
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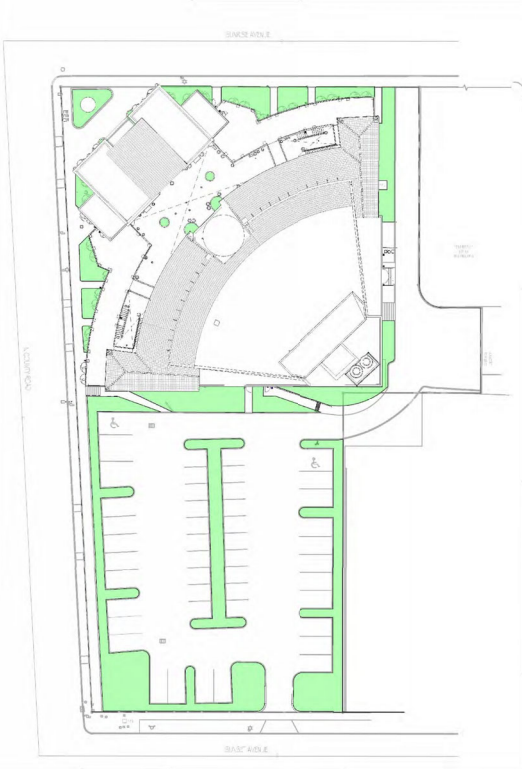
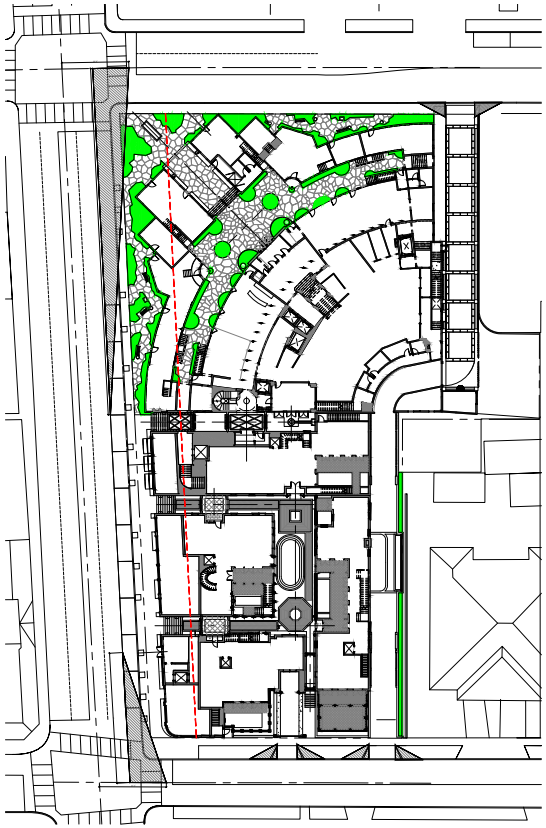
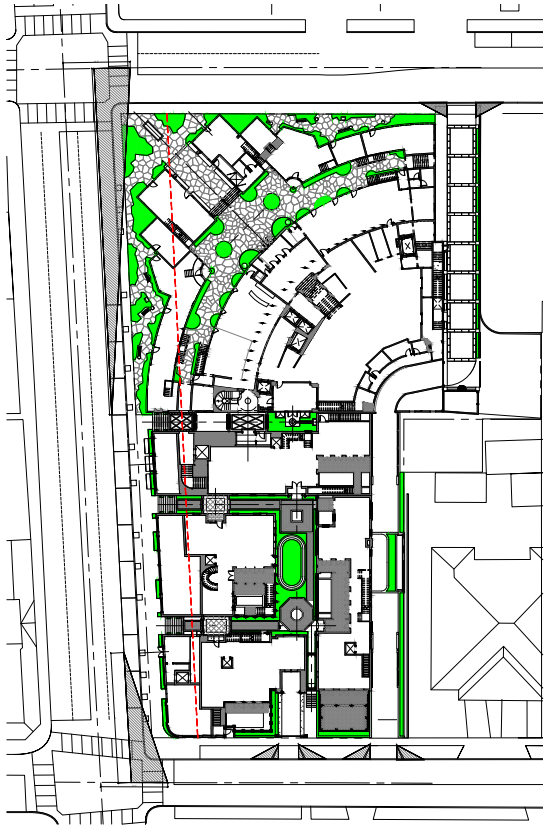
OS1



EXISTING OPEN SPACE
8,852 SQ. F.T (15%)



PROPOSED OPEN SPACE-PER CODE



PROPOSED OPEN SPACE-ALL PLANTING AREA

OPEN SPACE PER CODE: 2,617 SQ. FT.
PLANTING AREA-MAIN LEVEL: 2,875 SQ. FT.
PLANTING AREA-MOTORCOURT LEVEL: 228 SQ. FT.
PLANTING AREA-SECOND LEVEL: 110 SQ. FT.
PLANTING AREA-GREEN ROOF: 2,605 SQ. FT.

TOTAL PLANTED AREA: 8,435 SQ. FT. (14.5%)

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Planning Zoning and Building
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Palm Beach, FL 33480
www.townofpalmbeach.com

Line #	Landscape Legend		
1	**Property Address:**	139 N County Road	
2	**Lot Area (sq. ft.):**	58,099	
3		REQUIRED	PROPOSED
4	Landscape Open Space (LOS) (Sq Ft and %)	14,525 (25%)	2,617 (4.5%
5	LOS to be altered (Sq FT and %)	N/A	N/A
6	Perimeter LOS (Sq Ft and %)	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	2,023 (35%)	916 (15.85%)
8	Native Trees %	30% (number of trees)	50%
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	44%
10	Native Groundcover %	30% (groundcover area)	44%

To determine qualifying native vegetation use either:
the Institute for Regional Conservation Natives for Your Neighborhood FL Statewide Plant List
OR
the Florida Native Plant Society Native Plants for Your Area List

Note: Modificaiton of >50% of existing landscape/greenscape are subject to minimum native plant requirements and must submit a landscape and irrigation plan for review.

This table shall be included on the landscape species index sheet as prepared by a licensed landscape architect and andscape openspace data shall be incorporated on to corresponding zoning legend.

See Ord. 003-2023 *REV BI 20230727*



MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856
Mario F. Nievera
2023.12.06
18:15:36-05'00'

SCALE: 1/32" = 1'-0"

OPEN SPACE DIAGRAM
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
07 DECEMBER 2023 - DROP OFF

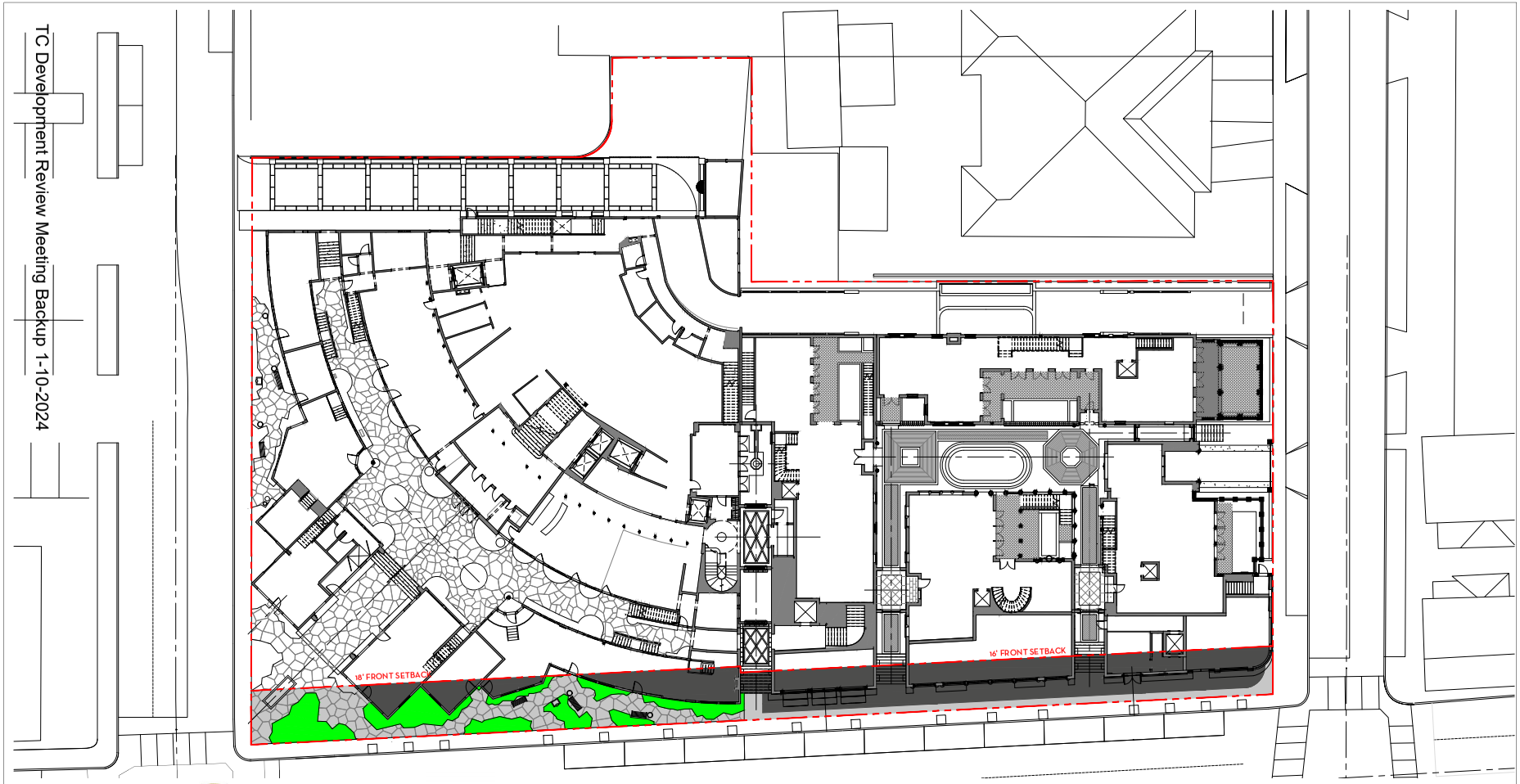
NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

OS2

TC Development Review Meeting Backup 1-10-2024



Town of Palm Beach
Planning Zoning and Building
360 S County Rd
Palm Beach, FL 33480
www.townofpalmbeach.com

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This table shall be included on the landscape species index sheet as prepared by a licensed landscape architect and andscape openspace data shall be incorporated on to corresponding zoning legend.

See Ord. 003-2023 *REV BI 20230727*

HARDSCAPE

BUILDING AREA (INCLUDES ABOVE AND BELOW GRADE)

LANDSCAPE

0 4 8 16 32 FEET
SCALE: 1/16" = 1'-0"

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:15:41-05'00'

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

FRONT OPEN SPACE DIAGRAM
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.

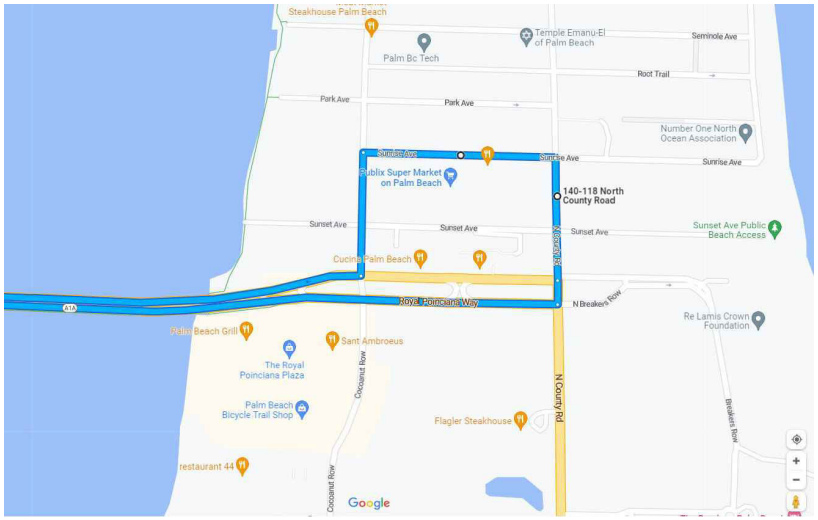
07 DECEMBER 2023 - DROP OFF

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

OS3



TRUCK LOGISTICS:
ENTER TOWN VIA NORTH BRIDGE TO COUNTY ROAD. PROCEED TO SITE.

DEPART SITE TO NORTH PER STAGING AND SCREENING PLAN. TURN AROUND VIA SUNRISE AVENUE TO BRADLEY PLACE. DEPART TOWN VIA NORTH BRIDGE

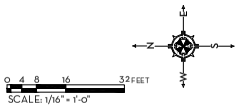
CONSTRUCTION SCHEDULE:

SITE PREPARATION, SCREENING FENCES, SILK FENCE: 1 WEEK
DEMOLITION: 3 WEEKS

PROPOSED RESIDENCES:
FOUNDATION: 3 WEEKS
BLOCK AND STEEL DELIVERY, CONCRETE POURS: 1 MONTH
ROOF TRUSS DELIVERY AND SETTING: 2 WEEKS
WINDOW/DOOR DELIVERY AND SETTING: 1 MONTH
INTERIOR DRY IN: 2 MONTHS
INTERIOR FRAMING: 2 MONTHS
MEP ROUGH-IN: 3 MONTHS
DRY WALL: 1 MONTHS
FINISHES: 4 MONTHS
LANDSCAPE AND HARDSCAPE: 2 MONTHS
PUNCHOUT: 1 MONTH

THEATRE (CONSTRUCTION TO HAPPEN CONCURRENTLY WITH RESIDENCES)
STRUCTURAL WORK AND RESTORATION: 4 MONTHS
INTERIOR FRAMING: 2 MONTHS
MEP ROUGH-IN: 3 MONTHS
DRYWALL: 1 MONTH
FINISHES: 4 MONTHS
LANDSCAPE AND HARDSCAPE: 2 MONTHS
PUNCHOUT: 1 MONTH

TOTAL: 24 MONTHS



MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

Mario F. Nievera
2023.12.06
18:15:48-05'00'

CONSTRUCTION LOGISTICS
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
07 DECEMBER 2023 - DROP OFF

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

CSP

RECEIVED
By yfigueroa at 8:16 am, Dec 27, 2023

Department of Engineering and Public Works
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbcgov.com

Palm Beach County Board of County Commissioners
Maria Sachs, Mayor
Maria G. Marino, Vice Mayor
Gregg K. Weiss
Michael A. Barnett
Marci Woodward
Sara Baxter
Mack Bernard

County Administrator
Verdenia C. Baker

"An Equal Opportunity Affirmative Action Employer"

December 21, 2023

Christopher W. Heggen, P.E.
Kimley-Horn and Associates, Inc.
1920 Wekiva Way, Suite 200
West Palm Beach, FL 33411

RE: Paramount Theater Redevelopment
Project #: 221203
Traffic Performance Standards (TPS) Review

Dear Mr. Heggen:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated November 30, 2022, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Palm Beach
Location:	SEC of Sunrise Avenue and County Road
PCN:	50-43-43-15-09-000-0140
Access:	Access driveway connection onto Sunrise Avenue and onto Sunset Avenue (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	General Office = 14,745 SF General Retail = 9,683 SF Church/Synagogue = 2,205 SF
Proposed Uses:	Renovate all existing uses to consist of the following: General Retail = 6,531 SF Single Family Residential= 4 DUs Fine Dining Restaurant = 475 Seats
New Daily Trips:	509
New Peak Hour Trips:	-15 (-16/1) AM; 50 (45/5) PM
Build-out:	December 31, 2027

Based on our review, the Traffic Division has determined the proposed development **meets** the Traffic Performance Standards of Palm Beach County.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the Town after the build-out date specified above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email HAkif@pbcgov.org.

Sincerely,

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:HA:jb
ec: Addressee
Paul Castro, Zoning Administrator, Town of Palm Beach
Quazi Bari, P.E., PTOE, Manager – Growth Management, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2023\231203 - PARAMOUNT THEATER REDEVELOPMENT.DOCX;

Department of Engineering and Public Works
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbcgov.com

Palm Beach County Board of County Commissioners
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Maria G. Marino
Dave Kerner
Maria Sachs
Melissa McKinlay
Mack Bernard

County Administrator
Verdenia C. Baker

"An Equal Opportunity Affirmative Action Employer"

November 17, 2022

Christopher W. Heggen, P.E.
Kimley-Horn and Associates, Inc.
1920 Wekiva Way, Suite 200
West Palm Beach, FL 33411

RE: Paramount Palm Beach
Project #: 221103
Traffic Performance Standards (TPS) Review

Dear Mr. Heggen:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated October 31, 2022, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Palm Beach
Location:	SEC of Sunrise Avenue and County Road
PCN:	50-43-43-15-09-000-0140
Access:	As existing (access driveway connection onto Sunrise Avenue and onto Sunset Avenue) (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	General Office = 14,745 SF General Retail = 9,683 SF Church/Synagogue = 2,205 SF
Proposed Uses:	Renovate all existing uses to consist of the following: General Retail = 5,500 SF Single Family Residential= 4 DUs Private Club = 225 Members Private Banquet Hall = 250 Seats
New Daily Trips:	376
New Peak Hour Trips:	-19 (-17/-2) AM; 22 (28/-6) PM
Build-out:	December 31, 2027

Based on our review, the Traffic Division has determined the proposed development does not have significant peak hour traffic impact (as defined in PBC TPS) on the roadway network and, therefore, **meets** the TPS of Palm Beach County.

No driveway turn lane requirements have been analyzed/reviewed for project driveways located on a town maintained roadway. The Town is urged to verify that all turn lanes at the driveways are adequate.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided

upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the Town after the build-out date specified above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email HAkif@pbcgov.org.

Sincerely,

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:HA:cp
ec: Addressee
Paul Castro, Zoning Administrator, Town of Palm Beach
Quazi Bari, P.E., PTOE, Manager – Growth Management, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2022\221103 - PARAMOUNT PALM BEACH.DOCX;

RECEIVED
By yfigueroa at 8:36 am, Dec 27, 2023

Kimley»Horn

January 6, 2023

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

RE: ***Paramount Palm Beach***
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 and adding below-grade parking with four residential units on top on the portion of the site that currently includes surface parking. The redevelopment will result in a final program of 5,500 square feet of general retail space, 4 single family dwelling units, a 225 member private club, and a 250 seat banquet facility. The private club was assumed to generate traffic similar to that of a fine dining restaurant, and the banquet facility is only expected to generate traffic when it has been rented out for events or dinners. Both of these uses are expected to operate as private facilities and will not be open to the general public.

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. 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 proposed banquet hall does not specifically fit within the land uses provided in the Palm Beach County Trip Generation Rates table; therefore, the trip generation rates applied to this use were determined based upon discussions with Palm Beach County Traffic Division staff.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. As shown in

Table 1, the proposed redevelopment of the site results in 376 net new external daily trips, a decrease of 19 net new external AM peak hour trips (-17 in, -2 out), and an increase of 22 net new external PM peak hour trips (+28 in, -6 out).

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Strip Retail Plaza (<40k)	9.683 KSF	527	23	14	9	64	32	32
General Office (10k-250k)	14.745 KSF	160	22	19	3	21	4	17
Church/Synagogue	2.205 KSF	17	1	1	0	1	0	1
	Subtotal	*704*	*46*	*34*	*12*	*86*	*36*	*50*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	332	14	9	5	40	20	20
General Office (10k-250k)	10.0%	16	2	2	0	2	0	2
Church/Synagogue	5.0%	1	0	0	0	0	0	0
	Subtotal	*349*	*16*	*11*	*5*	*42*	*20*	*22*
Driveway Volumes		638	46	34	12	86	36	50
Net New External Trips		289	30	23	7	44	16	28
Proposed Scenario								
Strip Retail Plaza (<40k)	5.500 KSF	299	13	8	5	36	18	18
Single Family Detached	4 DU	40	3	1	2	4	3	1
Fine Dining Restaurant*	225 Seats	585	5	3	2	63	42	21
Banquet Hall**	250 Seats	650	0	0	0	25	17	8
	Subtotal	*1,574*	*21*	*12*	*9*	*128*	*80*	*48*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	188	8	5	3	23	11	12
Single Family Detached	0.0%	0	0	0	0	0	0	0
Fine Dining Restaurant*	44.0%	257	2	1	1	28	18	10
Banquet Hall **	44.0%	286	0	0	0	11	7	4
	Subtotal	*731*	*10*	*6*	*4*	*62*	*36*	*26*
Driveway Volumes		1,396	21	12	9	128	80	48
Net New External Trips		665	11	6	5	66	44	22
Proposed Net External Trips-Existing Net New External Trips		376	-19	-17	-2	22	28	-6
Radius of Development Influence:		0.5 miles						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Strip Retail Plaza (<40k)	54.45 trips/1,000 sf	2.36 trips/1,000 sf (60% in, 40% out)	6.59 trips/1,000 sf (50% in, 50% out)	63.0%
General Office (10k-250k)	10.84 trips/1,000 sf	1.52 trips/1,000 sf (88% in, 12% out)	1.44 trips/1,000 sf (17% in, 83% out)	10.0%
Church/Synagogue	7.6 trips/1,000 sf	0.33 trips/1,000 sf (62% in, 38% out)	0.49 trips/1,000 sf (47% in, 53% out)	5.0%
Single Family Detached	10 trips/DU	0.7 trips/DU (26% in, 74% out)	0.94 trips/DU (63% in, 37% out)	0.0%
Fine Dining Restaurant*	2.6 trips/seat	0.02 trips/seat (50% in, 50% out)	.28 trips/seat (67% in, 33% out)	44.0%
Banquet Hall**	2.6 trips/seat	0.0 trips/seat (50% in, 50% out)	.1 trips/seat (67% in, 33% out)	44.0%

**Trip generation rates based on seats per ITE Land Use 931.*

***Trip generation rates based on discussions with Palm Beach County Traffic Engineering Division.*



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 1
Paramount Palm Beach
KH #241020000
Site Location

SIGNIFICANCE ANALYSIS

Based on the 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.

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	1,680	30%	i	-5	-1	-0.30%	No	-0.06%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	-3	0	-0.16%	No	0.00%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	-9	-1	-0.48%	No	-0.05%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	-5	-1	-0.27%	No	-0.05%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-1	-5	-0.05%	No	-0.27%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Cocoanut Row	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Cocoanut Row	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Cocoanut Row	Sunrise Avenue	Country Club Road	2L	810	5%	o	0	-1	0.00%	No	-0.12%	No

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	1,680	30%	i	8	-2	0.48%	No	-0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	6	-1	0.32%	No	-0.05%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	14	-3	0.75%	No	-0.16%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	8	-2	0.43%	No	-0.11%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-2	8	-0.11%	No	0.43%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Cocoanut Row	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Cocoanut Row	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Cocoanut Row	Sunrise Avenue	Country Club Road	2L	810	5%	o	0	1	0.00%	No	0.12%	No

As shown in the tables above, none of the analyzed links are expected to be significantly impacted by the addition of project traffic. Therefore, no further link analysis is required.

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

The three study intersections were analyzed for the following three scenarios: Existing Year (2022), Background Year (2027), and Future Total (2027).

Additionally, the site is proposed to have access on Sunrise Avenue and Sunset Avenue. Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project

Existing count data was collected on Tuesday November 29, 2022 during the AM and PM peak hours to determine a baseline for traffic operations within the vicinity of the site. The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied. Existing count data is included in the Appendix, for reference.

Existing traffic count data was grown of a five year period using a compounding annual growth rate of 1% to develop Background Year (2027) traffic volumes. Furthermore, project traffic data was added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not taken for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

EXISTING YEAR (2022) ANALYSIS

Table 4 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 illustrated in this table the intersections currently operate at LOS C or better during the AM and PM peak hours, with the exception of Lakeview Avenue & Quadrille Boulevard and Lakeview Avenue & Dixie Highway during the AM peak hour.

Table 4: Existing Year (2022) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunset Avenue & County Road	Signalized	EB	30.8	C	29.0	C
			WB	19.7	B	17.7	B
			NB	14.0	B	13.3	B
			SB	8.2	A	18.8	B
			Overall	14.5	B	18.1	B
2	Sunrise Avenue & County Road	Signalized	EB	33.4	C	30.7	C
			WB	33.1	C	30.6	C
			NB	3.0	A	3.5	A
			SB	2.2	A	3.7	A
			Overall	5.1	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	27.4	C	32.1	C
			WB	36.6	D	36.6	D
			NB	10.0	B	12.8	B
			SB	20.5	C	26.8	C
			Overall	18.8	B	24.5	C

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 5 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 intersections are expected operate at LOS C or better during the AM and PM peak hours.

Table 5: Background Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunset Avenue & County Road	Signalized	EB	30.9	C	29.2	C
			WB	19.5	B	17.7	B
			NB	15.3	B	14.9	B
			SB	8.5	A	20.5	C
			Overall	15.4	B	19.4	B
2	Sunrise Avenue & County Road	Signalized	EB	31.9	C	30.4	C
			WB	31.6	C	30.4	C
			NB	4.0	A	3.6	A
			SB	2.9	A	3.8	A
			Overall	5.9	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.2	C	33.2	C
			WB	37.6	D	38.1	D
			NB	10.2	B	13.2	B
			SB	20.5	C	27.2	C
			Overall	19.1	B	25.1	C

FUTURE YEAR (2027) ANALYSIS

The Future Year (2027) scenario was analyzed to develop future operations for the surrounding area and project driveways 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 intersections are expected operate at LOS C or better during the AM and PM peak hours.

Table 6: Future Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunset Avenue & County Road	Signalized	EB	31.0	C	29.4	C
			WB	19.5	B	17.7	B
			NB	15.3	B	16.0	B
			SB	8.5	A	20.9	C
			Overall	15.5	B	19.9	B
2	Sunrise Avenue & County Road	Signalized	EB	31.6	C	29.6	C
			WB	31.6	C	30.6	C
			NB	4.0	A	3.8	A
			SB	2.9	A	4.0	A
			Overall	6.1	A	7.5	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.2	C	33.7	C
			WB	37.7	D	38.6	D
			NB	10.2	B	13.5	B
			SB	20.5	C	27.5	C
			Overall	19.2	B	25.5	C
4	Sunrise Avenue & North Driveway	Free-Flow (Inbound Only)	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
5	Sunset Avenue & South Driveway	Minor Street Stop-Control	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	8.5	A	8.9	A
			Overall	-	-	-	-

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 outbound driveway on Sunset Avenue and one right-in/left-in only driveway on Sunrise Avenue. The residential users are also proposed to have a separate inbound driveway access on Sunset Avenue; however, this will carry minimal traffic volumes and also would be ingress-only; therefore, no LOS analysis was performed for this driveway. Figure 2 illustrates the expected project traffic driveway volumes for the site driveway after full buildout. The analysis indicated that both driveways would operate acceptably and that the expected queues at the driveways would not exceed 1 vehicle during the AM or PM peak hours and therefore not impede on traffic flow on the surrounding road network.



NORTH

LEGEND

Site Location

XX (XX) AM (PM) Peak Hour Trips

Inbound / Outbound

FIGURE 2
Paramount Palm Beach
KH #241020000
Driveway Volumes

Kimley»Horn

VALET OPERATIONAL ANALYSIS

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

Private Club Valet Operations

The valet stand for the private club is located in the motor court area that is one level below grade. Vehicular access and circulation is illustrated in Figure 3 and is described below.

Patron arrival: Patron vehicles will arrive via the Sunrise Avenue driveway on the north side of the site and then proceed along the east side of the property to reach the motor court below grade. At the valet stand on the motor court level, the patron will exit the vehicle and the valet operator will proceed down the ramp to a lower parking level to park the vehicle. (see route outlined in red in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the motor court level up the ramp on the east side of the property to exit onto Sunset Avenue (see route outlined in blue in Figure 3).

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 (63 vph, inbound: 42 vph, outbound: 21 vph)*
Percent valet: *100%*
Assumed average vehicle dwell time for passenger loading/unloading: *60 seconds / vehicle*
Number of valet attendants available: *2 attendants*

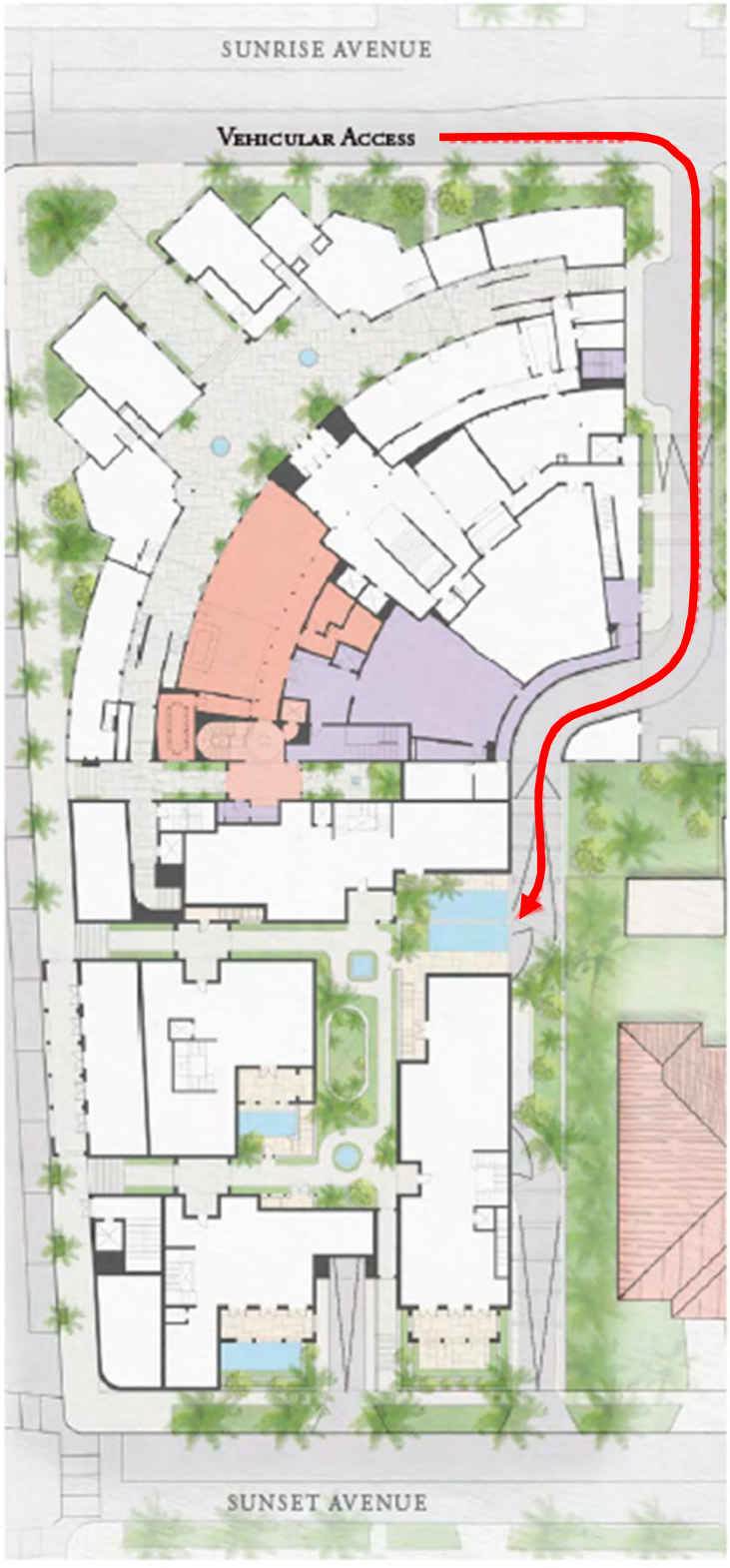
Calculations are provided in the attached Table A -1. As noted in that table, the 95th percentile valet queue calculations are the following:

Inbound: 1.854 vehicles

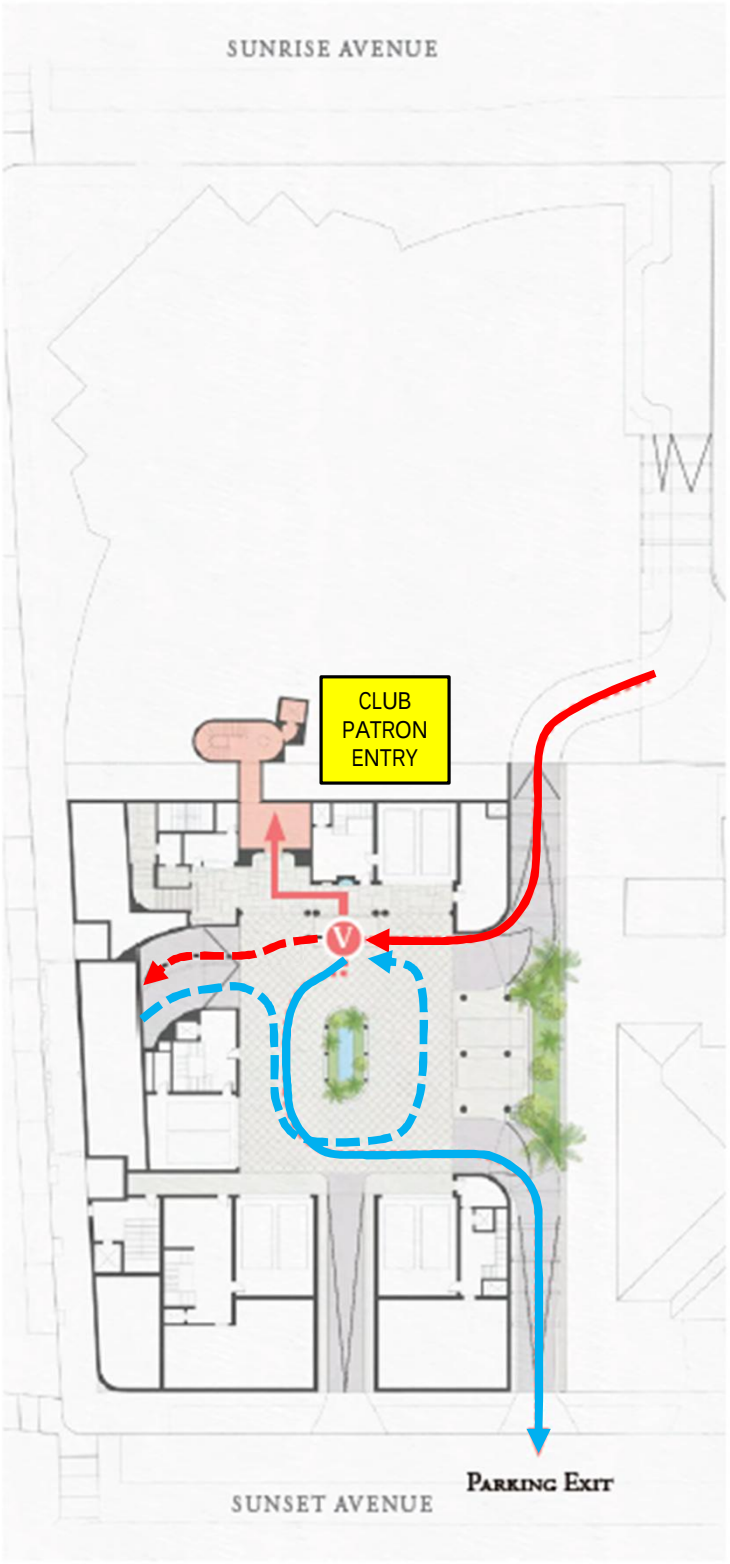
Outbound: 0.747 vehicles

Total: 2.601 vehicles

Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be three vehicles. The queuing area provided can accommodate 3 vehicles in within the area adjacent to the valet stand; therefore, the 95th percentile queue for the private club valet operations is anticipated to be contained.



GROUND FLOOR (+12')



MOTOR COURT (+1')

Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 3
Paramount Palm Beach
KH #241020000
Private Club – Valet Operations

Event Valet Operations

The valet stand for the event space for vehicle drop-off (arrival) is proposed to be provided in the northwest corner of the site, accessed via a curb cut proposed to be provided. Upon departure, the stand is proposed to be located on North County Road. Vehicular access and circulation is illustrated in Figure 4 and is described below.

Patron arrival: Patron vehicles will arrive via the North County Road traveling in the northbound direction. Queuing will begin along the curbside in spaces marked for parallel parking. Parallel parking is proposed to be prohibited after 5 PM. These vehicles will proceed to the valet stand located in front of the building in the new curb cut proposed to be created. At the valet stand, the patron will exit the vehicle and the valet operator will proceed out of the curb cut on Sunrise Avenue, enter the eastern site driveway on Sunrise Avenue, then proceed to the motor court level and down the ramp to a lower parking level to park the vehicle. (see route outlined in orange in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court and exit onto Sunset Avenue. The valet operator will then proceed with the vehicle to return it to patrons at a return valet stand along Sunset Avenue. The patron will then retrieve the vehicle and exit in the northbound direction by re-entering the traffic stream on North County Road (see route outlined in purple in Figure 3).

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

Highest peak hour: *Post-event (250 attendees; assumed vehicle occupancy: 2.5 persons/vehicle, outbound: 100 vph)*
Assumed percent valet vs. self-parking: *100%*
Peak hour valet volumes: *Outbound: 100 vph*
Assumed average vehicle dwell time for passenger loading/unloading: *75 seconds / vehicle*
Number of valet attendants available: *3 attendants in the valet pick-up area during peak*

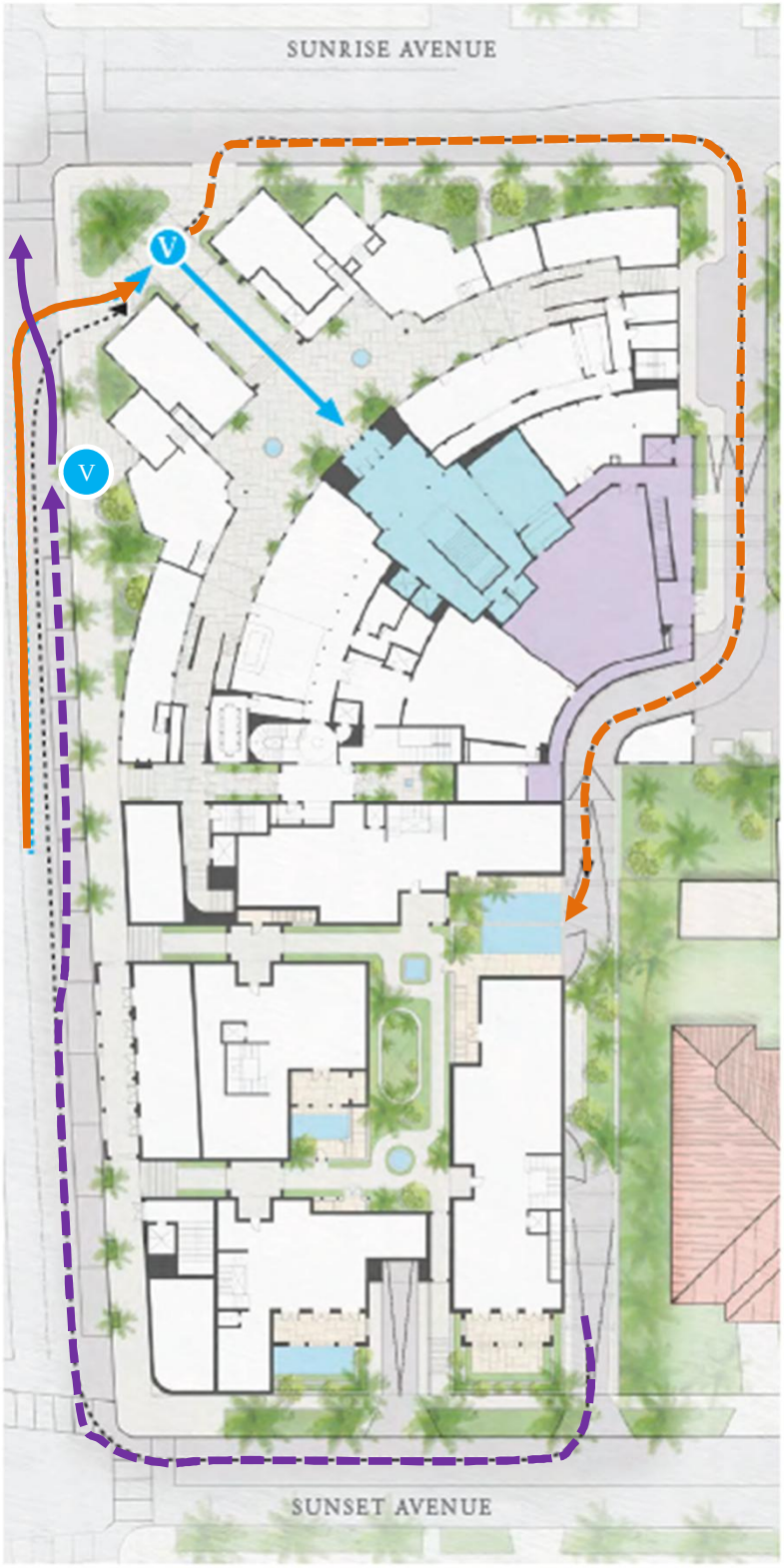
Calculations are provided in the attached Table A -4. As noted in that table, the 95th percentile valet queue calculations are the following:

Outbound: 7.073 vehicles

Total: 7.073 vehicles

The queuing area along North County Road could accommodate up to 10 vehicles. Currently, up to 14 parallel parking spaces can be available, but the stand is proposed to be located further to the south than the northernmost parking space in order to provide separation from the intersection of North county Road & Sunrise Avenue.

Therefore, the 95th percentile queue of vehicles staged in the valet pick-up area is anticipated to be accommodated within the curb area provided.



GROUND FLOOR (+12')



MOTOR COURT (+1')

Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 4
Paramount Palm Beach
KH #241020000
Event Space – Valet Operations

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 (see Figure 1). 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 5,500 square feet of general retail space, 4 single family dwelling units, a 225 member private club, and a 250 seat banquet facility.

As shown 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.

In addition, a valet operations evaluation was conducted for both the club space and the even space. The queuing area provided is anticipated to accommodate the demand both for the club and before and after events.

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

CHRISTOPHER W. HEGGEN LICENSE No. 58636 STATE OF FLORIDA PROFESSIONAL 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
2023.01.06 17:10:34 -05'00'

Attachments

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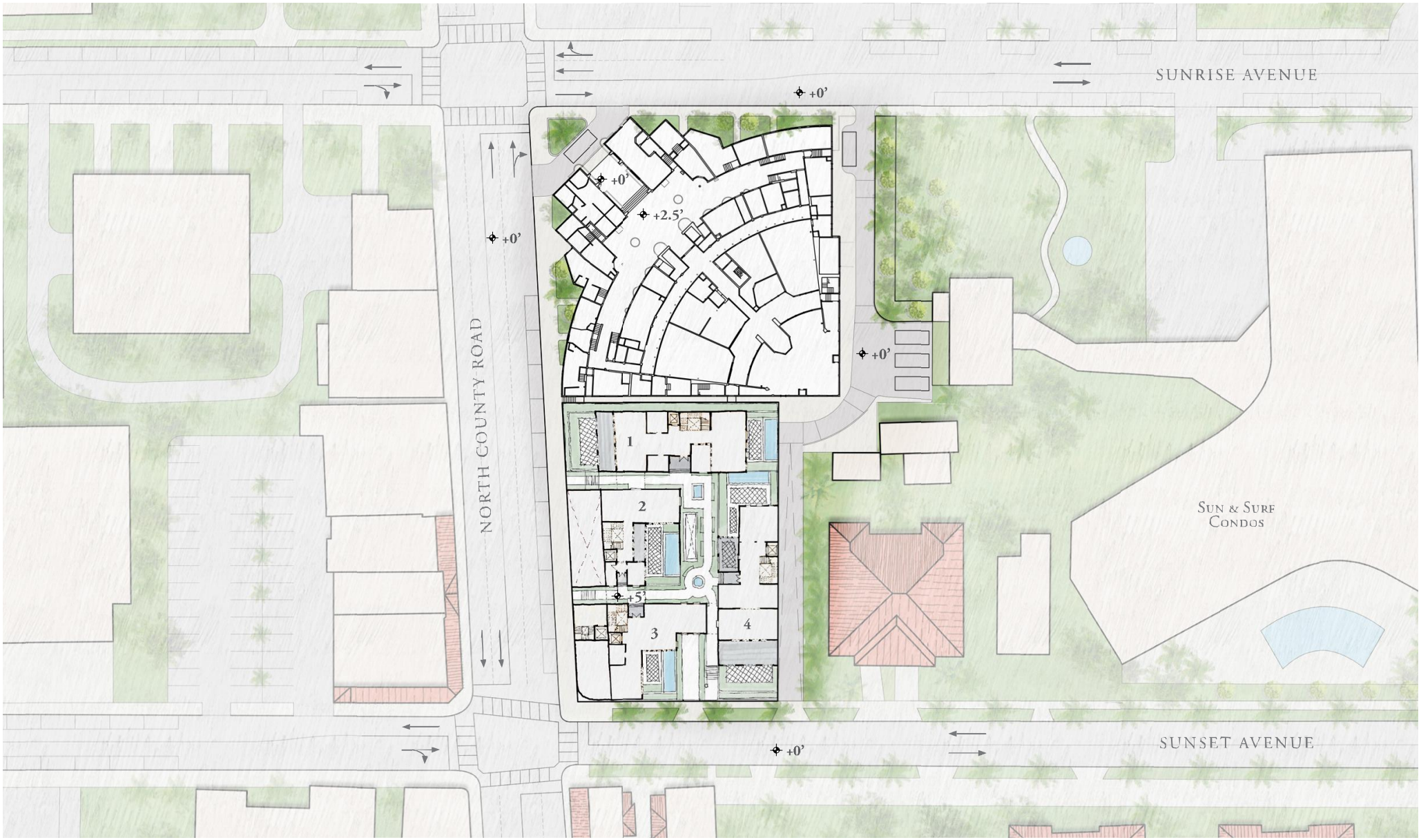
APPENDIX



GROUND LEVEL PLAN

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)



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

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)

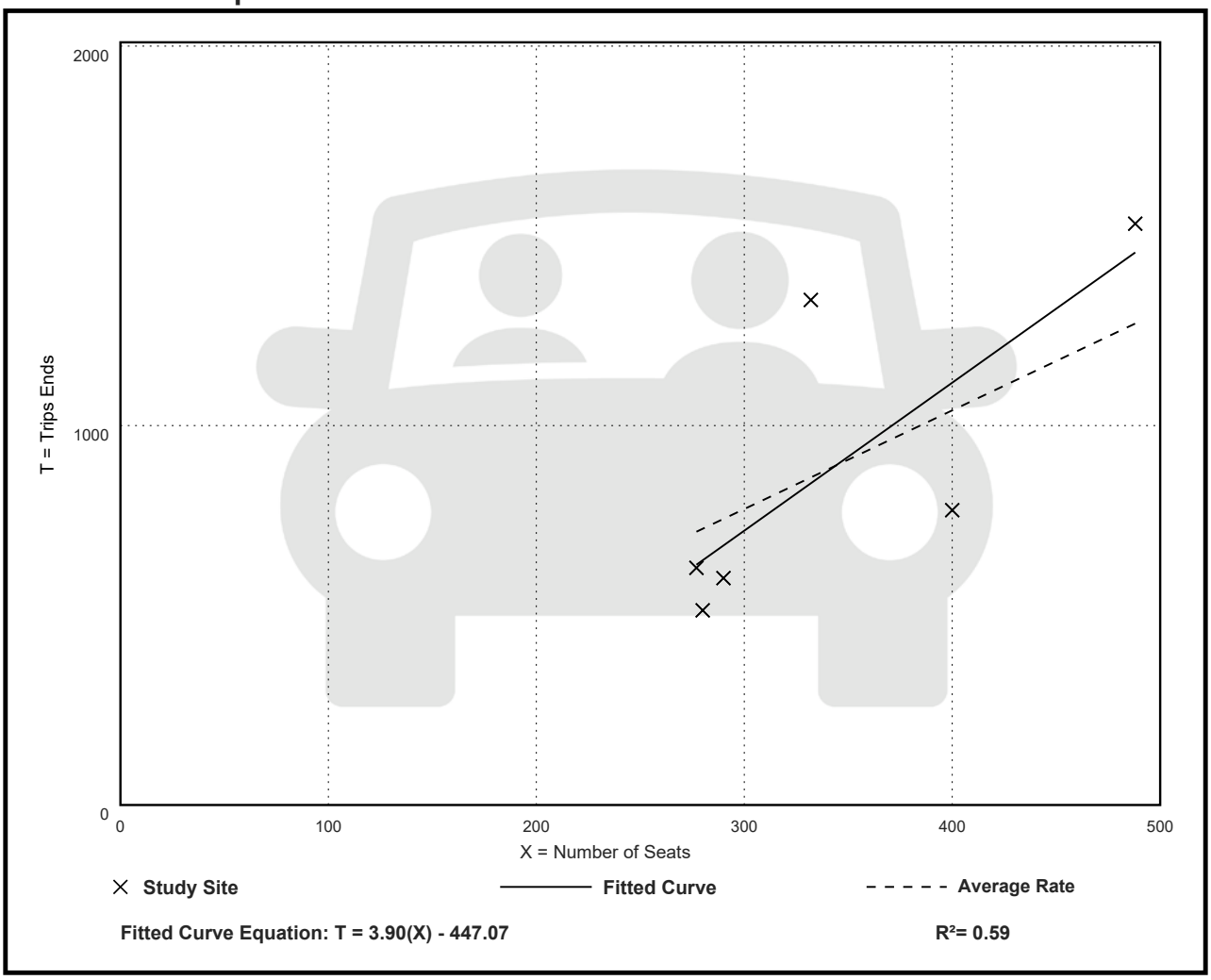
Vehicle Trip Ends vs: Seats
On a: Weekday

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

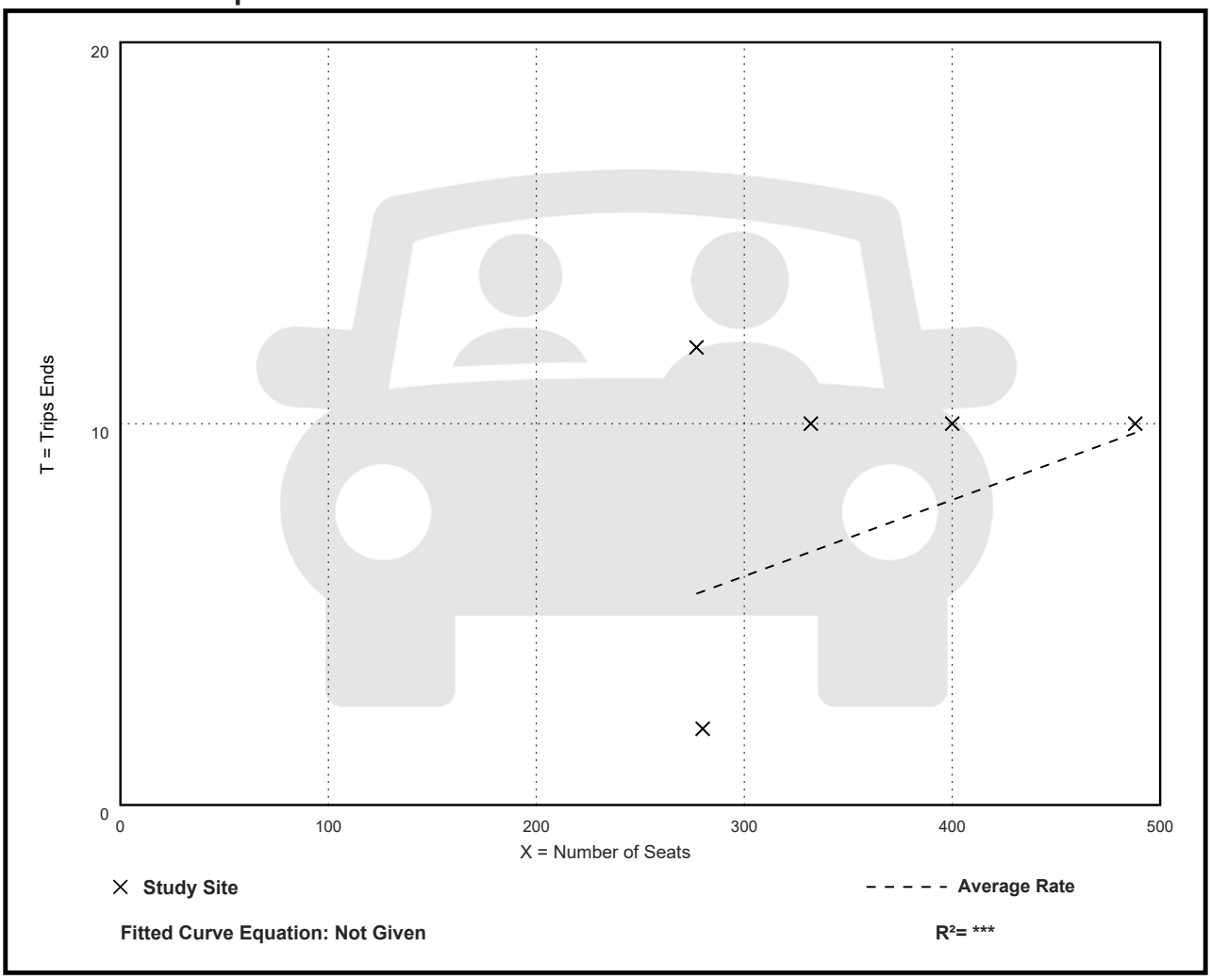
Fine Dining Restaurant
(931)

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



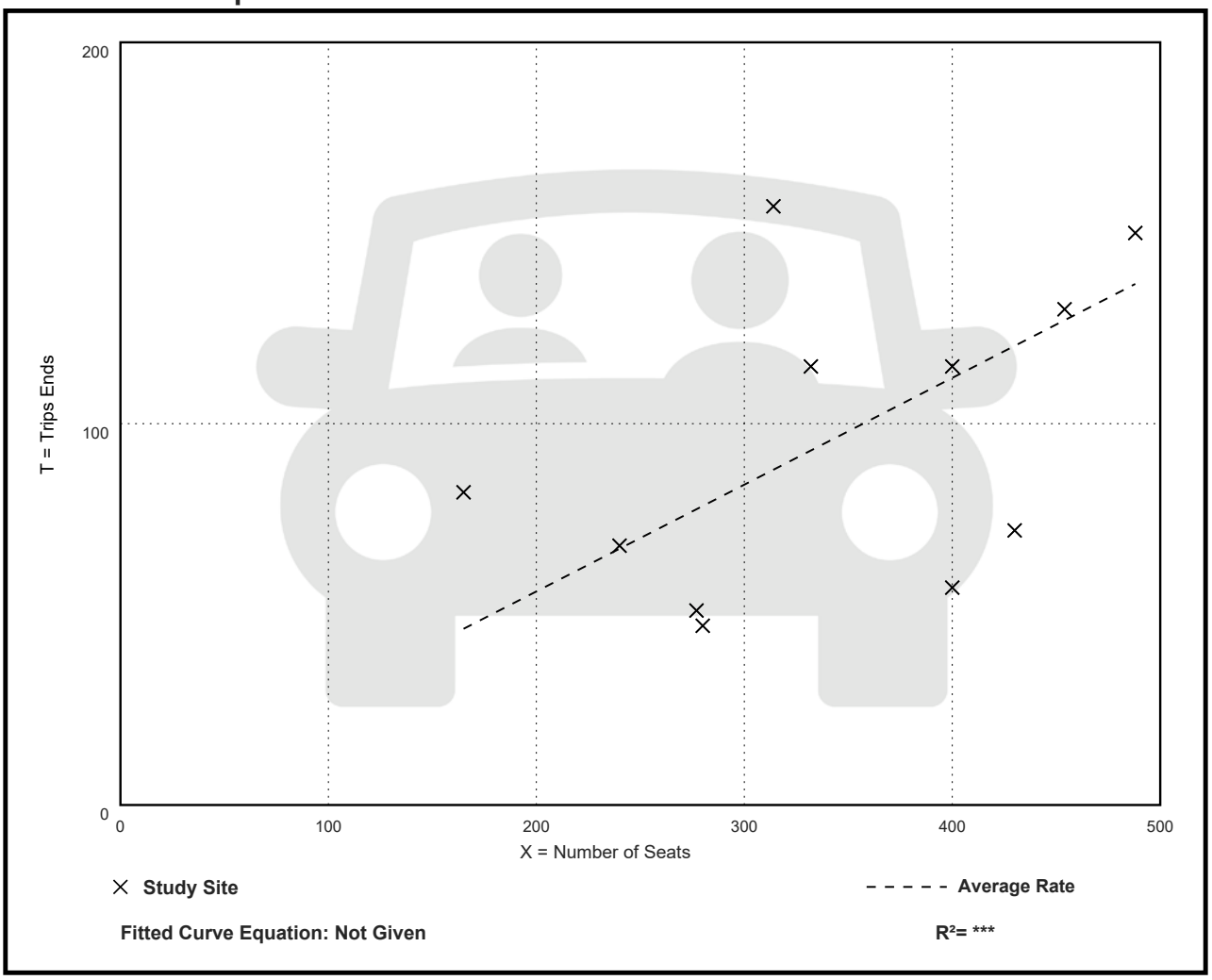
Fine Dining Restaurant
(931)

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



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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	35	634	83	9	198	28	47	18	29	46	19	7
Peak Season Volume	35	634	83	9	198	28	47	18	29	46	19	7
Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed Development												
1.0% Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed + 1.0% Growth	2	32	4	0	10	1	2	1	1	2	1	0
Max (Committed + 1.0% or Historic Growth)	2	32	4	0	10	1	2	1	1	2	1	0
Background Traffic Volumes	37	666	87	9	208	29	49	19	30	48	20	7
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			2	2	2			1				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes		3	1									
Project Traffic	0	3	3	2	2	0	0	1	0	0	0	0
Total Traffic w/o RTOR	37	669	90	11	210	29	49	20	30	48	20	7
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**37**	**669**	**30**	**11**	**210**	**0**	**49**	**20**	**0**	**48**	**20**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	49	260	77	12	590	60	36	22	75	70	54	10
Peak Season Volume	49	260	77	12	590	60	36	22	75	70	54	10
Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed Development												
1.0% Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed + 1.0% Growth	2	13	4	1	30	3	2	1	4	4	3	1
Max (Committed + 1.0% or Historic Growth)	2	13	4	1	30	3	2	1	4	4	3	1
Background Traffic Volumes	51	273	81	13	620	63	38	23	79	74	57	11
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			16	12	12			4				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	2	14	5									
Project Traffic	2	14	21	12	12	0	0	4	0	0	0	0
Total Traffic w/o RTOR	53	287	102	25	632	63	38	27	79	74	57	11
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**53**	**287**	**42**	**25**	**632**	**3**	**38**	**27**	**19**	**74**	**57**	**0**

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	52	721	25	2	258	14	28	5	42	8	5	4
Peak Season Volume	52	721	25	2	258	14	28	5	42	8	5	4
Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed Development												
1.0% Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed + 1.0% Growth	3	37	1	0	13	1	1	0	2	0	0	0
Max (Committed + 1.0% or Historic Growth)	3	37	1	0	13	1	1	0	2	0	0	0
Background Traffic Volumes	55	758	26	2	271	15	29	5	44	8	5	4
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		2	4	2				1				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										5		4
Project Traffic	0	2	4	2	0	0	0	1	0	5	0	4
Total Traffic w/o RTOR	55	760	30	4	271	15	29	6	44	13	5	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**55**	**760**	**0**	**4**	**271**	**0**	**29**	**6**	**0**	**13**	**5**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	78	359	8	2	716	22	22	4	101	5	12	6
Peak Season Volume	78	359	8	2	716	22	22	4	101	5	12	6
Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed Development												
1.0% Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed + 1.0% Growth	4	18	0	0	37	1	1	0	5	0	1	0
Max (Committed + 1.0% or Historic Growth)	4	18	0	0	37	1	1	0	5	0	1	0
Background Traffic Volumes	82	377	8	2	753	23	23	4	106	5	13	6
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		16	24	12				4				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										24	2	22
Project Traffic	0	16	24	12	0	0	0	4	0	24	2	22
Total Traffic w/o RTOR	82	393	32	14	753	23	23	8	106	29	15	28
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**82**	**393**	**0**	**14**	**753**	**0**	**23**	**8**	**46**	**29**	**15**	**0**

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

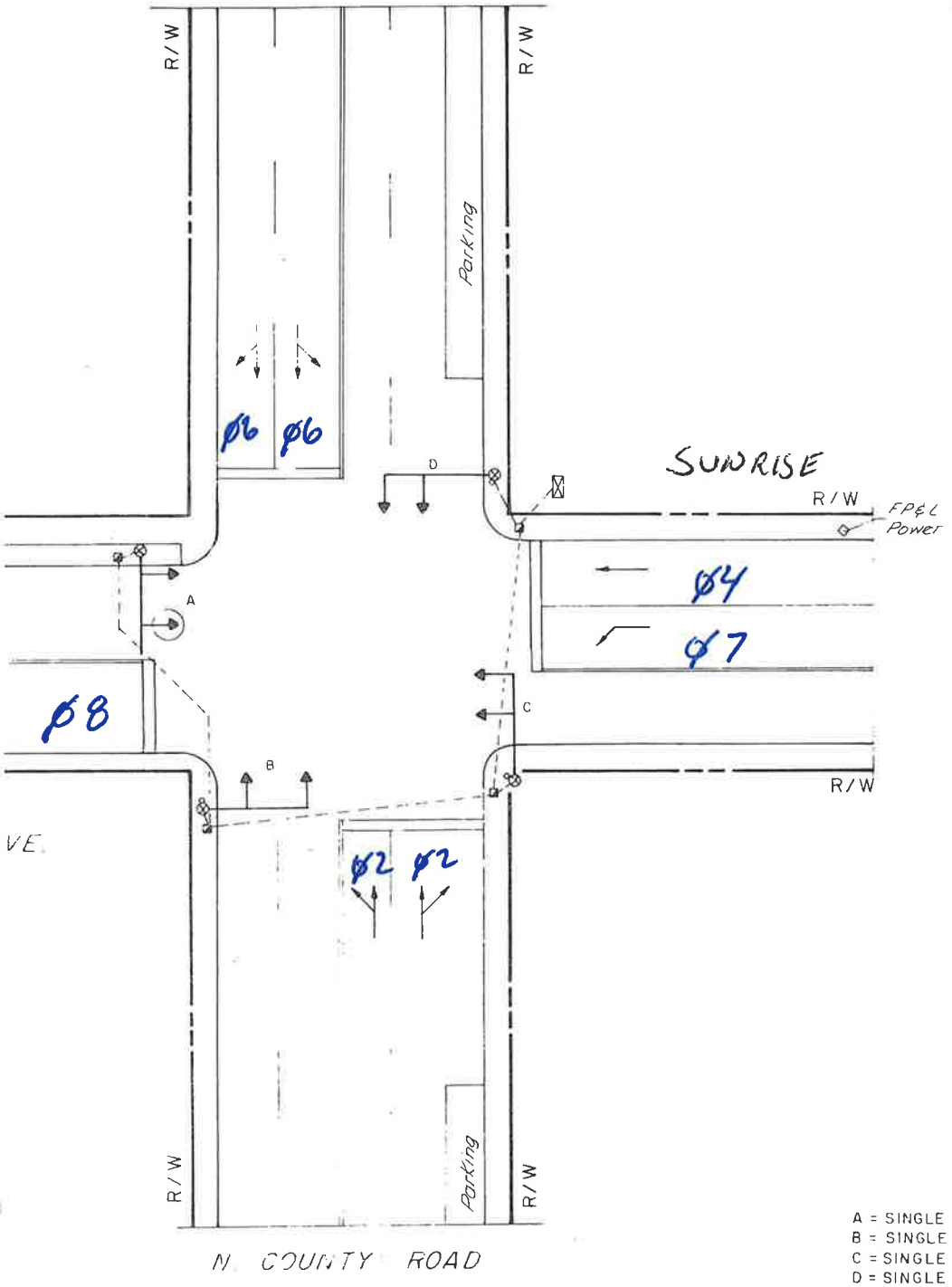
Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	101	517	54	0	186	109	289	49	189	5	36	8
Peak Season Volume	101	517	54	0	186	109	289	49	189	5	36	8
Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed Development												
1.0% Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed + 1.0% Growth	5	26	3	0	9	6	15	2	10	0	2	0
Max (Committed + 1.0% or Historic Growth)	5	26	3	0	9	6	15	2	10	0	2	0
Background Traffic Volumes	106	543	57	0	195	115	304	51	199	5	38	8
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		2					4					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					2	3						
Project Traffic	0	2	0	0	2	3	4	0	0	0	0	0
Total Traffic w/o RTOR	106	545	57	0	197	118	308	51	199	5	38	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**106**	**545**	**0**	**0**	**197**	**58**	**308**	**51**	**139**	**5**	**38**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	180	306	27	0	444	377	125	44	141	45	76	21
Peak Season Volume	180	306	27	0	444	377	125	44	141	45	76	21
Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed Development												
1.0% Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed + 1.0% Growth	9	16	1	0	23	19	6	2	7	2	4	1
Max (Committed + 1.0% or Historic Growth)	9	16	1	0	23	19	6	2	7	2	4	1
Background Traffic Volumes	189	322	28	0	467	396	131	46	148	47	80	22
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		16					24					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					10	14						
Project Traffic	0	16	0	0	10	14	24	0	0	0	0	0
Total Traffic w/o RTOR	189	338	28	0	477	410	155	46	148	47	80	22
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**189**	**338**	**0**	**0**	**477**	**350**	**155**	**46**	**88**	**47**	**80**	**0**



A = SINGLE MAST ARM 20'
B = SINGLE MAST ARM 20'
C = SINGLE MAST ARM 20'
D = SINGLE MAST ARM 20'

LEGEND

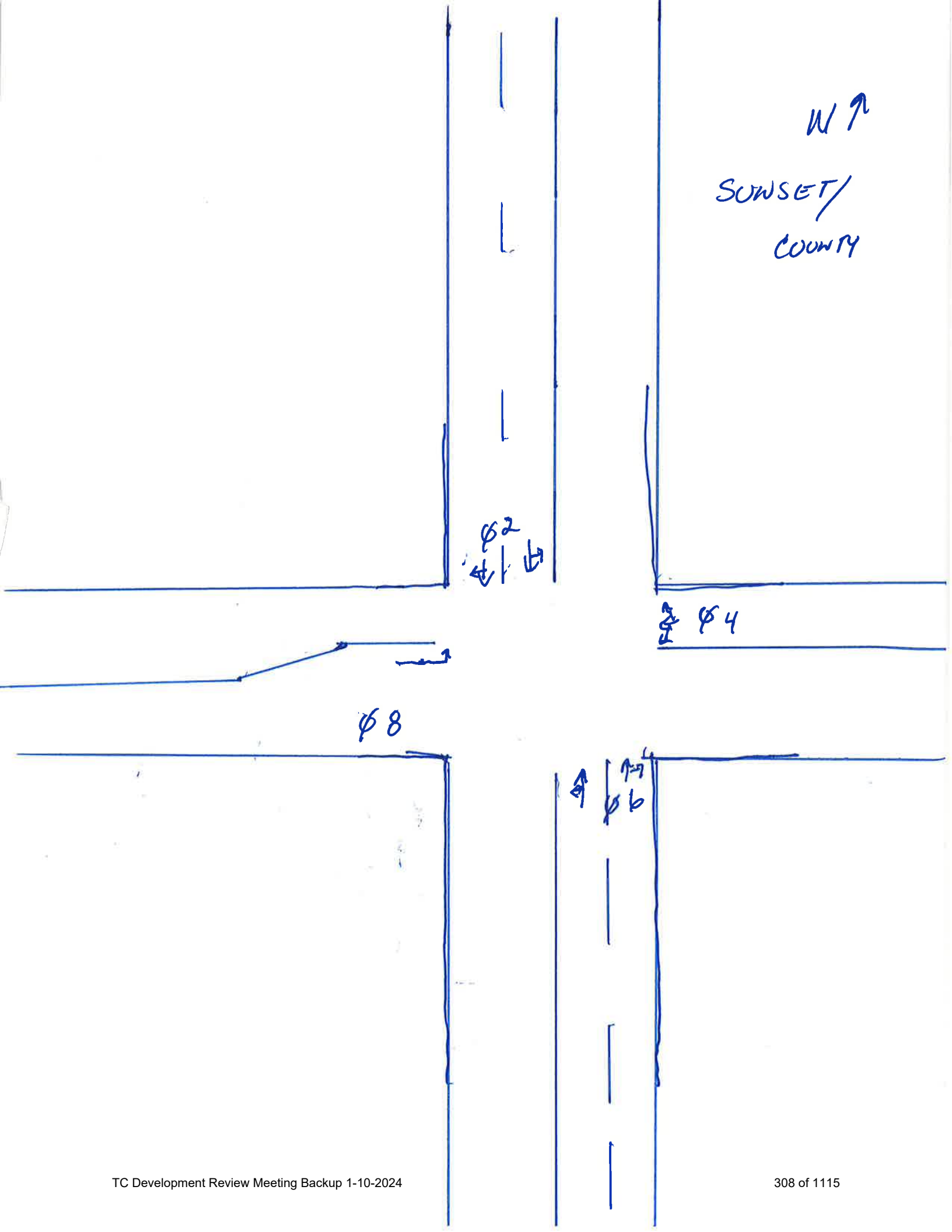
CONTROLLER CABINET

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	20	0	10	0	20	7	10	5	5	5	5	5	2	5	5
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	15	0	13	0	15	0	16	0	16	0	10	0	10
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	3.0	5.0	2.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	40	35	25	0	40	20	30	35	35	35	35	35	0	35	0
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	0	40	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.0	3.5	3.0	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	2.5	1.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

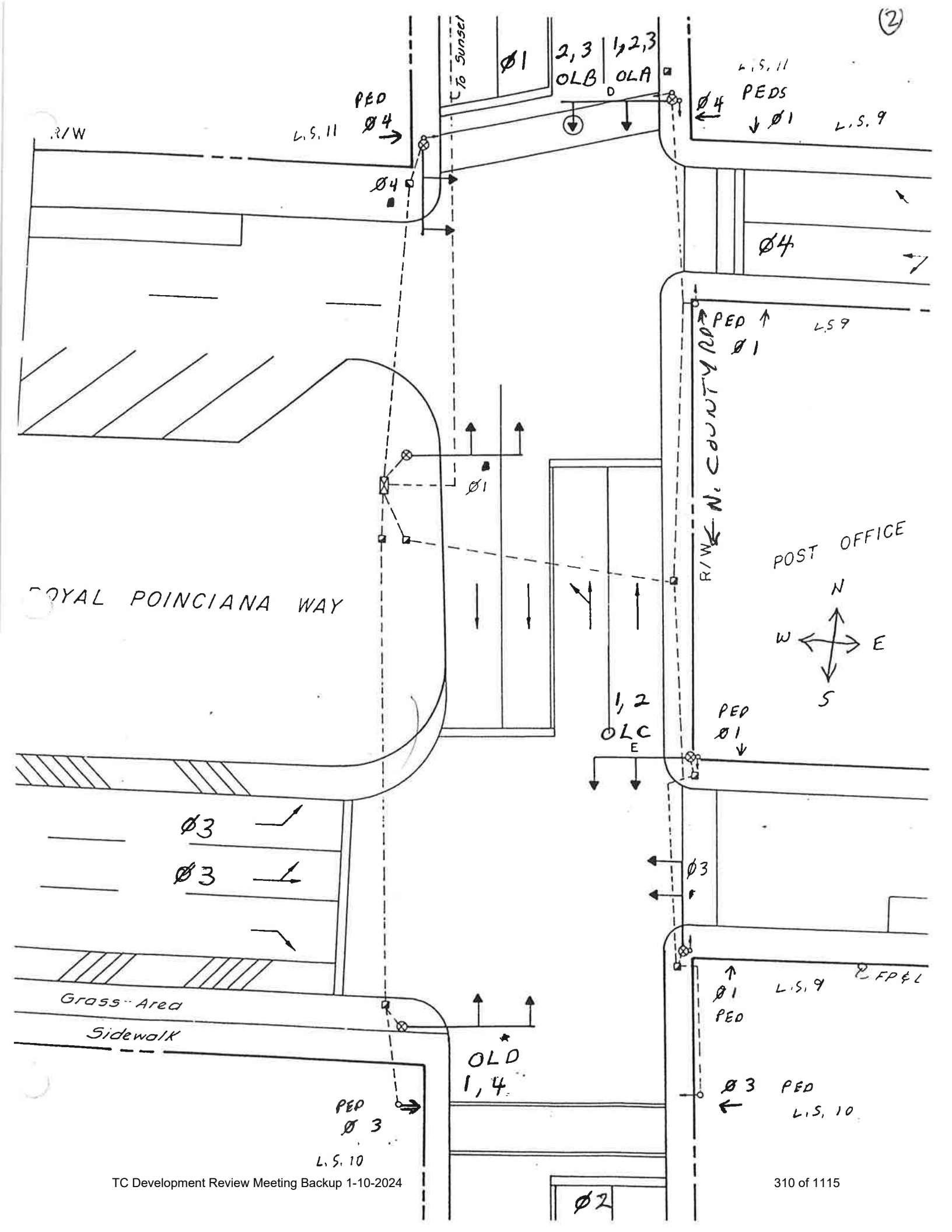
Committee Review Meeting Packet - 10-2021


W
SUNSET/
COUNTY
ϕ2
ϕ4
ϕ8
ϕ6

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	10	5	15	5	10	5	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	16	0	10	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	60	35	25	35	60	35	25	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



(2)
To Sunset
Ø1
2,3 OLB
1,2,3 OLA
D
L.S. 11
PEDS
Ø4
Ø1
L.S. 9
PED
Ø4
L.S. 11
R/W
Ø4
Ø4
PED
Ø1
L.S 9
N. COUNTY RD
R/W
Ø1
POST OFFICE
N
W
E
S
ROYAL POINCIANA WAY
1,2
OLC
E
PED
Ø1
Ø3
Ø3
Ø3
Grass Area
Sidewalk
Ø1
PED
L.S. 9
FP&L
OLD
1,4
Ø3
PED
L.S. 10
PED
Ø3
L.S. 10
Ø2

PHASE	1	2	3	4	5	6	7	8	A	B	C	D
SIG#	1	TIMING	3	4	N/U	N/U	N/U	N/U	A	B	C	D
OVLP									1,2,3	2,3	1,2	1,4
GRN	1G-B		3G-B	4G-B					9G-B	10G-B	11G-B	12G-B
YEL	1Y-B		3Y-B	4Y-B					9Y-B	10Y-B	11Y-B	12Y-B
RED	1R-B		3R-B	4R-B					9R-B	10R-B	11R-B	12R-B
GRN ARROW												
YEL ARROW												
RED ARROW												
WALK	13G-B		15G-B	16G-B								
D-WALK	13R-B		15R-B	16R-B								
PED DET	PIP-17A		PIP-19A	PIP-20A								

TC Development Review Meeting Backup 1-10-2024

Controller Timing Plan (MM)2-1

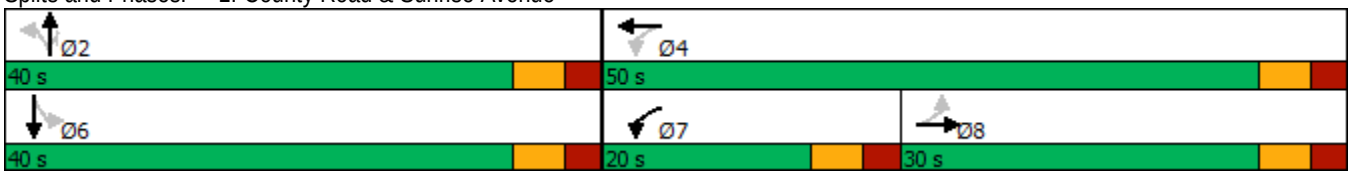
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	20	5	15	10	0	0	0	0	5	5	0	0	0	0	0	0
BK Min Green	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	16	0	16	16	0	0	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	40	20	25	20	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	60	35	40	25	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	40	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	18	46	19	35	634	83	9	198
Future Volume (vph)	47	18	46	19	35	634	83	9	198
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.6	17.9	18.6		41.0	41.0	41.0	41.0
Actuated g/C Ratio		0.16	0.27	0.28		0.62	0.62	0.62	0.62
v/c Ratio		0.38	0.13	0.05		0.63	0.09	0.03	0.21
Control Delay		26.1	16.7	12.6		17.2	2.1	11.0	10.1
Queue Delay		0.0	0.0	0.0		0.6	0.0	0.0	0.0
Total Delay		26.1	16.7	12.6		17.8	2.1	11.0	10.1
LOS		C	B	B		B	A	B	B
Approach Delay		26.1		15.3		16.1			10.1
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	48	27	704	87	9	237
v/c Ratio	0.38	0.13	0.05	0.63	0.09	0.03	0.21
Control Delay	26.1	16.7	12.6	17.2	2.1	11.0	10.1
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	26.1	16.7	12.6	17.8	2.1	11.0	10.1
Queue Length 50th (ft)	29	14	6	233	0	2	53
Queue Length 95th (ft)	73	34	21	#478	16	10	108
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	556	485	1201	1120	1018	297	1132
Starvation Cap Reductn	0	0	0	149	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.02	0.73	0.09	0.03	0.21

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)	47	18	29	46	19	7	35	634	83	9	198	28
Future Volume (vph)	47	18	29	46	19	7	35	634	83	9	198	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1741		1770	1790			1858	1583	1770	1829	
Flt Permitted		0.83		0.62	1.00			0.97	1.00	0.26	1.00	
Satd. Flow (perm)		1480		1149	1790			1816	1583	482	1829	
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)	49	19	31	48	20	7	37	667	87	9	208	29
RTOR Reduction (vph)	0	22	0	0	5	0	0	0	38	0	4	0
Lane Group Flow (vph)	0	77	0	48	22	0	0	704	49	9	233	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Effective Green, g (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		172		347	478			1020	889	270	1027	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.05		0.03				c0.39	0.03	0.02		
v/c Ratio		0.45		0.14	0.05			0.69	0.05	0.03	0.23	
Uniform Delay, d1		28.9		19.8	19.1			11.0	7.0	6.9	7.7	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.8		0.2	0.0			3.8	0.1	0.2	0.5	
Delay (s)		30.8		19.9	19.1			14.8	7.1	7.1	8.2	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.8			19.7			14.0			8.2	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	5	42	8	5	52	721	2	258
Future Volume (vph)	28	5	42	8	5	52	721	2	258
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		65.9		65.9
Actuated g/C Ratio		0.19	0.19		0.19		0.83		0.83
v/c Ratio		0.13	0.13		0.06		0.32		0.10
Control Delay		29.2	10.1		24.2		3.7		2.9
Queue Delay		0.0	0.0		0.0		0.3		0.0
Total Delay		29.2	10.1		24.2		4.0		2.9
LOS		C	B		C		A		A
Approach Delay		18.4			24.2		4.0		2.9
Approach LOS		B			C		A		A

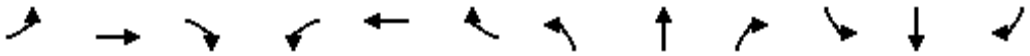
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	34	44	17	840	289
v/c Ratio	0.13	0.13	0.06	0.32	0.10
Control Delay	29.2	10.1	24.2	3.7	2.9
Queue Delay	0.0	0.0	0.0	0.3	0.0
Total Delay	29.2	10.1	24.2	4.0	2.9
Queue Length 50th (ft)	17	0	6	74	20
Queue Length 95th (ft)	39	26	22	101	31
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	358	441	408	2654	2762
Starvation Cap Reductn	0	0	0	1115	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.10	0.04	0.55	0.10

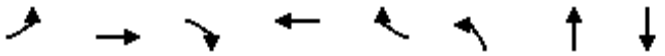
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
Future Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1787	1583		1762			3511			3510	
Flt Permitted		0.75	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1389	1583		1571			3212			3345	
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)	29	5	44	8	5	4	55	759	26	2	272	15
RTOR Reduction (vph)	0	0	39	0	4	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	34	5	0	13	0	0	838	0	0	286	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		8.7	8.7		8.7			64.0			64.0	
Effective Green, g (s)		8.7	8.7		8.7			64.0			64.0	
Actuated g/C Ratio		0.11	0.11		0.11			0.78			0.78	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		147	168		167			2516			2620	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.26			0.09	
v/c Ratio		0.23	0.03		0.08			0.33			0.11	
Uniform Delay, d1		33.4	32.7		32.9			2.6			2.1	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.8	0.1		0.2			0.4			0.1	
Delay (s)		34.2	32.8		33.1			3.0			2.2	
Level of Service		C	C		C			A			A	
Approach Delay (s)		33.4			33.1			3.0			2.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

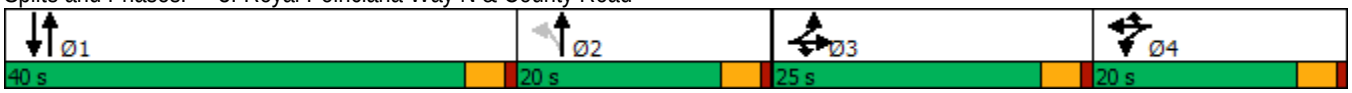
c Critical Lane Group

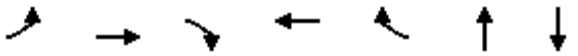


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	289	49	189	36	8	101	517	186
Future Volume (vph)	289	49	189	36	8	101	517	186
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.0	17.0	17.0	10.3	10.3		45.2	24.6
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.48	0.48	0.40	0.18	0.03		0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
LOS	C	C	A	D	A		B	B
Approach Delay		24.7		31.6			11.0	13.8
Approach LOS		C		C			B	B

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 78		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.48		
Intersection Signal Delay: 16.9	Intersection LOS: B	
Intersection Capacity Utilization 61.6%	ICU Level of Service B	
Analysis Period (min) 15		

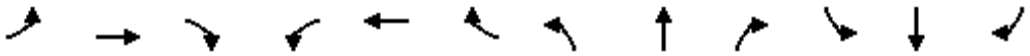
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	176	180	199	43	8	707	311
v/c Ratio	0.48	0.48	0.40	0.18	0.03	0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Length 50th (ft)	84	86	0	19	0	103	38
Queue Length 95th (ft)	170	173	56	58	0	167	75
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	466	473	582	391	408	1694	1650
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.38	0.34	0.11	0.02	0.42	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
Future Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3343	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.84			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2934			3343	
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)	304	52	199	5	38	8	106	544	57	0	196	115
RTOR Reduction (vph)	0	0	156	0	0	7	0	6	0	0	79	0
Lane Group Flow (vph)	176	180	43	0	43	1	0	701	0	0	232	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Effective Green, g (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.31	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		125	107		1664			1034	
v/s Ratio Prot	0.10	c0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.24				
v/c Ratio	0.49	0.49	0.13		0.34	0.01		0.42			0.22	
Uniform Delay, d1	27.4	27.5	25.2		35.4	34.5		9.8			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.1	1.1	0.2		1.7	0.0		0.2			0.1	
Delay (s)	28.5	28.5	25.4		37.0	34.6		10.0			20.5	
Level of Service	C	C	C		D	C		A			C	
Approach Delay (s)		27.4			36.6			10.0			20.5	
Approach LOS		C			D			A			C	

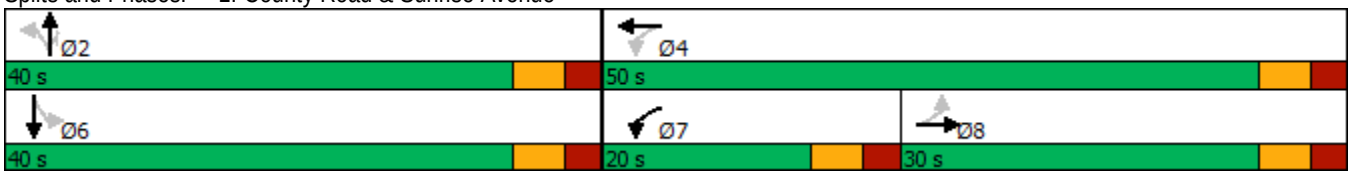
Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	22	70	54	49	260	77	12	590
Future Volume (vph)	36	22	70	54	49	260	77	12	590
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.7	22.6	22.6		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.52	0.52	0.52	0.52
v/c Ratio		0.49	0.19	0.12		0.49	0.09	0.03	0.72
Control Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
LOS		C	B	B		B	A	B	C
Approach Delay		21.3		15.2		13.4			20.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 71.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 18.1	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

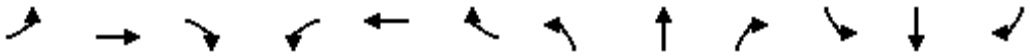




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	74	68	326	81	13	684
v/c Ratio	0.49	0.19	0.12	0.49	0.09	0.03	0.72
Control Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Length 50th (ft)	27	21	16	91	0	3	225
Queue Length 95th (ft)	80	47	40	192	15	13	#477
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	557	466	1121	669	871	514	953
Starvation Cap Reductn	0	0	0	8	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.16	0.06	0.49	0.09	0.03	0.72

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)	36	22	75	70	54	10	49	260	77	12	590	60
Future Volume (vph)	36	22	75	70	54	10	49	260	77	12	590	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.98			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1818			1848	1583	1770	1837	
Flt Permitted		0.88		0.49	1.00			0.70	1.00	0.53	1.00	
Satd. Flow (perm)		1523		920	1818			1295	1583	995	1837	
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)	38	23	79	74	57	11	52	274	81	13	621	63
RTOR Reduction (vph)	0	61	0	0	7	0	0	0	40	0	3	0
Lane Group Flow (vph)	0	79	0	74	61	0	0	326	41	13	681	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		223		383	593			659	805	506	934	
v/s Ratio Prot				c0.02	0.03						c0.37	
v/s Ratio Perm		c0.05		0.04				0.25	0.03	0.01		
v/c Ratio		0.36		0.19	0.10			0.49	0.05	0.03	0.73	
Uniform Delay, d1		28.0		17.9	17.1			11.7	9.0	8.9	14.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.0		0.2	0.1			2.6	0.1	0.1	5.0	
Delay (s)		29.0		18.1	17.2			14.4	9.1	9.0	18.9	
Level of Service		C		B	B			B	A	A	B	
Approach Delay (s)		29.0			17.7			13.3			18.8	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

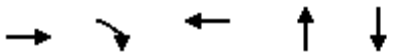
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	4	101	5	12	78	359	2	716
Future Volume (vph)	22	4	101	5	12	78	359	2	716
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		62.4		62.4
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.28		0.07		0.23		0.30
Control Delay		28.3	8.3		22.8		4.2		4.3
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.3		22.8		4.2		4.6
LOS		C	A		C		A		A
Approach Delay		12.4			22.8		4.2		4.6
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 81.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

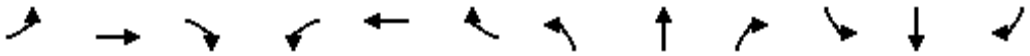
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	27	106	24	468	779
v/c Ratio	0.10	0.28	0.07	0.23	0.30
Control Delay	28.3	8.3	22.8	4.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.3	22.8	4.2	4.6
Queue Length 50th (ft)	11	0	7	37	65
Queue Length 95th (ft)	33	40	27	55	90
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	372	480	439	1999	2581
Starvation Cap Reductn	0	0	0	0	940
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.22	0.05	0.23	0.47

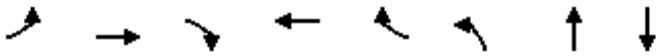
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
Future Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1787	1583		1781			3499			3523	
Flt Permitted		0.79	1.00		0.95			0.74			0.95	
Satd. Flow (perm)		1468	1583		1717			2607			3363	
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)	23	4	106	5	13	6	82	378	8	2	754	23
RTOR Reduction (vph)	0	0	91	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	27	15	0	19	0	0	467	0	0	777	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			61.4			61.4	
Effective Green, g (s)		11.8	11.8		11.8			61.4			61.4	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		210	227		246			1947			2512	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.18			c0.23	
v/c Ratio		0.13	0.07		0.08			0.24			0.31	
Uniform Delay, d1		30.7	30.4		30.5			3.2			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		31.0	30.6		30.6			3.5			3.7	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.7			30.6			3.5			3.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

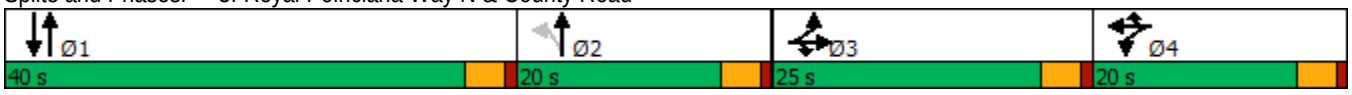
c Critical Lane Group

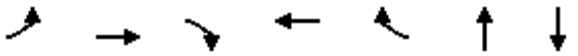


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	125	44	141	76	21	180	306	444
Future Volume (vph)	125	44	141	76	21	180	306	444
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.2	15.2	15.2	12.2	12.2		49.7	29.5
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.33
v/c Ratio	0.31	0.31	0.38	0.51	0.07		0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5		14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5		14.4	23.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.4		38.2			14.4	23.0
Approach LOS		C		D			B	C

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 89.2		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.70		
Intersection Signal Delay: 22.2	Intersection LOS: C	
Intersection Capacity Utilization 64.2%	ICU Level of Service C	
Analysis Period (min) 15		

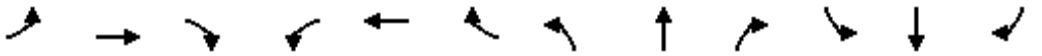
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	88	90	148	127	22	539	864
v/c Ratio	0.31	0.31	0.38	0.51	0.07	0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5	14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5	14.4	23.0
Queue Length 50th (ft)	47	48	0	69	0	89	161
Queue Length 95th (ft)	103	105	54	131	0	149	243
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	399	410	488	331	363	1029	1473
Starvation Cap Reductn	0	0	0	0	0	0	335
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.30	0.38	0.06	0.52	0.76

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
Future Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3295	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1842			3295	
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)	132	46	148	47	80	22	189	322	28	0	467	397
RTOR Reduction (vph)	0	0	123	0	0	19	0	4	0	0	149	0
Lane Group Flow (vph)	88	90	25	0	127	3	0	535	0	0	715	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Effective Green, g (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.33	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	287	294	270		250	216		1026			1092	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.22	
v/s Ratio Perm								c0.29				
v/c Ratio	0.31	0.31	0.09		0.51	0.01		0.52			0.65	
Uniform Delay, d1	32.3	32.3	31.1		35.6	33.2		12.3			25.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.6	0.6	0.2		1.6	0.0		0.5			1.4	
Delay (s)	32.9	32.9	31.2		37.2	33.2		12.8			26.8	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		32.1			36.6			12.8			26.8	
Approach LOS		C			D			B			C	

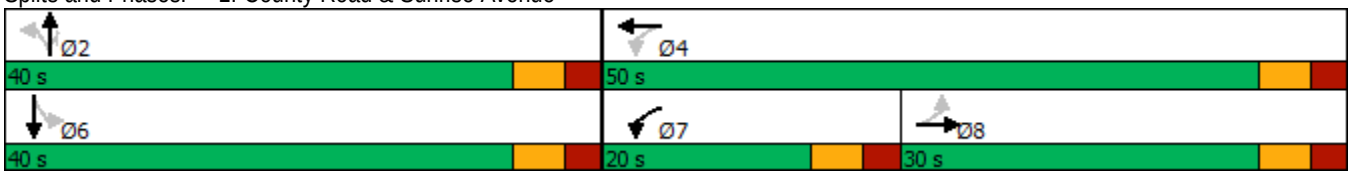
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	89.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	19	48	20	37	666	87	9	208
Future Volume (vph)	49	19	48	20	37	666	87	9	208
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.8	18.1	18.8		40.7	40.7	40.7	40.7
Actuated g/C Ratio		0.16	0.27	0.28		0.61	0.61	0.61	0.61
v/c Ratio		0.40	0.13	0.05		0.67	0.09	0.03	0.22
Control Delay		26.9	16.6	12.5		18.7	2.3	11.3	10.4
Queue Delay		0.0	0.0	0.0		0.8	0.0	0.0	0.0
Total Delay		26.9	16.6	12.5		19.5	2.3	11.3	10.4
LOS		C	B	B		B	A	B	B
Approach Delay		26.9		15.2		17.6			10.4
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

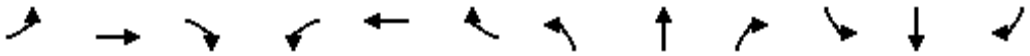




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	51	28	740	92	9	250
v/c Ratio	0.40	0.13	0.05	0.67	0.09	0.03	0.22
Control Delay	26.9	16.6	12.5	18.7	2.3	11.3	10.4
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	26.9	16.6	12.5	19.5	2.3	11.3	10.4
Queue Length 50th (ft)	31	15	6	256	0	2	57
Queue Length 95th (ft)	77	36	21	#526	18	10	116
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	555	489	1204	1111	1013	263	1124
Starvation Cap Reductn	0	0	0	143	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.02	0.76	0.09	0.03	0.22

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)	49	19	30	48	20	7	37	666	87	9	208	29
Future Volume (vph)	49	19	30	48	20	7	37	666	87	9	208	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1742		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.61	1.00			0.97	1.00	0.23	1.00	
Satd. Flow (perm)		1477		1142	1793			1813	1583	430	1828	
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)	52	20	32	51	21	7	39	701	92	9	219	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	41	0	4	0
Lane Group Flow (vph)	0	83	0	51	23	0	0	740	51	9	246	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Effective Green, g (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176		351	486			1012	883	240	1020	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.06		0.03				c0.41	0.03	0.02		
v/c Ratio		0.47		0.15	0.05			0.73	0.06	0.04	0.24	
Uniform Delay, d1		28.9		19.6	18.9			11.6	7.1	7.0	7.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0		0.2	0.0			4.7	0.1	0.3	0.6	
Delay (s)		30.9		19.8	19.0			16.3	7.2	7.3	8.5	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.9			19.5			15.3			8.5	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

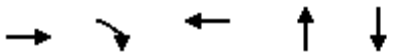
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	5	44	8	5	55	758	2	271
Future Volume (vph)	29	5	44	8	5	55	758	2	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		64.6		64.6
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.14		0.06		0.36		0.12
Control Delay		29.9	10.1		23.7		4.6		3.4
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		29.9	10.1		23.7		5.1		3.4
LOS		C	B		C		A		A
Approach Delay		18.8			23.7		5.1		3.4
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 83.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

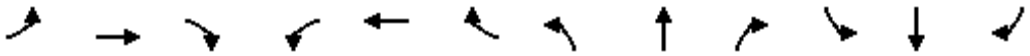
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	36	46	17	883	303
v/c Ratio	0.14	0.14	0.06	0.36	0.12
Control Delay	29.9	10.1	23.7	4.6	3.4
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.9	10.1	23.7	5.1	3.4
Queue Length 50th (ft)	17	0	6	79	21
Queue Length 95th (ft)	40	27	22	107	32
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	356	426	400	2477	2590
Starvation Cap Reductn	0	0	0	1076	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.04	0.63	0.12

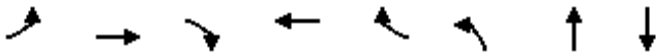
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
Future Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1786	1583		1762			3511			3510	
Flt Permitted		0.77	1.00		0.89			0.91			0.95	
Satd. Flow (perm)		1439	1583		1609			3200			3344	
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)	31	5	46	8	5	4	58	798	27	2	285	16
RTOR Reduction (vph)	0	0	40	0	3	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	36	6	0	14	0	0	881	0	0	300	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			63.6			63.6	
Effective Green, g (s)		11.8	11.8		11.8			63.6			63.6	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		201	221		224			2411			2519	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.06			0.37			0.12	
Uniform Delay, d1		32.0	31.4		31.5			3.5			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.1			0.4			0.1	
Delay (s)		32.5	31.4		31.6			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.9			31.6			4.0			2.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	84.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

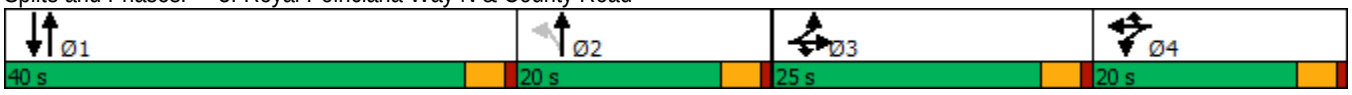
c Critical Lane Group

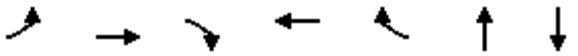


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	304	51	199	38	8	106	543	195
Future Volume (vph)	304	51	199	38	8	106	543	195
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.3	17.3	17.3	10.4	10.4		46.4	25.7
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.51	0.51	0.41	0.19	0.03		0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
LOS	D	D	A	D	A		B	B
Approach Delay		25.7		33.0			11.2	13.7
Approach LOS		C		C			B	B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 79.5	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

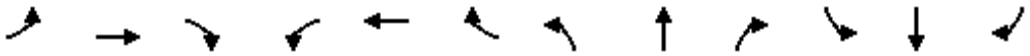
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	188	209	45	8	744	326
v/c Ratio	0.51	0.51	0.41	0.19	0.03	0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Length 50th (ft)	91	92	0	21	0	112	41
Queue Length 95th (ft)	185	186	58	61	0	178	78
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	459	467	584	385	404	1705	1630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.36	0.12	0.02	0.44	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
Future Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3342	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.83			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2911			3342	
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)	320	54	209	5	40	8	112	572	60	0	205	121
RTOR Reduction (vph)	0	0	164	0	0	7	0	6	0	0	83	0
Lane Group Flow (vph)	186	188	45	0	45	1	0	738	0	0	243	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Effective Green, g (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.32	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		123	105		1663			1060	
v/s Ratio Prot	c0.11	0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.25				
v/c Ratio	0.52	0.52	0.13		0.37	0.01		0.44			0.23	
Uniform Delay, d1	28.2	28.1	25.8		36.2	35.3		10.0			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.3	1.2	0.2		1.8	0.0		0.2			0.1	
Delay (s)	29.4	29.4	26.0		38.0	35.3		10.2			20.5	
Level of Service	C	C	C		D	D		B			C	
Approach Delay (s)		28.2			37.6			10.2			20.5	
Approach LOS		C			D			B			C	

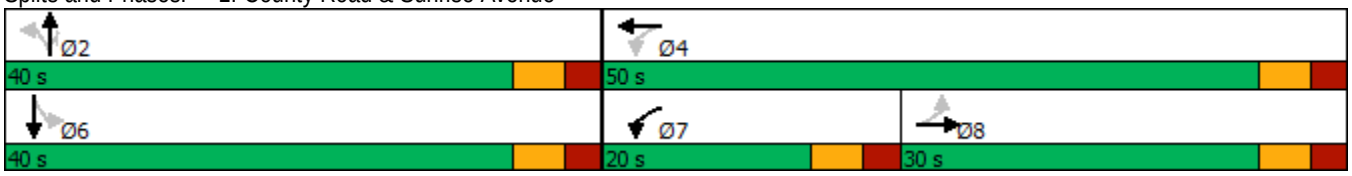
Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	23	74	57	51	273	81	13	620
Future Volume (vph)	38	23	74	57	51	273	81	13	620
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.9	23.0	23.0		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.51	0.51	0.51	0.51
v/c Ratio		0.51	0.20	0.12		0.56	0.10	0.03	0.76
Control Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
LOS		C	B	B		B	A	B	C
Approach Delay		22.3		15.1		15.3			22.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	78	72	341	85	14	719
v/c Ratio	0.51	0.20	0.12	0.56	0.10	0.03	0.76
Control Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Length 50th (ft)	30	23	17	100	0	3	245
Queue Length 95th (ft)	85	49	42	220	16	14	#526
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	554	466	1115	611	867	497	948
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.06	0.56	0.10	0.03	0.76

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)	38	23	79	74	57	11	51	273	81	13	620	63
Future Volume (vph)	38	23	79	74	57	11	51	273	81	13	620	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1816			1848	1583	1770	1837	
Flt Permitted		0.88		0.48	1.00			0.64	1.00	0.52	1.00	
Satd. Flow (perm)		1520		902	1816			1188	1583	967	1837	
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)	40	24	83	78	60	12	54	287	85	14	653	66
RTOR Reduction (vph)	0	60	0	0	8	0	0	0	42	0	3	0
Lane Group Flow (vph)	0	87	0	78	64	0	0	341	43	14	716	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		226		382	597			602	802	490	931	
v/s Ratio Prot				c0.02	0.04						c0.39	
v/s Ratio Perm		c0.06		0.05				0.29	0.03	0.01		
v/c Ratio		0.38		0.20	0.11			0.57	0.05	0.03	0.77	
Uniform Delay, d1		28.1		17.9	17.1			12.5	9.2	9.0	14.6	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.1		0.3	0.1			3.8	0.1	0.1	6.1	
Delay (s)		29.2		18.1	17.1			16.3	9.3	9.1	20.7	
Level of Service		C		B	B			B	A	A	C	
Approach Delay (s)		29.2			17.7			14.9			20.5	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

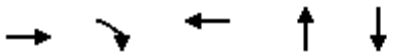
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	4	106	5	13	82	377	2	753
Future Volume (vph)	23	4	106	5	13	82	377	2	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		61.9		61.9
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.29		0.08		0.25		0.32
Control Delay		28.3	8.2		23.0		4.3		4.5
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.2		23.0		4.3		4.7
LOS		C	A		C		A		A
Approach Delay		12.2			23.0		4.3		4.7
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 80.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

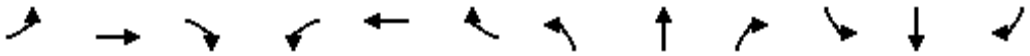
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	112	25	491	819
v/c Ratio	0.10	0.29	0.08	0.25	0.32
Control Delay	28.3	8.2	23.0	4.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.2	23.0	4.3	4.7
Queue Length 50th (ft)	12	0	8	39	70
Queue Length 95th (ft)	34	41	28	58	95
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	371	486	443	1967	2577
Starvation Cap Reductn	0	0	0	0	922
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.23	0.06	0.25	0.49

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
Future Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1786	1583		1785			3500			3523	
Flt Permitted		0.78	1.00		0.96			0.73			0.95	
Satd. Flow (perm)		1461	1583		1722			2567			3363	
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)	24	4	112	5	14	6	86	397	8	2	793	24
RTOR Reduction (vph)	0	0	96	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	28	16	0	20	0	0	490	0	0	817	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			60.9			60.9	
Effective Green, g (s)		11.8	11.8		11.8			60.9			60.9	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		211	228		248			1913			2506	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.19			c0.24	
v/c Ratio		0.13	0.07		0.08			0.26			0.33	
Uniform Delay, d1		30.5	30.2		30.3			3.3			3.5	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		30.8	30.3		30.4			3.6			3.8	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.4			30.4			3.6			3.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

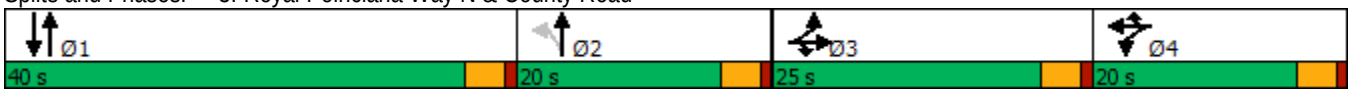
c Critical Lane Group

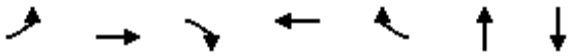
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	131	46	148	80	22	189	322	467
Future Volume (vph)	131	46	148	80	22	189	322	467
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.3	15.3	15.3	12.4	12.4		51.3	31.2
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.34
v/c Ratio	0.33	0.33	0.39	0.54	0.08		0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5		15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5		15.0	25.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.9		39.6			15.0	25.0
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 91.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 65.8%	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

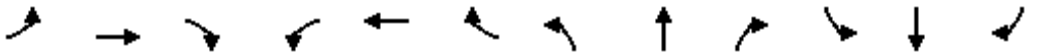




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	92	94	156	133	23	567	909
v/c Ratio	0.33	0.33	0.39	0.54	0.08	0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5	15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5	15.0	25.0
Queue Length 50th (ft)	52	53	0	76	0	98	177
Queue Length 95th (ft)	106	108	55	137	0	163	265
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	390	401	487	324	357	1013	1446
Starvation Cap Reductn	0	0	0	0	0	0	381
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.32	0.41	0.06	0.56	0.85

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)	131	46	148	47	80	22	189	322	28	0	467	396
Future Volume (vph)	131	46	148	47	80	22	189	322	28	0	467	396
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3296	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1815			3296	
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)	138	48	156	49	84	23	199	339	29	0	492	417
RTOR Reduction (vph)	0	0	130	0	0	20	0	3	0	0	146	0
Lane Group Flow (vph)	92	94	26	0	133	3	0	564	0	0	763	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Effective Green, g (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.34	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	282	290	266		249	215		1023			1130	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.23	
v/s Ratio Perm								c0.31				
v/c Ratio	0.33	0.32	0.10		0.53	0.01		0.91dl			0.68	
Uniform Delay, d1	33.3	33.3	32.0		36.6	34.0		12.6			25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.7	0.7	0.2		2.2	0.0		0.6			1.6	
Delay (s)	34.0	34.0	32.2		38.8	34.0		13.2			27.2	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		33.2			38.1			13.2			27.2	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	91.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

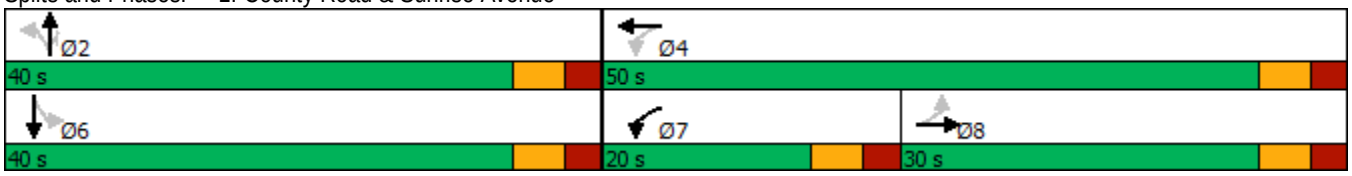
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	20	48	20	37	669	90	11	210
Future Volume (vph)	49	20	48	20	37	669	90	11	210
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.8	18.1	18.8		40.7	40.7	40.7	40.7
Actuated g/C Ratio		0.16	0.27	0.28		0.61	0.61	0.61	0.61
v/c Ratio		0.40	0.13	0.05		0.67	0.09	0.05	0.22
Control Delay		26.9	16.6	12.5		18.8	2.5	11.5	10.4
Queue Delay		0.0	0.0	0.0		0.8	0.0	0.0	0.0
Total Delay		26.9	16.6	12.5		19.6	2.5	11.5	10.4
LOS		C	B	B		B	A	B	B
Approach Delay		26.9		15.2		17.7			10.4
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 81.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

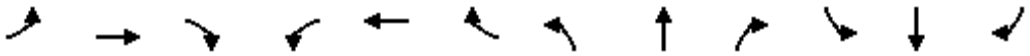




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	105	51	28	743	95	12	252
v/c Ratio	0.40	0.13	0.05	0.67	0.09	0.05	0.22
Control Delay	26.9	16.6	12.5	18.8	2.5	11.5	10.4
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	26.9	16.6	12.5	19.6	2.5	11.5	10.4
Queue Length 50th (ft)	32	15	6	258	0	3	57
Queue Length 95th (ft)	78	36	21	#530	19	13	117
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	557	489	1205	1110	1012	261	1125
Starvation Cap Reductn	0	0	0	142	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.02	0.77	0.09	0.05	0.22

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)	49	20	30	48	20	7	37	669	90	11	210	29
Future Volume (vph)	49	20	30	48	20	7	37	669	90	11	210	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1743		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.61	1.00			0.97	1.00	0.23	1.00	
Satd. Flow (perm)		1480		1137	1793			1813	1583	426	1828	
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)	52	21	32	51	21	7	39	704	95	12	221	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	42	0	4	0
Lane Group Flow (vph)	0	84	0	51	23	0	0	743	53	12	248	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Effective Green, g (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176		350	486			1012	883	237	1020	
v/s Ratio Prot				c0.01	0.01						0.14	
v/s Ratio Perm		c0.06		0.03				c0.41	0.03	0.03		
v/c Ratio		0.48		0.15	0.05			0.73	0.06	0.05	0.24	
Uniform Delay, d1		28.9		19.7	18.9			11.6	7.1	7.1	7.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0		0.2	0.0			4.7	0.1	0.4	0.6	
Delay (s)		31.0		19.8	19.0			16.4	7.2	7.5	8.5	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		31.0			19.5			15.3			8.5	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	6	44	13	5	55	760	4	271
Future Volume (vph)	29	6	44	13	5	55	760	4	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		64.1		64.1
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.14		0.09		0.36		0.12
Control Delay		29.7	10.1		22.5		4.6		3.5
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		29.7	10.1		22.5		5.1		3.5
LOS		C	B		C		A		A
Approach Delay		18.8			22.5		5.1		3.5
Approach LOS		B			C		A		A

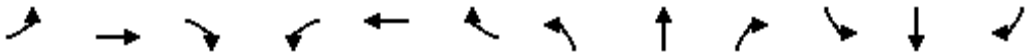
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 82.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	37	46	27	890	305
v/c Ratio	0.14	0.14	0.09	0.36	0.12
Control Delay	29.7	10.1	22.5	4.6	3.5
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.7	10.1	22.5	5.1	3.5
Queue Length 50th (ft)	17	0	9	80	21
Queue Length 95th (ft)	41	27	29	108	33
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	357	428	391	2475	2574
Starvation Cap Reductn	0	0	0	1052	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.07	0.63	0.12

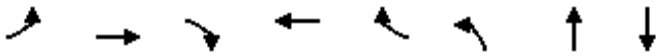
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	6	44	13	5	8	55	760	30	4	271	15
Future Volume (vph)	29	6	44	13	5	8	55	760	30	4	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.96			0.99			0.99	
Flt Protected		0.96	1.00		0.97			1.00			1.00	
Satd. Flow (prot)		1788	1583		1743			3509			3509	
Flt Permitted		0.77	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1437	1583		1551			3198			3328	
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)	31	6	46	14	5	8	58	800	32	4	285	16
RTOR Reduction (vph)	0	0	40	0	7	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	37	6	0	20	0	0	888	0	0	302	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			63.1			63.1	
Effective Green, g (s)		11.8	11.8		11.8			63.1			63.1	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		202	222		218			2405			2502	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.09			0.37			0.12	
Uniform Delay, d1		31.8	31.1		31.4			3.6			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.2			0.4			0.1	
Delay (s)		32.2	31.2		31.6			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.6			31.6			4.0			2.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	83.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

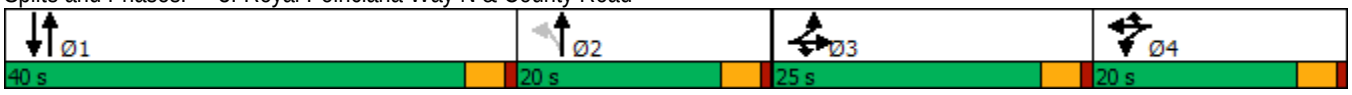
c Critical Lane Group

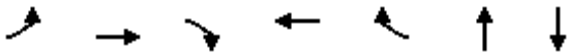


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	308	51	199	38	8	106	545	197
Future Volume (vph)	308	51	199	38	8	106	545	197
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.4	17.4	17.4	10.4	10.4		46.4	25.7
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.51	0.51	0.41	0.19	0.03		0.44	0.28
Control Delay	36.0	35.8	7.6	38.8	0.1		11.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	36.0	35.8	7.6	38.8	0.1		11.3	13.6
LOS	D	D	A	D	A		B	B
Approach Delay		25.8		33.0			11.3	13.6
Approach LOS		C		C			B	B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 79.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

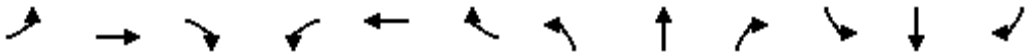
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	188	190	209	45	8	746	331
v/c Ratio	0.51	0.51	0.41	0.19	0.03	0.44	0.28
Control Delay	36.0	35.8	7.6	38.8	0.1	11.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	35.8	7.6	38.8	0.1	11.3	13.6
Queue Length 50th (ft)	92	93	0	21	0	113	41
Queue Length 95th (ft)	187	187	58	61	0	179	78
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	459	466	584	385	404	1702	1631
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.41	0.36	0.12	0.02	0.44	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	51	199	5	38	8	106	545	57	0	197	118
Future Volume (vph)	308	51	199	5	38	8	106	545	57	0	197	118
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1708	1583		1852	1583		3470			3340	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.83			1.00	
Satd. Flow (perm)	1681	1708	1583		1852	1583		2908			3340	
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)	324	54	209	5	40	8	112	574	60	0	207	124
RTOR Reduction (vph)	0	0	164	0	0	7	0	6	0	0	85	0
Lane Group Flow (vph)	188	190	45	0	45	1	0	740	0	0	246	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.4	17.4	17.4		5.4	5.4		46.3			25.7	
Effective Green, g (s)	17.4	17.4	17.4		5.4	5.4		46.3			25.7	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.32	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	360	366	339		123	105		1660			1058	
v/s Ratio Prot	c0.11	0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.25				
v/c Ratio	0.52	0.52	0.13		0.37	0.01		0.45			0.23	
Uniform Delay, d1	28.2	28.2	25.7		36.2	35.3		10.0			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.4	1.2	0.2		1.8	0.0		0.2			0.1	
Delay (s)	29.5	29.4	25.9		38.1	35.4		10.2			20.5	
Level of Service	C	C	C		D	D		B			C	
Approach Delay (s)		28.2			37.7			10.2			20.5	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	81.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

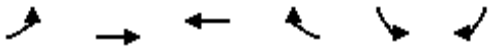
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	121	5	1	75	0	0
Future Volume (Veh/h)	121	5	1	75	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	127	5	1	79	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			132		210	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			132		210	130
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1453		777	920

Direction, Lane #	EB 1	WB 1
Volume Total	132	80
Volume Left	0	1
Volume Right	5	0
cSH	1700	1453
Volume to Capacity	0.08	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.1
Lane LOS		A
Approach Delay (s)	0.0	0.1
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	10.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	40	26	0	0	9
Future Volume (Veh/h)	6	40	26	0	0	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	42	27	0	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	27				81	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	27				81	27
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1587				918	1048

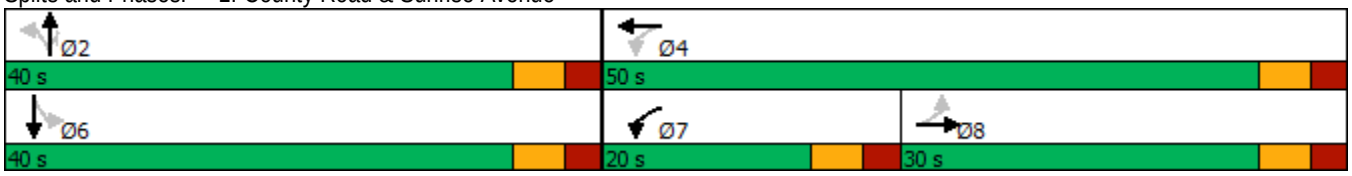
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	48	27	9
Volume Left	6	0	0
Volume Right	0	0	9
cSH	1587	1700	1048
Volume to Capacity	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.9	0.0	8.5
Lane LOS	A		A
Approach Delay (s)	0.9	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	27	74	57	53	287	102	25	632
Future Volume (vph)	38	27	74	57	53	287	102	25	632
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		11.0	23.1	23.1		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.51	0.51	0.51	0.51
v/c Ratio		0.52	0.20	0.12		0.61	0.12	0.05	0.77
Control Delay		23.5	16.5	13.5		20.7	3.2	11.9	23.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		23.5	16.5	13.5		20.7	3.2	11.9	23.8
LOS		C	B	B		C	A	B	C
Approach Delay		23.5		15.1		16.6			23.4
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 85.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

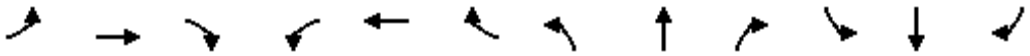




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	151	78	72	358	107	26	731
v/c Ratio	0.52	0.20	0.12	0.61	0.12	0.05	0.77
Control Delay	23.5	16.5	13.5	20.7	3.2	11.9	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	16.5	13.5	20.7	3.2	11.9	23.8
Queue Length 50th (ft)	33	23	17	110	0	6	253
Queue Length 95th (ft)	89	49	42	#271	26	22	#543
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	553	464	1113	587	866	481	947
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.06	0.61	0.12	0.05	0.77

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)	38	27	79	74	57	11	53	287	102	25	632	63
Future Volume (vph)	38	27	79	74	57	11	53	287	102	25	632	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.93		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1702		1770	1816			1848	1583	1770	1838	
Flt Permitted		0.89		0.48	1.00			0.61	1.00	0.50	1.00	
Satd. Flow (perm)		1528		887	1816			1142	1583	937	1838	
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)	40	28	83	78	60	12	56	302	107	26	665	66
RTOR Reduction (vph)	0	57	0	0	8	0	0	0	53	0	3	0
Lane Group Flow (vph)	0	94	0	78	64	0	0	358	54	26	728	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		11.0		24.2	24.2			37.1	37.1	37.1	37.1	
Effective Green, g (s)		11.0		24.2	24.2			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		229		379	599			578	801	474	930	
v/s Ratio Prot				c0.02	0.04						c0.40	
v/s Ratio Perm		c0.06		0.05				0.31	0.03	0.03		
v/c Ratio		0.41		0.21	0.11			0.62	0.07	0.05	0.78	
Uniform Delay, d1		28.2		17.9	17.0			13.0	9.3	9.2	14.8	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.2		0.3	0.1			4.9	0.2	0.2	6.5	
Delay (s)		29.4		18.2	17.1			17.9	9.4	9.4	21.3	
Level of Service		C		B	B			B	A	A	C	
Approach Delay (s)		29.4			17.7			16.0			20.9	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

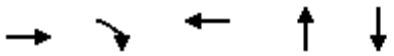
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	8	106	29	15	82	393	14	753
Future Volume (vph)	23	8	106	29	15	82	393	14	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.0	15.0		15.0		60.1		60.1
Actuated g/C Ratio		0.19	0.19		0.19		0.76		0.76
v/c Ratio		0.12	0.29		0.24		0.27		0.33
Control Delay		28.2	8.2		21.2		4.3		4.6
Queue Delay		0.0	0.0		0.0		0.2		0.2
Total Delay		28.2	8.2		21.2		4.6		4.8
LOS		C	A		C		A		A
Approach Delay		12.6			21.2		4.6		4.8
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 6.2	Intersection LOS: A
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

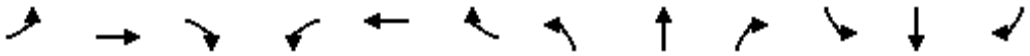
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	32	112	76	534	832
v/c Ratio	0.12	0.29	0.24	0.27	0.33
Control Delay	28.2	8.2	21.2	4.3	4.6
Queue Delay	0.0	0.0	0.0	0.2	0.2
Total Delay	28.2	8.2	21.2	4.6	4.8
Queue Length 50th (ft)	13	0	20	42	72
Queue Length 95th (ft)	37	41	56	62	97
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	376	493	420	1962	2532
Starvation Cap Reductn	0	0	0	752	896
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.23	0.18	0.44	0.51

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	8	106	29	15	28	82	393	32	14	753	23
Future Volume (vph)	23	8	106	29	15	28	82	393	32	14	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			0.99			1.00	
Flt Protected		0.96	1.00		0.98			0.99			1.00	
Satd. Flow (prot)		1795	1583		1731			3477			3521	
Flt Permitted		0.78	1.00		0.87			0.73			0.94	
Satd. Flow (perm)		1451	1583		1539			2576			3326	
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)	24	8	112	31	16	29	86	414	34	15	793	24
RTOR Reduction (vph)	0	0	95	0	25	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	32	17	0	51	0	0	530	0	0	830	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			59.2			59.2	
Effective Green, g (s)		11.8	11.8		11.8			59.2			59.2	
Actuated g/C Ratio		0.15	0.15		0.15			0.74			0.74	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		214	233		227			1906			2461	
v/s Ratio Prot												
v/s Ratio Perm		0.02	0.01		c0.03			0.21			c0.25	
v/c Ratio		0.15	0.07		0.23			0.28			0.34	
Uniform Delay, d1		29.7	29.4		30.1			3.4			3.6	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.5			0.4			0.4	
Delay (s)		30.1	29.5		30.6			3.8			4.0	
Level of Service		C	C		C			A			A	
Approach Delay (s)		29.6			30.6			3.8			4.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

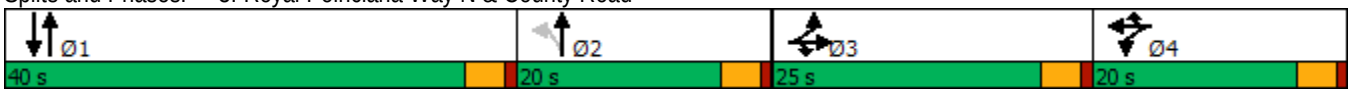
c Critical Lane Group

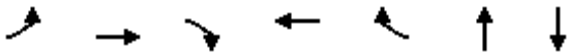
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	155	46	148	80	22	189	338	477
Future Volume (vph)	155	46	148	80	22	189	338	477
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.5	15.5	15.5	12.4	12.4		51.9	31.8
Actuated g/C Ratio	0.17	0.17	0.17	0.13	0.13		0.56	0.35
v/c Ratio	0.37	0.37	0.39	0.54	0.08		0.94dl	0.73
Control Delay	40.3	40.2	9.5	46.9	0.5		15.6	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	3.1
Total Delay	40.3	40.2	9.5	46.9	0.5		15.6	26.3
LOS	D	D	A	D	A		B	C
Approach Delay		27.2		40.1			15.6	26.3
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 91.9	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 66.5%	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

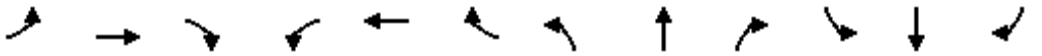




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	104	107	156	133	23	584	934
v/c Ratio	0.37	0.37	0.39	0.54	0.08	0.94dl	0.73
Control Delay	40.3	40.2	9.5	46.9	0.5	15.6	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Total Delay	40.3	40.2	9.5	46.9	0.5	15.6	26.3
Queue Length 50th (ft)	60	62	0	77	0	103	185
Queue Length 95th (ft)	117	120	55	138	0	175	280
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	387	396	484	321	355	1024	1437
Starvation Cap Reductn	0	0	0	0	0	0	384
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.27	0.32	0.41	0.06	0.57	0.89

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)	155	46	148	47	80	22	189	338	28	0	477	410
Future Volume (vph)	155	46	148	47	80	22	189	338	28	0	477	410
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	0.97	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1722	1583		1829	1583		3454			3294	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1722	1583		1829	1583		1805			3294	
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)	163	48	156	49	84	23	199	356	29	0	502	432
RTOR Reduction (vph)	0	0	130	0	0	20	0	3	0	0	147	0
Lane Group Flow (vph)	104	107	26	0	133	3	0	581	0	0	787	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.5	15.5	15.5		12.4	12.4		51.9			31.8	
Effective Green, g (s)	15.5	15.5	15.5		12.4	12.4		51.9			31.8	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.57			0.35	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	283	290	267		247	213		1020			1141	
v/s Ratio Prot	0.06	c0.06	0.02		c0.07	0.00					c0.24	
v/s Ratio Perm								c0.32				
v/c Ratio	0.37	0.37	0.10		0.54	0.01		0.94dl			0.69	
Uniform Delay, d1	33.8	33.8	32.2		37.0	34.4		12.8			25.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.2		2.3	0.0		0.7			1.8	
Delay (s)	34.6	34.6	32.4		39.3	34.4		13.5			27.5	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		33.7			38.6			13.5			27.5	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

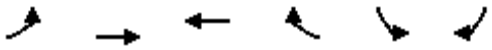
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	154	32	8	142	0	0
Future Volume (Veh/h)	154	32	8	142	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	162	34	8	149	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			196		344	179
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			196		344	179
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1377		649	864

Direction, Lane #	EB 1	WB 1
Volume Total	196	157
Volume Left	0	8
Volume Right	34	0
cSH	1700	1377
Volume to Capacity	0.12	0.01
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.4
Lane LOS		A
Approach Delay (s)	0.0	0.4
Approach LOS		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	54	72	0	0	48
Future Volume (Veh/h)	40	54	72	0	0	48
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	57	76	0	0	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	76				217	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76				217	76
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	95
cM capacity (veh/h)	1523				750	985

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	99	76	51
Volume Left	42	0	0
Volume Right	0	0	51
cSH	1523	1700	985
Volume to Capacity	0.03	0.04	0.05
Queue Length 95th (ft)	2	0	4
Control Delay (s)	3.3	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	3.3	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

TABLE A-1

Valet Queuing Analysis
Club Valet Lane - Inbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (50%)*(42 PM Peak Hour Inbound Vehicles) = 21 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{17 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.35$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.28)}{LN(0.28)}\right] = 1.854 \text{ veh}$$

Valet Queuing Analysis
Club Valet Lane - Outbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (50%)*(21 PM Peak Hour Outbound Vehicles) = 10.5 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.18$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.27)}{LN(0.27)}\right] = 0.747 \text{ veh}$$

K:\WPB_TPTO\1409\140998000 - Lakeview High Rise\[2022-10-14 Lakeview Highrise Tripgen.xlsx]Event Queue

TABLE A-3

Valet Queuing Analysis
Event Valet Lane - Outbound

Assumptions:

Service Rate	=	75 seconds per vehicle			
Volume	=	100 Peak Hour Outbound Vehicles =	(3 attendants)	33	veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60\ \text{min/hr}}{1.25\ \text{min/veh}} = 48\ \text{veh/hr}$$

$$\rho = \frac{33\ \text{veh/hr}}{48\ \text{veh/hr}} = 0.69$$

$$\text{Queue} = \left\lfloor \frac{LN(0.05) - LN(0.5)}{LN(0.5)} \right\rfloor = 7.073\ \text{veh}$$

$$\left\lfloor \frac{LN(0.05) - LN(0.27)}{LN(0.5)} \right\rfloor$$

K:\WPB_TPTO\1409\140998000 - Lakeview High Rise\2022-10-14 Lakeview Highrise Tripgen.xlsx]Event Queue

RECEIVED
By yfigueroa at 8:37 am, Dec 27, 2023

THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

date:	February 10, 2023
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 01/06/23 submittal.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Paramount Palm Beach redevelopment.

2. Please update the following items from Table 1- Trip Generation calculations:
   - Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.
   - Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.
   - Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.
   - Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.

3. Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.

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4. Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.

5. Please update Figure 1 to include Cocoanut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.

6. Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:
    - Sunset Avenue- Bradley Place to N County Road (5%)
    - Sunrise Avenue- Bradley Place to N County Road (5%)
    - Sunrise Avenue- N County Road to N Ocean Blvd (10%)

7. Please update Tables 2 and 3 to modify the Cocoanut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.

8. Please label the existing street names to Figure 2 of the traffic evaluation.



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9. The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.

10. Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.

11. Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.

12. Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.

13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:

    - One just south of Sunrise Avenue on N. County Road
    - One just east of N. County Road on Sunrise Avenue

    Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.

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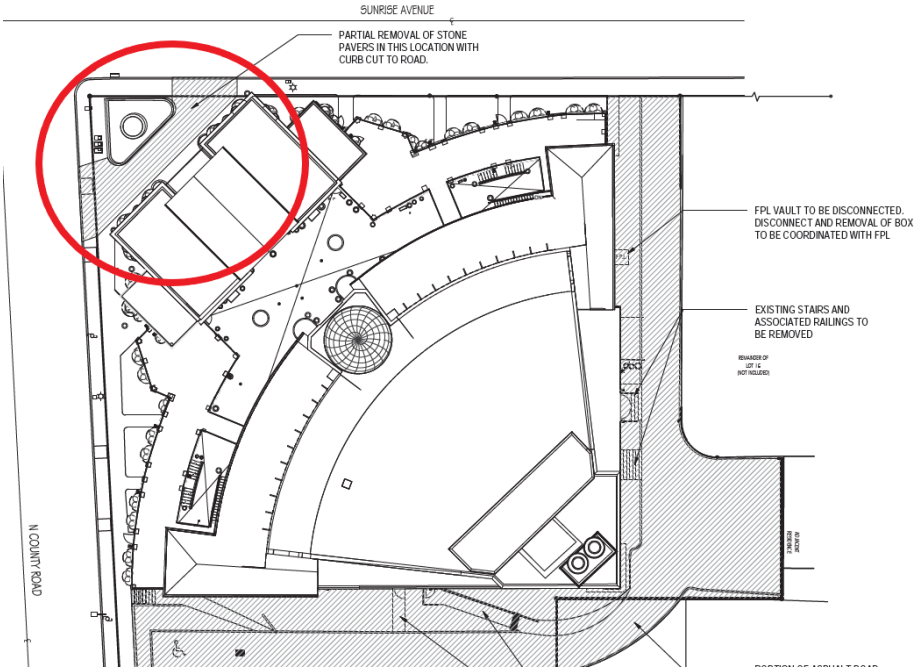

14. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

15. A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.

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RECEIVED
By yfigueroa at 8:38 am, Dec 27, 2023

Kimley»Horn

February 28, 2023

Mr. Anthony Cummings
WEG Paramount LLC
139 N County Road
Palm Beach, FL 33480

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

Dear Tony:

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	25
TOTAL			**132.4**

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)
Retail	5,500 SF	1 space / 200 SF	27.5
Social Club	225 members	1 space / 4 members	56.25
Theater / Auditorium	250 seats	1 space / 4 members	62.5
Residential	4 DU		11
Restaurant	40 seats	1 space / 3 permanent seats + 1 space / 45 SF public area + 1 space / 300 SF other area	17
TOTAL			**174.25**

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 increase in parking required:

174.25 spaces (proposed code requirement) – 132.4 spaces (existing code requirement) =

+ 41.85 spaces

Total Parking required:

46 spaces (existing) + 41.85 spaces (net increase) =

88 spaces

Summary

Based on this analysis, it is determined that the site is required to provide a minimum of 88 parking spaces to meet to Code-based requirements, including the principle of equivalency to account for the current net difference in parking supply and current parking requirements based upon the existing uses on site.

Should you have any questions regarding the information provided, 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

Florida Registration
Number 58636

Registry No. 35106



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
2023.02.28
15:06:34 -05'00'

k:\wpb_tpto\2410\241020000 - paramount palm beach\parking\2023-02-28 paramount parking.docx

RECEIVED
By yfigueroa at 8:38 am, Dec 27, 2023

Kimley»Horn

January 6, 2023
Revised February 28, 2023

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

RE: ***Paramount Palm Beach***
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 and adding below-grade parking with four residential units on top on the portion of the site that currently includes surface parking. The redevelopment will result in a final program of 5,500 square feet of general retail space, 4 single family dwelling units, a 225 member private club, and a 250 seat banquet facility. The private club was assumed to generate traffic similar to that of a fine dining restaurant, and the banquet facility is only expected to generate traffic when it has been rented out for events or dinners. Both of these uses are expected to operate as private facilities and will not be open to the general public.

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. 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 proposed banquet hall does not specifically fit within the land uses provided in the Palm Beach County Trip Generation Rates table; therefore, the trip generation rates applied to this use were determined based upon discussions with Palm Beach County Traffic Division staff.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. As shown in

Table 1, the proposed redevelopment of the site results in 376 net new external daily trips, a decrease of 19 net new external AM peak hour trips (-17 in, -2 out), and an increase of 22 net new external PM peak hour trips (+28 in, -6 out).

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Strip Retail Plaza (<40k)	9.683 KSF	527	23	14	9	64	32	32
General Office (10k-250k)	14.745 KSF	160	22	19	3	21	4	17
Church/Synagogue	2.205 KSF	17	1	1	0	1	0	1
	Subtotal	*704*	*46*	*34*	*12*	*86*	*36*	*50*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	332	14	9	5	40	20	20
General Office (10k-250k)	10.0%	16	2	2	0	2	0	2
Church/Synagogue	5.0%	1	0	0	0	0	0	0
	Subtotal	*349*	*16*	*11*	*5*	*42*	*20*	*22*
Driveway Volumes		638	46	34	12	86	36	50
Net New External Trips		289	30	23	7	44	16	28
Proposed Scenario								
Strip Retail Plaza (<40k)	5.500 KSF	299	13	8	5	36	18	18
Single Family Detached	4 DU	40	3	1	2	4	3	1
Fine Dining Restaurant*	225 Seats	585	5	3	2	63	42	21
Banquet Hall**	250 Seats	650	0	0	0	25	17	8
	Subtotal	*1,574*	*21*	*12*	*9*	*128*	*80*	*48*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	188	8	5	3	23	11	12
Single Family Detached	0.0%	0	0	0	0	0	0	0
Fine Dining Restaurant*	44.0%	257	2	1	1	28	18	10
Banquet Hall **	44.0%	286	0	0	0	11	7	4
	Subtotal	*731*	*10*	*6*	*4*	*62*	*36*	*26*
Driveway Volumes		1,396	21	12	9	128	80	48
Net New External Trips		665	11	6	5	66	44	22
Proposed Net External Trips-Existing Net New External Trips		376	-19	-17	-2	22	28	-6
Radius of Development Influence:		0.5 miles						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Strip Retail Plaza (<40k)	54.45 trips/1,000 sf	2.36 trips/1,000 sf (60% in, 40% out)	6.59 trips/1,000 sf (50% in, 50% out)	63.0%
General Office (10k-250k)	10.84 trips/1,000 sf	1.52 trips/1,000 sf (88% in, 12% out)	1.44 trips/1,000 sf (17% in, 83% out)	10.0%
Church/Synagogue	7.6 trips/1,000 sf	0.33 trips/1,000 sf (62% in, 38% out)	0.49 trips/1,000 sf (47% in, 53% out)	5.0%
Single Family Detached	10 trips/DU	0.7 trips/DU (26% in, 74% out)	0.94 trips/DU (63% in, 37% out)	0.0%
Fine Dining Restaurant*	2.6 trips/seat	0.02 trips/seat (50% in, 50% out)	.28 trips/seat (67% in, 33% out)	44.0%
Banquet Hall**	2.6 trips/seat	0.0 trips/seat (50% in, 50% out)	.1 trips/seat (67% in, 33% out)	44.0%

**Trip generation rates based on seats per ITE Land Use 931.*

***Trip generation rates based on discussions with Palm Beach County Traffic Engineering Division.*



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 1
Paramount Palm Beach
KH #241020000
Site Location

SIGNIFICANCE ANALYSIS

Based on the 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.

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	1,680	30%	i	-5	-1	-0.30%	No	-0.06%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	-3	0	-0.16%	No	0.00%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	-9	-1	-0.48%	No	-0.05%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	-5	-1	-0.27%	No	-0.05%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-1	-5	-0.05%	No	-0.27%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Cocoanut Row	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Cocoanut Row	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Cocoanut Row	Sunrise Avenue	Country Club Road	2L	810	5%	o	0	-1	0.00%	No	-0.12%	No

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	1,680	30%	i	8	-2	0.48%	No	-0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	6	-1	0.32%	No	-0.05%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	14	-3	0.75%	No	-0.16%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	8	-2	0.43%	No	-0.11%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-2	8	-0.11%	No	0.43%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Cocoanut Row	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Cocoanut Row	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Cocoanut Row	Sunrise Avenue	Country Club Road	2L	810	5%	o	0	1	0.00%	No	0.12%	No

As shown in the tables above, none of the analyzed links are expected to be significantly impacted by the addition of project traffic. Therefore, no further link analysis is required.

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

The three study intersections were analyzed for the following three scenarios: Existing Year (2022), Background Year (2027), and Future Total (2027).

Additionally, the site is proposed to have access on Sunrise Avenue and Sunset Avenue. Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project

Existing count data was collected on Tuesday November 29, 2022 during the AM and PM peak hours to determine a baseline for traffic operations within the vicinity of the site. The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied. Existing count data is included in the Appendix, for reference.

Existing traffic count data was grown of a five year period using a compounding annual growth rate of 1% to develop Background Year (2027) traffic volumes. Furthermore, project traffic data was added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not taken for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

EXISTING YEAR (2022) ANALYSIS

Table 4 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 illustrated in this table the intersections currently operate at LOS C or better during the AM and PM peak hours, with the exception of Lakeview Avenue & Quadrille Boulevard and Lakeview Avenue & Dixie Highway during the AM peak hour.

Table 4: Existing Year (2022) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunset Avenue & County Road	Signalized	EB	30.8	C	29.0	C
			WB	19.7	B	17.7	B
			NB	14.0	B	13.3	B
			SB	8.2	A	18.8	B
			Overall	14.5	B	18.1	B
2	Sunrise Avenue & County Road	Signalized	EB	33.4	C	30.7	C
			WB	33.1	C	30.6	C
			NB	3.0	A	3.5	A
			SB	2.2	A	3.7	A
			Overall	5.1	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	27.4	C	32.1	C
			WB	36.6	D	36.6	D
			NB	10.0	B	12.8	B
			SB	20.5	C	26.8	C
			Overall	18.8	B	24.5	C

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 5 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 intersections are expected operate at LOS C or better during the AM and PM peak hours.

Table 5: Background Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunset Avenue & County Road	Signalized	EB	30.9	C	29.2	C
			WB	19.5	B	17.7	B
			NB	15.3	B	14.9	B
			SB	8.5	A	20.5	C
			Overall	15.4	B	19.4	B
2	Sunrise Avenue & County Road	Signalized	EB	31.9	C	30.4	C
			WB	31.6	C	30.4	C
			NB	4.0	A	3.6	A
			SB	2.9	A	3.8	A
			Overall	5.9	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.2	C	33.2	C
			WB	37.6	D	38.1	D
			NB	10.2	B	13.2	B
			SB	20.5	C	27.2	C
			Overall	19.1	B	25.1	C

FUTURE YEAR (2027) ANALYSIS

The Future Year (2027) scenario was analyzed to develop future operations for the surrounding area and project driveways 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 intersections are expected operate at LOS C or better during the AM and PM peak hours.

Table 6: Future Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunset Avenue & County Road	Signalized	EB	31.0	C	29.4	C
			WB	19.5	B	17.7	B
			NB	15.3	B	16.0	B
			SB	8.5	A	20.9	C
			Overall	15.5	B	19.9	B
2	Sunrise Avenue & County Road	Signalized	EB	31.6	C	29.6	C
			WB	31.6	C	30.6	C
			NB	4.0	A	3.8	A
			SB	2.9	A	4.0	A
			Overall	6.1	A	7.5	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.2	C	33.7	C
			WB	37.7	D	38.6	D
			NB	10.2	B	13.5	B
			SB	20.5	C	27.5	C
			Overall	19.2	B	25.5	C
4	Sunrise Avenue & North Driveway	Free-Flow (Inbound Only)	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
5	Sunset Avenue & South Driveway	Minor Street Stop-Control	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	8.5	A	8.9	A
			Overall	-	-	-	-

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 outbound driveway on Sunset Avenue and one right-in/left-in only driveway on Sunrise Avenue. The residential users are also proposed to have a separate inbound driveway access on Sunset Avenue; however, this will carry minimal traffic volumes and also would be ingress-only; therefore, no LOS analysis was performed for this driveway. Figure 2 illustrates the expected project traffic driveway volumes for the site driveway after full buildout. The analysis indicated that both driveways would operate acceptably and that the expected queues at the driveways would not exceed 1 vehicle during the AM or PM peak hours and therefore not impede on traffic flow on the surrounding road network.



NORTH

LEGEND

Site Location

XX (XX) AM (PM) Peak Hour Trips

Inbound / Outbound

FIGURE 2
Paramount Palm Beach
KH #241020000
Driveway Volumes

Kimley»Horn

VALET OPERATIONAL ANALYSIS

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

Private Club Valet Operations

The valet stand for the private club is located in the motor court area that is one level below grade. Vehicular access and circulation is illustrated in Figure 3 and is described below.

Patron arrival: Patron vehicles will arrive via the Sunrise Avenue driveway on the north side of the site and then proceed along the east side of the property to reach the motor court below grade. At the valet stand on the motor court level, the patron will exit the vehicle and the valet operator will proceed down the ramp to a lower parking level to park the vehicle. (see route outlined in red in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the motor court level up the ramp on the east side of the property to exit onto Sunset Avenue (see route outlined in blue in Figure 3).

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 (63 vph, inbound: 42 vph, outbound: 21 vph)*
Percent valet: *100%*
Assumed average vehicle dwell time for passenger loading/unloading: *60 seconds / vehicle*
Number of valet attendants available: *2 attendants*

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

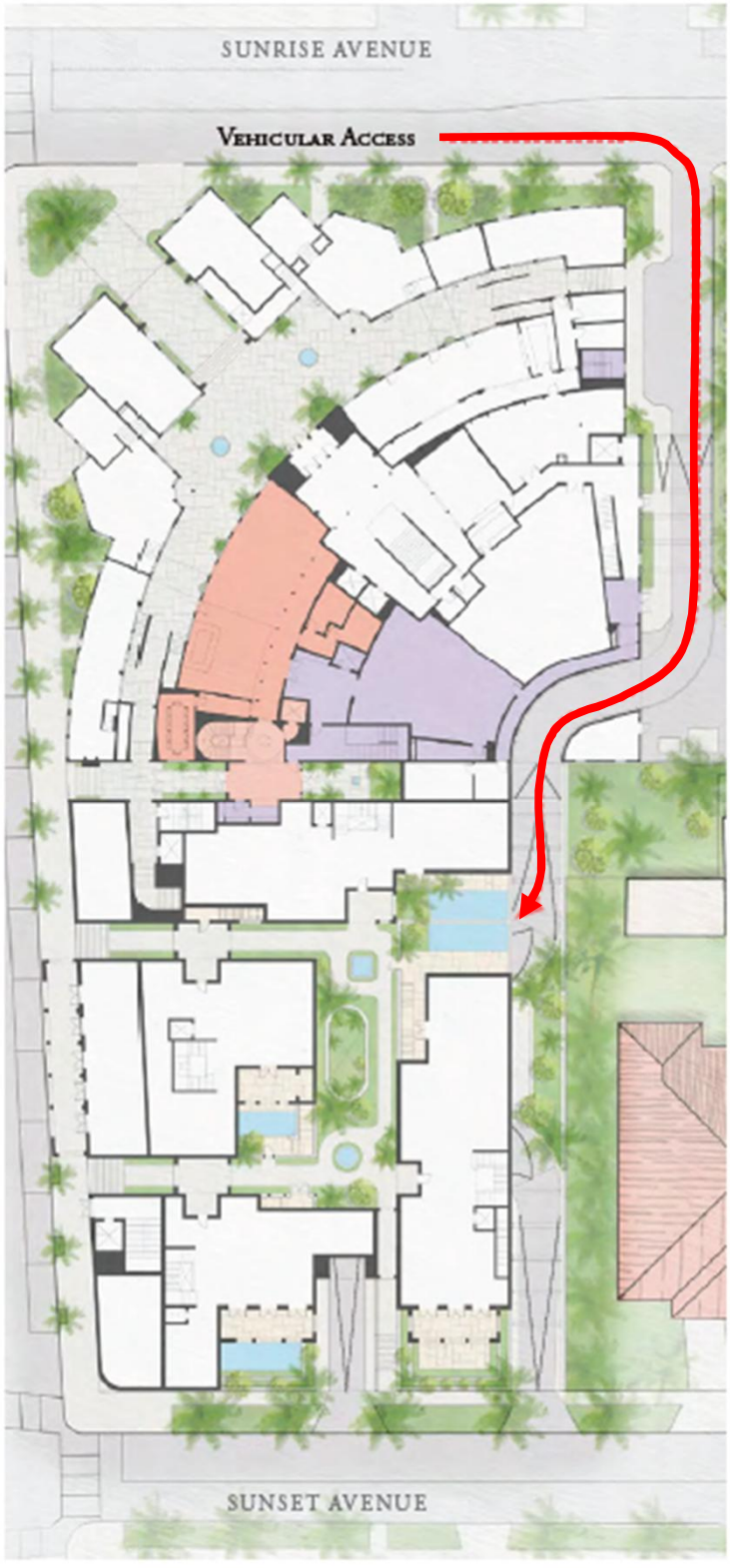
Inbound: 1.854 vehicles

Outbound: 0.747 vehicles

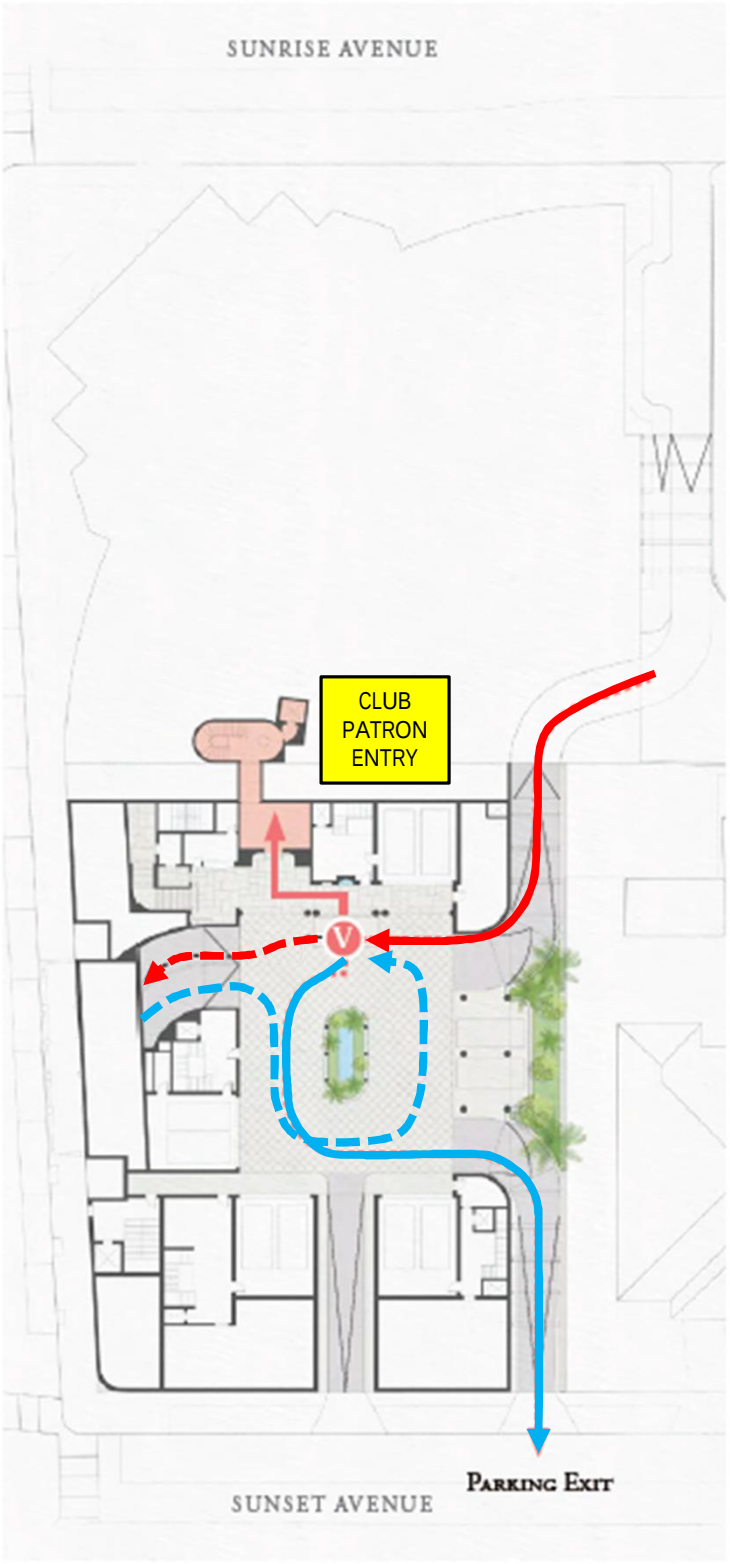
Total: 2.601 vehicles

Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be three vehicles. The queuing area provided can accommodate 3 vehicles in within the area adjacent to the valet stand; therefore, the 95th percentile queue for the private club valet operations is anticipated to be contained.

Parking is provided in the garage levels below grade, as shown in Figure 5.



GROUND FLOOR (+12')



MOTOR COURT (+1')

Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 3
Paramount Palm Beach
KH #241020000
Private Club – Valet Operations

Event Valet Operations

The valet stand for the event space for vehicle drop-off (arrival) is proposed to be provided on the west side of the site at a valet stand is proposed to be located on North County Road. Vehicular access and circulation is illustrated in Figure 4 and is described below.

Patron arrival: Patron vehicles will arrive via the North County Road traveling in the northbound direction. Queuing will begin along the curbside in spaces marked for parallel parking. Parallel parking is proposed to be prohibited after 5 PM. At the valet stand, the patron will exit the vehicle and the valet operator will proceed through the intersection with Sunrise Avenue, enter the eastern site driveway on Sunrise Avenue, then proceed to the motor court level and down the ramp to a lower parking level to park the vehicle. (see route outlined in orange in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court and exit onto Sunset Avenue. The valet operator will then proceed with the vehicle to return it to patrons at a return valet stand along Sunset Avenue. The patron will then retrieve the vehicle and exit in the northbound direction by re-entering the traffic stream on North County Road (see route outlined in purple in Figure 3).

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

Highest peak hour: *Post-event (250 attendees; assumed vehicle occupancy: 2.5 persons/vehicle, outbound: 100 vph)*
Assumed percent valet vs. self-parking: *100%*
Peak hour valet volumes: *Outbound: 100 vph*
Assumed average vehicle dwell time for passenger loading/unloading: *75 seconds / vehicle*
Number of valet attendants available: *3 attendants in the valet pick-up area during peak*

Calculations are provided in the attached Table A -4. As noted in that table, the 95th percentile valet queue calculations are the following:

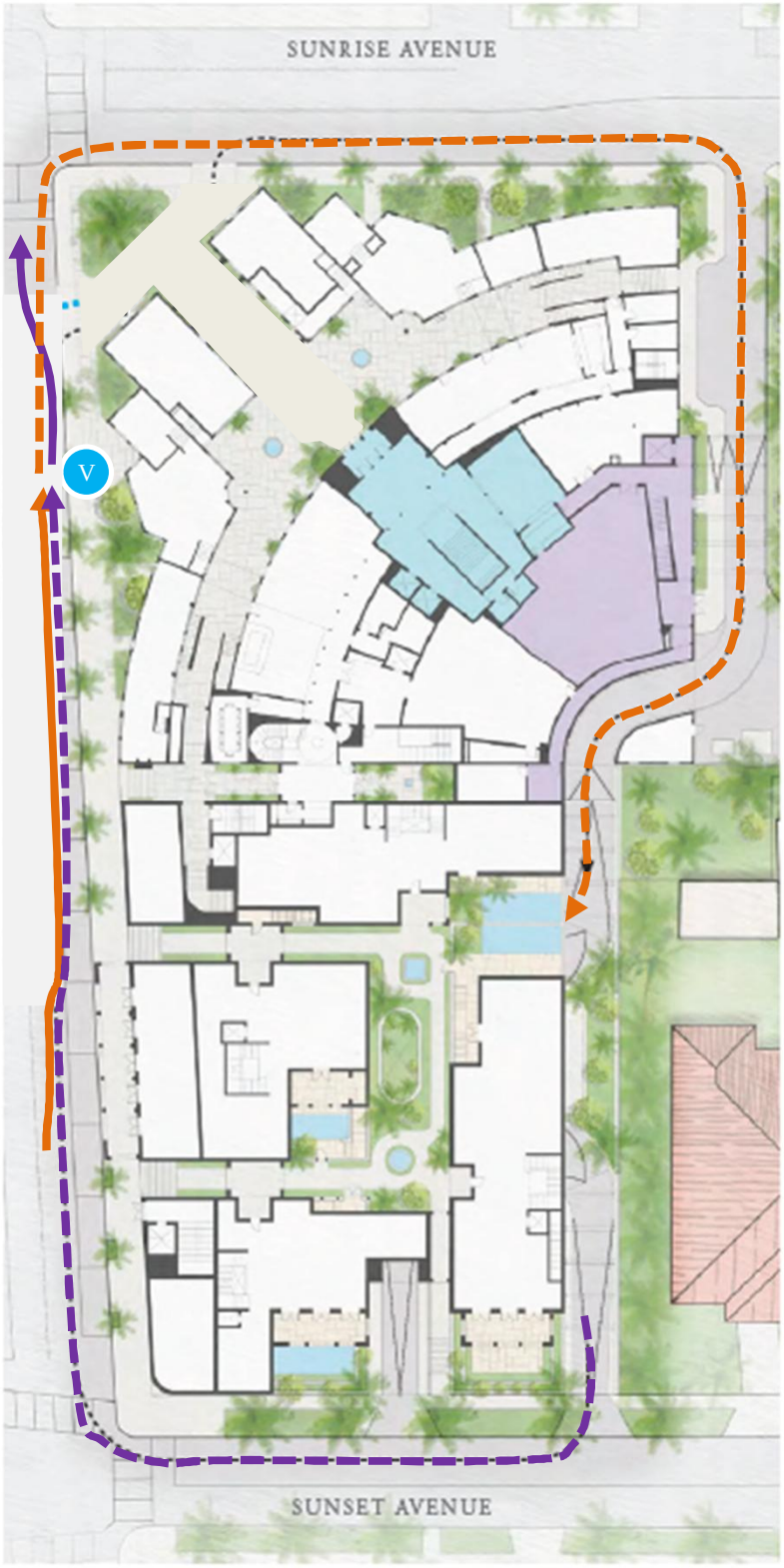
Outbound: 7.073 vehicles

Total: 7.073 vehicles

The queuing area along North County Road could accommodate up to 10 vehicles. Currently, up to 14 parallel parking spaces can be available, but the stand is proposed to be located further to the south than the northernmost parking space in order to provide separation from the intersection of North county Road & Sunrise Avenue.

Therefore, the 95th percentile queue of vehicles staged in the valet pick-up area is anticipated to be accommodated within the curb area provided.

Parking is provided in the garage levels below grade, as shown in Figure 5.



GROUND FLOOR (+12')



MOTOR COURT (+1')

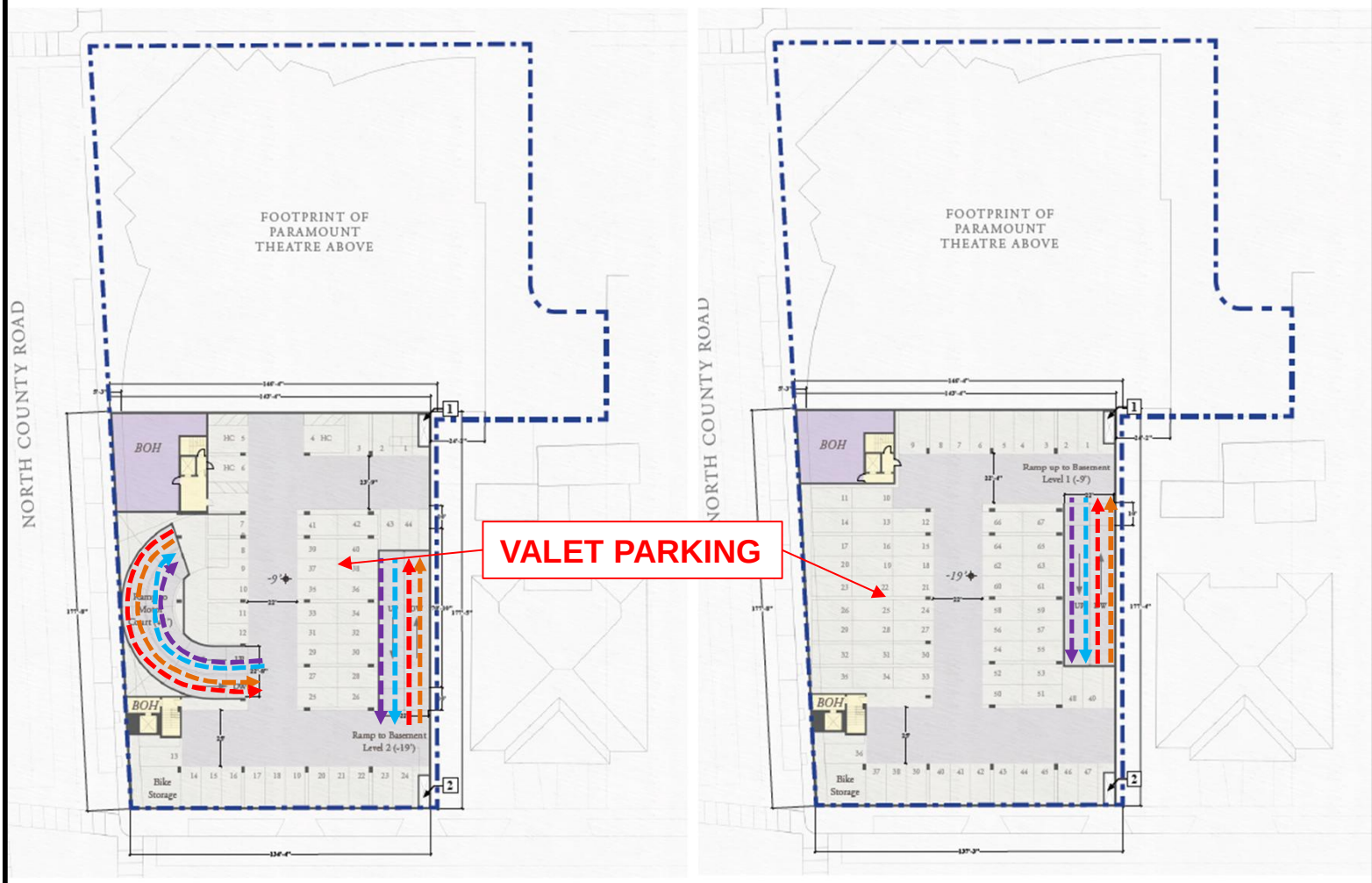
Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 4
Paramount Palm Beach
KH #241020000
Event Space – Valet Operations



PROPOSED PLAN: BASEMENT LEVEL 1

PROPOSED PLAN: BASEMENT LEVEL 2

Image source: RAMSA / Stantec

NORTH

LEGEND

Valet Route to Parking

Valet Route from Parking

Valet Route to Parking

Valet Route from Parking

FIGURE 5
Paramount Palm Beach
KH #241020000
Valet Parking

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 (see Figure 1). 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 5,500 square feet of general retail space, 4 single family dwelling units, a 225 member private club, and a 250 seat banquet facility.

As shown 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.

In addition, a valet operations evaluation was conducted for both the club space and the even space. The queuing area provided is anticipated to accommodate the demand both for the club and before and after events.

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

CHRISTOPHER W. HEGGEN LICENSE No. 58636 STATE OF FLORIDA PROFESSIONAL ENGINEER

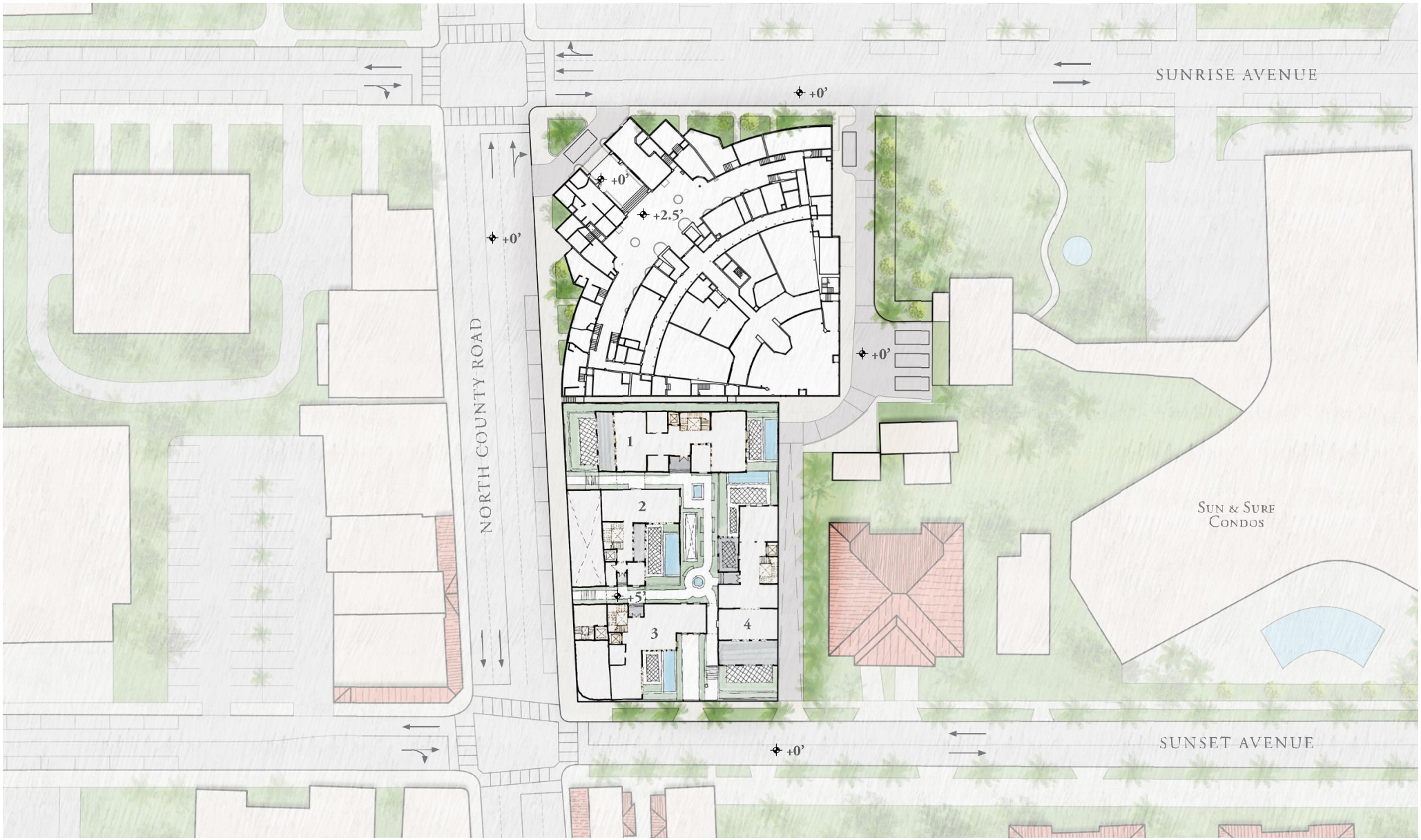
This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Christopher W Heggen
2023.02.28
15:45:38 -05'00'

Attachments

k:\wpb_tpto\2410\241020000 - paramount palm beach\tps\2023-02-28 paramount palm beach traffic.docx

APPENDIX



GROUND LEVEL PLAN

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

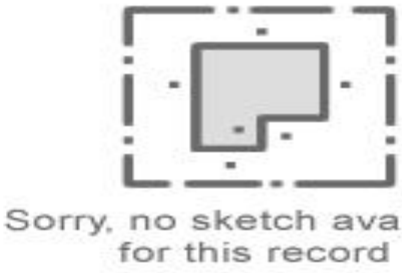
2023 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 1)



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

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)

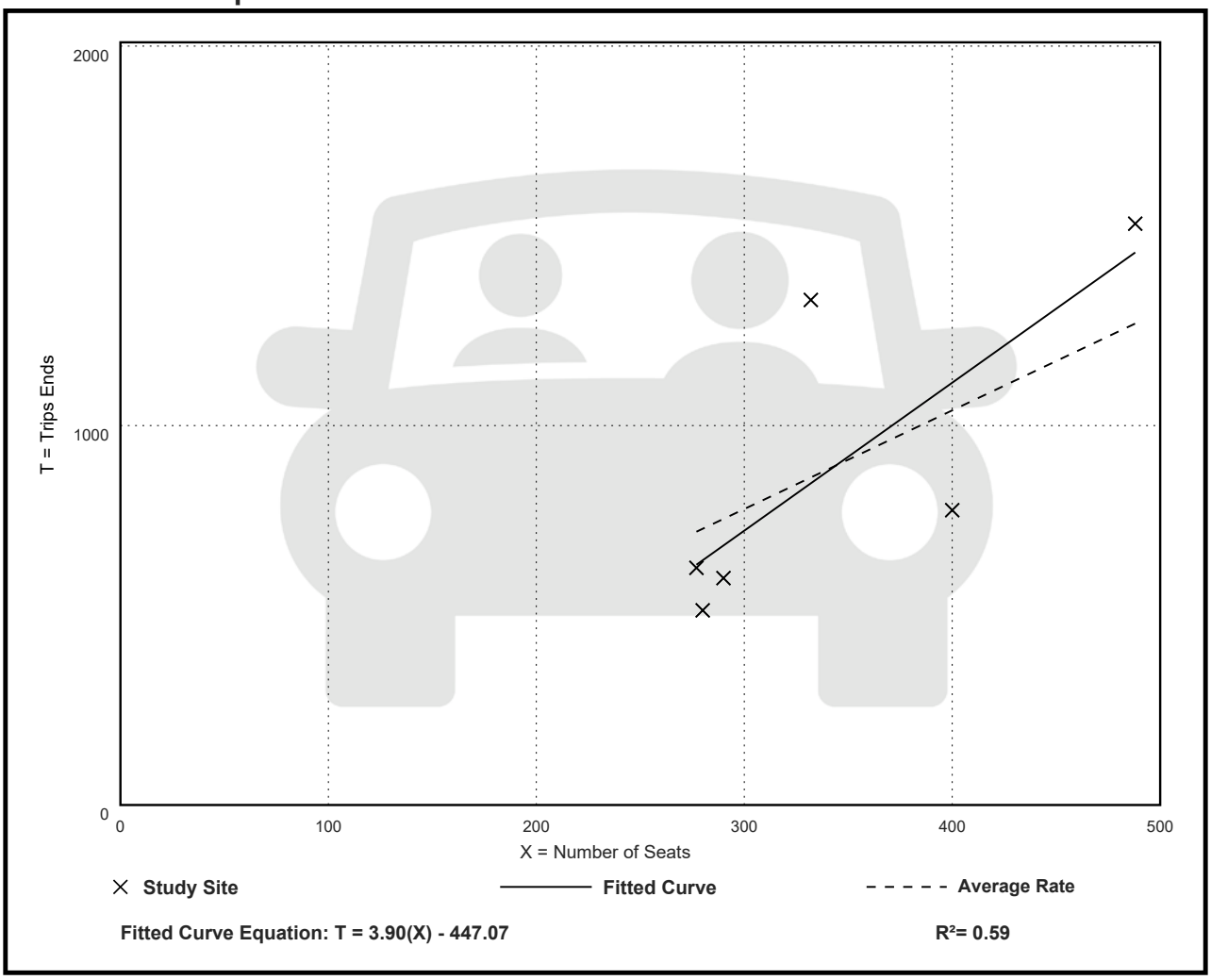
Vehicle Trip Ends vs: Seats
On a: Weekday

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

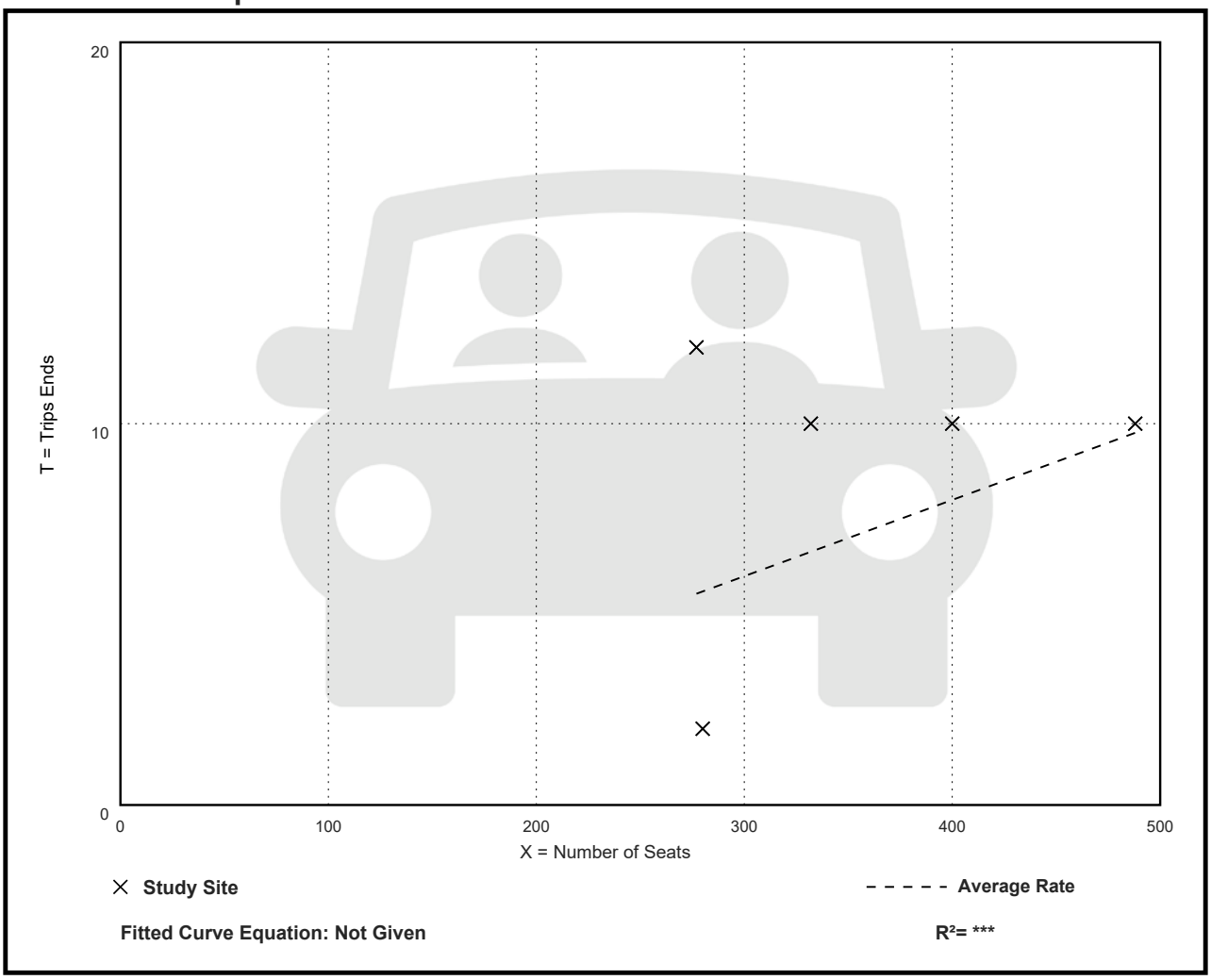
Fine Dining Restaurant
(931)

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



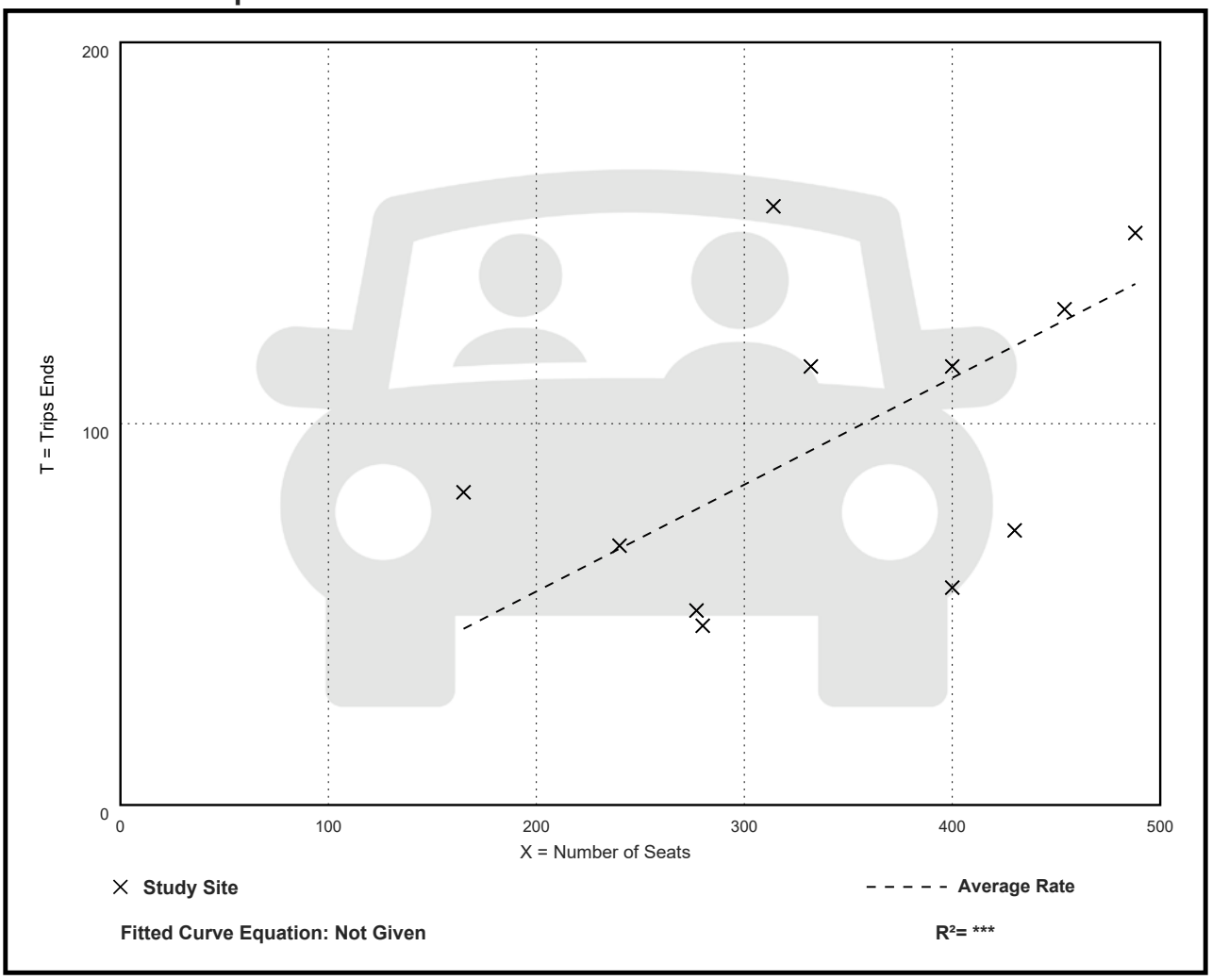
Fine Dining Restaurant
(931)

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



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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	35	634	83	9	198	28	47	18	29	46	19	7
Peak Season Volume	35	634	83	9	198	28	47	18	29	46	19	7
Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed Development												
1.0% Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed + 1.0% Growth	2	32	4	0	10	1	2	1	1	2	1	0
Max (Committed + 1.0% or Historic Growth)	2	32	4	0	10	1	2	1	1	2	1	0
Background Traffic Volumes	37	666	87	9	208	29	49	19	30	48	20	7
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			2	2	2			1				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes		3	1									
Project Traffic	0	3	3	2	2	0	0	1	0	0	0	0
Total Traffic w/o RTOR	37	669	90	11	210	29	49	20	30	48	20	7
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**37**	**669**	**30**	**11**	**210**	**0**	**49**	**20**	**0**	**48**	**20**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	49	260	77	12	590	60	36	22	75	70	54	10
Peak Season Volume	49	260	77	12	590	60	36	22	75	70	54	10
Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed Development												
1.0% Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed + 1.0% Growth	2	13	4	1	30	3	2	1	4	4	3	1
Max (Committed + 1.0% or Historic Growth)	2	13	4	1	30	3	2	1	4	4	3	1
Background Traffic Volumes	51	273	81	13	620	63	38	23	79	74	57	11
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			16	12	12			4				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	2	14	5									
Project Traffic	2	14	21	12	12	0	0	4	0	0	0	0
Total Traffic w/o RTOR	53	287	102	25	632	63	38	27	79	74	57	11
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**53**	**287**	**42**	**25**	**632**	**3**	**38**	**27**	**19**	**74**	**57**	**0**

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	52	721	25	2	258	14	28	5	42	8	5	4
Peak Season Volume	52	721	25	2	258	14	28	5	42	8	5	4
Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed Development												
1.0% Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed + 1.0% Growth	3	37	1	0	13	1	1	0	2	0	0	0
Max (Committed + 1.0% or Historic Growth)	3	37	1	0	13	1	1	0	2	0	0	0
Background Traffic Volumes	55	758	26	2	271	15	29	5	44	8	5	4
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		2	4	2				1				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										5		4
Project Traffic	0	2	4	2	0	0	0	1	0	5	0	4
Total Traffic w/o RTOR	55	760	30	4	271	15	29	6	44	13	5	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**55**	**760**	**0**	**4**	**271**	**0**	**29**	**6**	**0**	**13**	**5**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	78	359	8	2	716	22	22	4	101	5	12	6
Peak Season Volume	78	359	8	2	716	22	22	4	101	5	12	6
Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed Development												
1.0% Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed + 1.0% Growth	4	18	0	0	37	1	1	0	5	0	1	0
Max (Committed + 1.0% or Historic Growth)	4	18	0	0	37	1	1	0	5	0	1	0
Background Traffic Volumes	82	377	8	2	753	23	23	4	106	5	13	6
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		16	24	12				4				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										24	2	22
Project Traffic	0	16	24	12	0	0	0	4	0	24	2	22
Total Traffic w/o RTOR	82	393	32	14	753	23	23	8	106	29	15	28
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**82**	**393**	**0**	**14**	**753**	**0**	**23**	**8**	**46**	**29**	**15**	**0**

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

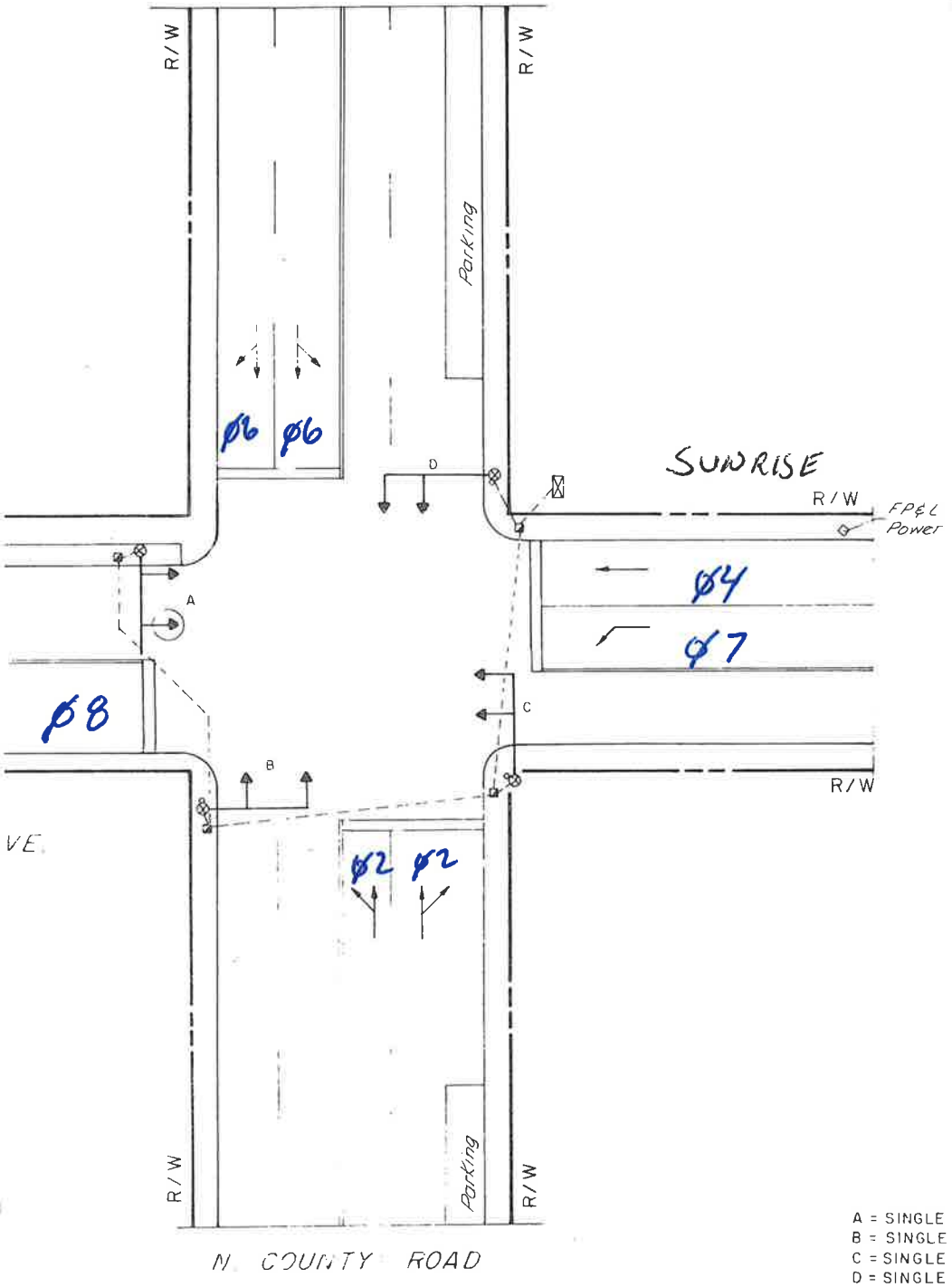
Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	101	517	54	0	186	109	289	49	189	5	36	8
Peak Season Volume	101	517	54	0	186	109	289	49	189	5	36	8
Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed Development												
1.0% Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed + 1.0% Growth	5	26	3	0	9	6	15	2	10	0	2	0
Max (Committed + 1.0% or Historic Growth)	5	26	3	0	9	6	15	2	10	0	2	0
Background Traffic Volumes	106	543	57	0	195	115	304	51	199	5	38	8
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		2					4					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					2	3						
Project Traffic	0	2	0	0	2	3	4	0	0	0	0	0
Total Traffic w/o RTOR	106	545	57	0	197	118	308	51	199	5	38	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**106**	**545**	**0**	**0**	**197**	**58**	**308**	**51**	**139**	**5**	**38**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	180	306	27	0	444	377	125	44	141	45	76	21
Peak Season Volume	180	306	27	0	444	377	125	44	141	45	76	21
Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed Development												
1.0% Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed + 1.0% Growth	9	16	1	0	23	19	6	2	7	2	4	1
Max (Committed + 1.0% or Historic Growth)	9	16	1	0	23	19	6	2	7	2	4	1
Background Traffic Volumes	189	322	28	0	467	396	131	46	148	47	80	22
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		16					24					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					10	14						
Project Traffic	0	16	0	0	10	14	24	0	0	0	0	0
Total Traffic w/o RTOR	189	338	28	0	477	410	155	46	148	47	80	22
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	**189**	**338**	**0**	**0**	**477**	**350**	**155**	**46**	**88**	**47**	**80**	**0**



A = SINGLE MAST ARM 20'
B = SINGLE MAST ARM 20'
C = SINGLE MAST ARM 20'
D = SINGLE MAST ARM 20'

LEGEND

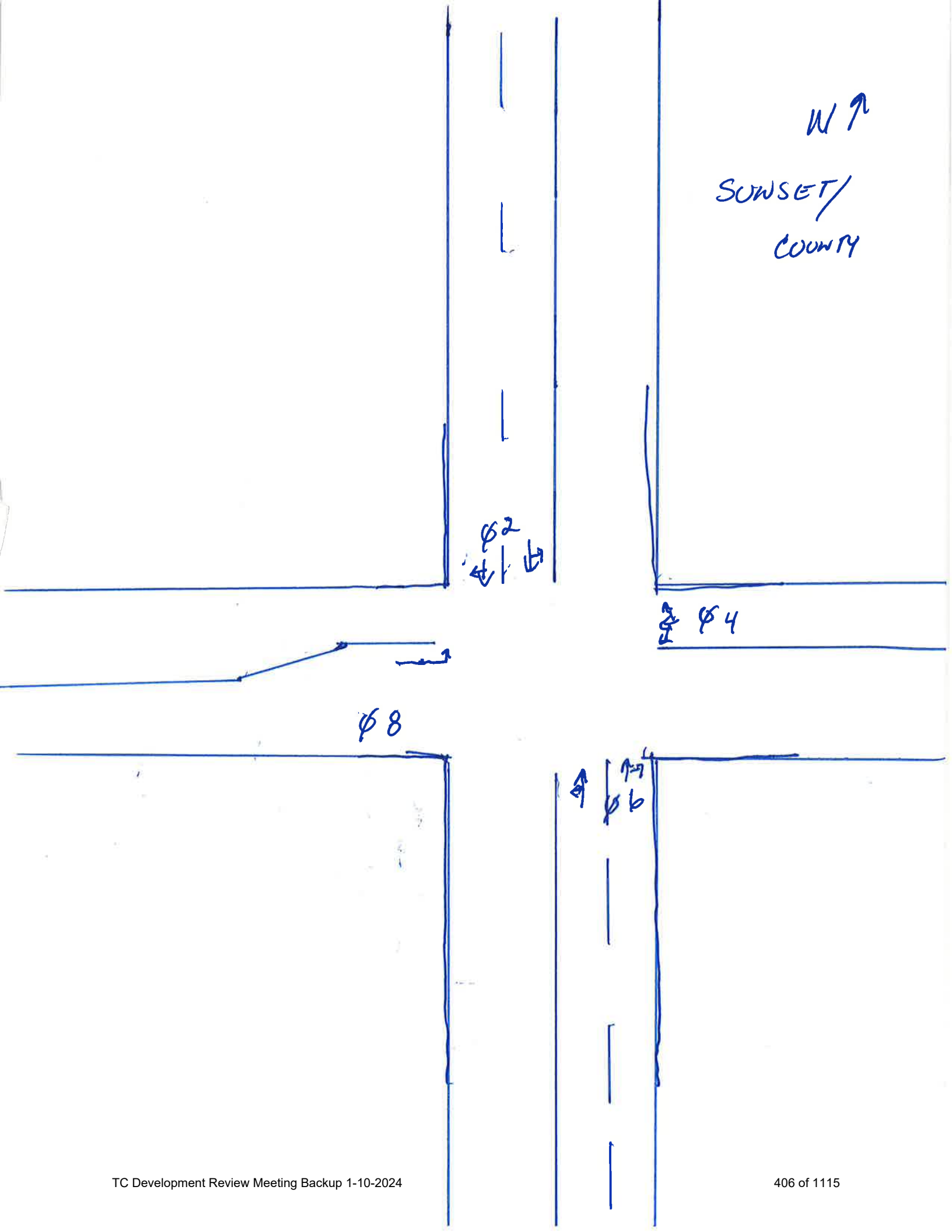
CONTROLLER CABINET

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	20	0	10	0	20	7	10	5	5	5	5	5	2	5	5
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	15	0	13	0	15	0	16	0	16	0	10	0	10
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	3.0	5.0	2.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	40	35	25	0	40	20	30	35	35	35	35	35	0	35	0
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	0	40	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.0	3.5	3.0	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	2.5	1.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

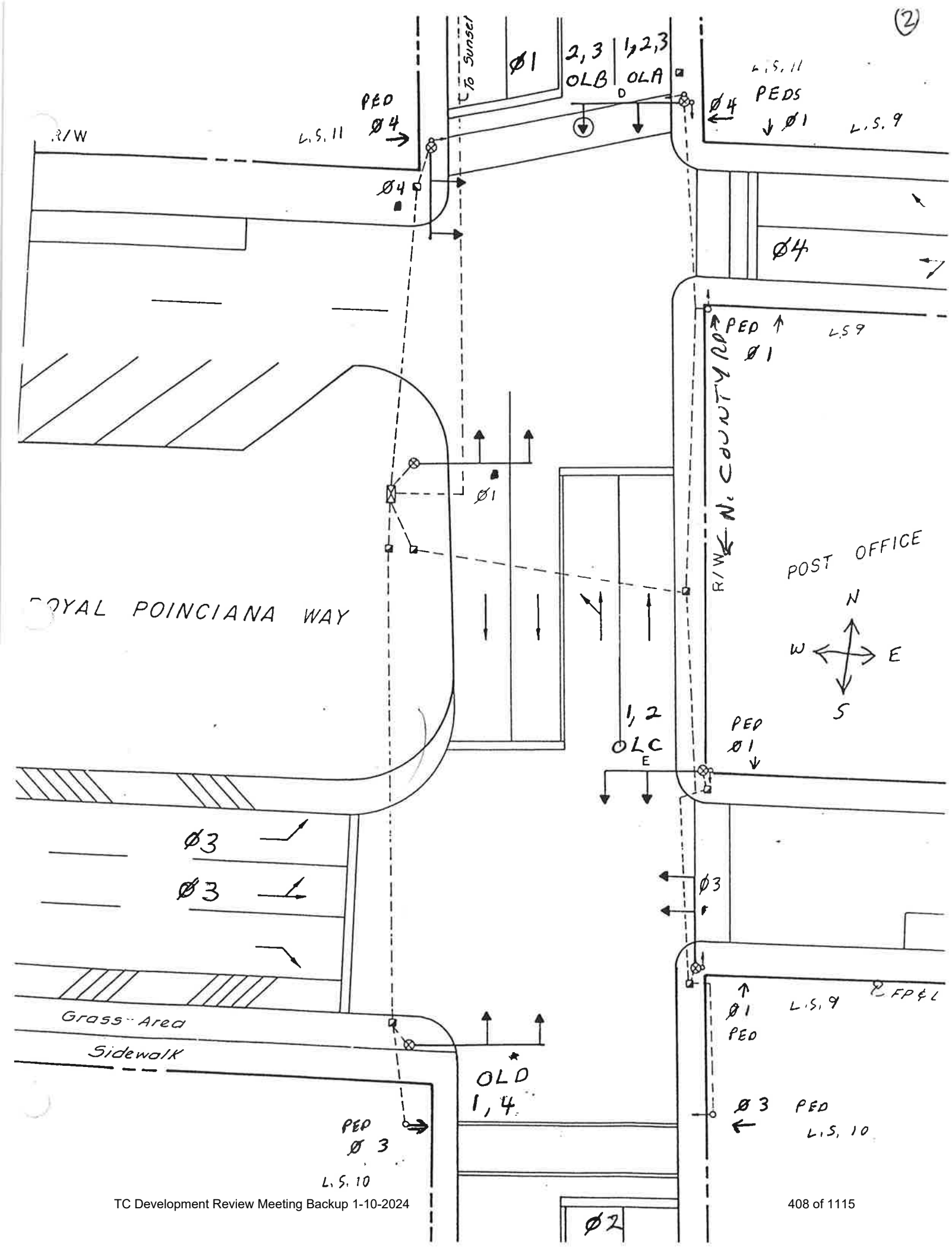
Committee Review Meeting Packet - 10-2021


W
SUNSET/
COUNTY
φ2
φ4
φ8
φ6

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	10	5	15	5	10	5	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	16	0	10	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	60	35	25	35	60	35	25	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0


(2)
To Sunset
Ø1
2,3 OLB
1,2,3 OLA
D
L.S. 11
PEDS
Ø4
Ø1
L.S. 9
R/W
L.S. 11
PED Ø4
Ø4
Ø4
PED Ø1
L.S. 9
N. COUNTY RD
R/W
POST OFFICE
ROYAL POINCIANA WAY
Ø1
N
W
E
S
1,2 OLC
E
PED Ø1
Ø3
Ø3
Ø3
Grass Area
Sidewalk
OLD 1,4
PED Ø3
L.S. 10
Ø1 PED
L.S. 9
FP&L
Ø3 PED
L.S. 10
Ø2

PHASE	1	2	3	4	5	6	7	8	A	B	C	D
SIG#	1	TIMING	3	4	N/U	N/U	N/U	N/U	A	B	C	D
OVLP									1,2,3	2,3	1,2	1,4
GRN	1G-B		3G-B	4G-B					9G-B	10G-B	11G-B	12G-B
YEL	1Y-B		3Y-B	4Y-B					9Y-B	10Y-B	11Y-B	12Y-B
RED	1R-B		3R-B	4R-B					9R-B	10R-B	11R-B	12R-B
GRN ARROW												
YEL ARROW												
RED ARROW												
WALK	13G-B		15G-B	16G-B								
D-WALK	13R-B		15R-B	16R-B								
PED DET	PIP-17A		PIP-19A	PIP-20A								

TC Development Review Meeting Backup 1-10-2024

Controller Timing Plan (MM)2-1

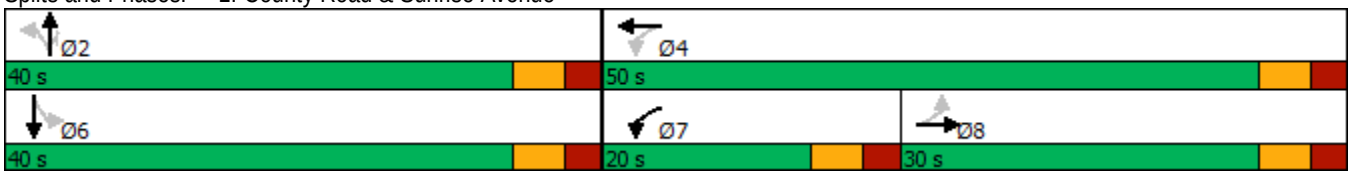
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	20	5	15	10	0	0	0	0	5	5	0	0	0	0	0	0
BK Min Green	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	16	0	16	16	0	0	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	40	20	25	20	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	60	35	40	25	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	40	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	18	46	19	35	634	83	9	198
Future Volume (vph)	47	18	46	19	35	634	83	9	198
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.6	17.9	18.6		41.0	41.0	41.0	41.0
Actuated g/C Ratio		0.16	0.27	0.28		0.62	0.62	0.62	0.62
v/c Ratio		0.38	0.13	0.05		0.63	0.09	0.03	0.21
Control Delay		26.1	16.7	12.6		17.2	2.1	11.0	10.1
Queue Delay		0.0	0.0	0.0		0.6	0.0	0.0	0.0
Total Delay		26.1	16.7	12.6		17.8	2.1	11.0	10.1
LOS		C	B	B		B	A	B	B
Approach Delay		26.1		15.3		16.1			10.1
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

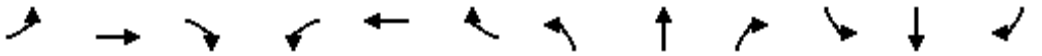




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	48	27	704	87	9	237
v/c Ratio	0.38	0.13	0.05	0.63	0.09	0.03	0.21
Control Delay	26.1	16.7	12.6	17.2	2.1	11.0	10.1
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	26.1	16.7	12.6	17.8	2.1	11.0	10.1
Queue Length 50th (ft)	29	14	6	233	0	2	53
Queue Length 95th (ft)	73	34	21	#478	16	10	108
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	556	485	1201	1120	1018	297	1132
Starvation Cap Reductn	0	0	0	149	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.02	0.73	0.09	0.03	0.21

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)	47	18	29	46	19	7	35	634	83	9	198	28
Future Volume (vph)	47	18	29	46	19	7	35	634	83	9	198	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1741		1770	1790			1858	1583	1770	1829	
Flt Permitted		0.83		0.62	1.00			0.97	1.00	0.26	1.00	
Satd. Flow (perm)		1480		1149	1790			1816	1583	482	1829	
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)	49	19	31	48	20	7	37	667	87	9	208	29
RTOR Reduction (vph)	0	22	0	0	5	0	0	0	38	0	4	0
Lane Group Flow (vph)	0	77	0	48	22	0	0	704	49	9	233	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Effective Green, g (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		172		347	478			1020	889	270	1027	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.05		0.03				c0.39	0.03	0.02		
v/c Ratio		0.45		0.14	0.05			0.69	0.05	0.03	0.23	
Uniform Delay, d1		28.9		19.8	19.1			11.0	7.0	6.9	7.7	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.8		0.2	0.0			3.8	0.1	0.2	0.5	
Delay (s)		30.8		19.9	19.1			14.8	7.1	7.1	8.2	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.8			19.7			14.0			8.2	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	5	42	8	5	52	721	2	258
Future Volume (vph)	28	5	42	8	5	52	721	2	258
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		65.9		65.9
Actuated g/C Ratio		0.19	0.19		0.19		0.83		0.83
v/c Ratio		0.13	0.13		0.06		0.32		0.10
Control Delay		29.2	10.1		24.2		3.7		2.9
Queue Delay		0.0	0.0		0.0		0.3		0.0
Total Delay		29.2	10.1		24.2		4.0		2.9
LOS		C	B		C		A		A
Approach Delay		18.4			24.2		4.0		2.9
Approach LOS		B			C		A		A

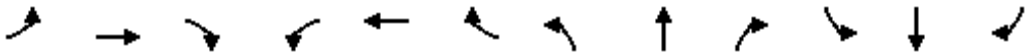
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	34	44	17	840	289
v/c Ratio	0.13	0.13	0.06	0.32	0.10
Control Delay	29.2	10.1	24.2	3.7	2.9
Queue Delay	0.0	0.0	0.0	0.3	0.0
Total Delay	29.2	10.1	24.2	4.0	2.9
Queue Length 50th (ft)	17	0	6	74	20
Queue Length 95th (ft)	39	26	22	101	31
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	358	441	408	2654	2762
Starvation Cap Reductn	0	0	0	1115	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.10	0.04	0.55	0.10

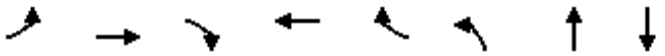
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
Future Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1787	1583		1762			3511			3510	
Flt Permitted		0.75	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1389	1583		1571			3212			3345	
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)	29	5	44	8	5	4	55	759	26	2	272	15
RTOR Reduction (vph)	0	0	39	0	4	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	34	5	0	13	0	0	838	0	0	286	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		8.7	8.7		8.7			64.0			64.0	
Effective Green, g (s)		8.7	8.7		8.7			64.0			64.0	
Actuated g/C Ratio		0.11	0.11		0.11			0.78			0.78	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		147	168		167			2516			2620	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.26			0.09	
v/c Ratio		0.23	0.03		0.08			0.33			0.11	
Uniform Delay, d1		33.4	32.7		32.9			2.6			2.1	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.8	0.1		0.2			0.4			0.1	
Delay (s)		34.2	32.8		33.1			3.0			2.2	
Level of Service		C	C		C			A			A	
Approach Delay (s)		33.4			33.1			3.0			2.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

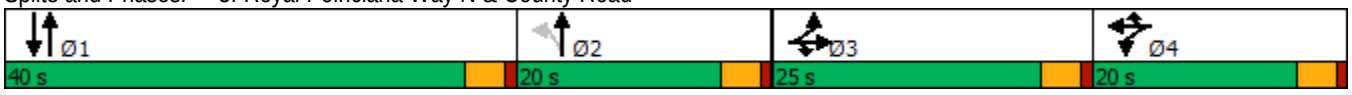
c Critical Lane Group

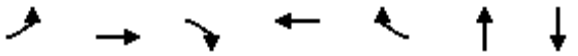


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	289	49	189	36	8	101	517	186
Future Volume (vph)	289	49	189	36	8	101	517	186
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.0	17.0	17.0	10.3	10.3		45.2	24.6
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.48	0.48	0.40	0.18	0.03		0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
LOS	C	C	A	D	A		B	B
Approach Delay		24.7		31.6			11.0	13.8
Approach LOS		C		C			B	B

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 78		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.48		
Intersection Signal Delay: 16.9	Intersection LOS: B	
Intersection Capacity Utilization 61.6%	ICU Level of Service B	
Analysis Period (min) 15		

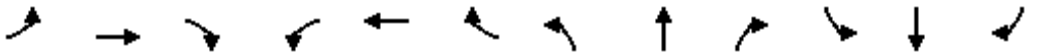
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	176	180	199	43	8	707	311
v/c Ratio	0.48	0.48	0.40	0.18	0.03	0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Length 50th (ft)	84	86	0	19	0	103	38
Queue Length 95th (ft)	170	173	56	58	0	167	75
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	466	473	582	391	408	1694	1650
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.38	0.34	0.11	0.02	0.42	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
Future Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3343	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.84			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2934			3343	
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)	304	52	199	5	38	8	106	544	57	0	196	115
RTOR Reduction (vph)	0	0	156	0	0	7	0	6	0	0	79	0
Lane Group Flow (vph)	176	180	43	0	43	1	0	701	0	0	232	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Effective Green, g (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.31	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		125	107		1664			1034	
v/s Ratio Prot	0.10	c0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.24				
v/c Ratio	0.49	0.49	0.13		0.34	0.01		0.42			0.22	
Uniform Delay, d1	27.4	27.5	25.2		35.4	34.5		9.8			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.1	1.1	0.2		1.7	0.0		0.2			0.1	
Delay (s)	28.5	28.5	25.4		37.0	34.6		10.0			20.5	
Level of Service	C	C	C		D	C		A			C	
Approach Delay (s)		27.4			36.6			10.0			20.5	
Approach LOS		C			D			A			C	

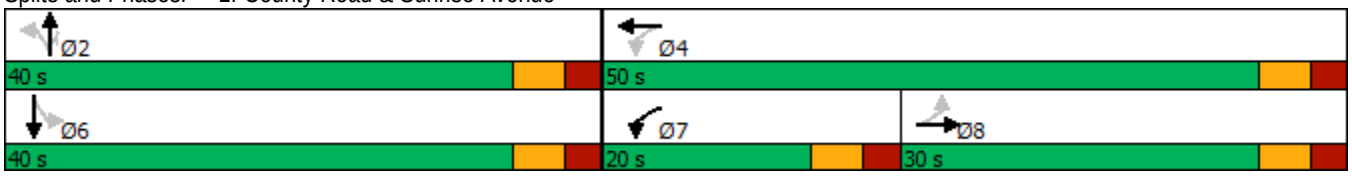
Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	22	70	54	49	260	77	12	590
Future Volume (vph)	36	22	70	54	49	260	77	12	590
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.7	22.6	22.6		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.52	0.52	0.52	0.52
v/c Ratio		0.49	0.19	0.12		0.49	0.09	0.03	0.72
Control Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
LOS		C	B	B		B	A	B	C
Approach Delay		21.3		15.2		13.4			20.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 71.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 18.1	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

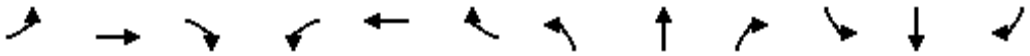




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	74	68	326	81	13	684
v/c Ratio	0.49	0.19	0.12	0.49	0.09	0.03	0.72
Control Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Length 50th (ft)	27	21	16	91	0	3	225
Queue Length 95th (ft)	80	47	40	192	15	13	#477
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	557	466	1121	669	871	514	953
Starvation Cap Reductn	0	0	0	8	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.16	0.06	0.49	0.09	0.03	0.72

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)	36	22	75	70	54	10	49	260	77	12	590	60
Future Volume (vph)	36	22	75	70	54	10	49	260	77	12	590	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.98			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1818			1848	1583	1770	1837	
Flt Permitted		0.88		0.49	1.00			0.70	1.00	0.53	1.00	
Satd. Flow (perm)		1523		920	1818			1295	1583	995	1837	
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)	38	23	79	74	57	11	52	274	81	13	621	63
RTOR Reduction (vph)	0	61	0	0	7	0	0	0	40	0	3	0
Lane Group Flow (vph)	0	79	0	74	61	0	0	326	41	13	681	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		223		383	593			659	805	506	934	
v/s Ratio Prot				c0.02	0.03						c0.37	
v/s Ratio Perm		c0.05		0.04				0.25	0.03	0.01		
v/c Ratio		0.36		0.19	0.10			0.49	0.05	0.03	0.73	
Uniform Delay, d1		28.0		17.9	17.1			11.7	9.0	8.9	14.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.0		0.2	0.1			2.6	0.1	0.1	5.0	
Delay (s)		29.0		18.1	17.2			14.4	9.1	9.0	18.9	
Level of Service		C		B	B			B	A	A	B	
Approach Delay (s)		29.0			17.7			13.3			18.8	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

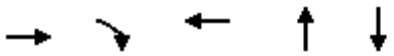
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	4	101	5	12	78	359	2	716
Future Volume (vph)	22	4	101	5	12	78	359	2	716
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		62.4		62.4
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.28		0.07		0.23		0.30
Control Delay		28.3	8.3		22.8		4.2		4.3
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.3		22.8		4.2		4.6
LOS		C	A		C		A		A
Approach Delay		12.4			22.8		4.2		4.6
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 81.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

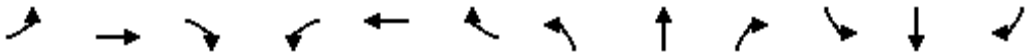
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	27	106	24	468	779
v/c Ratio	0.10	0.28	0.07	0.23	0.30
Control Delay	28.3	8.3	22.8	4.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.3	22.8	4.2	4.6
Queue Length 50th (ft)	11	0	7	37	65
Queue Length 95th (ft)	33	40	27	55	90
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	372	480	439	1999	2581
Starvation Cap Reductn	0	0	0	0	940
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.22	0.05	0.23	0.47

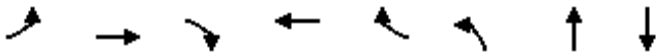
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
Future Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1787	1583		1781			3499			3523	
Flt Permitted		0.79	1.00		0.95			0.74			0.95	
Satd. Flow (perm)		1468	1583		1717			2607			3363	
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)	23	4	106	5	13	6	82	378	8	2	754	23
RTOR Reduction (vph)	0	0	91	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	27	15	0	19	0	0	467	0	0	777	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			61.4			61.4	
Effective Green, g (s)		11.8	11.8		11.8			61.4			61.4	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		210	227		246			1947			2512	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.18			c0.23	
v/c Ratio		0.13	0.07		0.08			0.24			0.31	
Uniform Delay, d1		30.7	30.4		30.5			3.2			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		31.0	30.6		30.6			3.5			3.7	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.7			30.6			3.5			3.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

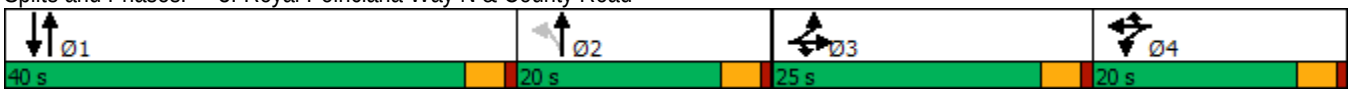
c Critical Lane Group

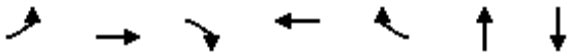


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	125	44	141	76	21	180	306	444
Future Volume (vph)	125	44	141	76	21	180	306	444
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.2	15.2	15.2	12.2	12.2		49.7	29.5
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.33
v/c Ratio	0.31	0.31	0.38	0.51	0.07		0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5		14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5		14.4	23.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.4		38.2			14.4	23.0
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 89.2	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

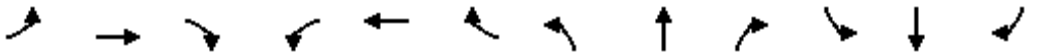
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	88	90	148	127	22	539	864
v/c Ratio	0.31	0.31	0.38	0.51	0.07	0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5	14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5	14.4	23.0
Queue Length 50th (ft)	47	48	0	69	0	89	161
Queue Length 95th (ft)	103	105	54	131	0	149	243
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	399	410	488	331	363	1029	1473
Starvation Cap Reductn	0	0	0	0	0	0	335
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.30	0.38	0.06	0.52	0.76

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
Future Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3295	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1842			3295	
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)	132	46	148	47	80	22	189	322	28	0	467	397
RTOR Reduction (vph)	0	0	123	0	0	19	0	4	0	0	149	0
Lane Group Flow (vph)	88	90	25	0	127	3	0	535	0	0	715	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Effective Green, g (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.33	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	287	294	270		250	216		1026			1092	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.22	
v/s Ratio Perm								c0.29				
v/c Ratio	0.31	0.31	0.09		0.51	0.01		0.52			0.65	
Uniform Delay, d1	32.3	32.3	31.1		35.6	33.2		12.3			25.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.6	0.6	0.2		1.6	0.0		0.5			1.4	
Delay (s)	32.9	32.9	31.2		37.2	33.2		12.8			26.8	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		32.1			36.6			12.8			26.8	
Approach LOS		C			D			B			C	

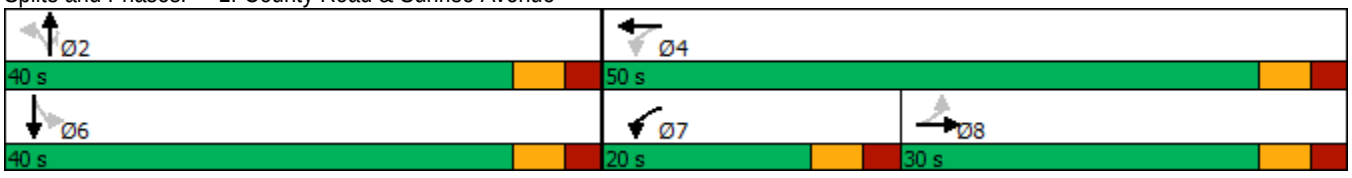
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	89.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	19	48	20	37	666	87	9	208
Future Volume (vph)	49	19	48	20	37	666	87	9	208
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.8	18.1	18.8		40.7	40.7	40.7	40.7
Actuated g/C Ratio		0.16	0.27	0.28		0.61	0.61	0.61	0.61
v/c Ratio		0.40	0.13	0.05		0.67	0.09	0.03	0.22
Control Delay		26.9	16.6	12.5		18.7	2.3	11.3	10.4
Queue Delay		0.0	0.0	0.0		0.8	0.0	0.0	0.0
Total Delay		26.9	16.6	12.5		19.5	2.3	11.3	10.4
LOS		C	B	B		B	A	B	B
Approach Delay		26.9		15.2		17.6			10.4
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

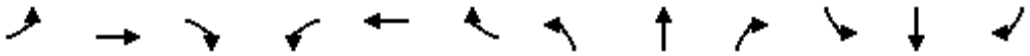




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	51	28	740	92	9	250
v/c Ratio	0.40	0.13	0.05	0.67	0.09	0.03	0.22
Control Delay	26.9	16.6	12.5	18.7	2.3	11.3	10.4
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	26.9	16.6	12.5	19.5	2.3	11.3	10.4
Queue Length 50th (ft)	31	15	6	256	0	2	57
Queue Length 95th (ft)	77	36	21	#526	18	10	116
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	555	489	1204	1111	1013	263	1124
Starvation Cap Reductn	0	0	0	143	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.02	0.76	0.09	0.03	0.22

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)	49	19	30	48	20	7	37	666	87	9	208	29
Future Volume (vph)	49	19	30	48	20	7	37	666	87	9	208	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1742		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.61	1.00			0.97	1.00	0.23	1.00	
Satd. Flow (perm)		1477		1142	1793			1813	1583	430	1828	
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)	52	20	32	51	21	7	39	701	92	9	219	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	41	0	4	0
Lane Group Flow (vph)	0	83	0	51	23	0	0	740	51	9	246	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Effective Green, g (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176		351	486			1012	883	240	1020	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.06		0.03				c0.41	0.03	0.02		
v/c Ratio		0.47		0.15	0.05			0.73	0.06	0.04	0.24	
Uniform Delay, d1		28.9		19.6	18.9			11.6	7.1	7.0	7.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0		0.2	0.0			4.7	0.1	0.3	0.6	
Delay (s)		30.9		19.8	19.0			16.3	7.2	7.3	8.5	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.9			19.5			15.3			8.5	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	5	44	8	5	55	758	2	271
Future Volume (vph)	29	5	44	8	5	55	758	2	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		64.6		64.6
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.14		0.06		0.36		0.12
Control Delay		29.9	10.1		23.7		4.6		3.4
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		29.9	10.1		23.7		5.1		3.4
LOS		C	B		C		A		A
Approach Delay		18.8			23.7		5.1		3.4
Approach LOS		B			C		A		A

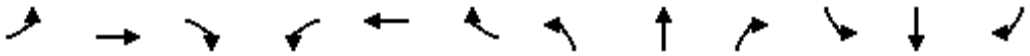
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 83.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	36	46	17	883	303
v/c Ratio	0.14	0.14	0.06	0.36	0.12
Control Delay	29.9	10.1	23.7	4.6	3.4
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.9	10.1	23.7	5.1	3.4
Queue Length 50th (ft)	17	0	6	79	21
Queue Length 95th (ft)	40	27	22	107	32
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	356	426	400	2477	2590
Starvation Cap Reductn	0	0	0	1076	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.04	0.63	0.12

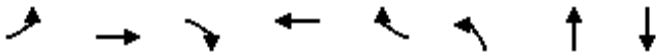
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
Future Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1786	1583		1762			3511			3510	
Flt Permitted		0.77	1.00		0.89			0.91			0.95	
Satd. Flow (perm)		1439	1583		1609			3200			3344	
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)	31	5	46	8	5	4	58	798	27	2	285	16
RTOR Reduction (vph)	0	0	40	0	3	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	36	6	0	14	0	0	881	0	0	300	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			63.6			63.6	
Effective Green, g (s)		11.8	11.8		11.8			63.6			63.6	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		201	221		224			2411			2519	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.06			0.37			0.12	
Uniform Delay, d1		32.0	31.4		31.5			3.5			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.1			0.4			0.1	
Delay (s)		32.5	31.4		31.6			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.9			31.6			4.0			2.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	84.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

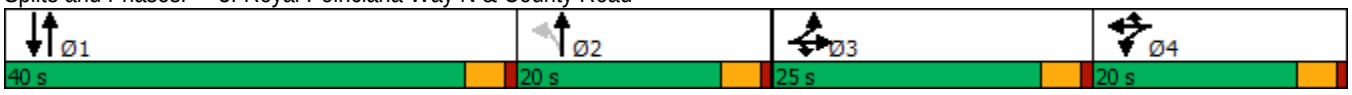
c Critical Lane Group

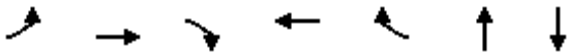


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	304	51	199	38	8	106	543	195
Future Volume (vph)	304	51	199	38	8	106	543	195
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.3	17.3	17.3	10.4	10.4		46.4	25.7
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.51	0.51	0.41	0.19	0.03		0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
LOS	D	D	A	D	A		B	B
Approach Delay		25.7		33.0			11.2	13.7
Approach LOS		C		C			B	B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 79.5	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

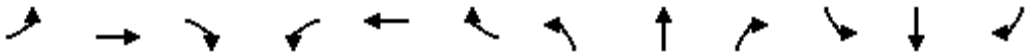
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	188	209	45	8	744	326
v/c Ratio	0.51	0.51	0.41	0.19	0.03	0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Length 50th (ft)	91	92	0	21	0	112	41
Queue Length 95th (ft)	185	186	58	61	0	178	78
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	459	467	584	385	404	1705	1630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.36	0.12	0.02	0.44	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
Future Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3342	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.83			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2911			3342	
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)	320	54	209	5	40	8	112	572	60	0	205	121
RTOR Reduction (vph)	0	0	164	0	0	7	0	6	0	0	83	0
Lane Group Flow (vph)	186	188	45	0	45	1	0	738	0	0	243	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Effective Green, g (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.32	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		123	105		1663			1060	
v/s Ratio Prot	c0.11	0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.25				
v/c Ratio	0.52	0.52	0.13		0.37	0.01		0.44			0.23	
Uniform Delay, d1	28.2	28.1	25.8		36.2	35.3		10.0			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.3	1.2	0.2		1.8	0.0		0.2			0.1	
Delay (s)	29.4	29.4	26.0		38.0	35.3		10.2			20.5	
Level of Service	C	C	C		D	D		B			C	
Approach Delay (s)		28.2			37.6			10.2			20.5	
Approach LOS		C			D			B			C	

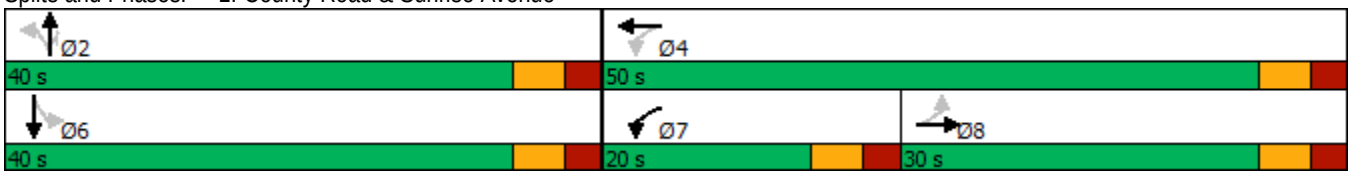
Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	23	74	57	51	273	81	13	620
Future Volume (vph)	38	23	74	57	51	273	81	13	620
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.9	23.0	23.0		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.51	0.51	0.51	0.51
v/c Ratio		0.51	0.20	0.12		0.56	0.10	0.03	0.76
Control Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
LOS		C	B	B		B	A	B	C
Approach Delay		22.3		15.1		15.3			22.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

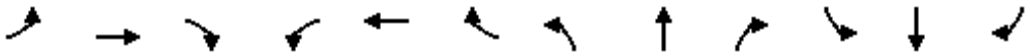




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	78	72	341	85	14	719
v/c Ratio	0.51	0.20	0.12	0.56	0.10	0.03	0.76
Control Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Length 50th (ft)	30	23	17	100	0	3	245
Queue Length 95th (ft)	85	49	42	220	16	14	#526
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	554	466	1115	611	867	497	948
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.06	0.56	0.10	0.03	0.76

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)	38	23	79	74	57	11	51	273	81	13	620	63
Future Volume (vph)	38	23	79	74	57	11	51	273	81	13	620	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1816			1848	1583	1770	1837	
Flt Permitted		0.88		0.48	1.00			0.64	1.00	0.52	1.00	
Satd. Flow (perm)		1520		902	1816			1188	1583	967	1837	
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)	40	24	83	78	60	12	54	287	85	14	653	66
RTOR Reduction (vph)	0	60	0	0	8	0	0	0	42	0	3	0
Lane Group Flow (vph)	0	87	0	78	64	0	0	341	43	14	716	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		226		382	597			602	802	490	931	
v/s Ratio Prot				c0.02	0.04						c0.39	
v/s Ratio Perm		c0.06		0.05				0.29	0.03	0.01		
v/c Ratio		0.38		0.20	0.11			0.57	0.05	0.03	0.77	
Uniform Delay, d1		28.1		17.9	17.1			12.5	9.2	9.0	14.6	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.1		0.3	0.1			3.8	0.1	0.1	6.1	
Delay (s)		29.2		18.1	17.1			16.3	9.3	9.1	20.7	
Level of Service		C		B	B			B	A	A	C	
Approach Delay (s)		29.2			17.7			14.9			20.5	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

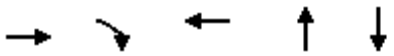
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	4	106	5	13	82	377	2	753
Future Volume (vph)	23	4	106	5	13	82	377	2	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		61.9		61.9
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.29		0.08		0.25		0.32
Control Delay		28.3	8.2		23.0		4.3		4.5
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.2		23.0		4.3		4.7
LOS		C	A		C		A		A
Approach Delay		12.2			23.0		4.3		4.7
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 80.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

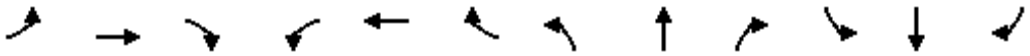
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	112	25	491	819
v/c Ratio	0.10	0.29	0.08	0.25	0.32
Control Delay	28.3	8.2	23.0	4.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.2	23.0	4.3	4.7
Queue Length 50th (ft)	12	0	8	39	70
Queue Length 95th (ft)	34	41	28	58	95
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	371	486	443	1967	2577
Starvation Cap Reductn	0	0	0	0	922
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.23	0.06	0.25	0.49

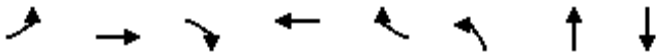
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
Future Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1786	1583		1785			3500			3523	
Flt Permitted		0.78	1.00		0.96			0.73			0.95	
Satd. Flow (perm)		1461	1583		1722			2567			3363	
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)	24	4	112	5	14	6	86	397	8	2	793	24
RTOR Reduction (vph)	0	0	96	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	28	16	0	20	0	0	490	0	0	817	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			60.9			60.9	
Effective Green, g (s)		11.8	11.8		11.8			60.9			60.9	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		211	228		248			1913			2506	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.19			c0.24	
v/c Ratio		0.13	0.07		0.08			0.26			0.33	
Uniform Delay, d1		30.5	30.2		30.3			3.3			3.5	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		30.8	30.3		30.4			3.6			3.8	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.4			30.4			3.6			3.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

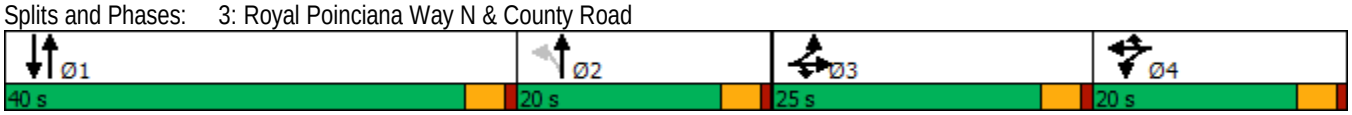


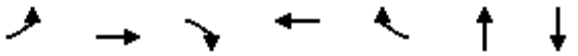
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	131	46	148	80	22	189	322	467
Future Volume (vph)	131	46	148	80	22	189	322	467
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.3	15.3	15.3	12.4	12.4		51.3	31.2
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.34
v/c Ratio	0.33	0.33	0.39	0.54	0.08		0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5		15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5		15.0	25.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.9		39.6			15.0	25.0
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 91.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 65.8%	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

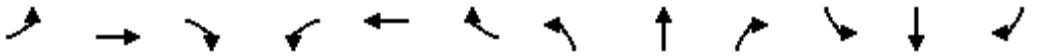




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	92	94	156	133	23	567	909
v/c Ratio	0.33	0.33	0.39	0.54	0.08	0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5	15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5	15.0	25.0
Queue Length 50th (ft)	52	53	0	76	0	98	177
Queue Length 95th (ft)	106	108	55	137	0	163	265
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	390	401	487	324	357	1013	1446
Starvation Cap Reductn	0	0	0	0	0	0	381
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.32	0.41	0.06	0.56	0.85

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)	131	46	148	47	80	22	189	322	28	0	467	396
Future Volume (vph)	131	46	148	47	80	22	189	322	28	0	467	396
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3296	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1815			3296	
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)	138	48	156	49	84	23	199	339	29	0	492	417
RTOR Reduction (vph)	0	0	130	0	0	20	0	3	0	0	146	0
Lane Group Flow (vph)	92	94	26	0	133	3	0	564	0	0	763	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Effective Green, g (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.34	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	282	290	266		249	215		1023			1130	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.23	
v/s Ratio Perm								c0.31				
v/c Ratio	0.33	0.32	0.10		0.53	0.01		0.91dl			0.68	
Uniform Delay, d1	33.3	33.3	32.0		36.6	34.0		12.6			25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.7	0.7	0.2		2.2	0.0		0.6			1.6	
Delay (s)	34.0	34.0	32.2		38.8	34.0		13.2			27.2	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		33.2			38.1			13.2			27.2	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	91.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

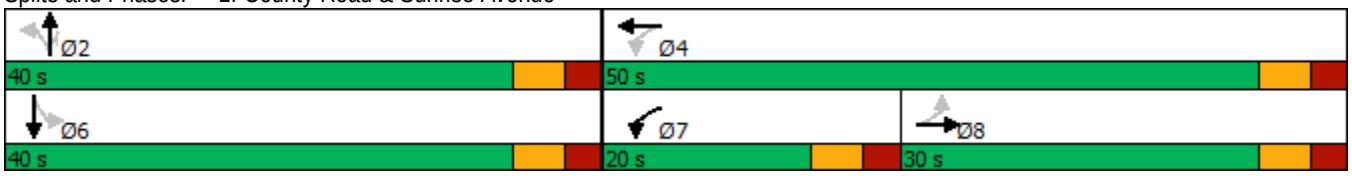
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	20	48	20	37	669	90	11	210
Future Volume (vph)	49	20	48	20	37	669	90	11	210
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.8	18.1	18.8		40.7	40.7	40.7	40.7
Actuated g/C Ratio		0.16	0.27	0.28		0.61	0.61	0.61	0.61
v/c Ratio		0.40	0.13	0.05		0.67	0.09	0.05	0.22
Control Delay		26.9	16.6	12.5		18.8	2.5	11.5	10.4
Queue Delay		0.0	0.0	0.0		0.8	0.0	0.0	0.0
Total Delay		26.9	16.6	12.5		19.6	2.5	11.5	10.4
LOS		C	B	B		B	A	B	B
Approach Delay		26.9		15.2		17.7			10.4
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 81.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

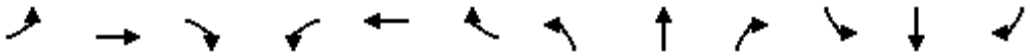




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	105	51	28	743	95	12	252
v/c Ratio	0.40	0.13	0.05	0.67	0.09	0.05	0.22
Control Delay	26.9	16.6	12.5	18.8	2.5	11.5	10.4
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	26.9	16.6	12.5	19.6	2.5	11.5	10.4
Queue Length 50th (ft)	32	15	6	258	0	3	57
Queue Length 95th (ft)	78	36	21	#530	19	13	117
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	557	489	1205	1110	1012	261	1125
Starvation Cap Reductn	0	0	0	142	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.02	0.77	0.09	0.05	0.22

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)	49	20	30	48	20	7	37	669	90	11	210	29
Future Volume (vph)	49	20	30	48	20	7	37	669	90	11	210	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1743		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.61	1.00			0.97	1.00	0.23	1.00	
Satd. Flow (perm)		1480		1137	1793			1813	1583	426	1828	
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)	52	21	32	51	21	7	39	704	95	12	221	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	42	0	4	0
Lane Group Flow (vph)	0	84	0	51	23	0	0	743	53	12	248	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Effective Green, g (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176		350	486			1012	883	237	1020	
v/s Ratio Prot				c0.01	0.01						0.14	
v/s Ratio Perm		c0.06		0.03				c0.41	0.03	0.03		
v/c Ratio		0.48		0.15	0.05			0.73	0.06	0.05	0.24	
Uniform Delay, d1		28.9		19.7	18.9			11.6	7.1	7.1	7.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0		0.2	0.0			4.7	0.1	0.4	0.6	
Delay (s)		31.0		19.8	19.0			16.4	7.2	7.5	8.5	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		31.0			19.5			15.3			8.5	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	6	44	13	5	55	760	4	271
Future Volume (vph)	29	6	44	13	5	55	760	4	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		64.1		64.1
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.14		0.09		0.36		0.12
Control Delay		29.7	10.1		22.5		4.6		3.5
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		29.7	10.1		22.5		5.1		3.5
LOS		C	B		C		A		A
Approach Delay		18.8			22.5		5.1		3.5
Approach LOS		B			C		A		A

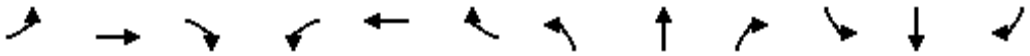
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 82.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	37	46	27	890	305
v/c Ratio	0.14	0.14	0.09	0.36	0.12
Control Delay	29.7	10.1	22.5	4.6	3.5
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.7	10.1	22.5	5.1	3.5
Queue Length 50th (ft)	17	0	9	80	21
Queue Length 95th (ft)	41	27	29	108	33
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	357	428	391	2475	2574
Starvation Cap Reductn	0	0	0	1052	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.07	0.63	0.12

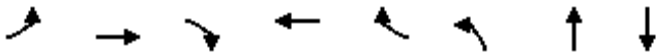
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	6	44	13	5	8	55	760	30	4	271	15
Future Volume (vph)	29	6	44	13	5	8	55	760	30	4	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.96			0.99			0.99	
Flt Protected		0.96	1.00		0.97			1.00			1.00	
Satd. Flow (prot)		1788	1583		1743			3509			3509	
Flt Permitted		0.77	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1437	1583		1551			3198			3328	
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)	31	6	46	14	5	8	58	800	32	4	285	16
RTOR Reduction (vph)	0	0	40	0	7	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	37	6	0	20	0	0	888	0	0	302	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			63.1			63.1	
Effective Green, g (s)		11.8	11.8		11.8			63.1			63.1	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		202	222		218			2405			2502	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.09			0.37			0.12	
Uniform Delay, d1		31.8	31.1		31.4			3.6			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.2			0.4			0.1	
Delay (s)		32.2	31.2		31.6			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.6			31.6			4.0			2.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	83.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

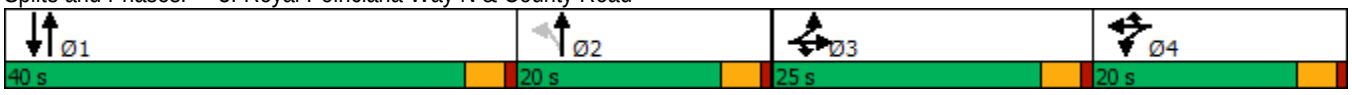
c Critical Lane Group

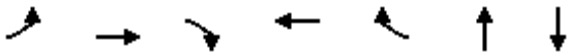


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	308	51	199	38	8	106	545	197
Future Volume (vph)	308	51	199	38	8	106	545	197
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.4	17.4	17.4	10.4	10.4		46.4	25.7
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.51	0.51	0.41	0.19	0.03		0.44	0.28
Control Delay	36.0	35.8	7.6	38.8	0.1		11.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	36.0	35.8	7.6	38.8	0.1		11.3	13.6
LOS	D	D	A	D	A		B	B
Approach Delay		25.8		33.0			11.3	13.6
Approach LOS		C		C			B	B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 79.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

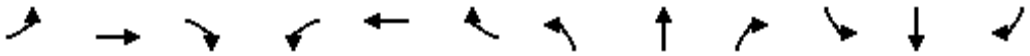
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	188	190	209	45	8	746	331
v/c Ratio	0.51	0.51	0.41	0.19	0.03	0.44	0.28
Control Delay	36.0	35.8	7.6	38.8	0.1	11.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	35.8	7.6	38.8	0.1	11.3	13.6
Queue Length 50th (ft)	92	93	0	21	0	113	41
Queue Length 95th (ft)	187	187	58	61	0	179	78
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	459	466	584	385	404	1702	1631
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.41	0.36	0.12	0.02	0.44	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	51	199	5	38	8	106	545	57	0	197	118
Future Volume (vph)	308	51	199	5	38	8	106	545	57	0	197	118
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1708	1583		1852	1583		3470			3340	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.83			1.00	
Satd. Flow (perm)	1681	1708	1583		1852	1583		2908			3340	
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)	324	54	209	5	40	8	112	574	60	0	207	124
RTOR Reduction (vph)	0	0	164	0	0	7	0	6	0	0	85	0
Lane Group Flow (vph)	188	190	45	0	45	1	0	740	0	0	246	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.4	17.4	17.4		5.4	5.4		46.3			25.7	
Effective Green, g (s)	17.4	17.4	17.4		5.4	5.4		46.3			25.7	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.32	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	360	366	339		123	105		1660			1058	
v/s Ratio Prot	c0.11	0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.25				
v/c Ratio	0.52	0.52	0.13		0.37	0.01		0.45			0.23	
Uniform Delay, d1	28.2	28.2	25.7		36.2	35.3		10.0			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.4	1.2	0.2		1.8	0.0		0.2			0.1	
Delay (s)	29.5	29.4	25.9		38.1	35.4		10.2			20.5	
Level of Service	C	C	C		D	D		B			C	
Approach Delay (s)		28.2			37.7			10.2			20.5	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	81.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

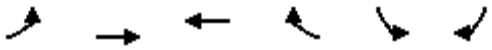
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	121	5	1	75	0	0
Future Volume (Veh/h)	121	5	1	75	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	127	5	1	79	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			132		210	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			132		210	130
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1453		777	920

Direction, Lane #	EB 1	WB 1
Volume Total	132	80
Volume Left	0	1
Volume Right	5	0
cSH	1700	1453
Volume to Capacity	0.08	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.1
Lane LOS		A
Approach Delay (s)	0.0	0.1
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	10.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	40	26	0	0	9
Future Volume (Veh/h)	6	40	26	0	0	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	42	27	0	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	27				81	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	27				81	27
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1587				918	1048

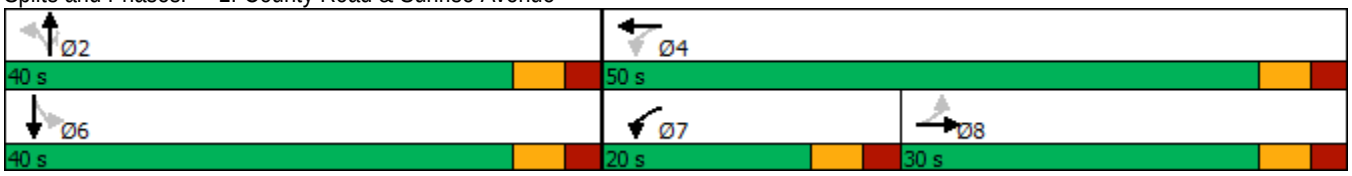
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	48	27	9
Volume Left	6	0	0
Volume Right	0	0	9
cSH	1587	1700	1048
Volume to Capacity	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.9	0.0	8.5
Lane LOS	A		A
Approach Delay (s)	0.9	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	27	74	57	53	287	102	25	632
Future Volume (vph)	38	27	74	57	53	287	102	25	632
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		11.0	23.1	23.1		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.51	0.51	0.51	0.51
v/c Ratio		0.52	0.20	0.12		0.61	0.12	0.05	0.77
Control Delay		23.5	16.5	13.5		20.7	3.2	11.9	23.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		23.5	16.5	13.5		20.7	3.2	11.9	23.8
LOS		C	B	B		C	A	B	C
Approach Delay		23.5		15.1		16.6			23.4
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 85.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

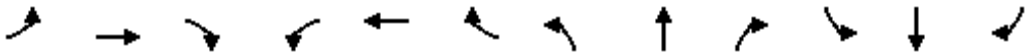




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	151	78	72	358	107	26	731
v/c Ratio	0.52	0.20	0.12	0.61	0.12	0.05	0.77
Control Delay	23.5	16.5	13.5	20.7	3.2	11.9	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	16.5	13.5	20.7	3.2	11.9	23.8
Queue Length 50th (ft)	33	23	17	110	0	6	253
Queue Length 95th (ft)	89	49	42	#271	26	22	#543
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	553	464	1113	587	866	481	947
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.06	0.61	0.12	0.05	0.77

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)	38	27	79	74	57	11	53	287	102	25	632	63
Future Volume (vph)	38	27	79	74	57	11	53	287	102	25	632	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.93		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1702		1770	1816			1848	1583	1770	1838	
Flt Permitted		0.89		0.48	1.00			0.61	1.00	0.50	1.00	
Satd. Flow (perm)		1528		887	1816			1142	1583	937	1838	
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)	40	28	83	78	60	12	56	302	107	26	665	66
RTOR Reduction (vph)	0	57	0	0	8	0	0	0	53	0	3	0
Lane Group Flow (vph)	0	94	0	78	64	0	0	358	54	26	728	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		11.0		24.2	24.2			37.1	37.1	37.1	37.1	
Effective Green, g (s)		11.0		24.2	24.2			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		229		379	599			578	801	474	930	
v/s Ratio Prot				c0.02	0.04						c0.40	
v/s Ratio Perm		c0.06		0.05				0.31	0.03	0.03		
v/c Ratio		0.41		0.21	0.11			0.62	0.07	0.05	0.78	
Uniform Delay, d1		28.2		17.9	17.0			13.0	9.3	9.2	14.8	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.2		0.3	0.1			4.9	0.2	0.2	6.5	
Delay (s)		29.4		18.2	17.1			17.9	9.4	9.4	21.3	
Level of Service		C		B	B			B	A	A	C	
Approach Delay (s)		29.4			17.7			16.0			20.9	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

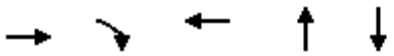
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	8	106	29	15	82	393	14	753
Future Volume (vph)	23	8	106	29	15	82	393	14	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.0	15.0		15.0		60.1		60.1
Actuated g/C Ratio		0.19	0.19		0.19		0.76		0.76
v/c Ratio		0.12	0.29		0.24		0.27		0.33
Control Delay		28.2	8.2		21.2		4.3		4.6
Queue Delay		0.0	0.0		0.0		0.2		0.2
Total Delay		28.2	8.2		21.2		4.6		4.8
LOS		C	A		C		A		A
Approach Delay		12.6			21.2		4.6		4.8
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 6.2	Intersection LOS: A
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

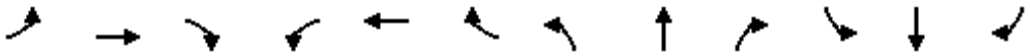
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	32	112	76	534	832
v/c Ratio	0.12	0.29	0.24	0.27	0.33
Control Delay	28.2	8.2	21.2	4.3	4.6
Queue Delay	0.0	0.0	0.0	0.2	0.2
Total Delay	28.2	8.2	21.2	4.6	4.8
Queue Length 50th (ft)	13	0	20	42	72
Queue Length 95th (ft)	37	41	56	62	97
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	376	493	420	1962	2532
Starvation Cap Reductn	0	0	0	752	896
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.23	0.18	0.44	0.51

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	8	106	29	15	28	82	393	32	14	753	23
Future Volume (vph)	23	8	106	29	15	28	82	393	32	14	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			0.99			1.00	
Flt Protected		0.96	1.00		0.98			0.99			1.00	
Satd. Flow (prot)		1795	1583		1731			3477			3521	
Flt Permitted		0.78	1.00		0.87			0.73			0.94	
Satd. Flow (perm)		1451	1583		1539			2576			3326	
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)	24	8	112	31	16	29	86	414	34	15	793	24
RTOR Reduction (vph)	0	0	95	0	25	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	32	17	0	51	0	0	530	0	0	830	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			59.2			59.2	
Effective Green, g (s)		11.8	11.8		11.8			59.2			59.2	
Actuated g/C Ratio		0.15	0.15		0.15			0.74			0.74	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		214	233		227			1906			2461	
v/s Ratio Prot												
v/s Ratio Perm		0.02	0.01		c0.03			0.21			c0.25	
v/c Ratio		0.15	0.07		0.23			0.28			0.34	
Uniform Delay, d1		29.7	29.4		30.1			3.4			3.6	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.5			0.4			0.4	
Delay (s)		30.1	29.5		30.6			3.8			4.0	
Level of Service		C	C		C			A			A	
Approach Delay (s)		29.6			30.6			3.8			4.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

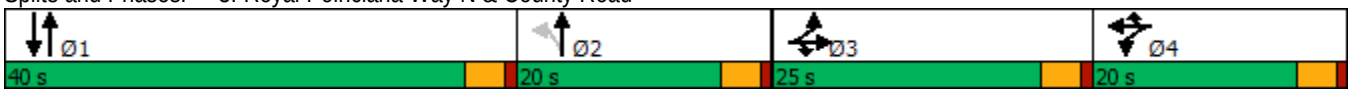
c Critical Lane Group

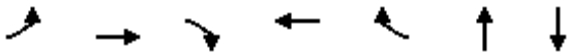
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	155	46	148	80	22	189	338	477
Future Volume (vph)	155	46	148	80	22	189	338	477
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.5	15.5	15.5	12.4	12.4		51.9	31.8
Actuated g/C Ratio	0.17	0.17	0.17	0.13	0.13		0.56	0.35
v/c Ratio	0.37	0.37	0.39	0.54	0.08		0.94dl	0.73
Control Delay	40.3	40.2	9.5	46.9	0.5		15.6	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	3.1
Total Delay	40.3	40.2	9.5	46.9	0.5		15.6	26.3
LOS	D	D	A	D	A		B	C
Approach Delay		27.2		40.1			15.6	26.3
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 91.9	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 66.5%	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

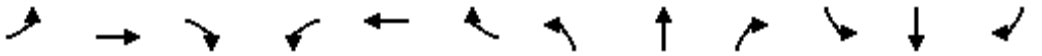




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	104	107	156	133	23	584	934
v/c Ratio	0.37	0.37	0.39	0.54	0.08	0.94dl	0.73
Control Delay	40.3	40.2	9.5	46.9	0.5	15.6	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Total Delay	40.3	40.2	9.5	46.9	0.5	15.6	26.3
Queue Length 50th (ft)	60	62	0	77	0	103	185
Queue Length 95th (ft)	117	120	55	138	0	175	280
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	387	396	484	321	355	1024	1437
Starvation Cap Reductn	0	0	0	0	0	0	384
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.27	0.32	0.41	0.06	0.57	0.89

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)	155	46	148	47	80	22	189	338	28	0	477	410
Future Volume (vph)	155	46	148	47	80	22	189	338	28	0	477	410
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	0.97	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1722	1583		1829	1583		3454			3294	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1722	1583		1829	1583		1805			3294	
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)	163	48	156	49	84	23	199	356	29	0	502	432
RTOR Reduction (vph)	0	0	130	0	0	20	0	3	0	0	147	0
Lane Group Flow (vph)	104	107	26	0	133	3	0	581	0	0	787	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.5	15.5	15.5		12.4	12.4		51.9			31.8	
Effective Green, g (s)	15.5	15.5	15.5		12.4	12.4		51.9			31.8	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.57			0.35	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	283	290	267		247	213		1020			1141	
v/s Ratio Prot	0.06	c0.06	0.02		c0.07	0.00					c0.24	
v/s Ratio Perm								c0.32				
v/c Ratio	0.37	0.37	0.10		0.54	0.01		0.94dl			0.69	
Uniform Delay, d1	33.8	33.8	32.2		37.0	34.4		12.8			25.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.2		2.3	0.0		0.7			1.8	
Delay (s)	34.6	34.6	32.4		39.3	34.4		13.5			27.5	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		33.7			38.6			13.5			27.5	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

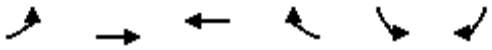
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	154	32	8	142	0	0
Future Volume (Veh/h)	154	32	8	142	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	162	34	8	149	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			196		344	179
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			196		344	179
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1377		649	864

Direction, Lane #	EB 1	WB 1
Volume Total	196	157
Volume Left	0	8
Volume Right	34	0
cSH	1700	1377
Volume to Capacity	0.12	0.01
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.4
Lane LOS		A
Approach Delay (s)	0.0	0.4
Approach LOS		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	54	72	0	0	48
Future Volume (Veh/h)	40	54	72	0	0	48
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	57	76	0	0	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	76				217	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76				217	76
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	95
cM capacity (veh/h)	1523				750	985

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	99	76	51
Volume Left	42	0	0
Volume Right	0	0	51
cSH	1523	1700	985
Volume to Capacity	0.03	0.04	0.05
Queue Length 95th (ft)	2	0	4
Control Delay (s)	3.3	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	3.3	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

TABLE A-1

Valet Queuing Analysis
Club Valet Lane - Inbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (50%)*(42 PM Peak Hour Inbound Vehicles) = 21 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{17 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.35$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.28)}{LN(0.28)}\right] = 1.854 \text{ veh}$$

Valet Queuing Analysis
Club Valet Lane - Outbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (50%)*(21 PM Peak Hour Outbound Vehicles) = 10.5 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.18$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.27)}{LN(0.27)}\right] = 0.747 \text{ veh}$$

K:\WPB_TPTO\1409\140998000 - Lakeview High Rise\[2022-10-14 Lakeview Highrise Tripgen.xlsx]Event Queue

TABLE A-3

Valet Queuing Analysis
Event Valet Lane - Outbound

Assumptions:

Service Rate	=	75 seconds per vehicle			
Volume	=	100 Peak Hour Outbound Vehicles =	(3 attendants)	33	veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60\ \text{min/hr}}{1.25\ \text{min/veh}} = 48\ \text{veh/hr}$$

$$\rho = \frac{33\ \text{veh/hr}}{48\ \text{veh/hr}} = 0.69$$

$$\text{Queue} = \left\lfloor \frac{LN(0.05) - LN(0.5)}{LN(0.5)} \right\rfloor = 7.073\ \text{veh}$$

$$\left\lfloor \frac{LN(0.05) - LN(0.27)}{LN(0.5)} \right\rfloor$$

K:\WPB_TPTO\1409\140998000 - Lakeview High Rise\2022-10-14 Lakeview Highrise Tripgen.xlsx]Event Queue

RECEIVED
By yfigueroa at 8:38 am, Dec 27, 2023

THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

date:	March 4, 2023
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 02/27/23 resubmittal.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Paramount Palm Beach redevelopment.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: Addressed. A copy of the Palm Beach County Traffic Engineering Division Concurrency letter dated 11/17/22 has been provided.

2. Please update the following items from Table 1- Trip Generation calculations:
   - Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.
   - Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.
   - Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.
   - Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.

4055 NW 97TH AVENUE · SUITE 200 · MIAMI, FL 33178
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FAX 305.594.0755
WWW.CORRADINO.COM

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

3. Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

4. Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

5. Please update Figure 1 to include Cocoanut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

6. Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:
   - Sunset Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- N County Road to N Ocean Blvd (10%)

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

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7. Please update Tables 2 and 3 to modify the Cocoanut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

8. Please label the existing street names to Figure 2 of the traffic evaluation.



   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

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9. The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

10. Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

11. Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

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12. Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.

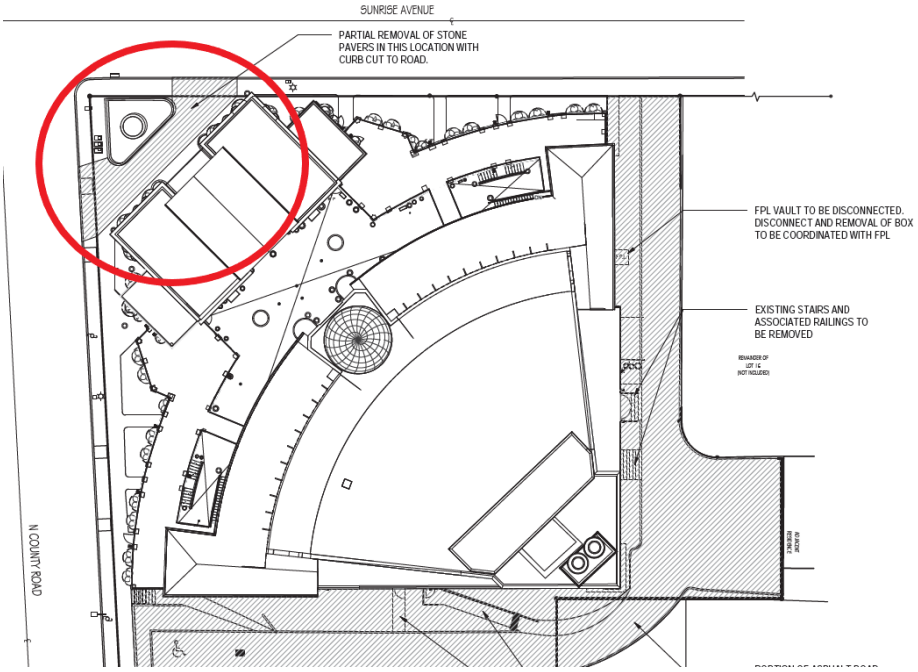
Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:

    - One just south of Sunrise Avenue on N. County Road
    - One just east of N. County Road on Sunrise Avenue

    Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.



Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

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14. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending. A pavement marking and signage plan was not included as part of the Civil Plans.

15. A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

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RECEIVED
By yfigueroa at 8:39 am, Dec 27, 2023

Kimley»Horn

March 9, 2023

Eric Czerniejewski, P.E., ENV SP
Traffic Engineering Division Manager
The Corradino Group
5200 NW 33rd Ave, Suite 203
Ft. Lauderdale, FL 33309

RE: ***Paramount – Traffic Impact Study – Responses to Comments***
Palm Beach, Florida
KH #241094000

Dear Eric:

Kimley-Horn and Associates, Inc. has received your comments provided on March 4, 2023 regarding our traffic study for the above-referenced site. The traffic study has been revised to address these comments. Below are our responses to each of the comments issued.

1. **Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Paramount Palm Beach redevelopment.**

   Response: The TPS letter has been issued by Palm Beach County and has been provided.

2. **Please update the following items from Table 1- Trip Generation calculations:**
   a. **Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.**
   b. **Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.**
   c. **Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.**
   d. **Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.**

   Response: The trip generation calculations in Table 1 have been updated to reflect the comments listed above.

3. **Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.**

   Response: The trip generation for the site was determined by reviewing complimentary land uses surrounding the site. Included in this review were the impacts of driveway location and existing traffic patterns in the area to develop the assumed trip assignment percentages for the proposed development.

4. **Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.**

   Response: A section has been added to the report which discusses alternative modes of travel for access to the site.

5. **Please update Figure 1 to include Cocoanut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.**

   Response: Figure 1 has been updated to include Cocoanut Road and Bradley Place and their respective trip assignments.

6. **Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:**
   a. **Sunset Avenue – Bradley Place to N County Road (5%)**
   b. **Sunrise Avenue – Bradley Place to N County Road (5%)**
   c. **Sunrise Avenue – N County Road to N Ocean Blvd (10%)**

   Response: The listed links have been included in Tables 2 and 3.

7. **Please update Tables 2 and 3 to modify the Cocoanut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.**

   Response: Tables 2 and 3 have been modified to reflect these road names where applicable.

8. **Please label the existing street names to Figure 2 of the traffic evaluation.**

   Response: Figure 2 has been updated with the street names for reference.

9. **The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.**

   Response: This reference has been removed from the report.

10. **Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.**

    Response: A table summarizing the 95th percentile queues for the primary turn lanes at the signalized intersections within the analysis area have been included in the report, for reference.

11. **Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.**

    Response: The Applicant proposes to locate the valet stand for the event space on North County Road and will continue to participate in discussions with Town staff regarding location and operational parameters of this stand.

12. **Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.**

    Response: Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

13. **Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:**
    a. **One just south of Sunrise Avenue on N. County Road**
    b. **One just east of N. County Road on Sunrise Avenue**

    Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.

    Response: The applicant is no longer proposing to re-open these curb cuts.

14. **Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.**

    Response: A pavement marking and signage plan has been provided as Sheet C-103 in the updated submittal.

15. **A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.**

    Response: Comment noted.

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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RECEIVED
By yfigueroa at 8:44 am, Dec 27, 2023

Kimley»Horn

January 6, 2023
Revised February 28, 2023
Revised March 9, 2023

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

RE: ***Paramount Palm Beach***
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 and adding below-grade parking with four residential units on top on the portion of the site that currently includes surface parking. The redevelopment will result in a final program of 5,500 square feet of general retail space, 4 single family dwelling units, a 225 member private club, and a 250 seat banquet facility. The private club was assumed to generate traffic similar to that of a fine dining restaurant, and the banquet facility is only expected to generate traffic when it has been rented out for events or dinners. Both of these uses are expected to operate as private facilities and will not be open to the general public.

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. 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 proposed banquet hall does not specifically fit within the land uses provided in the Palm Beach County Trip Generation Rates table; therefore, the trip generation rates applied to this use were determined based upon discussions with Palm Beach County Traffic Division staff.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. As shown in Table 1, the proposed redevelopment of the site results in 376 net new external daily trips, a decrease of 19 net new external AM peak hour trips (-17 in, -2 out), and an increase of 22 net new external PM peak hour trips (+28 in, -6 out).

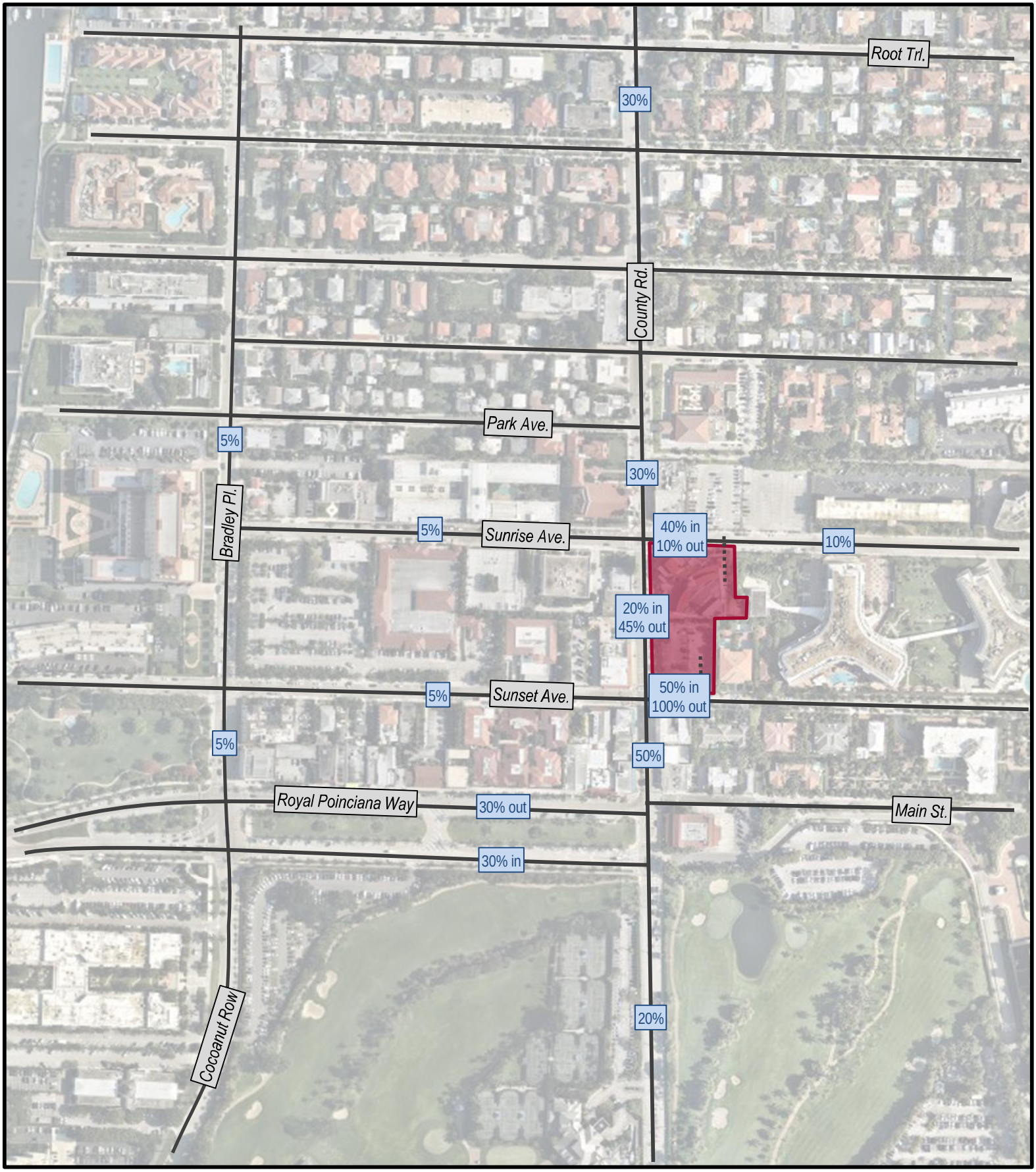
Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Strip Retail Plaza (<40k)	9.683 KSF	527	23	14	9	64	32	32
General Office (10k-250k)	14.745 KSF	160	22	19	3	21	4	17
Church/Synagogue	2.205 KSF	17	1	1	0	1	0	1
	Subtotal	*704*	*46*	*34*	*12*	*86*	*36*	*50*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	332	14	9	5	40	20	20
General Office (10k-250k)	10.0%	16	2	2	0	2	0	2
Church/Synagogue	5.0%	1	0	0	0	0	0	0
	Subtotal	*349*	*16*	*11*	*5*	*42*	*20*	*22*
Driveway Volumes		638	46	34	12	86	36	50
Net New External Trips		289	30	23	7	44	16	28
Proposed Scenario								
Strip Retail Plaza (<40k)	5.500 KSF	299	13	8	5	36	18	18
Single Family Detached	4 DU	40	3	1	2	4	3	1
Fine Dining Restaurant*	225 Seats	585	5	3	2	63	42	21
Banquet Hall**	250 Seats	650	0	0	0	25	17	8
	Subtotal	*1,574*	*21*	*12*	*9*	*128*	*80*	*48*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	188	8	5	3	23	11	12
Single Family Detached	0.0%	0	0	0	0	0	0	0
Fine Dining Restaurant*	44.0%	257	2	1	1	28	18	10
Banquet Hall **	44.0%	286	0	0	0	11	7	4
	Subtotal	*731*	*10*	*6*	*4*	*62*	*36*	*26*
Driveway Volumes		1,396	21	12	9	128	80	48
Net New External Trips		665	11	6	5	66	44	22
Proposed Net External Trips-Existing Net New External Trips		376	-19	-17	-2	22	28	-6
Radius of Development Influence:		0.5 miles						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Strip Retail Plaza (<40k)	54.45 trips/1,000 sf	2.36 trips/1,000 sf (60% in, 40% out)	6.59 trips/1,000 sf (50% in, 50% out)	63.0%
General Office (10k-250k)	10.84 trips/1,000 sf	1.52 trips/1,000 sf (88% in, 12% out)	1.44 trips/1,000 sf (17% in, 83% out)	10.0%
Church/Synagogue	7.6 trips/1,000 sf	0.33 trips/1,000 sf (62% in, 38% out)	0.49 trips/1,000 sf (47% in, 53% out)	5.0%
Single Family Detached	10 trips/DU	0.7 trips/DU (26% in, 74% out)	0.94 trips/DU (63% in, 37% out)	0.0%
Fine Dining Restaurant*	2.6 trips/seat	0.02 trips/seat (50% in, 50% out)	.28 trips/seat (67% in, 33% out)	44.0%
Banquet Hall**	2.6 trips/seat	0.0 trips/seat (50% in, 50% out)	.1 trips/seat (67% in, 33% out)	44.0%

**Trip generation rates based on seats per ITE Land Use 931.*

***Trip generation rates based on discussions with Palm Beach County Traffic Engineering Division.*



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 1
Paramount Palm Beach
KH #241020000
Site Location

SIGNIFICANCE ANALYSIS

Based on the 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.

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	1,680	30%	i	-5	-1	-0.30%	No	-0.06%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	-2	0	-0.25%	No	0.00%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	-3	0	-0.16%	No	0.00%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	-9	-1	-0.48%	No	-0.05%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	-5	-1	-0.27%	No	-0.05%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-1	-5	-0.05%	No	-0.27%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	-1	0.00%	No	-0.12%	No

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	1,680	30%	i	8	-2	0.48%	No	-0.12%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	5%	i	1	0	0.12%	No	0.00%	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	1,860	20%	i	6	-1	0.32%	No	-0.05%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	14	-3	0.75%	No	-0.16%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	8	-2	0.43%	No	-0.11%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-2	8	-0.11%	No	0.43%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	1	0.00%	No	0.12%	No

As shown in the tables above, none of the analyzed links are expected to be significantly impacted by the addition of project traffic. Therefore, no further link analysis is required.

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

The three study intersections were analyzed for the following three scenarios: Existing Year (2022), Background Year (2027), and Future Total (2027).

Additionally, the site is proposed to have access on Sunrise Avenue and Sunset Avenue. Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project

Existing count data was collected on Tuesday November 29, 2022 during the AM and PM peak hours to determine a baseline for traffic operations within the vicinity of the site. The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied. Existing count data is included in the Appendix, for reference.

Existing traffic count data was grown of a five year period using a compounding annual growth rate of 1% to develop Background Year (2027) traffic volumes. Furthermore, project traffic data was added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not taken for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

EXISTING YEAR (2022) ANALYSIS

Table 4 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 illustrated in this table the intersections currently operate at LOS C or better during the AM and PM peak hours.

Table 4: Existing Year (2022) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	30.8	C	29.0	C
			WB	19.7	B	17.7	B
			NB	14.0	B	13.3	B
			SB	8.2	A	18.8	B
			Overall	14.5	B	18.1	B
2	Sunset Avenue & County Road	Signalized	EB	33.4	C	30.7	C
			WB	33.1	C	30.6	C
			NB	3.0	A	3.5	A
			SB	2.2	A	3.7	A
			Overall	5.1	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	27.4	C	32.1	C
			WB	36.6	D	36.6	D
			NB	10.0	B	12.8	B
			SB	20.5	C	26.8	C
			Overall	18.8	B	24.5	C

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 5 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 intersections are expected operate at LOS C or better during the AM and PM peak hours.

Table 5: Background Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	30.9	C	29.2	C
			WB	19.5	B	17.7	B
			NB	15.3	B	14.9	B
			SB	8.5	A	20.5	C
			Overall	15.4	B	19.4	B
2	Sunset Avenue & County Road	Signalized	EB	31.9	C	30.4	C
			WB	31.6	C	30.4	C
			NB	4.0	A	3.6	A
			SB	2.9	A	3.8	A
			Overall	5.9	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.2	C	33.2	C
			WB	37.6	D	38.1	D
			NB	10.2	B	13.2	B
			SB	20.5	C	27.2	C
			Overall	19.1	B	25.1	C

FUTURE YEAR (2027) ANALYSIS

The Future Year (2027) scenario was analyzed to develop future operations for the surrounding area and project driveways 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 future 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 intersections are expected operate at LOS C or better during the AM and PM peak hours.

Table 6: Future Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	31.0	C	29.4	C
			WB	19.5	B	17.7	B
			NB	15.3	B	16.0	B
			SB	8.5	A	20.9	C
			Overall	15.5	B	19.9	B
2	Sunset Avenue & County Road	Signalized	EB	31.6	C	29.6	C
			WB	31.6	C	30.6	C
			NB	4.0	A	3.8	A
			SB	2.9	A	4.0	A
			Overall	6.1	A	7.5	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.2	C	33.7	C
			WB	37.7	D	38.6	D
			NB	10.2	B	13.5	B
			SB	20.5	C	27.5	C
			Overall	19.2	B	25.5	C
4	Sunrise Avenue & North Driveway	Free-Flow (Inbound Only)	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
5	Sunset Avenue & South Driveway	Minor Street Stop-Control	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	8.5	A	8.9	A
			Overall	-	-	-	-

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 outbound driveway on Sunset Avenue and one right-in/left-in only driveway on Sunrise Avenue. The residential users are also proposed to have a separate inbound driveway access on Sunset Avenue; however, this will carry minimal traffic volumes and also would be ingress-only; therefore, no LOS analysis was performed for this driveway. Figure 2 illustrates the expected project traffic driveway volumes for the site driveway after full buildout. The analysis indicated that both driveways would operate acceptably and that the expected queues at the driveways would not exceed 1 vehicle during the AM or PM peak hours and therefore not impede on traffic flow on the surrounding road network.



NORTH

LEGEND

Site Location

XX (XX) AM (PM) Peak Hour Trips

Inbound / Outbound

FIGURE 2
Paramount Palm Beach
KH #241020000
Driveway Volumes

Kimley»Horn

INTERSECTION QUEUE ANALYSIS

A detailed analysis of the signalized intersections surrounding the site 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 and PM peak hour queue analyses and all of the queues were found to be contained within their respective turn lanes. Table 7 summarizes the results of this analysis.

Table 7: 95th Percentile Queue Analysis

#	Intersection	Control Type	Movement	Storage (ft)	AM Peak Hour 95th %ile Queue (ft)	PM Peak Hour 95th %ile Queue (ft)
1	Sunrise Avenue & County Road	Signalized	SBL	170	13	22
			WBL	140	36	49
2	Sunset Avenue & County Road	Signalized	EBTL	80	41	37
3	Royal Poinciana Way & County Road	Signalized	EBL	430	187	117
			WBR	230	0	0

ALTERNATIVE MODE ACCESS

N 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 related. The building immediately abuts the public sidewalk and includes multiple entryways along N County Road, Sunrise Avenue, and Sunset Avenue that faces the sidewalks along these streets, making the entrance directly accessible to pedestrians and encouraging pedestrian activity on the public sidewalk. In addition, a buffer of palm trees and parallel parking spaces is provided between the sidewalk and the travel lanes on N 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 N County Road. PalmTran service is provided west of N County Road on Sunrise Avenue. Therefore, bus travel is a potential alternative mode of travel to to be used by visitors to this site.

VALET OPERATIONAL ANALYSIS

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

Private Club Valet Operations

The valet stand for the private club is located in the motor court area that is one level below grade. Vehicular access and circulation is illustrated in Figure 3 and is described below.

Patron arrival: Patron vehicles will arrive via the Sunrise Avenue driveway on the north side of the site and then proceed along the east side of the property to reach the motor court below grade. At the valet stand on the motor court level, the patron will exit the vehicle and the valet operator will proceed down the ramp to a lower parking level to park the vehicle. (see route outlined in red in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court to return the vehicle to the valet stand. The patron will then retrieve the

vehicle and exit the motor court level up the ramp on the east side of the property to exit onto Sunset Avenue (see route outlined in blue in Figure 3).

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 (63 vph, inbound: 42 vph, outbound: 21 vph)*
Percent valet: *100%*
Assumed average vehicle dwell time for passenger loading/unloading: *60 seconds / vehicle*
Number of valet attendants available: *2 attendants*

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

Inbound: 1.854 vehicles

Outbound: 0.747 vehicles

Total: 2.601 vehicles

Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be three vehicles. The queuing area provided can accommodate 3 vehicles in within the area adjacent to the valet stand; therefore, the 95th percentile queue for the private club valet operations is anticipated to be contained.

As noted on Figure 3, the approximate distance from the valet stand to Sunrise Avenue is 300 feet, which is approximately 12 passenger vehicle lengths. The length of pick-up/drop-off area within the valet functional area can accommodate up to 3 vehicles.

Parking is provided in the garage levels below grade, as shown in Figure 5.

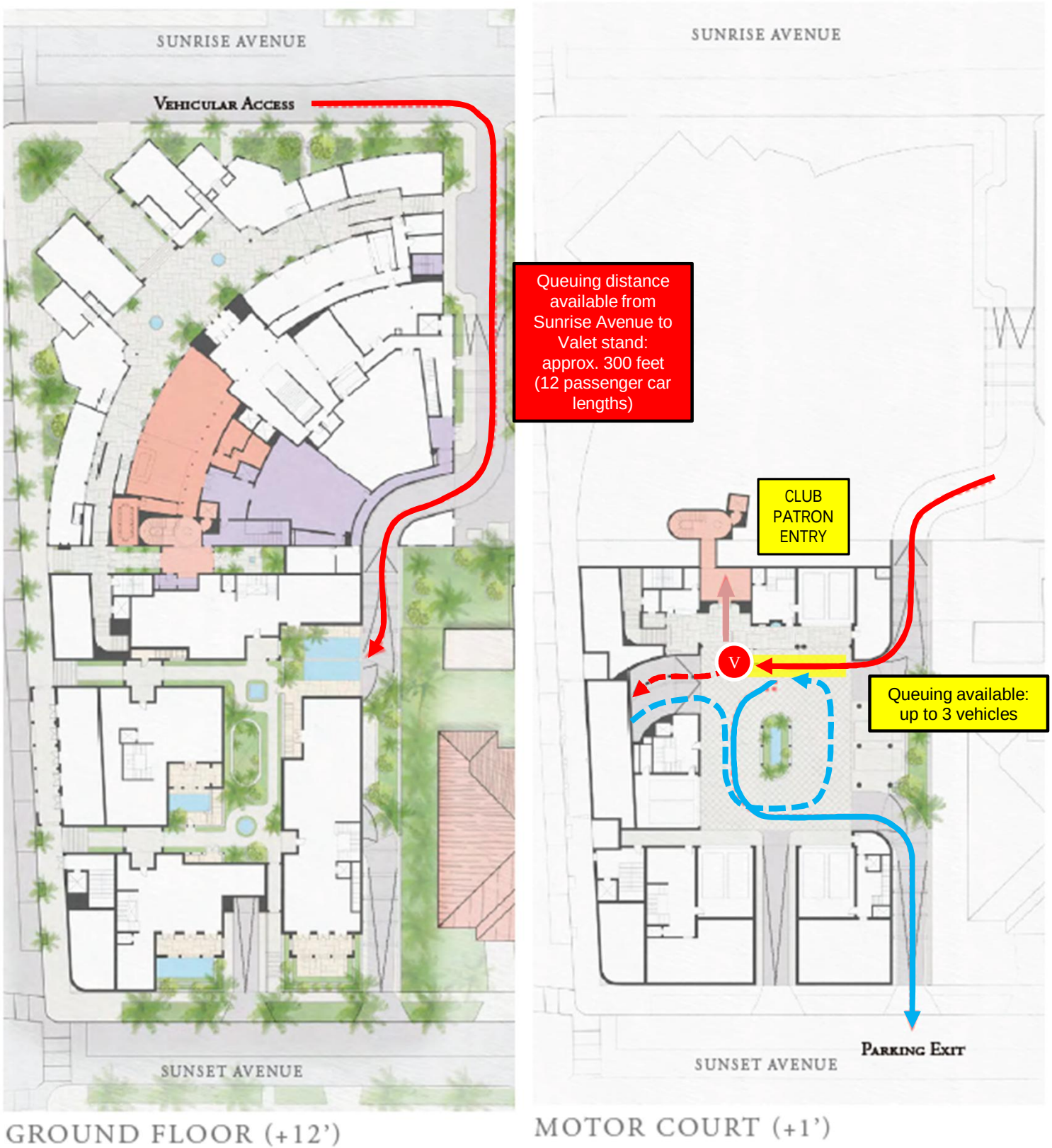


Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 3
Paramount Palm Beach
KH #241020000
Private Club – Valet Operations

Event Valet Operations

The valet stand for the event space for vehicle drop-off (arrival) is proposed to be provided on the west side of the site at a valet stand is proposed to be located on North County Road. Vehicular access and circulation is illustrated in Figure 4 and is described below.

Patron arrival: Patron vehicles will arrive via the North County Road traveling in the northbound direction. Queuing will begin along the curbside in spaces marked for parallel parking. Parallel parking is proposed to be prohibited after 5 PM. At the valet stand, the patron will exit the vehicle and the valet operator will proceed through the intersection with Sunrise Avenue, enter the eastern site driveway on Sunrise Avenue, then proceed to the motor court level and down the ramp to a lower parking level to park the vehicle. (see route outlined in orange in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court and exit onto Sunset Avenue. The valet operator will then proceed with the vehicle to return it to patrons at a return valet stand along Sunset Avenue. The patron will then retrieve the vehicle and exit in the northbound direction by re-entering the traffic stream on North County Road (see route outlined in purple in Figure 3).

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

Highest peak hour: *Post-event (250 attendees; assumed vehicle occupancy: 2.5 persons/vehicle, outbound: 100 vph)*
Assumed percent valet vs. self-parking: *100%*
Peak hour valet volumes: *Outbound: 100 vph*
Assumed average vehicle dwell time for passenger loading/unloading: *75 seconds / vehicle*
Number of valet attendants available: *3 attendants in the valet pick-up area during peak*

Calculations are provided in the attached Table A -4. As noted in that table, the 95th percentile valet queue calculations are the following:

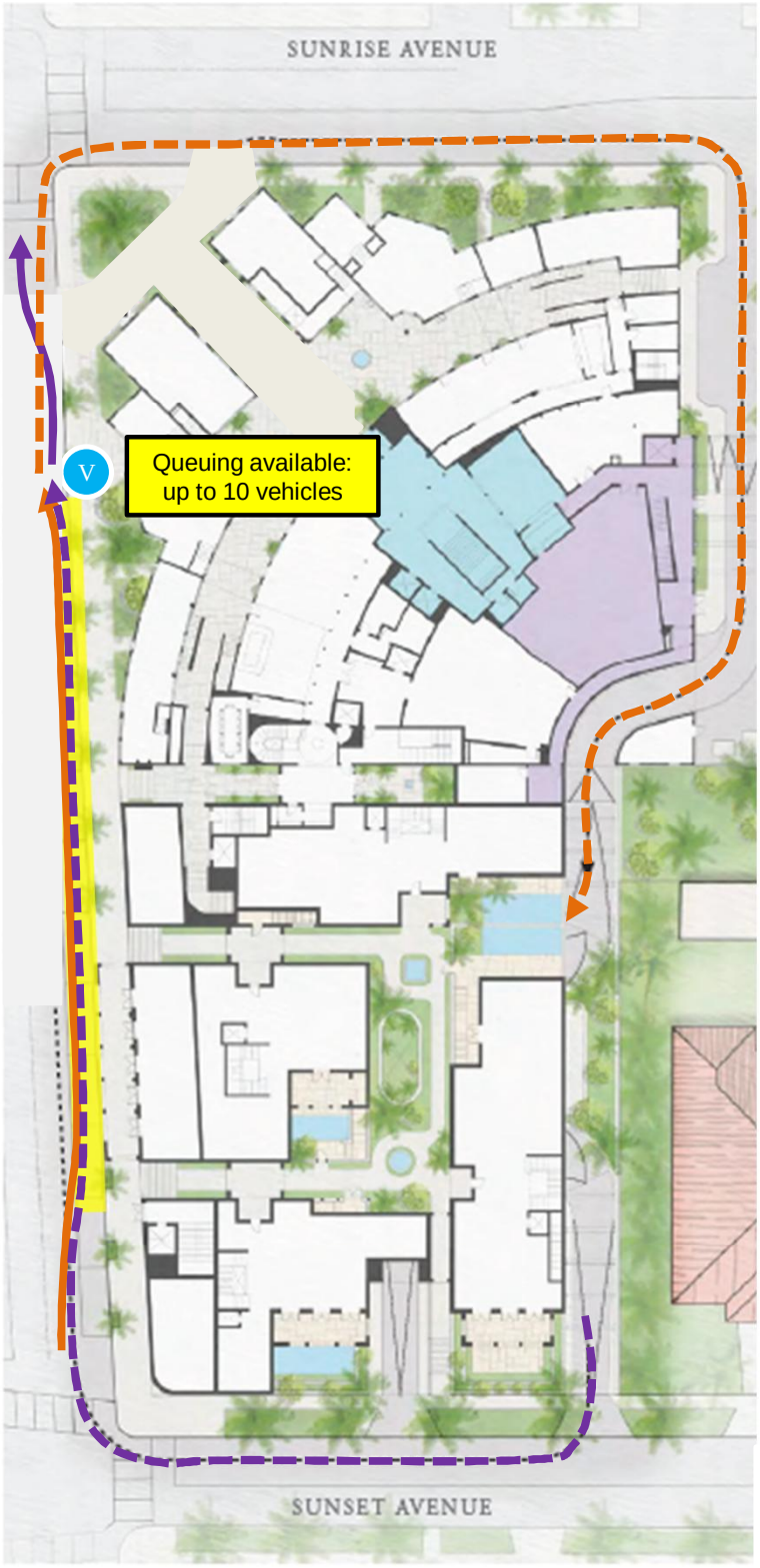
Outbound: 7.073 vehicles

Total: 7.073 vehicles

The queuing area along North County Road could accommodate up to 10 vehicles. Currently, up to 14 parallel parking spaces can be available, but the stand is proposed to be located further to the south than the northernmost parking space in order to provide separation from the intersection of North County Road & Sunrise Avenue. This functional queuing area is noted on Figure 4. Because the proposed queuing area is along the curb on North County Road, there is no separate measure of vehicle queuing length from the public right-of-way to the valet stand.

Therefore, the 95th percentile queue of vehicles staged in the valet pick-up area is anticipated to be accommodated within the curb area provided.

Parking is provided in the garage levels below grade, as shown in Figure 5.



GROUND FLOOR (+12')



MOTOR COURT (+1')

Image source: RAMSA / Stantec

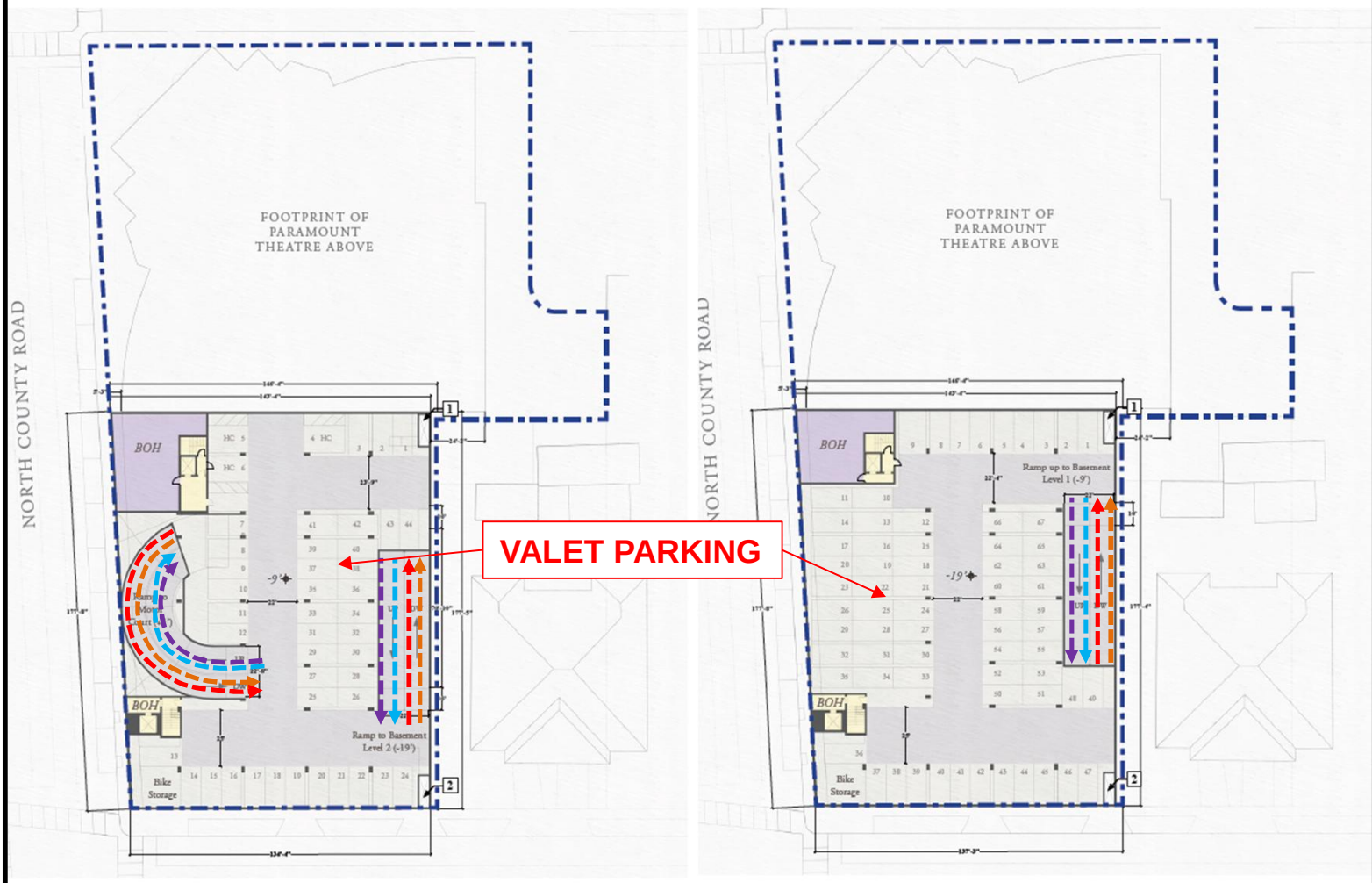
NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 4
Paramount Palm Beach
KH #241020000
Event Space – Valet Operations

Kimley»Horn



PROPOSED PLAN: BASEMENT LEVEL 1

PROPOSED PLAN: BASEMENT LEVEL 2

Image source: RAMSA / Stantec

NORTH

LEGEND

Valet Route to Parking

Valet Route from Parking

Valet Route to Parking

Valet Route from Parking

FIGURE 5
Paramount Palm Beach
KH #241020000
Valet Parking

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 5,500 square feet of general retail space, 4 single family dwelling units, a 225-member private club, and a 250 seat banquet facility.

As shown 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.

In addition, a valet operations evaluation was conducted for both the club space and the event space. The queuing area provided is anticipated to accommodate the demand both for the club and also before and after events.

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

CHRISTOPHER W. HEGGEN LICENSE No. 58636 STATE OF FLORIDA PROFESSIONAL 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.

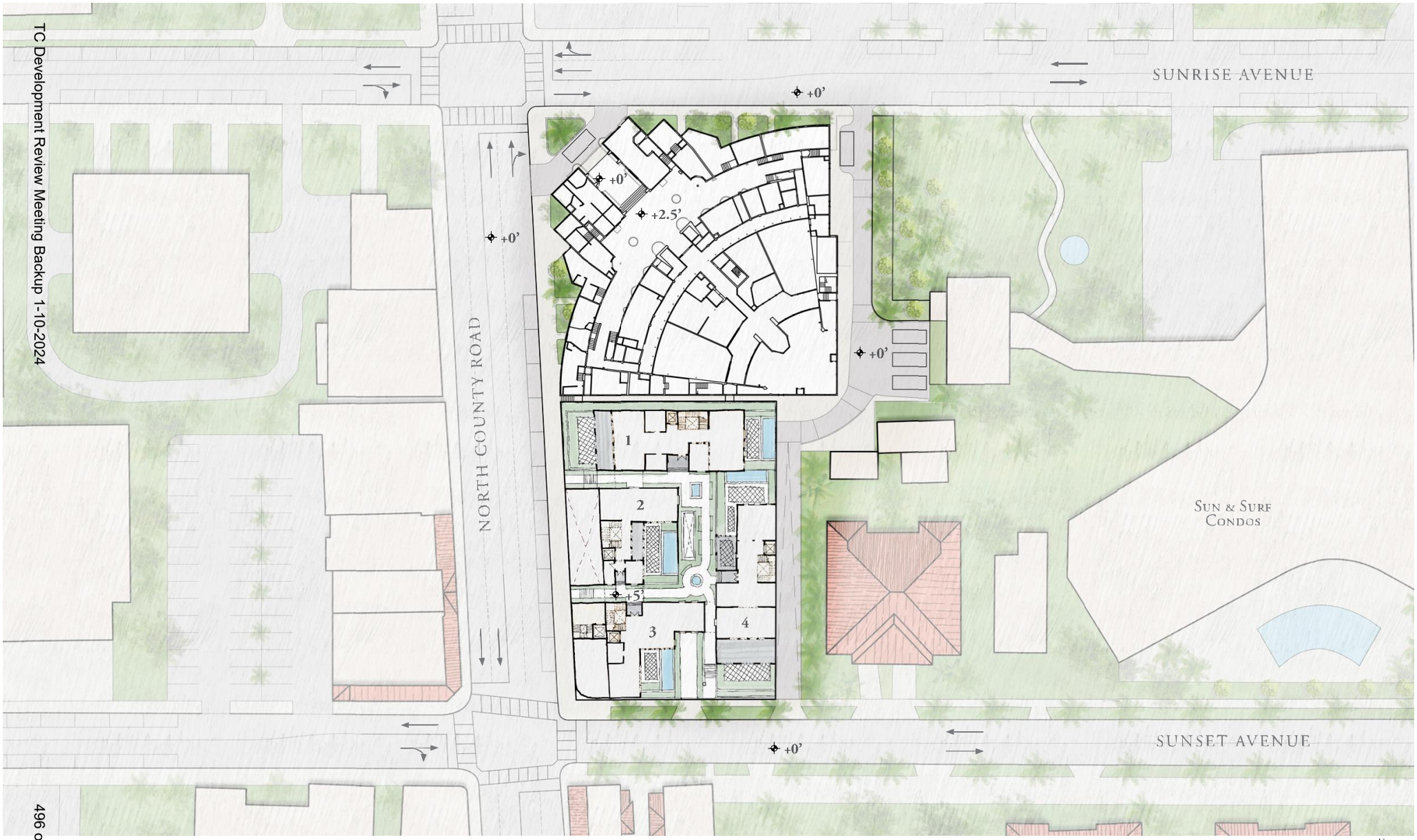
Christopher W Heggen
2023.03.09
13:18:31 -05'00'

Attachments

k:\wpb_tpto\2410\241020000 - paramount palm beach\tps\2023-03-09 paramount palm beach traffic.docx

APPENDIX

TC Development Review Meeting Backup 1-10-2024



GROUND LEVEL PLAN

SCALE: 1" = 50'
0' 25' 50'
N

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

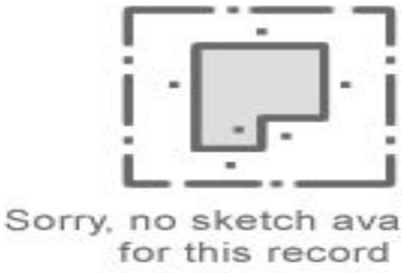
2023 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 1)



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

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)

Gr	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)

Gr	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)

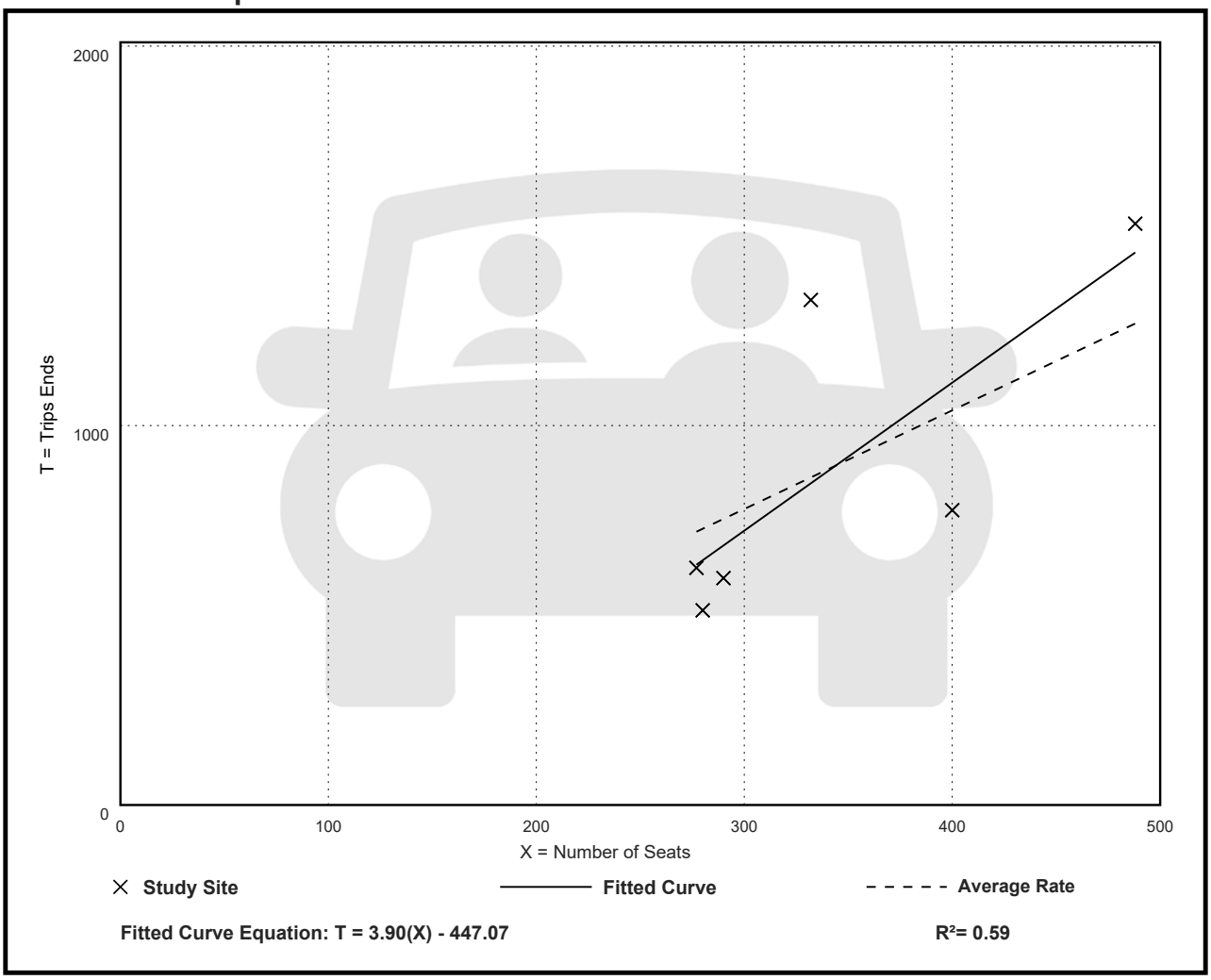
Vehicle Trip Ends vs: Seats
On a: Weekday

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

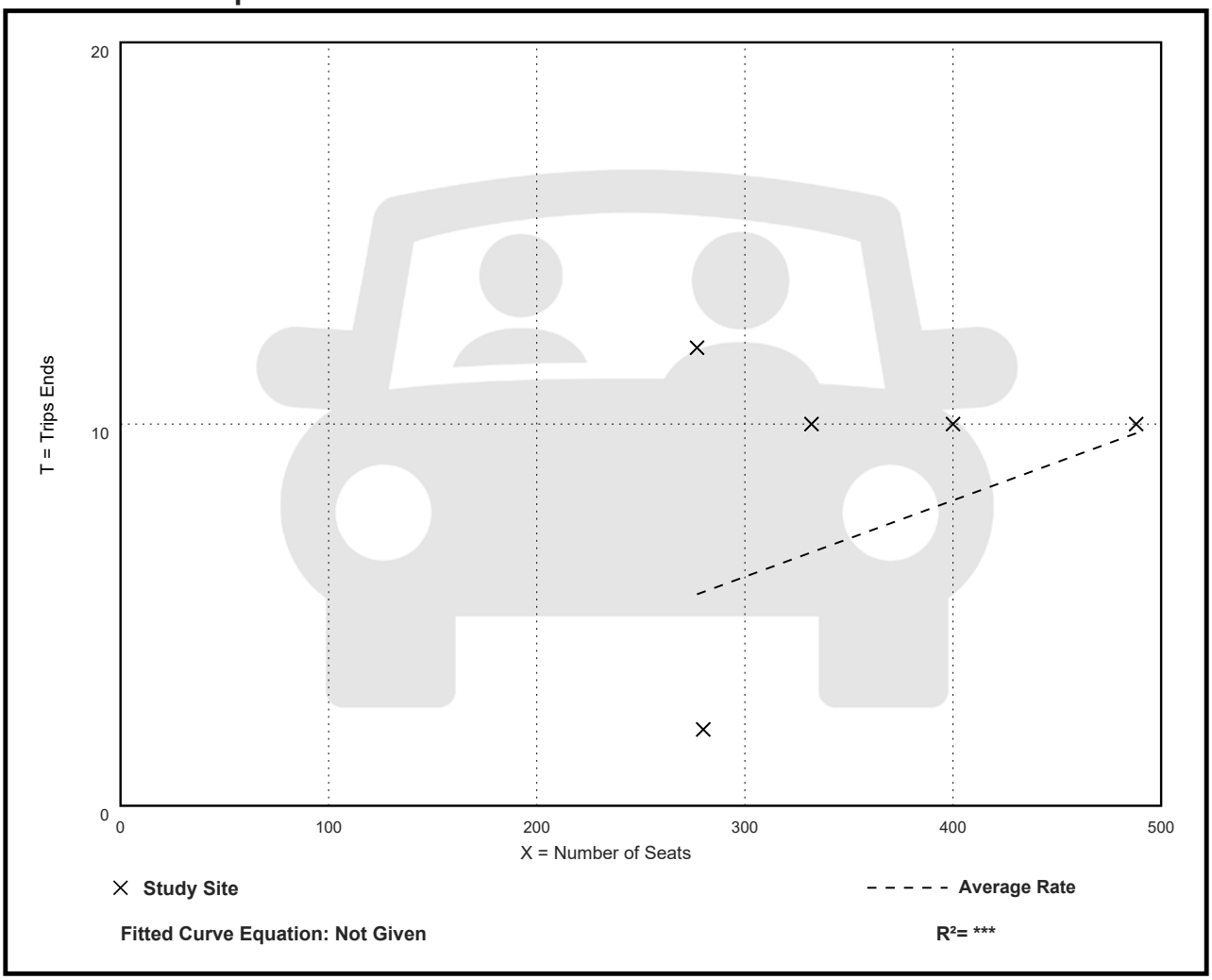
Fine Dining Restaurant
(931)

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



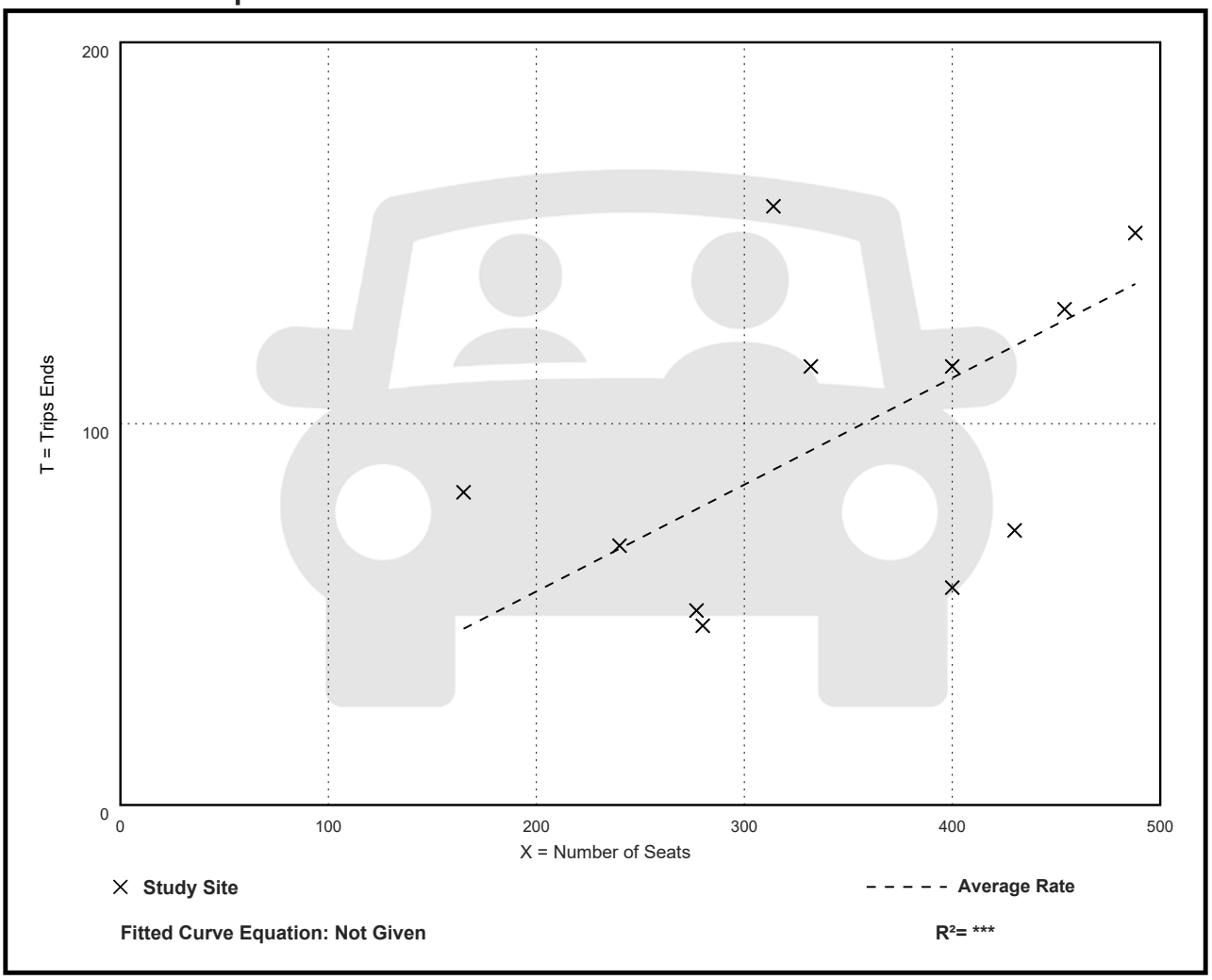
Fine Dining Restaurant
(931)

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



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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	35	634	83	9	198	28	47	18	29	46	19	7
Peak Season Volume	35	634	83	9	198	28	47	18	29	46	19	7
Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed Development												
1.0% Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed + 1.0% Growth	2	32	4	0	10	1	2	1	1	2	1	0
Max (Committed + 1.0% or Historic Growth)	2	32	4	0	10	1	2	1	1	2	1	0
Background Traffic Volumes	37	666	87	9	208	29	49	19	30	48	20	7
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			2	2	2			1				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes		3	1									
Project Traffic	0	3	3	2	2	0	0	1	0	0	0	0
Total Traffic w/o RTOR	37	669	90	11	210	29	49	20	30	48	20	7
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	37	669	30	11	210	0	49	20	0	48	20	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	49	260	77	12	590	60	36	22	75	70	54	10
Peak Season Volume	49	260	77	12	590	60	36	22	75	70	54	10
Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed Development												
1.0% Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed + 1.0% Growth	2	13	4	1	30	3	2	1	4	4	3	1
Max (Committed + 1.0% or Historic Growth)	2	13	4	1	30	3	2	1	4	4	3	1
Background Traffic Volumes	51	273	81	13	620	63	38	23	79	74	57	11
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			16	12	12			4				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	2	14	5									
Project Traffic	2	14	21	12	12	0	0	4	0	0	0	0
Total Traffic w/o RTOR	53	287	102	25	632	63	38	27	79	74	57	11
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	53	287	42	25	632	3	38	27	19	74	57	0

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	52	721	25	2	258	14	28	5	42	8	5	4
Peak Season Volume	52	721	25	2	258	14	28	5	42	8	5	4
Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed Development												
1.0% Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed + 1.0% Growth	3	37	1	0	13	1	1	0	2	0	0	0
Max (Committed + 1.0% or Historic Growth)	3	37	1	0	13	1	1	0	2	0	0	0
Background Traffic Volumes	55	758	26	2	271	15	29	5	44	8	5	4
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		2	4	2				1				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										5		4
Project Traffic	0	2	4	2	0	0	0	1	0	5	0	4
Total Traffic w/o RTOR	55	760	30	4	271	15	29	6	44	13	5	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	55	760	0	4	271	0	29	6	0	13	5	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	78	359	8	2	716	22	22	4	101	5	12	6
Peak Season Volume	78	359	8	2	716	22	22	4	101	5	12	6
Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed Development												
1.0% Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed + 1.0% Growth	4	18	0	0	37	1	1	0	5	0	1	0
Max (Committed + 1.0% or Historic Growth)	4	18	0	0	37	1	1	0	5	0	1	0
Background Traffic Volumes	82	377	8	2	753	23	23	4	106	5	13	6
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		16	24	12				4				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										24	2	22
Project Traffic	0	16	24	12	0	0	0	4	0	24	2	22
Total Traffic w/o RTOR	82	393	32	14	753	23	23	8	106	29	15	28
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	82	393	0	14	753	0	23	8	46	29	15	0

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

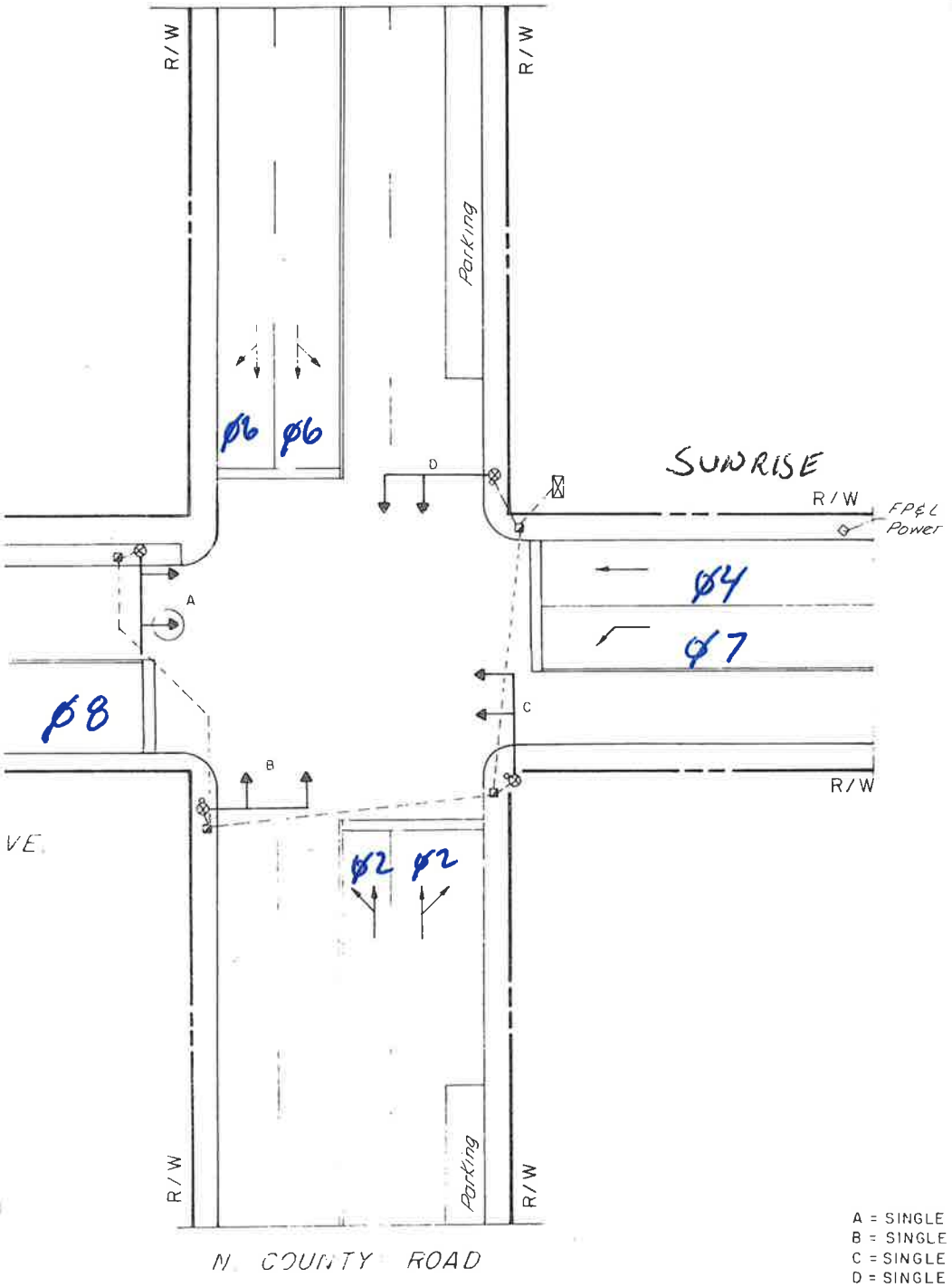
Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	101	517	54	0	186	109	289	49	189	5	36	8
Peak Season Volume	101	517	54	0	186	109	289	49	189	5	36	8
Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed Development												
1.0% Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed + 1.0% Growth	5	26	3	0	9	6	15	2	10	0	2	0
Max (Committed + 1.0% or Historic Growth)	5	26	3	0	9	6	15	2	10	0	2	0
Background Traffic Volumes	106	543	57	0	195	115	304	51	199	5	38	8
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		2					4					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					2	3						
Project Traffic	0	2	0	0	2	3	4	0	0	0	0	0
Total Traffic w/o RTOR	106	545	57	0	197	118	308	51	199	5	38	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	106	545	0	0	197	58	308	51	139	5	38	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	180	306	27	0	444	377	125	44	141	45	76	21
Peak Season Volume	180	306	27	0	444	377	125	44	141	45	76	21
Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed Development												
1.0% Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed + 1.0% Growth	9	16	1	0	23	19	6	2	7	2	4	1
Max (Committed + 1.0% or Historic Growth)	9	16	1	0	23	19	6	2	7	2	4	1
Background Traffic Volumes	189	322	28	0	467	396	131	46	148	47	80	22
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		16					24					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					10	14						
Project Traffic	0	16	0	0	10	14	24	0	0	0	0	0
Total Traffic w/o RTOR	189	338	28	0	477	410	155	46	148	47	80	22
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	189	338	0	0	477	350	155	46	88	47	80	0

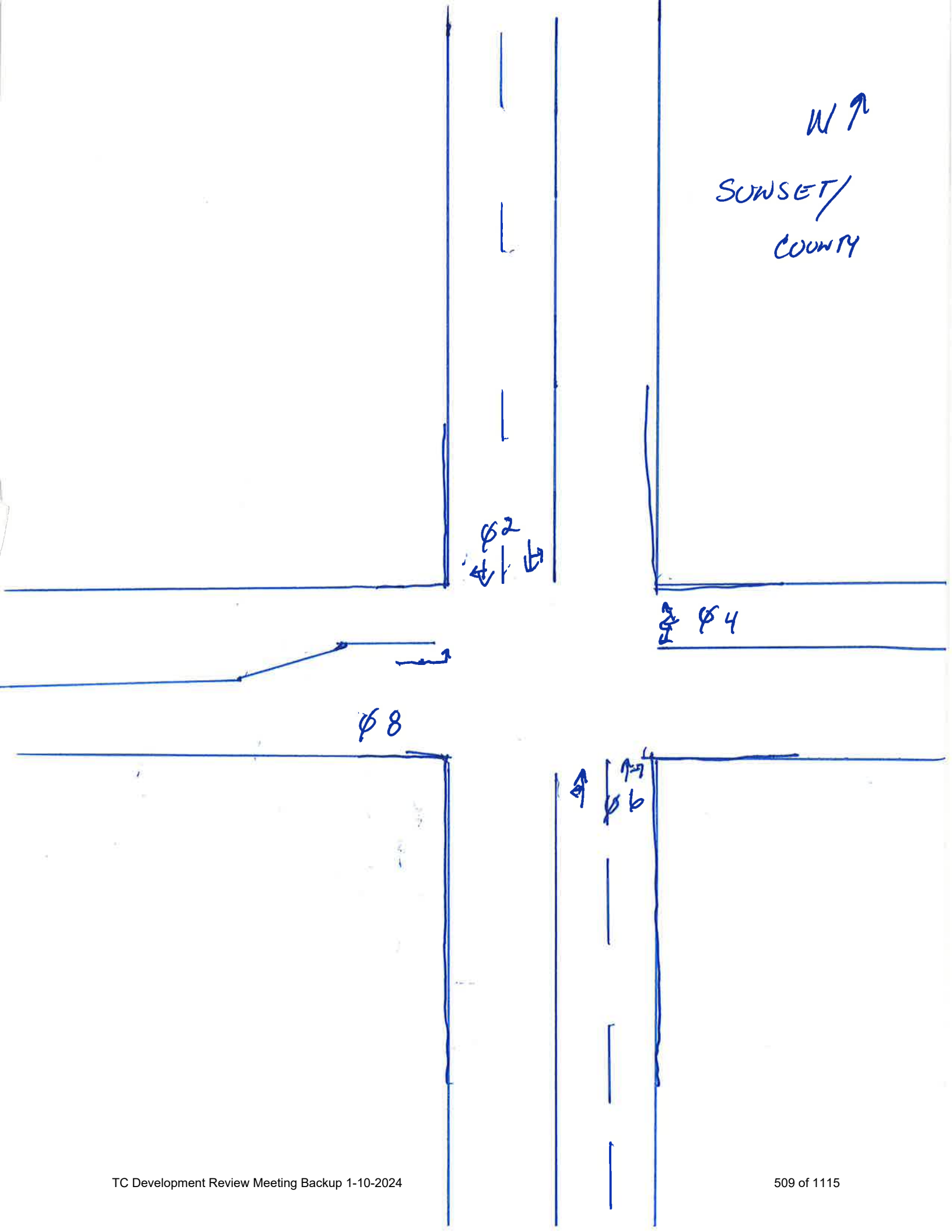

R/W
R/W
Parking
SUNRISE
R/W
FP&L Power
Ø6
Ø6
D
A
Ø4
Ø7
Ø8
C
B
R/W
VE
Ø2
Ø2
R/W
Parking
R/W
N COUNTY ROAD
N
Scale: 1" = 20'
A = SINGLE MAST ARM 20'
B = SINGLE MAST ARM 20'
C = SINGLE MAST ARM 20'
D = SINGLE MAST ARM 20'
LEGEND
CONTROLLER CABINET

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	20	0	10	0	20	7	10	5	5	5	5	5	2	5	5
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	15	0	13	0	15	0	16	0	16	0	10	0	10
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	3.0	5.0	2.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	40	35	25	0	40	20	30	35	35	35	35	35	0	35	0
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	0	40	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.0	3.5	3.0	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	2.5	1.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

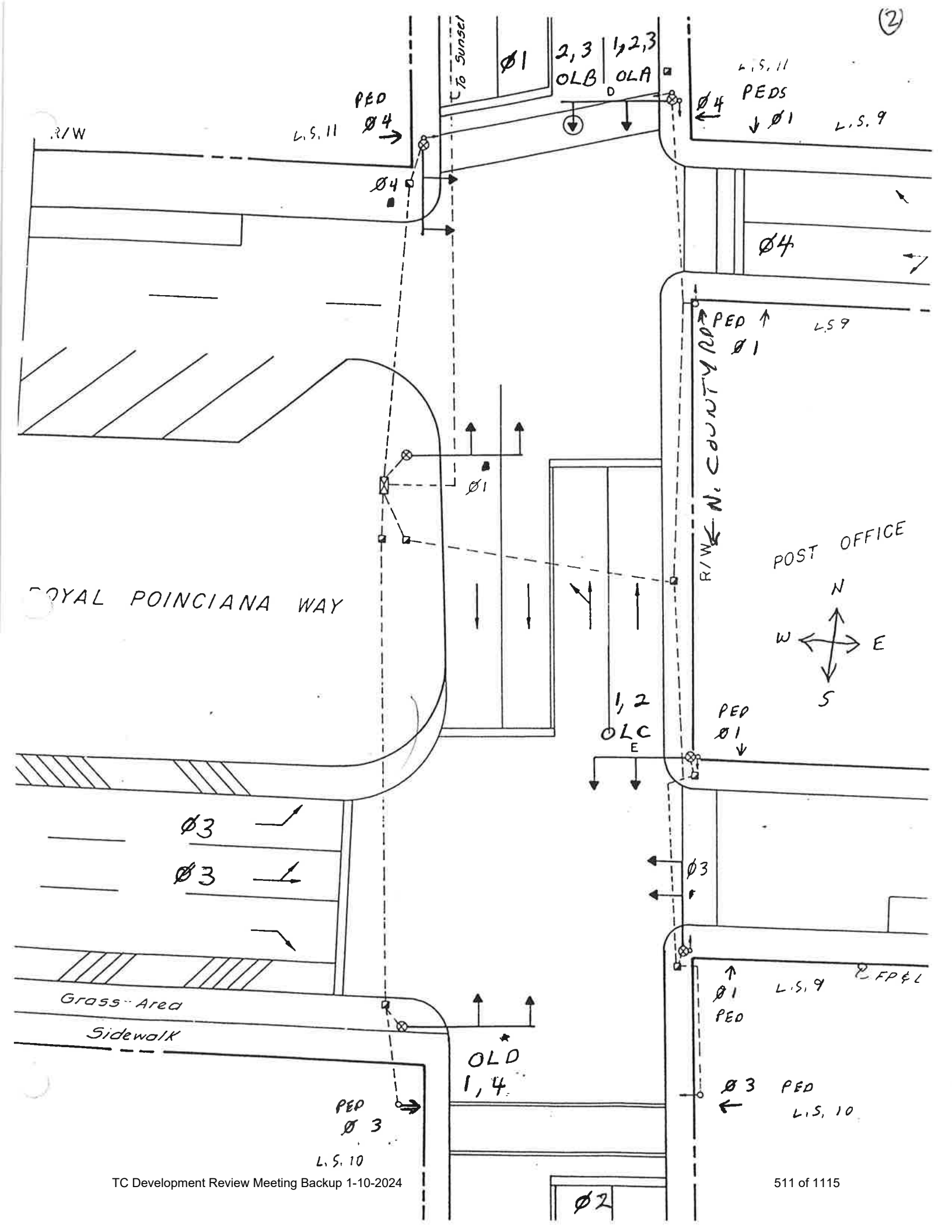
Committee Review Meeting Packet 10-2021


W
SUNSET/
COUNTY
φ2
φ4
φ8
φ6

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	10	5	15	5	10	5	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	16	0	10	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	60	35	25	35	60	35	25	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



(2)
To Sunset
Ø1
2,3 OLB
1,2,3 OLA
D
L.S. 11
PEDS
Ø4
Ø1
L.S. 9
PED
Ø4
L.S. 11
R/W
Ø4
Ø4
PED
Ø1
L.S 9
N. COUNTY RD
R/W
Ø1
POST OFFICE
N
W
E
S
ROYAL POINCIANA WAY
1,2
OLC
E
PED
Ø1
Ø3
Ø3
Ø3
Grass Area
Sidewalk
Ø1
PED
L.S. 9
FP&L
OLD
1,4
Ø3
PED
L.S. 10
PED
Ø3
L.S. 10
Ø2

PHASE	1	2	3	4	5	6	7	8	A	B	C	D
SIG#	1	TIMING	3	4	N/U	N/U	N/U	N/U	A	B	C	D
OVLP									1,2,3	2,3	1,2	1,4
GRN	1G-B		3G-B	4G-B					9G-B	10G-B	11G-B	12G-B
YEL	1Y-B		3Y-B	4Y-B					9Y-B	10Y-B	11Y-B	12Y-B
RED	1R-B		3R-B	4R-B					9R-B	10R-B	11R-B	12R-B
GRN ARROW												
YEL ARROW												
RED ARROW												
WALK	13G-B		15G-B	16G-B								
D-WALK	13R-B		15R-B	16R-B								
PED DET	PIP-17A		PIP-19A	PIP-20A								

TC Development Review Meeting Backup 1-10-2024

Controller Timing Plan (MM)2-1

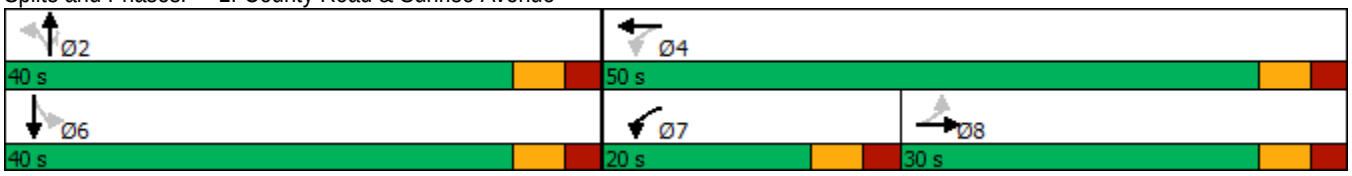
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	20	5	15	10	0	0	0	0	5	5	0	0	0	0	0	0
BK Min Green	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	16	0	16	16	0	0	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	40	20	25	20	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	60	35	40	25	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	40	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	18	46	19	35	634	83	9	198
Future Volume (vph)	47	18	46	19	35	634	83	9	198
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.6	17.9	18.6		41.0	41.0	41.0	41.0
Actuated g/C Ratio		0.16	0.27	0.28		0.62	0.62	0.62	0.62
v/c Ratio		0.38	0.13	0.05		0.63	0.09	0.03	0.21
Control Delay		26.1	16.7	12.6		17.2	2.1	11.0	10.1
Queue Delay		0.0	0.0	0.0		0.6	0.0	0.0	0.0
Total Delay		26.1	16.7	12.6		17.8	2.1	11.0	10.1
LOS		C	B	B		B	A	B	B
Approach Delay		26.1		15.3		16.1			10.1
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

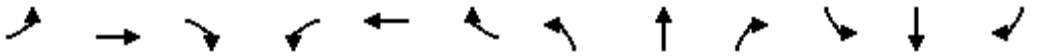




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	48	27	704	87	9	237
v/c Ratio	0.38	0.13	0.05	0.63	0.09	0.03	0.21
Control Delay	26.1	16.7	12.6	17.2	2.1	11.0	10.1
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	26.1	16.7	12.6	17.8	2.1	11.0	10.1
Queue Length 50th (ft)	29	14	6	233	0	2	53
Queue Length 95th (ft)	73	34	21	#478	16	10	108
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	556	485	1201	1120	1018	297	1132
Starvation Cap Reductn	0	0	0	149	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.02	0.73	0.09	0.03	0.21

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)	47	18	29	46	19	7	35	634	83	9	198	28
Future Volume (vph)	47	18	29	46	19	7	35	634	83	9	198	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1741		1770	1790			1858	1583	1770	1829	
Flt Permitted		0.83		0.62	1.00			0.97	1.00	0.26	1.00	
Satd. Flow (perm)		1480		1149	1790			1816	1583	482	1829	
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)	49	19	31	48	20	7	37	667	87	9	208	29
RTOR Reduction (vph)	0	22	0	0	5	0	0	0	38	0	4	0
Lane Group Flow (vph)	0	77	0	48	22	0	0	704	49	9	233	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Effective Green, g (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		172		347	478			1020	889	270	1027	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.05		0.03				c0.39	0.03	0.02		
v/c Ratio		0.45		0.14	0.05			0.69	0.05	0.03	0.23	
Uniform Delay, d1		28.9		19.8	19.1			11.0	7.0	6.9	7.7	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.8		0.2	0.0			3.8	0.1	0.2	0.5	
Delay (s)		30.8		19.9	19.1			14.8	7.1	7.1	8.2	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.8			19.7			14.0			8.2	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	5	42	8	5	52	721	2	258
Future Volume (vph)	28	5	42	8	5	52	721	2	258
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		65.9		65.9
Actuated g/C Ratio		0.19	0.19		0.19		0.83		0.83
v/c Ratio		0.13	0.13		0.06		0.32		0.10
Control Delay		29.2	10.1		24.2		3.7		2.9
Queue Delay		0.0	0.0		0.0		0.3		0.0
Total Delay		29.2	10.1		24.2		4.0		2.9
LOS		C	B		C		A		A
Approach Delay		18.4			24.2		4.0		2.9
Approach LOS		B			C		A		A

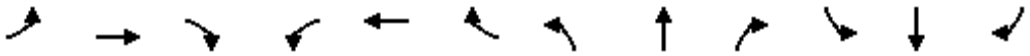
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	34	44	17	840	289
v/c Ratio	0.13	0.13	0.06	0.32	0.10
Control Delay	29.2	10.1	24.2	3.7	2.9
Queue Delay	0.0	0.0	0.0	0.3	0.0
Total Delay	29.2	10.1	24.2	4.0	2.9
Queue Length 50th (ft)	17	0	6	74	20
Queue Length 95th (ft)	39	26	22	101	31
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	358	441	408	2654	2762
Starvation Cap Reductn	0	0	0	1115	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.10	0.04	0.55	0.10

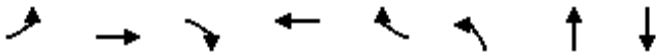
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
Future Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1787	1583		1762			3511			3510	
Flt Permitted		0.75	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1389	1583		1571			3212			3345	
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)	29	5	44	8	5	4	55	759	26	2	272	15
RTOR Reduction (vph)	0	0	39	0	4	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	34	5	0	13	0	0	838	0	0	286	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		8.7	8.7		8.7			64.0			64.0	
Effective Green, g (s)		8.7	8.7		8.7			64.0			64.0	
Actuated g/C Ratio		0.11	0.11		0.11			0.78			0.78	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		147	168		167			2516			2620	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.26			0.09	
v/c Ratio		0.23	0.03		0.08			0.33			0.11	
Uniform Delay, d1		33.4	32.7		32.9			2.6			2.1	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.8	0.1		0.2			0.4			0.1	
Delay (s)		34.2	32.8		33.1			3.0			2.2	
Level of Service		C	C		C			A			A	
Approach Delay (s)		33.4			33.1			3.0			2.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

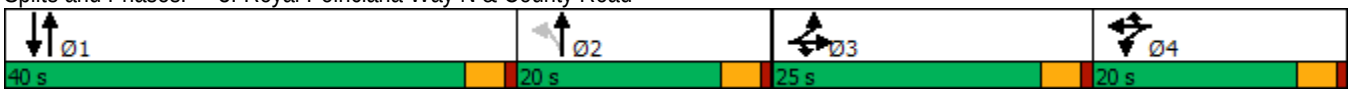
c Critical Lane Group

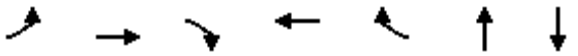


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	289	49	189	36	8	101	517	186
Future Volume (vph)	289	49	189	36	8	101	517	186
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.0	17.0	17.0	10.3	10.3		45.2	24.6
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.48	0.48	0.40	0.18	0.03		0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
LOS	C	C	A	D	A		B	B
Approach Delay		24.7		31.6			11.0	13.8
Approach LOS		C		C			B	B

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 78		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.48		
Intersection Signal Delay: 16.9	Intersection LOS: B	
Intersection Capacity Utilization 61.6%	ICU Level of Service B	
Analysis Period (min) 15		

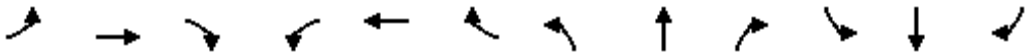
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	176	180	199	43	8	707	311
v/c Ratio	0.48	0.48	0.40	0.18	0.03	0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Length 50th (ft)	84	86	0	19	0	103	38
Queue Length 95th (ft)	170	173	56	58	0	167	75
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	466	473	582	391	408	1694	1650
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.38	0.34	0.11	0.02	0.42	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
Future Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3343	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.84			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2934			3343	
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)	304	52	199	5	38	8	106	544	57	0	196	115
RTOR Reduction (vph)	0	0	156	0	0	7	0	6	0	0	79	0
Lane Group Flow (vph)	176	180	43	0	43	1	0	701	0	0	232	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Effective Green, g (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.31	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		125	107		1664			1034	
v/s Ratio Prot	0.10	c0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.24				
v/c Ratio	0.49	0.49	0.13		0.34	0.01		0.42			0.22	
Uniform Delay, d1	27.4	27.5	25.2		35.4	34.5		9.8			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.1	1.1	0.2		1.7	0.0		0.2			0.1	
Delay (s)	28.5	28.5	25.4		37.0	34.6		10.0			20.5	
Level of Service	C	C	C		D	C		A			C	
Approach Delay (s)		27.4			36.6			10.0			20.5	
Approach LOS		C			D			A			C	

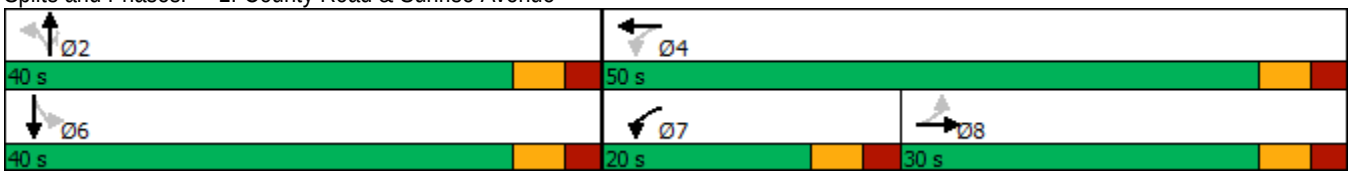
Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	22	70	54	49	260	77	12	590
Future Volume (vph)	36	22	70	54	49	260	77	12	590
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.7	22.6	22.6		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.52	0.52	0.52	0.52
v/c Ratio		0.49	0.19	0.12		0.49	0.09	0.03	0.72
Control Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
LOS		C	B	B		B	A	B	C
Approach Delay		21.3		15.2		13.4			20.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 71.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 18.1	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

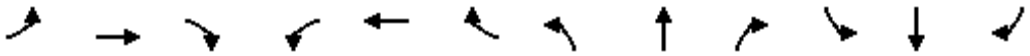




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	74	68	326	81	13	684
v/c Ratio	0.49	0.19	0.12	0.49	0.09	0.03	0.72
Control Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Length 50th (ft)	27	21	16	91	0	3	225
Queue Length 95th (ft)	80	47	40	192	15	13	#477
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	557	466	1121	669	871	514	953
Starvation Cap Reductn	0	0	0	8	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.16	0.06	0.49	0.09	0.03	0.72

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)	36	22	75	70	54	10	49	260	77	12	590	60
Future Volume (vph)	36	22	75	70	54	10	49	260	77	12	590	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.98			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1818			1848	1583	1770	1837	
Flt Permitted		0.88		0.49	1.00			0.70	1.00	0.53	1.00	
Satd. Flow (perm)		1523		920	1818			1295	1583	995	1837	
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)	38	23	79	74	57	11	52	274	81	13	621	63
RTOR Reduction (vph)	0	61	0	0	7	0	0	0	40	0	3	0
Lane Group Flow (vph)	0	79	0	74	61	0	0	326	41	13	681	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		223		383	593			659	805	506	934	
v/s Ratio Prot				c0.02	0.03						c0.37	
v/s Ratio Perm		c0.05		0.04				0.25	0.03	0.01		
v/c Ratio		0.36		0.19	0.10			0.49	0.05	0.03	0.73	
Uniform Delay, d1		28.0		17.9	17.1			11.7	9.0	8.9	14.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.0		0.2	0.1			2.6	0.1	0.1	5.0	
Delay (s)		29.0		18.1	17.2			14.4	9.1	9.0	18.9	
Level of Service		C		B	B			B	A	A	B	
Approach Delay (s)		29.0			17.7			13.3			18.8	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

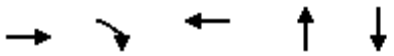
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	4	101	5	12	78	359	2	716
Future Volume (vph)	22	4	101	5	12	78	359	2	716
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		62.4		62.4
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.28		0.07		0.23		0.30
Control Delay		28.3	8.3		22.8		4.2		4.3
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.3		22.8		4.2		4.6
LOS		C	A		C		A		A
Approach Delay		12.4			22.8		4.2		4.6
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 81.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

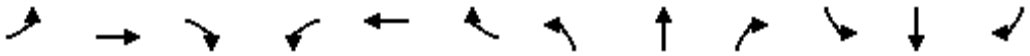
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	27	106	24	468	779
v/c Ratio	0.10	0.28	0.07	0.23	0.30
Control Delay	28.3	8.3	22.8	4.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.3	22.8	4.2	4.6
Queue Length 50th (ft)	11	0	7	37	65
Queue Length 95th (ft)	33	40	27	55	90
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	372	480	439	1999	2581
Starvation Cap Reductn	0	0	0	0	940
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.22	0.05	0.23	0.47

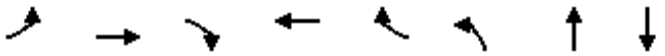
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
Future Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1787	1583		1781			3499			3523	
Flt Permitted		0.79	1.00		0.95			0.74			0.95	
Satd. Flow (perm)		1468	1583		1717			2607			3363	
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)	23	4	106	5	13	6	82	378	8	2	754	23
RTOR Reduction (vph)	0	0	91	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	27	15	0	19	0	0	467	0	0	777	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			61.4			61.4	
Effective Green, g (s)		11.8	11.8		11.8			61.4			61.4	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		210	227		246			1947			2512	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.18			c0.23	
v/c Ratio		0.13	0.07		0.08			0.24			0.31	
Uniform Delay, d1		30.7	30.4		30.5			3.2			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		31.0	30.6		30.6			3.5			3.7	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.7			30.6			3.5			3.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

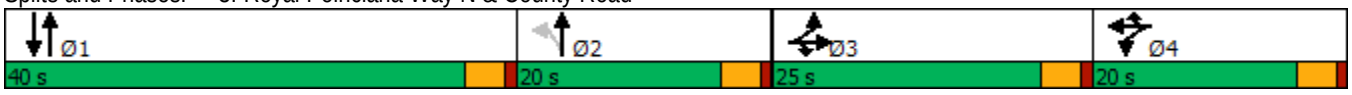
c Critical Lane Group

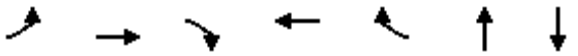


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	125	44	141	76	21	180	306	444
Future Volume (vph)	125	44	141	76	21	180	306	444
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.2	15.2	15.2	12.2	12.2		49.7	29.5
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.33
v/c Ratio	0.31	0.31	0.38	0.51	0.07		0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5		14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5		14.4	23.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.4		38.2			14.4	23.0
Approach LOS		C		D			B	C

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 89.2		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.70		
Intersection Signal Delay: 22.2	Intersection LOS: C	
Intersection Capacity Utilization 64.2%	ICU Level of Service C	
Analysis Period (min) 15		

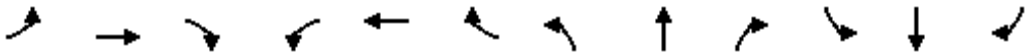
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	88	90	148	127	22	539	864
v/c Ratio	0.31	0.31	0.38	0.51	0.07	0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5	14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5	14.4	23.0
Queue Length 50th (ft)	47	48	0	69	0	89	161
Queue Length 95th (ft)	103	105	54	131	0	149	243
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	399	410	488	331	363	1029	1473
Starvation Cap Reductn	0	0	0	0	0	0	335
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.30	0.38	0.06	0.52	0.76

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
Future Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3295	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1842			3295	
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)	132	46	148	47	80	22	189	322	28	0	467	397
RTOR Reduction (vph)	0	0	123	0	0	19	0	4	0	0	149	0
Lane Group Flow (vph)	88	90	25	0	127	3	0	535	0	0	715	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Effective Green, g (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.33	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	287	294	270		250	216		1026			1092	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.22	
v/s Ratio Perm								c0.29				
v/c Ratio	0.31	0.31	0.09		0.51	0.01		0.52			0.65	
Uniform Delay, d1	32.3	32.3	31.1		35.6	33.2		12.3			25.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.6	0.6	0.2		1.6	0.0		0.5			1.4	
Delay (s)	32.9	32.9	31.2		37.2	33.2		12.8			26.8	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		32.1			36.6			12.8			26.8	
Approach LOS		C			D			B			C	

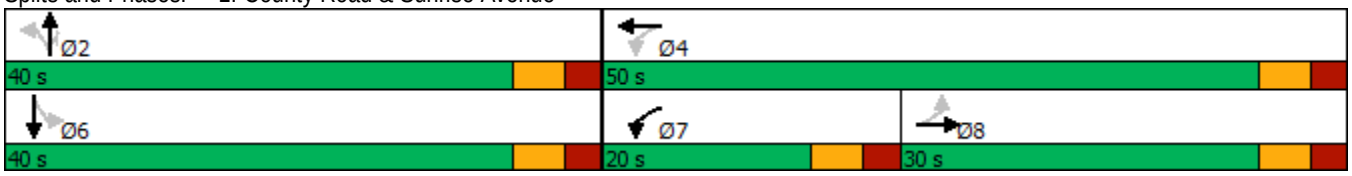
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	89.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	19	48	20	37	666	87	9	208
Future Volume (vph)	49	19	48	20	37	666	87	9	208
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.8	18.1	18.8		40.7	40.7	40.7	40.7
Actuated g/C Ratio		0.16	0.27	0.28		0.61	0.61	0.61	0.61
v/c Ratio		0.40	0.13	0.05		0.67	0.09	0.03	0.22
Control Delay		26.9	16.6	12.5		18.7	2.3	11.3	10.4
Queue Delay		0.0	0.0	0.0		0.8	0.0	0.0	0.0
Total Delay		26.9	16.6	12.5		19.5	2.3	11.3	10.4
LOS		C	B	B		B	A	B	B
Approach Delay		26.9		15.2		17.6			10.4
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	51	28	740	92	9	250
v/c Ratio	0.40	0.13	0.05	0.67	0.09	0.03	0.22
Control Delay	26.9	16.6	12.5	18.7	2.3	11.3	10.4
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	26.9	16.6	12.5	19.5	2.3	11.3	10.4
Queue Length 50th (ft)	31	15	6	256	0	2	57
Queue Length 95th (ft)	77	36	21	#526	18	10	116
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	555	489	1204	1111	1013	263	1124
Starvation Cap Reductn	0	0	0	143	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.02	0.76	0.09	0.03	0.22

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)	49	19	30	48	20	7	37	666	87	9	208	29
Future Volume (vph)	49	19	30	48	20	7	37	666	87	9	208	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1742		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.61	1.00			0.97	1.00	0.23	1.00	
Satd. Flow (perm)		1477		1142	1793			1813	1583	430	1828	
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)	52	20	32	51	21	7	39	701	92	9	219	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	41	0	4	0
Lane Group Flow (vph)	0	83	0	51	23	0	0	740	51	9	246	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Effective Green, g (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176		351	486			1012	883	240	1020	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.06		0.03				c0.41	0.03	0.02		
v/c Ratio		0.47		0.15	0.05			0.73	0.06	0.04	0.24	
Uniform Delay, d1		28.9		19.6	18.9			11.6	7.1	7.0	7.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0		0.2	0.0			4.7	0.1	0.3	0.6	
Delay (s)		30.9		19.8	19.0			16.3	7.2	7.3	8.5	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.9			19.5			15.3			8.5	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

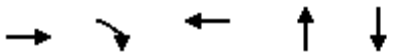
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	5	44	8	5	55	758	2	271
Future Volume (vph)	29	5	44	8	5	55	758	2	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		64.6		64.6
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.14		0.06		0.36		0.12
Control Delay		29.9	10.1		23.7		4.6		3.4
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		29.9	10.1		23.7		5.1		3.4
LOS		C	B		C		A		A
Approach Delay		18.8			23.7		5.1		3.4
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 83.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

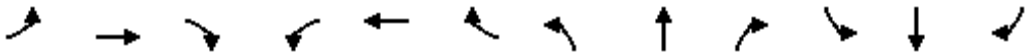
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	36	46	17	883	303
v/c Ratio	0.14	0.14	0.06	0.36	0.12
Control Delay	29.9	10.1	23.7	4.6	3.4
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.9	10.1	23.7	5.1	3.4
Queue Length 50th (ft)	17	0	6	79	21
Queue Length 95th (ft)	40	27	22	107	32
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	356	426	400	2477	2590
Starvation Cap Reductn	0	0	0	1076	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.04	0.63	0.12

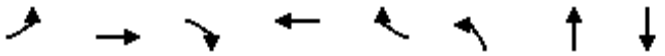
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
Future Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1786	1583		1762			3511			3510	
Flt Permitted		0.77	1.00		0.89			0.91			0.95	
Satd. Flow (perm)		1439	1583		1609			3200			3344	
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)	31	5	46	8	5	4	58	798	27	2	285	16
RTOR Reduction (vph)	0	0	40	0	3	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	36	6	0	14	0	0	881	0	0	300	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			63.6			63.6	
Effective Green, g (s)		11.8	11.8		11.8			63.6			63.6	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		201	221		224			2411			2519	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.06			0.37			0.12	
Uniform Delay, d1		32.0	31.4		31.5			3.5			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.1			0.4			0.1	
Delay (s)		32.5	31.4		31.6			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.9			31.6			4.0			2.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	84.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

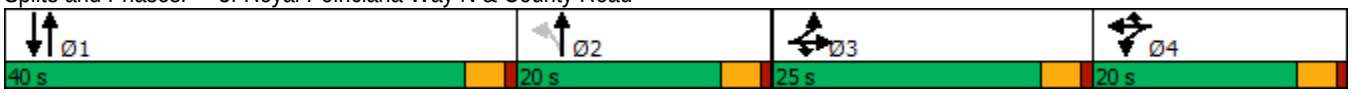
c Critical Lane Group

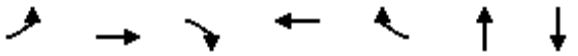


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	304	51	199	38	8	106	543	195
Future Volume (vph)	304	51	199	38	8	106	543	195
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.3	17.3	17.3	10.4	10.4		46.4	25.7
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.51	0.51	0.41	0.19	0.03		0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
LOS	D	D	A	D	A		B	B
Approach Delay		25.7		33.0			11.2	13.7
Approach LOS		C		C			B	B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 79.5	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

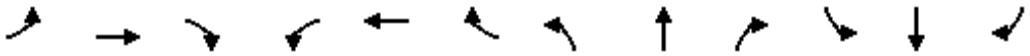
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	188	209	45	8	744	326
v/c Ratio	0.51	0.51	0.41	0.19	0.03	0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Length 50th (ft)	91	92	0	21	0	112	41
Queue Length 95th (ft)	185	186	58	61	0	178	78
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	459	467	584	385	404	1705	1630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.36	0.12	0.02	0.44	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
Future Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3342	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.83			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2911			3342	
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)	320	54	209	5	40	8	112	572	60	0	205	121
RTOR Reduction (vph)	0	0	164	0	0	7	0	6	0	0	83	0
Lane Group Flow (vph)	186	188	45	0	45	1	0	738	0	0	243	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Effective Green, g (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.32	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		123	105		1663			1060	
v/s Ratio Prot	c0.11	0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.25				
v/c Ratio	0.52	0.52	0.13		0.37	0.01		0.44			0.23	
Uniform Delay, d1	28.2	28.1	25.8		36.2	35.3		10.0			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.3	1.2	0.2		1.8	0.0		0.2			0.1	
Delay (s)	29.4	29.4	26.0		38.0	35.3		10.2			20.5	
Level of Service	C	C	C		D	D		B			C	
Approach Delay (s)		28.2			37.6			10.2			20.5	
Approach LOS		C			D			B			C	

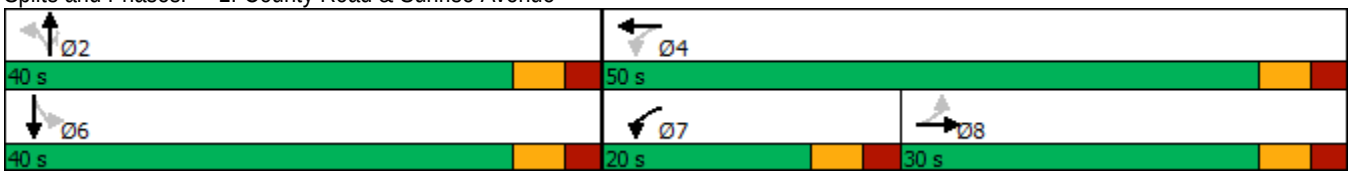
Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	23	74	57	51	273	81	13	620
Future Volume (vph)	38	23	74	57	51	273	81	13	620
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.9	23.0	23.0		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.51	0.51	0.51	0.51
v/c Ratio		0.51	0.20	0.12		0.56	0.10	0.03	0.76
Control Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
LOS		C	B	B		B	A	B	C
Approach Delay		22.3		15.1		15.3			22.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	78	72	341	85	14	719
v/c Ratio	0.51	0.20	0.12	0.56	0.10	0.03	0.76
Control Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Length 50th (ft)	30	23	17	100	0	3	245
Queue Length 95th (ft)	85	49	42	220	16	14	#526
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	554	466	1115	611	867	497	948
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.06	0.56	0.10	0.03	0.76

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)	38	23	79	74	57	11	51	273	81	13	620	63
Future Volume (vph)	38	23	79	74	57	11	51	273	81	13	620	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1816			1848	1583	1770	1837	
Flt Permitted		0.88		0.48	1.00			0.64	1.00	0.52	1.00	
Satd. Flow (perm)		1520		902	1816			1188	1583	967	1837	
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)	40	24	83	78	60	12	54	287	85	14	653	66
RTOR Reduction (vph)	0	60	0	0	8	0	0	0	42	0	3	0
Lane Group Flow (vph)	0	87	0	78	64	0	0	341	43	14	716	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		226		382	597			602	802	490	931	
v/s Ratio Prot				c0.02	0.04						c0.39	
v/s Ratio Perm		c0.06		0.05				0.29	0.03	0.01		
v/c Ratio		0.38		0.20	0.11			0.57	0.05	0.03	0.77	
Uniform Delay, d1		28.1		17.9	17.1			12.5	9.2	9.0	14.6	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.1		0.3	0.1			3.8	0.1	0.1	6.1	
Delay (s)		29.2		18.1	17.1			16.3	9.3	9.1	20.7	
Level of Service		C		B	B			B	A	A	C	
Approach Delay (s)		29.2			17.7			14.9			20.5	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

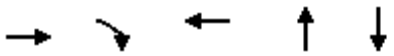
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	4	106	5	13	82	377	2	753
Future Volume (vph)	23	4	106	5	13	82	377	2	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		61.9		61.9
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.29		0.08		0.25		0.32
Control Delay		28.3	8.2		23.0		4.3		4.5
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.2		23.0		4.3		4.7
LOS		C	A		C		A		A
Approach Delay		12.2			23.0		4.3		4.7
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 80.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

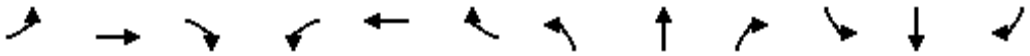
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	112	25	491	819
v/c Ratio	0.10	0.29	0.08	0.25	0.32
Control Delay	28.3	8.2	23.0	4.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.2	23.0	4.3	4.7
Queue Length 50th (ft)	12	0	8	39	70
Queue Length 95th (ft)	34	41	28	58	95
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	371	486	443	1967	2577
Starvation Cap Reductn	0	0	0	0	922
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.23	0.06	0.25	0.49

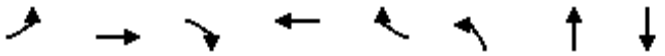
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
Future Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1786	1583		1785			3500			3523	
Flt Permitted		0.78	1.00		0.96			0.73			0.95	
Satd. Flow (perm)		1461	1583		1722			2567			3363	
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)	24	4	112	5	14	6	86	397	8	2	793	24
RTOR Reduction (vph)	0	0	96	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	28	16	0	20	0	0	490	0	0	817	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			60.9			60.9	
Effective Green, g (s)		11.8	11.8		11.8			60.9			60.9	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		211	228		248			1913			2506	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.19			c0.24	
v/c Ratio		0.13	0.07		0.08			0.26			0.33	
Uniform Delay, d1		30.5	30.2		30.3			3.3			3.5	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		30.8	30.3		30.4			3.6			3.8	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.4			30.4			3.6			3.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

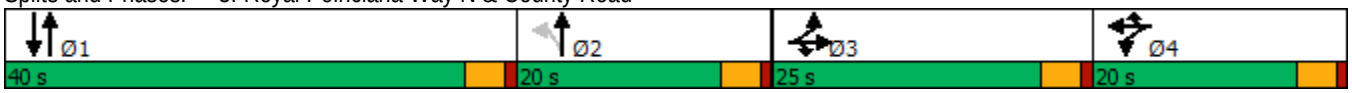


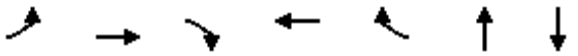
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	131	46	148	80	22	189	322	467
Future Volume (vph)	131	46	148	80	22	189	322	467
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.3	15.3	15.3	12.4	12.4		51.3	31.2
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.34
v/c Ratio	0.33	0.33	0.39	0.54	0.08		0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5		15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5		15.0	25.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.9		39.6			15.0	25.0
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 91.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 65.8%	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

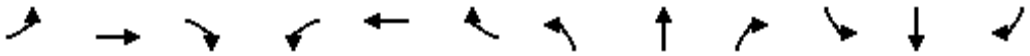




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	92	94	156	133	23	567	909
v/c Ratio	0.33	0.33	0.39	0.54	0.08	0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5	15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5	15.0	25.0
Queue Length 50th (ft)	52	53	0	76	0	98	177
Queue Length 95th (ft)	106	108	55	137	0	163	265
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	390	401	487	324	357	1013	1446
Starvation Cap Reductn	0	0	0	0	0	0	381
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.32	0.41	0.06	0.56	0.85

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)	131	46	148	47	80	22	189	322	28	0	467	396
Future Volume (vph)	131	46	148	47	80	22	189	322	28	0	467	396
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3296	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1815			3296	
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)	138	48	156	49	84	23	199	339	29	0	492	417
RTOR Reduction (vph)	0	0	130	0	0	20	0	3	0	0	146	0
Lane Group Flow (vph)	92	94	26	0	133	3	0	564	0	0	763	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Effective Green, g (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.34	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	282	290	266		249	215		1023			1130	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.23	
v/s Ratio Perm								c0.31				
v/c Ratio	0.33	0.32	0.10		0.53	0.01		0.91dl			0.68	
Uniform Delay, d1	33.3	33.3	32.0		36.6	34.0		12.6			25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.7	0.7	0.2		2.2	0.0		0.6			1.6	
Delay (s)	34.0	34.0	32.2		38.8	34.0		13.2			27.2	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		33.2			38.1			13.2			27.2	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	91.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

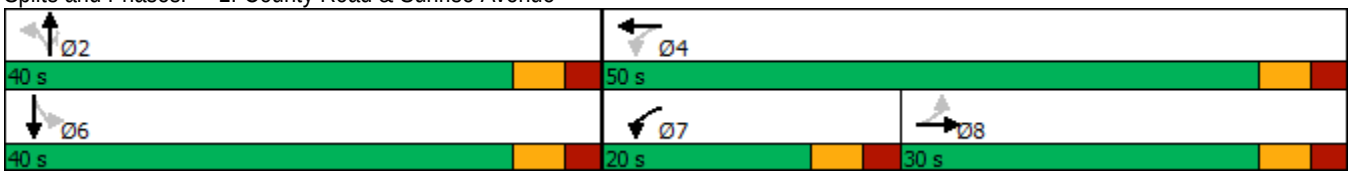
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	20	48	20	37	669	90	11	210
Future Volume (vph)	49	20	48	20	37	669	90	11	210
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.8	18.1	18.8		40.7	40.7	40.7	40.7
Actuated g/C Ratio		0.16	0.27	0.28		0.61	0.61	0.61	0.61
v/c Ratio		0.40	0.13	0.05		0.67	0.09	0.05	0.22
Control Delay		26.9	16.6	12.5		18.8	2.5	11.5	10.4
Queue Delay		0.0	0.0	0.0		0.8	0.0	0.0	0.0
Total Delay		26.9	16.6	12.5		19.6	2.5	11.5	10.4
LOS		C	B	B		B	A	B	B
Approach Delay		26.9		15.2		17.7			10.4
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 81.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

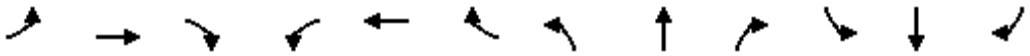




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	105	51	28	743	95	12	252
v/c Ratio	0.40	0.13	0.05	0.67	0.09	0.05	0.22
Control Delay	26.9	16.6	12.5	18.8	2.5	11.5	10.4
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	26.9	16.6	12.5	19.6	2.5	11.5	10.4
Queue Length 50th (ft)	32	15	6	258	0	3	57
Queue Length 95th (ft)	78	36	21	#530	19	13	117
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	557	489	1205	1110	1012	261	1125
Starvation Cap Reductn	0	0	0	142	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.02	0.77	0.09	0.05	0.22

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)	49	20	30	48	20	7	37	669	90	11	210	29
Future Volume (vph)	49	20	30	48	20	7	37	669	90	11	210	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1743		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.61	1.00			0.97	1.00	0.23	1.00	
Satd. Flow (perm)		1480		1137	1793			1813	1583	426	1828	
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)	52	21	32	51	21	7	39	704	95	12	221	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	42	0	4	0
Lane Group Flow (vph)	0	84	0	51	23	0	0	743	53	12	248	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Effective Green, g (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176		350	486			1012	883	237	1020	
v/s Ratio Prot				c0.01	0.01						0.14	
v/s Ratio Perm		c0.06		0.03				c0.41	0.03	0.03		
v/c Ratio		0.48		0.15	0.05			0.73	0.06	0.05	0.24	
Uniform Delay, d1		28.9		19.7	18.9			11.6	7.1	7.1	7.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0		0.2	0.0			4.7	0.1	0.4	0.6	
Delay (s)		31.0		19.8	19.0			16.4	7.2	7.5	8.5	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		31.0			19.5			15.3			8.5	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	6	44	13	5	55	760	4	271
Future Volume (vph)	29	6	44	13	5	55	760	4	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		64.1		64.1
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.14		0.09		0.36		0.12
Control Delay		29.7	10.1		22.5		4.6		3.5
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		29.7	10.1		22.5		5.1		3.5
LOS		C	B		C		A		A
Approach Delay		18.8			22.5		5.1		3.5
Approach LOS		B			C		A		A

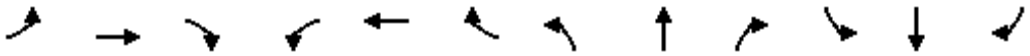
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 82.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	37	46	27	890	305
v/c Ratio	0.14	0.14	0.09	0.36	0.12
Control Delay	29.7	10.1	22.5	4.6	3.5
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.7	10.1	22.5	5.1	3.5
Queue Length 50th (ft)	17	0	9	80	21
Queue Length 95th (ft)	41	27	29	108	33
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	357	428	391	2475	2574
Starvation Cap Reductn	0	0	0	1052	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.07	0.63	0.12

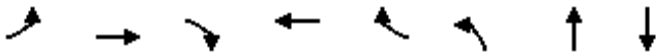
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	6	44	13	5	8	55	760	30	4	271	15
Future Volume (vph)	29	6	44	13	5	8	55	760	30	4	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.96			0.99			0.99	
Flt Protected		0.96	1.00		0.97			1.00			1.00	
Satd. Flow (prot)		1788	1583		1743			3509			3509	
Flt Permitted		0.77	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1437	1583		1551			3198			3328	
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)	31	6	46	14	5	8	58	800	32	4	285	16
RTOR Reduction (vph)	0	0	40	0	7	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	37	6	0	20	0	0	888	0	0	302	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			63.1			63.1	
Effective Green, g (s)		11.8	11.8		11.8			63.1			63.1	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		202	222		218			2405			2502	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.09			0.37			0.12	
Uniform Delay, d1		31.8	31.1		31.4			3.6			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.2			0.4			0.1	
Delay (s)		32.2	31.2		31.6			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.6			31.6			4.0			2.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	83.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

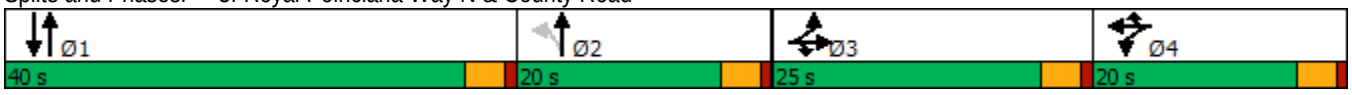
c Critical Lane Group

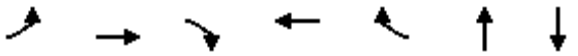


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	308	51	199	38	8	106	545	197
Future Volume (vph)	308	51	199	38	8	106	545	197
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.4	17.4	17.4	10.4	10.4		46.4	25.7
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.51	0.51	0.41	0.19	0.03		0.44	0.28
Control Delay	36.0	35.8	7.6	38.9	0.1		11.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	36.0	35.8	7.6	38.9	0.1		11.3	13.6
LOS	D	D	A	D	A		B	B
Approach Delay		25.8		33.0			11.3	13.6
Approach LOS		C		C			B	B

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 79.6		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.51		
Intersection Signal Delay: 17.4	Intersection LOS: B	
Intersection Capacity Utilization 63.2%	ICU Level of Service B	
Analysis Period (min) 15		

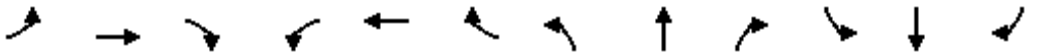
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	188	190	209	45	8	746	331
v/c Ratio	0.51	0.51	0.41	0.19	0.03	0.44	0.28
Control Delay	36.0	35.8	7.6	38.9	0.1	11.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	35.8	7.6	38.9	0.1	11.3	13.6
Queue Length 50th (ft)	92	93	0	21	0	113	41
Queue Length 95th (ft)	187	187	58	61	0	179	78
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	459	466	584	385	403	1702	1630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.41	0.36	0.12	0.02	0.44	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	51	199	5	38	8	106	545	57	0	197	118
Future Volume (vph)	308	51	199	5	38	8	106	545	57	0	197	118
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1708	1583		1852	1583		3470			3340	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.83			1.00	
Satd. Flow (perm)	1681	1708	1583		1852	1583		2908			3340	
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)	324	54	209	5	40	8	112	574	60	0	207	124
RTOR Reduction (vph)	0	0	164	0	0	7	0	6	0	0	85	0
Lane Group Flow (vph)	188	190	45	0	45	1	0	740	0	0	246	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.4	17.4	17.4		5.4	5.4		46.4			25.8	
Effective Green, g (s)	17.4	17.4	17.4		5.4	5.4		46.4			25.8	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.32	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	360	366	339		123	105		1661			1061	
v/s Ratio Prot	c0.11	0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.25				
v/c Ratio	0.52	0.52	0.13		0.37	0.01		0.45			0.23	
Uniform Delay, d1	28.2	28.2	25.8		36.3	35.4		10.0			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.4	1.2	0.2		1.8	0.0		0.2			0.1	
Delay (s)	29.6	29.4	26.0		38.1	35.4		10.2			20.5	
Level of Service	C	C	C		D	D		B			C	
Approach Delay (s)		28.3			37.7			10.2			20.5	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

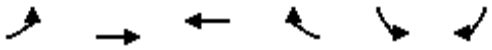
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	121	5	1	75	0	0
Future Volume (Veh/h)	121	5	1	75	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	127	5	1	79	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			132		210	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			132		210	130
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1453		777	920

Direction, Lane #	EB 1	WB 1
Volume Total	132	80
Volume Left	0	1
Volume Right	5	0
cSH	1700	1453
Volume to Capacity	0.08	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.1
Lane LOS		A
Approach Delay (s)	0.0	0.1
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	10.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	40	26	0	0	9
Future Volume (Veh/h)	6	40	26	0	0	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	42	27	0	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	27				81	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	27				81	27
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1587				918	1048

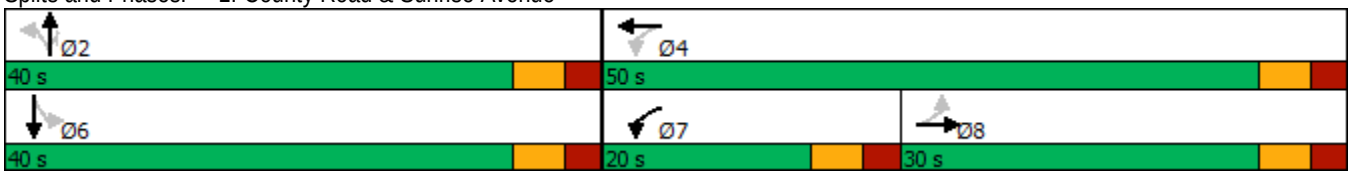
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	48	27	9
Volume Left	6	0	0
Volume Right	0	0	9
cSH	1587	1700	1048
Volume to Capacity	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.9	0.0	8.5
Lane LOS	A		A
Approach Delay (s)	0.9	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	27	74	57	53	287	102	25	632
Future Volume (vph)	38	27	74	57	53	287	102	25	632
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		11.1	23.1	23.1		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.51	0.51	0.51	0.51
v/c Ratio		0.52	0.20	0.12		0.61	0.12	0.05	0.77
Control Delay		23.4	16.5	13.5		20.8	3.2	12.0	23.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		23.4	16.5	13.5		20.8	3.2	12.0	23.8
LOS		C	B	B		C	A	B	C
Approach Delay		23.4		15.0		16.7			23.4
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 85.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

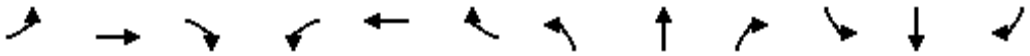




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	151	78	72	358	107	26	731
v/c Ratio	0.52	0.20	0.12	0.61	0.12	0.05	0.77
Control Delay	23.4	16.5	13.5	20.8	3.2	12.0	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	16.5	13.5	20.8	3.2	12.0	23.8
Queue Length 50th (ft)	33	23	17	110	0	6	253
Queue Length 95th (ft)	89	49	42	#272	26	22	#546
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	552	465	1112	585	866	481	946
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.06	0.61	0.12	0.05	0.77

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)	38	27	79	74	57	11	53	287	102	25	632	63
Future Volume (vph)	38	27	79	74	57	11	53	287	102	25	632	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.93		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1702		1770	1816			1848	1583	1770	1838	
Flt Permitted		0.89		0.48	1.00			0.61	1.00	0.50	1.00	
Satd. Flow (perm)		1528		890	1816			1139	1583	937	1838	
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)	40	28	83	78	60	12	56	302	107	26	665	66
RTOR Reduction (vph)	0	57	0	0	8	0	0	0	53	0	3	0
Lane Group Flow (vph)	0	94	0	78	64	0	0	358	54	26	728	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		11.1		24.3	24.3			37.1	37.1	37.1	37.1	
Effective Green, g (s)		11.1		24.3	24.3			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		231		380	601			575	800	473	929	
v/s Ratio Prot				c0.02	0.04						c0.40	
v/s Ratio Perm		c0.06		0.05				0.31	0.03	0.03		
v/c Ratio		0.41		0.21	0.11			0.62	0.07	0.05	0.78	
Uniform Delay, d1		28.2		17.9	17.0			13.1	9.3	9.2	14.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.2		0.3	0.1			5.0	0.2	0.2	6.6	
Delay (s)		29.3		18.1	17.1			18.1	9.5	9.5	21.4	
Level of Service		C		B	B			B	A	A	C	
Approach Delay (s)		29.3			17.6			16.1			21.0	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	73.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

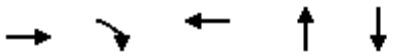
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	8	106	29	15	82	393	14	753
Future Volume (vph)	23	8	106	29	15	82	393	14	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.0	15.0		15.0		60.1		60.1
Actuated g/C Ratio		0.19	0.19		0.19		0.76		0.76
v/c Ratio		0.12	0.29		0.24		0.27		0.33
Control Delay		28.2	8.2		21.2		4.3		4.6
Queue Delay		0.0	0.0		0.0		0.2		0.2
Total Delay		28.2	8.2		21.2		4.6		4.8
LOS		C	A		C		A		A
Approach Delay		12.6			21.2		4.6		4.8
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 6.2	Intersection LOS: A
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

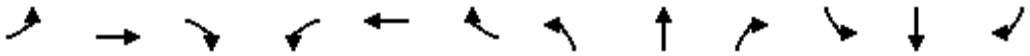
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	32	112	76	534	832
v/c Ratio	0.12	0.29	0.24	0.27	0.33
Control Delay	28.2	8.2	21.2	4.3	4.6
Queue Delay	0.0	0.0	0.0	0.2	0.2
Total Delay	28.2	8.2	21.2	4.6	4.8
Queue Length 50th (ft)	13	0	20	42	72
Queue Length 95th (ft)	37	41	56	62	97
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	376	493	420	1962	2532
Starvation Cap Reductn	0	0	0	752	896
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.23	0.18	0.44	0.51

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	8	106	29	15	28	82	393	32	14	753	23
Future Volume (vph)	23	8	106	29	15	28	82	393	32	14	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			0.99			1.00	
Flt Protected		0.96	1.00		0.98			0.99			1.00	
Satd. Flow (prot)		1795	1583		1731			3477			3521	
Flt Permitted		0.78	1.00		0.87			0.73			0.94	
Satd. Flow (perm)		1451	1583		1539			2576			3326	
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)	24	8	112	31	16	29	86	414	34	15	793	24
RTOR Reduction (vph)	0	0	95	0	25	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	32	17	0	51	0	0	530	0	0	830	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			59.2			59.2	
Effective Green, g (s)		11.8	11.8		11.8			59.2			59.2	
Actuated g/C Ratio		0.15	0.15		0.15			0.74			0.74	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		214	233		227			1906			2461	
v/s Ratio Prot												
v/s Ratio Perm		0.02	0.01		c0.03			0.21			c0.25	
v/c Ratio		0.15	0.07		0.23			0.28			0.34	
Uniform Delay, d1		29.7	29.4		30.1			3.4			3.6	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.5			0.4			0.4	
Delay (s)		30.1	29.5		30.6			3.8			4.0	
Level of Service		C	C		C			A			A	
Approach Delay (s)		29.6			30.6			3.8			4.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

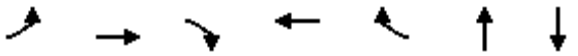
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	155	46	148	80	22	189	338	477
Future Volume (vph)	155	46	148	80	22	189	338	477
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.5	15.5	15.5	12.4	12.4		51.9	31.8
Actuated g/C Ratio	0.17	0.17	0.17	0.13	0.13		0.56	0.35
v/c Ratio	0.37	0.37	0.39	0.54	0.08		0.95dl	0.73
Control Delay	40.3	40.2	9.5	46.9	0.5		15.6	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	3.1
Total Delay	40.3	40.2	9.5	46.9	0.5		15.6	26.4
LOS	D	D	A	D	A		B	C
Approach Delay		27.2		40.0			15.6	26.4
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 91.9	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 66.5%	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

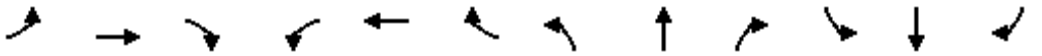




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	104	107	156	133	23	584	934
v/c Ratio	0.37	0.37	0.39	0.54	0.08	0.95dl	0.73
Control Delay	40.3	40.2	9.5	46.9	0.5	15.6	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Total Delay	40.3	40.2	9.5	46.9	0.5	15.6	26.4
Queue Length 50th (ft)	60	62	0	77	0	103	185
Queue Length 95th (ft)	117	120	55	138	0	175	280
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	387	396	484	321	355	1023	1436
Starvation Cap Reductn	0	0	0	0	0	0	384
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.27	0.32	0.41	0.06	0.57	0.89

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)	155	46	148	47	80	22	189	338	28	0	477	410
Future Volume (vph)	155	46	148	47	80	22	189	338	28	0	477	410
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	0.97	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1722	1583		1829	1583		3454			3294	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1722	1583		1829	1583		1805			3294	
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)	163	48	156	49	84	23	199	356	29	0	502	432
RTOR Reduction (vph)	0	0	130	0	0	20	0	3	0	0	147	0
Lane Group Flow (vph)	104	107	26	0	133	3	0	581	0	0	787	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.5	15.5	15.5		12.4	12.4		51.9			31.8	
Effective Green, g (s)	15.5	15.5	15.5		12.4	12.4		51.9			31.8	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.57			0.35	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	283	290	267		247	213		1020			1141	
v/s Ratio Prot	0.06	c0.06	0.02		c0.07	0.00					c0.24	
v/s Ratio Perm								c0.32				
v/c Ratio	0.37	0.37	0.10		0.54	0.01		0.95dl			0.69	
Uniform Delay, d1	33.8	33.8	32.2		37.0	34.4		12.8			25.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.2		2.3	0.0		0.7			1.8	
Delay (s)	34.6	34.6	32.4		39.3	34.4		13.5			27.5	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		33.7			38.6			13.5			27.5	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

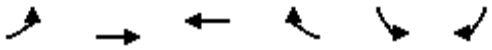
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	154	32	8	142	0	0
Future Volume (Veh/h)	154	32	8	142	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	162	34	8	149	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			196		344	179
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			196		344	179
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1377		649	864

Direction, Lane #	EB 1	WB 1
Volume Total	196	157
Volume Left	0	8
Volume Right	34	0
cSH	1700	1377
Volume to Capacity	0.12	0.01
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.4
Lane LOS		A
Approach Delay (s)	0.0	0.4
Approach LOS		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	54	72	0	0	48
Future Volume (Veh/h)	40	54	72	0	0	48
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	57	76	0	0	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	76				217	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76				217	76
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	95
cM capacity (veh/h)	1523				750	985

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	99	76	51
Volume Left	42	0	0
Volume Right	0	0	51
cSH	1523	1700	985
Volume to Capacity	0.03	0.04	0.05
Queue Length 95th (ft)	2	0	4
Control Delay (s)	3.3	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	3.3	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

TABLE A-1

Valet Queuing Analysis
Club Valet Lane - Inbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (50%)*(42 PM Peak Hour Inbound Vehicles) = 21 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{17 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.35$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.28)}{LN(0.28)}\right] = 1.854 \text{ veh}$$

Valet Queuing Analysis
Club Valet Lane - Outbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (50%)*(21 PM Peak Hour Outbound Vehicles) = 10.5 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.18$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.27)}{LN(0.27)}\right] = 0.747 \text{ veh}$$

K:\WPB_TPTO\1409\140998000 - Lakeview High Rise\[2022-10-14 Lakeview Highrise Tripgen.xlsx]Event Queue

TABLE A-3

Valet Queuing Analysis
Event Valet Lane - Outbound

Assumptions:

Service Rate = 75 seconds per vehicle

Volume = 100 Peak Hour Outbound Vehicles = (3 attendants) 33 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60\ \text{min/hr}}{1.25\ \text{min/veh}} = 48\ \text{veh/hr}$$

$$\rho = \frac{33\ \text{veh/hr}}{48\ \text{veh/hr}} = 0.69$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.5)}{LN(0.5)}\right] = 7.073\ \text{veh}$$

$$\left[\frac{LN(0.05)-LN(0.27)}{LN(0.27)}\right]$$

K:\WPB_TPTO\1409\140998000 - Lakeview High Rise\2022-10-14 Lakeview Highrise Tripgen.xlsx]Event Queue

RECEIVED
By yfigueroa at 8:44 am, Dec 27, 2023

THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

date:	March 27, 2023
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 03/09/23 resubmittal.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Paramount Palm Beach redevelopment.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: Addressed. A copy of the Palm Beach County Traffic Engineering Division Concurrency letter dated 11/17/22 has been provided.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The TPS letter has been issued by Palm Beach County and has been provided.

   TCG 03/27/23 Response: Addressed.

2. Please update the following items from Table 1- Trip Generation calculations:
   - Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.
   - Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.

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WWW.CORRADINO.COM

- Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.
- Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation calculations in Table 1 have been updated to reflect the comments listed above.

TCG 03/27/23 Response: Addressed.

3. Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation for the site was determined by reviewing complimentary land uses surrounding the site. Included in this review were the impacts of driveway location and existing traffic patterns in the area to develop the assumed trip assignment percentages for the proposed development.

   TCG 03/27/23 Response: Addressed.

4. Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

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Kimley Horn and Associates, Inc.'s 03/09/23 Response: A section has been added to the report which discusses alternative modes of travel for access to the site.

TCG 03/27/23 Response: Addressed.

5. Please update Figure 1 to include Cocoanut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 1 has been updated to include Cocoanut Road and Bradley Place and their respective trip assignments.

   TCG 03/27/23 Response: Addressed.

6. Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:
   - Sunset Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- N County Road to N Ocean Blvd (10%)

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The listed links have been included in Tables 2 and 3.

   TCG 03/27/23 Response: Addressed.

7. Please update Tables 2 and 3 to modify the Cocoanut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

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Kimley Horn and Associates, Inc.'s 03/09/23 Response: Tables 2 and 3 have been modified to reflect these road names where applicable.

TCG 03/27/23 Response: Addressed.

8. Please label the existing street names to Figure 2 of the traffic evaluation.



Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 2 has been updated with the street names for reference.

TCG 03/27/23 Response: Addressed.

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9. The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: This reference has been removed from the report.

   TCG 03/27/23 Response: Addressed.

10. Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: A table summarizing the 95th percentile queues for the primary turn lanes at the signalized intersections within the analysis area have been included in the report, for reference.

    TCG 03/27/23 Response: Addressed.

11. Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.

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TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response The Applicant proposes to locate the valet stand for the event space on North County Road and will continue to participate in discussions with Town staff regarding location and operational parameters of this stand.

TCG 03/27/23 Response: This item is still pending.

12. Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

    TCG 03/27/23 Response: Addressed.

13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:

    - One just south of Sunrise Avenue on N. County Road
    - One just east of N. County Road on Sunrise Avenue

    Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.

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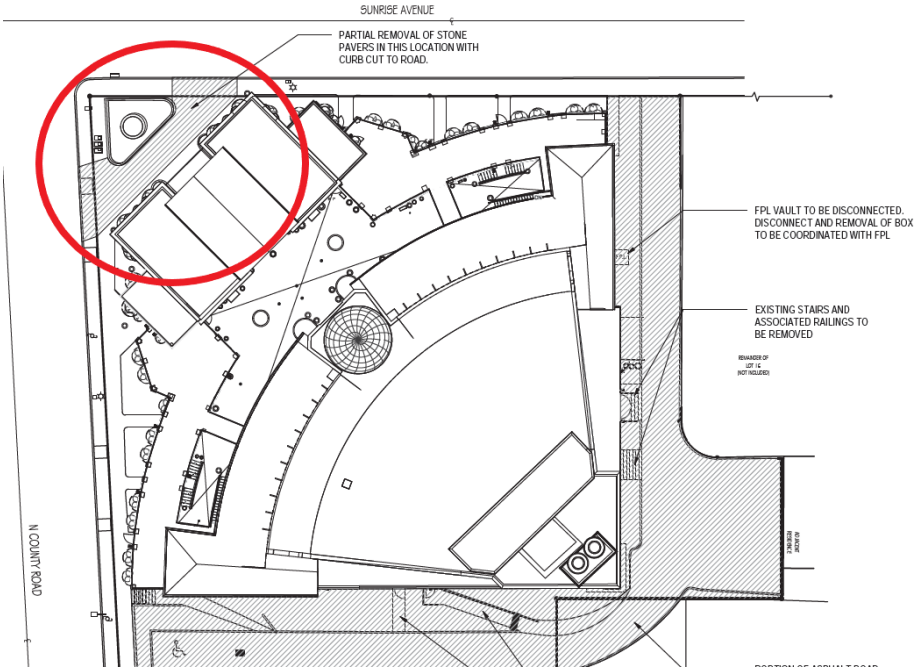

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response The applicant is no longer proposing to re-open these curb cuts.

TCG 03/27/23 Response: Addressed.

14. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending. A pavement marking and signage plan was not included as part of the Civil Plans.

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Kimley Horn and Associates, Inc.'s 03/09/23 Response: A pavement marking and signage plan has been provided as Sheet C-103 in the updated submittal.

TCG 03/27/23 Response: Addressed.

15. A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: Comment noted.

    TCG 03/27/23 Response: Addressed.

16. Please provide additional narrative for the valet operations that discusses the plan for the potential of valet parking occurring for all uses especially the private club and special event for the banquet hall. Please confirm if there will be staggered times for the special event and private club to manage traffic congestion due to the arrival of attendees for these uses. Please provide details regarding where vehicles will be parked if the proposed number of parking spaces provided on-site are fully occupied. For example, will there be an overflow parking lot with leased spaces available or will on-street parking spaces be utilized.

17. Please update the Kimley Horn and Associates, Inc.'s parking study dated 02/28/23 to include the number of parking spaces being provided per the current site plan as outlined in the parking calculation summary provided on site plan sheet A-21.

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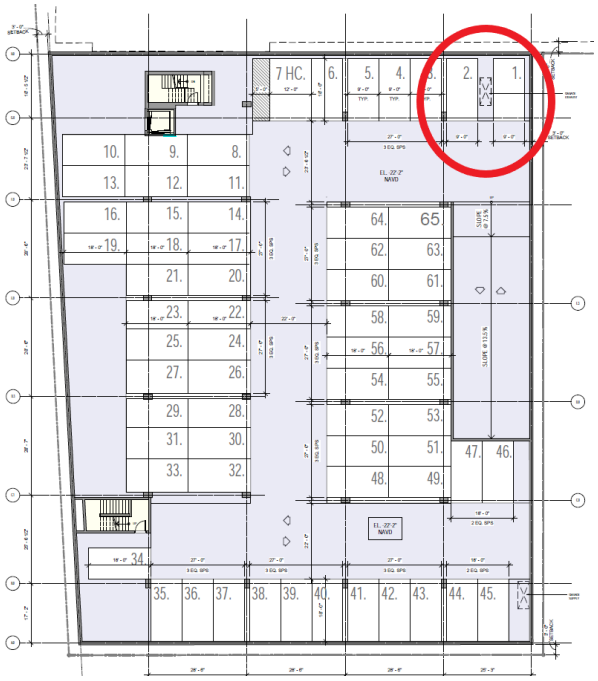
18. Please include a copy of the raw traffic counts from 11/29/22 in the Appendix of the updated traffic impact study. This traffic count data was not included as part of the traffic impact study dated 03/09/23. The Town of Palm Beach recently collected peak hour manual turning movement counts on 02/28/23 at the following three signalized intersections analyzed for the Paramount Palm Beach development:
    1. Sunrise Avenue & N County Road
    2. Sunset Avenue & N County Road
    3. Royal Poinciana Way & N County Road

    Please cross check the intersection capacity analysis completed as part of the updated traffic impact study utilizing this current traffic count data (copy of count data has been attached). Please update all tables and figures as necessary.

19. Please limit the number of parking spaces that are being proposed at the parking garage ramp locations to improve overall internal traffic circulation. There should be sufficient sight visibility for vehicles backing out of the proposed parking spaces for safe and efficient traffic circulation.



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20. Please confirm how the proposed triple tandem parking spaces will be utilized by valet staff to ensure efficient parking operations while maintaining safe and efficient internal traffic circulation.



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RECEIVED
By yfigueroa at 8:48 am, Dec 27, 2023

Kimley»Horn

April 18, 2023

Eric Czerniejewski, P.E., ENV SP
Traffic Engineering Division Manager
The Corradino Group
5200 NW 33rd Ave, Suite 203
Ft. Lauderdale, FL 33309

RE: ***Paramount – Traffic Impact Study – Responses to Comments***
Palm Beach, Florida
KH #241094000

Dear Eric:

Kimley-Horn and Associates, Inc. has received your comments provided on March 27, 2023 regarding our traffic study for the above-referenced site. The traffic study has been revised to address these comments. Below are our responses to each of the comments issued.

Comments 1 – 10: Previously addressed.

11. Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.

Response: Queuing observations were conducted at the intersection of North County Road & Sunrise Avenue from 5 PM – 9 PM on a Friday and a Saturday to analyze whether the valet stand would interfere with operations at this intersection. The data and evaluation showed that the valet stand operations would not interfere with queues at the intersection and therefore would not create an adverse impact on capacity and operation of the two northbound lanes on North County Road. Curbside valet operations are a common occurrence in commercial areas in a similar developmental and historic context throughout the country and also in other locations within the Town of Palm Beach. Information related to the observations and analysis are included in the updated traffic report.

Comments 12 – 15: Previously addressed.

16. Please provide additional narrative for the valet operations that discusses the plan for the potential of valet parking occurring for all uses especially the private club and special event for the banquet hall. Please confirm if there will be staggered times for the special event and private club to manage traffic congestion due to the arrival of attendees for these uses. Please provide details regarding where vehicles will be parked if the proposed number of parking spaces provided on-site are fully occupied. For example, will there be an overflow parking lot with leased spaces available or will on-street parking spaces be utilized.

Response: Additional information regarding the valet operations have been added to the report. Included in the updated information is a noted that events in the event space would be restricted to starting no earlier than 6:30 PM. Club patron usage/arrival is expected to occur on an ongoing basis without major peaking characteristics, while the event space will typically experience a peak inbound flow of traffic prior to the event and a pea outbound flow of traffic after the event. Regarding the on-site parking supply, this supply is anticipated to accommodate the parking needs for the site. The net increase in parking provided is greater than the net increase in parking required in comparison to the current uses on site. Therefore, parking is anticipated to be contained within the parking provided.

17. Please update the Kimley Horn and Associates, Inc.'s parking study dated 02/28/23 to include the number of parking spaces being provided per the current site plan as outlined in the parking calculation summary provided on site plan sheet A-21.

Response: An updated version if this study has been provided.

18. Please include a copy of the raw traffic counts from 11/29/22 in the Appendix of the updated traffic impact study. This traffic count data was not included as part of the traffic impact study dated 03/09/23. The Town of Palm Beach recently collected peak hour manual turning movement counts on 02/28/23 at the following three signalized intersections analyzed for the Paramount Palm Beach development:
1. Sunrise Avenue & N County Road
2. Sunset Avenue & N County Road
3. Royal Poinciana Way & N County Road
Please cross check the intersection capacity analysis completed as part of the updated traffic impact study utilizing this current traffic count data (copy of count data has been attached). Please update all tables and figures as necessary.

Response: A copy of the raw traffic counts from 11/29/22 has been added to the Appendix. The two sets of traffic counts were compared, and there was not an overall consistent pattern between the two sets: volumes on some movements were lower, and volumes on other movements were higher when comparing the AM and PM volumes. Therefore, the Synchro analyses were not modified.

19. Please limit the number of parking spaces that are being proposed at the parking garage ramp locations to improve overall internal traffic circulation. There should be sufficient sight visibility for vehicles backing out of the proposed parking spaces for safe and efficient traffic circulation.

Response: The architect has prepared updated garage parking plans, which have been submitted under separate cover.

20.Please confirm how the proposed triple tandem parking spaces will be utilized by valet staff to ensure efficient parking operations while maintaining safe and efficient internal traffic circulation.

Response: This condition was shown for only a total of four parking spaces and will only be used on infrequent occasions as it is anticipated that these would be the last parking spaces utilized only when other parking is full. Due to the minimal number and minimal usage of these spaces, it is anticipated that valet operators will be able to manage this parking during the few times in which they are in use.

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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RECEIVED
By yfigueroa at 8:48 am, Dec 27, 2023

THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

date:	May 3, 2023
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 04/18/23 resubmittal.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Paramount Palm Beach redevelopment.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: Addressed. A copy of the Palm Beach County Traffic Engineering Division Concurrency letter dated 11/17/22 has been provided.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The TPS letter has been issued by Palm Beach County and has been provided.

   TCG 03/27/23 Response: Addressed.

2. Please update the following items from Table 1- Trip Generation calculations:
   - Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.
   - Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.

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- Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.
- Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation calculations in Table 1 have been updated to reflect the comments listed above.

TCG 03/27/23 Response: Addressed.

3. Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation for the site was determined by reviewing complimentary land uses surrounding the site. Included in this review were the impacts of driveway location and existing traffic patterns in the area to develop the assumed trip assignment percentages for the proposed development.

TCG 03/27/23 Response: Addressed.

4. Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

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Kimley Horn and Associates, Inc.'s 03/09/23 Response: A section has been added to the report which discusses alternative modes of travel for access to the site.

TCG 03/27/23 Response: Addressed.

5. Please update Figure 1 to include Cocoanut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 1 has been updated to include Cocoanut Road and Bradley Place and their respective trip assignments.

   TCG 03/27/23 Response: Addressed.

6. Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:
   - Sunset Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- N County Road to N Ocean Blvd (10%)

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The listed links have been included in Tables 2 and 3.

   TCG 03/27/23 Response: Addressed.

7. Please update Tables 2 and 3 to modify the Cocoanut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

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Kimley Horn and Associates, Inc.'s 03/09/23 Response: Tables 2 and 3 have been modified to reflect these road names where applicable.

TCG 03/27/23 Response: Addressed.

8. Please label the existing street names to Figure 2 of the traffic evaluation.



Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 2 has been updated with the street names for reference.

TCG 03/27/23 Response: Addressed.

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9. The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: This reference has been removed from the report.

   TCG 03/27/23 Response: Addressed.

10. Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.

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    TCG 03/27/23 Response: Addressed.

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TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response: The Applicant proposes to locate the valet stand for the event space on North County Road and will continue to participate in discussions with Town staff regarding location and operational parameters of this stand.

TCG 03/27/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 04/18/23 Response: Queuing observations were conducted at the intersection of North County Road & Sunrise Avenue from 5 PM – 9 PM on a Friday and a Saturday to analyze whether the valet stand would interfere with operations at this intersection. The data and evaluation showed that the valet stand operations would not interfere with queues at the intersection and therefore would not create an adverse impact on capacity and operation of the two northbound lanes on North County Road. Curbside valet operations are a common occurrence in commercial areas in a similar developmental and historic context throughout the country and also in other locations within the Town of Palm Beach. Information related to the observations and analysis are included in the updated traffic report.

TCG 05/03/23 Response: This item is still pending.

12. Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

TCG 03/27/23 Response: Addressed.

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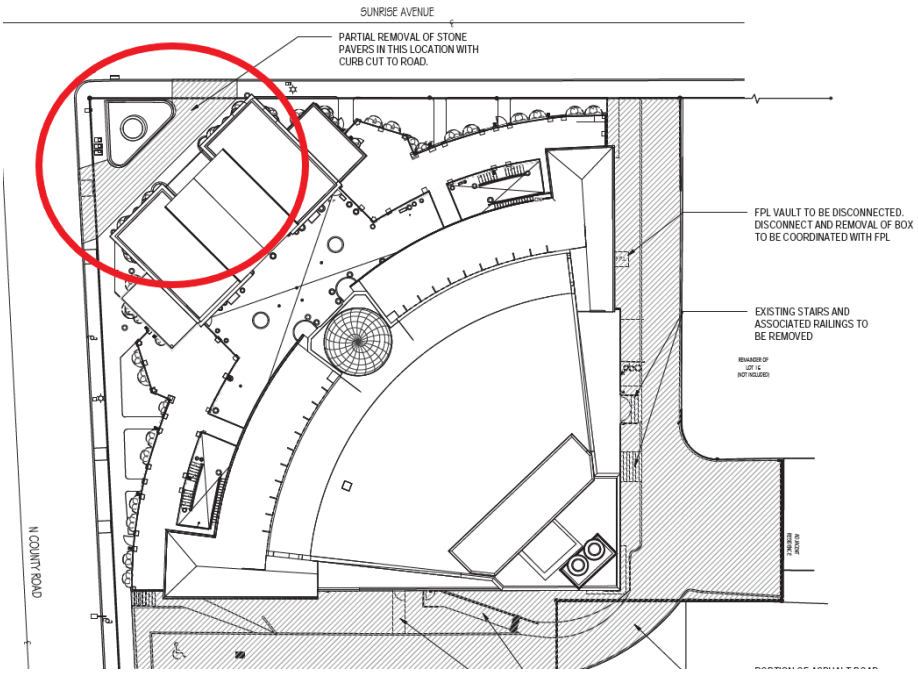
13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:

    - One just south of Sunrise Avenue on N. County Road
    - One just east of N. County Road on Sunrise Avenue

    Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.



Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response The applicant is no longer proposing to re-open these curb cuts.

TCG 03/27/23 Response: Addressed.

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14. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending. A pavement marking and signage plan was not included as part of the Civil Plans.
    Kimley Horn and Associates, Inc.'s 03/09/23 Response: A pavement marking and signage plan has been provided as Sheet C-103 in the updated submittal.

    TCG 03/27/23 Response: Addressed.

15. A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: Comment noted.

    TCG 03/27/23 Response: Addressed.

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16. Please provide additional narrative for the valet operations that discusses the plan for the potential of valet parking occurring for all uses especially the private club and special event for the banquet hall. Please confirm if there will be staggered times for the special event and private club to manage traffic congestion due to the arrival of attendees for these uses. Please provide details regarding where vehicles will be parked if the proposed number of parking spaces provided on-site are fully occupied. For example, will there be an overflow parking lot with leased spaces available or will on-street parking spaces be utilized.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Additional information regarding the valet operations have been added to the report. Included in the updated information is a noted that events in the event space would be restricted to starting no earlier than 6:30 PM. Club patron usage/arrival is expected to occur on an ongoing basis without major peaking characteristics, while the event space will typically experience a peak inbound flow of traffic prior to the event and a pea outbound flow of traffic after the event. Regarding the on-site parking supply, this supply is anticipated to accommodate the parking needs for the site. The net increase in parking provided is greater than the net increase in parking required in comparison to the current uses on site. Therefore, parking is anticipated to be contained within the parking provided.

    TCG 05/03/23 Response: This item is still pending.

17. Please update the Kimley Horn and Associates, Inc.'s parking study dated 02/28/23 to include the number of parking spaces being provided per the current site plan as outlined in the parking calculation summary provided on site plan sheet A-21.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: An updated version of this study has been provided.

    TCG 05/03/23 Response: Addressed.

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18. Please include a copy of the raw traffic counts from 11/29/22 in the Appendix of the updated traffic impact study. This traffic count data was not included as part of the traffic impact study dated 03/09/23. The Town of Palm Beach recently collected peak hour manual turning movement counts on 02/28/23 at the following three signalized intersections analyzed for the Paramount Palm Beach development:
    1. Sunrise Avenue & N County Road
    2. Sunset Avenue & N County Road
    3. Royal Poinciana Way & N County Road

    Please cross check the intersection capacity analysis completed as part of the updated traffic impact study utilizing this current traffic count data (copy of count data has been attached). Please update all tables and figures as necessary.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: A copy of the raw traffic counts from 11/29/22 has been added to the Appendix. The two sets of traffic counts were compared, and there was not an overall consistent pattern between the two sets: volumes on some movements were lower, and volumes on other movements were higher when comparing the AM and PM volumes. Therefore, the Synchro analyses were not modified.

    TCG 05/03/23 Response: Addressed.

19. Please limit the number of parking spaces that are being proposed at the parking garage ramp locations to improve overall internal traffic circulation. There should be sufficient sight visibility for vehicles backing out of the proposed parking spaces for safe and efficient traffic circulation.

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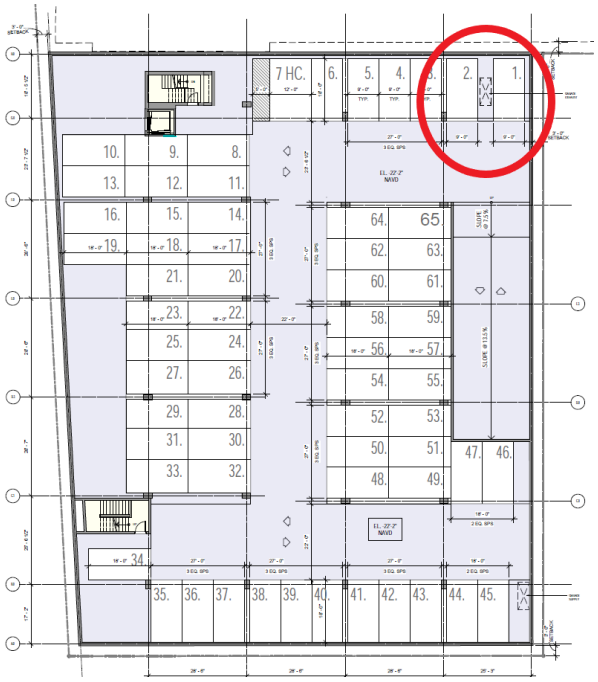

Kimley Horn and Associates, Inc.'s 04/18/23 Response: The architect has prepared updated garage parking plans, which have been submitted under separate cover.

TCG 05/03/23 Response: Addressed.

20. Please confirm how the proposed triple tandem parking spaces will be utilized by valet staff to ensure efficient parking operations while maintaining safe and efficient internal traffic circulation.



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Kimley Horn and Associates, Inc.'s 04/18/23 Response: This condition was shown for only a total of four parking spaces and will only be used on infrequent occasions as it is anticipated that these would be the last parking spaces utilized only when other parking is full. Due to the minimal number and minimal usage of these spaces, it is anticipated that valet operators will be able to manage this parking during the few times in which they are in use.

TCG 05/03/23 Response: Addressed.

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RECEIVED
By yfigueroa at 8:49 am, Dec 27, 2023

Kimley»Horn

February 28, 2023
Revised April 18, 2023
Revised June 29, 2023

Mr. Anthony Cummings
WEG Paramount LLC
139 N County Road
Palm Beach, FL 33480

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

Dear Tony:

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	25
TOTAL			**132.4**

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)
Retail	8,220 SF	1 space / 200 SF	41.1
Social Club	225 members	1 space / 4 members	56.25
Theater / Auditorium	250 seats	1 space / 4 members	62.5
Residential	4 DU		11
Restaurant	40 seats	1 space / 3 permanent seats + 1 space / 45 SF public area + 1 space / 300 SF other area	17
TOTAL			**187.85**

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 increase in parking required:

187.85 spaces (proposed code requirement) – 132.4 spaces (existing code requirement) =

+ 55.45 spaces

Total Parking required:

46 spaces (existing) + 55.45 spaces (net increase) =

102 spaces

Summary

Based on this analysis, it is determined that the site is required to provide a minimum of 102 parking spaces to meet to Code-based requirements, including the principle of equivalency to account for the current net difference in parking supply and current parking requirements based upon the existing uses on site. Based upon the site plan provided by the architect, a total of 130 spaces will be provided on site. Therefore, the parking supply will exceed the needs for the site.

Should you have any questions regarding the information provided, please contact me via telephone at (561) 840-0874 or via e-mail at adam.kerr@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Digitally signed by Adam B Kerr
Date: 2023.06.30 09:42:45 -04'00'

Adam B. Kerr, P.E.
Transportation Engineer

Florida Registration
Number 64773

Registry No. 35106

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RECEIVED
By yfigueroa at 8:49 am, Dec 27, 2023

Kimley»Horn

January 6, 2023
Revised February 28, 2023
Revised March 9, 2023
Revised April 18, 2023
Revised June 28, 2023

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

RE: ***Paramount Palm Beach***
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 and adding below-grade parking with four residential units on top on the portion of the site that currently includes surface parking. The redevelopment will result in a final program of 8,220 square feet of general retail space, 4 single family dwelling units, a 225 member private club, and a 250 seat banquet facility. The private club was assumed to generate traffic similar to that of a fine dining restaurant, and the banquet facility is only expected to generate traffic when it has been rented out for events or dinners. Both of these uses are expected to operate as private facilities and will not be open to the general public.

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. 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 proposed banquet hall does not specifically fit within the land uses provided in the Palm

Beach County Trip Generation Rates table; therefore, the trip generation rates applied to this use were determined based upon discussions with Palm Beach County Traffic Division staff.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. As shown in Table 1, the proposed redevelopment of the site results in 543 net new external daily trips, a decrease of 17 net new external AM peak hour trips (-16 in, -1 out), and an increase of 29 net new external PM peak hour trips (+31 in, -2 out).

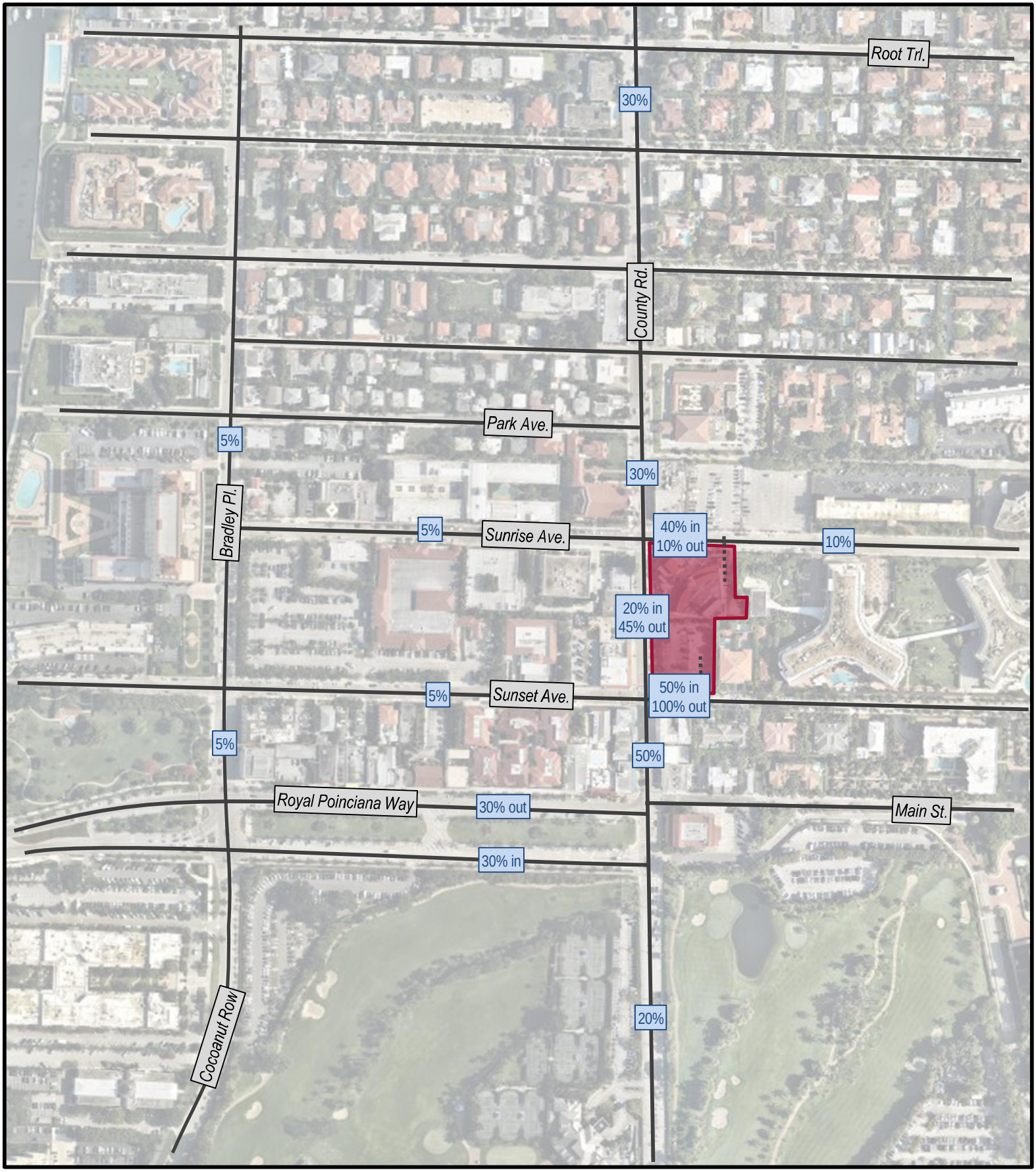
Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Strip Retail Plaza (<40k)	9.683 KSF	527	23	14	9	64	32	32
General Office (10k-250k)	14.745 KSF	160	22	19	3	21	4	17
Church/Synagogue	2.205 KSF	17	1	1	0	1	0	1
	Subtotal	*704*	*46*	*34*	*12*	*86*	*36*	*50*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	332	14	9	5	40	20	20
General Office (10k-250k)	10.0%	16	2	2	0	2	0	2
Church/Synagogue	5.0%	1	0	0	0	0	0	0
	Subtotal	*349*	*16*	*11*	*5*	*42*	*20*	*22*
Driveway Volumes		704	46	34	12	86	36	50
Net New External Trips		355	30	23	7	44	16	28
Proposed Scenario								
Strip Retail Plaza (<40k)	8.220 KSF	448	19	11	8	54	27	27
Single Family Detached	4 DU	40	3	1	2	4	3	1
Fine Dining Restaurant*	225 Seats	585	5	3	2	63	42	21
Banquet Hall**	250 Seats	650	0	0	0	25	17	8
	Subtotal	*1,723*	*27*	*15*	*12*	*146*	*89*	*57*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	282	12	7	5	34	17	17
Single Family Detached	0.0%	0	0	0	0	0	0	0
Fine Dining Restaurant*	44.0%	257	2	1	1	28	18	10
Banquet Hall **	44.0%	286	0	0	0	11	7	4
	Subtotal	*825*	*14*	*8*	*6*	*73*	*42*	*31*
Driveway Volumes		1,723	27	15	12	146	89	57
Net New External Trips		898	13	7	6	73	47	26
Proposed Net External Trips-Existing Net New External Trips		543	-17	-16	-1	29	31	-2
Radius of Development Influence:		0.5 miles						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Strip Retail Plaza (<40k)	54.45 trips/1,000 sf	2.36 trips/1,000 sf (60% in, 40% out)	6.59 trips/1,000 sf (50% in, 50% out)	63.0%
General Office (10k-250k)	10.84 trips/1,000 sf	1.52 trips/1,000 sf (88% in, 12% out)	1.44 trips/1,000 sf (17% in, 83% out)	10.0%
Church/Synagogue	7.6 trips/1,000 sf	0.33 trips/1,000 sf (62% in, 38% out)	0.49 trips/1,000 sf (47% in, 53% out)	5.0%
Single Family Detached	10 trips/DU	0.7 trips/DU (26% in, 74% out)	0.94 trips/DU (63% in, 37% out)	0.0%
Fine Dining Restaurant *	2.6 trips/seat	0.02 trips/seat (50% in, 50% out)	.28 trips/seat (67% in, 33% out)	44.0%
Banquet Hall **	2.6 trips/seat	0.0 trips/seat (50% in, 50% out)	.1 trips/seat (67% in, 33% out)	44.0%

**Trip generation rates based on seats per ITE Land Use 931.*

***Trip generation rates based on discussions with Palm Beach County Traffic Engineering Division.*



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 1
Paramount Palm Beach
KH #241020000
Site Location

Kimley»Horn

SIGNIFICANCE ANALYSIS

Based on the 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.

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	1,680	30%	i	-5	0	-0.30%	No	0.00%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	-2	0	-0.25%	No	0.00%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	-3	0	-0.16%	No	0.00%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	-8	-1	-0.43%	No	-0.05%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	-5	0	-0.27%	No	0.00%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	0	-5	0.00%	No	-0.27%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	-1	0.00%	No	-0.12%	No

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	1,680	30%	i	9	-1	0.54%	No	-0.06%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	5%	i	2	0	0.25%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	5%	i	2	0	0.25%	No	0.00%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	3	0	0.37%	No	0.00%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	6	0	0.32%	No	0.00%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	16	-1	0.86%	No	-0.05%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	9	-1	0.48%	No	-0.05%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-1	9	-0.05%	No	0.48%	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	810	5%	i	2	0	0.25%	No	0.00%	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

As shown in the tables above, none of the analyzed links are expected to be significantly impacted by the addition of project traffic. Therefore, no further link analysis is required.

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

The three study intersections were analyzed for the following three scenarios: Existing Year (2022), Background Year (2027), and Future Total (2027).

Additionally, the site is proposed to have access on Sunrise Avenue and Sunset Avenue. Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project

Existing count data was collected on Tuesday November 29, 2022 during the AM and PM peak hours to determine a baseline for traffic operations within the vicinity of the site. The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied. Existing count data is included in the Appendix, for reference.

Existing traffic count data was grown of a five year period using a compounding annual growth rate of 1% to develop Background Year (2027) traffic volumes. Furthermore, project traffic data was added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not taken for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

EXISTING YEAR (2022) ANALYSIS

Table 4 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 illustrated in this table the intersections currently operate at LOS C or better during the AM and PM peak hours.

Table 4: Existing Year (2022) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	30.8	C	29.0	C
			WB	19.7	B	17.7	B
			NB	14.0	B	13.3	B
			SB	8.2	A	18.8	B
			Overall	14.5	B	18.1	B
2	Sunset Avenue & County Road	Signalized	EB	33.4	C	30.7	C
			WB	33.1	C	30.6	C
			NB	3.0	A	3.5	A
			SB	2.2	A	3.7	A
			Overall	5.1	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	27.4	C	32.1	C
			WB	36.6	D	36.6	D
			NB	10.0	B	12.8	B
			SB	20.5	C	26.8	C
			Overall	18.8	B	24.5	C

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 5 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 intersections are expected operate at LOS C or better during the AM and PM peak hours.

Table 5: Background Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	30.9	C	29.2	C
			WB	19.5	B	17.7	B
			NB	15.3	B	14.9	B
			SB	8.5	A	20.5	C
			Overall	15.4	B	19.4	B
2	Sunset Avenue & County Road	Signalized	EB	31.9	C	30.4	C
			WB	31.6	C	30.4	C
			NB	4.0	A	3.6	A
			SB	2.9	A	3.8	A
			Overall	5.9	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.2	C	33.2	C
			WB	37.6	D	38.1	D
			NB	10.2	B	13.2	B
			SB	20.5	C	27.2	C
			Overall	19.1	B	25.1	C

FUTURE YEAR (2027) ANALYSIS

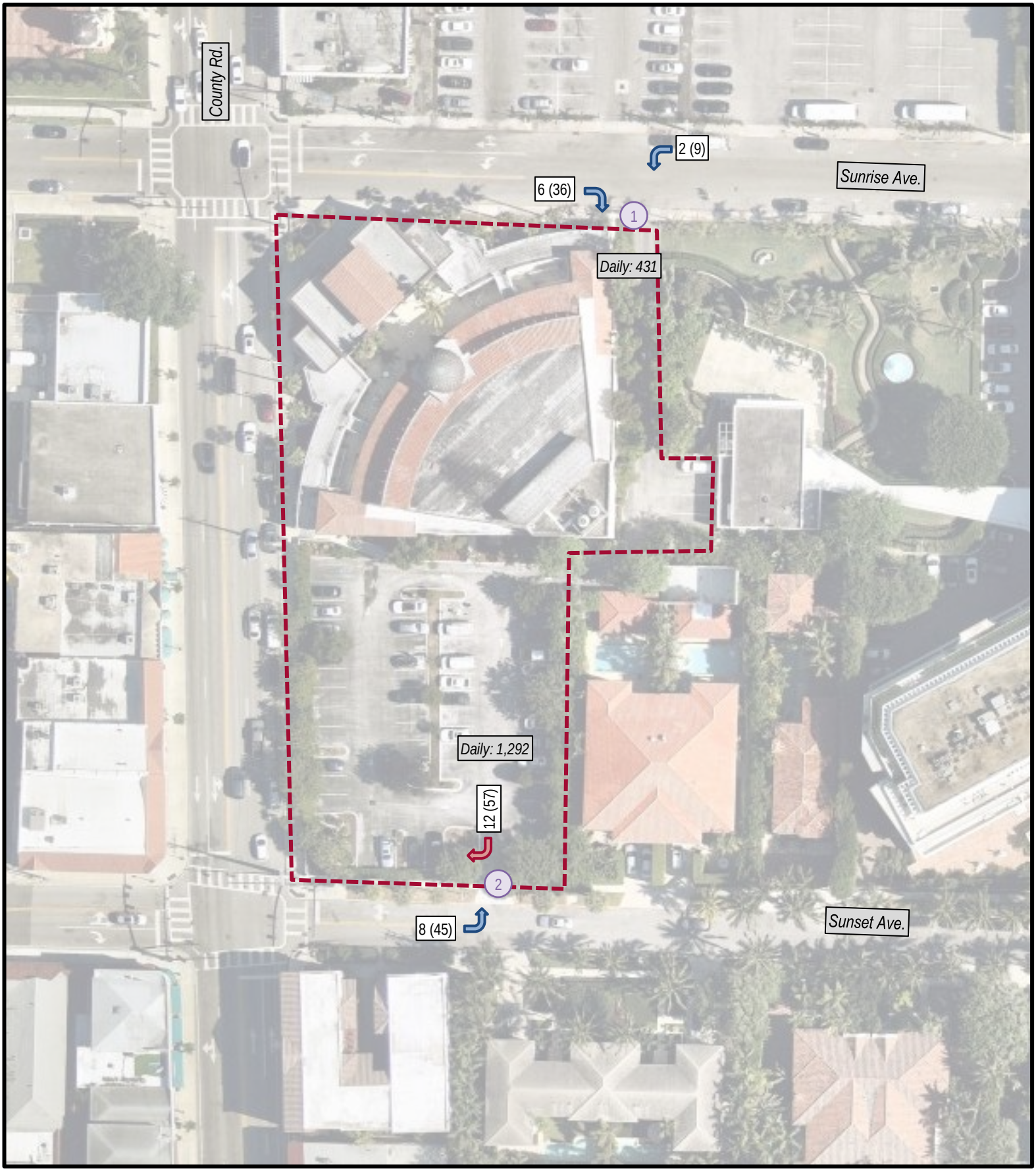
The Future Year (2027) scenario was analyzed to develop future operations for the surrounding area and project driveways based on existing count data, and the addition of ambient background growth. Volume development sheets are included in the Appendix, for reference.

Table 6 summarizes the results of the future 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 intersections are expected operate at LOS C or better during the AM and PM peak hours.

Table 6: Future Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	31.0	C	29.3	C
			WB	19.5	B	17.6	B
			NB	15.3	B	16.1	B
			SB	8.5	A	21.0	C
			Overall	15.5	B	20.0	C
2	Sunset Avenue & County Road	Signalized	EB	31.6	C	29.6	C
			WB	31.6	C	30.6	C
			NB	4.0	A	3.8	A
			SB	2.9	A	4.0	A
			Overall	6.1	A	7.5	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.3	C	33.7	C
			WB	37.7	D	38.6	D
			NB	10.2	B	13.5	B
			SB	20.5	C	27.5	C
			Overall	19.2	B	25.5	C
4	Sunrise Avenue & North Driveway	Free-Flow (Inbound Only)	EB	0.0	-	0.0	-
			WB	0.1	-	0.4	-
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
5	Sunset Avenue & South Driveway	Minor Street Stop-Control	EB	0.9	-	3.3	-
			WB	0.0	-	0.0	-
			NB	-	-	-	-
			SB	8.5	A	8.9	A
			Overall	-	-	-	-

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 outbound driveway on Sunset Avenue and one right-in/left-in only driveway on Sunrise Avenue. The residential users are also proposed to have a separate inbound driveway access on Sunset Avenue; however, this will carry minimal traffic volumes and also would be ingress-only; therefore, no LOS analysis was performed for this driveway. Figure 2 illustrates the expected project traffic driveway volumes for the site driveway after full buildout. The analysis indicated that both driveways would operate acceptably and that the expected queues at the driveways would not exceed 1 vehicle during the AM or PM peak hours and therefore not impede on traffic flow on the surrounding road network.



NORTH

LEGEND

Site Location

XX (XX) AM (PM) Peak Hour Trips

Inbound / Outbound

FIGURE 2
Paramount Palm Beach
KH #241020000
Driveway Volumes

Kimley»Horn

INTERSECTION QUEUE ANALYSIS

A detailed analysis of the signalized intersections surrounding the site 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 and PM peak hour queue analyses and all of the queues were found to be contained within their respective turn lanes. Table 7 summarizes the results of this analysis.

Table 7: 95th Percentile Queue Analysis

#	Intersection	Control Type	Movement	Storage (ft)	AM Peak Hour 95th %ile Queue (ft)	PM Peak Hour 95th %ile Queue (ft)
1	Sunrise Avenue & County Road	Signalized	SBL	170	13	22
			WBL	140	36	49
2	Sunset Avenue & County Road	Signalized	EBTL	80	41	37
3	Royal Poinciana Way & County Road	Signalized	EBL	430	187	117
			WBR	230	0	0

ALTERNATIVE MODE ACCESS

N 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 and portions of covered arcade are proposed to be 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 N 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.

VALET OPERATIONAL ANALYSIS

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

Private Club Valet Operations + Commercial Use Patrons

The valet stand for the private club and visitors/patrons of the commercial space on site is located in the motor court area that is one level below grade. Vehicular access and circulation is illustrated in Figure 3 and is described below. The valet will be in continuous operation during the hours in which the commercial space and club are in operation.

Patron arrival: Patron vehicles will arrive via the Sunrise Avenue driveway on the north side of the site and then proceed along the east side of the property to reach the motor court below grade. At the valet stand

on the motor court level, the patron will exit the vehicle and the valet operator will proceed down the ramp to a lower parking level to park the vehicle. (see route outlined in red in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the motor court level up the ramp on the east side of the property to exit onto Sunset Avenue (see route outlined in blue in Figure 3).

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 (117 vph, inbound: 69 vph, outbound: 48 vph)*

Percent valet: *100%*

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

Number of valet attendants available: *3 attendants*

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

Inbound: 2.096 vehicles

Outbound: 1.288 vehicles

Total: 3.384 vehicles

Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be three vehicles. The queuing area provided can accommodate 3 vehicles in within the area adjacent to the valet stand; therefore, the 95th percentile queue for the private club valet operations plus commercial use is anticipated to be contained.

As noted on Figure 3, the approximate distance from the valet stand to Sunrise Avenue is 300 feet, which is approximately 12 passenger vehicle lengths. The length of pick-up/drop-off area within the valet functional area can accommodate up to 3 vehicles.

Parking is provided in the garage levels below grade, as shown in Figure 6.

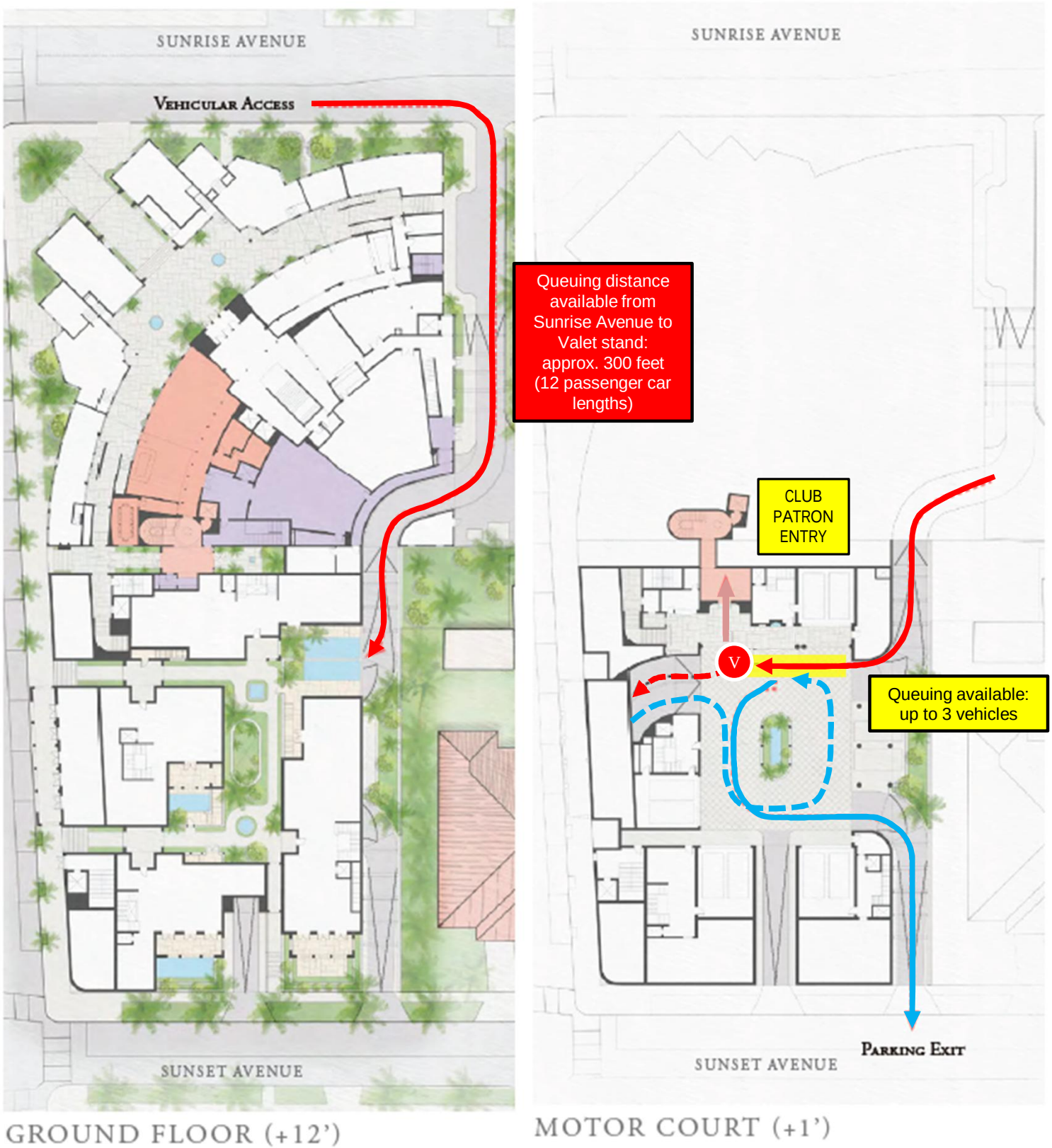


Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 3
Paramount Palm Beach
KH #241020000
Private Club – Valet Operations

Event Valet Operations

The valet stand for the event space for vehicle drop-off (arrival) is proposed to be provided on the west side of the site at a valet stand is proposed to be located on North County Road. Vehicular access and circulation is illustrated in Figure 4 and is described below.

Patron arrival: Patron vehicles will arrive via the North County Road traveling in the northbound direction. Queuing will begin along the curbside in spaces marked for parallel parking. Parallel parking is proposed to be prohibited after 5 PM. Events are proposed to be restricted to have a start time of 6:30 PM or later. At the valet stand, the patron will exit the vehicle and the valet operator will proceed through the intersection with Sunrise Avenue, enter the eastern site driveway on Sunrise Avenue, then proceed to the motor court level and down the ramp to a lower parking level to park the vehicle. (see route outlined in orange in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court and exit onto Sunset Avenue. The valet operator will then proceed with the vehicle to return it to patrons at a return valet stand along Sunset Avenue. The patron will then retrieve the vehicle and exit in the northbound direction by re-entering the traffic stream on North County Road (see route outlined in purple in Figure 3).

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

Highest peak hour: *Post-event (250 attendees; assumed vehicle occupancy: 2.5 persons/vehicle, outbound: 100 vph)*
Assumed percent valet vs. self-parking: *100%*
Peak hour valet volumes: *Outbound: 100 vph*
Assumed average vehicle dwell time for passenger loading/unloading: *75 seconds / vehicle*
Number of valet attendants available: *3 attendants in the valet pick-up area during peak*

Calculations are provided in the attached Table A -4. As noted in that table, the 95th percentile valet queue calculations are the following:

Outbound: 7.073 vehicles

Total: 7.073 vehicles

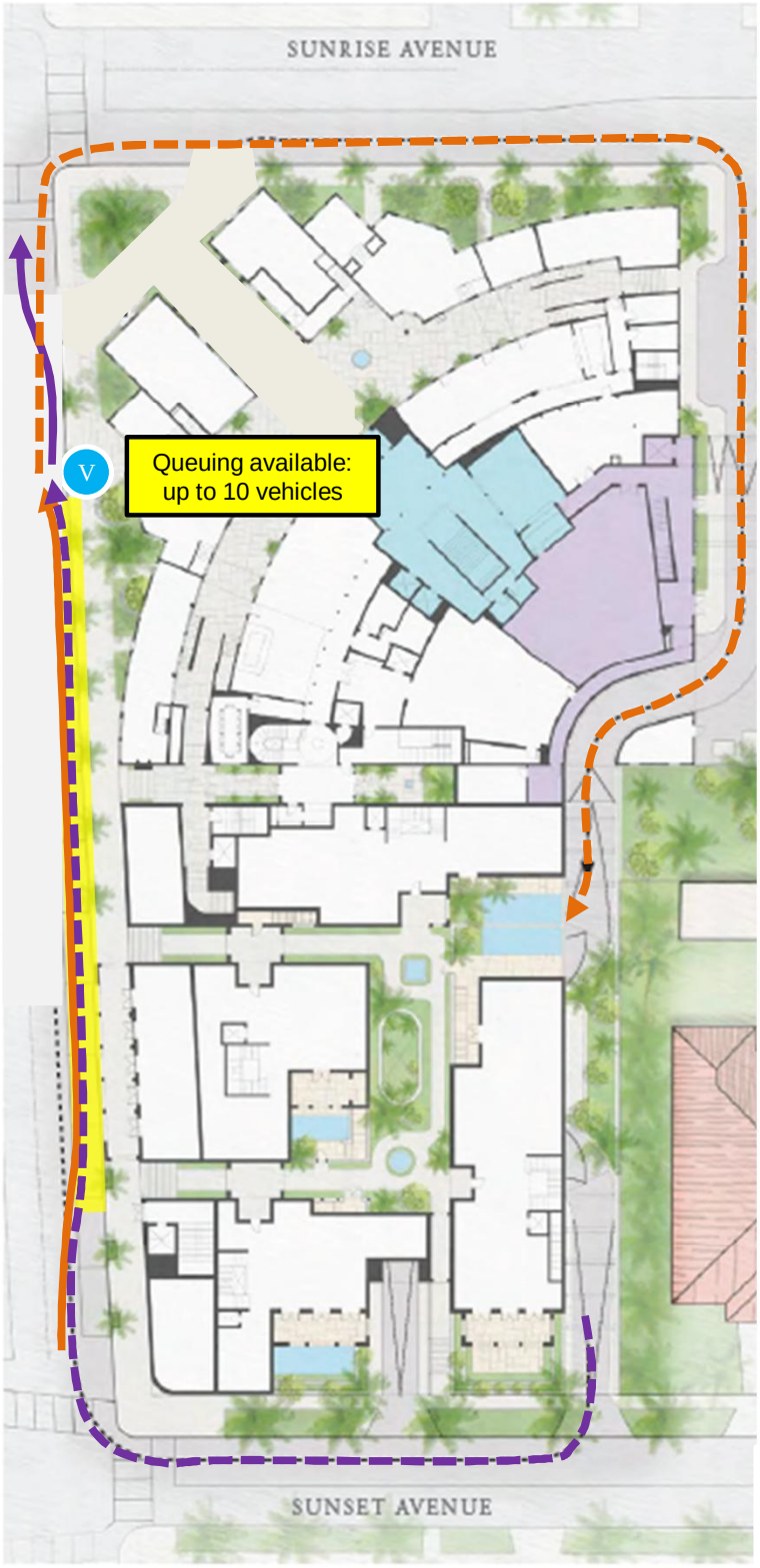
The queuing area along North County Road could accommodate up to 10 vehicles, given the 10 parallel parking spaces currently located on the east curbline of North County Road.

This functional queuing area for the proposed valet stand is noted on Figure 4. Because the proposed queuing area is along the curb on North County Road, there is no separate measure of vehicle queuing length from the public right-of-way to the valet stand. Therefore, the 95th percentile queue of vehicles staged in the valet pick-up area is anticipated to be accommodated within the curb area provided.

To address the impact of operations of the valet stand in conjunction with the intersection operation for North County Road & Sunrise Avenue, queuing observations were conducted on Friday March 31, 2023 and on Saturday, April 1, 2023 from 5:00 PM – 9:00 PM. During these observation periods, the maximum back-of-queue for northbound traffic on North County Road was recorded during each signal cycle. This was used to then determine where valet stand operations would occur in relation to the queue of vehicles for the intersection.

Based upon the observations conducted, the 95th percentile back of the northbound queue was 4 vehicles on Friday and 5 vehicles on Saturday. Using an assumption of 22 feet per vehicle, the 95th percentile intersection queue extends 88 feet from the stop bar on a Friday and 110 feet on a Saturday. Moreover, the 50th percentile queue was only 1 vehicle, which equates to a queue of 22 feet for the average intersection cycle on both Friday and Saturday. The second parallel parking space on North County Road is approximately 105 feet south of the stop bar of the intersection. Therefore, in general, locating the valet stand at this parking space will avoid interference with intersection queues for 95th percentile conditions. Figure 5 illustrates the 50th and 95th percentile queues in relation to the site and proposed valet stand. Further detail on the intersection queue observations is attached.

Parking is provided in the garage levels below grade, as shown in Figure 6.



GROUND FLOOR (+12')



MOTOR COURT (+1')

Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 4
Paramount Palm Beach
KH #241020000
Event Space – Valet Operations



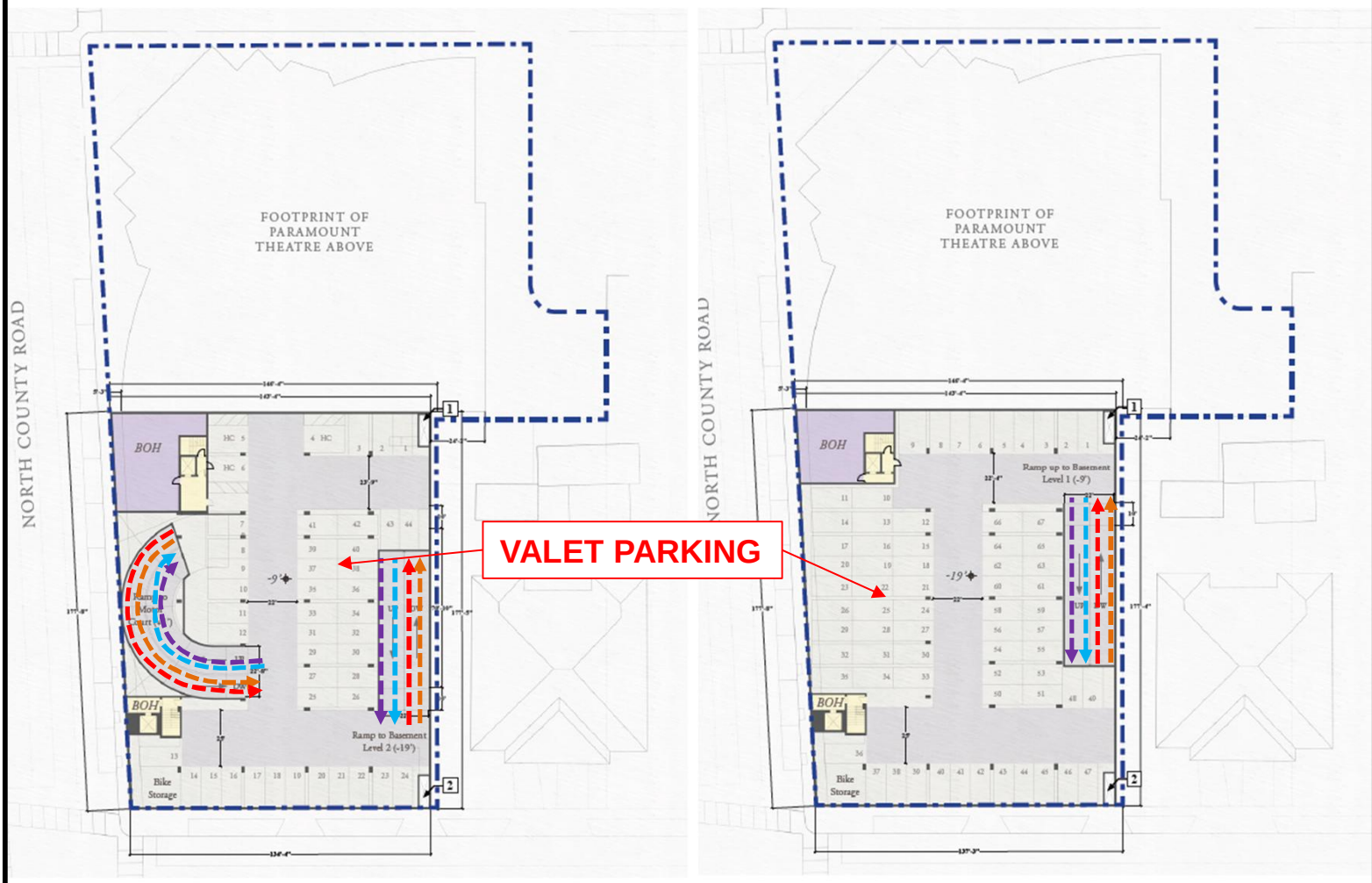
NORTH

LEGEND

- **50th Percentile - Friday**
- 95th Percentile – Friday
- 50th Percentile - Saturday
- 95th Percentile - Saturday

FIGURE 5
Paramount - Palm Beach, FL
KH #241020000
50th & 95th Percentile Queuing

Kimley»Horn



PROPOSED PLAN: BASEMENT LEVEL 1

PROPOSED PLAN: BASEMENT LEVEL 2

Image source: RAMSA / Stantec

NORTH

LEGEND

Valet Route to Parking

Valet Route from Parking

Valet Route to Parking

Valet Route from Parking

FIGURE 6
Paramount Palm Beach
KH #241020000
Valet Parking

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 8,220 square feet of general retail space, 4 single family dwelling units, a 225-member private club, and a 250 seat banquet facility.

As shown 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.

In addition, a valet operations evaluation was conducted for both the club space and the event space. The queuing area provided is anticipated to accommodate the demand both for the club and also before and after events.

Please contact me via telephone at (561) 840-0874 or via e-mail at adam.kerr@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

ADAM B. KERR, P.E. LICENSE No 64773 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Adam B Kerr
Date: 2023.06.29 14:57:46 -04'00'

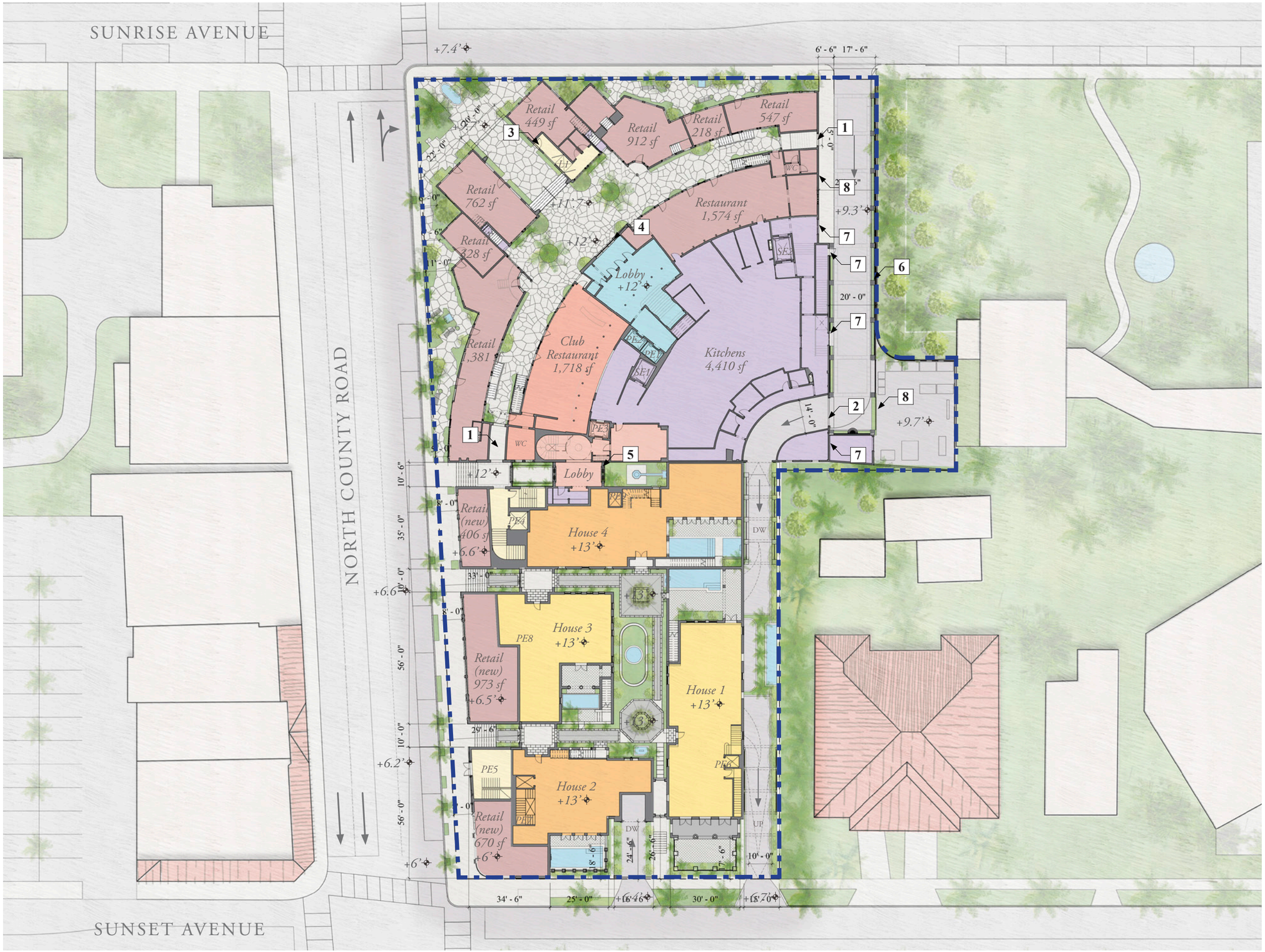
Adam B. Kerr, P.E.
Transportation Engineer

Florida Registration
Number 64773
Registry No. 35106

Attachments

k:\wpb_tpto\2410\241020000 - paramount palm beach\tps\2023-06-28 paramount palm beach traffic.docx

APPENDIX



LEGEND

- Retail
- Circulation
- Club
- Club Circulation
- Event Space
- Service/BOH
- Houses

NOTES

GROUND FLOOR SF TOTALS:
Existing Retail: 4,597 sf
New Retail: 3,623 sf
Club: 2,597 sf
Event Space: 1,422 sf
BOH: 6,607 sf

House 1: 2,415 sf
House 2: 1,673 sf
House 3: 1,704 sf
House 4: 2,359 sf

TOTAL: 26,997 SF

KEY CHANGES TO THEATRE:
1. Widen portals
2. Access to parking
3. ADA access to patio
4. Reintroduce historic front doors *(sheet D-10)*
5. Club lobby connection and garden *(sheet D-14)*
6. Pergola
7. New service/egress doors
8. New service gate *(sheet C-8)*

PROPOSED PLAN: GROUND FLOOR

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

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
Andrew W. Burnett Lic. # AR98495

DRAFT

06/30/23
SUBMISSION

C-4

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

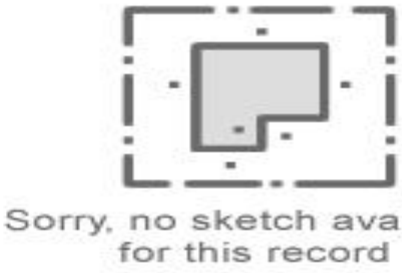
2023 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 1)



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



Owner: WEG PARAMOUNT LLC PCN: 50434315090000140 1 of 1

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

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)

Gr	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)

Gr	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)

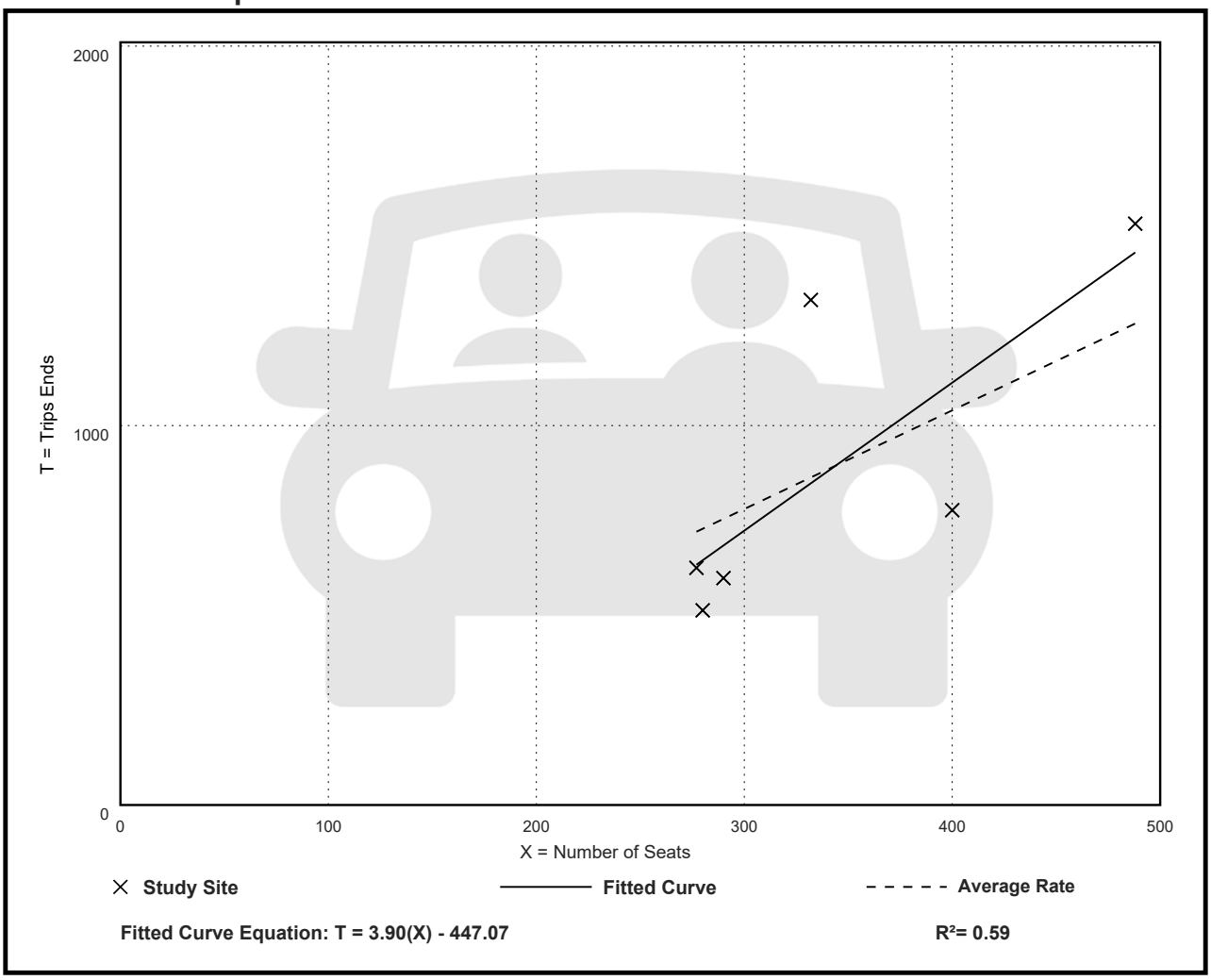
Vehicle Trip Ends vs: Seats
On a: Weekday

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

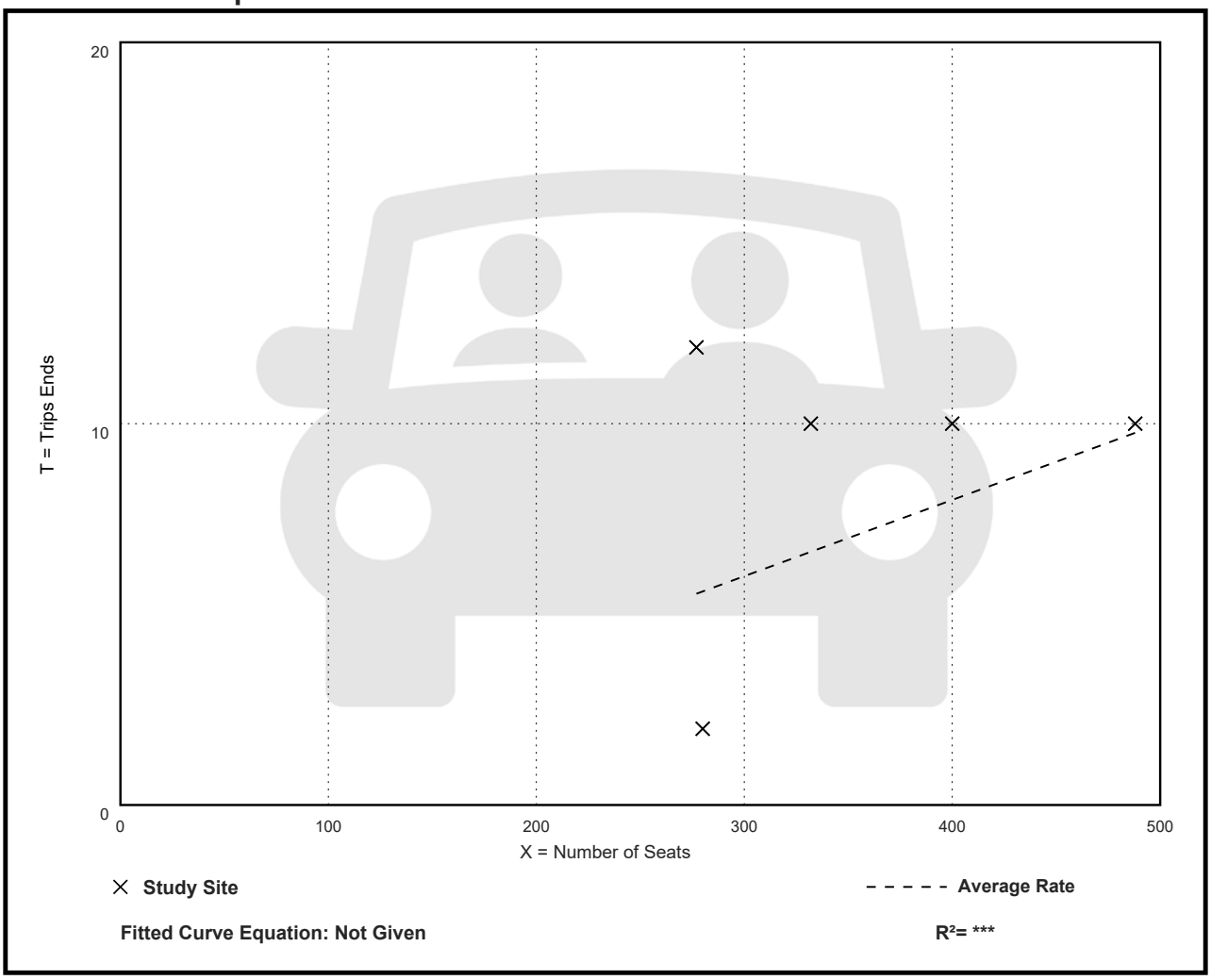
Fine Dining Restaurant
(931)

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



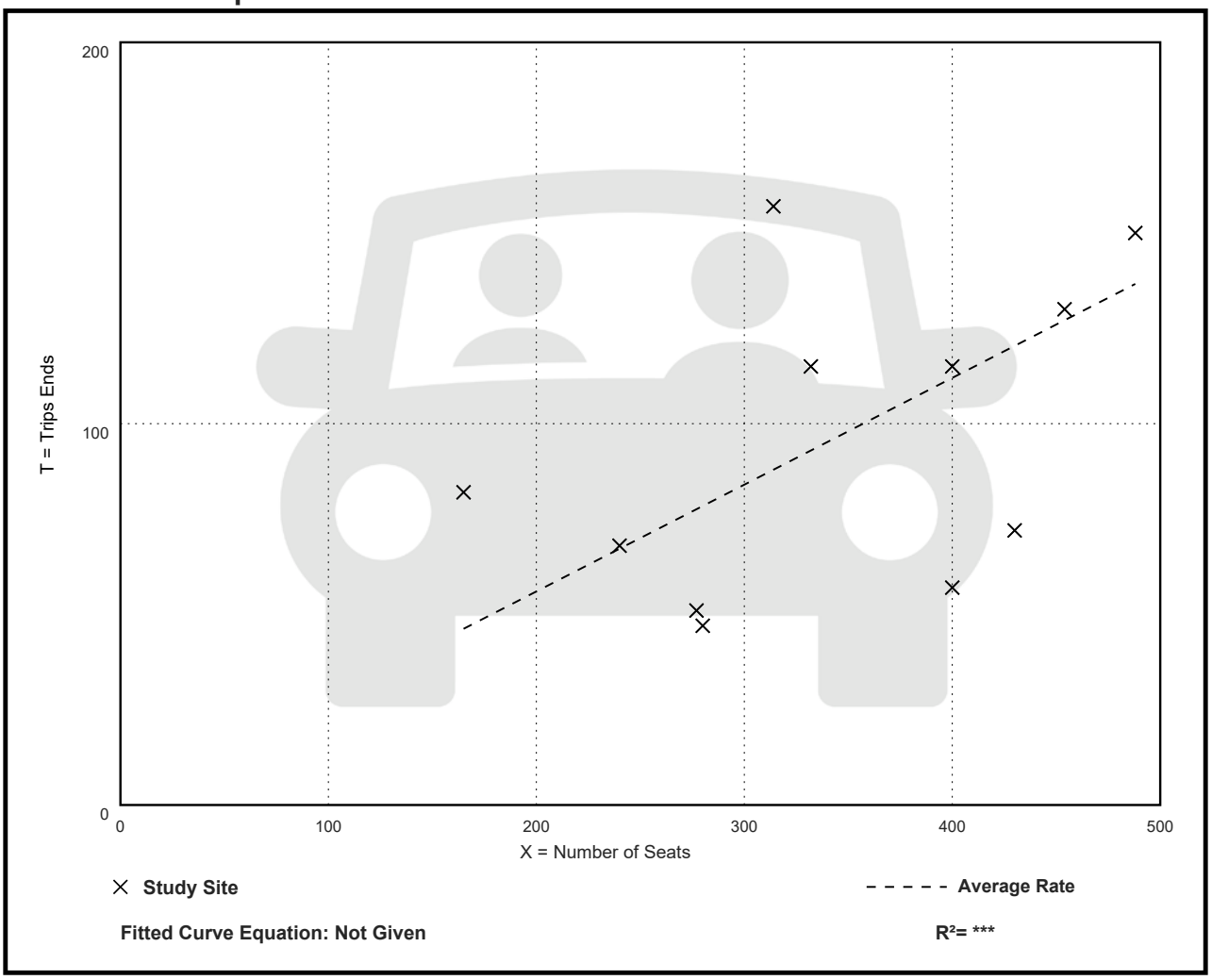
Fine Dining Restaurant
(931)

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



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	4	6	0	1	3	1	0	5	7	12	0	8	6	6	59
06:15 AM	0	0	8	8	0	2	10	0	0	3	8	18	0	11	9	3	80
06:30 AM	0	1	7	8	0	0	3	0	0	6	31	17	0	11	10	17	111
06:45 AM	0	1	6	8	0	1	7	2	0	13	44	21	1	17	16	17	154
Total	0	2	25	30	0	4	23	3	0	27	90	68	1	47	41	43	404
07:00 AM	0	0	24	20	0	2	5	2	0	20	41	27	0	19	10	12	182
07:15 AM	0	0	36	11	0	1	4	0	0	14	59	17	1	25	7	23	198
07:30 AM	0	0	40	27	0	3	4	3	0	13	64	24	3	48	20	31	280
07:45 AM	0	0	51	28	0	1	6	1	0	19	134	21	4	68	10	39	382
Total	0	0	151	86	0	7	19	6	0	66	298	89	8	160	47	105	1042
08:00 AM	0	0	39	28	0	3	6	3	0	23	129	16	2	79	16	57	401
08:15 AM	0	0	44	25	0	1	12	2	0	20	123	12	3	51	10	55	358
08:30 AM	0	0	52	28	0	0	12	2	0	39	131	5	4	78	13	38	402
08:45 AM	0	0	52	39	0	0	6	2	0	16	141	11	2	60	13	21	363
Total	0	0	187	120	0	4	36	9	0	98	524	44	11	268	52	171	1524
09:00 AM	0	0	48	46	0	2	10	1	0	20	112	10	4	115	14	42	424
09:15 AM	0	0	63	50	0	6	7	2	0	19	113	10	2	49	10	27	358
09:30 AM	0	0	60	40	0	3	9	4	0	24	111	11	6	69	16	36	389
09:45 AM	0	0	80	57	0	0	10	4	0	29	107	10	5	47	15	35	399
Total	0	0	251	193	0	11	36	11	0	92	443	41	17	280	55	140	1570
10:00 AM	0	0	46	53	0	2	10	10	0	26	97	9	4	64	14	30	365
10:15 AM	0	0	77	51	0	1	6	4	0	20	102	9	7	36	21	28	362
10:30 AM	0	0	67	53	0	2	6	2	0	30	62	7	5	42	13	32	321
10:45 AM	0	0	75	55	0	4	8	2	0	26	119	9	6	38	12	27	381
Total	0	0	265	212	0	9	30	18	0	102	380	34	22	180	60	117	1429
11:00 AM	0	0	82	56	0	4	9	2	0	25	93	5	6	38	12	32	364
11:15 AM	0	1	74	43	0	5	7	7	0	24	105	14	3	48	14	38	383
11:30 AM	0	0	89	63	0	4	11	3	0	38	119	9	2	36	10	48	432
11:45 AM	0	0	102	68	0	5	9	1	0	42	124	7	4	43	15	44	464
Total	0	1	347	230	0	18	36	13	0	129	441	35	15	165	51	162	1643
12:00 PM	0	0	82	67	0	5	17	3	0	27	106	8	2	38	7	40	402
12:15 PM	0	0	90	72	0	4	10	3	0	33	102	9	1	44	11	35	414
12:30 PM	0	0	85	63	0	4	14	5	0	28	78	8	4	32	19	45	385
12:45 PM	0	0	93	64	0	2	10	2	0	35	103	6	5	43	11	29	403
Total	0	0	350	266	0	15	51	13	0	123	389	31	12	157	48	149	1604
01:00 PM	0	0	101	75	0	4	9	4	0	38	107	4	3	42	15	34	436
01:15 PM	0	1	97	67	0	2	11	3	0	31	109	2	7	39	7	41	417
01:30 PM	0	1	77	63	0	9	12	2	0	38	78	4	3	36	11	33	367
01:45 PM	0	0	91	66	0	2	12	6	0	39	107	13	5	47	16	31	435
Total	0	2	366	271	0	17	44	15	0	146	401	23	18	164	49	139	1655
02:00 PM	0	0	101	62	0	5	14	1	0	43	92	7	2	42	15	33	417
02:15 PM	0	0	88	71	0	4	20	2	0	46	94	13	2	34	14	41	429
02:30 PM	0	1	105	78	0	6	13	6	0	37	67	11	3	42	15	46	430
02:45 PM	0	0	114	82	0	10	11	4	0	31	86	12	5	23	13	32	423
Total	0	1	408	293	0	25	58	13	0	157	339	43	12	141	57	152	1699

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	1	112	89	0	12	29	6	0	37	65	9	2	43	14	39	458
03:15 PM	0	0	86	76	0	10	22	3	0	34	101	8	5	40	5	32	422
03:30 PM	0	0	123	96	0	8	34	1	0	51	66	11	2	44	9	35	480
03:45 PM	0	0	119	91	0	7	15	3	0	37	82	8	6	27	9	25	429
Total	0	1	440	352	0	37	100	13	0	159	314	36	15	154	37	131	1789
04:00 PM	0	0	117	119	0	7	17	8	0	56	82	8	4	26	14	29	487
04:15 PM	0	0	118	76	0	15	13	5	0	42	85	4	1	21	3	33	416
04:30 PM	0	0	121	111	0	14	31	3	0	44	49	4	3	39	17	39	475
04:45 PM	0	0	88	71	0	9	15	5	0	38	90	11	5	26	10	40	408
Total	0	0	444	377	0	45	76	21	0	180	306	27	13	112	44	141	1786
05:00 PM	0	0	72	86	0	26	30	6	0	39	77	14	2	28	10	38	428
05:15 PM	0	0	70	43	0	8	16	2	0	37	59	4	5	25	8	40	317
05:30 PM	0	0	65	45	0	6	14	3	0	34	50	4	3	29	9	38	300
05:45 PM	0	0	68	48	0	3	11	2	0	43	39	3	2	25	12	52	308
Total	0	0	275	222	0	43	71	13	0	153	225	25	12	107	39	168	1353
06:00 PM	0	0	67	37	0	8	17	2	0	29	47	4	3	28	11	48	301
06:15 PM	0	0	45	30	0	5	8	2	0	25	40	3	2	25	8	33	226
06:30 PM	0	0	39	29	0	9	13	2	0	36	57	3	4	17	5	12	226
06:45 PM	0	0	45	28	0	3	16	1	0	41	46	3	1	13	2	11	210
Total	0	0	196	124	0	25	54	7	0	131	190	13	10	83	26	104	963
Grand Total	0	7	3705	2776	0	260	634	155	0	1563	4340	509	166	2018	606	1722	18461
Apprch %	0	0.1	57.1	42.8	0	24.8	60.4	14.8	0	24.4	67.7	7.9	3.7	44.7	13.4	38.2	
Total %	0	0	20.1	15	0	1.4	3.4	0.8	0	8.5	23.5	2.8	0.9	10.9	3.3	9.3	
LIGHT VEHICLES	0	6	3524	2617	0	249	563	144	0	1527	4107	484	164	1924	547	1682	17538
% LIGHT VEHICLES	0	85.7	95.1	94.3	0	95.8	88.8	92.9	0	97.7	94.6	95.1	98.8	95.3	90.3	97.7	95
HEAVY VEHICLES	0	1	181	159	0	11	71	11	0	36	233	25	2	94	59	40	923
% HEAVY VEHICLES	0	14.3	4.9	5.7	0	4.2	11.2	7.1	0	2.3	5.4	4.9	1.2	4.7	9.7	2.3	5

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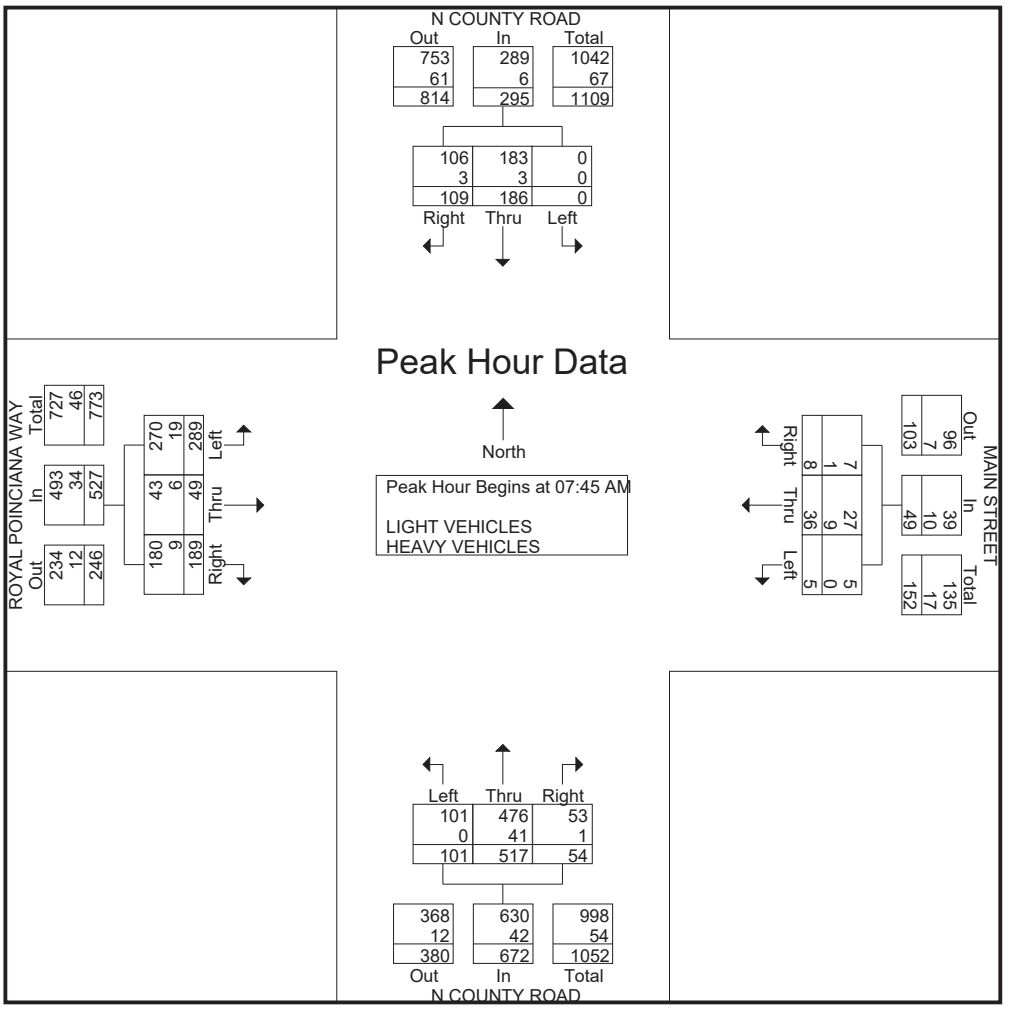
ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 3

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	51	**28**	79	0	1	6	1	8	0	19	**134**	**21**	174	**4**	68	10	39	121	382
08:00 AM	0	0	39	28	67	0	**3**	6	**3**	12	0	23	129	16	168	2	**79**	**16**	**57**	**154**	401
08:15 AM	0	0	44	25	69	0	1	**12**	2	**15**	0	20	123	12	155	3	51	10	55	119	358
08:30 AM	0	0	**52**	28	**80**	0	0	12	2	14	0	**39**	131	5	**175**	4	78	13	38	133	**402**
Total Volume	0	0	186	109	295	0	5	36	8	49	0	101	517	54	672	13	276	49	189	527	1543
% App. Total	0	0	63.1	36.9		0	10.2	73.5	16.3		0	15	76.9	8		2.5	52.4	9.3	35.9		
PHF	.000	.000	.894	.973	.922	.000	.417	.750	.667	.817	.000	.647	.965	.643	.960	.813	.873	.766	.829	.856	.960
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	98.4	97.2	98.0	0	100	75.0	87.5	79.6	0	100	92.1	98.1	93.8	100	93.1	87.8	95.2	93.5	94.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.6	2.8	2.0	0	0	25.0	12.5	20.4	0	0	7.9	1.9	6.3	0	6.9	12.2	4.8	6.5	6.0



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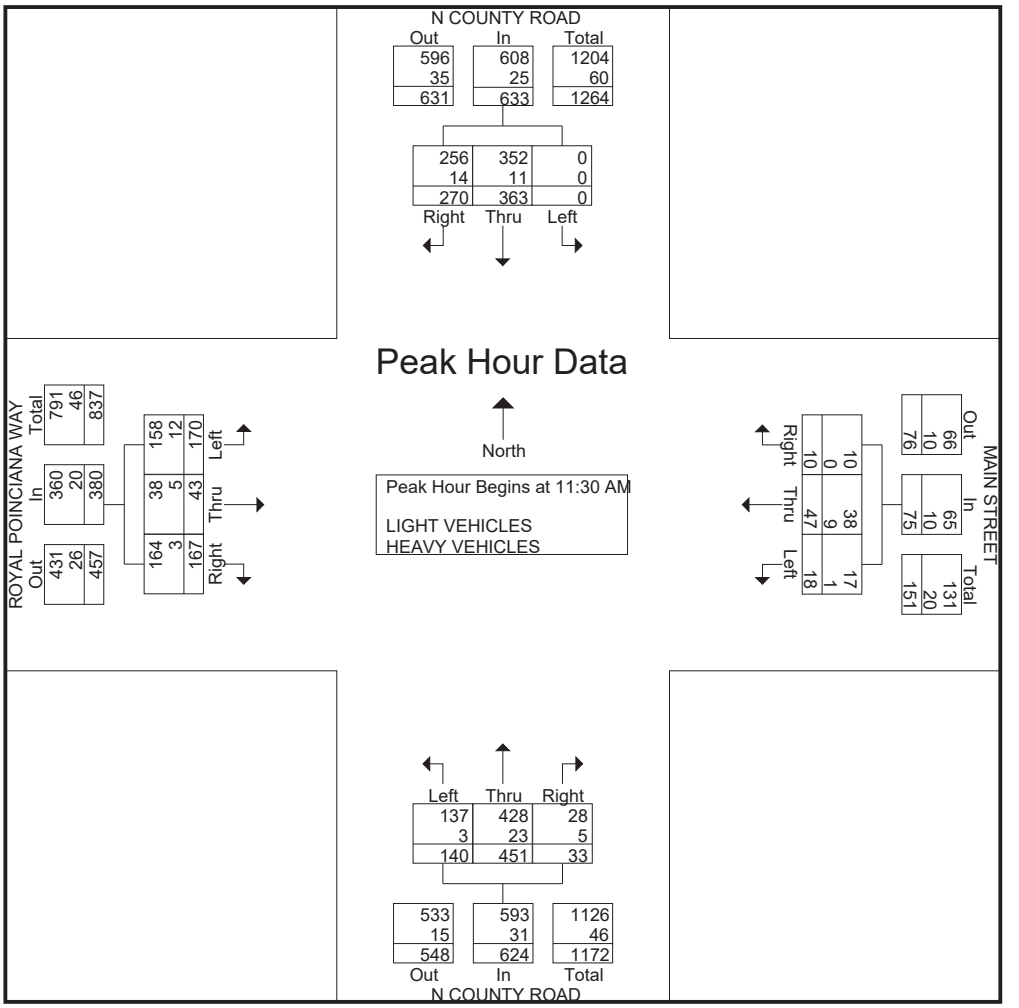
ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 4

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	89	63	152	0	4	11	**3**	18	0	38	119	**9**	166	2	36	10	**48**	96	432
11:45 AM	0	0	**102**	68	**170**	0	**5**	9	1	15	0	**42**	**124**	7	**173**	**4**	43	**15**	44	**106**	**464**
12:00 PM	0	0	82	67	149	0	5	**17**	3	**25**	0	27	106	8	141	2	38	7	40	87	402
12:15 PM	0	0	90	**72**	162	0	4	10	3	17	0	33	102	9	144	1	**44**	11	35	91	414
Total Volume	0	0	363	270	633	0	18	47	10	75	0	140	451	33	624	9	161	43	167	380	1712
% App. Total	0	0	57.3	42.7		0	24	62.7	13.3		0	22.4	72.3	5.3		2.4	42.4	11.3	43.9		
PHF	.000	.000	.890	.938	.931	.000	.900	.691	.833	.750	.000	.833	.909	.917	.902	.563	.915	.717	.870	.896	.922
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	97.0	94.8	96.1	0	94.4	80.9	100	86.7	0	97.9	94.9	84.8	95.0	100	92.5	88.4	98.2	94.7	95.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	3.0	5.2	3.9	0	5.6	19.1	0	13.3	0	2.1	5.1	15.2	5.0	0	7.5	11.6	1.8	5.3	5.0



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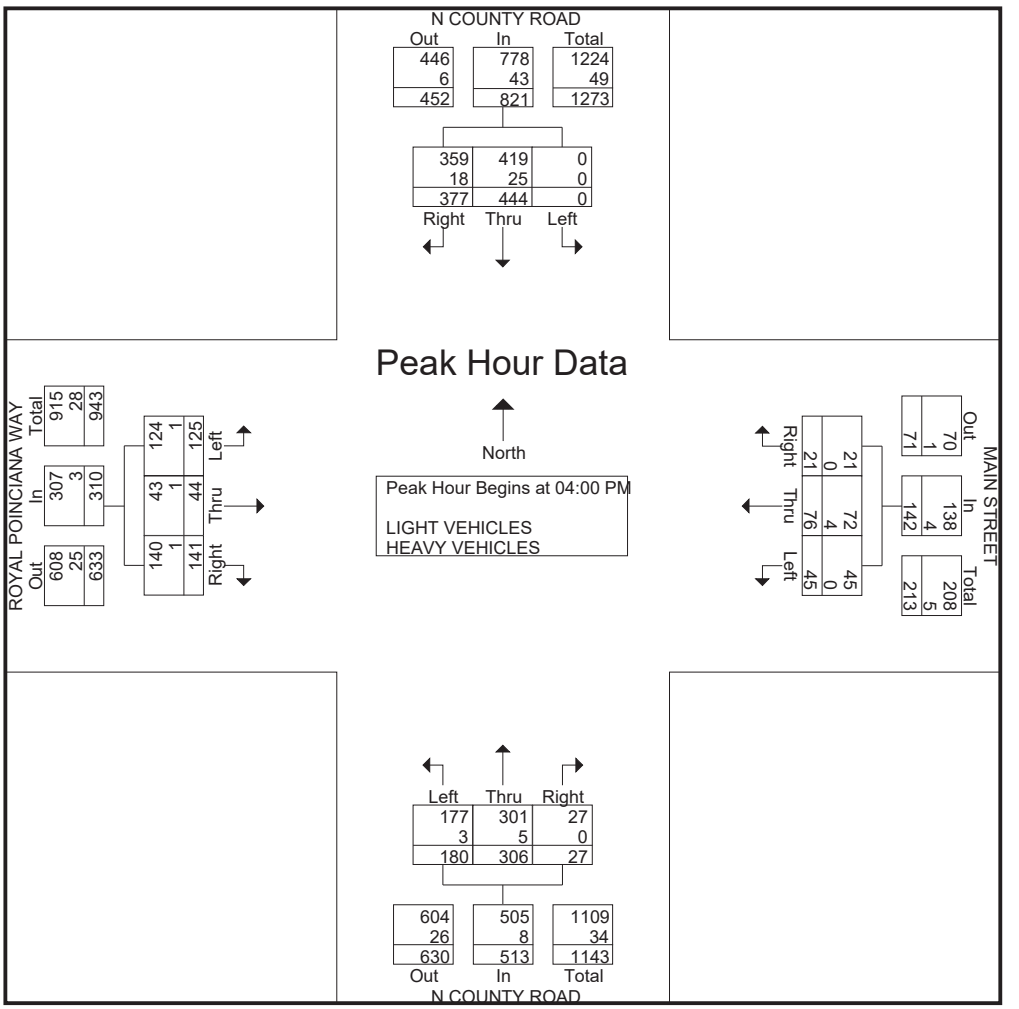
ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 5

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	117	**119**	**236**	0	7	17	**8**	32	0	**56**	82	8	**146**	4	26	14	29	73	**487**
04:15 PM	0	0	118	76	194	0	**15**	13	5	33	0	42	85	4	131	1	21	3	33	58	416
04:30 PM	0	0	**121**	111	232	0	14	**31**	3	**48**	0	44	49	4	97	3	**39**	**17**	39	**98**	475
04:45 PM	0	0	88	71	159	0	9	15	5	29	0	38	**90**	**11**	139	**5**	26	10	**40**	81	408
Total Volume	0	0	444	377	821	0	45	76	21	142	0	180	306	27	513	13	112	44	141	310	1786
% App. Total	0	0	54.1	45.9		0	31.7	53.5	14.8		0	35.1	59.6	5.3		4.2	36.1	14.2	45.5		
PHF	.000	.000	.917	.792	.870	.000	.750	.613	.656	.740	.000	.804	.850	.614	.878	.650	.718	.647	.881	.791	.917
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	94.4	95.2	94.8	0	100	94.7	100	97.2	0	98.3	98.4	100	98.4	100	99.1	97.7	99.3	99.0	96.8
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	5.6	4.8	5.2	0	0	5.3	0	2.8	0	1.7	1.6	0	1.6	0	0.9	2.3	0.7	1.0	3.2



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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
Total	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5	10
07:00 AM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	6
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	1	0	0	0	0	0	0	0	25	0	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	0	0	0	0	0	0	31	0	0	0	0	0	35
08:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	3
08:15 AM	0	0	1	1	0	0	0	0	0	0	5	0	0	0	1	4	12
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	3	0	0	0	0	0	0	2	0	0	0	1	1	8
Total	0	0	3	4	0	0	0	0	0	0	8	0	0	0	2	6	23
09:00 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:15 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:30 AM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4
09:45 AM	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	5
Total	0	0	11	0	0	0	0	0	0	2	6	0	0	0	0	0	19
10:00 AM	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	8
10:15 AM	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	6
10:30 AM	0	0	2	1	0	0	0	0	0	0	8	0	0	0	0	0	11
10:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Total	0	0	9	3	0	0	0	0	0	0	17	0	0	0	0	0	29
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3
11:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	3
Total	0	0	2	0	0	0	1	0	0	0	1	0	0	1	0	4	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	3
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	2	0	0	2	2	0	1	0	0	7
Total	0	0	0	1	0	0	1	2	0	0	3	2	0	1	0	1	11
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	4	0	0	0	0	1	7
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	5
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	1	8
04:00 PM	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	1	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	0	0	0	0	1	6	0	0	0	0	1	14
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	3
05:15 PM	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	6
05:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	0	0	0	0	0	5	0	0	0	0	1	12
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Grand Total	0	0	52	9	0	0	3	3	0	3	88	2	0	2	2	20	184
Apprch %	0	0	85.2	14.8	0	0	50	50	0	3.2	94.6	2.2	0	8.3	8.3	83.3	
Total %	0	0	28.3	4.9	0	0	1.6	1.6	0	1.6	47.8	1.1	0	1.1	1.1	10.9	

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	6
06:15 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5
Total	2	0	0	0	7	0	0	0	2	0	0	0	5	0	0	0	16
07:00 AM	3	0	0	0	8	0	0	0	2	0	0	0	2	0	0	0	15
07:15 AM	2	0	0	0	5	0	0	0	0	0	0	0	6	0	1	0	14
07:30 AM	1	0	1	0	3	0	0	0	1	0	0	0	3	0	1	0	10
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	7	0	3	0	12
Total	6	0	1	0	18	0	0	0	3	0	0	0	18	0	5	0	51
08:00 AM	0	0	0	0	1	0	2	0	1	0	2	0	1	0	1	0	8
08:15 AM	0	0	0	0	6	0	0	0	1	0	0	0	1	0	1	0	9
08:30 AM	2	0	0	0	2	0	1	0	3	0	0	0	1	0	1	0	10
08:45 AM	5	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	14
Total	7	0	0	0	13	0	3	0	10	0	2	0	3	0	3	0	41
09:00 AM	0	0	0	0	7	0	0	0	11	0	0	0	4	0	0	0	22
09:15 AM	1	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	7
09:30 AM	4	0	0	0	2	0	0	0	4	0	0	0	4	0	0	0	14
09:45 AM	4	0	0	0	6	0	2	0	7	0	2	0	3	0	0	0	24
Total	9	0	0	0	15	0	2	0	27	0	2	0	12	0	0	0	67
10:00 AM	2	0	0	0	4	0	0	0	4	0	0	0	4	0	2	0	16
10:15 AM	5	0	0	0	0	0	0	0	1	0	0	0	5	0	1	0	12
10:30 AM	1	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	5
10:45 AM	1	0	0	0	1	0	0	0	3	0	0	0	4	0	0	0	9
Total	9	0	0	0	7	0	1	0	9	0	0	0	13	0	3	0	42
11:00 AM	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	6
11:15 AM	3	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	7
11:30 AM	5	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	9
11:45 AM	3	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	8
Total	14	0	2	0	6	0	0	0	6	0	0	0	1	0	1	0	30
12:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	8
12:15 PM	0	0	0	0	1	0	1	0	3	0	2	0	1	0	1	0	9
12:30 PM	8	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	13
12:45 PM	3	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	7
Total	11	0	0	0	5	0	1	0	9	0	2	0	8	0	1	0	37
01:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	5
01:15 PM	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	4
01:30 PM	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	5
01:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	4	0	5	0	11
Total	5	0	0	0	3	0	1	0	0	0	0	0	10	0	6	0	25
02:00 PM	4	0	1	0	1	0	0	0	0	0	0	0	1	0	2	0	9
02:15 PM	0	0	0	0	1	0	1	0	1	0	0	0	2	0	0	0	5
02:30 PM	5	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	9
02:45 PM	5	0	0	0	3	0	2	0	1	0	3	0	1	0	1	0	16
Total	14	0	1	0	6	0	3	0	3	0	3	0	6	0	3	0	39

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	2	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	9
03:15 PM	1	0	0	0	3	0	0	0	1	0	1	0	1	0	1	0	8
03:30 PM	1	0	0	0	4	0	0	0	1	0	0	0	0	0	4	0	10
03:45 PM	2	0	0	0	3	0	4	0	0	0	0	0	1	0	0	0	10
Total	6	0	0	0	12	0	4	0	5	0	1	0	4	0	5	0	37
04:00 PM	7	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	13
04:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	5
04:30 PM	5	0	0	0	4	0	1	0	4	0	0	0	3	0	0	0	17
04:45 PM	3	0	2	0	9	0	0	0	5	0	0	0	2	0	0	0	21
Total	15	0	2	0	18	0	1	0	12	0	0	0	8	0	0	0	56
05:00 PM	2	0	0	0	11	0	1	0	5	0	0	0	3	0	1	0	23
05:15 PM	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	7
05:30 PM	1	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	10
05:45 PM	1	0	0	0	1	0	0	0	3	0	0	0	4	0	1	0	10
Total	7	0	0	0	17	0	1	0	14	0	0	0	9	0	2	0	50
06:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	3	0	1	0	6
06:15 PM	2	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	6
06:30 PM	2	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	11
06:45 PM	1	0	0	0	5	0	0	0	0	0	0	0	3	0	1	0	10
Total	5	0	0	0	14	0	0	0	2	0	0	0	10	0	2	0	33
Grand Total	110	0	6	0	141	0	17	0	102	0	10	0	107	0	31	0	524
Apprch %	94.8	0	5.2	0	89.2	0	10.8	0	91.1	0	8.9	0	77.5	0	22.5	0	
Total %	21	0	1.1	0	26.9	0	3.2	0	19.5	0	1.9	0	20.4	0	5.9	0	

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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	7	1	0	0	1	0	0	0	10	4	0	1	1	3	28
06:15 AM	0	0	12	0	0	2	1	0	0	0	14	1	0	0	0	0	30
06:30 AM	0	0	10	1	0	4	1	0	0	0	26	12	0	1	0	0	55
06:45 AM	0	0	15	1	0	0	2	0	0	2	43	3	0	2	1	0	69
Total	0	0	44	3	0	6	5	0	0	2	93	20	0	4	2	3	182
07:00 AM	0	0	26	0	0	6	0	0	0	4	39	7	0	3	1	2	88
07:15 AM	0	1	33	1	0	8	1	1	0	3	56	13	0	5	2	1	125
07:30 AM	0	0	58	5	0	5	4	1	0	3	95	19	0	9	5	1	205
07:45 AM	0	0	39	2	0	14	4	4	0	4	168	13	0	6	2	3	259
Total	0	1	156	8	0	33	9	6	0	14	358	52	0	23	10	7	677
08:00 AM	0	2	38	6	0	16	5	3	0	8	163	24	0	15	4	5	289
08:15 AM	0	2	46	10	0	9	5	3	0	10	132	22	0	4	4	2	249
08:30 AM	1	1	48	5	0	14	4	1	0	10	176	17	0	13	7	9	306
08:45 AM	0	3	66	7	0	7	5	0	0	7	163	20	0	15	3	13	309
Total	1	8	198	28	0	46	19	7	0	35	634	83	0	47	18	29	1153
09:00 AM	0	1	63	7	0	18	6	3	0	7	180	30	0	5	5	4	329
09:15 AM	0	2	84	14	0	8	7	5	0	9	123	19	0	15	6	8	300
09:30 AM	0	3	66	15	0	12	15	3	0	11	135	28	0	5	3	7	303
09:45 AM	0	4	82	10	0	14	3	2	0	13	112	21	0	1	7	14	283
Total	0	10	295	46	0	52	31	13	0	40	550	98	0	26	21	33	1215
10:00 AM	0	1	69	12	0	14	13	8	0	17	112	22	0	11	6	5	290
10:15 AM	0	4	87	14	0	15	5	3	0	8	103	17	0	8	5	12	281
10:30 AM	0	0	83	9	0	15	8	3	0	10	72	20	0	7	5	12	244
10:45 AM	0	6	82	13	0	23	4	5	0	12	116	23	0	12	2	9	307
Total	0	11	321	48	0	67	30	19	0	47	403	82	0	38	18	38	1122
11:00 AM	0	2	85	16	0	28	9	3	0	9	81	24	0	4	6	7	274
11:15 AM	0	4	70	8	0	26	11	3	0	11	113	22	0	5	5	12	290
11:30 AM	0	7	103	10	0	23	10	3	0	8	103	30	0	13	10	10	330
11:45 AM	0	10	110	14	0	17	12	8	0	18	111	28	0	13	6	23	370
Total	0	23	368	48	0	94	42	17	0	46	408	104	0	35	27	52	1264
12:00 PM	0	16	88	19	0	33	16	9	1	16	89	33	0	8	10	14	352
12:15 PM	0	9	94	15	0	32	15	13	0	13	89	31	0	9	9	11	340
12:30 PM	1	6	83	18	0	35	9	10	0	5	77	19	0	8	10	23	304
12:45 PM	0	6	91	4	0	31	9	5	0	10	101	25	0	8	11	19	320
Total	1	37	356	56	0	131	49	37	1	44	356	108	0	33	40	67	1316
01:00 PM	0	6	103	8	0	28	10	7	0	18	90	27	0	4	5	16	322
01:15 PM	0	4	107	14	0	24	15	6	1	13	101	33	0	9	6	9	342
01:30 PM	0	5	80	9	0	30	8	8	0	13	79	22	0	11	5	12	282
01:45 PM	0	2	103	12	0	21	10	4	0	16	105	25	0	9	8	12	327
Total	0	17	393	43	0	103	43	25	1	60	375	107	0	33	24	49	1273
02:00 PM	0	3	102	18	0	20	8	4	0	14	88	29	0	13	7	15	321
02:15 PM	0	4	98	15	0	31	14	4	0	13	76	26	0	8	5	14	308
02:30 PM	0	5	138	16	0	27	6	4	0	9	75	24	0	9	3	15	331
02:45 PM	0	2	143	7	0	27	7	1	0	13	69	12	0	8	2	11	302
Total	0	14	481	56	0	105	35	13	0	49	308	91	0	38	17	55	1262

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SUNRISE AVENUE & N COUNTY ROAD
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File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 2

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	3	139	20	0	22	10	7	0	9	70	29	0	6	5	13	333
03:15 PM	0	1	122	9	0	21	7	3	0	16	97	16	0	4	2	12	310
03:30 PM	0	1	151	13	0	24	12	3	0	14	69	17	0	2	9	8	323
03:45 PM	0	2	150	11	0	28	10	3	0	7	68	21	0	6	10	18	334
Total	0	7	562	53	0	95	39	16	0	46	304	83	0	18	26	51	1300
04:00 PM	0	3	187	15	0	29	14	2	0	8	75	20	0	9	4	13	379
04:15 PM	1	2	143	20	0	13	16	0	0	12	56	20	0	10	7	18	318
04:30 PM	0	4	157	14	0	8	22	4	0	13	65	14	0	8	6	35	350
04:45 PM	0	2	103	11	0	20	2	4	0	16	64	23	0	9	5	9	268
Total	1	11	590	60	0	70	54	10	0	49	260	77	0	36	22	75	1315
05:00 PM	0	0	118	8	0	30	12	2	0	11	73	12	0	6	8	9	289
05:15 PM	0	1	75	5	0	16	7	3	0	7	67	9	0	5	5	7	207
05:30 PM	0	0	67	4	0	15	10	8	0	5	45	17	0	2	7	9	189
05:45 PM	0	0	79	12	0	11	7	2	0	3	51	13	0	3	1	15	197
Total	0	1	339	29	0	72	36	15	0	26	236	51	0	16	21	40	882
06:00 PM	0	0	76	6	0	15	9	0	0	11	43	15	0	3	2	7	187
06:15 PM	0	2	43	3	0	14	7	2	0	9	33	7	0	4	7	15	146
06:30 PM	0	1	43	3	0	12	6	4	0	8	50	7	0	1	4	6	145
06:45 PM	0	1	50	3	0	8	3	2	0	7	34	8	0	3	2	13	134
Total	0	4	212	15	0	49	25	8	0	35	160	37	0	11	15	41	612
Grand Total	3	144	4315	493	0	923	417	186	2	493	4445	993	0	358	261	540	13573
Apprch %	0.1	2.9	87.1	9.9	0	60.5	27.3	12.2	0	8.3	74.9	16.7	0	30.9	22.5	46.6	
Total %	0	1.1	31.8	3.6	0	6.8	3.1	1.4	0	3.6	32.7	7.3	0	2.6	1.9	4	
LIGHT VEHICLES	3	137	4048	483	0	891	397	176	2	481	4164	955	0	342	257	525	12861
% LIGHT VEHICLES	100	95.1	93.8	98	0	96.5	95.2	94.6	100	97.6	93.7	96.2	0	95.5	98.5	97.2	94.8
HEAVY VEHICLES	0	7	267	10	0	32	20	10	0	12	281	38	0	16	4	15	712
% HEAVY VEHICLES	0	4.9	6.2	2	0	3.5	4.8	5.4	0	2.4	6.3	3.8	0	4.5	1.5	2.8	5.2

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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
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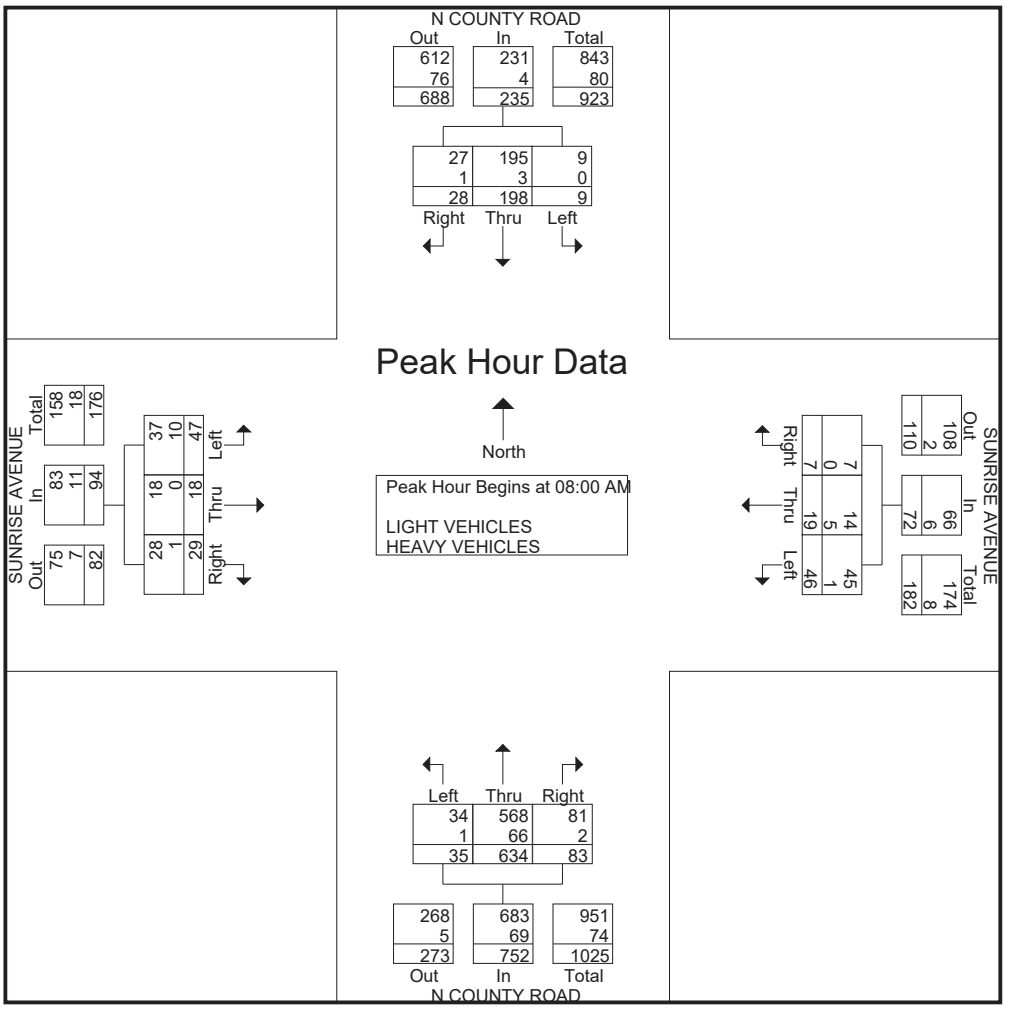
	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	2	38	6	46	0	**16**	**5**	**3**	**24**	0	8	163	**24**	195	0	**15**	4	5	24	289
08:15 AM	0	2	46	**10**	58	0	9	5	3	17	0	**10**	132	22	164	0	4	4	2	10	249
08:30 AM	**1**	1	48	5	55	0	14	4	1	19	0	10	**176**	17	**203**	0	13	**7**	9	29	306
08:45 AM	0	**3**	**66**	7	**76**	0	7	5	0	12	0	7	163	20	190	0	15	3	**13**	**31**	**309**
Total Volume	1	8	198	28	235	0	46	19	7	72	0	35	634	83	752	0	47	18	29	94	1153
% App. Total	0.4	3.4	84.3	11.9		0	63.9	26.4	9.7		0	4.7	84.3	11		0	50	19.1	30.9		
PHF	.250	.667	.750	.700	.773	.000	.719	.950	.583	.750	.000	.875	.901	.865	.926	.000	.783	.643	.558	.758	.933
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	100	98.5	96.4	98.3	0	97.8	73.7	100	91.7	0	97.1	89.6	97.6	90.8	0	78.7	100	96.6	88.3	92.2
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.5	3.6	1.7	0	2.2	26.3	0	8.3	0	2.9	10.4	2.4	9.2	0	21.3	0	3.4	11.7	7.8



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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
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SIGNALIZED

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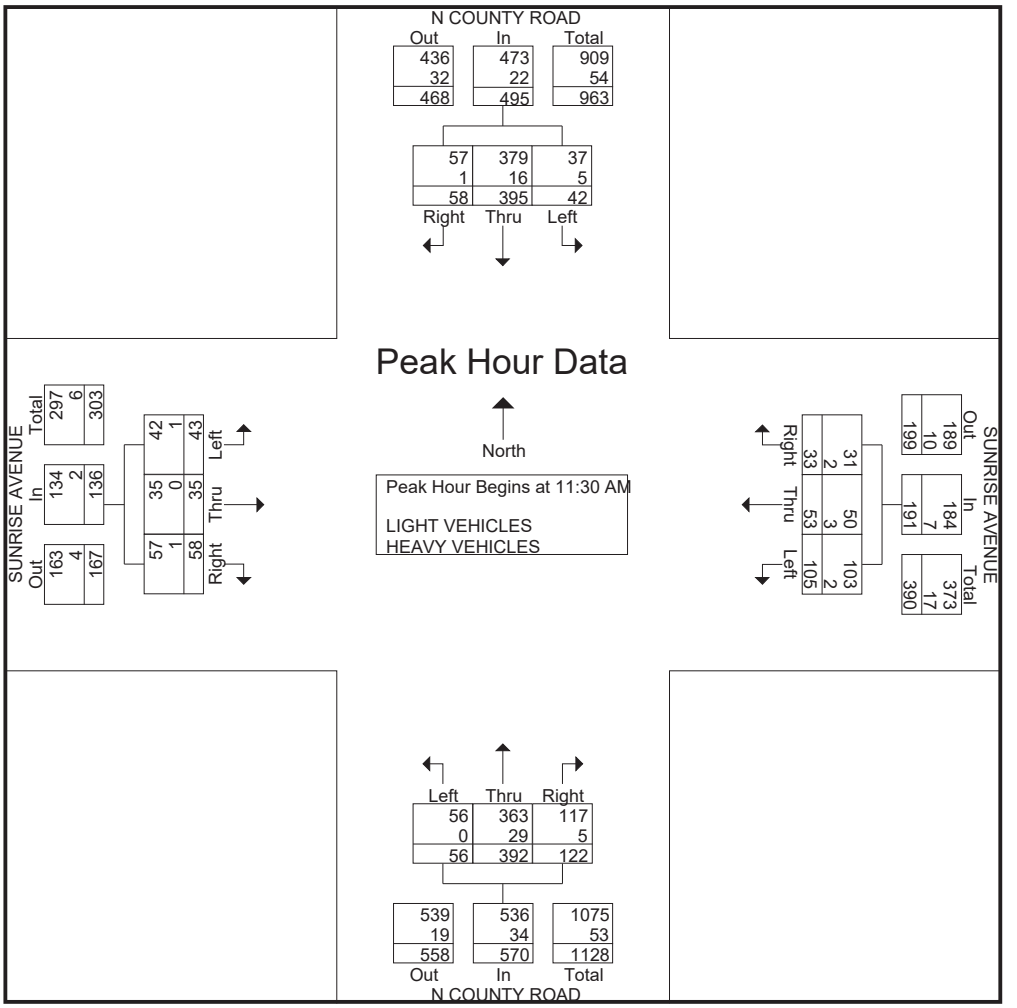
	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	7	103	10	120	0	23	10	3	36	0	8	103	30	141	0	**13**	**10**	10	33	330
11:45 AM	0	10	**110**	14	**134**	0	17	12	8	37	0	**18**	**111**	28	**157**	0	13	6	**23**	**42**	**370**
12:00 PM	0	**16**	88	**19**	123	0	**33**	**16**	9	58	**1**	16	89	**33**	139	0	8	10	14	32	352
12:15 PM	0	9	94	15	118	0	32	15	**13**	**60**	0	13	89	31	133	0	9	9	11	29	340
Total Volume	0	42	395	58	495	0	105	53	33	191	1	55	392	122	570	0	43	35	58	136	1392
% App. Total	0	8.5	79.8	11.7		0	55	27.7	17.3		0.2	9.6	68.8	21.4		0	31.6	25.7	42.6		
PHF	.000	.656	.898	.763	.924	.000	.795	.828	.635	.796	.250	.764	.883	.924	.908	.000	.827	.875	.630	.810	.941
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	88.1	95.9	98.3	95.6	0	98.1	94.3	93.9	96.3	100	100	92.6	95.9	94.0	0	97.7	100	98.3	98.5	95.3
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	11.9	4.1	1.7	4.4	0	1.9	5.7	6.1	3.7	0	0	7.4	4.1	6.0	0	2.3	0	1.7	1.5	4.7



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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

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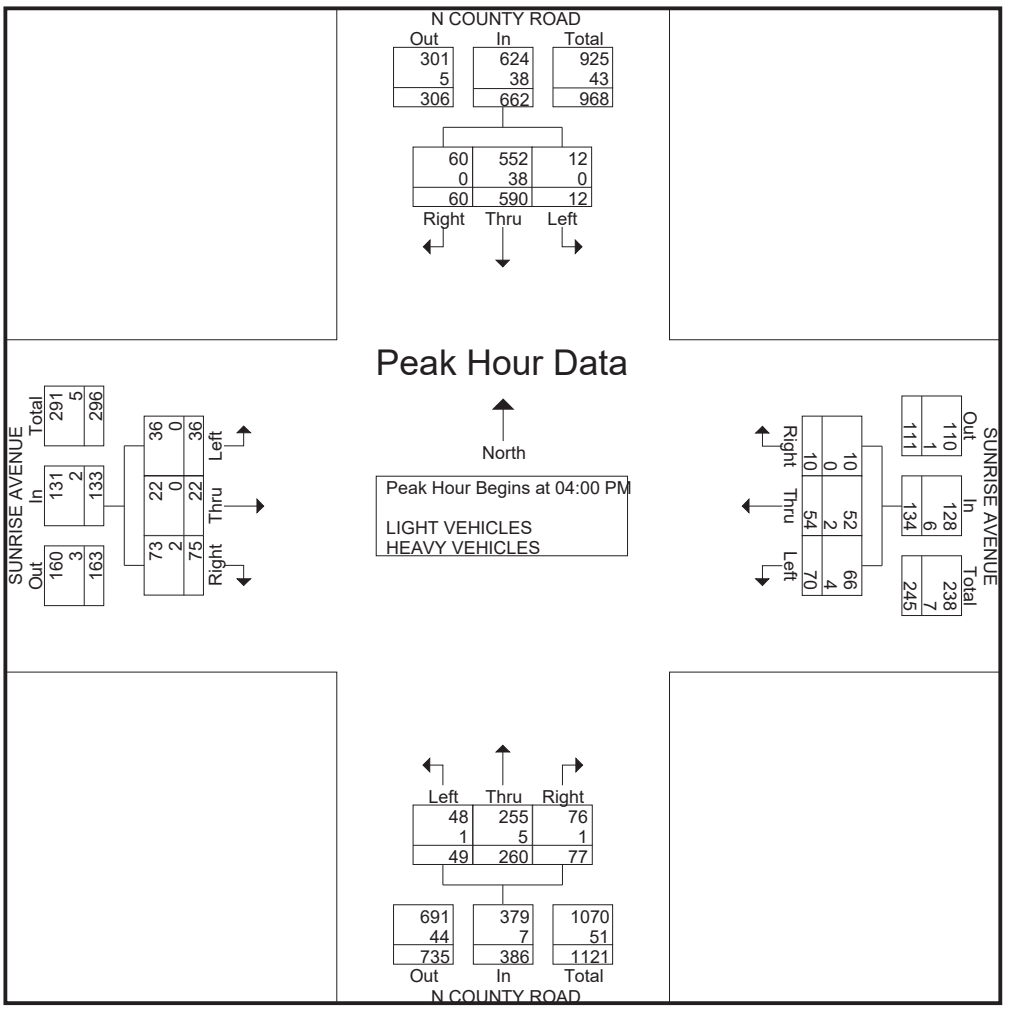
	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	3	**187**	15	**205**	0	**29**	14	2	**45**	0	8	**75**	20	**103**	0	9	4	13	26	**379**
04:15 PM	**1**	2	143	**20**	166	0	13	16	0	29	0	12	56	20	88	0	**10**	**7**	18	35	318
04:30 PM	0	**4**	157	14	175	0	8	**22**	**4**	34	0	13	65	14	92	0	8	6	**35**	**49**	350
04:45 PM	0	2	103	11	116	0	20	2	4	26	0	**16**	64	**23**	103	0	9	5	9	23	268
Total Volume	1	11	590	60	662	0	70	54	10	134	0	49	260	77	386	0	36	22	75	133	1315
% App. Total	0.2	1.7	89.1	9.1		0	52.2	40.3	7.5		0	12.7	67.4	19.9		0	27.1	16.5	56.4		
PHF	.250	.688	.789	.750	.807	.000	.603	.614	.625	.744	.000	.766	.867	.837	.937	.000	.900	.786	.536	.679	.867
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	100	93.6	100	94.3	0	94.3	96.3	100	95.5	0	98.0	98.1	98.7	98.2	0	100	100	97.3	98.5	96.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	6.4	0	5.7	0	5.7	3.7	0	4.5	0	2.0	1.9	1.3	1.8	0	0	0	2.7	1.5	4.0



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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
Total	0	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0	6
07:00 AM	0	0	1	0	0	0	0	0	0	0	4	0	0	0	2	0	7
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	4
07:30 AM	0	0	0	0	0	1	0	0	0	0	1	24	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	0	1	1	1	0	0	6	24	0	0	3	0	39
08:00 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	7
Total	0	0	4	0	0	4	2	0	0	0	7	1	0	0	0	0	18
09:00 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
09:15 AM	0	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	6
09:30 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5
09:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	0	10	0	0	0	0	1	0	0	6	0	0	0	0	0	17
10:00 AM	0	0	3	0	0	1	0	0	0	0	1	2	0	0	1	0	8
10:15 AM	0	0	3	0	0	1	0	0	0	0	1	1	0	0	1	0	7
10:30 AM	0	0	1	1	0	2	0	0	0	0	4	4	0	0	0	0	12
10:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	7	1	0	4	2	0	0	0	6	7	0	0	2	0	29
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
11:45 AM	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	5
Total	0	0	2	0	0	2	2	0	0	0	2	1	0	0	1	0	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5
Total	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0	6
01:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
Total	0	0	0	1	0	0	2	1	0	0	4	2	0	0	0	0	10
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4

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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	4	0	0	2	0	0	0	0	1	0	0	0	0	0	7
04:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	5	0	0	1	0	1	0	1	5	0	0	0	0	0	13
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	2	1	0	0	1	0	6
05:30 PM	0	0	1	0	0	2	1	0	0	0	0	1	0	0	0	0	5
05:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	2	0	2	2	0	0	0	3	2	0	0	1	0	15
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0	5
Grand Total	0	0	45	4	0	16	11	6	0	1	48	41	0	0	7	0	179
Apprch %	0	0	91.8	8.2	0	48.5	33.3	18.2	0	1.1	53.3	45.6	0	0	100	0	
Total %	0	0	25.1	2.2	0	8.9	6.1	3.4	0	0.6	26.8	22.9	0	0	3.9	0	

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Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	2	0	1	0	1	0	0	0	1	0	0	0	5
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
Total	1	0	0	0	5	0	1	0	2	0	0	0	2	0	0	0	11
07:00 AM	2	0	0	0	5	0	1	0	0	0	0	0	1	0	0	0	9
07:15 AM	5	0	0	0	4	0	0	0	2	0	0	0	9	0	1	0	21
07:30 AM	2	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	8
07:45 AM	5	0	3	0	2	0	0	0	3	0	0	0	3	0	4	0	20
Total	14	0	3	0	12	0	1	0	6	0	0	0	17	0	5	0	58
08:00 AM	6	0	0	0	3	0	0	0	1	0	0	0	3	0	0	0	13
08:15 AM	7	0	0	0	3	0	0	0	3	0	0	0	6	0	1	0	20
08:30 AM	8	0	0	0	5	0	0	0	1	0	0	0	4	0	0	0	18
08:45 AM	20	0	0	0	5	0	0	0	6	0	1	0	4	0	0	0	36
Total	41	0	0	0	16	0	0	0	11	0	1	0	17	0	1	0	87
09:00 AM	1	0	0	0	9	0	0	0	1	0	0	0	1	0	0	0	12
09:15 AM	2	0	0	0	7	0	0	0	6	0	1	0	0	0	0	0	16
09:30 AM	1	0	0	0	8	0	0	0	5	0	0	0	5	0	0	0	19
09:45 AM	5	0	0	0	3	0	1	0	8	0	1	0	10	0	0	0	28
Total	9	0	0	0	27	0	1	0	20	0	2	0	16	0	0	0	75
10:00 AM	5	0	0	0	3	0	0	0	3	0	1	0	3	0	0	0	15
10:15 AM	0	0	0	0	4	0	0	0	2	0	0	0	4	0	0	0	10
10:30 AM	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	5
10:45 AM	2	0	0	0	6	0	1	0	2	0	0	0	11	0	0	0	22
Total	7	0	0	0	15	0	1	0	9	0	1	0	19	0	0	0	52
11:00 AM	1	0	0	0	3	0	0	0	6	0	0	0	3	0	0	0	13
11:15 AM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	5
11:30 AM	2	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	11
11:45 AM	6	0	0	0	7	0	1	0	3	0	0	0	2	0	0	0	19
Total	11	0	0	0	17	0	1	0	13	0	0	0	5	0	1	0	48
12:00 PM	4	0	0	0	7	0	0	0	7	0	0	0	2	0	0	0	20
12:15 PM	3	0	0	0	6	0	0	0	3	0	0	0	6	0	1	0	19
12:30 PM	6	0	0	0	5	0	1	0	4	0	0	0	0	0	0	0	16
12:45 PM	2	0	0	0	4	0	0	0	7	0	0	0	1	0	0	0	14
Total	15	0	0	0	22	0	1	0	21	0	0	0	9	0	1	0	69
01:00 PM	6	0	0	0	3	0	0	0	4	0	0	0	3	0	0	0	16
01:15 PM	6	0	0	0	15	0	0	0	5	0	0	0	6	0	0	0	32
01:30 PM	7	0	0	0	9	0	0	0	4	0	0	0	2	0	0	0	22
01:45 PM	3	0	0	0	3	0	3	0	2	0	2	0	4	0	0	0	17
Total	22	0	0	0	30	0	3	0	15	0	2	0	15	0	0	0	87
02:00 PM	2	0	0	0	5	0	2	0	2	0	0	0	1	0	0	0	12
02:15 PM	3	0	0	0	2	0	0	0	2	0	1	0	1	0	0	0	9
02:30 PM	4	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	11
02:45 PM	9	0	0	0	7	0	0	0	3	0	0	0	2	0	0	0	21
Total	18	0	0	0	17	0	2	0	11	0	1	0	4	0	0	0	53

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85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 2

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	4	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	8
03:15 PM	2	0	2	0	0	0	1	0	0	0	1	0	1	0	0	0	7
03:30 PM	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	6
03:45 PM	3	0	0	0	0	0	3	0	1	0	1	0	4	0	0	0	12
Total	9	0	2	0	2	0	4	0	8	0	2	0	6	0	0	0	33
04:00 PM	0	0	1	0	2	0	0	0	4	0	0	0	2	0	0	0	9
04:15 PM	0	0	1	0	2	0	0	0	6	0	0	0	1	0	0	0	10
04:30 PM	6	0	1	0	8	0	0	0	3	0	0	0	3	0	0	0	21
04:45 PM	5	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	15
Total	11	0	3	0	15	0	0	0	16	0	0	0	10	0	0	0	55
05:00 PM	11	0	0	0	12	0	1	0	6	0	1	0	3	0	0	0	34
05:15 PM	1	0	0	0	6	0	0	0	3	0	0	0	2	0	1	0	13
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	6
05:45 PM	8	0	0	0	4	0	0	0	3	0	0	0	6	0	1	0	22
Total	22	0	0	0	24	0	1	0	12	0	1	0	13	0	2	0	75
06:00 PM	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6
06:30 PM	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4
06:45 PM	0	0	0	0	7	0	0	0	2	0	0	0	0	0	2	0	11
Total	1	0	0	0	9	0	0	0	5	0	0	0	7	0	3	0	25
Grand Total	181	0	8	0	211	0	16	0	149	0	10	0	140	0	13	0	728
Apprch %	95.8	0	4.2	0	93	0	7	0	93.7	0	6.3	0	91.5	0	8.5	0	
Total %	24.9	0	1.1	0	29	0	2.2	0	20.5	0	1.4	0	19.2	0	1.8	0	

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	10	0	0	0	0	1	0	1	14	1	0	0	0	1	28
06:15 AM	0	1	13	0	0	1	0	0	0	1	14	4	0	0	0	1	35
06:30 AM	0	0	14	0	0	0	0	0	0	1	38	3	0	0	0	2	58
06:45 AM	0	0	14	1	0	0	1	0	0	7	48	4	0	0	0	1	76
Total	0	1	51	1	0	1	1	1	0	10	114	12	0	0	0	5	197
07:00 AM	0	1	34	0	0	0	0	0	0	7	49	3	0	1	0	9	104
07:15 AM	0	0	40	2	0	2	1	0	0	5	77	3	0	0	0	5	135
07:30 AM	0	0	60	0	0	3	1	0	0	6	104	3	0	3	1	8	189
07:45 AM	0	1	57	3	0	9	1	0	0	16	184	4	0	4	0	10	289
Total	0	2	191	5	0	14	3	0	0	34	414	13	0	8	1	32	717
08:00 AM	0	2	52	5	0	4	2	2	0	22	184	6	0	9	2	11	301
08:15 AM	0	0	55	0	0	4	1	0	0	12	158	4	0	6	2	8	250
08:30 AM	0	0	69	3	0	0	1	0	0	11	196	5	0	7	0	10	302
08:45 AM	0	0	82	6	0	0	1	2	0	7	183	10	0	6	1	13	311
Total	0	2	258	14	0	8	5	4	0	52	721	25	0	28	5	42	1164
09:00 AM	0	1	80	4	0	1	0	0	0	15	207	8	0	9	3	13	341
09:15 AM	0	1	96	3	0	3	0	2	0	9	146	7	0	2	0	9	278
09:30 AM	0	0	82	1	0	2	2	2	0	8	169	8	0	4	1	22	301
09:45 AM	0	1	107	6	0	3	1	2	0	16	138	4	0	4	2	22	306
Total	0	3	365	14	0	9	3	6	0	48	660	27	0	19	6	66	1226
10:00 AM	0	1	82	3	0	1	3	0	0	15	151	4	0	2	0	13	275
10:15 AM	1	1	110	6	0	3	0	5	0	13	120	7	0	2	0	23	291
10:30 AM	1	0	105	2	0	2	3	2	0	12	94	3	0	5	0	12	241
10:45 AM	0	1	108	5	0	3	1	1	0	11	141	6	0	9	1	15	302
Total	2	3	405	16	0	9	7	8	0	51	506	20	0	18	1	63	1109
11:00 AM	0	1	113	7	0	4	1	1	0	16	107	6	0	6	0	20	282
11:15 AM	0	0	107	7	0	2	3	1	0	13	141	7	0	6	2	13	302
11:30 AM	0	2	122	5	0	3	2	1	0	12	135	5	0	6	0	27	320
11:45 AM	0	1	135	14	0	2	1	1	0	19	147	7	0	7	4	29	367
Total	0	4	477	33	0	11	7	4	0	60	530	25	0	25	6	89	1271
12:00 PM	0	1	126	5	0	2	1	0	0	15	129	2	0	11	0	20	312
12:15 PM	0	1	135	5	0	3	0	1	0	21	121	7	0	10	2	21	327
12:30 PM	0	2	129	11	0	3	4	1	0	13	96	6	0	5	0	20	290
12:45 PM	0	2	132	6	0	3	0	1	0	18	126	4	0	5	2	22	321
Total	0	6	522	27	0	11	5	3	0	67	472	19	0	31	4	83	1250
01:00 PM	0	3	139	5	0	4	0	0	0	15	129	6	0	6	1	24	332
01:15 PM	0	2	137	4	0	2	2	2	0	11	141	3	0	9	1	24	338
01:30 PM	0	1	118	5	0	3	1	0	0	11	102	3	0	6	0	22	272
01:45 PM	0	3	124	5	0	6	1	3	0	13	145	2	0	3	3	26	334
Total	0	9	518	19	0	15	4	5	0	50	517	14	0	24	5	96	1276
02:00 PM	0	2	136	3	0	3	0	6	0	11	120	5	0	4	2	24	316
02:15 PM	0	1	133	4	0	3	0	0	0	14	111	5	0	5	0	20	296
02:30 PM	0	3	172	6	0	3	0	0	0	15	99	2	0	6	0	19	325
02:45 PM	0	0	172	4	0	2	1	0	0	12	97	2	0	3	1	17	311
Total	0	6	613	17	0	11	1	6	0	52	427	14	0	18	3	80	1248

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	179	4	0	5	0	5	0	18	90	6	0	9	2	14	332
03:15 PM	0	2	140	5	0	6	2	1	0	15	122	7	0	6	2	25	333
03:30 PM	0	4	186	3	0	3	5	0	0	7	97	7	0	4	1	20	337
03:45 PM	0	0	193	3	0	6	1	1	0	13	93	3	0	2	4	13	332
Total	0	6	698	15	0	20	8	7	0	53	402	23	0	21	9	72	1334
04:00 PM	0	1	214	6	0	1	5	0	0	18	99	3	0	4	1	20	372
04:15 PM	0	1	169	7	0	2	6	1	0	24	84	3	0	6	0	27	330
04:30 PM	0	0	201	3	0	1	1	2	0	12	79	1	0	8	2	29	339
04:45 PM	0	0	132	6	0	1	0	3	0	24	97	1	0	4	1	25	294
Total	0	2	716	22	0	5	12	6	0	78	359	8	0	22	4	101	1335
05:00 PM	0	1	140	8	0	2	3	2	0	20	89	2	0	3	0	14	284
05:15 PM	0	2	99	6	0	2	0	3	0	7	74	6	0	6	0	14	219
05:30 PM	0	2	86	4	0	4	1	1	0	14	63	2	0	7	1	15	200
05:45 PM	0	2	97	4	0	6	1	2	0	5	58	5	0	5	0	13	198
Total	0	7	422	22	0	14	5	8	0	46	284	15	0	21	1	56	901
06:00 PM	0	1	94	5	0	1	0	1	0	15	64	1	0	3	0	11	196
06:15 PM	0	0	60	11	0	2	0	0	0	12	49	3	0	2	0	12	151
06:30 PM	0	0	57	4	0	1	0	0	0	13	61	2	0	6	0	9	153
06:45 PM	0	0	66	4	0	0	0	0	0	15	44	0	0	1	0	6	136
Total	0	1	277	24	0	4	0	1	0	55	218	6	0	12	0	38	636
Grand Total	2	52	5513	229	0	132	61	59	0	656	5624	221	0	247	45	823	13664
Apprch %	0	0.9	95.1	4	0	52.4	24.2	23.4	0	10.1	86.5	3.4	0	22.2	4	73.8	
Total %	0	0.4	40.3	1.7	0	1	0.4	0.4	0	4.8	41.2	1.6	0	1.8	0.3	6	
LIGHT VEHICLES	2	51	5205	224	0	130	56	57	0	637	5312	214	0	234	43	792	12957
% LIGHT VEHICLES	100	98.1	94.4	97.8	0	98.5	91.8	96.6	0	97.1	94.5	96.8	0	94.7	95.6	96.2	94.8
HEAVY VEHICLES	0	1	308	5	0	2	5	2	0	19	312	7	0	13	2	31	707
% HEAVY VEHICLES	0	1.9	5.6	2.2	0	1.5	8.2	3.4	0	2.9	5.5	3.2	0	5.3	4.4	3.8	5.2

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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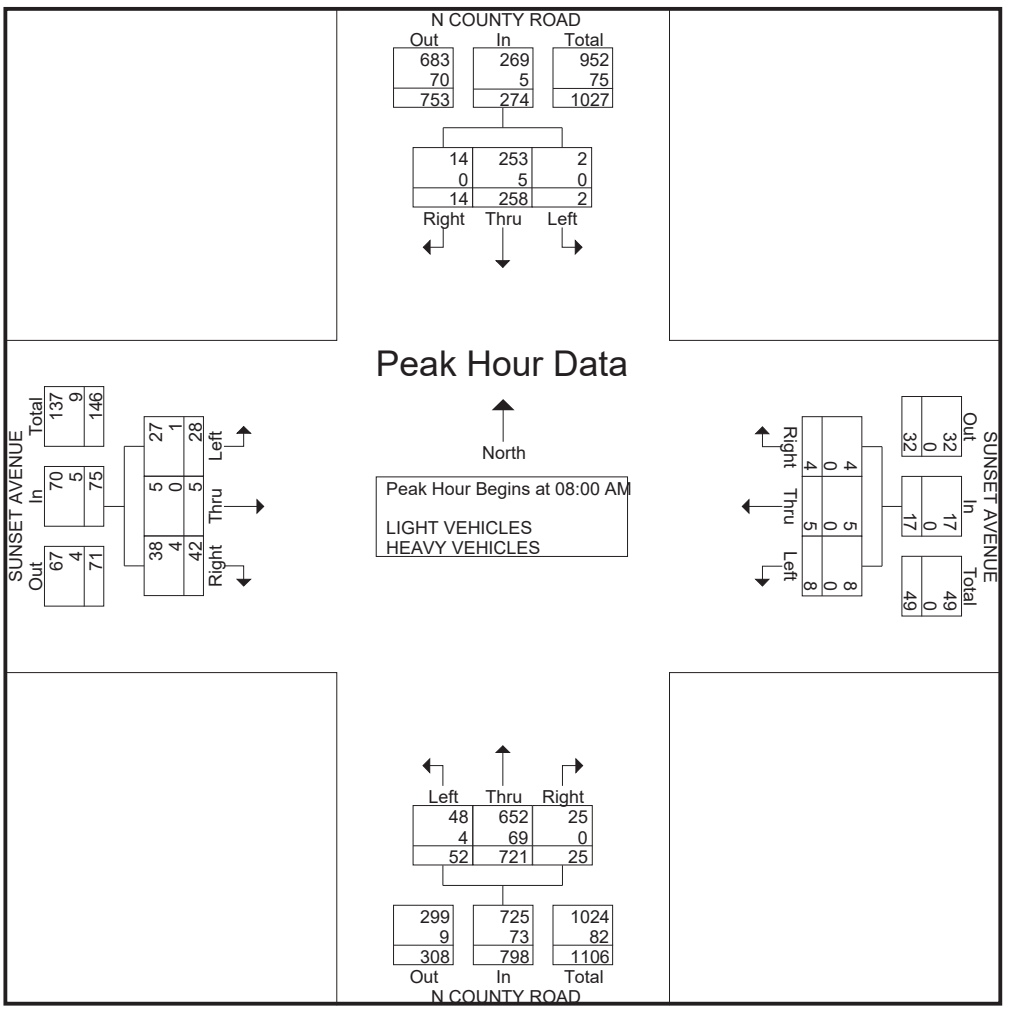
SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 3

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**2**	52	5	59	0	**4**	**2**	**2**	**8**	0	**22**	184	6	**212**	0	**9**	**2**	11	**22**	301
08:15 AM	0	0	55	0	55	0	4	1	0	5	0	12	158	4	174	0	6	2	8	16	250
08:30 AM	0	0	69	3	72	0	0	1	0	1	0	11	**196**	5	212	0	7	0	10	17	302
08:45 AM	0	0	**82**	**6**	**88**	0	0	1	2	3	0	7	183	**10**	200	0	6	1	**13**	20	**311**
Total Volume	0	2	258	14	274	0	8	5	4	17	0	52	721	25	798	0	28	5	42	75	1164
% App. Total	0	0.7	94.2	5.1		0	47.1	29.4	23.5		0	6.5	90.4	3.1		0	37.3	6.7	56		
PHF	.000	.250	.787	.583	.778	.000	.500	.625	.500	.531	.000	.591	.920	.625	.941	.000	.778	.625	.808	.852	.936
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	98.1	100	98.2	0	100	100	100	100	0	92.3	90.4	100	90.9	0	96.4	100	90.5	93.3	92.9
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.9	0	1.8	0	0	0	0	0	0	7.7	9.6	0	9.1	0	3.6	0	9.5	6.7	7.1



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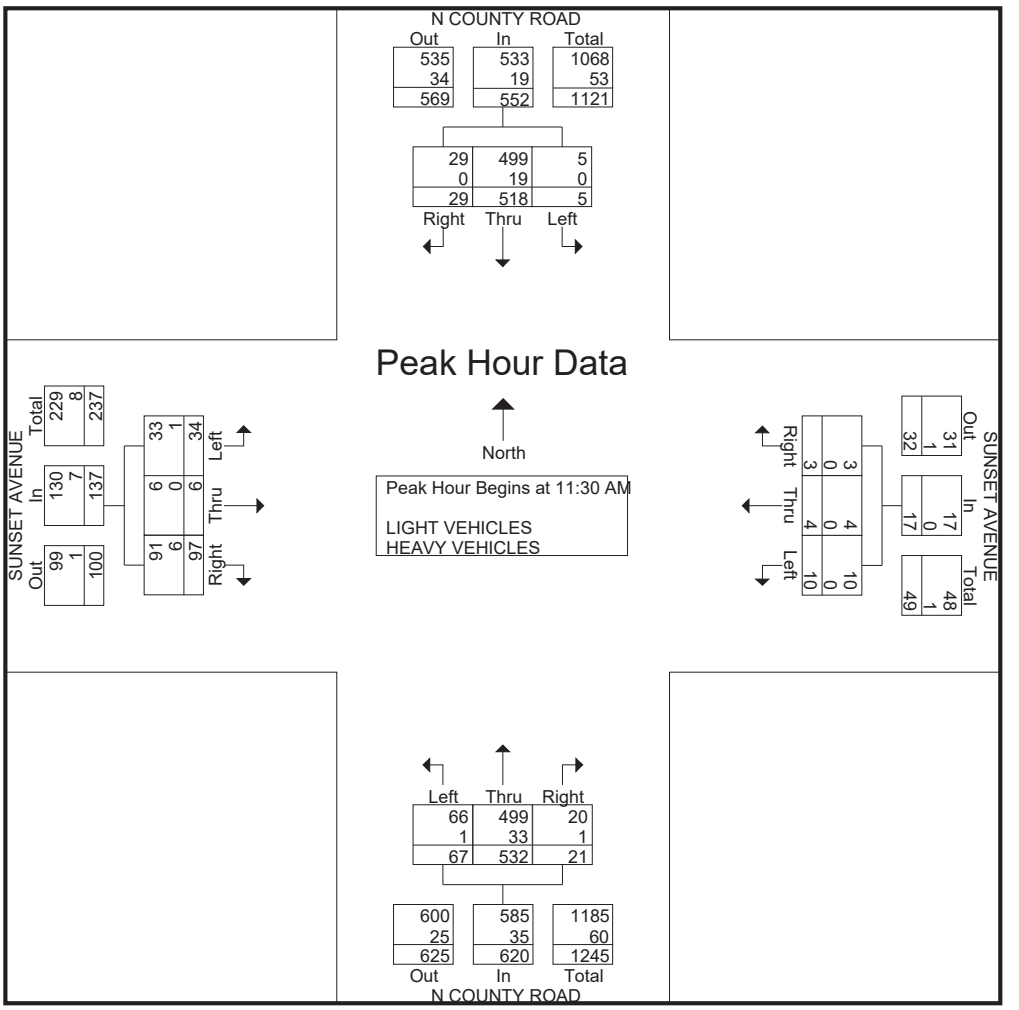
SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 4

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	**2**	122	5	129	0	**3**	**2**	**1**	**6**	0	12	135	5	152	0	6	0	27	33	320
11:45 AM	0	1	**135**	**14**	**150**	0	2	1	1	4	0	19	**147**	**7**	**173**	0	7	**4**	**29**	**40**	**367**
12:00 PM	0	1	126	5	132	0	2	1	0	3	0	15	129	2	146	0	**11**	0	20	31	312
12:15 PM	0	1	135	5	141	0	3	0	1	4	0	**21**	121	7	149	0	10	2	21	33	327
Total Volume	0	5	518	29	552	0	10	4	3	17	0	67	532	21	620	0	34	6	97	137	1326
% App. Total	0	0.9	93.8	5.3		0	58.8	23.5	17.6		0	10.8	85.8	3.4		0	24.8	4.4	70.8		
PHF	.000	.625	.959	.518	.920	.000	.833	.500	.750	.708	.000	.798	.905	.750	.896	.000	.773	.375	.836	.856	.903
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	96.3	100	96.6	0	100	100	100	100	0	98.5	93.8	95.2	94.4	0	97.1	100	93.8	94.9	95.4
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	3.7	0	3.4	0	0	0	0	0	0	1.5	6.2	4.8	5.6	0	2.9	0	6.2	5.1	4.6



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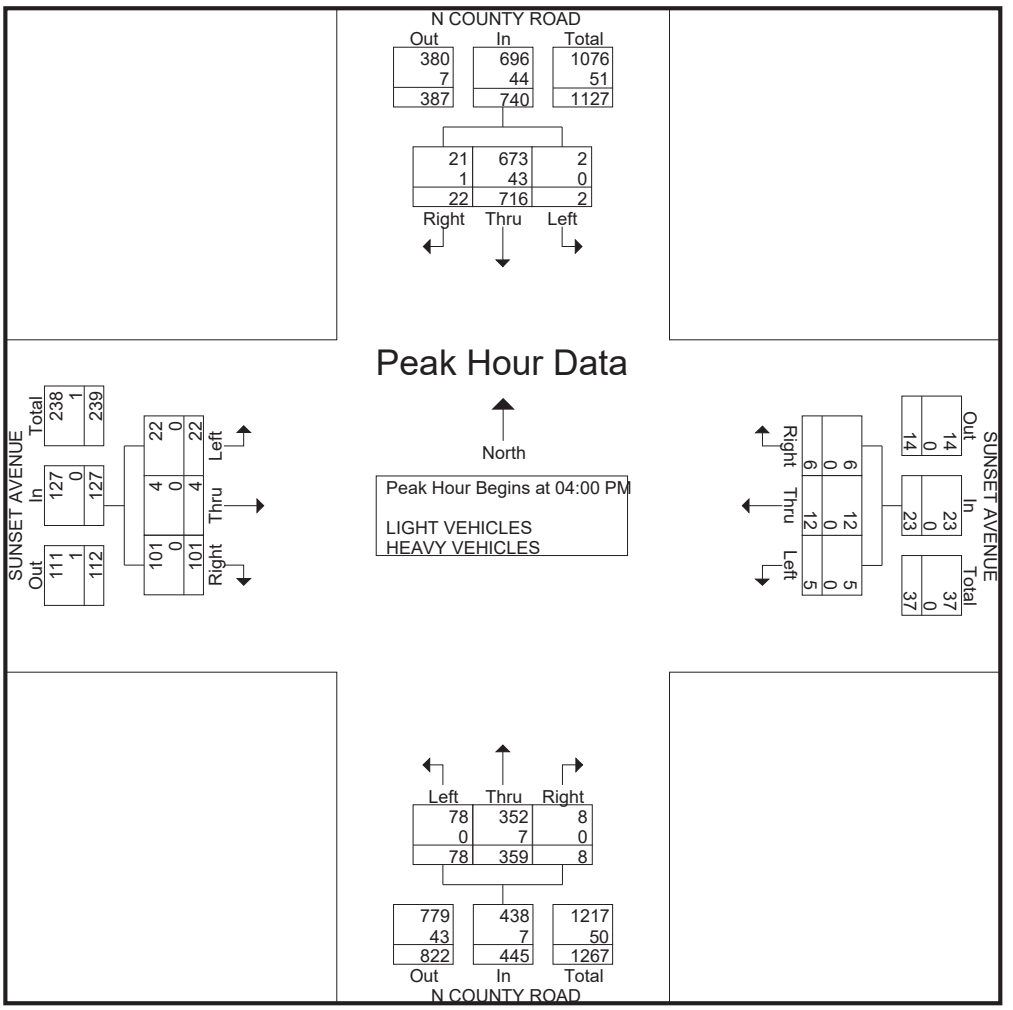
SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 5

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	**1**	**214**	6	**221**	0	1	5	0	6	0	18	**99**	**3**	120	0	4	1	20	25	**372**
04:15 PM	0	1	169	**7**	177	0	**2**	**6**	1	**9**	0	**24**	84	3	111	0	6	0	27	33	330
04:30 PM	0	0	201	3	204	0	1	1	2	4	0	12	79	1	92	0	**8**	**2**	**29**	**39**	339
04:45 PM	0	0	132	6	138	0	1	0	**3**	4	0	24	97	1	**122**	0	4	1	25	30	294
Total Volume	0	2	716	22	740	0	5	12	6	23	0	78	359	8	445	0	22	4	101	127	1335
% App. Total	0	0.3	96.8	3		0	21.7	52.2	26.1		0	17.5	80.7	1.8		0	17.3	3.1	79.5		
PHF	.000	.500	.836	.786	.837	.000	.625	.500	.500	.639	.000	.813	.907	.667	.912	.000	.688	.500	.871	.814	.897
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	94.0	95.5	94.1	0	100	100	100	100	0	100	98.1	100	98.4	0	100	100	100	100	96.2
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	6.0	4.5	5.9	0	0	0	0	0	0	0	1.9	0	1.6	0	0	0	0	0	3.8



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	5
07:00 AM	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	6
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	1	0	0	0	0	0	0	0	25	0	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	0	0	0	0	0	1	30	0	0	0	0	0	35
08:00 AM	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	1	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	1	8
Total	0	0	5	1	0	0	0	0	0	0	8	0	0	0	2	2	18
09:00 AM	0	0	3	0	0	0	2	0	0	0	2	0	0	0	0	0	7
09:15 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:30 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5
09:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	0	12	0	0	0	2	0	0	0	6	0	0	0	0	0	20
10:00 AM	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	7
10:15 AM	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	6
10:30 AM	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	11
10:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Total	0	0	11	0	0	0	0	0	0	4	13	0	0	0	0	0	28
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	5
Total	0	0	2	2	0	0	0	0	0	0	2	0	0	1	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6
Total	0	0	1	0	0	0	2	0	0	0	5	1	0	0	1	0	10
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	6
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	5

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	7
04:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	6
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0	12
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0	6
05:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	5	0	0	2	0	0	0	0	5	0	0	0	0	0	12
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	4
Grand Total	0	0	58	3	0	2	5	0	0	5	87	1	0	3	3	2	169
Apprch %	0	0	95.1	4.9	0	28.6	71.4	0	0	5.4	93.5	1.1	0	37.5	37.5	25	
Total %	0	0	34.3	1.8	0	1.2	3	0	0	3	51.5	0.6	0	1.8	1.8	1.2	

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	8
06:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	9	0	0	0	1	0	0	0	3	0	0	0	13
07:00 AM	0	0	0	0	10	0	0	0	3	0	1	0	1	0	1	0	16
07:15 AM	0	0	0	0	6	0	0	0	2	0	0	0	10	0	1	0	19
07:30 AM	3	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	9
07:45 AM	1	0	0	0	2	0	0	0	1	0	0	0	6	0	4	0	14
Total	4	0	0	0	21	0	0	0	8	0	1	0	18	0	6	0	58
08:00 AM	2	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	10
08:15 AM	0	0	0	0	8	0	0	0	1	0	0	0	2	0	1	0	12
08:30 AM	2	0	0	0	3	0	2	0	1	0	0	0	3	0	0	0	11
08:45 AM	1	0	0	0	6	0	0	0	4	0	1	0	5	0	0	0	17
Total	5	0	0	0	19	0	2	0	8	0	1	0	14	0	1	0	50
09:00 AM	2	0	0	0	6	0	0	0	2	0	1	0	3	0	0	0	14
09:15 AM	2	0	0	0	5	0	0	0	5	0	0	0	2	0	0	0	14
09:30 AM	4	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	18
09:45 AM	2	0	0	0	17	0	1	0	5	0	0	0	7	0	0	0	32
Total	10	0	0	0	36	0	1	0	12	0	1	0	18	0	0	0	78
10:00 AM	6	0	0	0	4	0	2	0	4	0	2	0	4	0	0	0	22
10:15 AM	2	0	0	0	3	0	0	0	1	0	0	0	5	0	0	0	11
10:30 AM	1	0	0	0	6	0	0	0	2	0	0	0	7	0	0	0	16
10:45 AM	3	0	4	0	2	0	1	0	3	0	1	0	15	0	0	0	29
Total	12	0	4	0	15	0	3	0	10	0	3	0	31	0	0	0	78
11:00 AM	1	0	0	0	3	0	0	0	1	0	1	0	3	0	0	0	9
11:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	1	0	1	0	6
11:30 AM	0	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	8
11:45 AM	2	0	0	0	3	0	0	0	6	0	0	0	4	0	0	0	15
Total	3	0	0	0	13	0	0	0	11	0	1	0	9	0	1	0	38
12:00 PM	0	0	0	0	5	0	0	0	8	0	0	0	4	0	0	0	17
12:15 PM	0	0	0	0	2	0	0	0	2	0	0	0	2	0	1	0	7
12:30 PM	3	0	0	0	2	0	1	0	3	0	0	0	3	0	0	0	12
12:45 PM	2	0	0	0	3	0	0	0	3	0	3	0	3	0	0	0	14
Total	5	0	0	0	12	0	1	0	16	0	3	0	12	0	1	0	50
01:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	5	0	4	0	14
01:15 PM	1	0	0	0	7	0	0	0	9	0	0	0	5	0	0	0	22
01:30 PM	0	0	0	0	4	0	2	0	1	0	2	0	2	0	0	0	11
01:45 PM	3	0	0	0	5	0	0	0	4	0	0	0	4	0	4	0	20
Total	4	0	0	0	18	0	2	0	17	0	2	0	16	0	8	0	67
02:00 PM	1	0	0	0	6	0	2	0	2	0	2	0	0	0	0	0	13
02:15 PM	0	0	0	0	5	0	1	0	2	0	0	0	0	0	0	0	8
02:30 PM	1	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	8
02:45 PM	3	0	0	0	6	0	0	0	2	0	0	0	2	0	0	0	13
Total	5	0	0	0	21	0	3	0	8	0	2	0	3	0	0	0	42

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	1	0	0	0	8	0	0	0	3	0	0	0	1	0	0	0	13
03:15 PM	0	0	0	0	3	0	0	0	1	0	1	0	2	0	0	0	7
03:30 PM	0	0	0	0	4	0	1	0	1	0	0	0	3	0	0	0	9
03:45 PM	3	0	0	0	2	0	4	0	1	0	0	0	2	0	0	0	12
Total	4	0	0	0	17	0	5	0	6	0	1	0	8	0	0	0	41
04:00 PM	1	0	0	0	1	0	0	0	2	0	0	0	1	0	1	0	6
04:15 PM	3	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	11
04:30 PM	7	0	0	0	6	0	0	0	2	0	0	0	4	0	1	0	20
04:45 PM	3	0	0	0	5	0	0	0	7	0	0	0	5	0	0	0	20
Total	14	0	0	0	13	0	0	0	17	0	0	0	11	0	2	0	57
05:00 PM	13	0	0	0	12	0	1	0	2	0	0	0	1	0	1	0	30
05:15 PM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	7
05:30 PM	3	0	0	0	5	0	1	0	0	0	0	0	2	0	1	0	12
05:45 PM	3	0	0	0	2	0	0	0	5	0	0	0	5	0	1	0	16
Total	19	0	0	0	22	0	2	0	11	0	0	0	8	0	3	0	65
06:00 PM	3	0	0	0	3	0	0	0	2	0	0	0	5	0	0	0	13
06:15 PM	2	0	0	0	2	0	0	0	1	0	0	0	3	0	1	0	9
06:30 PM	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	9
06:45 PM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	5
Total	7	0	0	0	11	0	0	0	8	0	0	0	8	0	2	0	36
Grand Total	92	0	4	0	227	0	19	0	133	0	15	0	159	0	24	0	673
Apprch %	95.8	0	4.2	0	92.3	0	7.7	0	89.9	0	10.1	0	86.9	0	13.1	0	
Total %	13.7	0	0.6	0	33.7	0	2.8	0	19.8	0	2.2	0	23.6	0	3.6	0	

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	35	634	83	9	198	28	47	18	29	46	19	7
Peak Season Volume	35	634	83	9	198	28	47	18	29	46	19	7
Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed Development												
1.0% Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed + 1.0% Growth	2	32	4	0	10	1	2	1	1	2	1	0
Max (Committed + 1.0% or Historic Growth)	2	32	4	0	10	1	2	1	1	2	1	0
Background Traffic Volumes	37	666	87	9	208	29	49	19	30	48	20	7
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			3	2	2			1				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	1	4	1									
Project Traffic	1	4	4	2	2	0	0	1	0	0	0	0
Total Traffic w/o RTOR	38	670	91	11	210	29	49	20	30	48	20	7
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	38	670	31	11	210	0	49	20	0	48	20	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	49	260	77	12	590	60	36	22	75	70	54	10
Peak Season Volume	49	260	77	12	590	60	36	22	75	70	54	10
Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed Development												
1.0% Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed + 1.0% Growth	2	13	4	1	30	3	2	1	4	4	3	1
Max (Committed + 1.0% or Historic Growth)	2	13	4	1	30	3	2	1	4	4	3	1
Background Traffic Volumes	51	273	81	13	620	63	38	23	79	74	57	11
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			18	13	13			4				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	3	17	6									
Project Traffic	3	17	24	13	13	0	0	4	0	0	0	0
Total Traffic w/o RTOR	54	290	105	26	633	63	38	27	79	74	57	11
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	54	290	45	26	633	3	38	27	19	74	57	0

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	52	721	25	2	258	14	28	5	42	8	5	4
Peak Season Volume	52	721	25	2	258	14	28	5	42	8	5	4
Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed Development												
1.0% Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed + 1.0% Growth	3	37	1	0	13	1	1	0	2	0	0	0
Max (Committed + 1.0% or Historic Growth)	3	37	1	0	13	1	1	0	2	0	0	0
Background Traffic Volumes	55	758	26	2	271	15	29	5	44	8	5	4
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		3	5	2				1				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										6	1	5
Project Traffic	0	3	5	2	0	0	0	1	0	6	1	5
Total Traffic w/o RTOR	55	761	31	4	271	15	29	6	44	14	6	9
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	55	761	0	4	271	0	29	6	0	14	6	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	78	359	8	2	716	22	22	4	101	5	12	6
Peak Season Volume	78	359	8	2	716	22	22	4	101	5	12	6
Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed Development												
1.0% Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed + 1.0% Growth	4	18	0	0	37	1	1	0	5	0	1	0
Max (Committed + 1.0% or Historic Growth)	4	18	0	0	37	1	1	0	5	0	1	0
Background Traffic Volumes	82	377	8	2	753	23	23	4	106	5	13	6
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		18	27	13				4				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										29	3	26
Project Traffic	0	18	27	13	0	0	0	4	0	29	3	26
Total Traffic w/o RTOR	82	395	35	15	753	23	23	8	106	34	16	32
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	82	395	0	15	753	0	23	8	46	34	16	0

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

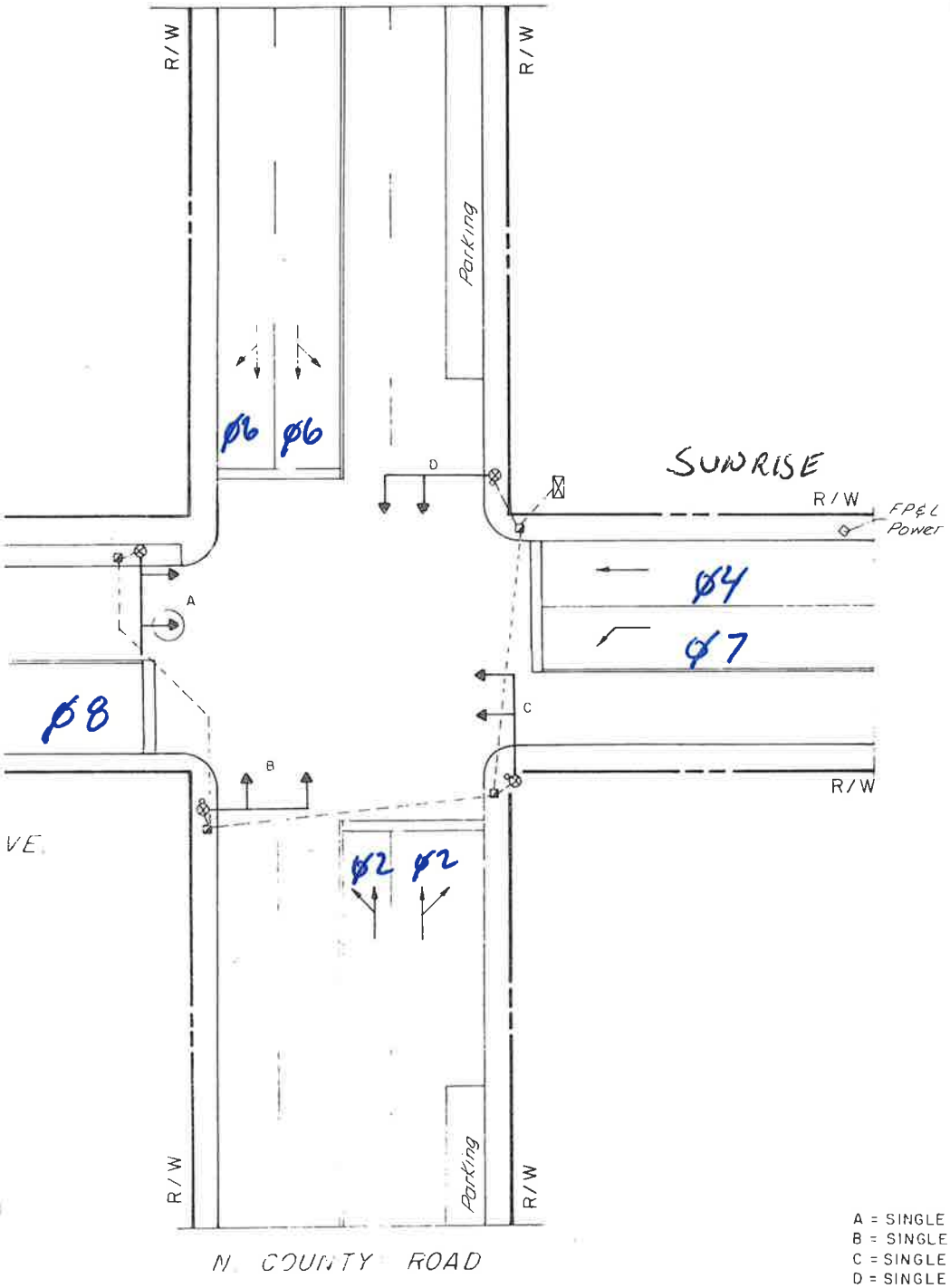
Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	101	517	54	0	186	109	289	49	189	5	36	8
Peak Season Volume	101	517	54	0	186	109	289	49	189	5	36	8
Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed Development												
1.0% Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed + 1.0% Growth	5	26	3	0	9	6	15	2	10	0	2	0
Max (Committed + 1.0% or Historic Growth)	5	26	3	0	9	6	15	2	10	0	2	0
Background Traffic Volumes	106	543	57	0	195	115	304	51	199	5	38	8
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		3					5					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					2	4						
Project Traffic	0	3	0	0	2	4	5	0	0	0	0	0
Total Traffic w/o RTOR	106	546	57	0	197	119	309	51	199	5	38	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	106	546	0	0	197	59	309	51	139	5	38	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	180	306	27	0	444	377	125	44	141	45	76	21
Peak Season Volume	180	306	27	0	444	377	125	44	141	45	76	21
Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed Development												
1.0% Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed + 1.0% Growth	9	16	1	0	23	19	6	2	7	2	4	1
Max (Committed + 1.0% or Historic Growth)	9	16	1	0	23	19	6	2	7	2	4	1
Background Traffic Volumes	189	322	28	0	467	396	131	46	148	47	80	22
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		18					27					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					11	17						
Project Traffic	0	18	0	0	11	17	27	0	0	0	0	0
Total Traffic w/o RTOR	189	340	28	0	478	413	158	46	148	47	80	22
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	189	340	0	0	478	353	158	46	88	47	80	0



A = SINGLE MAST ARM 20'
B = SINGLE MAST ARM 20'
C = SINGLE MAST ARM 20'
D = SINGLE MAST ARM 20'

LEGEND

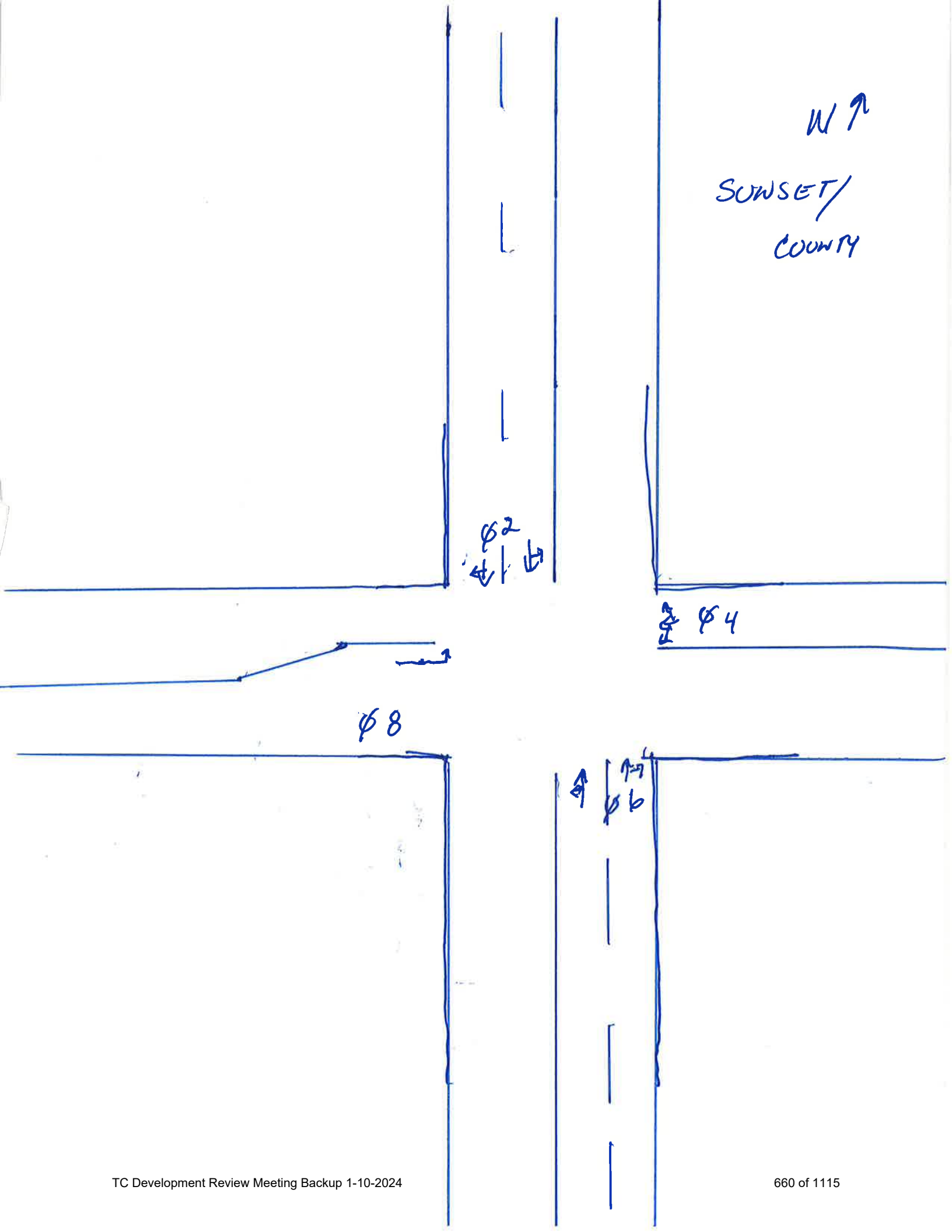
CONTROLLER CABINET

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	20	0	10	0	20	7	10	5	5	5	5	5	2	5	5
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	15	0	13	0	15	0	16	0	16	0	10	0	10
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	3.0	5.0	2.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	40	35	25	0	40	20	30	35	35	35	35	35	0	35	0
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	0	40	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.0	3.5	3.0	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	2.5	1.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

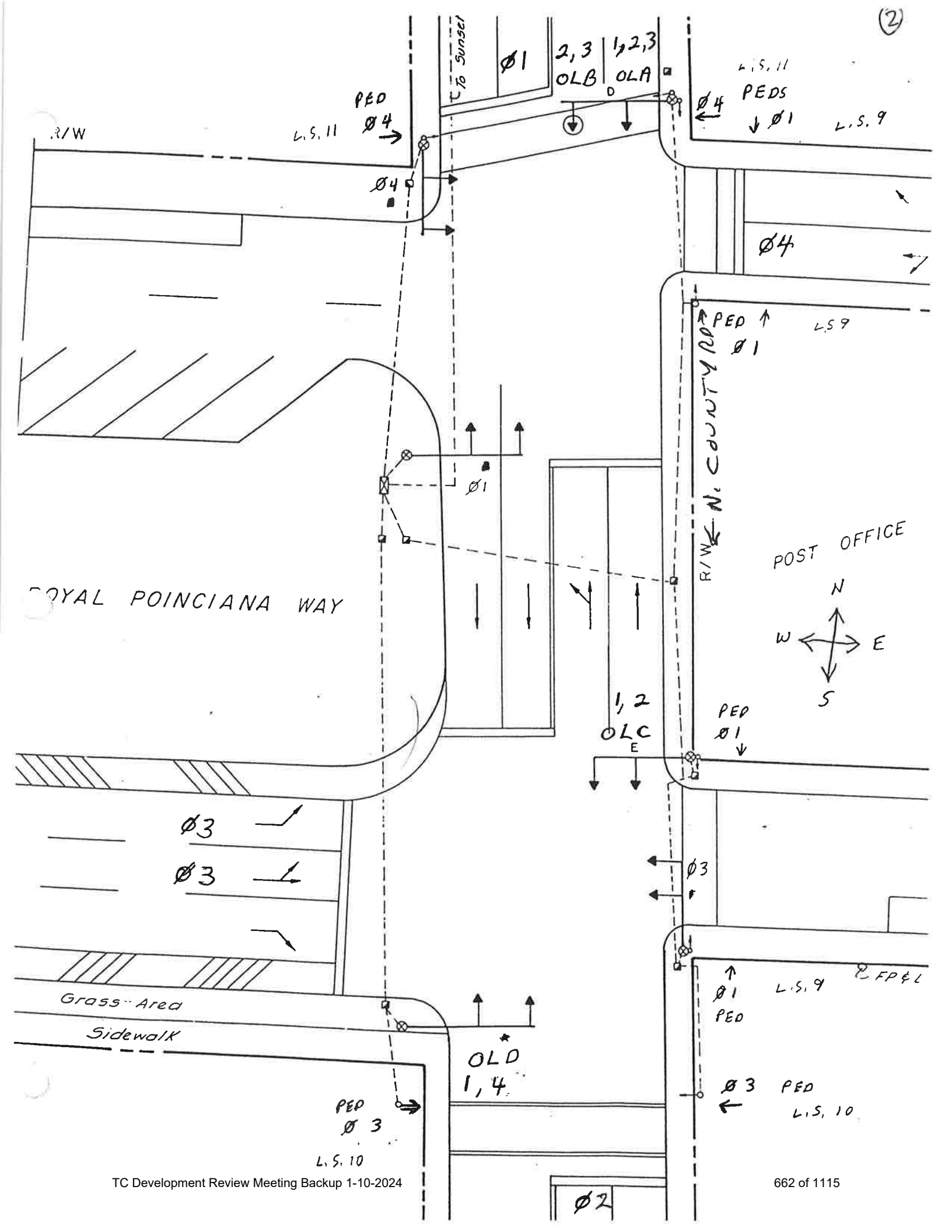
Committee Review Meeting Packet - 10-2021


W
SUNSET/
COUNTY
φ2
φ4
φ8
φ6

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	10	5	15	5	10	5	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	16	0	10	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	60	35	25	35	60	35	25	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0


(2)
To Sunset
Ø1
2,3 OLB
1,2,3 OLA
D
L.S. 11
PEDS
Ø4
Ø1
L.S. 9
R/W
L.S. 11
PED Ø4
Ø4
Ø4
PED Ø1
L.S. 9
N. COUNTY RD
R/W
POST OFFICE
ROYAL POINCIANA WAY
Ø1
N
W
E
S
1, 2 OLC
E
PED Ø1
Ø3
Ø3
Ø3
Grass Area
Sidewalk
OLD 1, 4
PED Ø3
L.S. 10
Ø1 PED
L.S. 9
FP&L
Ø3 PED
L.S. 10
Ø2

PHASE	1	2	3	4	5	6	7	8	A	B	C	D
SIG#	1	TIMING	3	4	N/U	N/U	N/U	N/U	A	B	C	D
OVLP									1,2,3	2,3	1,2	1,4
GRN	1G-B		3G-B	4G-B					9G-B	10G-B	11G-B	12G-B
YEL	1Y-B		3Y-B	4Y-B					9Y-B	10Y-B	11Y-B	12Y-B
RED	1R-B		3R-B	4R-B					9R-B	10R-B	11R-B	12R-B
GRN ARROW												
YEL ARROW												
RED ARROW												
WALK	13G-B		15G-B	16G-B								
D-WALK	13R-B		15R-B	16R-B								
PED DET	PIP-17A		PIP-19A	PIP-20A								

TC Development Review Meeting Backup 1-10-2024

Controller Timing Plan (MM)2-1

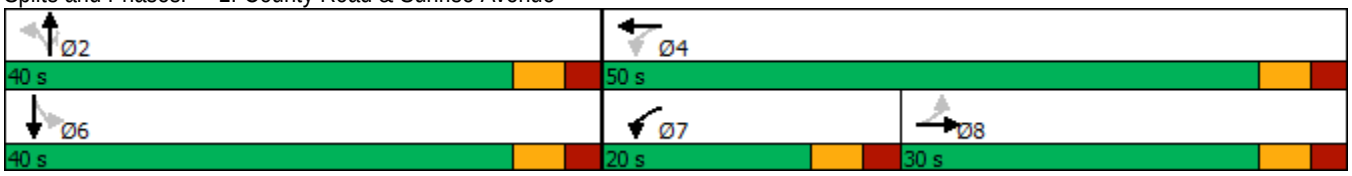
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	20	5	15	10	0	0	0	0	5	5	0	0	0	0	0	0
BK Min Green	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	16	0	16	16	0	0	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	40	20	25	20	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	60	35	40	25	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	40	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	18	46	19	35	634	83	9	198
Future Volume (vph)	47	18	46	19	35	634	83	9	198
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.6	17.9	18.6		41.0	41.0	41.0	41.0
Actuated g/C Ratio		0.16	0.27	0.28		0.62	0.62	0.62	0.62
v/c Ratio		0.38	0.13	0.05		0.63	0.09	0.03	0.21
Control Delay		26.1	16.7	12.6		17.2	2.1	11.0	10.1
Queue Delay		0.0	0.0	0.0		0.6	0.0	0.0	0.0
Total Delay		26.1	16.7	12.6		17.8	2.1	11.0	10.1
LOS		C	B	B		B	A	B	B
Approach Delay		26.1		15.3		16.1			10.1
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

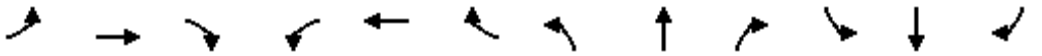




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	48	27	704	87	9	237
v/c Ratio	0.38	0.13	0.05	0.63	0.09	0.03	0.21
Control Delay	26.1	16.7	12.6	17.2	2.1	11.0	10.1
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	26.1	16.7	12.6	17.8	2.1	11.0	10.1
Queue Length 50th (ft)	29	14	6	233	0	2	53
Queue Length 95th (ft)	73	34	21	#478	16	10	108
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	556	485	1201	1120	1018	297	1132
Starvation Cap Reductn	0	0	0	149	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.02	0.73	0.09	0.03	0.21

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)	47	18	29	46	19	7	35	634	83	9	198	28
Future Volume (vph)	47	18	29	46	19	7	35	634	83	9	198	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1741		1770	1790			1858	1583	1770	1829	
Flt Permitted		0.83		0.62	1.00			0.97	1.00	0.26	1.00	
Satd. Flow (perm)		1480		1149	1790			1816	1583	482	1829	
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)	49	19	31	48	20	7	37	667	87	9	208	29
RTOR Reduction (vph)	0	22	0	0	5	0	0	0	38	0	4	0
Lane Group Flow (vph)	0	77	0	48	22	0	0	704	49	9	233	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Effective Green, g (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		172		347	478			1020	889	270	1027	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.05		0.03				c0.39	0.03	0.02		
v/c Ratio		0.45		0.14	0.05			0.69	0.05	0.03	0.23	
Uniform Delay, d1		28.9		19.8	19.1			11.0	7.0	6.9	7.7	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.8		0.2	0.0			3.8	0.1	0.2	0.5	
Delay (s)		30.8		19.9	19.1			14.8	7.1	7.1	8.2	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.8			19.7			14.0			8.2	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	5	42	8	5	52	721	2	258
Future Volume (vph)	28	5	42	8	5	52	721	2	258
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		65.9		65.9
Actuated g/C Ratio		0.19	0.19		0.19		0.83		0.83
v/c Ratio		0.13	0.13		0.06		0.32		0.10
Control Delay		29.2	10.1		24.2		3.7		2.9
Queue Delay		0.0	0.0		0.0		0.3		0.0
Total Delay		29.2	10.1		24.2		4.0		2.9
LOS		C	B		C		A		A
Approach Delay		18.4			24.2		4.0		2.9
Approach LOS		B			C		A		A

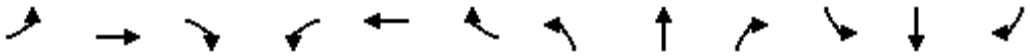
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	34	44	17	840	289
v/c Ratio	0.13	0.13	0.06	0.32	0.10
Control Delay	29.2	10.1	24.2	3.7	2.9
Queue Delay	0.0	0.0	0.0	0.3	0.0
Total Delay	29.2	10.1	24.2	4.0	2.9
Queue Length 50th (ft)	17	0	6	74	20
Queue Length 95th (ft)	39	26	22	101	31
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	358	441	408	2654	2762
Starvation Cap Reductn	0	0	0	1115	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.10	0.04	0.55	0.10

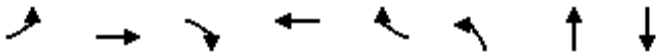
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
Future Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1787	1583		1762			3511			3510	
Flt Permitted		0.75	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1389	1583		1571			3212			3345	
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)	29	5	44	8	5	4	55	759	26	2	272	15
RTOR Reduction (vph)	0	0	39	0	4	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	34	5	0	13	0	0	838	0	0	286	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		8.7	8.7		8.7			64.0			64.0	
Effective Green, g (s)		8.7	8.7		8.7			64.0			64.0	
Actuated g/C Ratio		0.11	0.11		0.11			0.78			0.78	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		147	168		167			2516			2620	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.26			0.09	
v/c Ratio		0.23	0.03		0.08			0.33			0.11	
Uniform Delay, d1		33.4	32.7		32.9			2.6			2.1	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.8	0.1		0.2			0.4			0.1	
Delay (s)		34.2	32.8		33.1			3.0			2.2	
Level of Service		C	C		C			A			A	
Approach Delay (s)		33.4			33.1			3.0			2.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

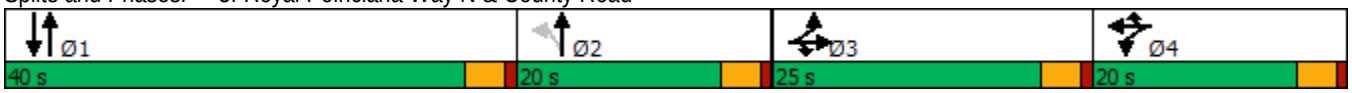
c Critical Lane Group

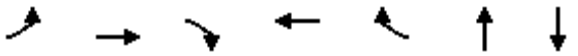


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	289	49	189	36	8	101	517	186
Future Volume (vph)	289	49	189	36	8	101	517	186
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.0	17.0	17.0	10.3	10.3		45.2	24.6
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.48	0.48	0.40	0.18	0.03		0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
LOS	C	C	A	D	A		B	B
Approach Delay		24.7		31.6			11.0	13.8
Approach LOS		C		C			B	B

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 78		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.48		
Intersection Signal Delay: 16.9	Intersection LOS: B	
Intersection Capacity Utilization 61.6%	ICU Level of Service B	
Analysis Period (min) 15		

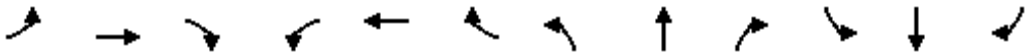
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	176	180	199	43	8	707	311
v/c Ratio	0.48	0.48	0.40	0.18	0.03	0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Length 50th (ft)	84	86	0	19	0	103	38
Queue Length 95th (ft)	170	173	56	58	0	167	75
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	466	473	582	391	408	1694	1650
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.38	0.34	0.11	0.02	0.42	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
Future Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3343	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.84			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2934			3343	
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)	304	52	199	5	38	8	106	544	57	0	196	115
RTOR Reduction (vph)	0	0	156	0	0	7	0	6	0	0	79	0
Lane Group Flow (vph)	176	180	43	0	43	1	0	701	0	0	232	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Effective Green, g (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.31	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		125	107		1664			1034	
v/s Ratio Prot	0.10	c0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.24				
v/c Ratio	0.49	0.49	0.13		0.34	0.01		0.42			0.22	
Uniform Delay, d1	27.4	27.5	25.2		35.4	34.5		9.8			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.1	1.1	0.2		1.7	0.0		0.2			0.1	
Delay (s)	28.5	28.5	25.4		37.0	34.6		10.0			20.5	
Level of Service	C	C	C		D	C		A			C	
Approach Delay (s)		27.4			36.6			10.0			20.5	
Approach LOS		C			D			A			C	

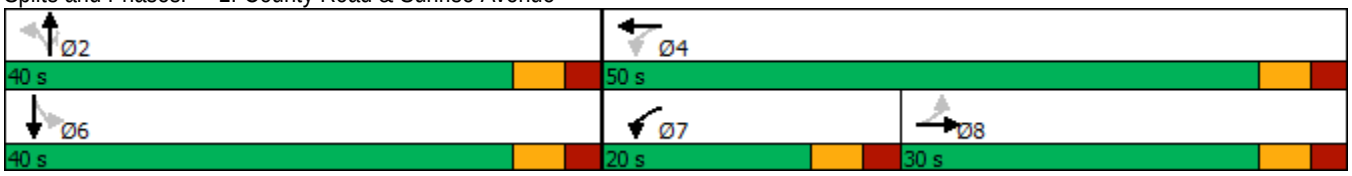
Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	22	70	54	49	260	77	12	590
Future Volume (vph)	36	22	70	54	49	260	77	12	590
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.7	22.6	22.6		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.52	0.52	0.52	0.52
v/c Ratio		0.49	0.19	0.12		0.49	0.09	0.03	0.72
Control Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
LOS		C	B	B		B	A	B	C
Approach Delay		21.3		15.2		13.4			20.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 71.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 18.1	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	NBR	SBL	SBT
Lane Group Flow (vph)	140	74	68	326	81	13	684
v/c Ratio	0.49	0.19	0.12	0.49	0.09	0.03	0.72
Control Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Length 50th (ft)	27	21	16	91	0	3	225
Queue Length 95th (ft)	80	47	40	192	15	13	#477
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	557	466	1121	669	871	514	953
Starvation Cap Reductn	0	0	0	8	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.16	0.06	0.49	0.09	0.03	0.72

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)	36	22	75	70	54	10	49	260	77	12	590	60
Future Volume (vph)	36	22	75	70	54	10	49	260	77	12	590	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.98			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1818			1848	1583	1770	1837	
Flt Permitted		0.88		0.49	1.00			0.70	1.00	0.53	1.00	
Satd. Flow (perm)		1523		920	1818			1295	1583	995	1837	
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)	38	23	79	74	57	11	52	274	81	13	621	63
RTOR Reduction (vph)	0	61	0	0	7	0	0	0	40	0	3	0
Lane Group Flow (vph)	0	79	0	74	61	0	0	326	41	13	681	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		223		383	593			659	805	506	934	
v/s Ratio Prot				c0.02	0.03						c0.37	
v/s Ratio Perm		c0.05		0.04				0.25	0.03	0.01		
v/c Ratio		0.36		0.19	0.10			0.49	0.05	0.03	0.73	
Uniform Delay, d1		28.0		17.9	17.1			11.7	9.0	8.9	14.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.0		0.2	0.1			2.6	0.1	0.1	5.0	
Delay (s)		29.0		18.1	17.2			14.4	9.1	9.0	18.9	
Level of Service		C		B	B			B	A	A	B	
Approach Delay (s)		29.0			17.7			13.3			18.8	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	4	101	5	12	78	359	2	716
Future Volume (vph)	22	4	101	5	12	78	359	2	716
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		62.4		62.4
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.28		0.07		0.23		0.30
Control Delay		28.3	8.3		22.8		4.2		4.3
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.3		22.8		4.2		4.6
LOS		C	A		C		A		A
Approach Delay		12.4			22.8		4.2		4.6
Approach LOS		B			C		A		A

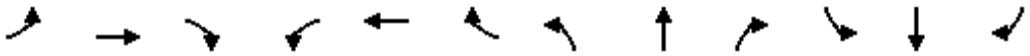
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 81.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	27	106	24	468	779
v/c Ratio	0.10	0.28	0.07	0.23	0.30
Control Delay	28.3	8.3	22.8	4.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.3	22.8	4.2	4.6
Queue Length 50th (ft)	11	0	7	37	65
Queue Length 95th (ft)	33	40	27	55	90
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	372	480	439	1999	2581
Starvation Cap Reductn	0	0	0	0	940
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.22	0.05	0.23	0.47

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
Future Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1787	1583		1781			3499			3523	
Flt Permitted		0.79	1.00		0.95			0.74			0.95	
Satd. Flow (perm)		1468	1583		1717			2607			3363	
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)	23	4	106	5	13	6	82	378	8	2	754	23
RTOR Reduction (vph)	0	0	91	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	27	15	0	19	0	0	467	0	0	777	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			61.4			61.4	
Effective Green, g (s)		11.8	11.8		11.8			61.4			61.4	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		210	227		246			1947			2512	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.18			c0.23	
v/c Ratio		0.13	0.07		0.08			0.24			0.31	
Uniform Delay, d1		30.7	30.4		30.5			3.2			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		31.0	30.6		30.6			3.5			3.7	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.7			30.6			3.5			3.7	
Approach LOS		C			C			A			A	

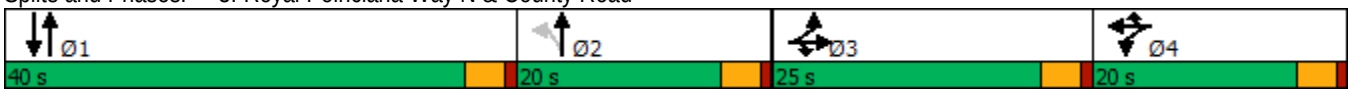
Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

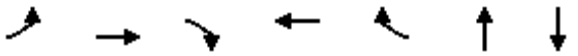
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	125	44	141	76	21	180	306	444
Future Volume (vph)	125	44	141	76	21	180	306	444
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.2	15.2	15.2	12.2	12.2		49.7	29.5
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.33
v/c Ratio	0.31	0.31	0.38	0.51	0.07		0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5		14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5		14.4	23.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.4		38.2			14.4	23.0
Approach LOS		C		D			B	C

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 89.2		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.70		
Intersection Signal Delay: 22.2	Intersection LOS: C	
Intersection Capacity Utilization 64.2%	ICU Level of Service C	
Analysis Period (min) 15		

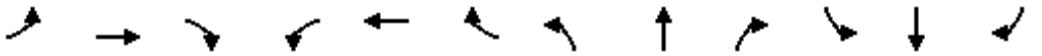
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	88	90	148	127	22	539	864
v/c Ratio	0.31	0.31	0.38	0.51	0.07	0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5	14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5	14.4	23.0
Queue Length 50th (ft)	47	48	0	69	0	89	161
Queue Length 95th (ft)	103	105	54	131	0	149	243
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	399	410	488	331	363	1029	1473
Starvation Cap Reductn	0	0	0	0	0	0	335
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.30	0.38	0.06	0.52	0.76

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
Future Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3295	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1842			3295	
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)	132	46	148	47	80	22	189	322	28	0	467	397
RTOR Reduction (vph)	0	0	123	0	0	19	0	4	0	0	149	0
Lane Group Flow (vph)	88	90	25	0	127	3	0	535	0	0	715	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Effective Green, g (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.33	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	287	294	270		250	216		1026			1092	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.22	
v/s Ratio Perm								c0.29				
v/c Ratio	0.31	0.31	0.09		0.51	0.01		0.52			0.65	
Uniform Delay, d1	32.3	32.3	31.1		35.6	33.2		12.3			25.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.6	0.6	0.2		1.6	0.0		0.5			1.4	
Delay (s)	32.9	32.9	31.2		37.2	33.2		12.8			26.8	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		32.1			36.6			12.8			26.8	
Approach LOS		C			D			B			C	

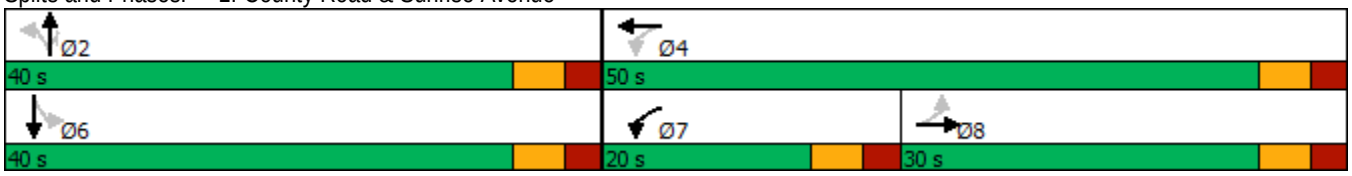
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	89.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	19	48	20	37	666	87	9	208
Future Volume (vph)	49	19	48	20	37	666	87	9	208
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.8	18.1	18.8		40.7	40.7	40.7	40.7
Actuated g/C Ratio		0.16	0.27	0.28		0.61	0.61	0.61	0.61
v/c Ratio		0.40	0.13	0.05		0.67	0.09	0.03	0.22
Control Delay		26.9	16.6	12.5		18.7	2.3	11.3	10.4
Queue Delay		0.0	0.0	0.0		0.8	0.0	0.0	0.0
Total Delay		26.9	16.6	12.5		19.5	2.3	11.3	10.4
LOS		C	B	B		B	A	B	B
Approach Delay		26.9		15.2		17.6			10.4
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

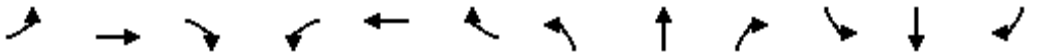




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	51	28	740	92	9	250
v/c Ratio	0.40	0.13	0.05	0.67	0.09	0.03	0.22
Control Delay	26.9	16.6	12.5	18.7	2.3	11.3	10.4
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	26.9	16.6	12.5	19.5	2.3	11.3	10.4
Queue Length 50th (ft)	31	15	6	256	0	2	57
Queue Length 95th (ft)	77	36	21	#526	18	10	116
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	555	489	1204	1111	1013	263	1124
Starvation Cap Reductn	0	0	0	143	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.02	0.76	0.09	0.03	0.22

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)	49	19	30	48	20	7	37	666	87	9	208	29
Future Volume (vph)	49	19	30	48	20	7	37	666	87	9	208	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1742		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.61	1.00			0.97	1.00	0.23	1.00	
Satd. Flow (perm)		1477		1142	1793			1813	1583	430	1828	
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)	52	20	32	51	21	7	39	701	92	9	219	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	41	0	4	0
Lane Group Flow (vph)	0	83	0	51	23	0	0	740	51	9	246	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Effective Green, g (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176		351	486			1012	883	240	1020	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.06		0.03				c0.41	0.03	0.02		
v/c Ratio		0.47		0.15	0.05			0.73	0.06	0.04	0.24	
Uniform Delay, d1		28.9		19.6	18.9			11.6	7.1	7.0	7.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0		0.2	0.0			4.7	0.1	0.3	0.6	
Delay (s)		30.9		19.8	19.0			16.3	7.2	7.3	8.5	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.9			19.5			15.3			8.5	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

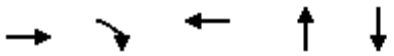
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	5	44	8	5	55	758	2	271
Future Volume (vph)	29	5	44	8	5	55	758	2	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		64.6		64.6
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.14		0.06		0.36		0.12
Control Delay		29.9	10.1		23.7		4.6		3.4
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		29.9	10.1		23.7		5.1		3.4
LOS		C	B		C		A		A
Approach Delay		18.8			23.7		5.1		3.4
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 83.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

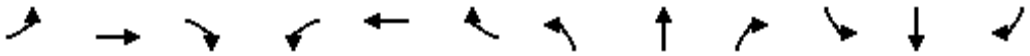
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	36	46	17	883	303
v/c Ratio	0.14	0.14	0.06	0.36	0.12
Control Delay	29.9	10.1	23.7	4.6	3.4
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.9	10.1	23.7	5.1	3.4
Queue Length 50th (ft)	17	0	6	79	21
Queue Length 95th (ft)	40	27	22	107	32
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	356	426	400	2477	2590
Starvation Cap Reductn	0	0	0	1076	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.04	0.63	0.12

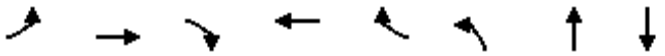
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
Future Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1786	1583		1762			3511			3510	
Flt Permitted		0.77	1.00		0.89			0.91			0.95	
Satd. Flow (perm)		1439	1583		1609			3200			3344	
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)	31	5	46	8	5	4	58	798	27	2	285	16
RTOR Reduction (vph)	0	0	40	0	3	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	36	6	0	14	0	0	881	0	0	300	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			63.6			63.6	
Effective Green, g (s)		11.8	11.8		11.8			63.6			63.6	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		201	221		224			2411			2519	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.06			0.37			0.12	
Uniform Delay, d1		32.0	31.4		31.5			3.5			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.1			0.4			0.1	
Delay (s)		32.5	31.4		31.6			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.9			31.6			4.0			2.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	84.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

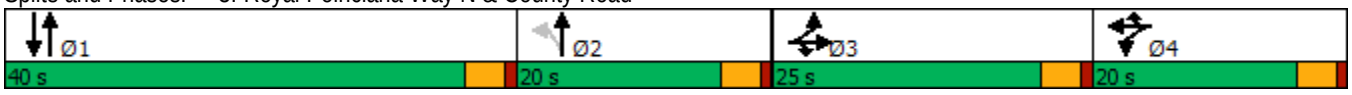
c Critical Lane Group

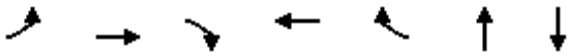


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	304	51	199	38	8	106	543	195
Future Volume (vph)	304	51	199	38	8	106	543	195
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.3	17.3	17.3	10.4	10.4		46.4	25.7
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.51	0.51	0.41	0.19	0.03		0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
LOS	D	D	A	D	A		B	B
Approach Delay		25.7		33.0			11.2	13.7
Approach LOS		C		C			B	B

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 79.5		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.51		
Intersection Signal Delay: 17.3	Intersection LOS: B	
Intersection Capacity Utilization 63.0%	ICU Level of Service B	
Analysis Period (min) 15		

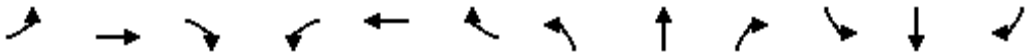
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	188	209	45	8	744	326
v/c Ratio	0.51	0.51	0.41	0.19	0.03	0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Length 50th (ft)	91	92	0	21	0	112	41
Queue Length 95th (ft)	185	186	58	61	0	178	78
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	459	467	584	385	404	1705	1630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.36	0.12	0.02	0.44	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
Future Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3342	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.83			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2911			3342	
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)	320	54	209	5	40	8	112	572	60	0	205	121
RTOR Reduction (vph)	0	0	164	0	0	7	0	6	0	0	83	0
Lane Group Flow (vph)	186	188	45	0	45	1	0	738	0	0	243	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Effective Green, g (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.32	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		123	105		1663			1060	
v/s Ratio Prot	c0.11	0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.25				
v/c Ratio	0.52	0.52	0.13		0.37	0.01		0.44			0.23	
Uniform Delay, d1	28.2	28.1	25.8		36.2	35.3		10.0			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.3	1.2	0.2		1.8	0.0		0.2			0.1	
Delay (s)	29.4	29.4	26.0		38.0	35.3		10.2			20.5	
Level of Service	C	C	C		D	D		B			C	
Approach Delay (s)		28.2			37.6			10.2			20.5	
Approach LOS		C			D			B			C	

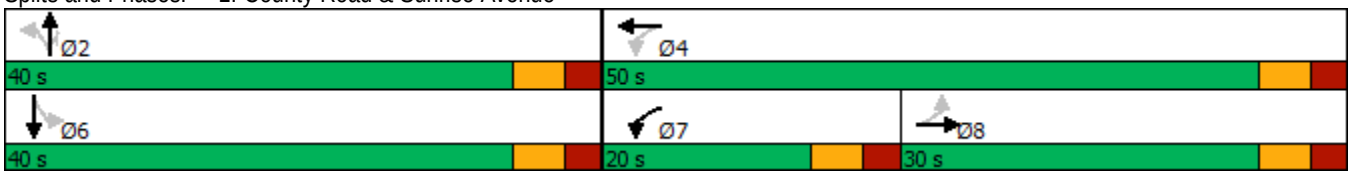
Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	23	74	57	51	273	81	13	620
Future Volume (vph)	38	23	74	57	51	273	81	13	620
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.9	23.0	23.0		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.51	0.51	0.51	0.51
v/c Ratio		0.51	0.20	0.12		0.56	0.10	0.03	0.76
Control Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
LOS		C	B	B		B	A	B	C
Approach Delay		22.3		15.1		15.3			22.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	78	72	341	85	14	719
v/c Ratio	0.51	0.20	0.12	0.56	0.10	0.03	0.76
Control Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Length 50th (ft)	30	23	17	100	0	3	245
Queue Length 95th (ft)	85	49	42	220	16	14	#526
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	554	466	1115	611	867	497	948
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.06	0.56	0.10	0.03	0.76

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)	38	23	79	74	57	11	51	273	81	13	620	63
Future Volume (vph)	38	23	79	74	57	11	51	273	81	13	620	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1816			1848	1583	1770	1837	
Flt Permitted		0.88		0.48	1.00			0.64	1.00	0.52	1.00	
Satd. Flow (perm)		1520		902	1816			1188	1583	967	1837	
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)	40	24	83	78	60	12	54	287	85	14	653	66
RTOR Reduction (vph)	0	60	0	0	8	0	0	0	42	0	3	0
Lane Group Flow (vph)	0	87	0	78	64	0	0	341	43	14	716	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		226		382	597			602	802	490	931	
v/s Ratio Prot				c0.02	0.04						c0.39	
v/s Ratio Perm		c0.06		0.05				0.29	0.03	0.01		
v/c Ratio		0.38		0.20	0.11			0.57	0.05	0.03	0.77	
Uniform Delay, d1		28.1		17.9	17.1			12.5	9.2	9.0	14.6	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.1		0.3	0.1			3.8	0.1	0.1	6.1	
Delay (s)		29.2		18.1	17.1			16.3	9.3	9.1	20.7	
Level of Service		C		B	B			B	A	A	C	
Approach Delay (s)		29.2			17.7			14.9			20.5	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

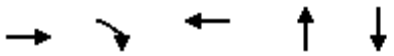
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	4	106	5	13	82	377	2	753
Future Volume (vph)	23	4	106	5	13	82	377	2	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		61.9		61.9
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.29		0.08		0.25		0.32
Control Delay		28.3	8.2		23.0		4.3		4.5
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.2		23.0		4.3		4.7
LOS		C	A		C		A		A
Approach Delay		12.2			23.0		4.3		4.7
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 80.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

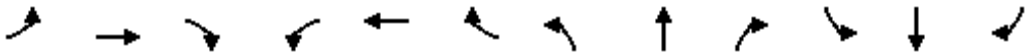
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	112	25	491	819
v/c Ratio	0.10	0.29	0.08	0.25	0.32
Control Delay	28.3	8.2	23.0	4.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.2	23.0	4.3	4.7
Queue Length 50th (ft)	12	0	8	39	70
Queue Length 95th (ft)	34	41	28	58	95
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	371	486	443	1967	2577
Starvation Cap Reductn	0	0	0	0	922
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.23	0.06	0.25	0.49

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
Future Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1786	1583		1785			3500			3523	
Flt Permitted		0.78	1.00		0.96			0.73			0.95	
Satd. Flow (perm)		1461	1583		1722			2567			3363	
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)	24	4	112	5	14	6	86	397	8	2	793	24
RTOR Reduction (vph)	0	0	96	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	28	16	0	20	0	0	490	0	0	817	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			60.9			60.9	
Effective Green, g (s)		11.8	11.8		11.8			60.9			60.9	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		211	228		248			1913			2506	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.19			c0.24	
v/c Ratio		0.13	0.07		0.08			0.26			0.33	
Uniform Delay, d1		30.5	30.2		30.3			3.3			3.5	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		30.8	30.3		30.4			3.6			3.8	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.4			30.4			3.6			3.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

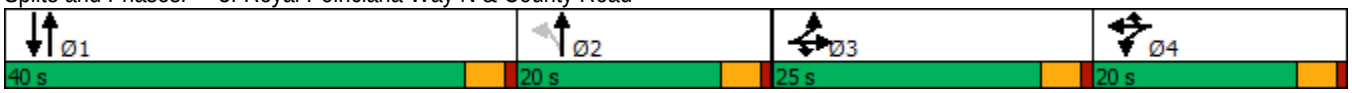
c Critical Lane Group

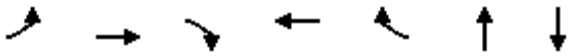
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	131	46	148	80	22	189	322	467
Future Volume (vph)	131	46	148	80	22	189	322	467
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.3	15.3	15.3	12.4	12.4		51.3	31.2
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.34
v/c Ratio	0.33	0.33	0.39	0.54	0.08		0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5		15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5		15.0	25.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.9		39.6			15.0	25.0
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 91.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 65.8%	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

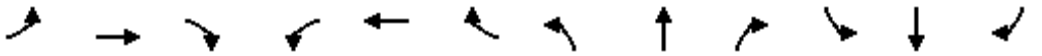




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	92	94	156	133	23	567	909
v/c Ratio	0.33	0.33	0.39	0.54	0.08	0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5	15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5	15.0	25.0
Queue Length 50th (ft)	52	53	0	76	0	98	177
Queue Length 95th (ft)	106	108	55	137	0	163	265
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	390	401	487	324	357	1013	1446
Starvation Cap Reductn	0	0	0	0	0	0	381
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.32	0.41	0.06	0.56	0.85

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)	131	46	148	47	80	22	189	322	28	0	467	396
Future Volume (vph)	131	46	148	47	80	22	189	322	28	0	467	396
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3296	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1815			3296	
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)	138	48	156	49	84	23	199	339	29	0	492	417
RTOR Reduction (vph)	0	0	130	0	0	20	0	3	0	0	146	0
Lane Group Flow (vph)	92	94	26	0	133	3	0	564	0	0	763	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Effective Green, g (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.34	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	282	290	266		249	215		1023			1130	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.23	
v/s Ratio Perm								c0.31				
v/c Ratio	0.33	0.32	0.10		0.53	0.01		0.91dl			0.68	
Uniform Delay, d1	33.3	33.3	32.0		36.6	34.0		12.6			25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.7	0.7	0.2		2.2	0.0		0.6			1.6	
Delay (s)	34.0	34.0	32.2		38.8	34.0		13.2			27.2	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		33.2			38.1			13.2			27.2	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	91.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

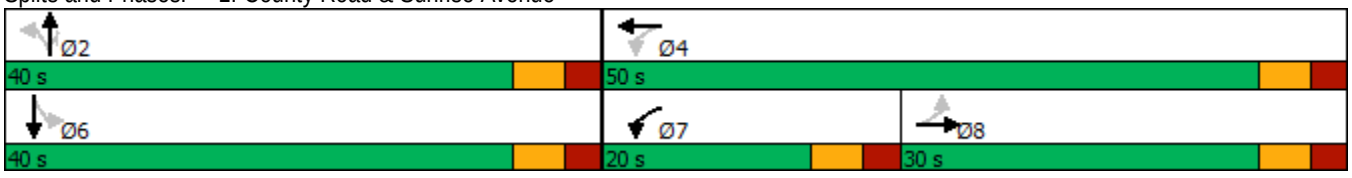
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	394	1354	289	1012	156	736	294	104	1174
Future Volume (vph)	394	1354	289	1012	156	736	294	104	1174
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		24.8	44.0	44.0		34.0	34.0	34.0	34.0
Actuated g/C Ratio		0.28	0.49	0.49		0.38	0.38	0.38	0.38
v/c Ratio		39.41	0.78	1.23		19.56	0.42	1.31	2.38
Control Delay		17188.3	30.7	137.4		8395.4	7.4	233.5	646.0
Queue Delay		0.0	0.0	0.0		0.0	0.2	0.0	0.0
Total Delay		17188.3	30.7	137.4		8395.4	7.7	233.5	646.0
LOS		F	C	F		F	A	F	F
Approach Delay		17188.3		114.6		6318.7			620.4
Approach LOS		F		F		F			F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 39.41	
Intersection Signal Delay: 6982.2	Intersection LOS: F
Intersection Capacity Utilization 318.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	2128	304	1114	939	309	109	1644
v/c Ratio	39.41	0.78	1.23	19.56	0.42	1.31	2.38
Control Delay	17188.3	30.7	137.4	8395.4	7.4	233.5	646.0
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	17188.3	30.7	137.4	8395.4	7.7	233.5	646.0
Queue Length 50th (ft)	~2540	102	~794	~1091	28	~81	~1570
Queue Length 95th (ft)	#2807	#206	#1040	#1327	88	#185	#1833
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	54	400	906	48	743	83	690
Starvation Cap Reductn	0	0	0	0	91	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	39.41	0.76	1.23	19.56	0.47	1.31	2.38

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	1354	274	289	1012	47	156	736	294	104	1174	388
Future Volume (vph)	394	1354	274	289	1012	47	156	736	294	104	1174	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.98		1.00	0.99			1.00	0.85	1.00	0.96	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1811		1770	1850			1847	1583	1770	1793	
Flt Permitted		0.10		0.20	1.00			0.07	1.00	0.12	1.00	
Satd. Flow (perm)		176		377	1850			129	1583	219	1793	
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)	415	1425	288	304	1065	49	164	775	309	109	1236	408
RTOR Reduction (vph)	0	7	0	0	2	0	0	0	145	0	13	0
Lane Group Flow (vph)	0	2121	0	304	1112	0	0	939	164	109	1631	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		24.8		44.0	44.0			34.0	34.0	34.0	34.0	
Effective Green, g (s)		24.8		44.0	44.0			34.0	34.0	34.0	34.0	
Actuated g/C Ratio		0.28		0.49	0.49			0.38	0.38	0.38	0.38	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		48		388	904			48	598	82	677	
v/s Ratio Prot				0.11	c0.60						0.91	
v/s Ratio Perm		c12.04		0.27				c7.30	0.10	0.50		
v/c Ratio		44.20		0.78	1.23			19.56	0.27	1.33	2.41	
Uniform Delay, d1		32.6		18.7	23.0			28.0	19.4	28.0	28.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		19477.2		9.9	113.2			8392.5	1.1	210.5	638.6	
Delay (s)		19509.8		28.6	136.2			8420.5	20.6	238.5	666.6	
Level of Service		F		C	F			F	C	F	F	
Approach Delay (s)		19509.8			113.2			6340.7			640.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	7745.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	24.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	318.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

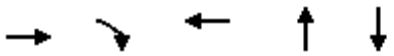
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	398	629	717	12	238	221	344	142	804
Future Volume (vph)	398	629	717	12	238	221	344	142	804
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector 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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		20.5	20.5		20.5		55.5		55.5
Actuated g/C Ratio		0.24	0.24		0.24		0.65		0.65
v/c Ratio		4.80	1.42		1.56		1.01dl		0.68
Control Delay		1733.3	220.8		302.7		9.7		11.3
Queue Delay		0.0	0.0		0.0		0.7		1.7
Total Delay		1733.3	220.8		302.7		10.3		13.0
LOS		F	F		F		B		B
Approach Delay		1111.3			302.7		10.3		13.0
Approach LOS		F			F		B		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.80	
Intersection Signal Delay: 545.3	Intersection LOS: F
Intersection Capacity Utilization 135.2%	ICU Level of Service H
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 2: County Road & Sunset Avenue





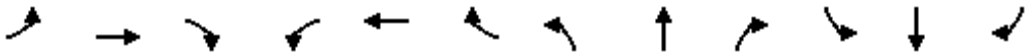
Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	1081	755	319	611	1193
v/c Ratio	4.80	1.42	1.56	1.01dl	0.68
Control Delay	1733.3	220.8	302.7	9.7	11.3
Queue Delay	0.0	0.0	0.0	0.7	1.7
Total Delay	1733.3	220.8	302.7	10.3	13.0
Queue Length 50th (ft)	~1090	~466	~242	78	175
Queue Length 95th (ft)	#1326	#684	#403	120	246
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	225	533	204	1171	1745
Starvation Cap Reductn	0	0	0	252	363
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	4.80	1.42	1.56	0.66	0.86

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)	398	629	717	12	238	52	221	344	15	142	804	188
Future Volume (vph)	398	629	717	12	238	52	221	344	15	142	804	188
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.98			1.00			0.98	
Flt Protected		0.98	1.00		1.00			0.98			0.99	
Satd. Flow (prot)		1827	1583		1816			3459			3430	
Flt Permitted		0.50	1.00		0.44			0.51			0.77	
Satd. Flow (perm)		933	1583		809			1791			2643	
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)	419	662	755	13	251	55	233	362	16	149	846	198
RTOR Reduction (vph)	0	0	152	0	9	0	0	2	0	0	19	0
Lane Group Flow (vph)	0	1081	603	0	310	0	0	609	0	0	1174	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		20.5	20.5		20.5			55.5			55.5	
Effective Green, g (s)		20.5	20.5		20.5			55.5			55.5	
Actuated g/C Ratio		0.24	0.24		0.24			0.65			0.65	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		225	381		195			1169			1725	
v/s Ratio Prot												
v/s Ratio Perm		c1.16	0.38		0.38			0.34			c0.44	
v/c Ratio		4.80	1.58		1.59			1.01dl			0.68	
Uniform Delay, d1		32.2	32.2		32.2			7.8			9.2	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		1722.0	274.7		288.1			1.7			2.2	
Delay (s)		1754.3	307.0		320.3			9.4			11.4	
Level of Service		F	F		F			A			B	
Approach Delay (s)		1159.1			320.3			9.4			11.4	
Approach LOS		F			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	568.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.79		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	135.2%	ICU Level of Service	H
Analysis Period (min)	15		

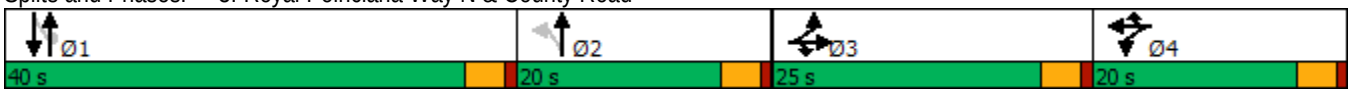
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

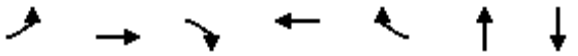


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	242	288	11	202	160	8	226	296	526
Future Volume (vph)	242	288	11	202	160	8	226	296	526
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	Perm	NA
Protected Phases	3	3	3	4	4		1 2		1
Permitted Phases						2		1	
Detector Phase	3	3	3	4	4	2	1 2	1	1
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		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)	25.0	25.0	25.0	20.0	20.0	20.0		40.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%	38.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0				4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Max		None	None
Act Effct Green (s)	20.8	20.8	20.8	16.0	16.0		56.0		36.0
Actuated g/C Ratio	0.20	0.20	0.20	0.15	0.15		0.53		0.34
v/c Ratio	0.69	0.94	0.03	0.94	0.44		0.15		1.19
Control Delay	50.7	77.8	0.2	86.5	10.1		12.4		125.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		1.0
Total Delay	50.7	77.8	0.2	86.5	10.1		12.4		126.9
LOS	D	E	A	F	B		B		F
Approach Delay		65.3		56.9			12.4		126.9
Approach LOS		E		E			B		F

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 104.8	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 86.9	Intersection LOS: F
Intersection Capacity Utilization 88.9%	ICU Level of Service E
Analysis Period (min) 15	

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



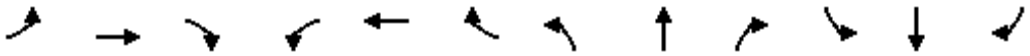


Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	229	329	12	265	168	253	1104
v/c Ratio	0.69	0.94	0.03	0.94	0.44	0.15	1.19
Control Delay	50.7	77.8	0.2	86.5	10.1	12.4	125.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Total Delay	50.7	77.8	0.2	86.5	10.1	12.4	126.9
Queue Length 50th (ft)	151	230	0	178	0	42	~465
Queue Length 95th (ft)	#243	#410	0	#336	59	63	#599
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	336	353	392	281	383	1740	931
Starvation Cap Reductn	0	0	0	0	0	0	160
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.93	0.03	0.94	0.44	0.15	1.43

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	288	11	49	202	160	8	226	7	296	526	226
Future Volume (vph)	242	288	11	49	202	160	8	226	7	296	526	226
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			0.97	
Flt Protected	0.95	1.00	1.00		0.99	1.00		1.00			0.99	
Satd. Flow (prot)	1681	1763	1583		1845	1583		3519			3377	
Flt Permitted	0.95	1.00	1.00		0.99	1.00		0.92			0.77	
Satd. Flow (perm)	1681	1763	1583		1845	1583		3252			2644	
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)	255	303	12	52	213	168	8	238	7	312	554	238
RTOR Reduction (vph)	0	0	10	0	0	142	0	2	0	0	24	0
Lane Group Flow (vph)	229	329	2	0	265	26	0	251	0	0	1080	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA		Perm	NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2			1		
Actuated Green, G (s)	20.8	20.8	20.8		16.0	16.0		56.0			36.0	
Effective Green, g (s)	20.8	20.8	20.8		16.0	16.0		56.0			36.0	
Actuated g/C Ratio	0.20	0.20	0.20		0.15	0.15		0.53			0.34	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	333	349	314		281	241		1737			908	
v/s Ratio Prot	0.14	c0.19	0.00		c0.14	0.02						
v/s Ratio Perm								c0.08			c0.41	
v/c Ratio	0.69	0.94	0.01		0.94	0.11		0.14			1.19	
Uniform Delay, d1	39.0	41.4	33.7		43.9	38.2		12.3			34.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	5.8	33.4	0.0		38.4	0.2		0.0			96.4	
Delay (s)	44.8	74.8	33.7		82.3	38.4		12.4			130.8	
Level of Service	D	E	C		F	D		B			F	
Approach Delay (s)		61.9			65.3			12.4			130.8	
Approach LOS		E			E			B			F	

Intersection Summary			
HCM 2000 Control Delay	89.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	104.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

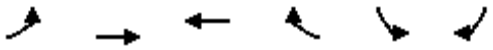
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	121	5	1	75	0	0
Future Volume (Veh/h)	121	5	1	75	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	127	5	1	79	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			132		210	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			132		210	130
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1453		777	920

Direction, Lane #	EB 1	WB 1
Volume Total	132	80
Volume Left	0	1
Volume Right	5	0
cSH	1700	1453
Volume to Capacity	0.08	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.1
Lane LOS		A
Approach Delay (s)	0.0	0.1
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	10.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	40	26	0	0	9
Future Volume (Veh/h)	6	40	26	0	0	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	42	27	0	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	27				81	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	27				81	27
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1587				918	1048

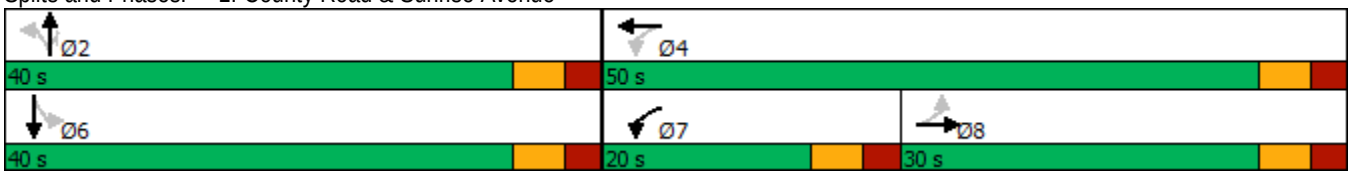
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	48	27	9
Volume Left	6	0	0
Volume Right	0	0	9
cSH	1587	1700	1048
Volume to Capacity	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.9	0.0	8.5
Lane LOS	A		A
Approach Delay (s)	0.9	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	430	822	680	2056	244	688	168	57	1757
Future Volume (vph)	430	822	680	2056	244	688	168	57	1757
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		24.0	44.0	44.0		34.0	34.0	34.0	34.0
Actuated g/C Ratio		0.27	0.49	0.49		0.38	0.38	0.38	0.38
v/c Ratio		30.00	1.61	2.49		18.87	0.26	0.72	3.37
Control Delay		13085.1	306.4	693.7		8078.9	7.5	73.1	1087.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		13085.1	306.4	693.7		8078.9	7.5	73.1	1087.4
LOS		F	F	F		F	A	E	F
Approach Delay		13085.1		600.5		6845.2			1061.6
Approach LOS		F		F		F			F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 30.00	
Intersection Signal Delay: 4181.5	Intersection LOS: F
Intersection Capacity Utilization 390.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue



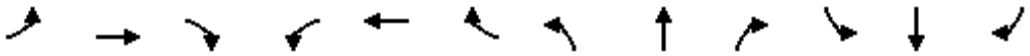


Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1680	716	2262	981	177	60	2305
v/c Ratio	30.00	1.61	2.49	18.87	0.26	0.72	3.37
Control Delay	13085.1	306.4	693.7	8078.9	7.5	73.1	1087.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13085.1	306.4	693.7	8078.9	7.5	73.1	1087.4
Queue Length 50th (ft)	~1989	~492	~2197	~1138	18	29	~2390
Queue Length 95th (ft)	#2252	#711	#2465	#1376	60	#102	#2658
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	56	444	907	52	677	83	683
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	30.00	1.61	2.49	18.87	0.26	0.72	3.37

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	822	344	680	2056	93	244	688	168	57	1757	433
Future Volume (vph)	430	822	344	680	2056	93	244	688	168	57	1757	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.97		1.00	0.99			1.00	0.85	1.00	0.97	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1785		1770	1851			1839	1583	1770	1807	
Flt Permitted		0.11		0.27	1.00			0.07	1.00	0.12	1.00	
Satd. Flow (perm)		191		507	1851			138	1583	219	1807	
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)	453	865	362	716	2164	98	257	724	177	60	1849	456
RTOR Reduction (vph)	0	5	0	0	2	0	0	0	80	0	1	0
Lane Group Flow (vph)	0	1675	0	716	2260	0	0	981	97	60	2304	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		24.0		44.0	44.0			34.0	34.0	34.0	34.0	
Effective Green, g (s)		24.0		44.0	44.0			34.0	34.0	34.0	34.0	
Actuated g/C Ratio		0.27		0.49	0.49			0.38	0.38	0.38	0.38	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		50		444	904			52	598	82	682	
v/s Ratio Prot				0.25	c1.22						1.27	
v/s Ratio Perm		c8.75		0.54				c7.09	0.06	0.27		
v/c Ratio		33.50		1.61	2.50			18.87	0.16	0.73	3.38	
Uniform Delay, d1		33.0		21.3	23.0			28.0	18.6	24.1	28.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		14660.8		286.0	678.3			8075.8	0.6	43.9	1073.8	
Delay (s)		14693.8		307.3	701.3			8103.8	19.1	68.0	1101.8	
Level of Service		F		F	F			F	B	E	F	
Approach Delay (s)		14693.8			606.5			6868.1			1075.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	4521.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	20.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	390.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

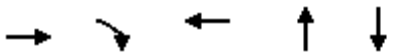
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	182	214	328	29	611	518	800	75	660
Future Volume (vph)	182	214	328	29	611	518	800	75	660
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector 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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		20.5	20.5		20.5		55.5		55.5
Actuated g/C Ratio		0.24	0.24		0.24		0.65		0.65
v/c Ratio		4.21	0.59		3.30		2.15dl		0.73
Control Delay		1481.6	11.5		1060.0		112.3		12.9
Queue Delay		0.0	0.0		0.0		0.3		1.7
Total Delay		1481.6	11.5		1060.0		112.5		14.6
LOS		F	B		F		F		B
Approach Delay		816.0			1060.0		112.5		14.6
Approach LOS		F			F		F		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.21	
Intersection Signal Delay: 402.2	Intersection LOS: F
Intersection Capacity Utilization 145.8%	ICU Level of Service H
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 2: County Road & Sunset Avenue





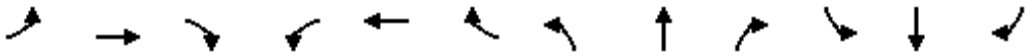
Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	417	345	798	1399	1122
v/c Ratio	4.21	0.59	3.30	2.15dl	0.73
Control Delay	1481.6	11.5	1060.0	112.3	12.9
Queue Delay	0.0	0.0	0.0	0.3	1.7
Total Delay	1481.6	11.5	1060.0	112.5	14.6
Queue Length 50th (ft)	~374	31	~773	~483	178
Queue Length 95th (ft)	#553	111	#994	#616	257
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	99	588	242	1177	1547
Starvation Cap Reductn	0	0	0	69	251
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	4.21	0.59	3.30	1.26	0.87

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	214	328	29	611	118	518	800	11	75	660	331
Future Volume (vph)	182	214	328	29	611	118	518	800	11	75	660	331
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.98			1.00			0.95	
Flt Protected		0.98	1.00		1.00			0.98			1.00	
Satd. Flow (prot)		1821	1583		1820			3467			3363	
Flt Permitted		0.22	1.00		0.53			0.51			0.70	
Satd. Flow (perm)		414	1583		973			1803			2355	
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	225	345	31	643	124	545	842	12	79	695	348
RTOR Reduction (vph)	0	0	207	0	8	0	0	1	0	0	10	0
Lane Group Flow (vph)	0	417	138	0	790	0	0	1398	0	0	1112	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		20.5	20.5		20.5			55.5			55.5	
Effective Green, g (s)		20.5	20.5		20.5			55.5			55.5	
Actuated g/C Ratio		0.24	0.24		0.24			0.65			0.65	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		99	381		234			1177			1537	
v/s Ratio Prot												
v/s Ratio Perm		c1.01	0.09		0.81			c0.78			0.47	
v/c Ratio		4.21	0.36		3.38			2.15dl			0.72	
Uniform Delay, d1		32.2	26.8		32.2			14.8			9.7	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		1468.9	0.6		1080.8			93.4			3.0	
Delay (s)		1501.2	27.4		1113.1			108.1			12.7	
Level of Service		F	C		F			F			B	
Approach Delay (s)		833.9			1113.1			108.1			12.7	
Approach LOS		F			F			F			B	

Intersection Summary			
HCM 2000 Control Delay	413.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.99		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	145.8%	ICU Level of Service	H
Analysis Period (min)	15		

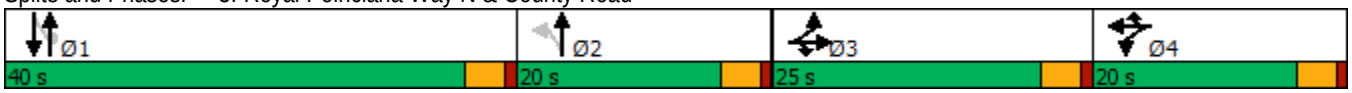
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

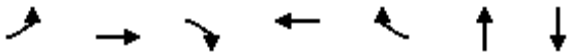


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	317	178	19	471	307	11	352	213	642
Future Volume (vph)	317	178	19	471	307	11	352	213	642
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	Perm	NA
Protected Phases	3	3	3	4	4		1 2		1
Permitted Phases						2		1	
Detector Phase	3	3	3	4	4	2	1 2	1	1
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		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)	25.0	25.0	25.0	20.0	20.0	20.0		40.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%	38.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0				4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Max		None	None
Act Effct Green (s)	19.2	19.2	19.2	16.0	16.0		56.0		36.0
Actuated g/C Ratio	0.19	0.19	0.19	0.15	0.15		0.54		0.35
v/c Ratio	0.82	0.81	0.05	1.98	0.73		0.23		1.25
Control Delay	62.1	60.5	0.3	478.1	23.1		12.8		152.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.9
Total Delay	62.1	60.5	0.3	478.1	23.1		12.8		152.9
LOS	E	E	A	F	C		B		F
Approach Delay		59.0		313.0			12.8		152.9
Approach LOS		E		F			B		F

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 103.3	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.98	
Intersection Signal Delay: 164.9	Intersection LOS: F
Intersection Capacity Utilization 103.2%	ICU Level of Service G
Analysis Period (min) 15	

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



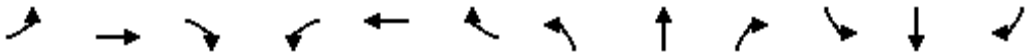


Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	257	264	20	567	323	399	1140
v/c Ratio	0.82	0.81	0.05	1.98	0.73	0.23	1.25
Control Delay	62.1	60.5	0.3	478.1	23.1	12.8	152.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Total Delay	62.1	60.5	0.3	478.1	23.1	12.8	152.9
Queue Length 50th (ft)	172	176	0	~598	54	70	~505
Queue Length 95th (ft)	#297	#302	0	#807	#162	98	#640
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	342	355	396	287	443	1749	912
Starvation Cap Reductn	0	0	0	0	0	0	133
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.74	0.05	1.98	0.73	0.23	1.46

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	178	19	67	471	307	11	352	15	213	642	228
Future Volume (vph)	317	178	19	67	471	307	11	352	15	213	642	228
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			0.97	
Flt Protected	0.95	0.99	1.00		0.99	1.00		1.00			0.99	
Satd. Flow (prot)	1681	1744	1583		1851	1583		3513			3394	
Flt Permitted	0.95	0.99	1.00		0.99	1.00		0.91			0.75	
Satd. Flow (perm)	1681	1744	1583		1851	1583		3218			2555	
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)	334	187	20	71	496	323	12	371	16	224	676	240
RTOR Reduction (vph)	0	0	16	0	0	199	0	3	0	0	23	0
Lane Group Flow (vph)	257	264	4	0	567	124	0	396	0	0	1117	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA		Perm	NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2			1		
Actuated Green, G (s)	19.2	19.2	19.2		16.0	16.0		56.0			36.0	
Effective Green, g (s)	19.2	19.2	19.2		16.0	16.0		56.0			36.0	
Actuated g/C Ratio	0.19	0.19	0.19		0.16	0.16		0.54			0.35	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	312	324	294		286	245		1746			891	
v/s Ratio Prot	c0.15	0.15	0.00		c0.31	0.08						
v/s Ratio Perm								c0.12			c0.44	
v/c Ratio	0.82	0.81	0.01		1.98	0.51		0.23			1.25	
Uniform Delay, d1	40.4	40.3	34.3		43.6	40.0		12.3			33.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	16.0	14.5	0.0		454.5	1.7		0.1			123.5	
Delay (s)	56.3	54.8	34.3		498.1	41.6		12.4			157.1	
Level of Service	E	D	C		F	D		B			F	
Approach Delay (s)		54.8			332.4			12.4			157.1	
Approach LOS		D			F			B			F	

Intersection Summary			
HCM 2000 Control Delay	171.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	103.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		

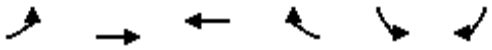
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	154	32	8	142	0	0
Future Volume (Veh/h)	154	32	8	142	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	162	34	8	149	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			196		344	179
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			196		344	179
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1377		649	864

Direction, Lane #	EB 1	WB 1
Volume Total	196	157
Volume Left	0	8
Volume Right	34	0
cSH	1700	1377
Volume to Capacity	0.12	0.01
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.4
Lane LOS		A
Approach Delay (s)	0.0	0.4
Approach LOS		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	54	72	0	0	48
Future Volume (Veh/h)	40	54	72	0	0	48
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	57	76	0	0	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	76				217	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76				217	76
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	95
cM capacity (veh/h)	1523				750	985

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	99	76	51
Volume Left	42	0	0
Volume Right	0	0	51
cSH	1523	1700	985
Volume to Capacity	0.03	0.04	0.05
Queue Length 95th (ft)	2	0	4
Control Delay (s)	3.3	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	3.3	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

TABLE A-1

Valet Queuing Analysis
Club/Commercial Valet Lane - Inbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (33%)*(27 + 42 PM Peak Hour Inbound Vehicles) = 23 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{23 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.38$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.38)}{LN(0.38)}\right] = 2.096 \text{ veh}$$

Valet Queuing Analysis
Club/Commercial Valet Lane - Outbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (33%)*(27 + 21 PM Peak Hour Outbound Vehicles) = 16 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.27$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.27)}{LN(0.27)}\right] = 1.288 \text{ veh}$$

K:\WPB_TPTO\2410\241020000 - Paramount Palm Beach\TPS\[2023-06-28 Tripgen.xlsx]Club Queue

TABLE A-3

Valet Queuing Analysis
Event Valet Lane - Outbound

Assumptions:

Service Rate	=	75 seconds per vehicle			
Volume	=	100 Peak Hour Outbound Vehicles =	(3 attendants)	33	veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60\ \text{min/hr}}{1.25\ \text{min/veh}} = 48\ \text{veh/hr}$$

$$\rho = \frac{33\ \text{veh/hr}}{48\ \text{veh/hr}} = 0.69$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.5)}{LN(0.5)}\right] = 7.073\ \text{veh}$$

K:\WPB_TPTO\2410\241020000 - Paramount Palm Beach\TPS\[2023-06-28 Tripgen.xlsx]Event Queue

North County Road & Sunrise Avenue
Northbound Queue Observations (max vehicles)

Intersection Cycle	Friday (3/31/23)	Saturday (4/1/23)
1	1	3
2	3	1
3	0	1
4	2	2
5	4	0
6	2	7
7	2	1
8	3	1
9	1	2
10	0	1
11	1	0
12	0	0
13	1	0
14	0	2
15	2	8
16	2	2
17	2	2
18	2	7
19	0	0
20	3	0
21	11	1
22	1	3
23	2	3
24	1	3
25	1	1
26	0	0
27	2	2
28	3	1
29	5	2
30	0	5
31	0	0
32	1	2
33	4	1
34	2	2
35	4	0
36	1	1
37	2	2
38	0	1
39	1	1
40	2	1
41	3	0

North County Road & Sunrise Avenue
Northbound Queue Observations (max vehicles)

Intersection Cycle	Friday (3/31/23)	Saturday (4/1/23)
42	3	2
43	2	4
44	2	0
45	1	0
46	7	2
47	6	5
48	0	2
49	6	7
50	1	2
51	0	5
52	2	0
53	1	2
54	3	6
55	0	2
56	2	1
57	2	3
58	0	0
59	1	0
60	0	0
61	0	1
62	1	0
63	1	0
64	0	2
65	1	2
66	0	3
67	0	2
68	1	2
69	2	1
70	3	0
71	1	1
72	2	2
73	0	0
74	3	2
75	0	1
76	2	1
77	3	0
78	0	2
79	2	1
80	0	1
81	0	0
82	3	1

North County Road & Sunrise Avenue
Northbound Queue Observations (max vehicles)

Intersection Cycle	Friday (3/31/23)	Saturday (4/1/23)
83	0	1
84	1	0
85	2	0
86	4	1
87	0	0
88	1	0
89	1	3
90	0	0
91	0	1
92	2	0
93	1	2
94	1	0
95	2	1
96	0	0
97	1	2
98	0	0
99	0	0
100	0	1
101	1	2
102	0	0
103	1	0
104	0	3
105	1	0
106	1	0
107	0	1
108	0	0
109	0	0
110	0	1
111	0	0
112	1	0
113	0	0
114	0	0
115	0	0
116	0	0
117	0	1
118	0	
119	0	
120	0	
121	0	
95th Perentile	4	5.1
50th Percentile	1	1

RECEIVED
By yfigueroa at 8:50 am, Dec 27, 2023

THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

date:	August 2, 2023
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 06/28/23 resubmittal.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Paramount Palm Beach redevelopment.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: Addressed. A copy of the Palm Beach County Traffic Engineering Division Concurrency letter dated 11/17/22 has been provided.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The TPS letter has been issued by Palm Beach County and has been provided.

   TCG 03/27/23 Response: Addressed.

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2. Please update the following items from Table 1- Trip Generation calculations:
    - Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.
    - Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.
    - Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.
    - Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation calculations in Table 1 have been updated to reflect the comments listed above.

    TCG 03/27/23 Response: Addressed.

3. Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation for the site was determined by reviewing complimentary land uses surrounding the site. Included in this review were the impacts of driveway location and existing traffic patterns in the area to develop the assumed trip assignment percentages for the proposed development.

    TCG 03/27/23 Response: Addressed.

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4. Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: A section has been added to the report which discusses alternative modes of travel for access to the site.

   TCG 03/27/23 Response: Addressed.

5. Please update Figure 1 to include Cocoanut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 1 has been updated to include Cocoanut Road and Bradley Place and their respective trip assignments.

   TCG 03/27/23 Response: Addressed.

6. Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:
   - Sunset Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- N County Road to N Ocean Blvd (10%)

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The listed links have been included in Tables 2 and 3.

   TCG 03/27/23 Response: Addressed.

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7. Please update Tables 2 and 3 to modify the Cocoanut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: Tables 2 and 3 have been modified to reflect these road names where applicable.

   TCG 03/27/23 Response: Addressed.

8. Please label the existing street names to Figure 2 of the traffic evaluation.



   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

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TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 2 has been updated with the street names for reference.

TCG 03/27/23 Response: Addressed.

9. The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: This reference has been removed from the report.

   TCG 03/27/23 Response: Addressed.

10. Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: A table summarizing the 95th percentile queues for the primary turn lanes at the signalized intersections within the analysis area have been included in the report, for reference.

    TCG 03/27/23 Response: Addressed.

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11. Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The Applicant proposes to locate the valet stand for the event space on North County Road and will continue to participate in discussions with Town staff regarding location and operational parameters of this stand.

    TCG 03/27/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Queuing observations were conducted at the intersection of North County Road & Sunrise Avenue from 5 PM – 9 PM on a Friday and a Saturday to analyze whether the valet stand would interfere with operations at this intersection. The data and evaluation showed that the valet stand operations would not interfere with queues at the intersection and therefore would not create an adverse impact on capacity and operation of the two northbound lanes on North County Road. Curbside valet operations are a common occurrence in commercial areas in a similar developmental and historic context throughout the country and also in other locations within the Town of Palm Beach. Information related to the observations and analysis are included in the updated traffic report.

    TCG 08/02/23 Response: This item is still pending. The Town of Palm Beach Police Department and Public Works Department have not confirmed that they are amenable to using North County Road for valet stacking even if it is after 5:00 pm (i.e. end of the parallel parking).

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12. Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

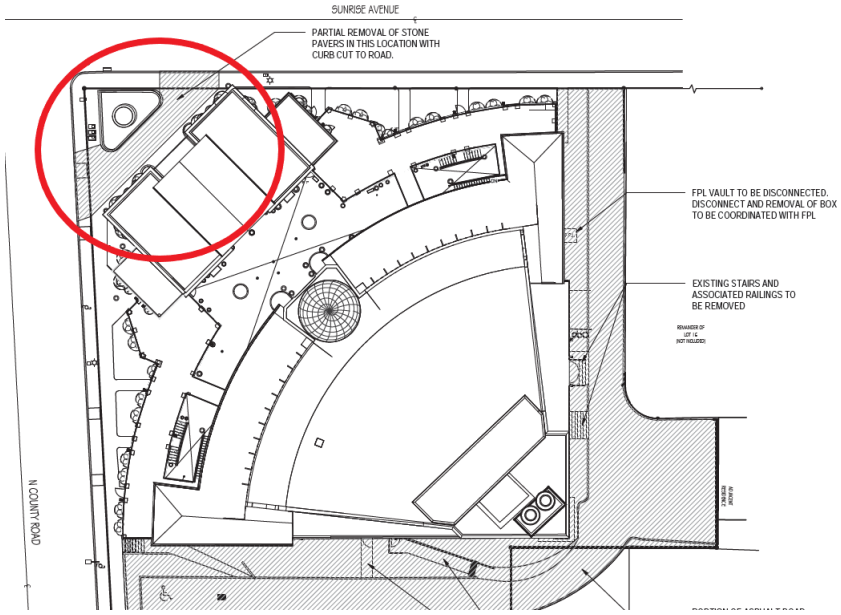
Kimley Horn and Associates, Inc.'s 03/09/23 Response Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

TCG 03/27/23 Response: Addressed.

13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:

    - One just south of Sunrise Avenue on N. County Road
    - One just east of N. County Road on Sunrise Avenue

Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.



Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

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TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response The applicant is no longer proposing to re-open these curb cuts.

TCG 03/27/23 Response: Addressed.

14. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending. A pavement marking and signage plan was not included as part of the Civil Plans.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: A pavement marking and signage plan has been provided as Sheet C-103 in the updated submittal.

    TCG 03/27/23 Response: Addressed.

15. A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: Comment noted.

    TCG 03/27/23 Response: Addressed.

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16. Please provide additional narrative for the valet operations that discusses the plan for the potential of valet parking occurring for all uses especially the private club and special event for the banquet hall. Please confirm if there will be staggered times for the special event and private club to manage traffic congestion due to the arrival of attendees for these uses. Please provide details regarding where vehicles will be parked if the proposed number of parking spaces provided on-site are fully occupied. For example, will there be an overflow parking lot with leased spaces available or will on-street parking spaces be utilized.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Additional information regarding the valet operations have been added to the report. Included in the updated information is a noted that events in the event space would be restricted to starting no earlier than 6:30 PM. Club patron usage/arrival is expected to occur on an ongoing basis without major peaking characteristics, while the event space will typically experience a peak inbound flow of traffic prior to the event and a pea outbound flow of traffic after the event. Regarding the on-site parking supply, this supply is anticipated to accommodate the parking needs for the site. The net increase in parking provided is greater than the net increase in parking required in comparison to the current uses on site. Therefore, parking is anticipated to be contained within the parking provided.

    TCG 08/02/23 Response: This item is still pending. There needs to be consideration given to limiting the amount of private club usage or not allowing it at all to occur simultaneously during special events.

17. Please update the Kimley Horn and Associates, Inc.'s parking study dated 02/28/23 to include the number of parking spaces being provided per the current site plan as outlined in the parking calculation summary provided on site plan sheet A-21.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: An updated version of this study has been provided.

    TCG 08/02/23 Response: Addressed. A condition of approval will be needed to require a parking utilization study of the parking supply of the redeveloped site during a special event and during normal activities after the site is built out within 6 months of opening. A methodology of the parking utilization study should be submitted to the Town of Palm Beach for review and approval prior to commencement of the parking data collection.

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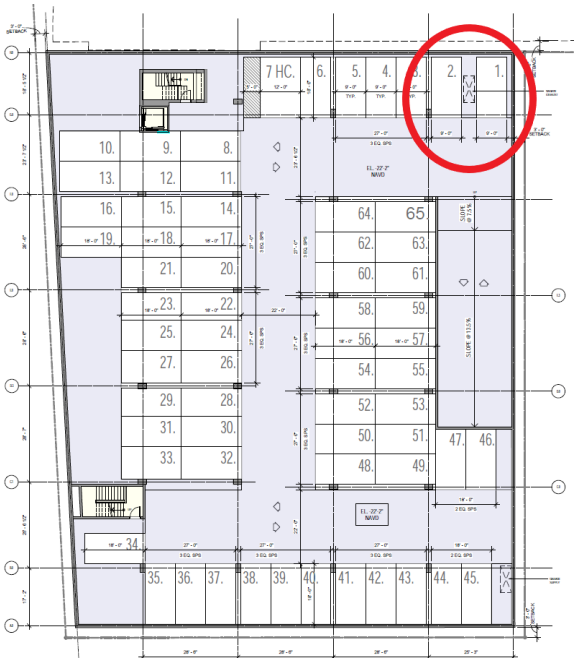
18. Please include a copy of the raw traffic counts from 11/29/22 in the Appendix of the updated traffic impact study. This traffic count data was not included as part of the traffic impact study dated 03/09/23. The Town of Palm Beach recently collected peak hour manual turning movement counts on 02/28/23 at the following three signalized intersections analyzed for the Paramount Palm Beach development:
    1. Sunrise Avenue & N County Road
    2. Sunset Avenue & N County Road
    3. Royal Poinciana Way & N County Road

    Please cross check the intersection capacity analysis completed as part of the updated traffic impact study utilizing this current traffic count data (copy of count data has been attached). Please update all tables and figures as necessary.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: A copy of the raw traffic counts from 11/29/22 has been added to the Appendix. The two sets of traffic counts were compared, and there was not an overall consistent pattern between the two sets: volumes on some movements were lower, and volumes on other movements were higher when comparing the AM and PM volumes. Therefore, the Synchro analyses were not modified.

    TCG 08/02/23 Response: Addressed.

19. Please limit the number of parking spaces that are being proposed at the parking garage ramp locations to improve overall internal traffic circulation. There should be sufficient sight visibility for vehicles backing out of the proposed parking spaces for safe and efficient traffic circulation.



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Kimley Horn and Associates, Inc.'s 04/18/23 Response: The architect has prepared updated garage parking plans, which have been submitted under separate cover.

TCG 08/02/23 Response: Addressed.

20. Please confirm how the proposed triple tandem parking spaces will be utilized by valet staff to ensure efficient parking operations while maintaining safe and efficient internal traffic circulation.



Kimley Horn and Associates, Inc.'s 04/18/23 Response: This condition was shown for only a total of four parking spaces and will only be used on infrequent occasions as it is anticipated that these would be the last parking spaces utilized only when other parking is full. Due to the minimal number and minimal usage of these spaces, it is anticipated that valet operators will be able to manage this parking during the few times in which they are in use.

TCG 08/02/23 Response: Addressed. A condition of approval needs to be considered to limit the use of these spaces to only when necessary.

21. The valet parking queue available for the club pickup drop off area in the garage is 3 vehicles. The 95th percentile vehicle queue anticipated is 3.384 vehicles. There is no buffer or factor of safety at that location and can cause internal traffic circulation concerns. Please provide clarification on how this can be resolved with the proposed valet parking operations plan.

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22. The valet parking for the special event is using North County Road for stacking. The 10 available parallel parking spaces must be free and clear for this to work. This presents challenges for the period when parallel parking is no longer allowed, and the beginning of vehicle drop off. This is something that will have to be enforced by the Town of Palm Beach Police Department or Code Enforcement staff. Please provide clarification in the proposed valet parking operations plan on how this can be coordinated between the applicant and the Town to ensure this is consistently resolved prior to special events.

23. The use of the through right lane on North County Road at Sunrise Avenue for vehicle queuing and stacking for special events will cause a degradation of level of service at the signalized intersection for northbound traffic. It may be temporary, but this will occur. In addition, the anticipated 95th percentile vehicle queue of 7.073 vehicles assumes that there is an average occupancy of 2.5 people per car. This assumption might be fine but if there is many single or 2-person occupancy vehicles this will eat into the 2-vehicle buffer along North County Road (10 spaces available to queue). This will need to be studied as part of the conditioned supplemental traffic memorandum that will evaluate actual valet parking operations if this development is approved. The applicant will need to always maintain a valet operational plan updating it as the traffic operations are refined based on actual site conditions.

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RECEIVED
By yfigueroa at 8:50 am, Dec 27, 2023

Kimley»Horn

September 7, 2023

Mr. Anthony Cummings
WEG Paramount LLC
139 N County Road
Palm Beach, FL 33480

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

Dear Tony:

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	25
TOTAL			**132.4**

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)
Retail	6,636 SF	1 space / 200 SF	33.18
Social Club	225 members	1 space / 4 members	56.25
Theater / Auditorium	250 seats	1 space / 4 members	62.5
Residential	4 DU		11
Restaurant	40 seats	1 space / 3 permanent seats + 1 space / 45 SF public area + 1 space / 300 SF other area	17
TOTAL			**179.93**

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 increase in parking required:

179.93 spaces (proposed code requirement) – 132.4 spaces (existing code requirement) =

+ 47.53 spaces

Total Parking required:

46 spaces (existing) + 47.53 spaces (net increase) =

94 spaces

Summary

Based on this analysis, it is determined that the site is required to provide a minimum of 94 parking spaces to meet to Code-based requirements, including the principle of equivalency to account for the current net difference in parking supply and current parking requirements based upon the existing uses on site. Based upon the site plan provided by the architect, a total of 130 spaces will be provided on site. Therefore, the parking supply will exceed the needs for the site.

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



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 2023.09.08 09:31:03 -04'00'

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RECEIVED
By yfigueroa at 8:51 am, Dec 27, 2023

Kimley»Horn

September 7, 2023

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 - Palm Beach***
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 and adding below-grade parking with four residential units on top on the portion of the site that currently includes surface parking. The redevelopment will result in a final program of 6,636 square feet of general retail space, 4 single family dwelling units, a 225-member private club, and a 250-seat banquet facility. The private club was assumed to generate traffic similar to that of a fine dining restaurant, and the banquet facility is only expected to generate traffic when it has been rented out for events or dinners. Both of these uses are expected to operate as private facilities and will not be open to the general public.

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. 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 proposed banquet hall does not specifically fit within the land uses provided in the Palm Beach County Trip Generation Rates table; therefore, the trip generation rates applied to this use were determined based upon discussions with Palm Beach County Traffic Division staff.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. As shown in Table 1, the proposed redevelopment of the site results in 511 net new external daily trips, a decrease of 18 net new external AM peak hour trips (-16 in, -2 out), and an increase of 25 net new external PM peak hour trips (+29 in, -4 out).

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Strip Retail Plaza (<40k)	9.683 KSF	527	23	14	9	64	32	32
General Office (10k-250k)	14.745 KSF	160	22	19	3	21	4	17
Church/Synagogue	2.205 KSF	17	1	1	0	1	0	1
	Subtotal	*704*	*46*	*34*	*12*	*86*	*36*	*50*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	332	14	9	5	40	20	20
General Office (10k-250k)	10.0%	16	2	2	0	2	0	2
Church/Synagogue	5.0%	1	0	0	0	0	0	0
	Subtotal	*349*	*16*	*11*	*5*	*42*	*20*	*22*
Driveway Volumes		704	46	34	12	86	36	50
Net New External Trips		355	30	23	7	44	16	28
Proposed Scenario								
Strip Retail Plaza (<40k)	6.636 KSF	361	16	10	6	44	22	22
Single Family Detached	4 DU	40	3	1	2	4	3	1
Fine Dining Restaurant*	225 Seats	585	5	3	2	63	42	21
Banquet Hall**	250 Seats	650	0	0	0	25	17	8
	Subtotal	*1,636*	*24*	*14*	*10*	*136*	*84*	*52*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	227	10	6	4	28	14	14
Single Family Detached	0.0%	0	0	0	0	0	0	0
Fine Dining Restaurant*	44.0%	257	2	1	1	28	18	10
Banquet Hall **	44.0%	286	0	0	0	11	7	4
	Subtotal	*770*	*12*	*7*	*5*	*67*	*39*	*28*
Driveway Volumes		1,636	24	14	10	136	84	52
Net New External Trips		866	12	7	5	69	45	24
Proposed Net External Trips-Existing Net New External Trips		511	-18	-16	-2	25	29	-4
Radius of Development Influence:		0.5 miles						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Strip Retail Plaza (<40k)	54.45 trips/1,000 sf	2.36 trips/1,000 sf (60% in, 40% out)	6.59 trips/1,000 sf (50% in, 50% out)	63.0%
General Office (10k-250k)	10.84 trips/1,000 sf	1.52 trips/1,000 sf (88% in, 12% out)	1.44 trips/1,000 sf (17% in, 83% out)	10.0%
Church/Synagogue	7.6 trips/1,000 sf	0.33 trips/1,000 sf (62% in, 38% out)	0.49 trips/1,000 sf (47% in, 53% out)	5.0%
Single Family Detached	10 trips/DU	0.7 trips/DU (26% in, 74% out)	0.94 trips/DU (63% in, 37% out)	0.0%
Fine Dining Restaurant *	2.6 trips/seat	0.02 trips/seat (50% in, 50% out)	.28 trips/seat (67% in, 33% out)	44.0%
Banquet Hall **	2.6 trips/seat	0.0 trips/seat (50% in, 50% out)	.1 trips/seat (67% in, 33% out)	44.0%

**Trip generation rates based on seats per ITE Land Use 931.*

***Trip generation rates based on discussions with Palm Beach County Traffic Engineering Division.*



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 1
Paramount Palm Beach
KH #241020000
Site Location

Kimley»Horn

SIGNIFICANCE ANALYSIS

Based on the 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.

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	1,680	30%	i	-5	-1	-0.30%	No	-0.06%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	-2	0	-0.25%	No	0.00%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	-3	0	-0.16%	No	0.00%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	-8	-1	-0.43%	No	-0.05%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	-5	-1	-0.27%	No	-0.05%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-1	-5	-0.05%	No	-0.27%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	-1	0.00%	No	-0.12%	No

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	1,680	30%	i	9	-1	0.54%	No	-0.06%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	3	0	0.37%	No	0.00%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	6	-1	0.32%	No	-0.05%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	15	-2	0.81%	No	-0.11%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	30%	i	9	-1	0.48%	No	-0.05%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-1	9	-0.05%	No	0.48%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	1	0	0.12%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	1	0.00%	No	0.12%	No

As shown in the tables above, none of the analyzed links are expected to be significantly impacted by the addition of project traffic. Therefore, no further link analysis is required.

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

The three study intersections were analyzed for the following three scenarios: Existing Year (2022), Background Year (2027), and Future Total (2027).

Additionally, the site is proposed to have access on Sunrise Avenue and Sunset Avenue. Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project

Existing count data was collected on Tuesday November 29, 2022 during the AM and PM peak hours to determine a baseline for traffic operations within the vicinity of the site. The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied. Existing count data is included in the Appendix, for reference.

Existing traffic count data was grown of a five year period using a compounding annual growth rate of 1% to develop Background Year (2027) traffic volumes. Furthermore, project traffic data was added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not taken for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

EXISTING YEAR (2022) ANALYSIS

Table 4 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 illustrated in this table the intersections currently operate at LOS D or better during the AM and PM peak hours.

Table 4: Existing Year (2022) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	40.8	D	37.6	D
			WB	27.7	C	24.8	C
			NB	11.5	B	10.6	B
			SB	7.2	A	15.0	B
			Overall	14.0	B	17.0	B
2	Sunset Avenue & County Road	Signalized	EB	33.4	C	31.9	C
			WB	33.1	C	31.8	C
			NB	3.0	A	3.5	A
			SB	2.2	A	3.7	A
			Overall	5.1	A	6.8	A
3	Royal Poinciana Way & County Road	Signalized	EB	40.9	D	40.4	D
			WB	49.6	D	45.6	D
			NB	23.0	C	32.3	C
			SB	37.1	D	38.5	D
			Overall	32.7	C	37.6	D

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 5 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 intersections are expected operate at LOS D or better during the AM and PM peak hours.

Table 5: Background Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	41.6	D	37.7	D
			WB	27.6	C	24.7	C
			NB	12.3	B	11.4	B
			SB	7.4	A	16.1	B
			Overall	14.6	B	17.8	B
2	Sunset Avenue & County Road	Signalized	EB	32.0	C	31.9	C
			WB	31.7	C	31.9	C
			NB	4.0	A	3.5	A
			SB	2.9	A	3.8	A
			Overall	5.9	A	6.8	A
3	Royal Poinciana Way & County Road	Signalized	EB	40.8	D	40.4	D
			WB	49.8	D	45.7	D
			NB	23.8	C	40.5	D
			SB	37.3	D	32.3	C
			Overall	33.0	C	37.1	D

FUTURE YEAR (2027) ANALYSIS

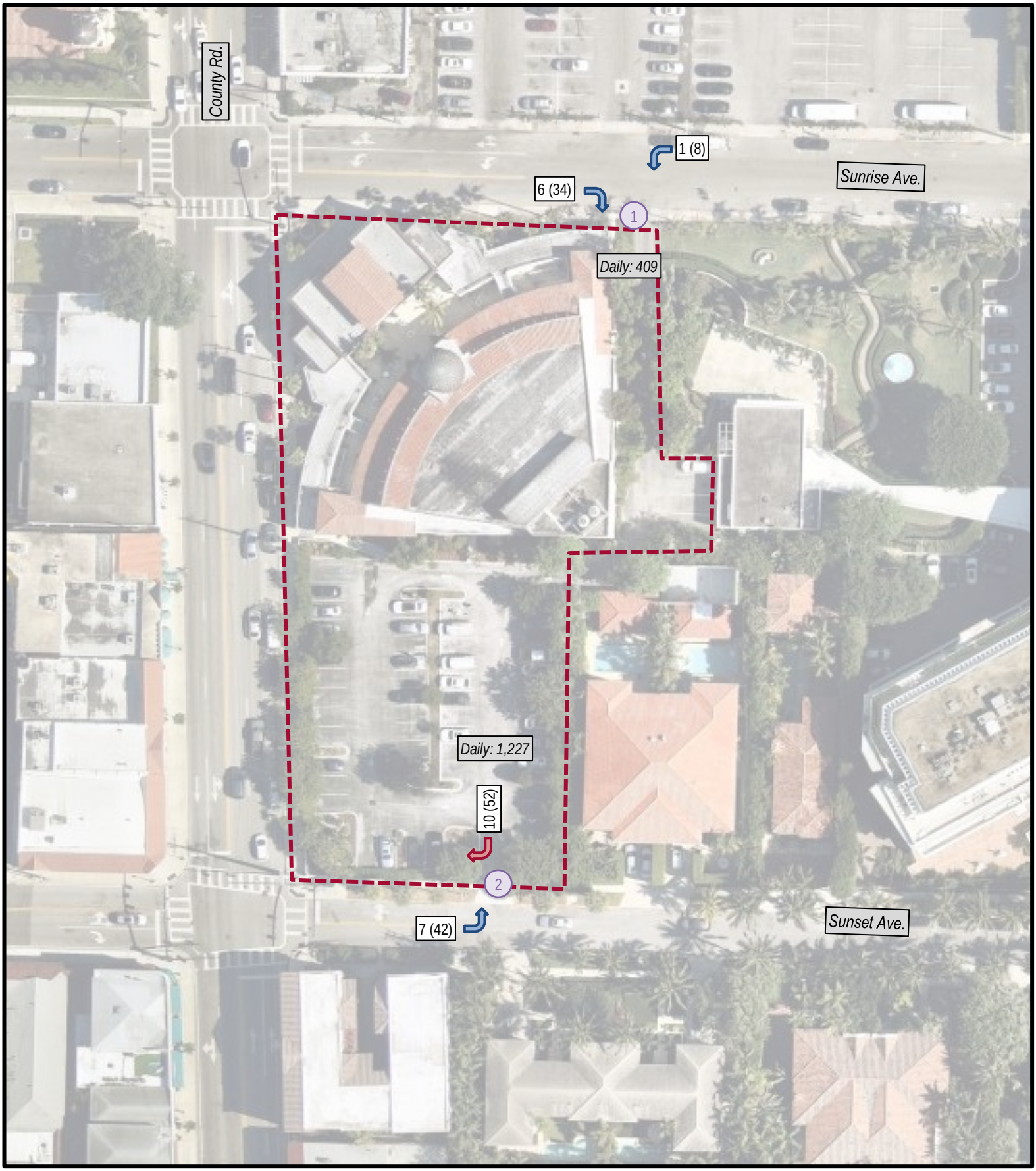
The Future Year (2027) scenario was analyzed to develop future operations for the surrounding area and project driveways based on existing count data, and the addition of ambient background growth. Volume development sheets are included in the Appendix, for reference.

Table 6 summarizes the results of the future 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 intersections are expected operate at LOS D or better during the AM and PM peak hours.

Table 6: Future Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	41.7	D	37.7	D
			WB	27.6	C	24.4	C
			NB	12.4	B	12.1	B
			SB	7.4	A	16.5	B
			Overall	14.7	B	18.0	B
2	Sunset Avenue & County Road	Signalized	EB	32.0	C	31.9	C
			WB	32.0	C	33.1	C
			NB	4.0	A	3.6	A
			SB	3.0	A	3.8	A
			Overall	6.2	A	7.8	A
3	Royal Poinciana Way & County Road	Signalized	EB	40.8	D	40.6	D
			WB	49.8	D	45.7	D
			NB	23.9	C	36.2	D
			SB	37.3	D	38.2	D
			Overall	33.1	C	38.6	D
4	Sunrise Avenue & North Driveway	Free-Flow (Inbound Only)	EB	0.0	-	0.0	-
			WB	0.1	-	0.4	-
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
5	Sunset Avenue & South Driveway	Minor Street Stop-Control	EB	1.1	-	3.3	-
			WB	0.0	-	0.0	-
			NB	-	-	-	-
			SB	8.5	A	8.9	A
			Overall	-	-	-	-

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 outbound driveway on Sunset Avenue and one right-in/left-in only driveway on Sunrise Avenue. The residential users are also proposed to have a separate inbound driveway access on Sunset Avenue; however, this will carry minimal traffic volumes and also would be ingress-only; therefore, no LOS analysis was performed for this driveway. Figure 2 illustrates the expected project traffic driveway volumes for the site driveway after full buildout. The analysis indicated that both driveways would operate acceptably and that the expected queues at the driveways would not exceed 1 vehicle during the AM or PM peak hours and therefore not impede on traffic flow on the surrounding road network.



NORTH

LEGEND

Site Location

XX (XX) AM (PM) Peak Hour Trips

Inbound / Outbound

FIGURE 2
Paramount Palm Beach
KH #241020000
Driveway Volumes

Kimley»Horn

INTERSECTION QUEUE ANALYSIS

A detailed analysis of the signalized intersections surrounding the site 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 and PM peak hour queue analyses and all of the queues were found to be contained within their respective turn lanes. Table 7 summarizes the results of this analysis.

Table 7: 95th Percentile Queue Analysis

#	Intersection	Control Type	Movement	Storage (ft)	AM Peak Hour 95th %ile Queue (ft)	PM Peak Hour 95th %ile Queue (ft)
1	Sunrise Avenue & County Road	Signalized	SBL	170	12	23
			WBL	140	44	57
2	Sunset Avenue & County Road	Signalized	EBTL	80	44	40
3	Royal Poinciana Way & County Road	Signalized	EBL	430	185	123
			WBR	230	56	55

ALTERNATIVE MODE ACCESS

N 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 and portions of covered arcade are proposed to be 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 N 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.

VALET OPERATIONAL ANALYSIS

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

Private Club Valet Operations + Commercial Use Patrons

The valet stand for the private club and visitors/patrons of the commercial space on site is located in the motor court area that is one level below grade. Vehicular access and circulation is illustrated in Figure 3 and is described below. The valet will be in continuous operation during the hours in which the commercial space and club are in operation.

Patron arrival: Patron vehicles will arrive via the Sunrise Avenue driveway on the north side of the site and then proceed along the east side of the property to reach the motor court below grade. At the valet stand

on the motor court level, the patron will exit the vehicle and the valet operator will proceed down the ramp to a lower parking level to park the vehicle. (see route outlined in red in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the motor court level up the ramp on the east side of the property to exit onto Sunset Avenue (see route outlined in blue in Figure 3).

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 (107 vph, inbound: 66 vph, outbound: 43 vph)*

Percent valet: *100%*

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

Number of valet attendants available: *3 attendants*

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

Inbound: 1.932 vehicles

Outbound: 1.288 vehicles

Total: 3.22 vehicles

Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be three vehicles. The queuing area provided can accommodate 3 vehicles in within the area adjacent to the valet stand; therefore, the 95th percentile queue for the private club valet operations plus commercial use is anticipated to be contained.

As noted on Figure 3, the approximate distance from the valet stand to Sunrise Avenue is 300 feet, which is approximately 12 passenger vehicle lengths. The length of pick-up/drop-off area within the valet functional area can accommodate up to 3 vehicles.

Parking is provided in the garage levels below grade, as shown in Figure 6.

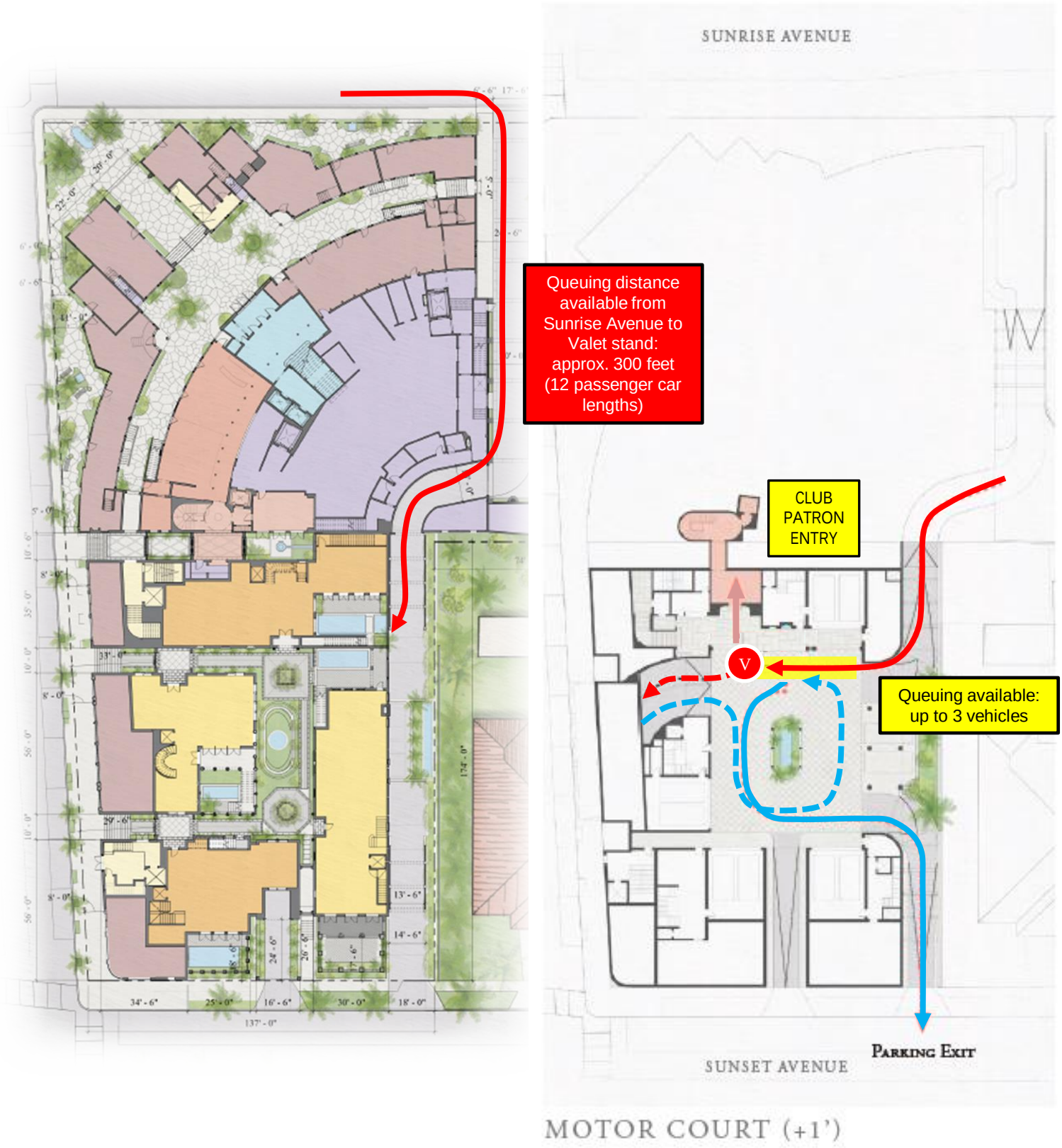


Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 3
Paramount Palm Beach
KH #241020000
Private Club – Valet Operations

Event Valet Operations

The valet stand for the event space for vehicle drop-off (arrival) is proposed to be provided on the west side of the site at a valet stand is proposed to be located on North County Road. Vehicular access and circulation is illustrated in Figure 4 and is described below.

Patron arrival: Patron vehicles will arrive via the North County Road traveling in the northbound direction. Queuing will begin along the curbside in spaces marked for parallel parking. Parallel parking is proposed to be prohibited after 5 PM. Events are proposed to be restricted to have a start time of 6:30 PM or later. At the valet stand, the patron will exit the vehicle and the valet operator will proceed through the intersection with Sunrise Avenue, enter the eastern site driveway on Sunrise Avenue, then proceed to the motor court level and down the ramp to a lower parking level to park the vehicle. (see route outlined in orange in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court and exit onto Sunset Avenue. The valet operator will then proceed with the vehicle to return it to patrons at a return valet stand along Sunset Avenue. The patron will then retrieve the vehicle and exit in the northbound direction by re-entering the traffic stream on North County Road (see route outlined in purple in Figure 3).

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

Highest peak hour: *Post-event (250 attendees; assumed vehicle occupancy: 2.5 persons/vehicle, outbound: 100 vph)*
Assumed percent valet vs. self-parking: *100%*
Peak hour valet volumes: *Outbound: 100 vph*
Assumed average vehicle dwell time for passenger loading/unloading: *75 seconds / vehicle*
Number of valet attendants available: *3 attendants in the valet pick-up area during peak*

Calculations are provided in the attached Table A -4. As noted in that table, the 95th percentile valet queue calculations are the following:

Outbound: 7.073 vehicles

Total: 7.073 vehicles

The queuing area along North County Road could accommodate up to 10 vehicles, given the 10 parallel parking spaces currently located on the east curb line of North County Road.

This functional queuing area for the proposed valet stand is noted on Figure 4. Because the proposed queuing area is along the curb on North County Road, there is no separate measure of vehicle queuing length from the public right-of-way to the valet stand. Therefore, the 95th percentile queue of vehicles staged in the valet pick-up area is anticipated to be accommodated within the curb area provided.

To address the impact of operations of the valet stand in conjunction with the intersection operation for North County Road & Sunrise Avenue, queuing observations were conducted on Friday March 31, 2023 and on Saturday, April 1, 2023 from 5:00 PM – 9:00 PM. During these observation periods, the maximum back-of-queue for northbound traffic on North County Road was recorded during each signal cycle. This was used to then determine where valet stand operations would occur in relation to the queue of vehicles for the intersection.

Based upon the observations conducted, the 95th percentile back of the northbound queue was 4 vehicles on Friday and 5 vehicles on Saturday. Using an assumption of 22 feet per vehicle, the 95th percentile intersection queue extends 88 feet from the stop bar on a Friday and 110 feet on a Saturday. Moreover, the 50th percentile queue was only 1 vehicle, which equates to a queue of 22 feet for the average intersection cycle on both Friday and Saturday. The second parallel parking space on North County Road is approximately 105 feet south of the stop bar of the intersection. Therefore, in general, locating the valet stand at this parking space will avoid interference with intersection queues for 95th percentile conditions. Figure 5 illustrates the 50th and 95th percentile queues in relation to the site and proposed valet stand. Further detail on the intersection queue observations is attached.

Parking is provided in the garage levels below grade, as shown in Figure 6.



Image source: RAMSA / Stantec

NORTH

LEGEND

- Patron Inbound Route
- Valet Route to Parking
- Valet Route from Parking
- Patron Outbound Route

FIGURE 4
Paramount Palm Beach
KH #241020000
Event Space – Valet Operations



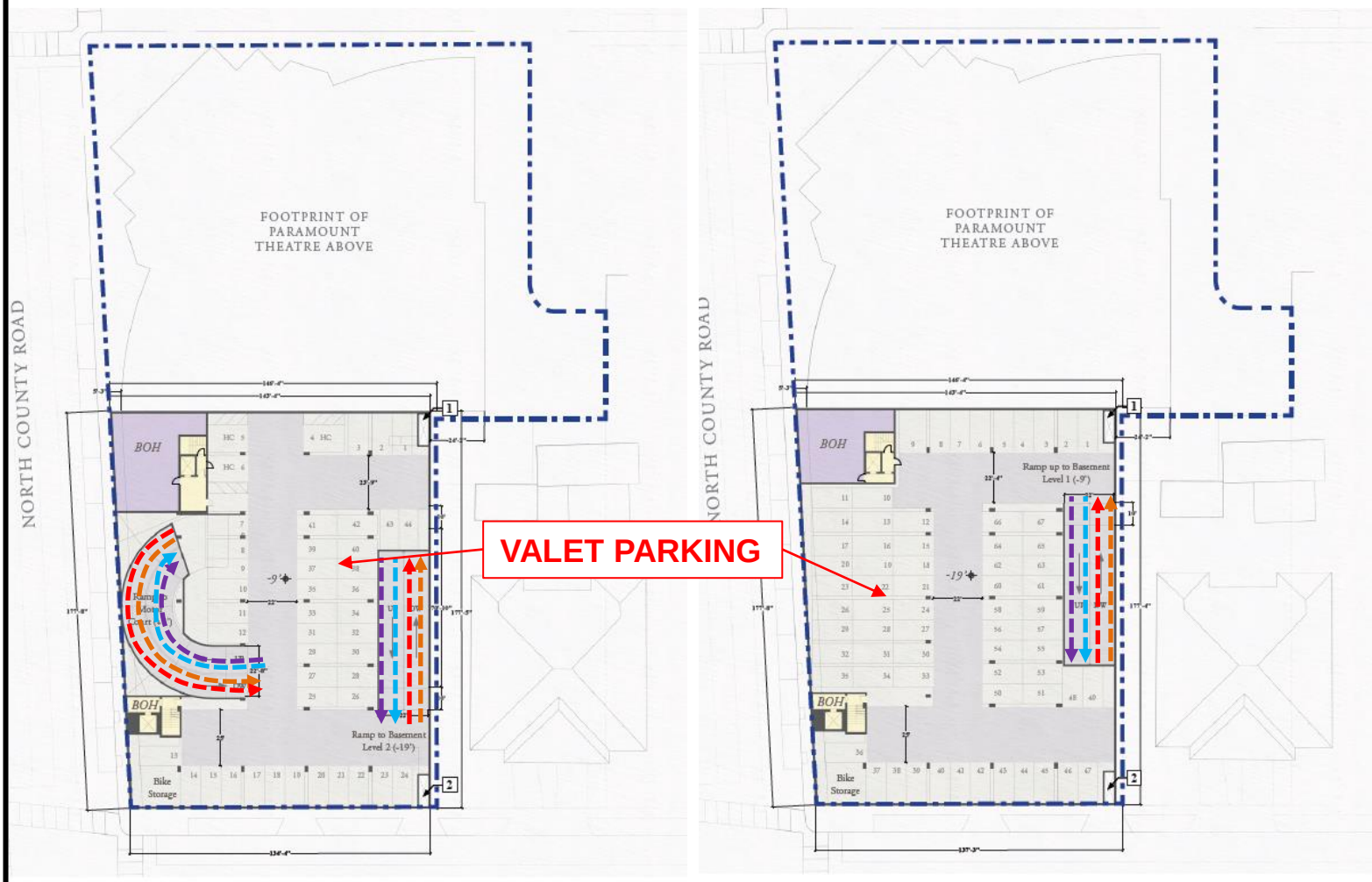
NORTH

LEGEND

- **50th Percentile - Friday**
- 95th Percentile – Friday
- 50th Percentile - Saturday
- 95th Percentile - Saturday

FIGURE 5
Paramount - Palm Beach, FL
KH #241020000
50th & 95th Percentile Queuing

Kimley»Horn



PROPOSED PLAN: BASEMENT LEVEL 1

PROPOSED PLAN: BASEMENT LEVEL 2

Image source: RAMSA / Stantec

NORTH

LEGEND

Valet Route to Parking

Valet Route from Parking

Valet Route to Parking

Valet Route from Parking

FIGURE 6
Paramount Palm Beach
KH #241020000
Valet Parking

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 6,636 square feet of general retail space, 4 single family dwelling units, a 225-member private club, and a 250-seat banquet facility.

As shown 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.

In addition, a valet operations evaluation was conducted for both the club space and the event space. The queuing area provided is anticipated to accommodate the demand both for the club and also before and after events.

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

CHRISTOPHER W. HEGGEN LICENSE No. 58636 STATE OF FLORIDA PROFESSIONAL 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.

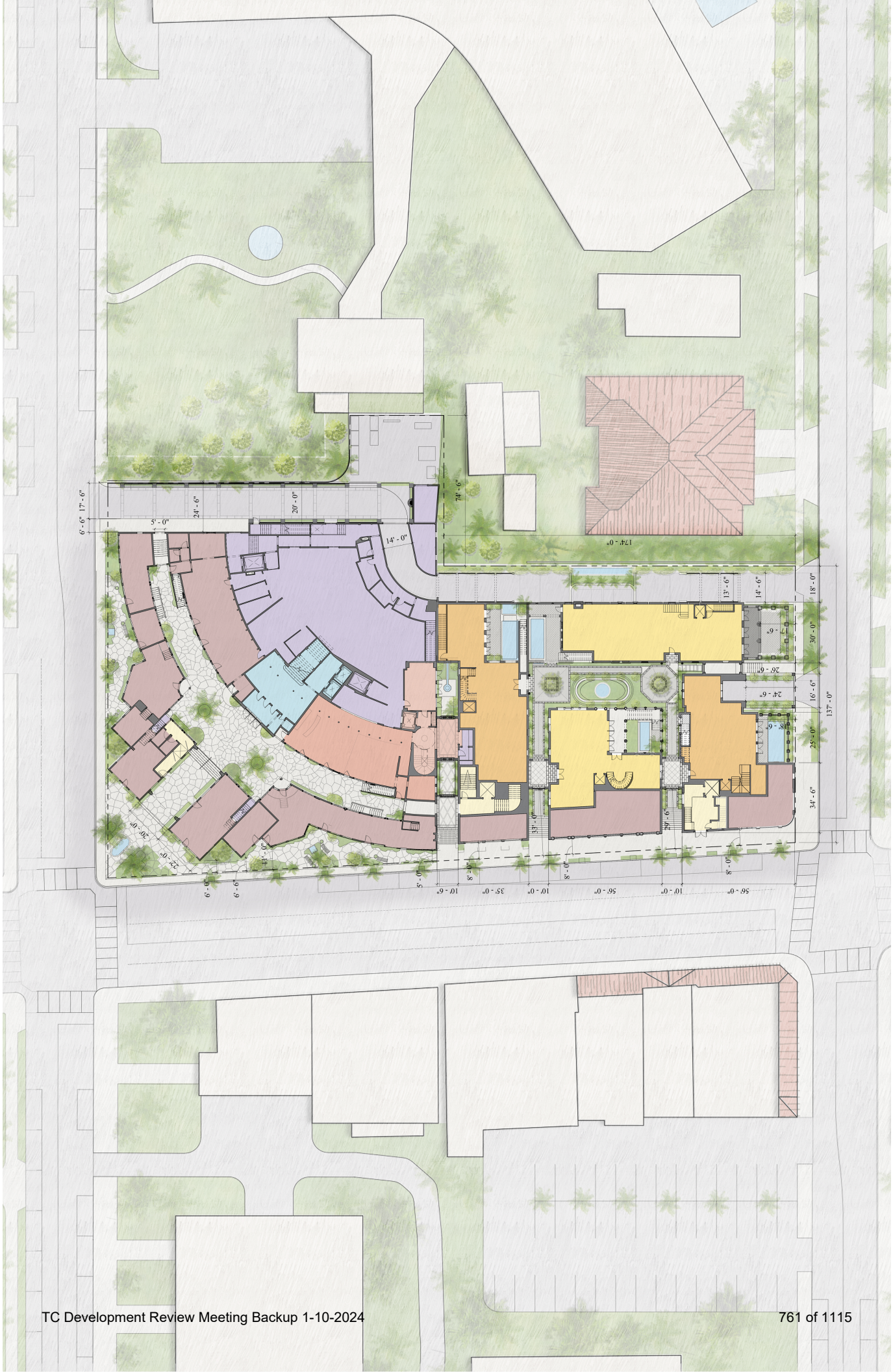
Christopher W Heggen
2023.09.08
09:26:20 -04'00'

Registry No. 35106

Attachments

k:\wpb_tpto\2410\241020000 - paramount palm beach\tps\2023-9-7 paramount palm beach traffic.docx

APPENDIX


17' - 6"
6' - 6"
5' - 0"
24' - 6"
20' - 0"
14' - 0"
74' - 6"
174' - 0"
13' - 6"
14' - 6"
18' - 0"
30' - 0"
16' - 6"
25' - 0"
34' - 6"
137' - 0"
17' - 6"
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29' - 6"
20' - 0"
22' - 0"
41' - 0"
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6' - 6"
5' - 0"
10' - 6"
8' - 0"
35' - 0"
10' - 0"
8' - 0"
56' - 0"
10' - 0"
8' - 0"
56' - 0"

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

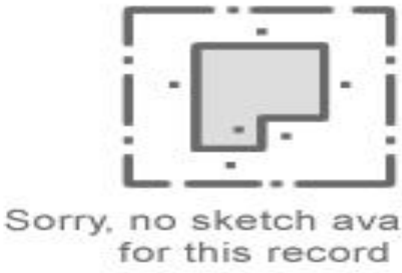
2023 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 1)



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

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)

Gr	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)

Gr	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)

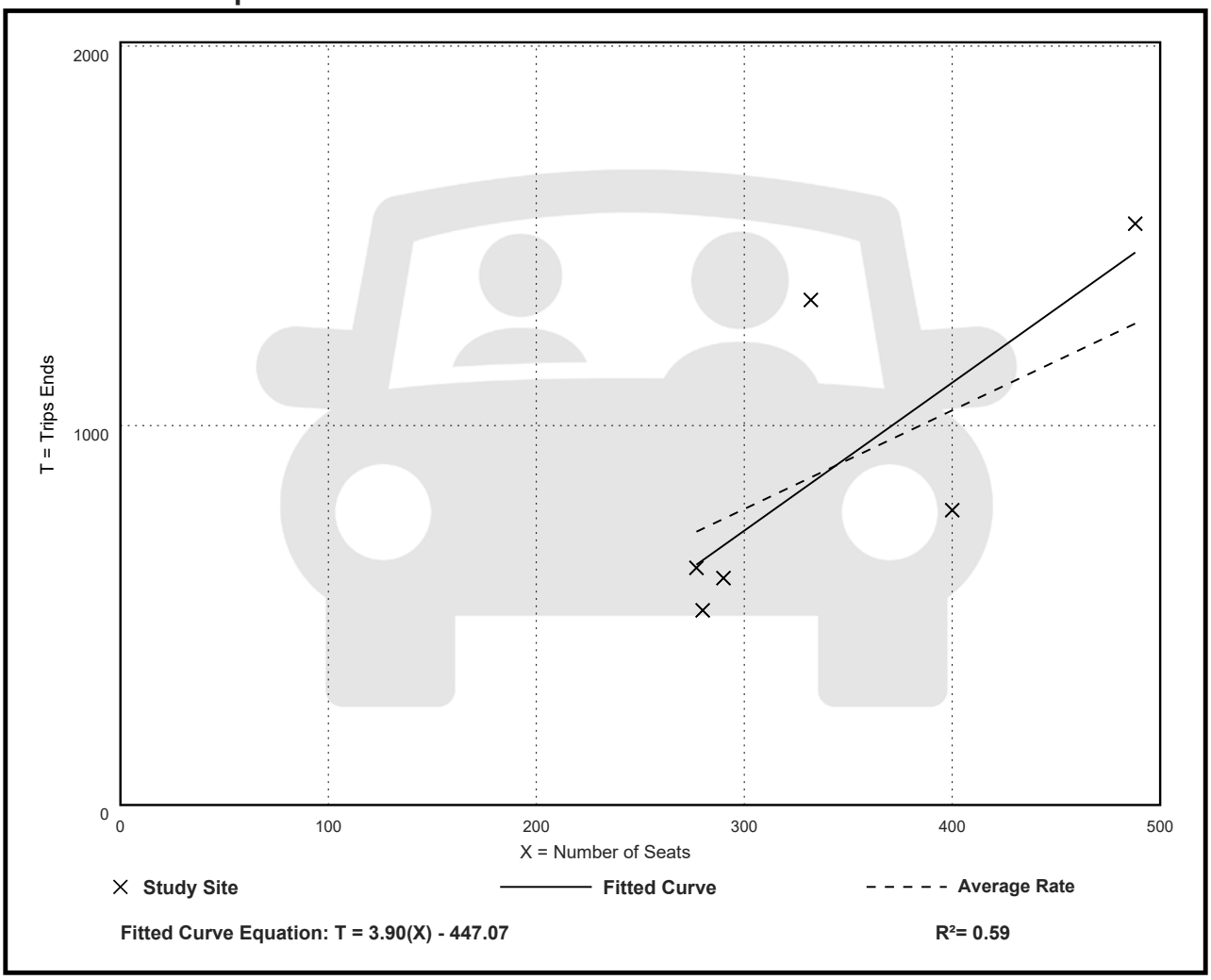
Vehicle Trip Ends vs: Seats
On a: Weekday

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

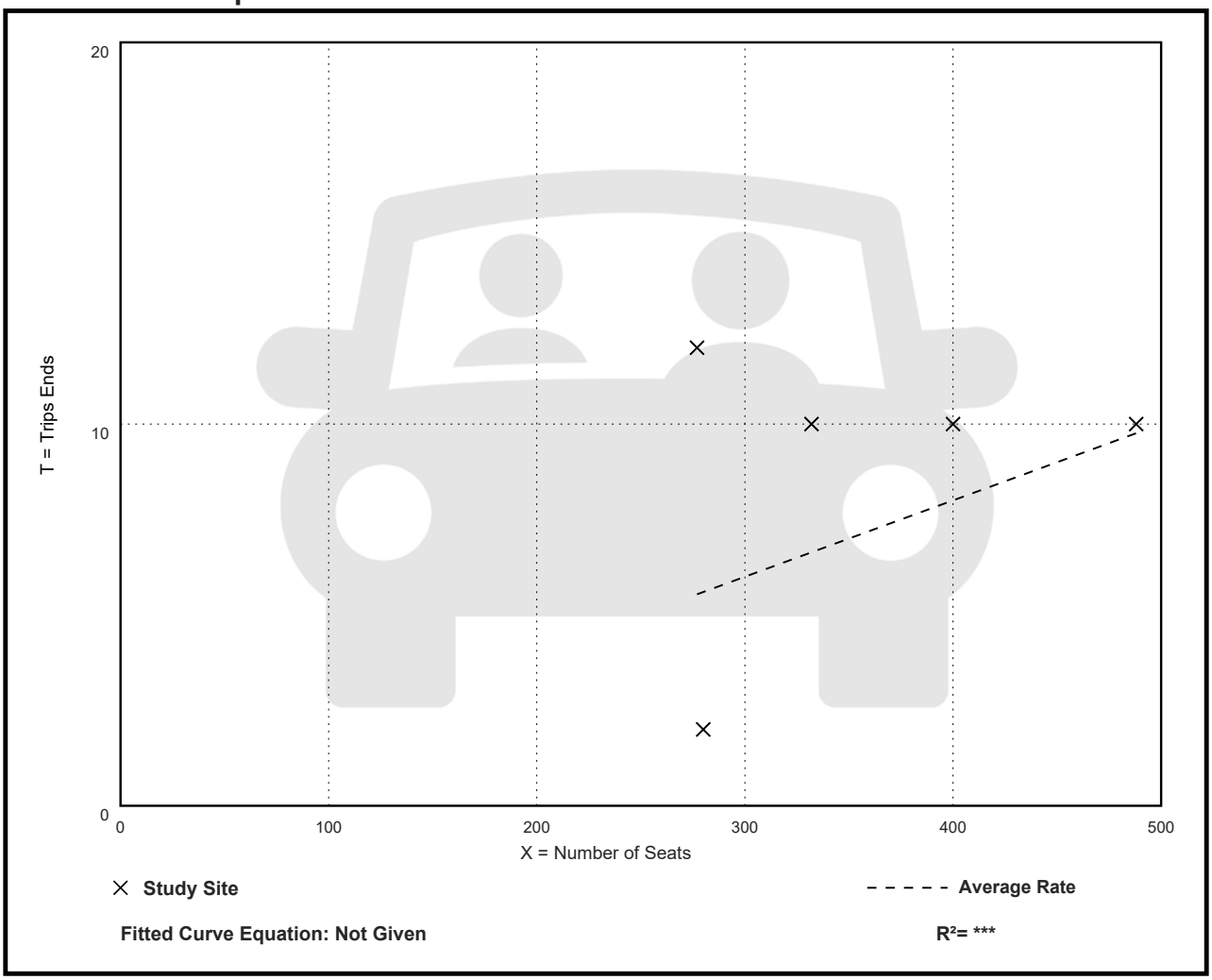
Fine Dining Restaurant
(931)

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



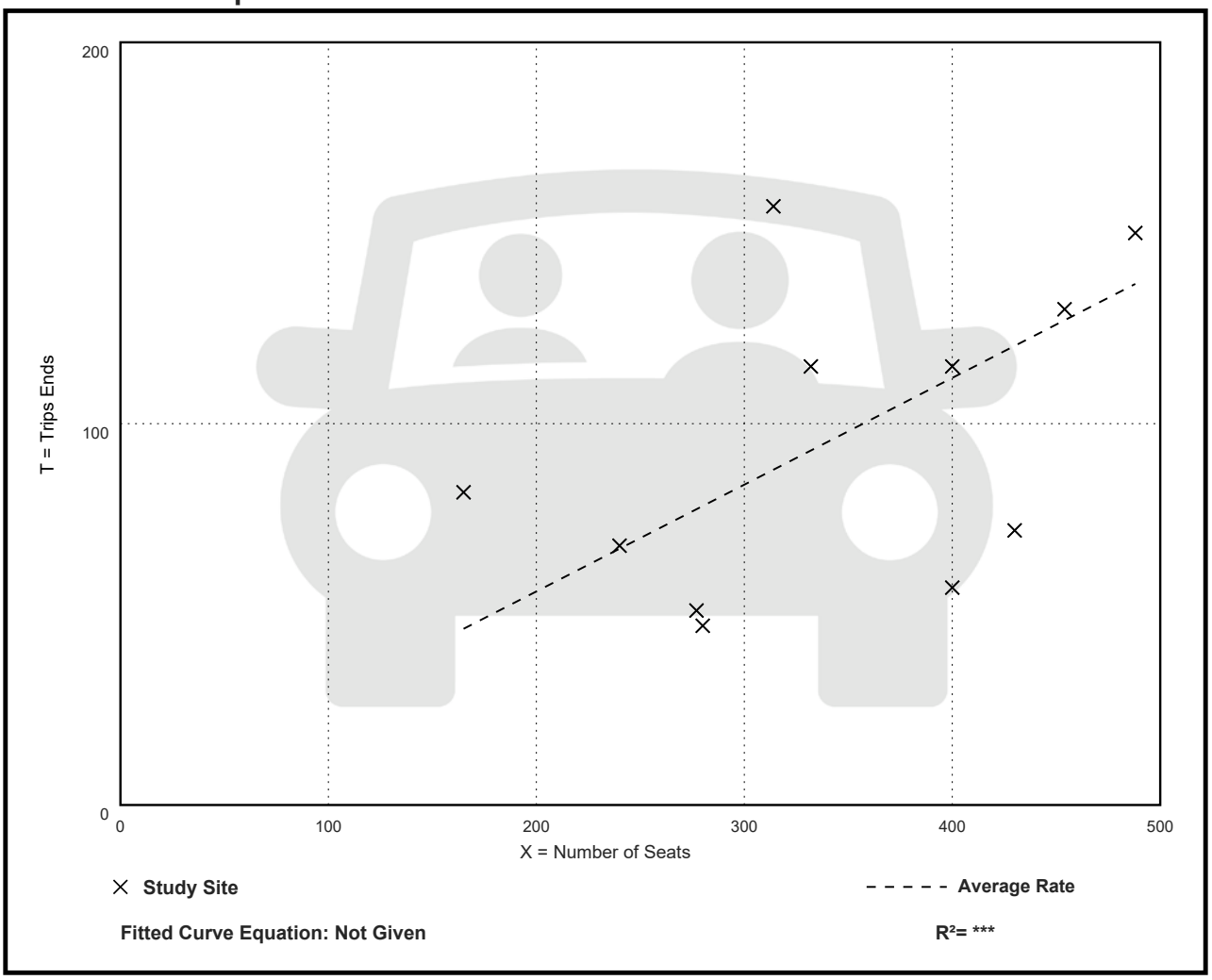
Fine Dining Restaurant
(931)

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



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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	4	6	0	1	3	1	0	5	7	12	0	8	6	6	59
06:15 AM	0	0	8	8	0	2	10	0	0	3	8	18	0	11	9	3	80
06:30 AM	0	1	7	8	0	0	3	0	0	6	31	17	0	11	10	17	111
06:45 AM	0	1	6	8	0	1	7	2	0	13	44	21	1	17	16	17	154
Total	0	2	25	30	0	4	23	3	0	27	90	68	1	47	41	43	404
07:00 AM	0	0	24	20	0	2	5	2	0	20	41	27	0	19	10	12	182
07:15 AM	0	0	36	11	0	1	4	0	0	14	59	17	1	25	7	23	198
07:30 AM	0	0	40	27	0	3	4	3	0	13	64	24	3	48	20	31	280
07:45 AM	0	0	51	28	0	1	6	1	0	19	134	21	4	68	10	39	382
Total	0	0	151	86	0	7	19	6	0	66	298	89	8	160	47	105	1042
08:00 AM	0	0	39	28	0	3	6	3	0	23	129	16	2	79	16	57	401
08:15 AM	0	0	44	25	0	1	12	2	0	20	123	12	3	51	10	55	358
08:30 AM	0	0	52	28	0	0	12	2	0	39	131	5	4	78	13	38	402
08:45 AM	0	0	52	39	0	0	6	2	0	16	141	11	2	60	13	21	363
Total	0	0	187	120	0	4	36	9	0	98	524	44	11	268	52	171	1524
09:00 AM	0	0	48	46	0	2	10	1	0	20	112	10	4	115	14	42	424
09:15 AM	0	0	63	50	0	6	7	2	0	19	113	10	2	49	10	27	358
09:30 AM	0	0	60	40	0	3	9	4	0	24	111	11	6	69	16	36	389
09:45 AM	0	0	80	57	0	0	10	4	0	29	107	10	5	47	15	35	399
Total	0	0	251	193	0	11	36	11	0	92	443	41	17	280	55	140	1570
10:00 AM	0	0	46	53	0	2	10	10	0	26	97	9	4	64	14	30	365
10:15 AM	0	0	77	51	0	1	6	4	0	20	102	9	7	36	21	28	362
10:30 AM	0	0	67	53	0	2	6	2	0	30	62	7	5	42	13	32	321
10:45 AM	0	0	75	55	0	4	8	2	0	26	119	9	6	38	12	27	381
Total	0	0	265	212	0	9	30	18	0	102	380	34	22	180	60	117	1429
11:00 AM	0	0	82	56	0	4	9	2	0	25	93	5	6	38	12	32	364
11:15 AM	0	1	74	43	0	5	7	7	0	24	105	14	3	48	14	38	383
11:30 AM	0	0	89	63	0	4	11	3	0	38	119	9	2	36	10	48	432
11:45 AM	0	0	102	68	0	5	9	1	0	42	124	7	4	43	15	44	464
Total	0	1	347	230	0	18	36	13	0	129	441	35	15	165	51	162	1643
12:00 PM	0	0	82	67	0	5	17	3	0	27	106	8	2	38	7	40	402
12:15 PM	0	0	90	72	0	4	10	3	0	33	102	9	1	44	11	35	414
12:30 PM	0	0	85	63	0	4	14	5	0	28	78	8	4	32	19	45	385
12:45 PM	0	0	93	64	0	2	10	2	0	35	103	6	5	43	11	29	403
Total	0	0	350	266	0	15	51	13	0	123	389	31	12	157	48	149	1604
01:00 PM	0	0	101	75	0	4	9	4	0	38	107	4	3	42	15	34	436
01:15 PM	0	1	97	67	0	2	11	3	0	31	109	2	7	39	7	41	417
01:30 PM	0	1	77	63	0	9	12	2	0	38	78	4	3	36	11	33	367
01:45 PM	0	0	91	66	0	2	12	6	0	39	107	13	5	47	16	31	435
Total	0	2	366	271	0	17	44	15	0	146	401	23	18	164	49	139	1655
02:00 PM	0	0	101	62	0	5	14	1	0	43	92	7	2	42	15	33	417
02:15 PM	0	0	88	71	0	4	20	2	0	46	94	13	2	34	14	41	429
02:30 PM	0	1	105	78	0	6	13	6	0	37	67	11	3	42	15	46	430
02:45 PM	0	0	114	82	0	10	11	4	0	31	86	12	5	23	13	32	423
Total	0	1	408	293	0	25	58	13	0	157	339	43	12	141	57	152	1699

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	1	112	89	0	12	29	6	0	37	65	9	2	43	14	39	458
03:15 PM	0	0	86	76	0	10	22	3	0	34	101	8	5	40	5	32	422
03:30 PM	0	0	123	96	0	8	34	1	0	51	66	11	2	44	9	35	480
03:45 PM	0	0	119	91	0	7	15	3	0	37	82	8	6	27	9	25	429
Total	0	1	440	352	0	37	100	13	0	159	314	36	15	154	37	131	1789
04:00 PM	0	0	117	119	0	7	17	8	0	56	82	8	4	26	14	29	487
04:15 PM	0	0	118	76	0	15	13	5	0	42	85	4	1	21	3	33	416
04:30 PM	0	0	121	111	0	14	31	3	0	44	49	4	3	39	17	39	475
04:45 PM	0	0	88	71	0	9	15	5	0	38	90	11	5	26	10	40	408
Total	0	0	444	377	0	45	76	21	0	180	306	27	13	112	44	141	1786
05:00 PM	0	0	72	86	0	26	30	6	0	39	77	14	2	28	10	38	428
05:15 PM	0	0	70	43	0	8	16	2	0	37	59	4	5	25	8	40	317
05:30 PM	0	0	65	45	0	6	14	3	0	34	50	4	3	29	9	38	300
05:45 PM	0	0	68	48	0	3	11	2	0	43	39	3	2	25	12	52	308
Total	0	0	275	222	0	43	71	13	0	153	225	25	12	107	39	168	1353
06:00 PM	0	0	67	37	0	8	17	2	0	29	47	4	3	28	11	48	301
06:15 PM	0	0	45	30	0	5	8	2	0	25	40	3	2	25	8	33	226
06:30 PM	0	0	39	29	0	9	13	2	0	36	57	3	4	17	5	12	226
06:45 PM	0	0	45	28	0	3	16	1	0	41	46	3	1	13	2	11	210
Total	0	0	196	124	0	25	54	7	0	131	190	13	10	83	26	104	963
Grand Total	0	7	3705	2776	0	260	634	155	0	1563	4340	509	166	2018	606	1722	18461
Apprch %	0	0.1	57.1	42.8	0	24.8	60.4	14.8	0	24.4	67.7	7.9	3.7	44.7	13.4	38.2	
Total %	0	0	20.1	15	0	1.4	3.4	0.8	0	8.5	23.5	2.8	0.9	10.9	3.3	9.3	
LIGHT VEHICLES	0	6	3524	2617	0	249	563	144	0	1527	4107	484	164	1924	547	1682	17538
% LIGHT VEHICLES	0	85.7	95.1	94.3	0	95.8	88.8	92.9	0	97.7	94.6	95.1	98.8	95.3	90.3	97.7	95
HEAVY VEHICLES	0	1	181	159	0	11	71	11	0	36	233	25	2	94	59	40	923
% HEAVY VEHICLES	0	14.3	4.9	5.7	0	4.2	11.2	7.1	0	2.3	5.4	4.9	1.2	4.7	9.7	2.3	5

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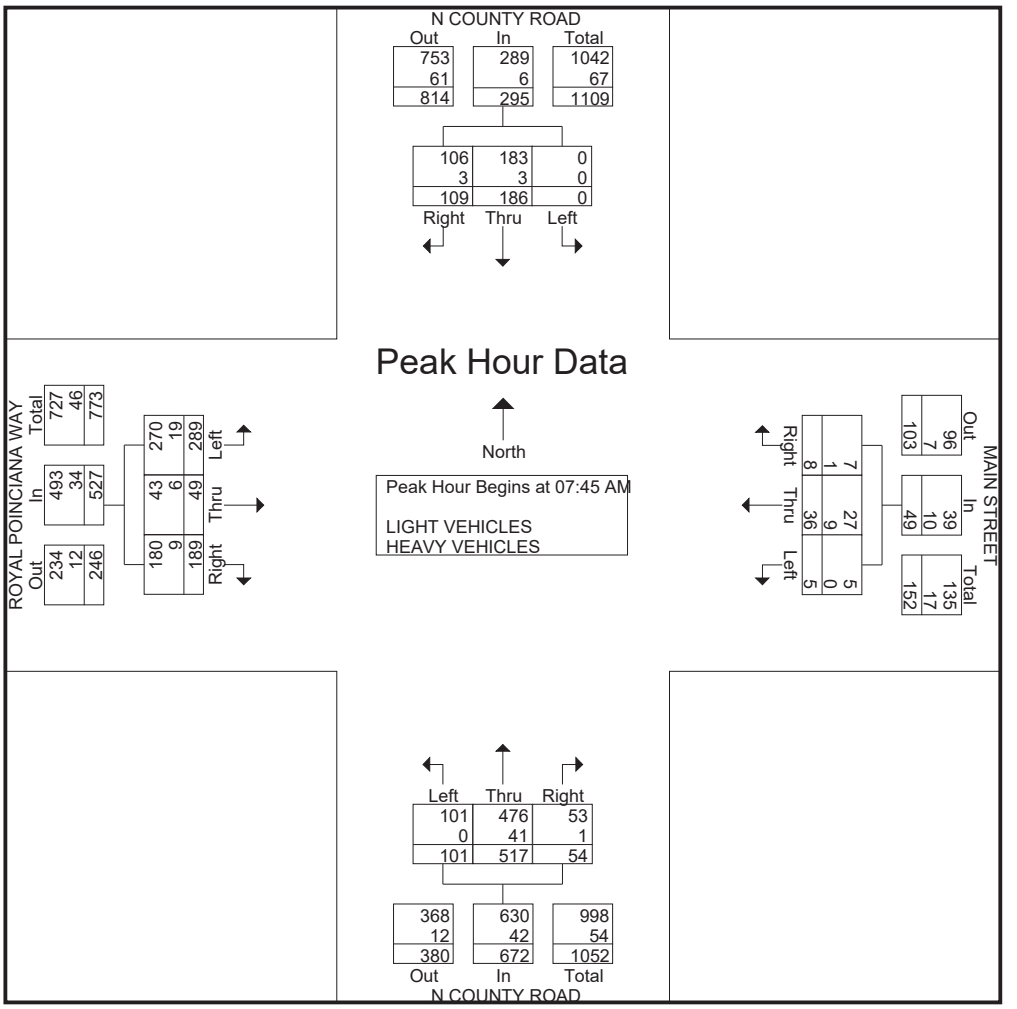
ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 3

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	51	**28**	79	0	1	6	1	8	0	19	**134**	**21**	174	**4**	68	10	39	121	382
08:00 AM	0	0	39	28	67	0	**3**	6	**3**	12	0	23	129	16	168	2	**79**	**16**	**57**	**154**	401
08:15 AM	0	0	44	25	69	0	1	**12**	2	**15**	0	20	123	12	155	3	51	10	55	119	358
08:30 AM	0	0	**52**	28	**80**	0	0	12	2	14	0	**39**	131	5	**175**	4	78	13	38	133	**402**
Total Volume	0	0	186	109	295	0	5	36	8	49	0	101	517	54	672	13	276	49	189	527	1543
% App. Total	0	0	63.1	36.9		0	10.2	73.5	16.3		0	15	76.9	8		2.5	52.4	9.3	35.9		
PHF	.000	.000	.894	.973	.922	.000	.417	.750	.667	.817	.000	.647	.965	.643	.960	.813	.873	.766	.829	.856	.960
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	98.4	97.2	98.0	0	100	75.0	87.5	79.6	0	100	92.1	98.1	93.8	100	93.1	87.8	95.2	93.5	94.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.6	2.8	2.0	0	0	25.0	12.5	20.4	0	0	7.9	1.9	6.3	0	6.9	12.2	4.8	6.5	6.0



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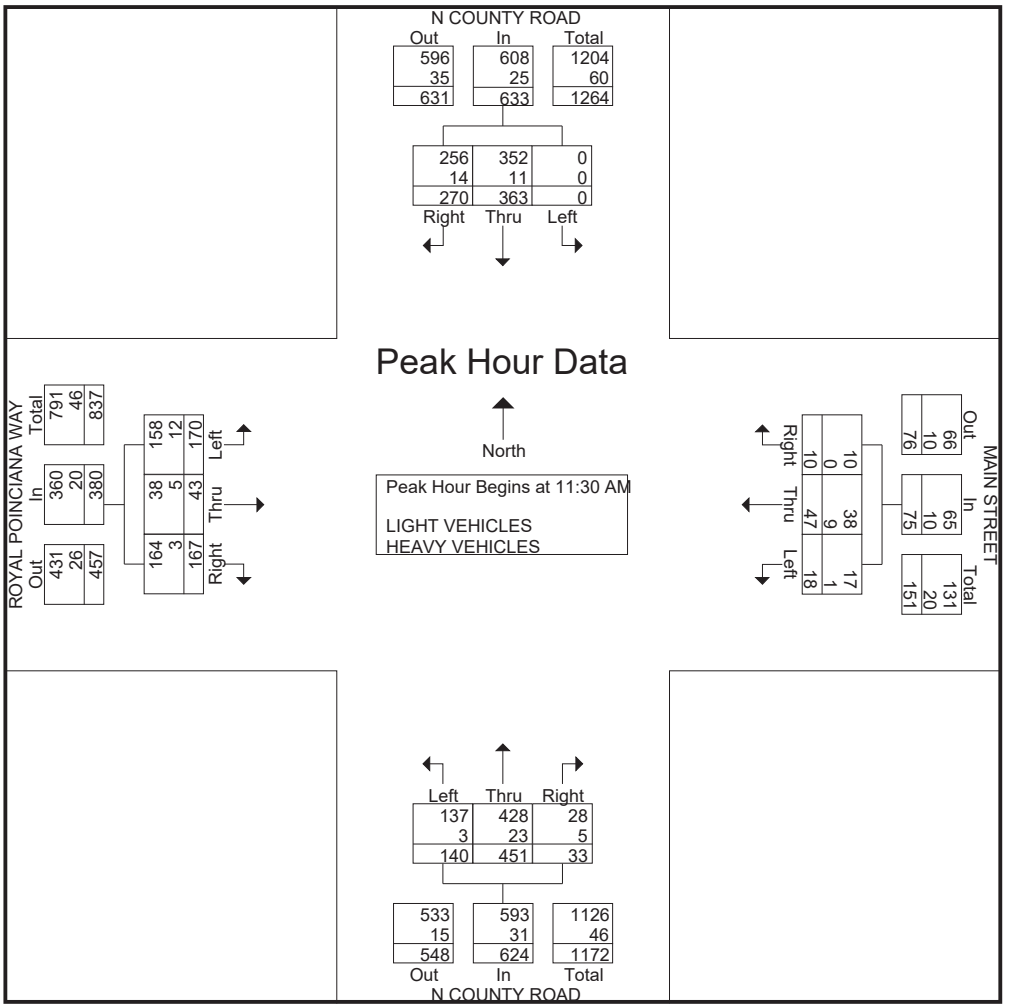
ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 4

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	89	63	152	0	4	11	**3**	18	0	38	119	**9**	166	2	36	10	**48**	96	432
11:45 AM	0	0	**102**	68	**170**	0	**5**	9	1	15	0	**42**	**124**	7	**173**	**4**	43	**15**	44	**106**	**464**
12:00 PM	0	0	82	67	149	0	5	**17**	3	**25**	0	27	106	8	141	2	38	7	40	87	402
12:15 PM	0	0	90	**72**	162	0	4	10	3	17	0	33	102	9	144	1	**44**	11	35	91	414
Total Volume	0	0	363	270	633	0	18	47	10	75	0	140	451	33	624	9	161	43	167	380	1712
% App. Total	0	0	57.3	42.7		0	24	62.7	13.3		0	22.4	72.3	5.3		2.4	42.4	11.3	43.9		
PHF	.000	.000	.890	.938	.931	.000	.900	.691	.833	.750	.000	.833	.909	.917	.902	.563	.915	.717	.870	.896	.922
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	97.0	94.8	96.1	0	94.4	80.9	100	86.7	0	97.9	94.9	84.8	95.0	100	92.5	88.4	98.2	94.7	95.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	3.0	5.2	3.9	0	5.6	19.1	0	13.3	0	2.1	5.1	15.2	5.0	0	7.5	11.6	1.8	5.3	5.0



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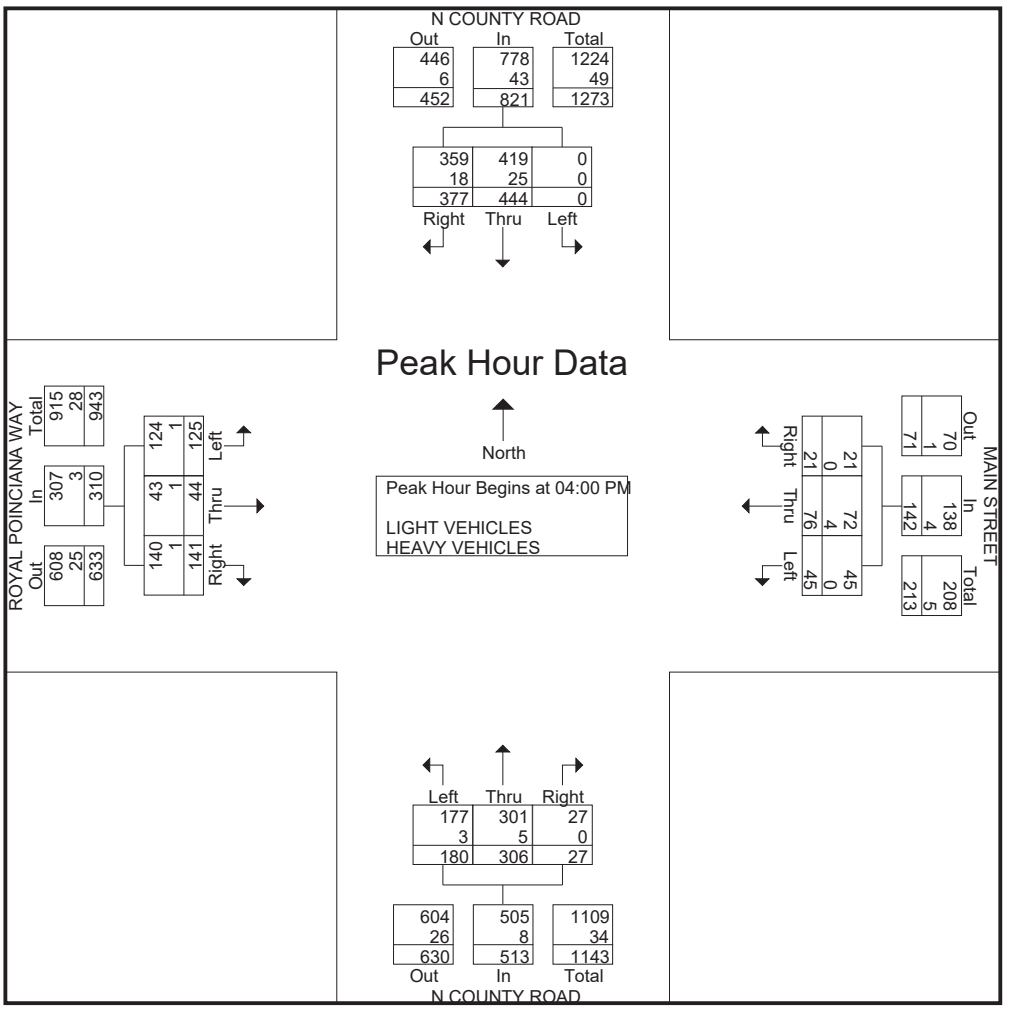
ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 5

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	117	**119**	**236**	0	7	17	**8**	32	0	**56**	82	8	**146**	4	26	14	29	73	**487**
04:15 PM	0	0	118	76	194	0	**15**	13	5	33	0	42	85	4	131	1	21	3	33	58	416
04:30 PM	0	0	**121**	111	232	0	14	**31**	3	**48**	0	44	49	4	97	3	**39**	**17**	39	**98**	475
04:45 PM	0	0	88	71	159	0	9	15	5	29	0	38	**90**	**11**	139	**5**	26	10	**40**	81	408
Total Volume	0	0	444	377	821	0	45	76	21	142	0	180	306	27	513	13	112	44	141	310	1786
% App. Total	0	0	54.1	45.9		0	31.7	53.5	14.8		0	35.1	59.6	5.3		4.2	36.1	14.2	45.5		
PHF	.000	.000	.917	.792	.870	.000	.750	.613	.656	.740	.000	.804	.850	.614	.878	.650	.718	.647	.881	.791	.917
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	94.4	95.2	94.8	0	100	94.7	100	97.2	0	98.3	98.4	100	98.4	100	99.1	97.7	99.3	99.0	96.8
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	5.6	4.8	5.2	0	0	5.3	0	2.8	0	1.7	1.6	0	1.6	0	0.9	2.3	0.7	1.0	3.2



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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
Total	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5	10
07:00 AM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	6
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	1	0	0	0	0	0	0	0	25	0	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	0	0	0	0	0	0	31	0	0	0	0	0	35
08:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	3
08:15 AM	0	0	1	1	0	0	0	0	0	0	5	0	0	0	1	4	12
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	3	0	0	0	0	0	0	2	0	0	0	1	1	8
Total	0	0	3	4	0	0	0	0	0	0	8	0	0	0	2	6	23
09:00 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:15 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:30 AM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4
09:45 AM	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	5
Total	0	0	11	0	0	0	0	0	0	2	6	0	0	0	0	0	19
10:00 AM	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	8
10:15 AM	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	6
10:30 AM	0	0	2	1	0	0	0	0	0	0	8	0	0	0	0	0	11
10:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Total	0	0	9	3	0	0	0	0	0	0	17	0	0	0	0	0	29
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3
11:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	3
Total	0	0	2	0	0	0	1	0	0	0	1	0	0	1	0	4	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	3
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	2	0	0	2	2	0	1	0	0	7
Total	0	0	0	1	0	0	1	2	0	0	3	2	0	1	0	1	11
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	4	0	0	0	0	1	7
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	5
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	1	8
04:00 PM	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	1	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	0	0	0	0	1	6	0	0	0	0	1	14
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	3
05:15 PM	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	6
05:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	0	0	0	0	0	5	0	0	0	0	1	12
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Grand Total	0	0	52	9	0	0	3	3	0	3	88	2	0	2	2	20	184
Apprch %	0	0	85.2	14.8	0	0	50	50	0	3.2	94.6	2.2	0	8.3	8.3	83.3	
Total %	0	0	28.3	4.9	0	0	1.6	1.6	0	1.6	47.8	1.1	0	1.1	1.1	10.9	

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	6
06:15 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5
Total	2	0	0	0	7	0	0	0	2	0	0	0	5	0	0	0	16
07:00 AM	3	0	0	0	8	0	0	0	2	0	0	0	2	0	0	0	15
07:15 AM	2	0	0	0	5	0	0	0	0	0	0	0	6	0	1	0	14
07:30 AM	1	0	1	0	3	0	0	0	1	0	0	0	3	0	1	0	10
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	7	0	3	0	12
Total	6	0	1	0	18	0	0	0	3	0	0	0	18	0	5	0	51
08:00 AM	0	0	0	0	1	0	2	0	1	0	2	0	1	0	1	0	8
08:15 AM	0	0	0	0	6	0	0	0	1	0	0	0	1	0	1	0	9
08:30 AM	2	0	0	0	2	0	1	0	3	0	0	0	1	0	1	0	10
08:45 AM	5	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	14
Total	7	0	0	0	13	0	3	0	10	0	2	0	3	0	3	0	41
09:00 AM	0	0	0	0	7	0	0	0	11	0	0	0	4	0	0	0	22
09:15 AM	1	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	7
09:30 AM	4	0	0	0	2	0	0	0	4	0	0	0	4	0	0	0	14
09:45 AM	4	0	0	0	6	0	2	0	7	0	2	0	3	0	0	0	24
Total	9	0	0	0	15	0	2	0	27	0	2	0	12	0	0	0	67
10:00 AM	2	0	0	0	4	0	0	0	4	0	0	0	4	0	2	0	16
10:15 AM	5	0	0	0	0	0	0	0	1	0	0	0	5	0	1	0	12
10:30 AM	1	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	5
10:45 AM	1	0	0	0	1	0	0	0	3	0	0	0	4	0	0	0	9
Total	9	0	0	0	7	0	1	0	9	0	0	0	13	0	3	0	42
11:00 AM	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	6
11:15 AM	3	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	7
11:30 AM	5	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	9
11:45 AM	3	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	8
Total	14	0	2	0	6	0	0	0	6	0	0	0	1	0	1	0	30
12:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	8
12:15 PM	0	0	0	0	1	0	1	0	3	0	2	0	1	0	1	0	9
12:30 PM	8	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	13
12:45 PM	3	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	7
Total	11	0	0	0	5	0	1	0	9	0	2	0	8	0	1	0	37
01:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	5
01:15 PM	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	4
01:30 PM	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	5
01:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	4	0	5	0	11
Total	5	0	0	0	3	0	1	0	0	0	0	0	10	0	6	0	25
02:00 PM	4	0	1	0	1	0	0	0	0	0	0	0	1	0	2	0	9
02:15 PM	0	0	0	0	1	0	1	0	1	0	0	0	2	0	0	0	5
02:30 PM	5	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	9
02:45 PM	5	0	0	0	3	0	2	0	1	0	3	0	1	0	1	0	16
Total	14	0	1	0	6	0	3	0	3	0	3	0	6	0	3	0	39

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	2	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	9
03:15 PM	1	0	0	0	3	0	0	0	1	0	1	0	1	0	1	0	8
03:30 PM	1	0	0	0	4	0	0	0	1	0	0	0	0	0	4	0	10
03:45 PM	2	0	0	0	3	0	4	0	0	0	0	0	1	0	0	0	10
Total	6	0	0	0	12	0	4	0	5	0	1	0	4	0	5	0	37
04:00 PM	7	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	13
04:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	5
04:30 PM	5	0	0	0	4	0	1	0	4	0	0	0	3	0	0	0	17
04:45 PM	3	0	2	0	9	0	0	0	5	0	0	0	2	0	0	0	21
Total	15	0	2	0	18	0	1	0	12	0	0	0	8	0	0	0	56
05:00 PM	2	0	0	0	11	0	1	0	5	0	0	0	3	0	1	0	23
05:15 PM	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	7
05:30 PM	1	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	10
05:45 PM	1	0	0	0	1	0	0	0	3	0	0	0	4	0	1	0	10
Total	7	0	0	0	17	0	1	0	14	0	0	0	9	0	2	0	50
06:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	3	0	1	0	6
06:15 PM	2	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	6
06:30 PM	2	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	11
06:45 PM	1	0	0	0	5	0	0	0	0	0	0	0	3	0	1	0	10
Total	5	0	0	0	14	0	0	0	2	0	0	0	10	0	2	0	33
Grand Total	110	0	6	0	141	0	17	0	102	0	10	0	107	0	31	0	524
Apprch %	94.8	0	5.2	0	89.2	0	10.8	0	91.1	0	8.9	0	77.5	0	22.5	0	
Total %	21	0	1.1	0	26.9	0	3.2	0	19.5	0	1.9	0	20.4	0	5.9	0	

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85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	7	1	0	0	1	0	0	0	10	4	0	1	1	3	28
06:15 AM	0	0	12	0	0	2	1	0	0	0	14	1	0	0	0	0	30
06:30 AM	0	0	10	1	0	4	1	0	0	0	26	12	0	1	0	0	55
06:45 AM	0	0	15	1	0	0	2	0	0	2	43	3	0	2	1	0	69
Total	0	0	44	3	0	6	5	0	0	2	93	20	0	4	2	3	182
07:00 AM	0	0	26	0	0	6	0	0	0	4	39	7	0	3	1	2	88
07:15 AM	0	1	33	1	0	8	1	1	0	3	56	13	0	5	2	1	125
07:30 AM	0	0	58	5	0	5	4	1	0	3	95	19	0	9	5	1	205
07:45 AM	0	0	39	2	0	14	4	4	0	4	168	13	0	6	2	3	259
Total	0	1	156	8	0	33	9	6	0	14	358	52	0	23	10	7	677
08:00 AM	0	2	38	6	0	16	5	3	0	8	163	24	0	15	4	5	289
08:15 AM	0	2	46	10	0	9	5	3	0	10	132	22	0	4	4	2	249
08:30 AM	1	1	48	5	0	14	4	1	0	10	176	17	0	13	7	9	306
08:45 AM	0	3	66	7	0	7	5	0	0	7	163	20	0	15	3	13	309
Total	1	8	198	28	0	46	19	7	0	35	634	83	0	47	18	29	1153
09:00 AM	0	1	63	7	0	18	6	3	0	7	180	30	0	5	5	4	329
09:15 AM	0	2	84	14	0	8	7	5	0	9	123	19	0	15	6	8	300
09:30 AM	0	3	66	15	0	12	15	3	0	11	135	28	0	5	3	7	303
09:45 AM	0	4	82	10	0	14	3	2	0	13	112	21	0	1	7	14	283
Total	0	10	295	46	0	52	31	13	0	40	550	98	0	26	21	33	1215
10:00 AM	0	1	69	12	0	14	13	8	0	17	112	22	0	11	6	5	290
10:15 AM	0	4	87	14	0	15	5	3	0	8	103	17	0	8	5	12	281
10:30 AM	0	0	83	9	0	15	8	3	0	10	72	20	0	7	5	12	244
10:45 AM	0	6	82	13	0	23	4	5	0	12	116	23	0	12	2	9	307
Total	0	11	321	48	0	67	30	19	0	47	403	82	0	38	18	38	1122
11:00 AM	0	2	85	16	0	28	9	3	0	9	81	24	0	4	6	7	274
11:15 AM	0	4	70	8	0	26	11	3	0	11	113	22	0	5	5	12	290
11:30 AM	0	7	103	10	0	23	10	3	0	8	103	30	0	13	10	10	330
11:45 AM	0	10	110	14	0	17	12	8	0	18	111	28	0	13	6	23	370
Total	0	23	368	48	0	94	42	17	0	46	408	104	0	35	27	52	1264
12:00 PM	0	16	88	19	0	33	16	9	1	16	89	33	0	8	10	14	352
12:15 PM	0	9	94	15	0	32	15	13	0	13	89	31	0	9	9	11	340
12:30 PM	1	6	83	18	0	35	9	10	0	5	77	19	0	8	10	23	304
12:45 PM	0	6	91	4	0	31	9	5	0	10	101	25	0	8	11	19	320
Total	1	37	356	56	0	131	49	37	1	44	356	108	0	33	40	67	1316
01:00 PM	0	6	103	8	0	28	10	7	0	18	90	27	0	4	5	16	322
01:15 PM	0	4	107	14	0	24	15	6	1	13	101	33	0	9	6	9	342
01:30 PM	0	5	80	9	0	30	8	8	0	13	79	22	0	11	5	12	282
01:45 PM	0	2	103	12	0	21	10	4	0	16	105	25	0	9	8	12	327
Total	0	17	393	43	0	103	43	25	1	60	375	107	0	33	24	49	1273
02:00 PM	0	3	102	18	0	20	8	4	0	14	88	29	0	13	7	15	321
02:15 PM	0	4	98	15	0	31	14	4	0	13	76	26	0	8	5	14	308
02:30 PM	0	5	138	16	0	27	6	4	0	9	75	24	0	9	3	15	331
02:45 PM	0	2	143	7	0	27	7	1	0	13	69	12	0	8	2	11	302
Total	0	14	481	56	0	105	35	13	0	49	308	91	0	38	17	55	1262

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SUNRISE AVENUE & N COUNTY ROAD
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File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 2

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	3	139	20	0	22	10	7	0	9	70	29	0	6	5	13	333
03:15 PM	0	1	122	9	0	21	7	3	0	16	97	16	0	4	2	12	310
03:30 PM	0	1	151	13	0	24	12	3	0	14	69	17	0	2	9	8	323
03:45 PM	0	2	150	11	0	28	10	3	0	7	68	21	0	6	10	18	334
Total	0	7	562	53	0	95	39	16	0	46	304	83	0	18	26	51	1300
04:00 PM	0	3	187	15	0	29	14	2	0	8	75	20	0	9	4	13	379
04:15 PM	1	2	143	20	0	13	16	0	0	12	56	20	0	10	7	18	318
04:30 PM	0	4	157	14	0	8	22	4	0	13	65	14	0	8	6	35	350
04:45 PM	0	2	103	11	0	20	2	4	0	16	64	23	0	9	5	9	268
Total	1	11	590	60	0	70	54	10	0	49	260	77	0	36	22	75	1315
05:00 PM	0	0	118	8	0	30	12	2	0	11	73	12	0	6	8	9	289
05:15 PM	0	1	75	5	0	16	7	3	0	7	67	9	0	5	5	7	207
05:30 PM	0	0	67	4	0	15	10	8	0	5	45	17	0	2	7	9	189
05:45 PM	0	0	79	12	0	11	7	2	0	3	51	13	0	3	1	15	197
Total	0	1	339	29	0	72	36	15	0	26	236	51	0	16	21	40	882
06:00 PM	0	0	76	6	0	15	9	0	0	11	43	15	0	3	2	7	187
06:15 PM	0	2	43	3	0	14	7	2	0	9	33	7	0	4	7	15	146
06:30 PM	0	1	43	3	0	12	6	4	0	8	50	7	0	1	4	6	145
06:45 PM	0	1	50	3	0	8	3	2	0	7	34	8	0	3	2	13	134
Total	0	4	212	15	0	49	25	8	0	35	160	37	0	11	15	41	612
Grand Total	3	144	4315	493	0	923	417	186	2	493	4445	993	0	358	261	540	13573
Apprch %	0.1	2.9	87.1	9.9	0	60.5	27.3	12.2	0	8.3	74.9	16.7	0	30.9	22.5	46.6	
Total %	0	1.1	31.8	3.6	0	6.8	3.1	1.4	0	3.6	32.7	7.3	0	2.6	1.9	4	
LIGHT VEHICLES	3	137	4048	483	0	891	397	176	2	481	4164	955	0	342	257	525	12861
% LIGHT VEHICLES	100	95.1	93.8	98	0	96.5	95.2	94.6	100	97.6	93.7	96.2	0	95.5	98.5	97.2	94.8
HEAVY VEHICLES	0	7	267	10	0	32	20	10	0	12	281	38	0	16	4	15	712
% HEAVY VEHICLES	0	4.9	6.2	2	0	3.5	4.8	5.4	0	2.4	6.3	3.8	0	4.5	1.5	2.8	5.2

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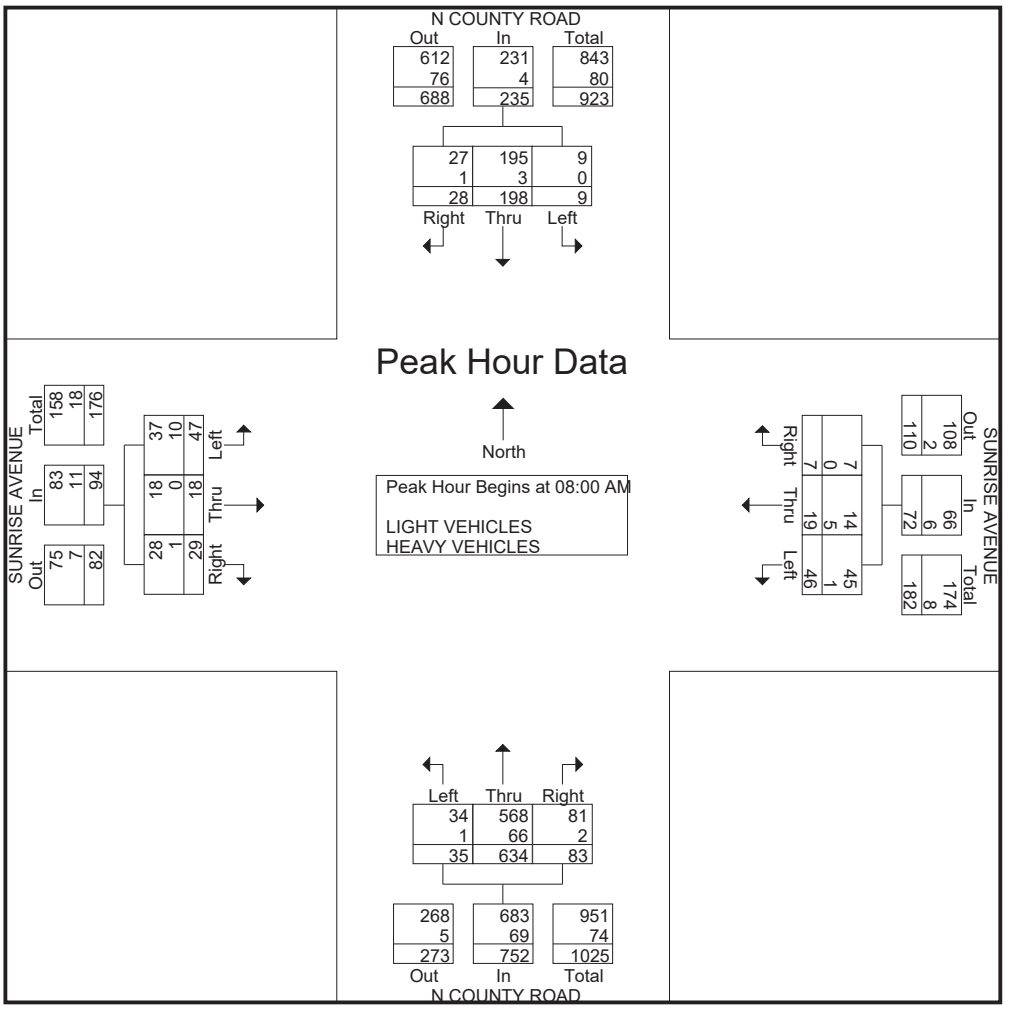
SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 3

	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	2	38	6	46	0	**16**	**5**	**3**	**24**	0	8	163	**24**	195	0	**15**	4	5	24	289
08:15 AM	0	2	46	**10**	58	0	9	5	3	17	0	**10**	132	22	164	0	4	4	2	10	249
08:30 AM	**1**	1	48	5	55	0	14	4	1	19	0	10	**176**	17	**203**	0	13	**7**	9	29	306
08:45 AM	0	**3**	**66**	7	**76**	0	7	5	0	12	0	7	163	20	190	0	15	3	**13**	**31**	**309**
Total Volume	1	8	198	28	235	0	46	19	7	72	0	35	634	83	752	0	47	18	29	94	1153
% App. Total	0.4	3.4	84.3	11.9		0	63.9	26.4	9.7		0	4.7	84.3	11		0	50	19.1	30.9		
PHF	.250	.667	.750	.700	.773	.000	.719	.950	.583	.750	.000	.875	.901	.865	.926	.000	.783	.643	.558	.758	.933
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	100	98.5	96.4	98.3	0	97.8	73.7	100	91.7	0	97.1	89.6	97.6	90.8	0	78.7	100	96.6	88.3	92.2
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.5	3.6	1.7	0	2.2	26.3	0	8.3	0	2.9	10.4	2.4	9.2	0	21.3	0	3.4	11.7	7.8



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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
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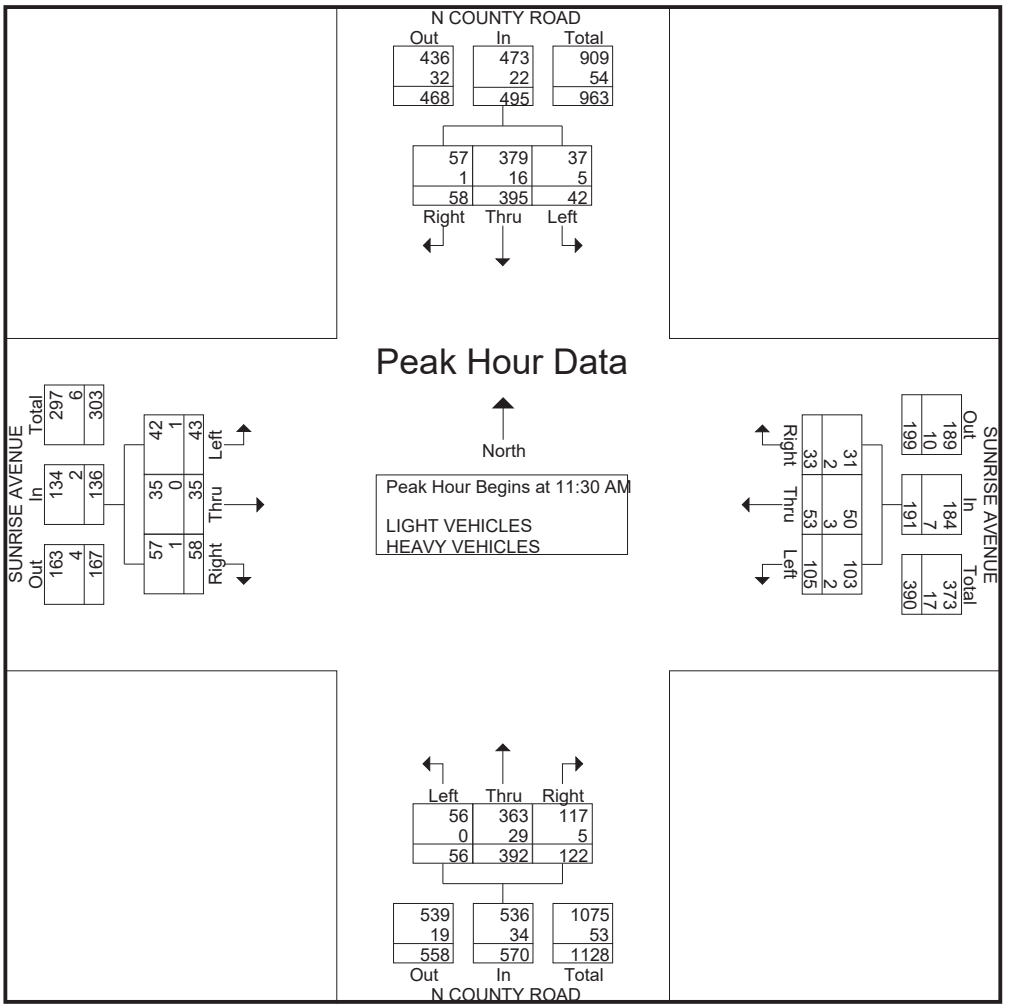
	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	7	103	10	120	0	23	10	3	36	0	8	103	30	141	0	**13**	**10**	10	33	330
11:45 AM	0	10	**110**	14	**134**	0	17	12	8	37	0	**18**	**111**	28	**157**	0	13	6	**23**	**42**	**370**
12:00 PM	0	**16**	88	**19**	123	0	**33**	**16**	9	58	**1**	16	89	**33**	139	0	8	10	14	32	352
12:15 PM	0	9	94	15	118	0	32	15	**13**	**60**	0	13	89	31	133	0	9	9	11	29	340
Total Volume	0	42	395	58	495	0	105	53	33	191	1	55	392	122	570	0	43	35	58	136	1392
% App. Total	0	8.5	79.8	11.7		0	55	27.7	17.3		0.2	9.6	68.8	21.4		0	31.6	25.7	42.6		
PHF	.000	.656	.898	.763	.924	.000	.795	.828	.635	.796	.250	.764	.883	.924	.908	.000	.827	.875	.630	.810	.941
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	88.1	95.9	98.3	95.6	0	98.1	94.3	93.9	96.3	100	100	92.6	95.9	94.0	0	97.7	100	98.3	98.5	95.3
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	11.9	4.1	1.7	4.4	0	1.9	5.7	6.1	3.7	0	0	7.4	4.1	6.0	0	2.3	0	1.7	1.5	4.7



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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
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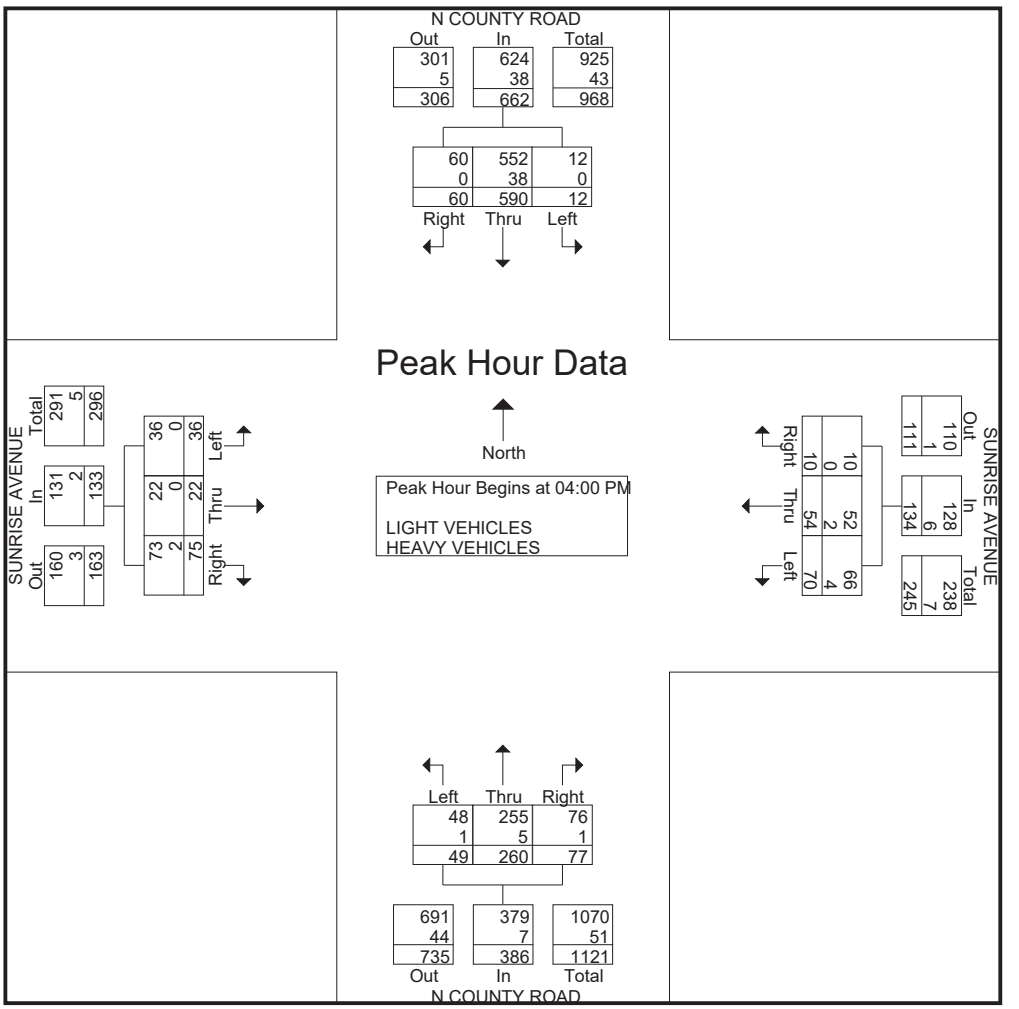
	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	3	**187**	15	**205**	0	**29**	14	2	**45**	0	8	**75**	20	**103**	0	9	4	13	26	**379**
04:15 PM	**1**	2	143	**20**	166	0	13	16	0	29	0	12	56	20	88	0	**10**	**7**	18	35	318
04:30 PM	0	**4**	157	14	175	0	8	**22**	**4**	34	0	13	65	14	92	0	8	6	**35**	**49**	350
04:45 PM	0	2	103	11	116	0	20	2	4	26	0	**16**	64	**23**	103	0	9	5	9	23	268
Total Volume	1	11	590	60	662	0	70	54	10	134	0	49	260	77	386	0	36	22	75	133	1315
% App. Total	0.2	1.7	89.1	9.1		0	52.2	40.3	7.5		0	12.7	67.4	19.9		0	27.1	16.5	56.4		
PHF	.250	.688	.789	.750	.807	.000	.603	.614	.625	.744	.000	.766	.867	.837	.937	.000	.900	.786	.536	.679	.867
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	100	93.6	100	94.3	0	94.3	96.3	100	95.5	0	98.0	98.1	98.7	98.2	0	100	100	97.3	98.5	96.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	6.4	0	5.7	0	5.7	3.7	0	4.5	0	2.0	1.9	1.3	1.8	0	0	0	2.7	1.5	4.0



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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
Total	0	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0	6
07:00 AM	0	0	1	0	0	0	0	0	0	0	4	0	0	0	2	0	7
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	4
07:30 AM	0	0	0	0	0	1	0	0	0	0	1	24	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	0	1	1	1	0	0	6	24	0	0	3	0	39
08:00 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	7
Total	0	0	4	0	0	4	2	0	0	0	7	1	0	0	0	0	18
09:00 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
09:15 AM	0	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	6
09:30 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5
09:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	0	10	0	0	0	0	1	0	0	6	0	0	0	0	0	17
10:00 AM	0	0	3	0	0	1	0	0	0	0	1	2	0	0	1	0	8
10:15 AM	0	0	3	0	0	1	0	0	0	0	1	1	0	0	1	0	7
10:30 AM	0	0	1	1	0	2	0	0	0	0	4	4	0	0	0	0	12
10:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	7	1	0	4	2	0	0	0	6	7	0	0	2	0	29
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
11:45 AM	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	5
Total	0	0	2	0	0	2	2	0	0	0	2	1	0	0	1	0	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5
Total	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0	6
01:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
Total	0	0	0	1	0	0	2	1	0	0	4	2	0	0	0	0	10
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4

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SUNRISE AVENUE & N COUNTY ROAD
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File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	4	0	0	2	0	0	0	0	1	0	0	0	0	0	7
04:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	5	0	0	1	0	1	0	1	5	0	0	0	0	0	13
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	2	1	0	0	1	0	6
05:30 PM	0	0	1	0	0	2	1	0	0	0	0	1	0	0	0	0	5
05:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	2	0	2	2	0	0	0	3	2	0	0	1	0	15
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0	5
Grand Total	0	0	45	4	0	16	11	6	0	1	48	41	0	0	7	0	179
Apprch %	0	0	91.8	8.2	0	48.5	33.3	18.2	0	1.1	53.3	45.6	0	0	100	0	
Total %	0	0	25.1	2.2	0	8.9	6.1	3.4	0	0.6	26.8	22.9	0	0	3.9	0	

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SUNRISE AVENUE & N COUNTY ROAD
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SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	2	0	1	0	1	0	0	0	1	0	0	0	5
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
Total	1	0	0	0	5	0	1	0	2	0	0	0	2	0	0	0	11
07:00 AM	2	0	0	0	5	0	1	0	0	0	0	0	1	0	0	0	9
07:15 AM	5	0	0	0	4	0	0	0	2	0	0	0	9	0	1	0	21
07:30 AM	2	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	8
07:45 AM	5	0	3	0	2	0	0	0	3	0	0	0	3	0	4	0	20
Total	14	0	3	0	12	0	1	0	6	0	0	0	17	0	5	0	58
08:00 AM	6	0	0	0	3	0	0	0	1	0	0	0	3	0	0	0	13
08:15 AM	7	0	0	0	3	0	0	0	3	0	0	0	6	0	1	0	20
08:30 AM	8	0	0	0	5	0	0	0	1	0	0	0	4	0	0	0	18
08:45 AM	20	0	0	0	5	0	0	0	6	0	1	0	4	0	0	0	36
Total	41	0	0	0	16	0	0	0	11	0	1	0	17	0	1	0	87
09:00 AM	1	0	0	0	9	0	0	0	1	0	0	0	1	0	0	0	12
09:15 AM	2	0	0	0	7	0	0	0	6	0	1	0	0	0	0	0	16
09:30 AM	1	0	0	0	8	0	0	0	5	0	0	0	5	0	0	0	19
09:45 AM	5	0	0	0	3	0	1	0	8	0	1	0	10	0	0	0	28
Total	9	0	0	0	27	0	1	0	20	0	2	0	16	0	0	0	75
10:00 AM	5	0	0	0	3	0	0	0	3	0	1	0	3	0	0	0	15
10:15 AM	0	0	0	0	4	0	0	0	2	0	0	0	4	0	0	0	10
10:30 AM	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	5
10:45 AM	2	0	0	0	6	0	1	0	2	0	0	0	11	0	0	0	22
Total	7	0	0	0	15	0	1	0	9	0	1	0	19	0	0	0	52
11:00 AM	1	0	0	0	3	0	0	0	6	0	0	0	3	0	0	0	13
11:15 AM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	5
11:30 AM	2	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	11
11:45 AM	6	0	0	0	7	0	1	0	3	0	0	0	2	0	0	0	19
Total	11	0	0	0	17	0	1	0	13	0	0	0	5	0	1	0	48
12:00 PM	4	0	0	0	7	0	0	0	7	0	0	0	2	0	0	0	20
12:15 PM	3	0	0	0	6	0	0	0	3	0	0	0	6	0	1	0	19
12:30 PM	6	0	0	0	5	0	1	0	4	0	0	0	0	0	0	0	16
12:45 PM	2	0	0	0	4	0	0	0	7	0	0	0	1	0	0	0	14
Total	15	0	0	0	22	0	1	0	21	0	0	0	9	0	1	0	69
01:00 PM	6	0	0	0	3	0	0	0	4	0	0	0	3	0	0	0	16
01:15 PM	6	0	0	0	15	0	0	0	5	0	0	0	6	0	0	0	32
01:30 PM	7	0	0	0	9	0	0	0	4	0	0	0	2	0	0	0	22
01:45 PM	3	0	0	0	3	0	3	0	2	0	2	0	4	0	0	0	17
Total	22	0	0	0	30	0	3	0	15	0	2	0	15	0	0	0	87
02:00 PM	2	0	0	0	5	0	2	0	2	0	0	0	1	0	0	0	12
02:15 PM	3	0	0	0	2	0	0	0	2	0	1	0	1	0	0	0	9
02:30 PM	4	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	11
02:45 PM	9	0	0	0	7	0	0	0	3	0	0	0	2	0	0	0	21
Total	18	0	0	0	17	0	2	0	11	0	1	0	4	0	0	0	53

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85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 2

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	4	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	8
03:15 PM	2	0	2	0	0	0	1	0	0	0	1	0	1	0	0	0	7
03:30 PM	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	6
03:45 PM	3	0	0	0	0	0	3	0	1	0	1	0	4	0	0	0	12
Total	9	0	2	0	2	0	4	0	8	0	2	0	6	0	0	0	33
04:00 PM	0	0	1	0	2	0	0	0	4	0	0	0	2	0	0	0	9
04:15 PM	0	0	1	0	2	0	0	0	6	0	0	0	1	0	0	0	10
04:30 PM	6	0	1	0	8	0	0	0	3	0	0	0	3	0	0	0	21
04:45 PM	5	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	15
Total	11	0	3	0	15	0	0	0	16	0	0	0	10	0	0	0	55
05:00 PM	11	0	0	0	12	0	1	0	6	0	1	0	3	0	0	0	34
05:15 PM	1	0	0	0	6	0	0	0	3	0	0	0	2	0	1	0	13
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	6
05:45 PM	8	0	0	0	4	0	0	0	3	0	0	0	6	0	1	0	22
Total	22	0	0	0	24	0	1	0	12	0	1	0	13	0	2	0	75
06:00 PM	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6
06:30 PM	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4
06:45 PM	0	0	0	0	7	0	0	0	2	0	0	0	0	0	2	0	11
Total	1	0	0	0	9	0	0	0	5	0	0	0	7	0	3	0	25
Grand Total	181	0	8	0	211	0	16	0	149	0	10	0	140	0	13	0	728
Apprch %	95.8	0	4.2	0	93	0	7	0	93.7	0	6.3	0	91.5	0	8.5	0	
Total %	24.9	0	1.1	0	29	0	2.2	0	20.5	0	1.4	0	19.2	0	1.8	0	

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	10	0	0	0	0	1	0	1	14	1	0	0	0	1	28
06:15 AM	0	1	13	0	0	1	0	0	0	1	14	4	0	0	0	1	35
06:30 AM	0	0	14	0	0	0	0	0	0	1	38	3	0	0	0	2	58
06:45 AM	0	0	14	1	0	0	1	0	0	7	48	4	0	0	0	1	76
Total	0	1	51	1	0	1	1	1	0	10	114	12	0	0	0	5	197
07:00 AM	0	1	34	0	0	0	0	0	0	7	49	3	0	1	0	9	104
07:15 AM	0	0	40	2	0	2	1	0	0	5	77	3	0	0	0	5	135
07:30 AM	0	0	60	0	0	3	1	0	0	6	104	3	0	3	1	8	189
07:45 AM	0	1	57	3	0	9	1	0	0	16	184	4	0	4	0	10	289
Total	0	2	191	5	0	14	3	0	0	34	414	13	0	8	1	32	717
08:00 AM	0	2	52	5	0	4	2	2	0	22	184	6	0	9	2	11	301
08:15 AM	0	0	55	0	0	4	1	0	0	12	158	4	0	6	2	8	250
08:30 AM	0	0	69	3	0	0	1	0	0	11	196	5	0	7	0	10	302
08:45 AM	0	0	82	6	0	0	1	2	0	7	183	10	0	6	1	13	311
Total	0	2	258	14	0	8	5	4	0	52	721	25	0	28	5	42	1164
09:00 AM	0	1	80	4	0	1	0	0	0	15	207	8	0	9	3	13	341
09:15 AM	0	1	96	3	0	3	0	2	0	9	146	7	0	2	0	9	278
09:30 AM	0	0	82	1	0	2	2	2	0	8	169	8	0	4	1	22	301
09:45 AM	0	1	107	6	0	3	1	2	0	16	138	4	0	4	2	22	306
Total	0	3	365	14	0	9	3	6	0	48	660	27	0	19	6	66	1226
10:00 AM	0	1	82	3	0	1	3	0	0	15	151	4	0	2	0	13	275
10:15 AM	1	1	110	6	0	3	0	5	0	13	120	7	0	2	0	23	291
10:30 AM	1	0	105	2	0	2	3	2	0	12	94	3	0	5	0	12	241
10:45 AM	0	1	108	5	0	3	1	1	0	11	141	6	0	9	1	15	302
Total	2	3	405	16	0	9	7	8	0	51	506	20	0	18	1	63	1109
11:00 AM	0	1	113	7	0	4	1	1	0	16	107	6	0	6	0	20	282
11:15 AM	0	0	107	7	0	2	3	1	0	13	141	7	0	6	2	13	302
11:30 AM	0	2	122	5	0	3	2	1	0	12	135	5	0	6	0	27	320
11:45 AM	0	1	135	14	0	2	1	1	0	19	147	7	0	7	4	29	367
Total	0	4	477	33	0	11	7	4	0	60	530	25	0	25	6	89	1271
12:00 PM	0	1	126	5	0	2	1	0	0	15	129	2	0	11	0	20	312
12:15 PM	0	1	135	5	0	3	0	1	0	21	121	7	0	10	2	21	327
12:30 PM	0	2	129	11	0	3	4	1	0	13	96	6	0	5	0	20	290
12:45 PM	0	2	132	6	0	3	0	1	0	18	126	4	0	5	2	22	321
Total	0	6	522	27	0	11	5	3	0	67	472	19	0	31	4	83	1250
01:00 PM	0	3	139	5	0	4	0	0	0	15	129	6	0	6	1	24	332
01:15 PM	0	2	137	4	0	2	2	2	0	11	141	3	0	9	1	24	338
01:30 PM	0	1	118	5	0	3	1	0	0	11	102	3	0	6	0	22	272
01:45 PM	0	3	124	5	0	6	1	3	0	13	145	2	0	3	3	26	334
Total	0	9	518	19	0	15	4	5	0	50	517	14	0	24	5	96	1276
02:00 PM	0	2	136	3	0	3	0	6	0	11	120	5	0	4	2	24	316
02:15 PM	0	1	133	4	0	3	0	0	0	14	111	5	0	5	0	20	296
02:30 PM	0	3	172	6	0	3	0	0	0	15	99	2	0	6	0	19	325
02:45 PM	0	0	172	4	0	2	1	0	0	12	97	2	0	3	1	17	311
Total	0	6	613	17	0	11	1	6	0	52	427	14	0	18	3	80	1248

Traffic Survey Specialists, Inc.
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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	179	4	0	5	0	5	0	18	90	6	0	9	2	14	332
03:15 PM	0	2	140	5	0	6	2	1	0	15	122	7	0	6	2	25	333
03:30 PM	0	4	186	3	0	3	5	0	0	7	97	7	0	4	1	20	337
03:45 PM	0	0	193	3	0	6	1	1	0	13	93	3	0	2	4	13	332
Total	0	6	698	15	0	20	8	7	0	53	402	23	0	21	9	72	1334
04:00 PM	0	1	214	6	0	1	5	0	0	18	99	3	0	4	1	20	372
04:15 PM	0	1	169	7	0	2	6	1	0	24	84	3	0	6	0	27	330
04:30 PM	0	0	201	3	0	1	1	2	0	12	79	1	0	8	2	29	339
04:45 PM	0	0	132	6	0	1	0	3	0	24	97	1	0	4	1	25	294
Total	0	2	716	22	0	5	12	6	0	78	359	8	0	22	4	101	1335
05:00 PM	0	1	140	8	0	2	3	2	0	20	89	2	0	3	0	14	284
05:15 PM	0	2	99	6	0	2	0	3	0	7	74	6	0	6	0	14	219
05:30 PM	0	2	86	4	0	4	1	1	0	14	63	2	0	7	1	15	200
05:45 PM	0	2	97	4	0	6	1	2	0	5	58	5	0	5	0	13	198
Total	0	7	422	22	0	14	5	8	0	46	284	15	0	21	1	56	901
06:00 PM	0	1	94	5	0	1	0	1	0	15	64	1	0	3	0	11	196
06:15 PM	0	0	60	11	0	2	0	0	0	12	49	3	0	2	0	12	151
06:30 PM	0	0	57	4	0	1	0	0	0	13	61	2	0	6	0	9	153
06:45 PM	0	0	66	4	0	0	0	0	0	15	44	0	0	1	0	6	136
Total	0	1	277	24	0	4	0	1	0	55	218	6	0	12	0	38	636
Grand Total	2	52	5513	229	0	132	61	59	0	656	5624	221	0	247	45	823	13664
Apprch %	0	0.9	95.1	4	0	52.4	24.2	23.4	0	10.1	86.5	3.4	0	22.2	4	73.8	
Total %	0	0.4	40.3	1.7	0	1	0.4	0.4	0	4.8	41.2	1.6	0	1.8	0.3	6	
LIGHT VEHICLES	2	51	5205	224	0	130	56	57	0	637	5312	214	0	234	43	792	12957
% LIGHT VEHICLES	100	98.1	94.4	97.8	0	98.5	91.8	96.6	0	97.1	94.5	96.8	0	94.7	95.6	96.2	94.8
HEAVY VEHICLES	0	1	308	5	0	2	5	2	0	19	312	7	0	13	2	31	707
% HEAVY VEHICLES	0	1.9	5.6	2.2	0	1.5	8.2	3.4	0	2.9	5.5	3.2	0	5.3	4.4	3.8	5.2

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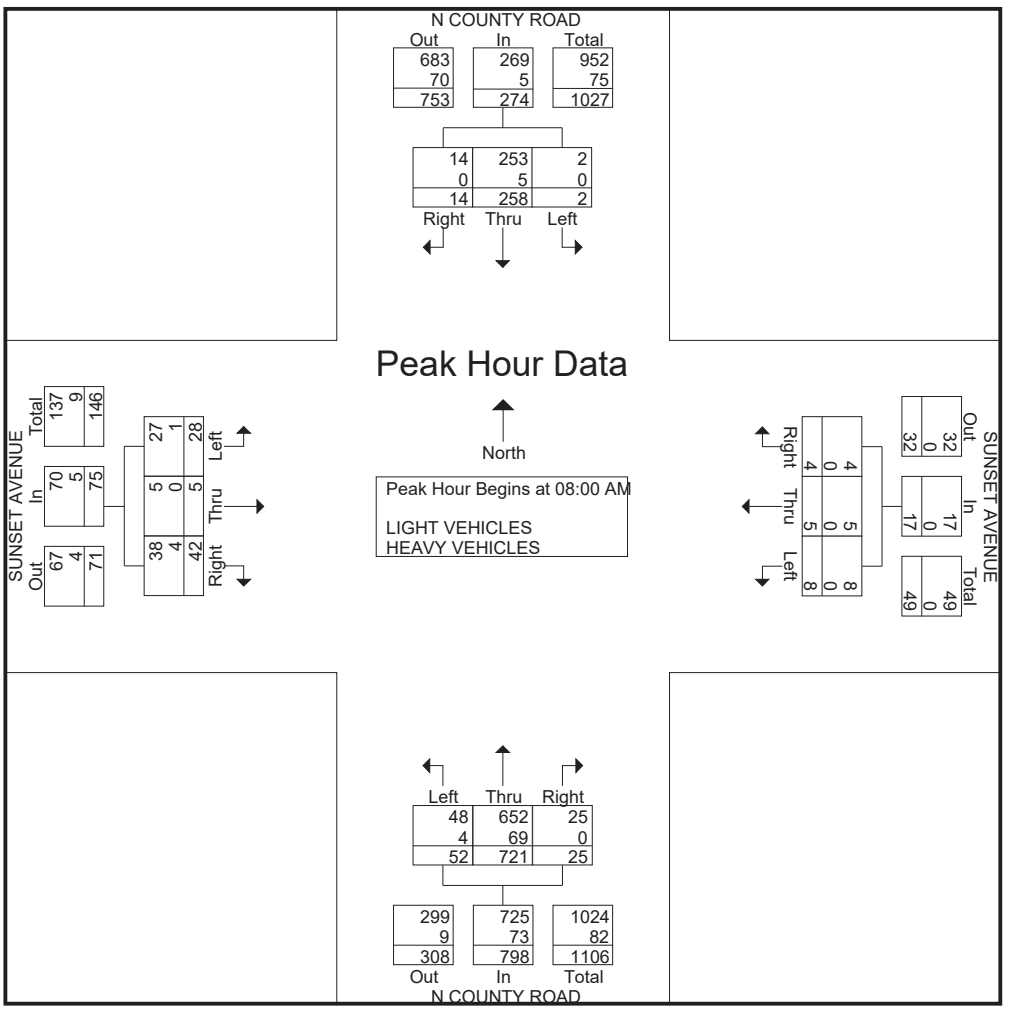
SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 3

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**2**	52	5	59	0	**4**	**2**	**2**	**8**	0	**22**	184	6	**212**	0	**9**	**2**	11	**22**	301
08:15 AM	0	0	55	0	55	0	4	1	0	5	0	12	158	4	174	0	6	2	8	16	250
08:30 AM	0	0	69	3	72	0	0	1	0	1	0	11	**196**	5	212	0	7	0	10	17	302
08:45 AM	0	0	**82**	**6**	**88**	0	0	1	2	3	0	7	183	**10**	200	0	6	1	**13**	20	**311**
Total Volume	0	2	258	14	274	0	8	5	4	17	0	52	721	25	798	0	28	5	42	75	1164
% App. Total	0	0.7	94.2	5.1		0	47.1	29.4	23.5		0	6.5	90.4	3.1		0	37.3	6.7	56		
PHF	.000	.250	.787	.583	.778	.000	.500	.625	.500	.531	.000	.591	.920	.625	.941	.000	.778	.625	.808	.852	.936
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	98.1	100	98.2	0	100	100	100	100	0	92.3	90.4	100	90.9	0	96.4	100	90.5	93.3	92.9
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.9	0	1.8	0	0	0	0	0	0	7.7	9.6	0	9.1	0	3.6	0	9.5	6.7	7.1



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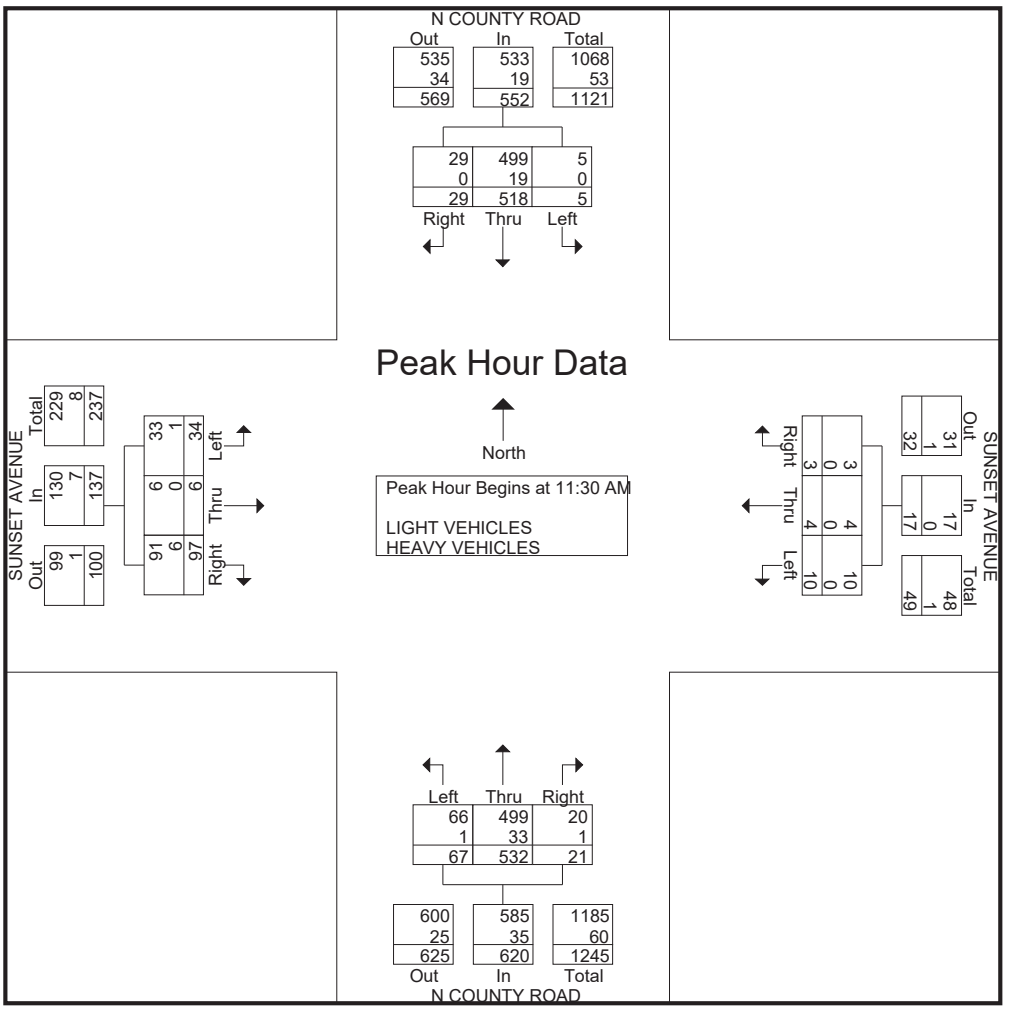
SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 4

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	**2**	122	5	129	0	**3**	**2**	**1**	**6**	0	12	135	5	152	0	6	0	27	33	320
11:45 AM	0	1	**135**	**14**	**150**	0	2	1	1	4	0	19	**147**	**7**	**173**	0	7	**4**	**29**	**40**	**367**
12:00 PM	0	1	126	5	132	0	2	1	0	3	0	15	129	2	146	0	**11**	0	20	31	312
12:15 PM	0	1	135	5	141	0	3	0	1	4	0	**21**	121	7	149	0	10	2	21	33	327
Total Volume	0	5	518	29	552	0	10	4	3	17	0	67	532	21	620	0	34	6	97	137	1326
% App. Total	0	0.9	93.8	5.3		0	58.8	23.5	17.6		0	10.8	85.8	3.4		0	24.8	4.4	70.8		
PHF	.000	.625	.959	.518	.920	.000	.833	.500	.750	.708	.000	.798	.905	.750	.896	.000	.773	.375	.836	.856	.903
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	96.3	100	96.6	0	100	100	100	100	0	98.5	93.8	95.2	94.4	0	97.1	100	93.8	94.9	95.4
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	3.7	0	3.4	0	0	0	0	0	0	1.5	6.2	4.8	5.6	0	2.9	0	6.2	5.1	4.6



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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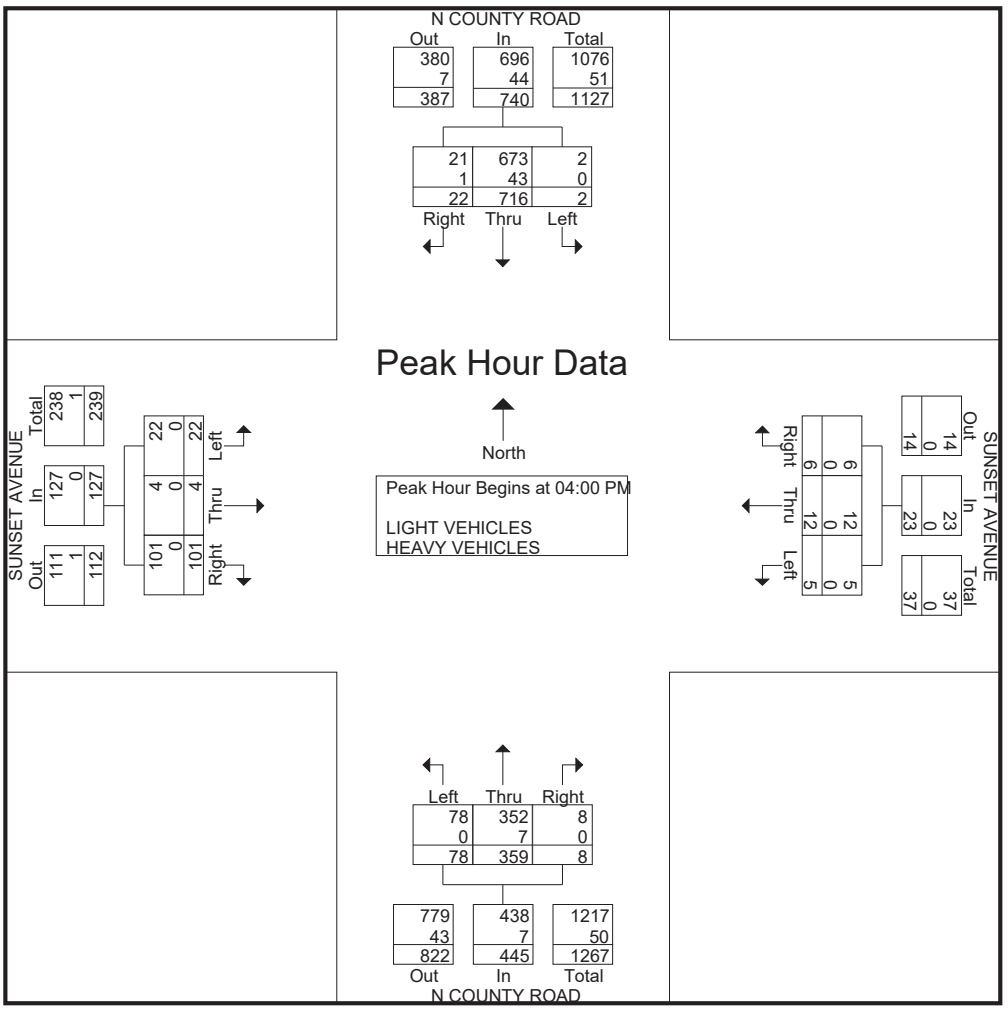
SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 5

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	**1**	**214**	6	**221**	0	1	5	0	6	0	18	**99**	**3**	120	0	4	1	20	25	**372**
04:15 PM	0	1	169	**7**	177	0	**2**	**6**	1	**9**	0	**24**	84	3	111	0	6	0	27	33	330
04:30 PM	0	0	201	3	204	0	1	1	2	4	0	12	79	1	92	0	**8**	**2**	**29**	**39**	339
04:45 PM	0	0	132	6	138	0	1	0	**3**	4	0	24	97	1	**122**	0	4	1	25	30	294
Total Volume	0	2	716	22	740	0	5	12	6	23	0	78	359	8	445	0	22	4	101	127	1335
% App. Total	0	0.3	96.8	3		0	21.7	52.2	26.1		0	17.5	80.7	1.8		0	17.3	3.1	79.5		
PHF	.000	.500	.836	.786	.837	.000	.625	.500	.500	.639	.000	.813	.907	.667	.912	.000	.688	.500	.871	.814	.897
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	94.0	95.5	94.1	0	100	100	100	100	0	100	98.1	100	98.4	0	100	100	100	100	96.2
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	6.0	4.5	5.9	0	0	0	0	0	0	0	1.9	0	1.6	0	0	0	0	0	3.8



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	5
07:00 AM	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	6
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	1	0	0	0	0	0	0	0	25	0	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	0	0	0	0	0	1	30	0	0	0	0	0	35
08:00 AM	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	1	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	1	8
Total	0	0	5	1	0	0	0	0	0	0	8	0	0	0	2	2	18
09:00 AM	0	0	3	0	0	0	2	0	0	0	2	0	0	0	0	0	7
09:15 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:30 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5
09:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	0	12	0	0	0	2	0	0	0	6	0	0	0	0	0	20
10:00 AM	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	7
10:15 AM	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	6
10:30 AM	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	11
10:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Total	0	0	11	0	0	0	0	0	0	4	13	0	0	0	0	0	28
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	5
Total	0	0	2	2	0	0	0	0	0	0	2	0	0	1	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6
Total	0	0	1	0	0	0	2	0	0	0	5	1	0	0	1	0	10
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	6
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	5

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	7
04:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	6
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0	12
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0	6
05:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	5	0	0	2	0	0	0	0	5	0	0	0	0	0	12
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	4
Grand Total	0	0	58	3	0	2	5	0	0	5	87	1	0	3	3	2	169
Apprch %	0	0	95.1	4.9	0	28.6	71.4	0	0	5.4	93.5	1.1	0	37.5	37.5	25	
Total %	0	0	34.3	1.8	0	1.2	3	0	0	3	51.5	0.6	0	1.8	1.8	1.2	

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	8
06:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	9	0	0	0	1	0	0	0	3	0	0	0	13
07:00 AM	0	0	0	0	10	0	0	0	3	0	1	0	1	0	1	0	16
07:15 AM	0	0	0	0	6	0	0	0	2	0	0	0	10	0	1	0	19
07:30 AM	3	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	9
07:45 AM	1	0	0	0	2	0	0	0	1	0	0	0	6	0	4	0	14
Total	4	0	0	0	21	0	0	0	8	0	1	0	18	0	6	0	58
08:00 AM	2	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	10
08:15 AM	0	0	0	0	8	0	0	0	1	0	0	0	2	0	1	0	12
08:30 AM	2	0	0	0	3	0	2	0	1	0	0	0	3	0	0	0	11
08:45 AM	1	0	0	0	6	0	0	0	4	0	1	0	5	0	0	0	17
Total	5	0	0	0	19	0	2	0	8	0	1	0	14	0	1	0	50
09:00 AM	2	0	0	0	6	0	0	0	2	0	1	0	3	0	0	0	14
09:15 AM	2	0	0	0	5	0	0	0	5	0	0	0	2	0	0	0	14
09:30 AM	4	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	18
09:45 AM	2	0	0	0	17	0	1	0	5	0	0	0	7	0	0	0	32
Total	10	0	0	0	36	0	1	0	12	0	1	0	18	0	0	0	78
10:00 AM	6	0	0	0	4	0	2	0	4	0	2	0	4	0	0	0	22
10:15 AM	2	0	0	0	3	0	0	0	1	0	0	0	5	0	0	0	11
10:30 AM	1	0	0	0	6	0	0	0	2	0	0	0	7	0	0	0	16
10:45 AM	3	0	4	0	2	0	1	0	3	0	1	0	15	0	0	0	29
Total	12	0	4	0	15	0	3	0	10	0	3	0	31	0	0	0	78
11:00 AM	1	0	0	0	3	0	0	0	1	0	1	0	3	0	0	0	9
11:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	1	0	1	0	6
11:30 AM	0	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	8
11:45 AM	2	0	0	0	3	0	0	0	6	0	0	0	4	0	0	0	15
Total	3	0	0	0	13	0	0	0	11	0	1	0	9	0	1	0	38
12:00 PM	0	0	0	0	5	0	0	0	8	0	0	0	4	0	0	0	17
12:15 PM	0	0	0	0	2	0	0	0	2	0	0	0	2	0	1	0	7
12:30 PM	3	0	0	0	2	0	1	0	3	0	0	0	3	0	0	0	12
12:45 PM	2	0	0	0	3	0	0	0	3	0	3	0	3	0	0	0	14
Total	5	0	0	0	12	0	1	0	16	0	3	0	12	0	1	0	50
01:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	5	0	4	0	14
01:15 PM	1	0	0	0	7	0	0	0	9	0	0	0	5	0	0	0	22
01:30 PM	0	0	0	0	4	0	2	0	1	0	2	0	2	0	0	0	11
01:45 PM	3	0	0	0	5	0	0	0	4	0	0	0	4	0	4	0	20
Total	4	0	0	0	18	0	2	0	17	0	2	0	16	0	8	0	67
02:00 PM	1	0	0	0	6	0	2	0	2	0	2	0	0	0	0	0	13
02:15 PM	0	0	0	0	5	0	1	0	2	0	0	0	0	0	0	0	8
02:30 PM	1	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	8
02:45 PM	3	0	0	0	6	0	0	0	2	0	0	0	2	0	0	0	13
Total	5	0	0	0	21	0	3	0	8	0	2	0	3	0	0	0	42

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	1	0	0	0	8	0	0	0	3	0	0	0	1	0	0	0	13
03:15 PM	0	0	0	0	3	0	0	0	1	0	1	0	2	0	0	0	7
03:30 PM	0	0	0	0	4	0	1	0	1	0	0	0	3	0	0	0	9
03:45 PM	3	0	0	0	2	0	4	0	1	0	0	0	2	0	0	0	12
Total	4	0	0	0	17	0	5	0	6	0	1	0	8	0	0	0	41
04:00 PM	1	0	0	0	1	0	0	0	2	0	0	0	1	0	1	0	6
04:15 PM	3	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	11
04:30 PM	7	0	0	0	6	0	0	0	2	0	0	0	4	0	1	0	20
04:45 PM	3	0	0	0	5	0	0	0	7	0	0	0	5	0	0	0	20
Total	14	0	0	0	13	0	0	0	17	0	0	0	11	0	2	0	57
05:00 PM	13	0	0	0	12	0	1	0	2	0	0	0	1	0	1	0	30
05:15 PM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	7
05:30 PM	3	0	0	0	5	0	1	0	0	0	0	0	2	0	1	0	12
05:45 PM	3	0	0	0	2	0	0	0	5	0	0	0	5	0	1	0	16
Total	19	0	0	0	22	0	2	0	11	0	0	0	8	0	3	0	65
06:00 PM	3	0	0	0	3	0	0	0	2	0	0	0	5	0	0	0	13
06:15 PM	2	0	0	0	2	0	0	0	1	0	0	0	3	0	1	0	9
06:30 PM	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	9
06:45 PM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	5
Total	7	0	0	0	11	0	0	0	8	0	0	0	8	0	2	0	36
Grand Total	92	0	4	0	227	0	19	0	133	0	15	0	159	0	24	0	673
Apprch %	95.8	0	4.2	0	92.3	0	7.7	0	89.9	0	10.1	0	86.9	0	13.1	0	
Total %	13.7	0	0.6	0	33.7	0	2.8	0	19.8	0	2.2	0	23.6	0	3.6	0	

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	35	634	83	9	198	28	47	18	29	46	19	7
Peak Season Volume	35	634	83	9	198	28	47	18	29	46	19	7
Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed Development												
1.0% Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed + 1.0% Growth	2	32	4	0	10	1	2	1	1	2	1	0
Max (Committed + 1.0% or Historic Growth)	2	32	4	0	10	1	2	1	1	2	1	0
Background Traffic Volumes	37	666	87	9	208	29	49	19	30	48	20	7
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			3	2	2			1				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	1	3	1									
Project Traffic	1	3	4	2	2	0	0	1	0	0	0	0
Total Traffic w/o RTOR	38	669	91	11	210	29	49	20	30	48	20	7
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	38	669	31	11	210	0	49	20	0	48	20	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	49	260	77	12	590	60	36	22	75	70	54	10
Peak Season Volume	49	260	77	12	590	60	36	22	75	70	54	10
Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed Development												
1.0% Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed + 1.0% Growth	2	13	4	1	30	3	2	1	4	4	3	1
Max (Committed + 1.0% or Historic Growth)	2	13	4	1	30	3	2	1	4	4	3	1
Background Traffic Volumes	51	273	81	13	620	63	38	23	79	74	57	11
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			17	13	13			4				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	3	16	5									
Project Traffic	3	16	22	13	13	0	0	4	0	0	0	0
Total Traffic w/o RTOR	54	289	103	26	633	63	38	27	79	74	57	11
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	54	289	43	26	633	3	38	27	19	74	57	0

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	52	721	25	2	258	14	28	5	42	8	5	4
Peak Season Volume	52	721	25	2	258	14	28	5	42	8	5	4
Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed Development												
1.0% Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed + 1.0% Growth	3	37	1	0	13	1	1	0	2	0	0	0
Max (Committed + 1.0% or Historic Growth)	3	37	1	0	13	1	1	0	2	0	0	0
Background Traffic Volumes	55	758	26	2	271	15	29	5	44	8	5	4
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		3	4	2				1				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										5	1	5
Project Traffic	0	3	4	2	0	0	0	1	0	5	1	5
Total Traffic w/o RTOR	55	761	30	4	271	15	29	6	44	13	6	9
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	55	761	0	4	271	0	29	6	0	13	6	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	78	359	8	2	716	22	22	4	101	5	12	6
Peak Season Volume	78	359	8	2	716	22	22	4	101	5	12	6
Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed Development												
1.0% Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed + 1.0% Growth	4	18	0	0	37	1	1	0	5	0	1	0
Max (Committed + 1.0% or Historic Growth)	4	18	0	0	37	1	1	0	5	0	1	0
Background Traffic Volumes	82	377	8	2	753	23	23	4	106	5	13	6
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		17	25	13				4				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										26	3	23
Project Traffic	0	17	25	13	0	0	0	4	0	26	3	23
Total Traffic w/o RTOR	82	394	33	15	753	23	23	8	106	31	16	29
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	82	394	0	15	753	0	23	8	46	31	16	0

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

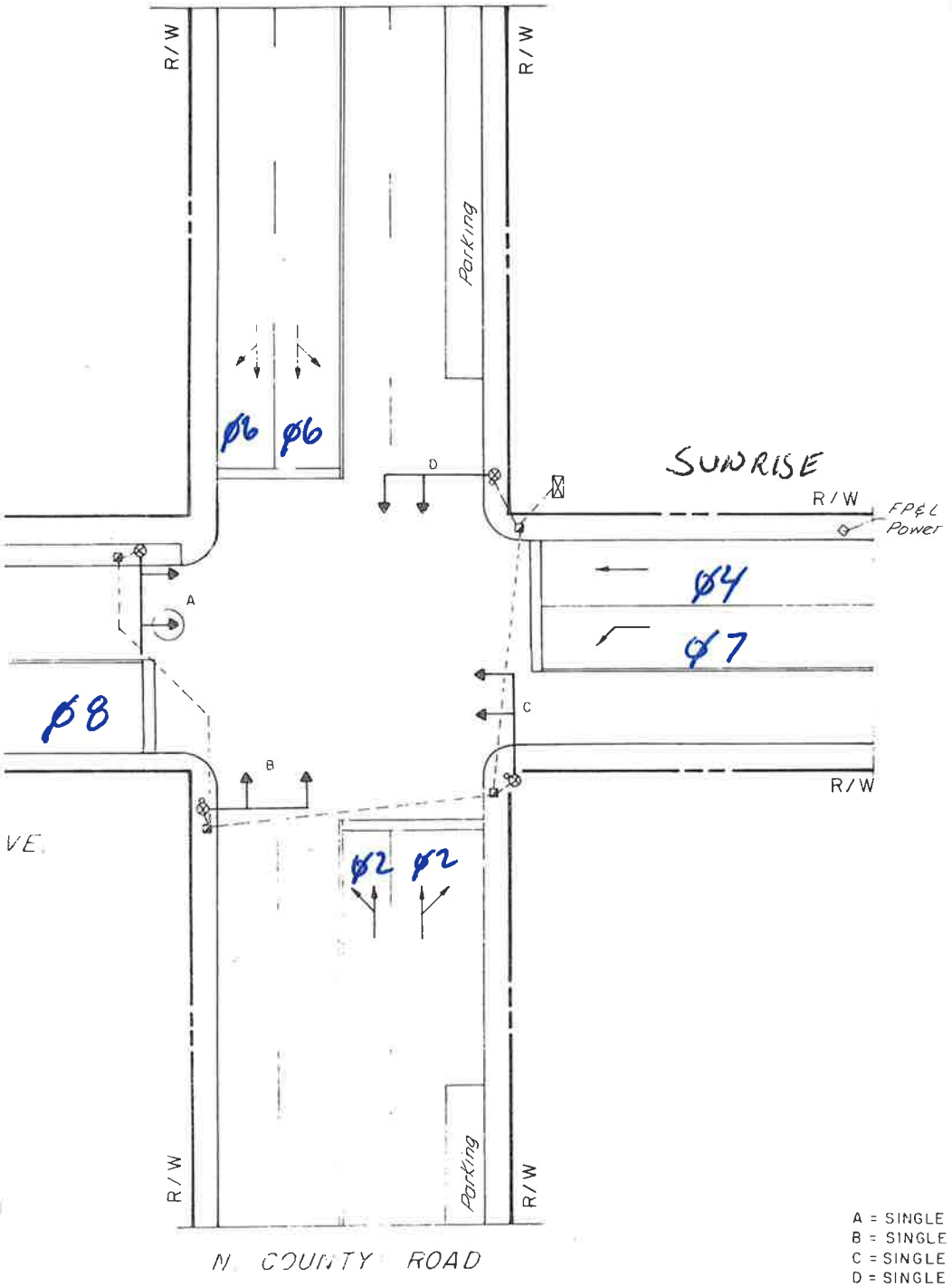
Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	101	517	54	0	186	109	289	49	189	5	36	8
Peak Season Volume	101	517	54	0	186	109	289	49	189	5	36	8
Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed Development												
1.0% Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed + 1.0% Growth	5	26	3	0	9	6	15	2	10	0	2	0
Max (Committed + 1.0% or Historic Growth)	5	26	3	0	9	6	15	2	10	0	2	0
Background Traffic Volumes	106	543	57	0	195	115	304	51	199	5	38	8
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		3					4					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					2	3						
Project Traffic	0	3	0	0	2	3	4	0	0	0	0	0
Total Traffic w/o RTOR	106	546	57	0	197	118	308	51	199	5	38	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	106	546	0	0	197	58	308	51	139	5	38	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	180	306	27	0	444	377	125	44	141	45	76	21
Peak Season Volume	180	306	27	0	444	377	125	44	141	45	76	21
Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed Development												
1.0% Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed + 1.0% Growth	9	16	1	0	23	19	6	2	7	2	4	1
Max (Committed + 1.0% or Historic Growth)	9	16	1	0	23	19	6	2	7	2	4	1
Background Traffic Volumes	189	322	28	0	467	396	131	46	148	47	80	22
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		17					25					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					10	16						
Project Traffic	0	17	0	0	10	16	25	0	0	0	0	0
Total Traffic w/o RTOR	189	339	28	0	477	412	156	46	148	47	80	22
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	189	339	0	0	477	352	156	46	88	47	80	0



A = SINGLE MAST ARM 20'
B = SINGLE MAST ARM 20'
C = SINGLE MAST ARM 20'
D = SINGLE MAST ARM 20'

LEGEND

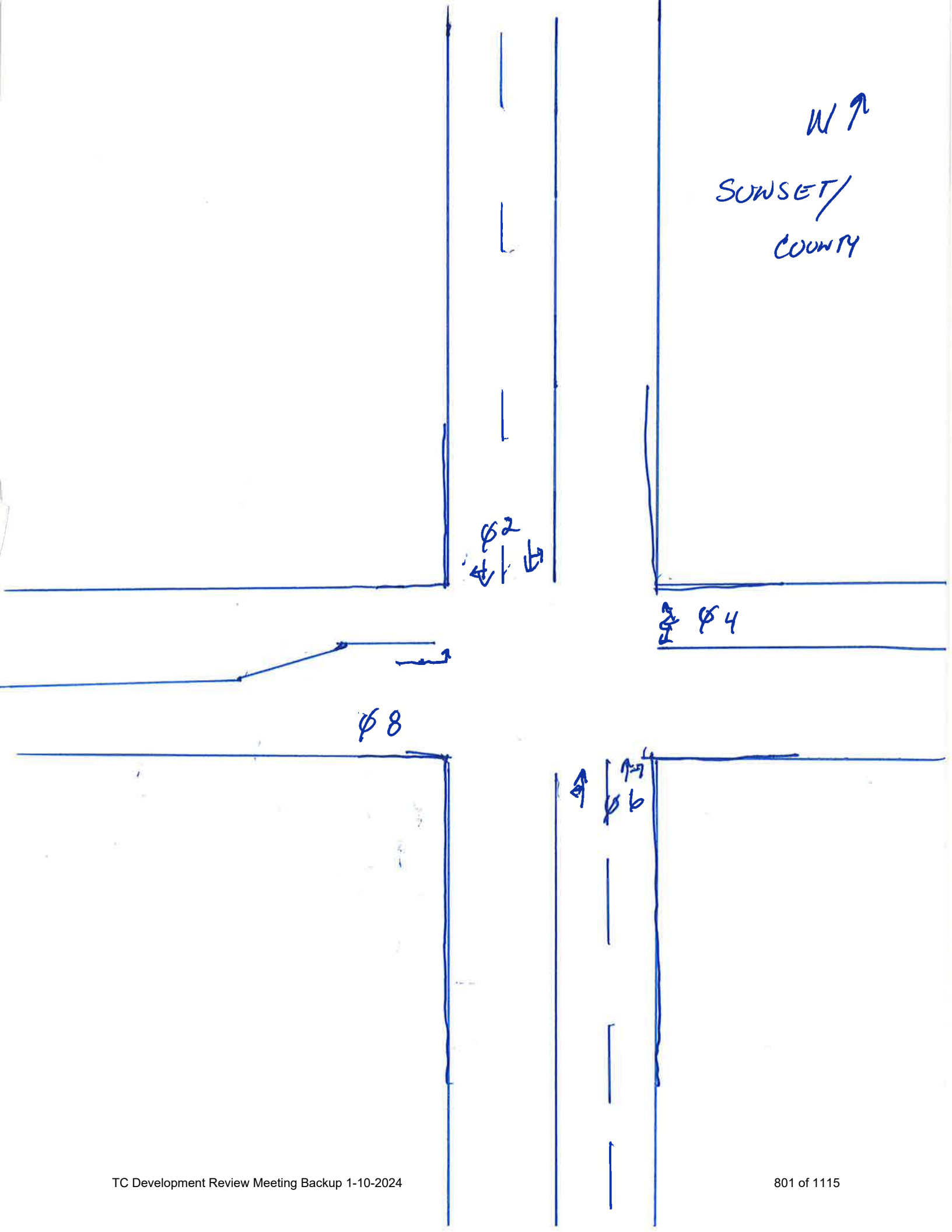
CONTROLLER CABINET

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	20	0	10	0	20	7	10	5	5	5	5	5	2	5	5
B Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	15	0	13	0	15	0	16	0	16	0	10	0	10
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	3.0	5.0	2.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	40	35	25	0	40	20	30	35	35	35	35	35	0	35	0
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	0	40	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.0	3.5	3.0	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	2.5	1.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

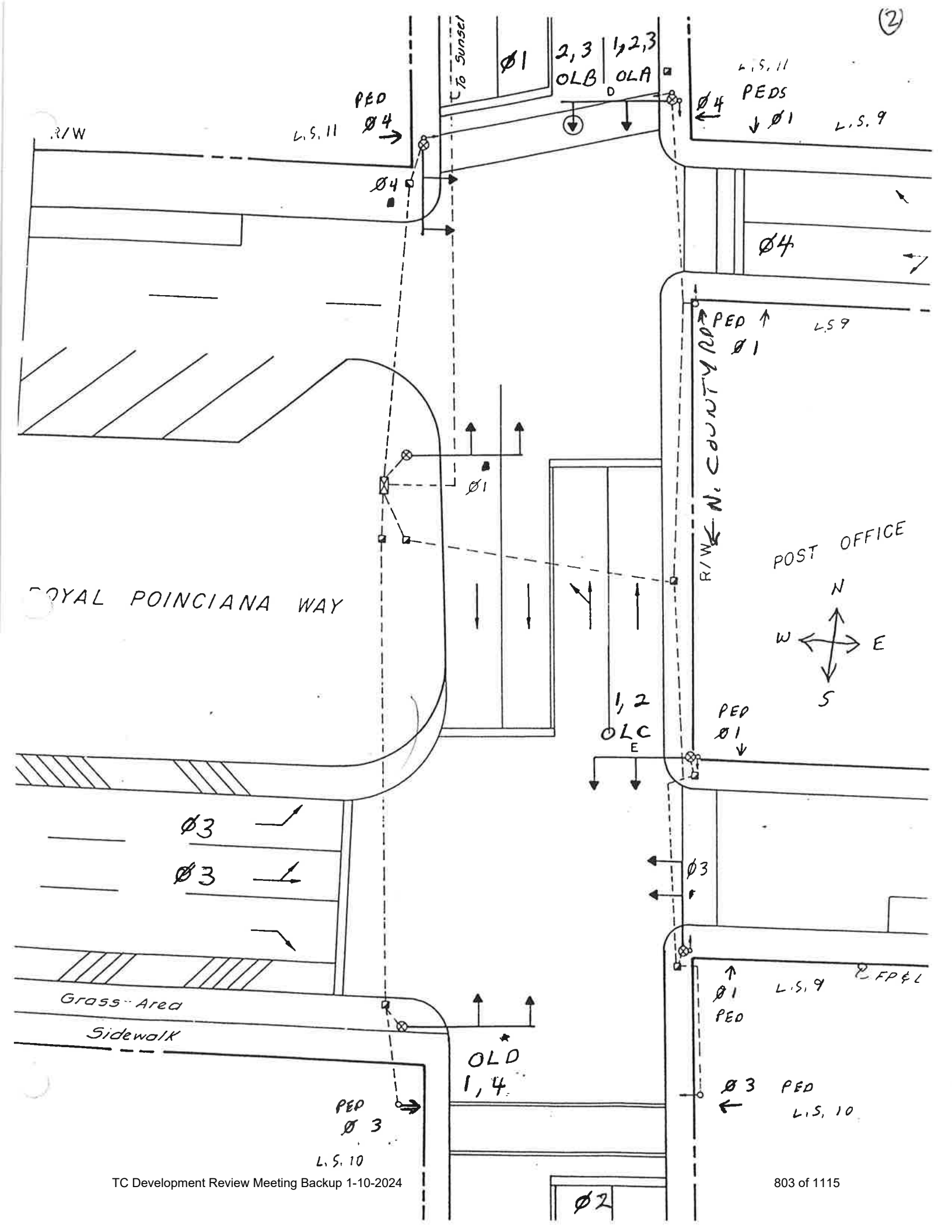
Committee Review Meeting Packet - 10-2021


W
SUNSET/
COUNTY
ϕ2
ϕ4
ϕ8
ϕ6

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	10	5	15	5	10	5	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	16	0	10	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	60	35	25	35	60	35	25	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



(2)
To Sunset
Ø1
2,3 OLB
1,2,3 OLA
D
L.S. 11
PEDS
Ø4
Ø1
L.S. 9
PED
Ø4
L.S. 11
R/W
Ø4
Ø4
PED
Ø1
L.S 9
N. COUNTY RD
R/W
Ø1
POST OFFICE
N
W
E
S
ROYAL POINCIANA WAY
1,2
OLC
E
PED
Ø1
Ø3
Ø3
Ø3
Grass Area
Sidewalk
Ø1
PED
L.S. 9
FP&L
OLD
1,4
Ø3
PED
L.S. 10
PED
Ø3
L.S. 10
Ø2

PHASE	1	2	3	4	5	6	7	8	A	B	C	D
SIG#	1	TIMING	3	4	N/U	N/U	N/U	N/U	A	B	C	D
OVLP									1,2,3	2,3	1,2	1,4
GRN	1G-B		3G-B	4G-B					9G-B	10G-B	11G-B	12G-B
YEL	1Y-B		3Y-B	4Y-B					9Y-B	10Y-B	11Y-B	12Y-B
RED	1R-B		3R-B	4R-B					9R-B	10R-B	11R-B	12R-B
GRN ARROW												
YEL ARROW												
RED ARROW												
WALK	13G-B		15G-B	16G-B								
D-WALK	13R-B		15R-B	16R-B								
PED DET	PIP-17A		PIP-19A	PIP-20A								

TC Development Review Meeting Backup 1-10-2024

Controller Timing Plan (MM)2-1

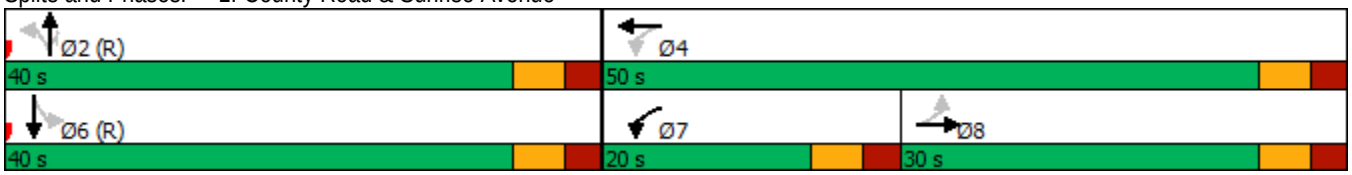
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	20	5	15	10	0	0	0	0	5	5	0	0	0	0	0	0
BK Min Green	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	16	0	16	16	0	0	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	40	20	25	20	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	60	35	40	25	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	40	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	18	46	19	35	634	83	9	198
Future Volume (vph)	47	18	46	19	35	634	83	9	198
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	C-Max
Act Effct Green (s)		11.3	19.7	20.3		62.1	62.1	62.1	62.1
Actuated g/C Ratio		0.13	0.22	0.23		0.69	0.69	0.69	0.69
v/c Ratio		0.48	0.16	0.07		0.56	0.08	0.02	0.19
Control Delay		35.4	24.8	18.2		13.6	1.6	9.8	8.4
Queue Delay		0.0	0.0	0.0		1.3	0.0	0.0	0.0
Total Delay		35.4	24.8	18.2		14.9	1.6	9.8	8.4
LOS		D	C	B		B	A	A	A
Approach Delay		35.4		22.5		13.4			8.5
Approach LOS		D		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	48	27	704	87	9	237
v/c Ratio	0.48	0.16	0.07	0.56	0.08	0.02	0.19
Control Delay	35.4	24.8	18.2	13.6	1.6	9.8	8.4
Queue Delay	0.0	0.0	0.0	1.3	0.0	0.0	0.0
Total Delay	35.4	24.8	18.2	14.9	1.6	9.8	8.4
Queue Length 50th (ft)	40	21	8	239	0	2	54
Queue Length 95th (ft)	86	42	25	441	15	10	111
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	412	372	878	1252	1126	376	1265
Starvation Cap Reductn	0	0	0	327	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.13	0.03	0.76	0.08	0.02	0.19

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	18	29	46	19	7	35	634	83	9	198	28
Future Volume (vph)	47	18	29	46	19	7	35	634	83	9	198	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1741		1770	1790			1858	1583	1770	1829	
Flt Permitted		0.83		0.59	1.00			0.97	1.00	0.29	1.00	
Satd. Flow (perm)		1480		1107	1790			1815	1583	546	1829	
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)	49	19	31	48	20	7	37	667	87	9	208	29
RTOR Reduction (vph)	0	22	0	0	5	0	0	0	32	0	3	0
Lane Group Flow (vph)	0	77	0	48	22	0	0	704	55	9	234	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		9.3		20.7	20.7			57.3	57.3	57.3	57.3	
Effective Green, g (s)		9.3		20.7	20.7			57.3	57.3	57.3	57.3	
Actuated g/C Ratio		0.10		0.23	0.23			0.64	0.64	0.64	0.64	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		152		294	411			1155	1007	347	1164	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.05		0.03				c0.39	0.03	0.02		
v/c Ratio		0.50		0.16	0.05			0.61	0.06	0.03	0.20	
Uniform Delay, d1		38.2		27.9	27.0			9.7	6.2	6.0	6.8	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.6		0.3	0.1			2.4	0.1	0.1	0.4	
Delay (s)		40.8		28.1	27.1			12.1	6.3	6.2	7.2	
Level of Service		D		C	C			B	A	A	A	
Approach Delay (s)		40.8			27.7			11.5			7.2	
Approach LOS		D			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	5	42	8	5	52	721	2	258
Future Volume (vph)	28	5	42	8	5	52	721	2	258
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		65.9		65.9
Actuated g/C Ratio		0.19	0.19		0.19		0.83		0.83
v/c Ratio		0.13	0.13		0.06		0.32		0.10
Control Delay		29.2	10.1		24.2		3.7		2.9
Queue Delay		0.0	0.0		0.0		0.3		0.0
Total Delay		29.2	10.1		24.2		4.0		2.9
LOS		C	B		C		A		A
Approach Delay		18.4			24.2		4.0		2.9
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	34	44	17	840	289
v/c Ratio	0.13	0.13	0.06	0.32	0.10
Control Delay	29.2	10.1	24.2	3.7	2.9
Queue Delay	0.0	0.0	0.0	0.3	0.0
Total Delay	29.2	10.1	24.2	4.0	2.9
Queue Length 50th (ft)	17	0	6	74	20
Queue Length 95th (ft)	39	26	22	101	31
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	358	441	408	2654	2762
Starvation Cap Reductn	0	0	0	1115	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.10	0.04	0.55	0.10

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
Future Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1787	1583		1762			3511			3510	
Flt Permitted		0.75	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1389	1583		1571			3212			3345	
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)	29	5	44	8	5	4	55	759	26	2	272	15
RTOR Reduction (vph)	0	0	39	0	4	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	34	5	0	13	0	0	838	0	0	286	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		8.7	8.7		8.7			64.0			64.0	
Effective Green, g (s)		8.7	8.7		8.7			64.0			64.0	
Actuated g/C Ratio		0.11	0.11		0.11			0.78			0.78	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		147	168		167			2516			2620	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.26			0.09	
v/c Ratio		0.23	0.03		0.08			0.33			0.11	
Uniform Delay, d1		33.4	32.7		32.9			2.6			2.1	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.8	0.1		0.2			0.4			0.1	
Delay (s)		34.2	32.8		33.1			3.0			2.2	
Level of Service		C	C		C			A			A	
Approach Delay (s)		33.4			33.1			3.0			2.2	
Approach LOS		C			C			A			A	

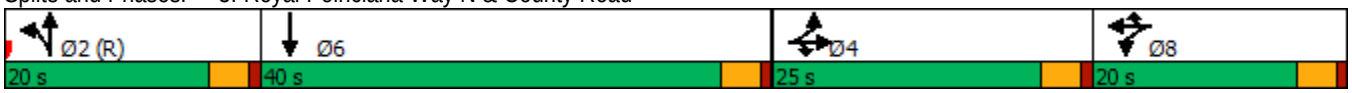
Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

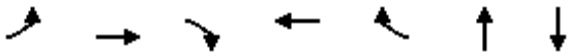
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	289	49	189	36	8	517	186
Future Volume (vph)	289	49	189	36	8	517	186
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5	27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%	38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	C-Max	None
Act Effct Green (s)	18.4	18.4	18.4	10.1	10.1	46.1	20.0
Actuated g/C Ratio	0.18	0.18	0.18	0.10	0.10	0.44	0.19
v/c Ratio	0.60	0.60	0.45	0.24	0.03	0.46	0.43
Control Delay	47.9	47.9	8.4	47.6	0.2	24.0	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	47.9	8.4	47.6	0.2	24.0	25.2
LOS	D	D	A	D	A	C	C
Approach Delay		33.7		40.2		24.0	25.2
Approach LOS		C		D		C	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

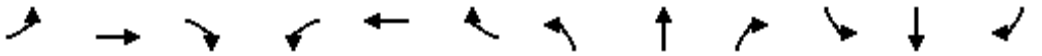
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	176	180	199	43	8	707	311
v/c Ratio	0.60	0.60	0.45	0.24	0.03	0.46	0.43
Control Delay	47.9	47.9	8.4	47.6	0.2	24.0	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	47.9	8.4	47.6	0.2	24.0	25.2
Queue Length 50th (ft)	117	120	0	27	0	183	60
Queue Length 95th (ft)	177	181	57	62	0	272	102
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	347	353	485	282	320	1527	1222
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	0.41	0.15	0.03	0.46	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
Future Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3343	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		3470			3343	
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)	304	52	199	5	38	8	106	544	57	0	196	115
RTOR Reduction (vph)	0	0	164	0	0	8	0	4	0	0	93	0
Lane Group Flow (vph)	176	180	35	0	43	0	0	703	0	0	218	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Split	NA			NA	
Protected Phases	4	4	4	8	8	8	2	2			6	
Permitted Phases												
Actuated Green, G (s)	18.4	18.4	18.4		6.1	6.1		44.5			20.0	
Effective Green, g (s)	18.4	18.4	18.4		6.1	6.1		44.5			20.0	
Actuated g/C Ratio	0.18	0.18	0.18		0.06	0.06		0.42			0.19	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	294	299	277		107	91		1470			636	
v/s Ratio Prot	0.10	c0.11	0.02		c0.02	0.00		c0.20			c0.07	
v/s Ratio Perm												
v/c Ratio	0.60	0.60	0.13		0.40	0.01		0.48			0.34	
Uniform Delay, d1	39.9	39.9	36.5		47.7	46.6		21.9			36.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.3	3.4	0.2		2.5	0.0		1.1			0.3	
Delay (s)	43.2	43.3	36.7		50.2	46.6		23.0			37.1	
Level of Service	D	D	D		D	D		C			D	
Approach Delay (s)		40.9			49.6			23.0			37.1	
Approach LOS		D			D			C			D	

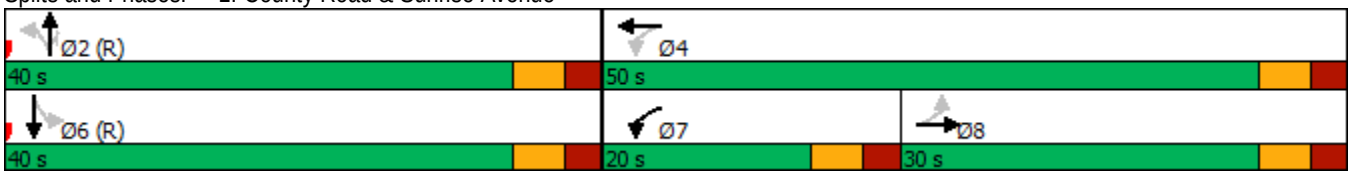
Intersection Summary			
HCM 2000 Control Delay	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	22	70	54	49	260	77	12	590
Future Volume (vph)	36	22	70	54	49	260	77	12	590
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	C-Max
Act Effct Green (s)		11.4	24.1	24.1		53.9	53.9	53.9	53.9
Actuated g/C Ratio		0.13	0.27	0.27		0.60	0.60	0.60	0.60
v/c Ratio		0.55	0.23	0.14		0.37	0.08	0.02	0.62
Control Delay		27.4	23.8	19.2		12.8	1.5	10.5	16.6
Queue Delay		0.0	0.0	0.0		0.6	0.0	0.0	0.0
Total Delay		27.4	23.8	19.2		13.4	1.5	10.5	16.6
LOS		C	C	B		B	A	B	B
Approach Delay		27.4		21.6		11.0			16.5
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 16.5	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	NBR	SBL	SBT
Lane Group Flow (vph)	140	74	68	326	81	13	684
v/c Ratio	0.55	0.23	0.14	0.37	0.08	0.02	0.62
Control Delay	27.4	23.8	19.2	12.8	1.5	10.5	16.6
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	27.4	23.8	19.2	13.4	1.5	10.5	16.6
Queue Length 50th (ft)	37	32	24	90	0	3	231
Queue Length 95th (ft)	90	56	48	187	14	13	442
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	458	376	894	870	992	601	1103
Starvation Cap Reductn	0	0	0	248	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.20	0.08	0.52	0.08	0.02	0.62

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	22	75	70	54	10	49	260	77	12	590	60
Future Volume (vph)	36	22	75	70	54	10	49	260	77	12	590	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.98			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1818			1848	1583	1770	1837	
Flt Permitted		0.88		0.45	1.00			0.78	1.00	0.54	1.00	
Satd. Flow (perm)		1523		839	1818			1453	1583	1005	1837	
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)	38	23	79	74	57	11	52	274	81	13	621	63
RTOR Reduction (vph)	0	62	0	0	8	0	0	0	34	0	3	0
Lane Group Flow (vph)	0	78	0	74	60	0	0	326	47	13	681	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		11.4		25.3	25.3			52.7	52.7	52.7	52.7	
Effective Green, g (s)		11.4		25.3	25.3			52.7	52.7	52.7	52.7	
Actuated g/C Ratio		0.13		0.28	0.28			0.59	0.59	0.59	0.59	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		192		317	511			850	926	588	1075	
v/s Ratio Prot				c0.02	0.03						c0.37	
v/s Ratio Perm		c0.05		0.05				0.22	0.03	0.01		
v/c Ratio		0.41		0.23	0.12			0.38	0.05	0.02	0.63	
Uniform Delay, d1		36.2		25.0	24.1			10.0	8.0	7.8	12.3	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.4		0.4	0.1			1.3	0.1	0.1	2.8	
Delay (s)		37.6		25.4	24.2			11.3	8.1	7.9	15.1	
Level of Service		D		C	C			B	A	A	B	
Approach Delay (s)		37.6			24.8			10.6			15.0	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

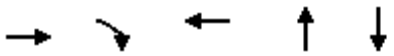
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	4	101	5	12	78	359	2	716
Future Volume (vph)	22	4	101	5	12	78	359	2	716
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		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		65.8		65.8
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.10	0.29		0.08		0.23		0.30
Control Delay		30.7	8.9		24.9		4.0		4.2
Queue Delay		0.0	0.0		0.0		0.0		0.3
Total Delay		30.7	8.9		24.9		4.0		4.4
LOS		C	A		C		A		A
Approach Delay		13.3			24.9		4.0		4.4
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

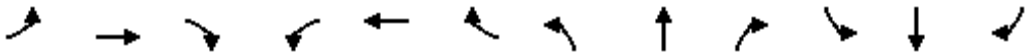
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	27	106	24	468	779
v/c Ratio	0.10	0.29	0.08	0.23	0.30
Control Delay	30.7	8.9	24.9	4.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	30.7	8.9	24.9	4.0	4.4
Queue Length 50th (ft)	12	0	8	37	65
Queue Length 95th (ft)	35	41	29	54	88
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	354	462	418	2011	2605
Starvation Cap Reductn	0	0	0	0	1040
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.23	0.06	0.23	0.50

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
Future Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1787	1583		1781			3499			3523	
Flt Permitted		0.79	1.00		0.95			0.74			0.95	
Satd. Flow (perm)		1467	1583		1717			2599			3363	
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)	23	4	106	5	13	6	82	378	8	2	754	23
RTOR Reduction (vph)	0	0	91	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	27	15	0	19	0	0	467	0	0	777	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)		12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		207	223		242			1956			2532	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.18			c0.23	
v/c Ratio		0.13	0.07		0.08			0.24			0.31	
Uniform Delay, d1		31.9	31.6		31.7			3.2			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		32.2	31.8		31.8			3.5			3.7	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.9			31.8			3.5			3.7	
Approach LOS		C			C			A			A	

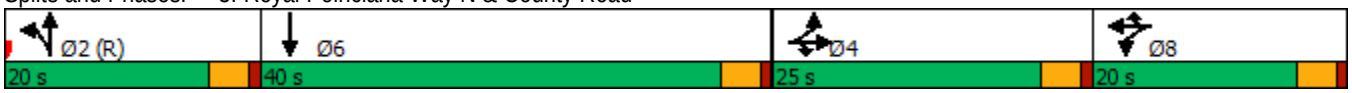
Intersection Summary			
HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

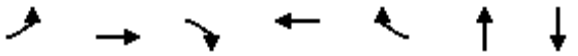
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	125	44	141	76	21	306	444
Future Volume (vph)	125	44	141	76	21	306	444
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%	38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	C-Max	None
Act Effct Green (s)	15.2	15.2	15.2	13.0	13.0	31.5	29.3
Actuated g/C Ratio	0.14	0.14	0.14	0.12	0.12	0.30	0.28
v/c Ratio	0.36	0.36	0.42	0.56	0.08	0.52	0.80
Control Delay	45.2	45.0	10.5	52.6	0.6	34.7	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Total Delay	45.2	45.0	10.5	52.6	0.6	34.7	33.5
LOS	D	D	B	D	A	C	C
Approach Delay		29.4		44.9		34.7	33.5
Approach LOS		C		D		C	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 34.0	Intersection LOS: C
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

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

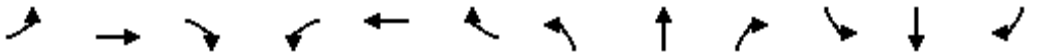




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	88	90	148	127	22	539	864
v/c Ratio	0.36	0.36	0.42	0.56	0.08	0.52	0.80
Control Delay	45.2	45.0	10.5	52.6	0.6	34.7	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Total Delay	45.2	45.0	10.5	52.6	0.6	34.7	33.5
Queue Length 50th (ft)	56	57	0	82	0	155	213
Queue Length 95th (ft)	107	109	56	136	0	#266	264
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	336	345	435	283	324	1036	1276
Starvation Cap Reductn	0	0	0	0	0	0	267
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.34	0.45	0.07	0.52	0.86

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)	125	44	141	45	76	21	180	306	27	0	444	377
Future Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3295	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		3451			3295	
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)	132	46	148	47	80	22	189	322	28	0	467	397
RTOR Reduction (vph)	0	0	127	0	0	19	0	3	0	0	161	0
Lane Group Flow (vph)	88	90	21	0	127	3	0	536	0	0	703	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Split	NA			NA	
Protected Phases	4	4	4	8	8	8	2	2			6	
Permitted Phases												
Actuated Green, G (s)	15.2	15.2	15.2		13.0	13.0		31.5			29.3	
Effective Green, g (s)	15.2	15.2	15.2		13.0	13.0		31.5			29.3	
Actuated g/C Ratio	0.14	0.14	0.14		0.12	0.12		0.30			0.28	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	243	250	229		226	195		1035			919	
v/s Ratio Prot	c0.05	0.05	0.01		c0.07	0.00		c0.16			c0.21	
v/s Ratio Perm												
v/c Ratio	0.36	0.36	0.09		0.56	0.01		0.52			0.77	
Uniform Delay, d1	40.5	40.5	38.9		43.3	40.4		30.5			34.7	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.9	0.9	0.2		3.2	0.0		1.9			3.8	
Delay (s)	41.4	41.4	39.1		46.5	40.4		32.3			38.5	
Level of Service	D	D	D		D	D		C			D	
Approach Delay (s)		40.4			45.6			32.3			38.5	
Approach LOS		D			D			C			D	

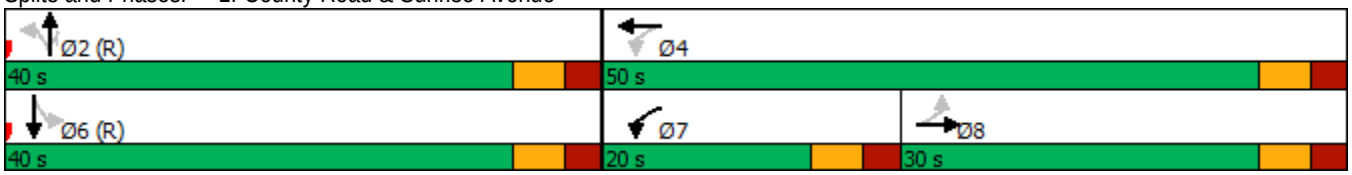
Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	19	48	20	37	666	87	9	208
Future Volume (vph)	49	19	48	20	37	666	87	9	208
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	C-Max
Act Effct Green (s)		11.5	20.0	20.6		61.8	61.8	61.8	61.8
Actuated g/C Ratio		0.13	0.22	0.23		0.69	0.69	0.69	0.69
v/c Ratio		0.50	0.17	0.07		0.59	0.08	0.03	0.20
Control Delay		36.3	24.6	18.0		14.8	1.9	10.1	8.7
Queue Delay		0.0	0.0	0.0		1.5	0.0	0.0	0.0
Total Delay		36.3	24.6	18.0		16.3	1.9	10.1	8.7
LOS		D	C	B		B	A	B	A
Approach Delay		36.3		22.3		14.7			8.8
Approach LOS		D		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

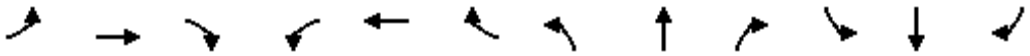
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	51	28	740	92	9	250
v/c Ratio	0.50	0.17	0.07	0.59	0.08	0.03	0.20
Control Delay	36.3	24.6	18.0	14.8	1.9	10.1	8.7
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Total Delay	36.3	24.6	18.0	16.3	1.9	10.1	8.7
Queue Length 50th (ft)	43	22	9	262	0	2	58
Queue Length 95th (ft)	89	44	26	492	18	10	120
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	411	376	879	1244	1120	344	1257
Starvation Cap Reductn	0	0	0	309	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.14	0.03	0.79	0.08	0.03	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	19	30	48	20	7	37	666	87	9	208	29
Future Volume (vph)	49	19	30	48	20	7	37	666	87	9	208	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1742		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.59	1.00			0.97	1.00	0.27	1.00	
Satd. Flow (perm)		1477		1102	1793			1813	1583	502	1828	
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)	52	20	32	51	21	7	39	701	92	9	219	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	34	0	3	0
Lane Group Flow (vph)	0	83	0	51	23	0	0	740	58	9	247	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		9.5		21.0	21.0			57.0	57.0	57.0	57.0	
Effective Green, g (s)		9.5		21.0	21.0			57.0	57.0	57.0	57.0	
Actuated g/C Ratio		0.11		0.23	0.23			0.63	0.63	0.63	0.63	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		155		297	418			1148	1002	317	1157	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.06		0.03				c0.41	0.04	0.02		
v/c Ratio		0.53		0.17	0.05			0.64	0.06	0.03	0.21	
Uniform Delay, d1		38.1		27.7	26.8			10.2	6.3	6.2	7.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.5		0.3	0.1			2.8	0.1	0.2	0.4	
Delay (s)		41.6		28.0	26.8			13.0	6.4	6.3	7.4	
Level of Service		D		C	C			B	A	A	A	
Approach Delay (s)		41.6			27.6			12.3			7.4	
Approach LOS		D			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	5	44	8	5	55	758	2	271
Future Volume (vph)	29	5	44	8	5	55	758	2	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		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		65.8		65.8
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.15		0.06		0.36		0.12
Control Delay		31.3	10.8		25.5		4.5		3.3
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		31.3	10.8		25.5		5.0		3.3
LOS		C	B		C		A		A
Approach Delay		19.8			25.5		5.0		3.3
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	36	46	17	883	303
v/c Ratio	0.14	0.15	0.06	0.36	0.12
Control Delay	31.3	10.8	25.5	4.5	3.3
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	31.3	10.8	25.5	5.0	3.3
Queue Length 50th (ft)	16	0	6	79	21
Queue Length 95th (ft)	43	28	23	106	32
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	347	416	391	2477	2590
Starvation Cap Reductn	0	0	0	1068	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.04	0.63	0.12

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
Future Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1786	1583		1762			3511			3510	
Flt Permitted		0.77	1.00		0.89			0.91			0.95	
Satd. Flow (perm)		1442	1583		1611			3200			3344	
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)	31	5	46	8	5	4	58	798	27	2	285	16
RTOR Reduction (vph)	0	0	40	0	3	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	36	6	0	14	0	0	881	0	0	300	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)		12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		203	223		227			2409			2517	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.06			0.37			0.12	
Uniform Delay, d1		32.2	31.5		31.6			3.6			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.1			0.4			0.1	
Delay (s)		32.6	31.5		31.7			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		32.0			31.7			4.0			2.9	
Approach LOS		C			C			A			A	

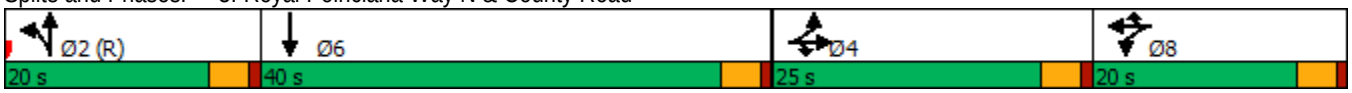
Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

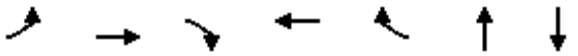
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	304	51	199	38	8	543	195
Future Volume (vph)	304	51	199	38	8	543	195
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5	27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%	38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	C-Max	None
Act Effct Green (s)	18.9	18.9	18.9	10.1	10.1	45.5	20.0
Actuated g/C Ratio	0.18	0.18	0.18	0.10	0.10	0.43	0.19
v/c Ratio	0.61	0.61	0.46	0.25	0.03	0.49	0.44
Control Delay	48.0	47.7	8.1	47.7	0.2	25.0	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	47.7	8.1	47.7	0.2	25.0	25.4
LOS	D	D	A	D	A	C	C
Approach Delay		33.6		40.6		25.0	25.4
Approach LOS		C		D		C	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 28.5	Intersection LOS: C
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

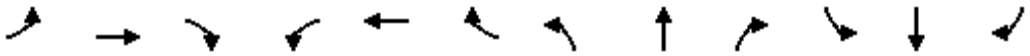
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	188	209	45	8	744	326
v/c Ratio	0.61	0.61	0.46	0.25	0.03	0.49	0.44
Control Delay	48.0	47.7	8.1	47.7	0.2	25.0	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	47.7	8.1	47.7	0.2	25.0	25.4
Queue Length 50th (ft)	124	125	0	29	0	197	63
Queue Length 95th (ft)	183	185	56	64	0	296	106
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	352	357	496	282	320	1509	1225
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.53	0.42	0.16	0.03	0.49	0.27

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
Future Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3342	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		3470			3342	
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)	320	54	209	5	40	8	112	572	60	0	205	121
RTOR Reduction (vph)	0	0	171	0	0	8	0	4	0	0	98	0
Lane Group Flow (vph)	186	188	38	0	45	0	0	740	0	0	228	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Split	NA			NA	
Protected Phases	4	4	4	8	8	8	2	2			6	
Permitted Phases												
Actuated Green, G (s)	18.9	18.9	18.9		6.1	6.1		44.0			20.0	
Effective Green, g (s)	18.9	18.9	18.9		6.1	6.1		44.0			20.0	
Actuated g/C Ratio	0.18	0.18	0.18		0.06	0.06		0.42			0.19	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	302	307	284		107	91		1454			636	
v/s Ratio Prot	c0.11	0.11	0.02		c0.02	0.00		c0.21			c0.07	
v/s Ratio Perm												
v/c Ratio	0.62	0.61	0.13		0.42	0.01		0.51			0.36	
Uniform Delay, d1	39.7	39.7	36.2		47.7	46.6		22.5			36.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.7	3.6	0.2		2.7	0.0		1.3			0.3	
Delay (s)	43.4	43.3	36.4		50.4	46.6		23.8			37.3	
Level of Service	D	D	D		D	D		C			D	
Approach Delay (s)		40.8			49.8			23.8			37.3	
Approach LOS		D			D			C			D	

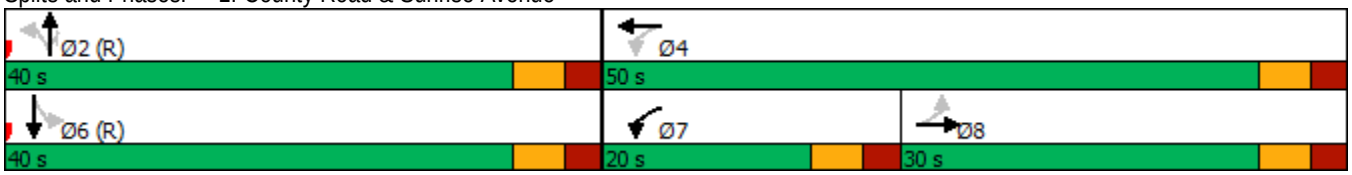
Intersection Summary			
HCM 2000 Control Delay	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	23	74	57	51	273	81	13	620
Future Volume (vph)	38	23	74	57	51	273	81	13	620
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	C-Max
Act Effct Green (s)		11.6	24.5	24.5		53.5	53.5	53.5	53.5
Actuated g/C Ratio		0.13	0.27	0.27		0.59	0.59	0.59	0.59
v/c Ratio		0.57	0.24	0.14		0.42	0.09	0.02	0.66
Control Delay		28.5	23.6	18.7		14.0	1.8	10.8	18.1
Queue Delay		0.0	0.0	0.0		0.6	0.0	0.0	0.0
Total Delay		28.5	23.6	18.7		14.6	1.8	10.8	18.1
LOS		C	C	B		B	A	B	B
Approach Delay		28.5		21.3		12.0			18.0
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	78	72	341	85	14	719
v/c Ratio	0.57	0.24	0.14	0.42	0.09	0.02	0.66
Control Delay	28.5	23.6	18.7	14.0	1.8	10.8	18.1
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	28.5	23.6	18.7	14.6	1.8	10.8	18.1
Queue Length 50th (ft)	41	33	25	98	0	3	253
Queue Length 95th (ft)	95	57	49	209	16	14	#504
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	457	378	893	811	985	583	1095
Starvation Cap Reductn	0	0	0	198	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.21	0.08	0.56	0.09	0.02	0.66

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)	38	23	79	74	57	11	51	273	81	13	620	63
Future Volume (vph)	38	23	79	74	57	11	51	273	81	13	620	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1816			1848	1583	1770	1837	
Flt Permitted		0.88		0.44	1.00			0.73	1.00	0.53	1.00	
Satd. Flow (perm)		1520		823	1816			1364	1583	980	1837	
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)	40	24	83	78	60	12	54	287	85	14	653	66
RTOR Reduction (vph)	0	62	0	0	9	0	0	0	36	0	3	0
Lane Group Flow (vph)	0	85	0	78	63	0	0	341	49	14	716	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		11.6		25.6	25.6			52.4	52.4	52.4	52.4	
Effective Green, g (s)		11.6		25.6	25.6			52.4	52.4	52.4	52.4	
Actuated g/C Ratio		0.13		0.28	0.28			0.58	0.58	0.58	0.58	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		195		318	516			794	921	570	1069	
v/s Ratio Prot				c0.02	0.03						c0.39	
v/s Ratio Perm		c0.06		0.05				0.25	0.03	0.01		
v/c Ratio		0.44		0.25	0.12			0.43	0.05	0.02	0.67	
Uniform Delay, d1		36.2		24.9	23.9			10.5	8.1	8.0	12.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.6		0.4	0.1			1.7	0.1	0.1	3.3	
Delay (s)		37.7		25.3	24.0			12.2	8.2	8.0	16.2	
Level of Service		D		C	C			B	A	A	B	
Approach Delay (s)		37.7			24.7			11.4			16.1	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	4	106	5	13	82	377	2	753
Future Volume (vph)	23	4	106	5	13	82	377	2	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		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		65.8		65.8
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.11	0.30		0.08		0.25		0.31
Control Delay		30.7	8.8		25.1		4.1		4.2
Queue Delay		0.0	0.0		0.0		0.0		0.3
Total Delay		30.7	8.8		25.1		4.1		4.5
LOS		C	A		C		A		A
Approach Delay		13.2			25.1		4.1		4.5
Approach LOS		B			C		A		A

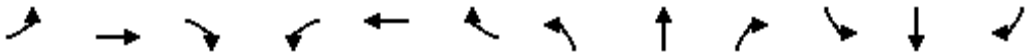
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	112	25	491	819
v/c Ratio	0.11	0.30	0.08	0.25	0.31
Control Delay	30.7	8.8	25.1	4.1	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	30.7	8.8	25.1	4.1	4.5
Queue Length 50th (ft)	13	0	9	39	70
Queue Length 95th (ft)	36	43	30	57	94
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	352	466	420	1980	2605
Starvation Cap Reductn	0	0	0	0	1023
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.24	0.06	0.25	0.52

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
Future Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1786	1583		1785			3500			3523	
Flt Permitted		0.78	1.00		0.96			0.72			0.95	
Satd. Flow (perm)		1460	1583		1722			2557			3363	
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)	24	4	112	5	14	6	86	397	8	2	793	24
RTOR Reduction (vph)	0	0	96	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	28	16	0	20	0	0	490	0	0	817	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)		12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		206	223		243			1925			2532	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.19			c0.24	
v/c Ratio		0.14	0.07		0.08			0.25			0.32	
Uniform Delay, d1		32.0	31.7		31.7			3.2			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		32.3	31.8		31.9			3.5			3.8	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.9			31.9			3.5			3.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

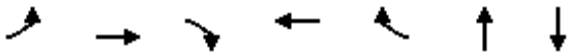
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	131	46	148	80	22	322	467
Future Volume (vph)	131	46	148	80	22	322	467
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%	38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	C-Max
Act Effct Green (s)	15.3	15.3	15.3	13.3	13.3	24.0	36.4
Actuated g/C Ratio	0.15	0.15	0.15	0.13	0.13	0.23	0.35
v/c Ratio	0.38	0.37	0.43	0.58	0.08	0.72	0.71
Control Delay	45.4	45.2	10.4	52.9	0.6	43.8	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	11.1
Total Delay	45.4	45.2	10.4	52.9	0.6	43.8	36.6
LOS	D	D	B	D	A	D	D
Approach Delay		29.4		45.2		43.8	36.6
Approach LOS		C		D		D	D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

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

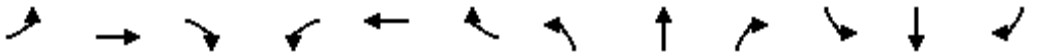




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	92	94	156	133	23	567	909
v/c Ratio	0.38	0.37	0.43	0.58	0.08	0.72	0.71
Control Delay	45.4	45.2	10.4	52.9	0.6	43.8	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	11.1
Total Delay	45.4	45.2	10.4	52.9	0.6	43.8	36.6
Queue Length 50th (ft)	60	61	0	86	0	181	211
Queue Length 95th (ft)	111	112	56	141	0	#298	286
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	336	345	441	284	325	793	1287
Starvation Cap Reductn	0	0	0	0	0	0	359
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.27	0.35	0.47	0.07	0.72	0.98

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)	131	46	148	47	80	22	189	322	28	0	467	396
Future Volume (vph)	131	46	148	47	80	22	189	322	28	0	467	396
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3296	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		3451			3296	
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)	138	48	156	49	84	23	199	339	29	0	492	417
RTOR Reduction (vph)	0	0	133	0	0	20	0	3	0	0	145	0
Lane Group Flow (vph)	92	94	23	0	133	3	0	564	0	0	764	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Split	NA			NA	
Protected Phases	4	4	4	8	8	8	2	2			6	
Permitted Phases												
Actuated Green, G (s)	15.3	15.3	15.3		13.3	13.3		24.0			36.4	
Effective Green, g (s)	15.3	15.3	15.3		13.3	13.3		24.0			36.4	
Actuated g/C Ratio	0.15	0.15	0.15		0.13	0.13		0.23			0.35	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	244	251	230		231	200		788			1142	
v/s Ratio Prot	c0.05	0.05	0.01		c0.07	0.00		c0.16			c0.23	
v/s Ratio Perm												
v/c Ratio	0.38	0.37	0.10		0.58	0.01		0.72			0.67	
Uniform Delay, d1	40.5	40.5	38.9		43.2	40.1		37.4			29.2	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.0	0.9	0.2		3.4	0.0		3.1			3.1	
Delay (s)	41.5	41.5	39.1		46.6	40.1		40.5			32.3	
Level of Service	D	D	D		D	D		D			C	
Approach Delay (s)		40.4			45.7			40.5			32.3	
Approach LOS		D			D			D			C	

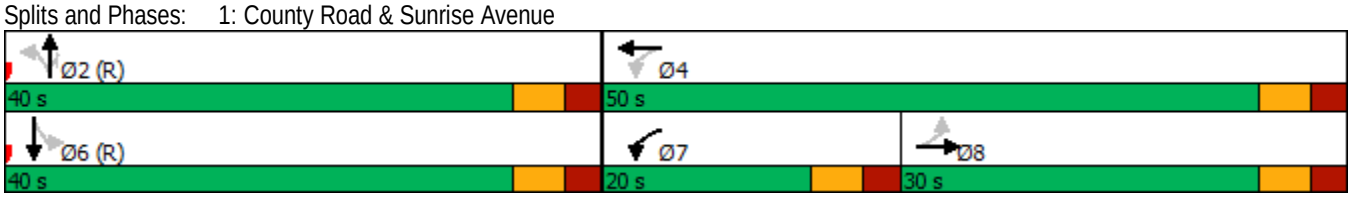
Intersection Summary			
HCM 2000 Control Delay	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	20	48	20	38	669	91	11	210
Future Volume (vph)	49	20	48	20	38	669	91	11	210
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	C-Max
Act Effct Green (s)		11.5	20.1	20.7		61.7	61.7	61.7	61.7
Actuated g/C Ratio		0.13	0.22	0.23		0.69	0.69	0.69	0.69
v/c Ratio		0.50	0.17	0.07		0.60	0.09	0.04	0.20
Control Delay		36.2	24.6	18.0		15.0	2.1	10.3	8.8
Queue Delay		0.0	0.0	0.0		1.5	0.0	0.0	0.0
Total Delay		36.2	24.6	18.0		16.5	2.1	10.3	8.8
LOS		D	C	B		B	A	B	A
Approach Delay		36.3		22.2		14.8			8.9
Approach LOS		D		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 81.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	105	51	28	744	96	12	252
v/c Ratio	0.50	0.17	0.07	0.60	0.09	0.04	0.20
Control Delay	36.2	24.6	18.0	15.0	2.1	10.3	8.8
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Total Delay	36.2	24.6	18.0	16.5	2.1	10.3	8.8
Queue Length 50th (ft)	44	22	9	265	0	3	59
Queue Length 95th (ft)	90	44	26	498	19	12	121
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	412	375	879	1242	1120	341	1257
Starvation Cap Reductn	0	0	0	305	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.14	0.03	0.79	0.09	0.04	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	20	30	48	20	7	38	669	91	11	210	29
Future Volume (vph)	49	20	30	48	20	7	38	669	91	11	210	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1743		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.59	1.00			0.97	1.00	0.27	1.00	
Satd. Flow (perm)		1480		1095	1793			1811	1583	497	1828	
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)	52	21	32	51	21	7	40	704	96	12	221	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	35	0	3	0
Lane Group Flow (vph)	0	84	0	51	23	0	0	744	61	12	249	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		9.5		21.0	21.0			57.0	57.0	57.0	57.0	
Effective Green, g (s)		9.5		21.0	21.0			57.0	57.0	57.0	57.0	
Actuated g/C Ratio		0.11		0.23	0.23			0.63	0.63	0.63	0.63	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		156		296	418			1146	1002	314	1157	
v/s Ratio Prot				c0.01	0.01						0.14	
v/s Ratio Perm		c0.06		0.03				c0.41	0.04	0.02		
v/c Ratio		0.54		0.17	0.05			0.65	0.06	0.04	0.21	
Uniform Delay, d1		38.2		27.7	26.8			10.3	6.3	6.2	7.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.5		0.3	0.1			2.9	0.1	0.2	0.4	
Delay (s)		41.7		28.0	26.8			13.1	6.4	6.4	7.4	
Level of Service		D		C	C			B	A	A	A	
Approach Delay (s)		41.7			27.6			12.4			7.4	
Approach LOS		D			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

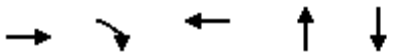
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	6	44	13	6	55	761	4	271
Future Volume (vph)	29	6	44	13	6	55	761	4	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		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		65.8		65.8
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.15	0.15		0.10		0.36		0.12
Control Delay		31.4	10.8		23.8		4.5		3.4
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		31.4	10.8		23.8		5.1		3.4
LOS		C	B		C		A		A
Approach Delay		20.0			23.8		5.1		3.4
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

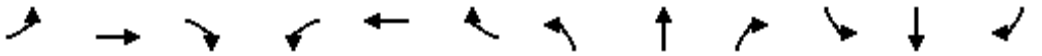
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	37	46	29	891	305
v/c Ratio	0.15	0.15	0.10	0.36	0.12
Control Delay	31.4	10.8	23.8	4.5	3.4
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	31.4	10.8	23.8	5.1	3.4
Queue Length 50th (ft)	17	0	9	80	21
Queue Length 95th (ft)	44	28	32	107	32
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	346	416	383	2477	2579
Starvation Cap Reductn	0	0	0	1064	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.08	0.63	0.12

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	6	44	13	6	9	55	761	30	4	271	15
Future Volume (vph)	29	6	44	13	6	9	55	761	30	4	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.96			0.99			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1788	1583		1743			3509			3509	
Flt Permitted		0.77	1.00		0.88			0.91			0.95	
Satd. Flow (perm)		1436	1583		1562			3198			3328	
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)	31	6	46	14	6	9	58	801	32	4	285	16
RTOR Reduction (vph)	0	0	40	0	8	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	37	6	0	21	0	0	889	0	0	302	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)		12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		202	223		220			2407			2505	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.10			0.37			0.12	
Uniform Delay, d1		32.2	31.5		31.8			3.6			2.9	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.2			0.4			0.1	
Delay (s)		32.6	31.5		32.0			4.0			3.0	
Level of Service		C	C		C			A			A	
Approach Delay (s)		32.0			32.0			4.0			3.0	
Approach LOS		C			C			A			A	

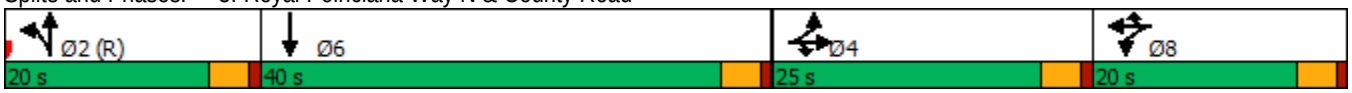
Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

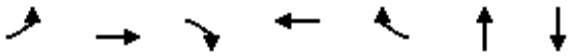
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	308	51	199	38	8	546	197
Future Volume (vph)	308	51	199	38	8	546	197
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%	38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	C-Max	None
Act Effct Green (s)	19.0	19.0	19.0	10.1	10.1	45.4	20.0
Actuated g/C Ratio	0.18	0.18	0.18	0.10	0.10	0.43	0.19
v/c Ratio	0.62	0.61	0.46	0.25	0.03	0.50	0.45
Control Delay	48.0	47.7	8.1	47.7	0.2	25.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	47.7	8.1	47.7	0.2	25.1	25.3
LOS	D	D	A	D	A	C	C
Approach Delay		33.7		40.6		25.1	25.3
Approach LOS		C		D		C	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

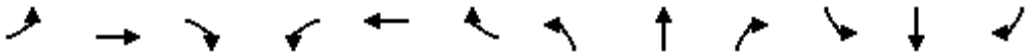
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	188	190	209	45	8	747	331
v/c Ratio	0.62	0.61	0.46	0.25	0.03	0.50	0.45
Control Delay	48.0	47.7	8.1	47.7	0.2	25.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	47.7	8.1	47.7	0.2	25.1	25.3
Queue Length 50th (ft)	125	127	0	29	0	199	63
Queue Length 95th (ft)	185	186	56	64	0	298	107
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	353	358	497	282	320	1506	1226
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.53	0.42	0.16	0.03	0.50	0.27

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	51	199	5	38	8	106	546	57	0	197	118
Future Volume (vph)	308	51	199	5	38	8	106	546	57	0	197	118
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1708	1583		1852	1583		3471			3340	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (perm)	1681	1708	1583		1852	1583		3471			3340	
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)	324	54	209	5	40	8	112	575	60	0	207	124
RTOR Reduction (vph)	0	0	171	0	0	8	0	4	0	0	100	0
Lane Group Flow (vph)	188	190	38	0	45	0	0	743	0	0	231	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Split	NA			NA	
Protected Phases	4	4	4	8	8	8	2	2			6	
Permitted Phases												
Actuated Green, G (s)	19.0	19.0	19.0		6.1	6.1		43.9			20.0	
Effective Green, g (s)	19.0	19.0	19.0		6.1	6.1		43.9			20.0	
Actuated g/C Ratio	0.18	0.18	0.18		0.06	0.06		0.42			0.19	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	304	309	286		107	91		1451			636	
v/s Ratio Prot	c0.11	0.11	0.02		c0.02	0.00		c0.21			c0.07	
v/s Ratio Perm												
v/c Ratio	0.62	0.61	0.13		0.42	0.01		0.51			0.36	
Uniform Delay, d1	39.7	39.6	36.1		47.7	46.6		22.6			37.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.7	3.6	0.2		2.7	0.0		1.3			0.4	
Delay (s)	43.4	43.2	36.3		50.4	46.6		23.9			37.3	
Level of Service	D	D	D		D	D		C			D	
Approach Delay (s)		40.8			49.8			23.9			37.3	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

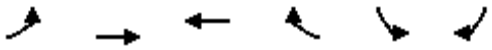
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	122	6	1	75	0	0
Future Volume (Veh/h)	122	6	1	75	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	128	6	1	79	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			134		212	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			134		212	131
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1451		776	919

Direction, Lane #	EB 1	WB 1
Volume Total	134	80
Volume Left	0	1
Volume Right	6	0
cSH	1700	1451
Volume to Capacity	0.08	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.1
Lane LOS		A
Approach Delay (s)	0.0	0.1
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	10.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	40	28	0	0	10
Future Volume (Veh/h)	7	40	28	0	0	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	42	29	0	0	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	29				85	29
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	29				85	29
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1584				912	1046

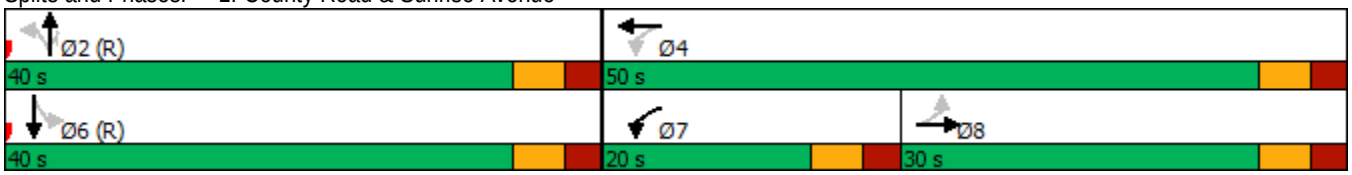
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	49	29	11
Volume Left	7	0	0
Volume Right	0	0	11
cSH	1584	1700	1046
Volume to Capacity	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.1	0.0	8.5
Lane LOS	A		A
Approach Delay (s)	1.1	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	27	74	57	54	289	103	26	633
Future Volume (vph)	38	27	74	57	54	289	103	26	633
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	C-Max
Act Effct Green (s)		11.9	24.7	24.7		53.3	53.3	53.3	53.3
Actuated g/C Ratio		0.13	0.27	0.27		0.59	0.59	0.59	0.59
v/c Ratio		0.58	0.24	0.14		0.47	0.11	0.05	0.67
Control Delay		29.8	23.3	18.5		15.2	2.8	11.1	18.9
Queue Delay		0.0	0.0	0.0		0.7	0.0	0.0	0.0
Total Delay		29.8	23.3	18.5		15.9	2.8	11.1	18.9
LOS		C	C	B		B	A	B	B
Approach Delay		29.8		21.0		12.9			18.6
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	151	78	72	361	108	27	732
v/c Ratio	0.58	0.24	0.14	0.47	0.11	0.05	0.67
Control Delay	29.8	23.3	18.5	15.2	2.8	11.1	18.9
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	29.8	23.3	18.5	15.9	2.8	11.1	18.9
Queue Length 50th (ft)	45	33	25	109	0	6	264
Queue Length 95th (ft)	100	57	48	234	26	23	#564
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	456	379	893	772	981	560	1089
Starvation Cap Reductn	0	0	0	164	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.21	0.08	0.59	0.11	0.05	0.67

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)	38	27	79	74	57	11	54	289	103	26	633	63
Future Volume (vph)	38	27	79	74	57	11	54	289	103	26	633	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.93		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1702		1770	1816			1848	1583	1770	1838	
Flt Permitted		0.89		0.44	1.00			0.70	1.00	0.51	1.00	
Satd. Flow (perm)		1528		813	1816			1307	1583	948	1838	
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)	40	28	83	78	60	12	57	304	108	27	666	66
RTOR Reduction (vph)	0	58	0	0	9	0	0	0	45	0	3	0
Lane Group Flow (vph)	0	93	0	78	63	0	0	361	63	27	729	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		11.9		25.9	25.9			52.1	52.1	52.1	52.1	
Effective Green, g (s)		11.9		25.9	25.9			52.1	52.1	52.1	52.1	
Actuated g/C Ratio		0.13		0.29	0.29			0.58	0.58	0.58	0.58	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		202		319	522			756	916	548	1063	
v/s Ratio Prot				c0.02	0.03						c0.40	
v/s Ratio Perm		c0.06		0.05				0.28	0.04	0.03		
v/c Ratio		0.46		0.24	0.12			0.48	0.07	0.05	0.69	
Uniform Delay, d1		36.1		24.7	23.7			11.0	8.3	8.2	13.2	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.7		0.4	0.1			2.2	0.1	0.2	3.6	
Delay (s)		37.7		25.1	23.8			13.2	8.5	8.4	16.9	
Level of Service		D		C	C			B	A	A	B	
Approach Delay (s)		37.7			24.4			12.1			16.5	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	8	106	31	16	82	394	15	753
Future Volume (vph)	23	8	106	31	16	82	394	15	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		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		65.8		65.8
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.12	0.30		0.27		0.27		0.32
Control Delay		30.8	8.8		23.1		4.1		4.3
Queue Delay		0.0	0.0		0.0		0.3		0.3
Total Delay		30.8	8.8		23.1		4.4		4.6
LOS		C	A		C		A		A
Approach Delay		13.7			23.1		4.4		4.6
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), 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: 6.3	Intersection LOS: A
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	32	112	81	536	833
v/c Ratio	0.12	0.30	0.27	0.27	0.32
Control Delay	30.8	8.8	23.1	4.1	4.3
Queue Delay	0.0	0.0	0.0	0.3	0.3
Total Delay	30.8	8.8	23.1	4.4	4.6
Queue Length 50th (ft)	15	0	23	42	72
Queue Length 95th (ft)	40	43	62	62	97
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	369	466	393	1986	2574
Starvation Cap Reductn	0	0	0	824	992
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.24	0.21	0.46	0.53

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	8	106	31	16	29	82	394	33	15	753	23
Future Volume (vph)	23	8	106	31	16	29	82	394	33	15	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			0.99			1.00	
Flt Protected		0.96	1.00		0.98			0.99			1.00	
Satd. Flow (prot)		1795	1583		1731			3477			3521	
Flt Permitted		0.82	1.00		0.87			0.73			0.94	
Satd. Flow (perm)		1531	1583		1534			2561			3322	
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)	24	8	112	33	17	31	86	415	35	16	793	24
RTOR Reduction (vph)	0	0	96	0	27	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	32	16	0	54	0	0	532	0	0	831	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)		12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		216	223		216			1928			2501	
v/s Ratio Prot												
v/s Ratio Perm		0.02	0.01		c0.04			0.21			c0.25	
v/c Ratio		0.15	0.07		0.25			0.28			0.33	
Uniform Delay, d1		32.0	31.7		32.5			3.3			3.5	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.6			0.4			0.4	
Delay (s)		32.3	31.8		33.1			3.6			3.8	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.9			33.1			3.6			3.8	
Approach LOS		C			C			A			A	

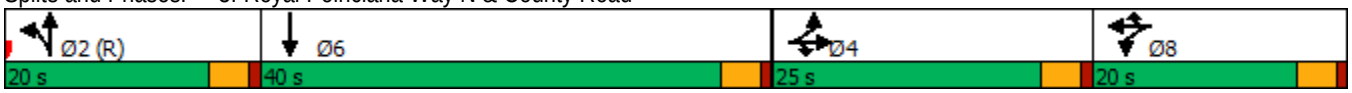
Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

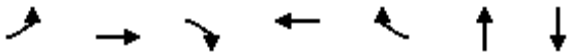
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	156	46	148	80	22	339	477
Future Volume (vph)	156	46	148	80	22	339	477
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%	38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	C-Max	None
Act Effct Green (s)	15.5	15.5	15.5	13.3	13.3	28.9	31.4
Actuated g/C Ratio	0.15	0.15	0.15	0.13	0.13	0.28	0.30
v/c Ratio	0.42	0.42	0.43	0.58	0.08	0.61	0.82
Control Delay	46.3	46.1	10.3	52.9	0.6	38.6	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	7.7
Total Delay	46.3	46.1	10.3	52.9	0.6	38.6	39.6
LOS	D	D	B	D	A	D	D
Approach Delay		31.0		45.2		38.6	39.6
Approach LOS		C		D		D	D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 38.2	Intersection LOS: D
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	

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

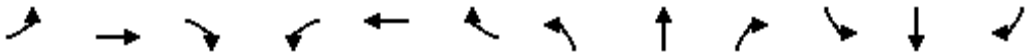




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	105	107	156	133	23	585	936
v/c Ratio	0.42	0.42	0.43	0.58	0.08	0.61	0.82
Control Delay	46.3	46.1	10.3	52.9	0.6	38.6	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	7.7
Total Delay	46.3	46.1	10.3	52.9	0.6	38.6	39.6
Queue Length 50th (ft)	68	70	0	86	0	180	234
Queue Length 95th (ft)	123	124	55	141	0	#325	298
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	336	344	441	284	325	953	1276
Starvation Cap Reductn	0	0	0	0	0	0	301
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.31	0.35	0.47	0.07	0.61	0.96

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)	156	46	148	47	80	22	189	339	28	0	477	412
Future Volume (vph)	156	46	148	47	80	22	189	339	28	0	477	412
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	0.97	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1722	1583		1829	1583		3454			3293	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (perm)	1681	1722	1583		1829	1583		3454			3293	
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)	164	48	156	49	84	23	199	357	29	0	502	434
RTOR Reduction (vph)	0	0	133	0	0	20	0	3	0	0	158	0
Lane Group Flow (vph)	105	107	23	0	133	3	0	582	0	0	778	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Split	NA			NA	
Protected Phases	4	4	4	8	8	8	2	2			6	
Permitted Phases												
Actuated Green, G (s)	15.5	15.5	15.5		13.3	13.3		28.8			31.4	
Effective Green, g (s)	15.5	15.5	15.5		13.3	13.3		28.8			31.4	
Actuated g/C Ratio	0.15	0.15	0.15		0.13	0.13		0.27			0.30	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	248	254	233		231	200		947			984	
v/s Ratio Prot	c0.06	0.06	0.01		c0.07	0.00		c0.17			c0.24	
v/s Ratio Perm												
v/c Ratio	0.42	0.42	0.10		0.58	0.01		0.61			0.79	
Uniform Delay, d1	40.7	40.7	38.7		43.2	40.1		33.3			33.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.2	1.1	0.2		3.4	0.0		3.0			4.4	
Delay (s)	41.9	41.8	38.9		46.6	40.1		36.2			38.2	
Level of Service	D	D	D		D	D		D			D	
Approach Delay (s)		40.6			45.7			36.2			38.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

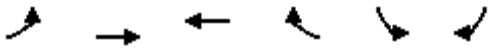
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	156	34	8	142	0	0
Future Volume (Veh/h)	156	34	8	142	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	164	36	8	149	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			200		347	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			200		347	182
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1372		646	861

Direction, Lane #	EB 1	WB 1
Volume Total	200	157
Volume Left	0	8
Volume Right	36	0
cSH	1700	1372
Volume to Capacity	0.12	0.01
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.4
Lane LOS		A
Approach Delay (s)	0.0	0.4
Approach LOS		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	56	76	0	0	52
Future Volume (Veh/h)	42	56	76	0	0	52
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	44	59	80	0	0	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	80				227	80
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80				227	80
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	94
cM capacity (veh/h)	1518				739	980

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	103	80	55
Volume Left	44	0	0
Volume Right	0	0	55
cSH	1518	1700	980
Volume to Capacity	0.03	0.05	0.06
Queue Length 95th (ft)	2	0	4
Control Delay (s)	3.3	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	3.3	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	15.3%	ICU Level of Service	A
Analysis Period (min)	15		

TABLE A-1

Valet Queuing Analysis
Club/Commercial Valet Lane - Inbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (33%)*(22 + 42 PM Peak Hour Inbound Vehicles) = 21 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{33333333333 \backslash}{60 \text{ veh/hr}} = 0.36$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.38)}{LN(0.38)}\right] = 1.932 \text{ veh}$$

Valet Queuing Analysis
Club/Commercial Valet Lane - Outbound

Assumptions:

Service Rate = 1 minute per vehicle

Volume = (33%)*(22 + 21 PM Peak Hour Outbound Vehicles) = 16 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.27$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.27)}{LN(0.27)}\right] = 1.288 \text{ veh}$$

K:\WPB_TPTO\2410\241020000 - Paramount Palm Beach\TPS\[2023-9-7 Tripgen.xlsx]Club Queue

TABLE A-3

Valet Queuing Analysis
Event Valet Lane - Outbound

Assumptions:

Service Rate	=	75 seconds per vehicle			
Volume	=	100 Peak Hour Outbound Vehicles =	(3 attendants)	33	veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60\ \text{min/hr}}{1.25\ \text{min/veh}} = 48\ \text{veh/hr}$$

$$\rho = \frac{33\ \text{veh/hr}}{48\ \text{veh/hr}} = 0.69$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.5)}{LN(0.5)}\right] = 7.073\ \text{veh}$$

K:\WPB_TPTO\2410\241020000 - Paramount Palm Beach\TPS\[2023-9-7 Tripgen.xlsx]Event Queue

North County Road & Sunrise Avenue
Northbound Queue Observations (max vehicles)

Intersection Cycle	Friday (3/31/23)	Saturday (4/1/23)
1	1	3
2	3	1
3	0	1
4	2	2
5	4	0
6	2	7
7	2	1
8	3	1
9	1	2
10	0	1
11	1	0
12	0	0
13	1	0
14	0	2
15	2	8
16	2	2
17	2	2
18	2	7
19	0	0
20	3	0
21	11	1
22	1	3
23	2	3
24	1	3
25	1	1
26	0	0
27	2	2
28	3	1
29	5	2
30	0	5
31	0	0
32	1	2
33	4	1
34	2	2
35	4	0
36	1	1
37	2	2
38	0	1
39	1	1
40	2	1
41	3	0

North County Road & Sunrise Avenue
Northbound Queue Observations (max vehicles)

Intersection Cycle	Friday (3/31/23)	Saturday (4/1/23)
42	3	2
43	2	4
44	2	0
45	1	0
46	7	2
47	6	5
48	0	2
49	6	7
50	1	2
51	0	5
52	2	0
53	1	2
54	3	6
55	0	2
56	2	1
57	2	3
58	0	0
59	1	0
60	0	0
61	0	1
62	1	0
63	1	0
64	0	2
65	1	2
66	0	3
67	0	2
68	1	2
69	2	1
70	3	0
71	1	1
72	2	2
73	0	0
74	3	2
75	0	1
76	2	1
77	3	0
78	0	2
79	2	1
80	0	1
81	0	0
82	3	1

North County Road & Sunrise Avenue
Northbound Queue Observations (max vehicles)

Intersection Cycle	Friday (3/31/23)	Saturday (4/1/23)
83	0	1
84	1	0
85	2	0
86	4	1
87	0	0
88	1	0
89	1	3
90	0	0
91	0	1
92	2	0
93	1	2
94	1	0
95	2	1
96	0	0
97	1	2
98	0	0
99	0	0
100	0	1
101	1	2
102	0	0
103	1	0
104	0	3
105	1	0
106	1	0
107	0	1
108	0	0
109	0	0
110	0	1
111	0	0
112	1	0
113	0	0
114	0	0
115	0	0
116	0	0
117	0	1
118	0	
119	0	
120	0	
121	0	
95th Perentile	4	5.1
50th Percentile	1	1

RECEIVED
By yfigueroa at 8:51 am, Dec 27, 2023

THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

date:	September 20, 2023
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 09/11/23 resubmittal along with the 09/19/23 KHA supplemental documents.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Paramount Palm Beach redevelopment.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: Addressed. A copy of the Palm Beach County Traffic Engineering Division Concurrency letter dated 11/17/22 has been provided.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The TPS letter has been issued by Palm Beach County and has been provided.

   TCG 03/27/23 Response: Addressed.

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2. Please update the following items from Table 1- Trip Generation calculations:
    - Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.
    - Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.
    - Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.
    - Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation calculations in Table 1 have been updated to reflect the comments listed above.

    TCG 03/27/23 Response: Addressed.

3. Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation for the site was determined by reviewing complimentary land uses surrounding the site. Included in this review were the impacts of driveway location and existing traffic patterns in the area to develop the assumed trip assignment percentages for the proposed development.

    TCG 03/27/23 Response: Addressed.

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4. Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: A section has been added to the report which discusses alternative modes of travel for access to the site.

   TCG 03/27/23 Response: Addressed.

5. Please update Figure 1 to include Cocoanut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 1 has been updated to include Cocoanut Road and Bradley Place and their respective trip assignments.

   TCG 03/27/23 Response: Addressed.

6. Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:
   - Sunset Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- N County Road to N Ocean Blvd (10%)

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The listed links have been included in Tables 2 and 3.

   TCG 03/27/23 Response: Addressed.

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7. Please update Tables 2 and 3 to modify the Cocoanut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: Tables 2 and 3 have been modified to reflect these road names where applicable.

   TCG 03/27/23 Response: Addressed.

8. Please label the existing street names to Figure 2 of the traffic evaluation.



   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

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TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 2 has been updated with the street names for reference.

TCG 03/27/23 Response: Addressed.

9. The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: This reference has been removed from the report.

   TCG 03/27/23 Response: Addressed.

10. Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: A table summarizing the 95th percentile queues for the primary turn lanes at the signalized intersections within the analysis area have been included in the report, for reference.

    TCG 03/27/23 Response: Addressed.

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11. Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The Applicant proposes to locate the valet stand for the event space on North County Road and will continue to participate in discussions with Town staff regarding location and operational parameters of this stand.

    TCG 03/27/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Queuing observations were conducted at the intersection of North County Road & Sunrise Avenue from 5 PM – 9 PM on a Friday and a Saturday to analyze whether the valet stand would interfere with operations at this intersection. The data and evaluation showed that the valet stand operations would not interfere with queues at the intersection and therefore would not create an adverse impact on capacity and operation of the two northbound lanes on North County Road. Curbside valet operations are a common occurrence in commercial areas in a similar developmental and historic context throughout the country and also in other locations within the Town of Palm Beach. Information related to the observations and analysis are included in the updated traffic report.

    TCG 08/02/23 Response: This item is still pending. The Town of Palm Beach Police Department and Public Works Department have not confirmed that they are amenable to using North County Road for valet stacking even if it is after 5:00 pm (i.e. end of the parallel parking).

    Kimley Horn and Associates, Inc.'s 09/19/23 Response:

    TCG 09/20/23 Response:

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12. Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

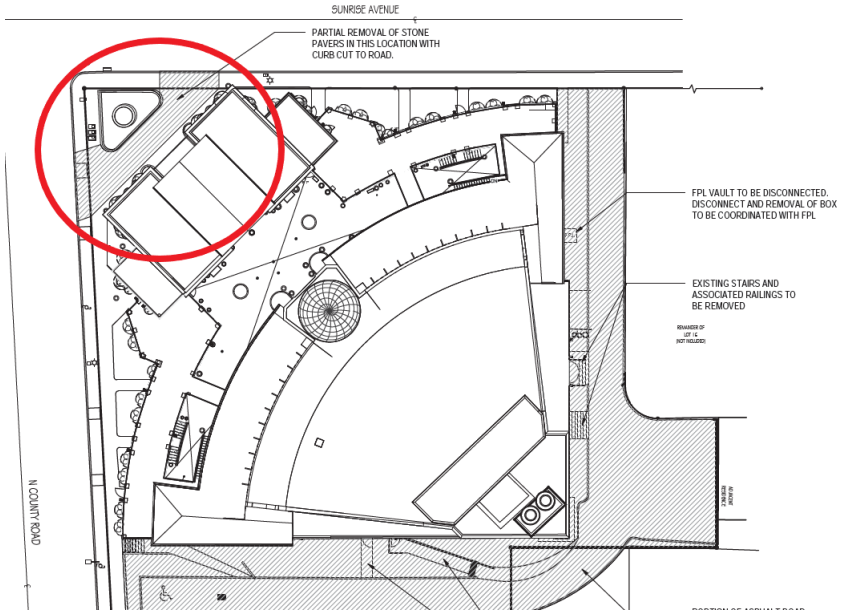
Kimley Horn and Associates, Inc.'s 03/09/23 Response Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

TCG 03/27/23 Response: Addressed.

13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:

    - One just south of Sunrise Avenue on N. County Road
    - One just east of N. County Road on Sunrise Avenue

Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.



Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

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TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response The applicant is no longer proposing to re-open these curb cuts.

TCG 03/27/23 Response: Addressed.

14. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending. A pavement marking and signage plan was not included as part of the Civil Plans.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: A pavement marking and signage plan has been provided as Sheet C-103 in the updated submittal.

    TCG 03/27/23 Response: Addressed.

15. A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: Comment noted.

    TCG 03/27/23 Response: Addressed.

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FAX 305.594.0755
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16. Please provide additional narrative for the valet operations that discusses the plan for the potential of valet parking occurring for all uses especially the private club and special event for the banquet hall. Please confirm if there will be staggered times for the special event and private club to manage traffic congestion due to the arrival of attendees for these uses. Please provide details regarding where vehicles will be parked if the proposed number of parking spaces provided on-site are fully occupied. For example, will there be an overflow parking lot with leased spaces available or will on-street parking spaces be utilized.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Additional information regarding the valet operations have been added to the report. Included in the updated information is a noted that events in the event space would be restricted to starting no earlier than 6:30 PM. Club patron usage/arrival is expected to occur on an ongoing basis without major peaking characteristics, while the event space will typically experience a peak inbound flow of traffic prior to the event and a pea outbound flow of traffic after the event. Regarding the on-site parking supply, this supply is anticipated to accommodate the parking needs for the site. The net increase in parking provided is greater than the net increase in parking required in comparison to the current uses on site. Therefore, parking is anticipated to be contained within the parking provided.

    TCG 08/02/23 Response: This item is still pending. There needs to be consideration given to limiting the amount of private club usage or not allowing it at all to occur simultaneously during special events.

    Kimley Horn and Associates, Inc.'s 09/07/23 Response:

    TCG 09/15/23 Response:

17. Please update the Kimley Horn and Associates, Inc.'s parking study dated 02/28/23 to include the number of parking spaces being provided per the current site plan as outlined in the parking calculation summary provided on site plan sheet A-21.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: An updated version of this study has been provided.

    TCG 08/02/23 Response: Addressed. A condition of approval will be needed to require a parking utilization study of the parking supply of the redeveloped site during a special event and during normal activities after the site is built out within 6 months of opening. A methodology of the parking utilization study should be submitted to the Town of Palm Beach for review and approval prior to commencement of the parking data collection.

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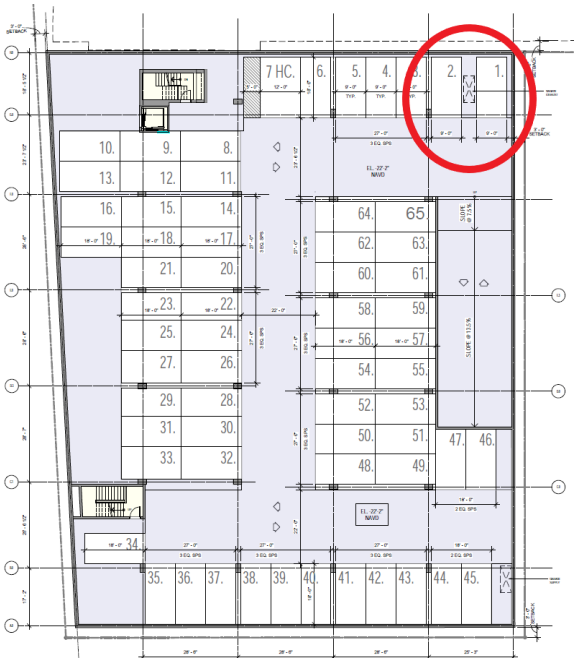
18. Please include a copy of the raw traffic counts from 11/29/22 in the Appendix of the updated traffic impact study. This traffic count data was not included as part of the traffic impact study dated 03/09/23. The Town of Palm Beach recently collected peak hour manual turning movement counts on 02/28/23 at the following three signalized intersections analyzed for the Paramount Palm Beach development:
    1. Sunrise Avenue & N County Road
    2. Sunset Avenue & N County Road
    3. Royal Poinciana Way & N County Road

    Please cross check the intersection capacity analysis completed as part of the updated traffic impact study utilizing this current traffic count data (copy of count data has been attached). Please update all tables and figures as necessary.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: A copy of the raw traffic counts from 11/29/22 has been added to the Appendix. The two sets of traffic counts were compared, and there was not an overall consistent pattern between the two sets: volumes on some movements were lower, and volumes on other movements were higher when comparing the AM and PM volumes. Therefore, the Synchro analyses were not modified.

    TCG 08/02/23 Response: Addressed.

19. Please limit the number of parking spaces that are being proposed at the parking garage ramp locations to improve overall internal traffic circulation. There should be sufficient sight visibility for vehicles backing out of the proposed parking spaces for safe and efficient traffic circulation.



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Kimley Horn and Associates, Inc.'s 04/18/23 Response: The architect has prepared updated garage parking plans, which have been submitted under separate cover.

TCG 08/02/23 Response: Addressed.

20. Please confirm how the proposed triple tandem parking spaces will be utilized by valet staff to ensure efficient parking operations while maintaining safe and efficient internal traffic circulation.



Kimley Horn and Associates, Inc.'s 04/18/23 Response: This condition was shown for only a total of four parking spaces and will only be used on infrequent occasions as it is anticipated that these would be the last parking spaces utilized only when other parking is full. Due to the minimal number and minimal usage of these spaces, it is anticipated that valet operators will be able to manage this parking during the few times in which they are in use.

TCG 08/02/23 Response: Addressed. A condition of approval needs to be considered to limit the use of these spaces to only when necessary.

21. The valet parking queue available for the club pickup drop off area in the garage is 3 vehicles. The 95th percentile vehicle queue anticipated is 3.384 vehicles. There is no buffer or factor of safety at that location and can cause internal traffic circulation concerns. Please provide clarification on how this can be resolved with the proposed valet parking operations plan.

Kimley Horn and Associates, Inc.'s 09/07/23 Response:

TCG 09/15/23 Response:

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22. The valet parking for the special event is using North County Road for stacking. The 10 available parallel parking spaces must be free and clear for this to work. This presents challenges for the period when parallel parking is no longer allowed, and the beginning of vehicle drop off. This is something that will have to be enforced by the Town of Palm Beach Police Department or Code Enforcement staff. Please provide clarification in the proposed valet parking operations plan on how this can be coordinated between the applicant and the Town to ensure this is consistently resolved prior to special events.

    Kimley Horn and Associates, Inc.'s 09/07/23 Response:

    TCG 09/15/23 Response:

23. The use of the through right lane on North County Road at Sunrise Avenue for vehicle queuing and stacking for special events will cause a degradation of level of service at the signalized intersection for northbound traffic. It may be temporary, but this will occur. In addition, the anticipated 95th percentile vehicle queue of 7.073 vehicles assumes that there is an average occupancy of 2.5 people per car. This assumption might be fine but if there is many single or 2-person occupancy vehicles this will eat into the 2-vehicle buffer along North County Road (10 spaces available to queue). This will need to be studied as part of the conditioned supplemental traffic memorandum that will evaluate actual valet parking operations if this development is approved. The applicant will need to always maintain a valet operational plan updating it as the traffic operations are refined based on actual site conditions.

    Kimley Horn and Associates, Inc.'s 09/07/23 Response:

    TCG 09/15/23 Response:

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RECEIVED
By yfigueroa at 8:52 am, Dec 27, 2023

Kimley»Horn

September 8, 2023
Revised November 20, 2023

Mr. Anthony Cummings
WEG Paramount LLC
139 N County Road
Palm Beach, FL 33480

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

Dear Tony:

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	25
TOTAL			**132.4**

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)
Retail	6,531 SF	1 space / 200 SF	32.66
Social Club	475 members	1 space / 4 members	118.75
Residential	4 DU		11
TOTAL	**162.4**		

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 increase in parking required:

162.4 spaces (proposed code requirement) – 132.4 spaces (existing code requirement) =

+ 30 spaces

Total Parking required:

46 spaces (existing) + 30 spaces (net increase) =

76 spaces

Summary

Based on this analysis, it is determined that the site is required to provide a minimum of 76 parking spaces to meet to Code-based requirements, including the principle of equivalency to account for the current net difference in parking supply and current parking requirements based upon the existing uses on site. Based upon the site plan provided by the architect, a total of 165 spaces will be provided on site. Therefore, the parking supply will exceed the needs for the site.

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



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
2023.11.20 17:35:11 -05'00'

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RECEIVED
By yfigueroa at 8:52 am, Dec 27, 2023

Kimley»Horn

November 20, 2023

Eric Czerniejewski, P.E., ENV SP
Traffic Engineering Division Manager
The Corradino Group
5200 NW 33rd Ave, Suite 203
Ft. Lauderdale, FL 33309

RE: ***COA-23-003 (ZON-23-020) 139 N County Road (Paramount Theatre)***
Responses to Comments
Palm Beach, Florida
KH #140248005

Dear Eric:

We are in receipt of comments from the Corradino Group, Inc. dated August 2, 2023 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.

11. ***Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.***

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The Applicant proposes to locate the valet stand for the event space on North County Road and will continue to participate in discussions with Town staff regarding location and operational parameters of this stand.

    TCG 03/27/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Queuing observations were conducted at the intersection of North County Road & Sunrise Avenue from 5 PM – 9 PM on a Friday and a Saturday to analyze whether the valet stand would interfere with operations at this intersection. The data and evaluation showed that the valet stand operations would not interfere with queues at the intersection and therefore would not create an adverse impact on capacity and operation of the two northbound lanes on North County Road. Curbside valet operations are a common occurrence in commercial areas in a similar developmental and historic context throughout the country and also in other locations within the Town of Palm Beach. Information related to the observations and analysis are included in the updated traffic report.

    TCG 08/02/23 Response: This item is still pending. The Town of Palm Beach Police Department and Public Works Department have not confirmed that they are amenable to

using North County Road for valet stacking even if it is after 5:00 pm (i.e. end of the parallel parking).

Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

16. ***Please provide additional narrative for the valet operations that discusses the plan for the potential of valet parking occurring for all uses especially the private club and special event for the banquet hall. Please confirm if there will be staggered times for the special event and private club to manage traffic congestion due to the arrival of attendees for these uses. Please provide details regarding where vehicles will be parked if the proposed number of parking spaces provided on-site are fully occupied. For example, will there be an overflow parking lot with leased spaces available or will on-street parking spaces be utilized.***

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Additional information regarding the valet operations have been added to the report. Included in the updated information is a noted that events in the event space would be restricted to starting no earlier than 6:30 PM. Club patron usage/arrival is expected to occur on an ongoing basis without major peaking characteristics, while the event space will typically experience a peak inbound flow of traffic prior to the event and a pea outbound flow of traffic after the event. Regarding the on-site parking supply, this supply is anticipated to accommodate the parking needs for the site. The net increase in parking provided is greater than the net increase in parking required in comparison to the current uses on site. Therefore, parking is anticipated to be contained within the parking provided.

    TCG 08/02/23 Response: This item is still pending. There needs to be consideration given to limiting the amount of private club usage or not allowing it at all to occur simultaneously during special events.

    Kimley Horn and Associates, Inc.'s 11/20/23 Response: The proposed plan of development has been updated to reflect private club only; the previously-proposed separate event space is no longer included. The analysis has been updated to reflect this change, and valet queues are anticipated to be accommodated within the site.

20. ***The valet parking queue available for the club pickup drop off area in the garage is 3 vehicles. The 95th percentile vehicle queue anticipated is 3.384 vehicles. There is no buffer or factor of safety at that location and can cause internal traffic circulation concerns. Please provide clarification on how this can be resolved with the proposed valet parking operations plan.***

    Kimley Horn and Associates, Inc.'s 11/20/23 Response: Note that all parking is required to be valet parking; therefore, no self-parking is allowed (other than residents, who have their own separate entry). Even though the 95th percentile valet queue, which is 8 vehicles, will extend beyond the pick-up/drop-off activity area by the valet stand, it can be accommodated fully within the site without impacting Sunrise Avenue. Once the facility is open for operation, if it is determined that additional staffing levels are needed, the amount of staff at the valet stand can be increased during peak hours.

Kimley»Horn

21. ***The valet parking for the special event is using North County Road for stacking. The 10 available parallel parking spaces must be free and clear for this to work. This presents challenges for the period when parallel parking is no longer allowed, and the beginning of vehicle drop off. This is something that will have to be enforced by the Town of Palm Beach Police Department or Code Enforcement staff. Please provide clarification in the proposed valet parking operations plan on how this can be coordinated between the applicant and the Town to ensure this is consistently resolved prior to special events.***

    Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

22. ***The use of the through right lane on North County Road at Sunrise Avenue for vehicle queuing and stacking for special events will cause a degradation of level of service at the signalized intersection for northbound traffic. It may be temporary, but this will occur. In addition, the anticipated 95th percentile vehicle queue of 7.073 vehicles assumes that there is an average occupancy of 2.5 people per car. This assumption might be fine but if there is many single or 2-person occupancy vehicles this will eat into the 2-vehicle buffer along North County Road (10 spaces available to queue). This will need to be studied as part of the conditioned supplemental traffic memorandum that will evaluate actual valet parking operations if this development is approved. The applicant will need to always maintain a valet operational plan updating it as the traffic operations are refined based on actual site conditions.***

    Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

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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RECEIVED
By yfigueroa at 8:53 am, Dec 27, 2023

Kimley»Horn

September 7, 2023
Revised November 20, 2023

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 and adding below-grade parking with four residential units on top on the portion of the site that currently includes surface parking. The redevelopment will result in a final program of 6,531 square feet of general retail space, 4 single family dwelling units, and a 475-member private club. The private club is proposed to operate as private facility and will not be open to the general public.

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. 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. On a typical weekday basis, the private club was assumed to generate traffic similar to that of a fine dining restaurant. Therefore, the fine dining restaurant trip generation rates were applied to this use as an approximation for the trips generated by the proposed use, based upon discussions with Palm Beach County Traffic Division staff.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. As shown in Table 1, the proposed redevelopment of the site results in 509 net new external daily trips, a decrease of 15 net new external AM peak hour trips (-16 in, +1 out), and an increase of 50 net new external PM peak hour trips (+45 in, +5 out).

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Strip Retail Plaza (<40k)	9.683 KSF	527	23	14	9	64	32	32
General Office (10k-250k)	14.745 KSF	160	22	19	3	21	4	17
Church/Synagogue	2.205 KSF	17	1	1	0	1	0	1
	Subtotal	*704*	*46*	*34*	*12*	*86*	*36*	*50*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	332	14	9	5	40	20	20
General Office (10k-250k)	10.0%	16	2	2	0	2	0	2
Church/Synagogue	5.0%	1	0	0	0	0	0	0
	Subtotal	*349*	*16*	*11*	*5*	*42*	*20*	*22*
Driveway Volumes		704	46	34	12	86	36	50
Net New External Trips		355	30	23	7	44	16	28
Proposed Scenario								
Strip Retail Plaza (<40k)	6.531 KSF	356	15	9	6	43	22	21
Single Family Detached	4 DU	40	3	1	2	4	3	1
Fine Dining Restaurant*	475 Seats	1,235	10	5	5	133	89	44
	Subtotal	*1,631*	*28*	*15*	*13*	*180*	*114*	*66*
Pass-By Capture								
Strip Retail Plaza (<40k)	63.0%	224	9	6	3	27	14	13
Single Family Detached	0.0%	0	0	0	0	0	0	0
Fine Dining Restaurant*	44.0%	543	4	2	2	59	39	20
	Subtotal	*767*	*13*	*8*	*5*	*86*	*53*	*33*
Driveway Volumes		1,631	28	15	13	180	114	66
Net New External Trips		864	15	7	8	94	61	33
Proposed Net External Trips-Existing Net New External Trips		509	-15	-16	1	50	45	5
Radius of Development Influence:		0.5 miles						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Strip Retail Plaza (<40k)	54.45 trips/1,000 sf	2.36 trips/1,000 sf (60% in, 40% out)	6.59 trips/1,000 sf (50% in, 50% out)	63.0%
General Office (10k-250k)	10.84 trips/1,000 sf	1.52 trips/1,000 sf (88% in, 12% out)	1.44 trips/1,000 sf (17% in, 83% out)	10.0%
Church/Synagogue	7.6 trips/1,000 sf	0.33 trips/1,000 sf (62% in, 38% out)	0.49 trips/1,000 sf (47% in, 53% out)	5.0%
Single Family Detached	10 trips/DU	0.7 trips/DU (26% in, 74% out)	0.94 trips/DU (63% in, 37% out)	0.0%
Fine Dining Restaurant *	2.6 trips/seat	0.02 trips/seat (50% in, 50% out)	.28 trips/seat (67% in, 33% out)	44.0%

**Trip generation rates based on seats per ITE Land Use 931.*



NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 1
Paramount Palm Beach
KH #241020000
Site Location

SIGNIFICANCE ANALYSIS

Based on the 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.

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	1,680	30%	i	-5	0	-0.30%	No	0.00%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	-2	0	-0.25%	No	0.00%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	-3	0	-0.16%	No	0.00%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	-8	1	-0.43%	No	0.05%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	NB: 53% in + 45% out; SB: 0%	i + o	-8	0	-0.43%	No	0.00%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	0	-5	0.00%	No	-0.27%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-1	0	-0.12%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	-1	0.00%	No	-0.12%	No

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	1,680	30%	i	14	2	0.83%	No	0.12%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	5%	i	2	0	0.25%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	5%	i	2	0	0.25%	No	0.00%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	5	1	0.62%	No	0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	9	1	0.48%	No	0.05%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	50%	i	23	3	1.24%	Yes	0.16%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	NB: 53% in + 45% out; SB: 0%	i + o	26	0	1.40%	Yes	0.00%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	2	14	0.11%	No	0.75%	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	810	5%	i	2	0	0.25%	No	0.00%	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

As shown in the tables above, only one direction of travel on two roadway blocks are expected to be significantly impacted by the addition of project traffic, and only during the PM peak hour:

- N County Road (northbound direction): between Royal Poinciana Way and Sunset Avenue, and between Sunset Avenue and Sunrise Avenue.

Therefore, a link capacity analysis is required. Table 4 summarizes the capacity analysis for the significantly impacted segments. As summarized in this table, these two road segments are expected to be under capacity with the addition of project traffic, and therefore no mitigation measures are required.

Table 4: PM Peak Hour Capacity Analysis

Roadway	From	To	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. ??
			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					
County Road	Royal Poinciana Way	Sunset Avenue	4L	Class I	1,860	NB/EB	Yes	2022	452	5	23	28	0.00%	1.00%	23	28	23	503	Yes	-
			4L	Class I	1,860	SB/WB	No	-	-	-	-	-	-	-	-	-	-	-	-	-
County Road	Sunset Avenue	Sunrise Avenue	4L	Class I	1,860	NB/EB	Yes	2022	452	5	23	28	0.00%	1.00%	23	28	26	506	Yes	-
			4L	Class I	1,860	SB/WB	No	-	-	-	-	-	-	-	-	-	-	-	-	-

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

The three study intersections were analyzed for the following three scenarios: Existing Year (2022), Background Year (2027), and Future Total (2027).

Additionally, the site is proposed to have access on Sunrise Avenue and Sunset Avenue. Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project.

Existing count data was collected on Tuesday, November 29, 2022 during the AM and PM peak hours to determine a baseline for traffic operations within the vicinity of the site. The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied. Existing count data is included in the Appendix, for reference.

Existing traffic count data was grown of a five-year period using a compounding annual growth rate of 1% to develop Background Year (2027) traffic volumes. Furthermore, project traffic data was added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not taken for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

EXISTING YEAR (2022) 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 intersections currently operate at LOS D or better during the AM and PM peak hours.

Table 5: Existing Year (2022) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	30.8	C	29.0	C
			WB	19.7	B	17.7	B
			NB	14.0	B	13.3	B
			SB	8.2	A	18.8	B
			Overall	14.5	B	18.1	B
2	Sunset Avenue & County Road	Signalized	EB	33.4	C	30.7	C
			WB	33.1	C	30.6	C
			NB	3.0	A	3.5	A
			SB	2.2	A	3.7	A
			Overall	5.1	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	27.4	C	32.1	C
			WB	36.6	D	36.6	D
			NB	10.0	B	12.8	B
			SB	20.5	C	26.8	C
			Overall	18.8	B	24.5	C

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 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		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	30.9	C	29.2	C
			WB	19.5	B	17.7	B
			NB	15.3	B	14.9	B
			SB	8.5	A	20.5	C
			Overall	15.4	B	19.4	B
2	Sunset Avenue & County Road	Signalized	EB	31.9	C	30.4	C
			WB	31.6	C	30.4	C
			NB	4.0	A	3.6	A
			SB	2.9	A	3.8	A
			Overall	5.9	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	28.2	C	33.2	C
			WB	37.6	D	38.1	D
			NB	10.2	B	13.2	B
			SB	20.5	C	27.2	C
			Overall	19.1	B	25.1	C

FUTURE YEAR (2027) ANALYSIS

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

Table 7 summarizes the results of the future 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 intersections are expected operate at LOS D or better during the AM and PM peak hours.

Table 7: Future Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	41.7	D	37.8	D
			WB	27.6	C	24.3	C
			NB	12.3	B	11.9	B
			SB	7.4	A	16.2	B
			Overall	14.6	B	17.6	B
2	Sunset Avenue & County Road	Signalized	EB	32.0	C	32.0	C
			WB	32.1	C	33.5	C
			NB	4.0	A	3.7	A
			SB	2.9	A	3.8	A
			Overall	6.3	A	8.0	A
3	Royal Poinciana Way & County Road	Signalized	EB	40.8	D	40.7	D
			WB	49.8	D	45.7	D
			NB	23.9	C	36.6	D
			SB	37.3	D	38.3	D
			Overall	33.1	C	38.8	D
4	Sunrise Avenue & North Driveway	Free-Flow (Inbound Only)	EB	0.0	-	0.0	-
			WB	0.1	-	0.6	-
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
5	Sunset Avenue & South Driveway	Minor Street Stop-Control	EB	1.2	-	3.5	-
			WB	0.0	-	0.0	-
			NB	-	-	-	-
			SB	8.5	A	9.0	A
			Overall	-	-	-	-

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 outbound driveway on Sunset Avenue and one right-in/left-in-only driveway on Sunrise Avenue. The residential users are also proposed to have a separate inbound driveway access on Sunset Avenue; however, this will carry minimal traffic volumes and also would be ingress-only; therefore, no LOS analysis was performed at this driveway. Figure 2 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 Sunset Avenue driveway would not exceed 1 vehicle during the AM or PM peak hours; Therefore, this will not impede on traffic flow on the surrounding road network.



NORTH

LEGEND

Site Location

XX (XX) AM (PM) Peak Hour Trips

Inbound / Outbound

FIGURE 2
Paramount Palm Beach
KH #241020000
Driveway Volumes

Kimley»Horn

INTERSECTION QUEUE ANALYSIS

A detailed analysis of the signalized intersections surrounding the site 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 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

#	Intersection	Control Type	Movement	Storage (ft)	AM Peak Hour 95th %ile Queue (ft)	PM Peak Hour 95th %ile Queue (ft)
1	Sunrise Avenue & County Road	Signalized	SBL	170	15	36
			WBL	140	44	56
2	Sunset Avenue & County Road	Signalized	EBTL	80	44	42
3	Royal Poinciana Way & County Road	Signalized	EBL	430	185	127
			EBR	230	56	55

ALTERNATIVE MODE ACCESS

N 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 and portions of covered arcade are proposed to be 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 N 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.

VALET OPERATIONAL ANALYSIS

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

Private Club Valet Operations + Commercial Use Patrons

The valet stand for the private club and visitors/patrons of the commercial space on site is located in the motor court area that is one level below grade. Vehicular access and circulation is illustrated in Figure 3 and is described below. The valet will be in continuous operation during the hours in which the commercial space and club are in operation.

Patron arrival: Patron vehicles will arrive via the Sunrise Avenue driveway on the north side of the site and then proceed along the east side of the property to reach the motor court below grade. At the valet stand

on the motor court level, the patron will exit the vehicle and the valet operator will proceed down the ramp to a lower parking level to park the vehicle. (see route outlined in red in Figure 3).

Patron departure: The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the motor court level up the ramp on the east side of the property to exit onto Sunset Avenue (see route outlined in blue in Figure 3).

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 (177 vph, inbound: 111 vph, outbound: 66 vph)*

Percent valet: *100%*

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

Number of valet attendants available: *3 attendants*

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

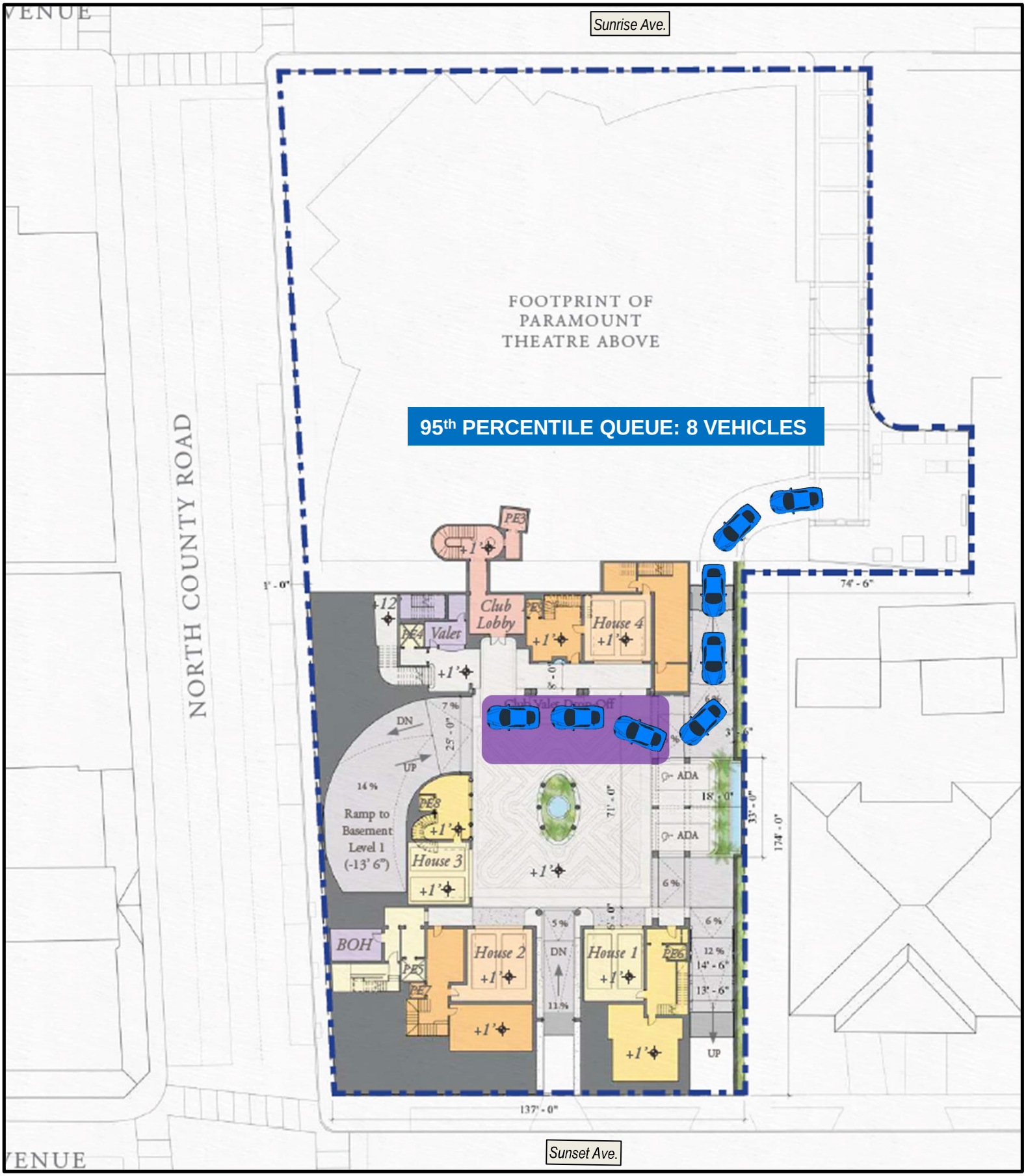
Inbound: 5.267 vehicles

Outbound: 2.013 vehicles

Total: 7.280 vehicles

Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be eight vehicles or fewer. The area adjacent to the valet stand can accommodate the three vehicles being serviced at a time. The additional five vehicles in the queue would be staged on the internal one-way circulation drive approaching the valet stand. Note that all club and commercial patrons would be required to use valet parking (no self-parking allowed). Therefore, the 95th percentile queue for the private club valet operations plus commercial use will likely extend beyond the valet stand and up the garage ramp. The queue will not exceed the ramp storage and therefore will not impact vehicles traveling along Sunrise Avenue. It should also be noted that the garage parking located below is valet only, meaning that there will not be passenger vehicles that need to navigate around the queue to the parking area, because self-parking is not provided/allowed. As noted on Figure 3, the approximate distance from the valet stand to Sunrise Avenue is 300 feet, which is approximately 12 passenger vehicle lengths. This length will therefore accommodate the 95th percentile queue.

Parking is provided in the garage levels below grade, as shown in Figure 4.



LEGEND

Vehicle Queue

Valet Service Zone

NORTH

FIGURE 3
Paramount – Palm Beach
KH #241020000
Valet Parking Operations

Kimley»Horn

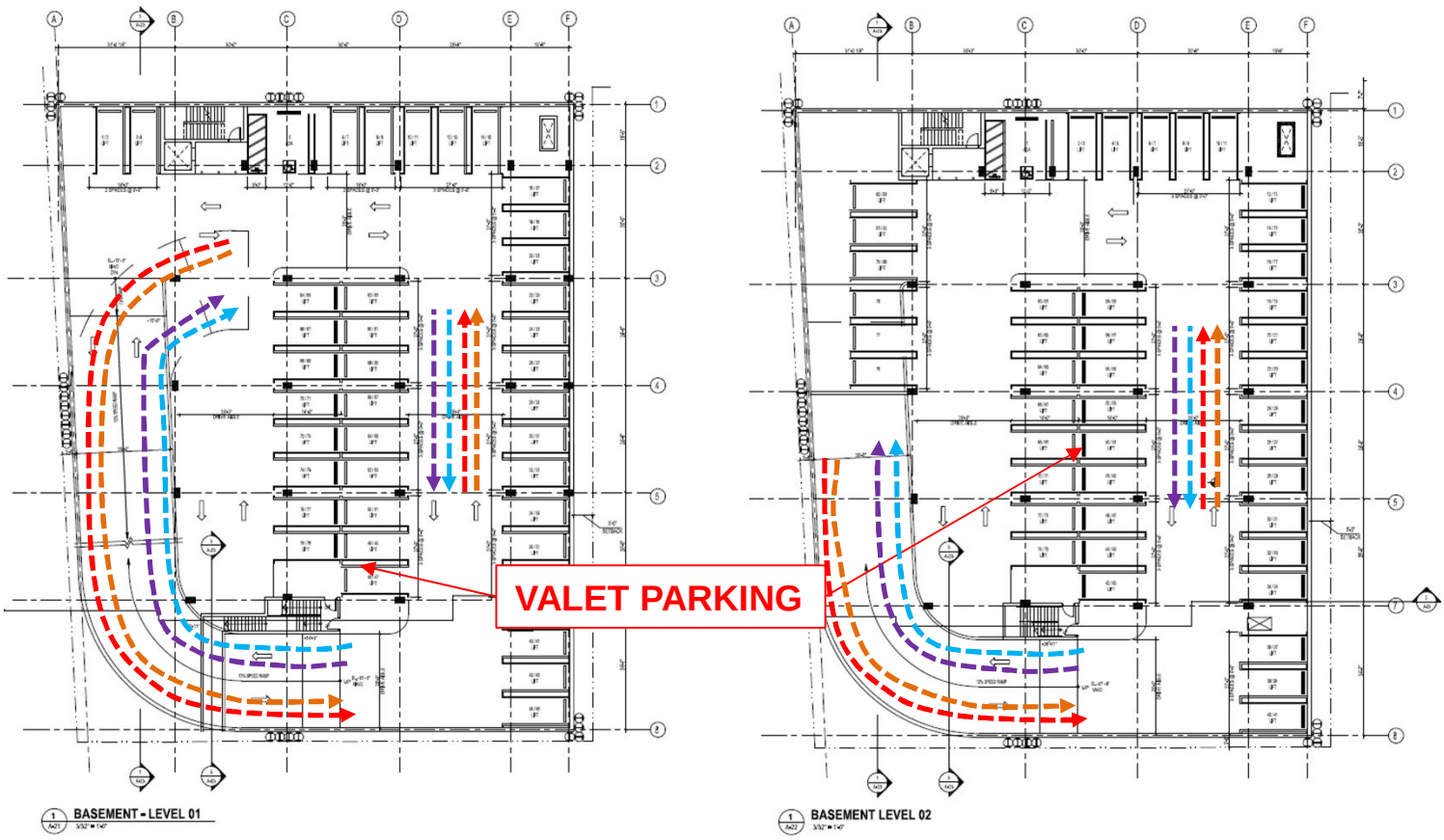


Image source: RAMSA / Stantec

NORTH

LEGEND

Valet Route to Parking

Valet Route from Parking

Valet Route to Parking

Valet Route from Parking

FIGURE 4
Paramount Palm Beach
KH #241020000
Valet Parking

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 6,531 square feet of general retail space, 4 single family dwelling units, and a 475-member private club.

As shown 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.

In addition, a valet operations evaluation was conducted for the club space. The queuing area provided is anticipated to accommodate the demand for the club and retail components of the site.

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

CHRISTOPHER W. HEGGEN LICENSE No. 58636 STATE OF FLORIDA PROFESSIONAL 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.

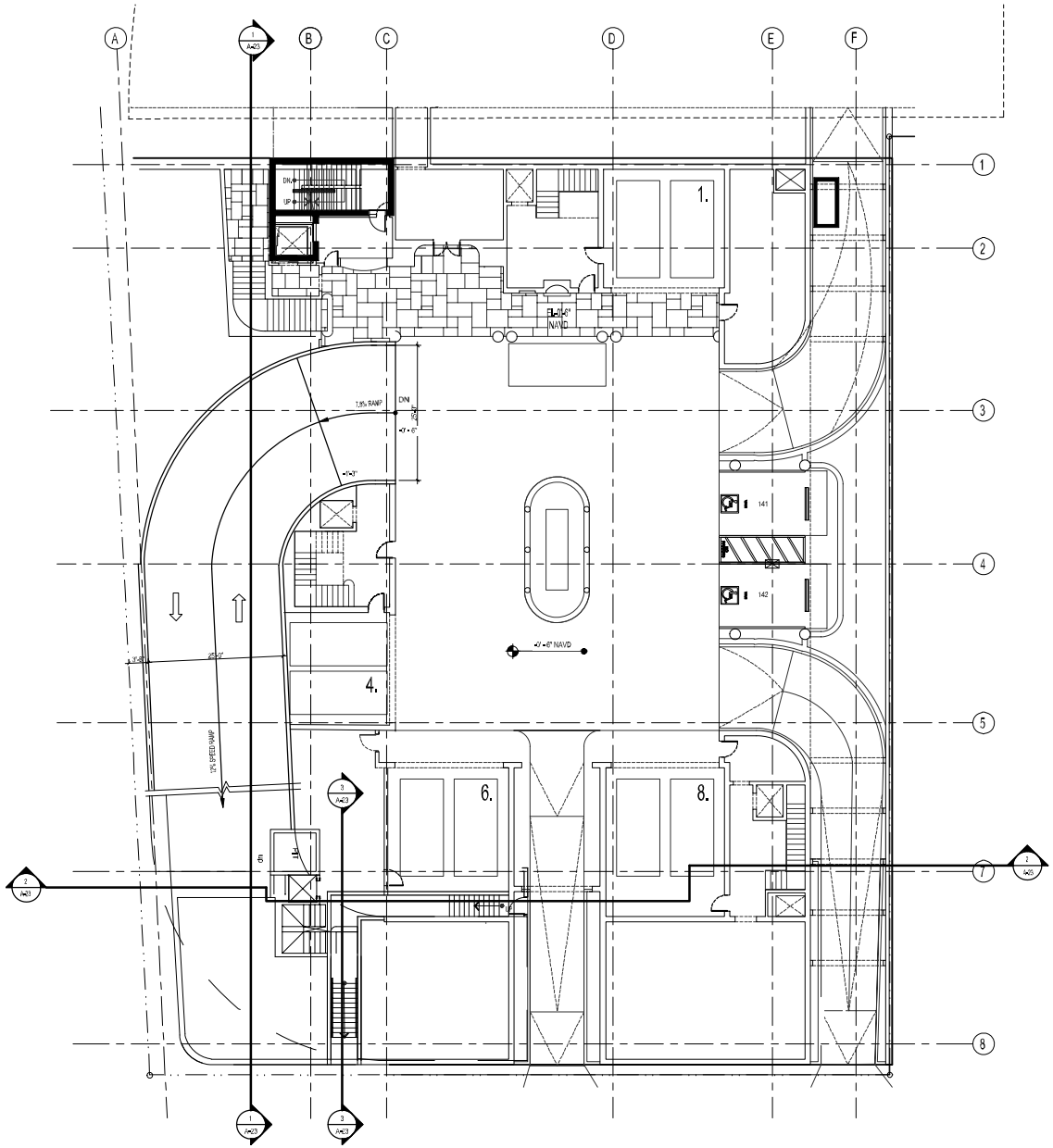
Christopher W Heggen
2023.11.20 17:29:36 -05'00'

Registry No. 35106

Attachments

k:\wpb_tpto\2410\241020000 - paramount palm beach\tps\2023-11-20 paramount palm beach traffic.docx

APPENDIX



1 A-20 **MOTOR COURT**
3/32" = 1'-0"

PARKING CALCULATION (WITH LIFTS)		
PARKING LEVEL	PARKING SPACES	TYPE
MOTOR COURT	2	ADA VAN PARKING
	2	
BASEMENT LEVEL 1	1	ADA PARKING
BASEMENT LEVEL 1	79	LIFT PARKING SPACES
BASEMENT LEVEL 1	0	REGULAR PARKING SPACE
	80	
BASEMENT LEVEL 2	1	ADA PARKING
BASEMENT LEVEL 2	79	LIFT PARKING SPACES
BASEMENT LEVEL 2	3	REGULAR PARKING SPACE
	83	
TOTAL PARKING SPACES	165	

PARAMOUNT PARKING STUDY
139 N COUNTY RD, PALM BEACH, FL 33480

Stantec
One Biscayne Tower Ste 70
2 South Biscayne Boulevard, Miami FL 33131
T: 305 482 8700
www.stantec.com

11/02/23

MOTORCOURT LEVEL 00 FLOOR PLAN

A-20

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

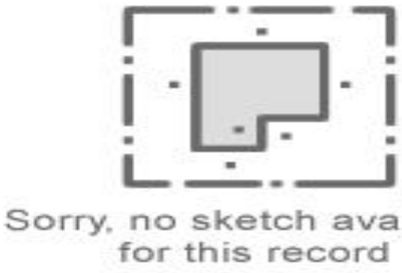
2023 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 1)



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



Owner: WEG PARAMOUNT LLC PCN: 50434315090000140 1 of 1

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

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)

Gr	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)

Gr	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)

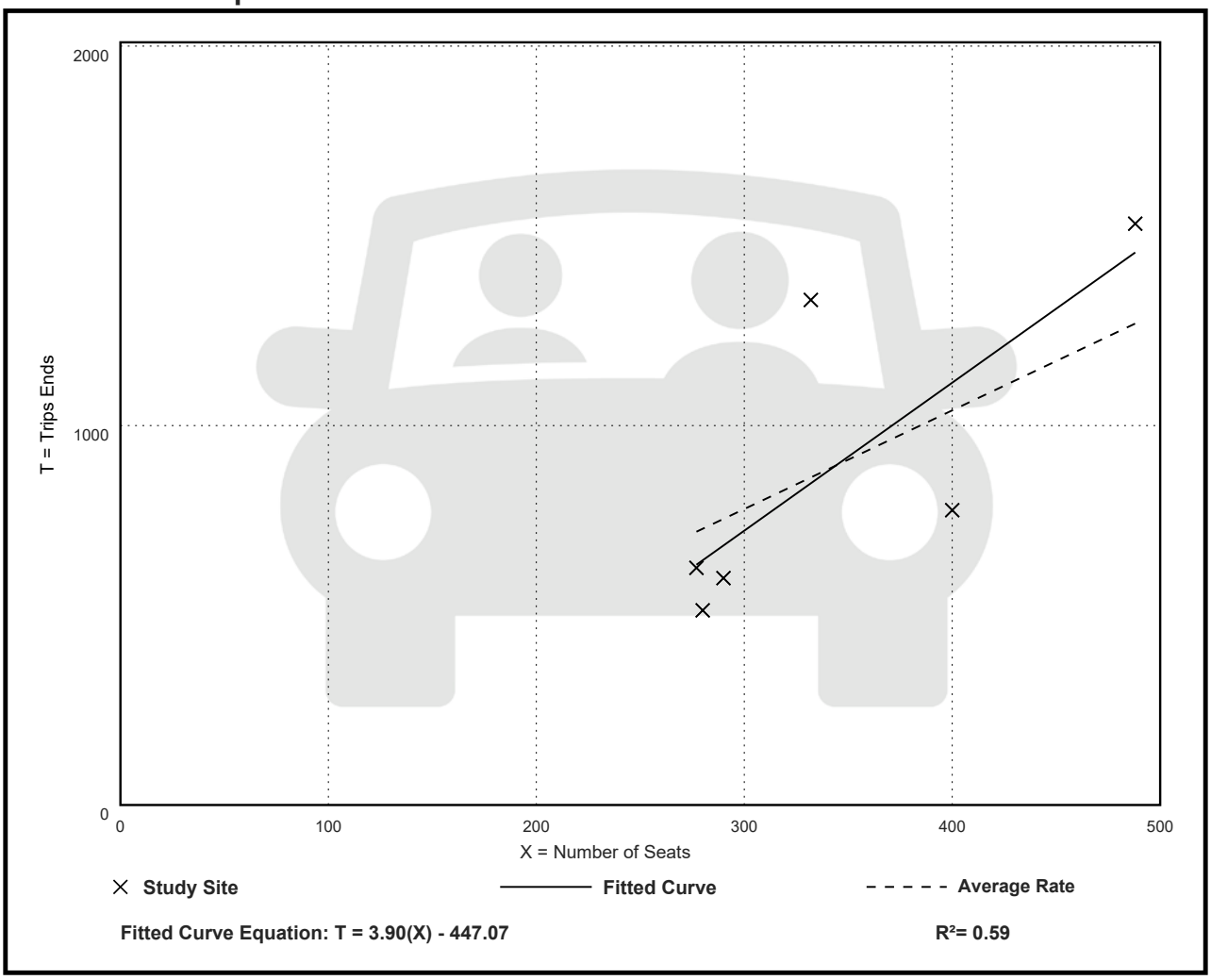
Vehicle Trip Ends vs: Seats
On a: Weekday

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

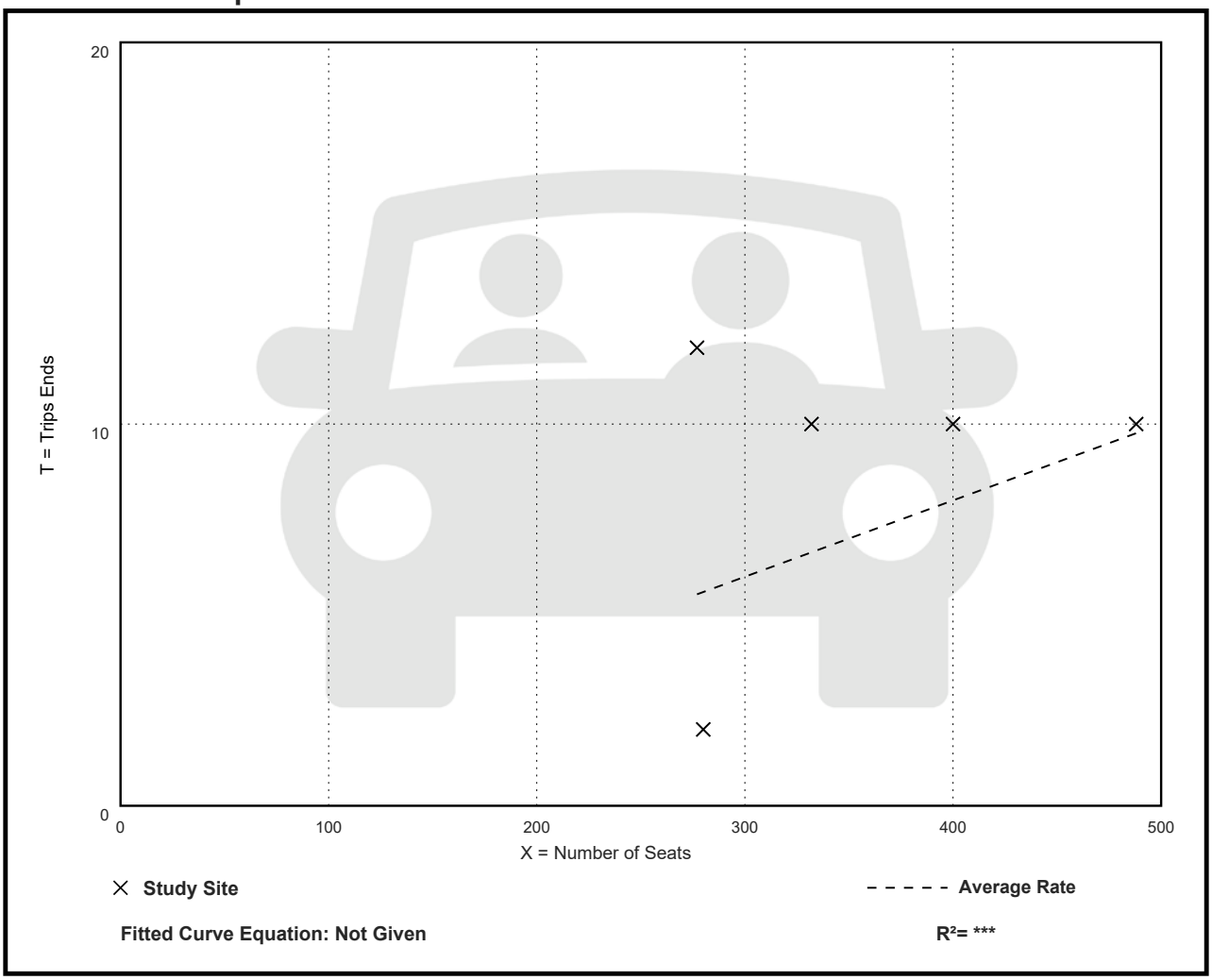
Fine Dining Restaurant
(931)

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



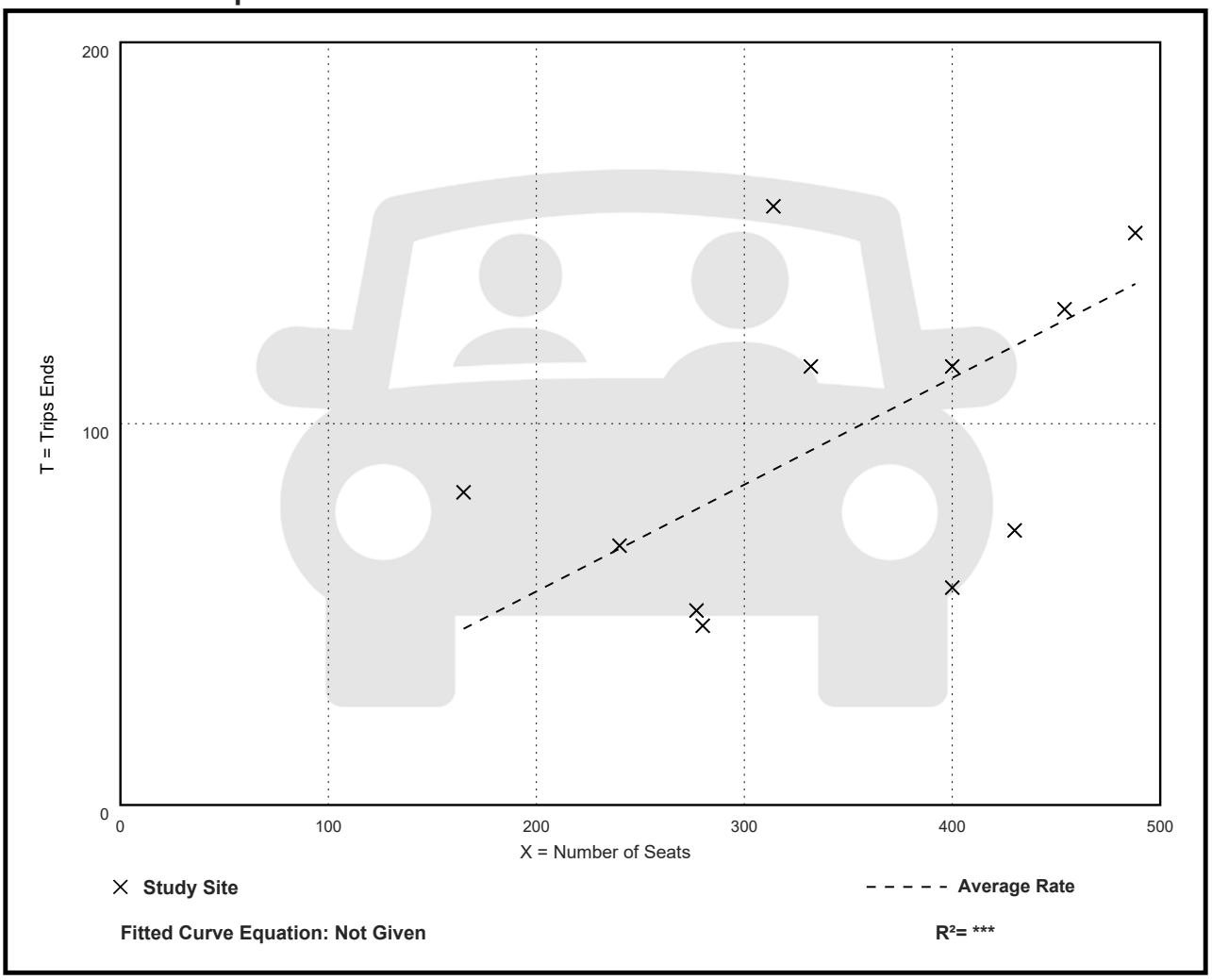
Fine Dining Restaurant
(931)

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



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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	4	6	0	1	3	1	0	5	7	12	0	8	6	6	59
06:15 AM	0	0	8	8	0	2	10	0	0	3	8	18	0	11	9	3	80
06:30 AM	0	1	7	8	0	0	3	0	0	6	31	17	0	11	10	17	111
06:45 AM	0	1	6	8	0	1	7	2	0	13	44	21	1	17	16	17	154
Total	0	2	25	30	0	4	23	3	0	27	90	68	1	47	41	43	404
07:00 AM	0	0	24	20	0	2	5	2	0	20	41	27	0	19	10	12	182
07:15 AM	0	0	36	11	0	1	4	0	0	14	59	17	1	25	7	23	198
07:30 AM	0	0	40	27	0	3	4	3	0	13	64	24	3	48	20	31	280
07:45 AM	0	0	51	28	0	1	6	1	0	19	134	21	4	68	10	39	382
Total	0	0	151	86	0	7	19	6	0	66	298	89	8	160	47	105	1042
08:00 AM	0	0	39	28	0	3	6	3	0	23	129	16	2	79	16	57	401
08:15 AM	0	0	44	25	0	1	12	2	0	20	123	12	3	51	10	55	358
08:30 AM	0	0	52	28	0	0	12	2	0	39	131	5	4	78	13	38	402
08:45 AM	0	0	52	39	0	0	6	2	0	16	141	11	2	60	13	21	363
Total	0	0	187	120	0	4	36	9	0	98	524	44	11	268	52	171	1524
09:00 AM	0	0	48	46	0	2	10	1	0	20	112	10	4	115	14	42	424
09:15 AM	0	0	63	50	0	6	7	2	0	19	113	10	2	49	10	27	358
09:30 AM	0	0	60	40	0	3	9	4	0	24	111	11	6	69	16	36	389
09:45 AM	0	0	80	57	0	0	10	4	0	29	107	10	5	47	15	35	399
Total	0	0	251	193	0	11	36	11	0	92	443	41	17	280	55	140	1570
10:00 AM	0	0	46	53	0	2	10	10	0	26	97	9	4	64	14	30	365
10:15 AM	0	0	77	51	0	1	6	4	0	20	102	9	7	36	21	28	362
10:30 AM	0	0	67	53	0	2	6	2	0	30	62	7	5	42	13	32	321
10:45 AM	0	0	75	55	0	4	8	2	0	26	119	9	6	38	12	27	381
Total	0	0	265	212	0	9	30	18	0	102	380	34	22	180	60	117	1429
11:00 AM	0	0	82	56	0	4	9	2	0	25	93	5	6	38	12	32	364
11:15 AM	0	1	74	43	0	5	7	7	0	24	105	14	3	48	14	38	383
11:30 AM	0	0	89	63	0	4	11	3	0	38	119	9	2	36	10	48	432
11:45 AM	0	0	102	68	0	5	9	1	0	42	124	7	4	43	15	44	464
Total	0	1	347	230	0	18	36	13	0	129	441	35	15	165	51	162	1643
12:00 PM	0	0	82	67	0	5	17	3	0	27	106	8	2	38	7	40	402
12:15 PM	0	0	90	72	0	4	10	3	0	33	102	9	1	44	11	35	414
12:30 PM	0	0	85	63	0	4	14	5	0	28	78	8	4	32	19	45	385
12:45 PM	0	0	93	64	0	2	10	2	0	35	103	6	5	43	11	29	403
Total	0	0	350	266	0	15	51	13	0	123	389	31	12	157	48	149	1604
01:00 PM	0	0	101	75	0	4	9	4	0	38	107	4	3	42	15	34	436
01:15 PM	0	1	97	67	0	2	11	3	0	31	109	2	7	39	7	41	417
01:30 PM	0	1	77	63	0	9	12	2	0	38	78	4	3	36	11	33	367
01:45 PM	0	0	91	66	0	2	12	6	0	39	107	13	5	47	16	31	435
Total	0	2	366	271	0	17	44	15	0	146	401	23	18	164	49	139	1655
02:00 PM	0	0	101	62	0	5	14	1	0	43	92	7	2	42	15	33	417
02:15 PM	0	0	88	71	0	4	20	2	0	46	94	13	2	34	14	41	429
02:30 PM	0	1	105	78	0	6	13	6	0	37	67	11	3	42	15	46	430
02:45 PM	0	0	114	82	0	10	11	4	0	31	86	12	5	23	13	32	423
Total	0	1	408	293	0	25	58	13	0	157	339	43	12	141	57	152	1699

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	1	112	89	0	12	29	6	0	37	65	9	2	43	14	39	458
03:15 PM	0	0	86	76	0	10	22	3	0	34	101	8	5	40	5	32	422
03:30 PM	0	0	123	96	0	8	34	1	0	51	66	11	2	44	9	35	480
03:45 PM	0	0	119	91	0	7	15	3	0	37	82	8	6	27	9	25	429
Total	0	1	440	352	0	37	100	13	0	159	314	36	15	154	37	131	1789
04:00 PM	0	0	117	119	0	7	17	8	0	56	82	8	4	26	14	29	487
04:15 PM	0	0	118	76	0	15	13	5	0	42	85	4	1	21	3	33	416
04:30 PM	0	0	121	111	0	14	31	3	0	44	49	4	3	39	17	39	475
04:45 PM	0	0	88	71	0	9	15	5	0	38	90	11	5	26	10	40	408
Total	0	0	444	377	0	45	76	21	0	180	306	27	13	112	44	141	1786
05:00 PM	0	0	72	86	0	26	30	6	0	39	77	14	2	28	10	38	428
05:15 PM	0	0	70	43	0	8	16	2	0	37	59	4	5	25	8	40	317
05:30 PM	0	0	65	45	0	6	14	3	0	34	50	4	3	29	9	38	300
05:45 PM	0	0	68	48	0	3	11	2	0	43	39	3	2	25	12	52	308
Total	0	0	275	222	0	43	71	13	0	153	225	25	12	107	39	168	1353
06:00 PM	0	0	67	37	0	8	17	2	0	29	47	4	3	28	11	48	301
06:15 PM	0	0	45	30	0	5	8	2	0	25	40	3	2	25	8	33	226
06:30 PM	0	0	39	29	0	9	13	2	0	36	57	3	4	17	5	12	226
06:45 PM	0	0	45	28	0	3	16	1	0	41	46	3	1	13	2	11	210
Total	0	0	196	124	0	25	54	7	0	131	190	13	10	83	26	104	963
Grand Total	0	7	3705	2776	0	260	634	155	0	1563	4340	509	166	2018	606	1722	18461
Apprch %	0	0.1	57.1	42.8	0	24.8	60.4	14.8	0	24.4	67.7	7.9	3.7	44.7	13.4	38.2	
Total %	0	0	20.1	15	0	1.4	3.4	0.8	0	8.5	23.5	2.8	0.9	10.9	3.3	9.3	
LIGHT VEHICLES	0	6	3524	2617	0	249	563	144	0	1527	4107	484	164	1924	547	1682	17538
% LIGHT VEHICLES	0	85.7	95.1	94.3	0	95.8	88.8	92.9	0	97.7	94.6	95.1	98.8	95.3	90.3	97.7	95
HEAVY VEHICLES	0	1	181	159	0	11	71	11	0	36	233	25	2	94	59	40	923
% HEAVY VEHICLES	0	14.3	4.9	5.7	0	4.2	11.2	7.1	0	2.3	5.4	4.9	1.2	4.7	9.7	2.3	5

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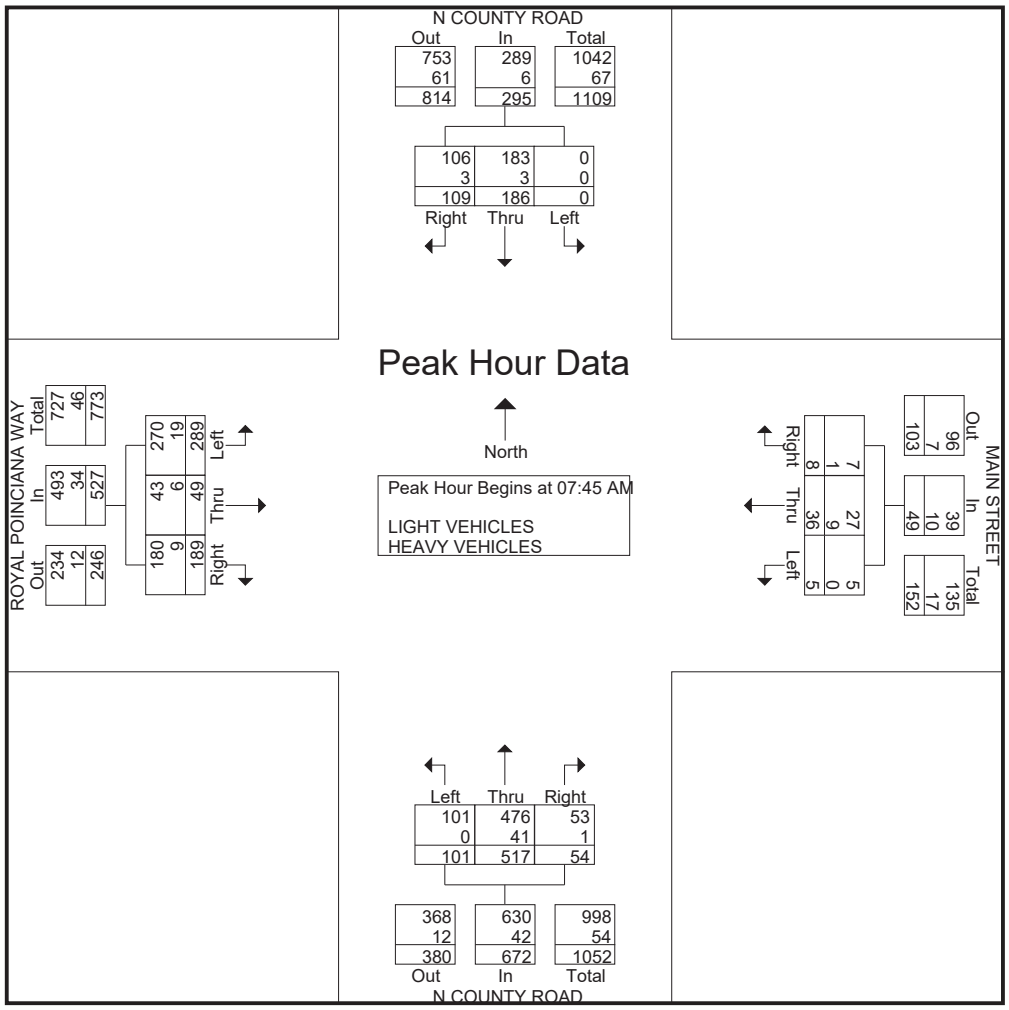
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 3

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	51	**28**	79	0	1	6	1	8	0	19	**134**	**21**	174	**4**	68	10	39	121	382
08:00 AM	0	0	39	28	67	0	**3**	6	**3**	12	0	23	129	16	168	2	**79**	**16**	**57**	**154**	401
08:15 AM	0	0	44	25	69	0	1	**12**	2	**15**	0	20	123	12	155	3	51	10	55	119	358
08:30 AM	0	0	**52**	28	**80**	0	0	12	2	14	0	**39**	131	5	**175**	4	78	13	38	133	**402**
Total Volume	0	0	186	109	295	0	5	36	8	49	0	101	517	54	672	13	276	49	189	527	1543
% App. Total	0	0	63.1	36.9		0	10.2	73.5	16.3		0	15	76.9	8		2.5	52.4	9.3	35.9		
PHF	.000	.000	.894	.973	.922	.000	.417	.750	.667	.817	.000	.647	.965	.643	.960	.813	.873	.766	.829	.856	.960
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	98.4	97.2	98.0	0	100	75.0	87.5	79.6	0	100	92.1	98.1	93.8	100	93.1	87.8	95.2	93.5	94.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.6	2.8	2.0	0	0	25.0	12.5	20.4	0	0	7.9	1.9	6.3	0	6.9	12.2	4.8	6.5	6.0



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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
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SIGNALIZED

File Name : royal poinciana & county
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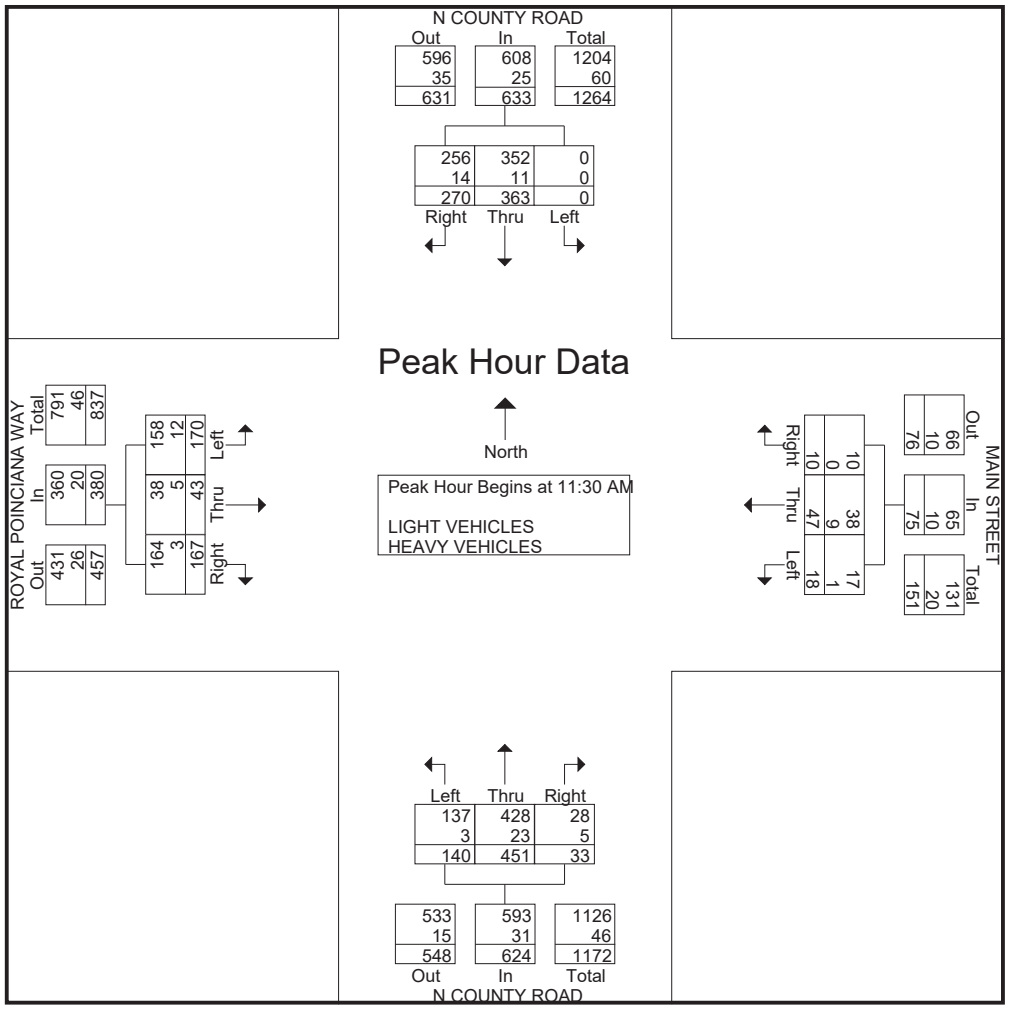
Start Date : 11/29/2022
Page No : 4

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	89	63	152	0	4	11	**3**	18	0	38	119	**9**	166	2	36	10	**48**	96	432
11:45 AM	0	0	**102**	68	**170**	0	**5**	9	1	15	0	**42**	**124**	7	**173**	**4**	43	**15**	44	**106**	**464**
12:00 PM	0	0	82	67	149	0	5	**17**	3	**25**	0	27	106	8	141	2	38	7	40	87	402
12:15 PM	0	0	90	**72**	162	0	4	10	3	17	0	33	102	9	144	1	**44**	11	35	91	414
Total Volume	0	0	363	270	633	0	18	47	10	75	0	140	451	33	624	9	161	43	167	380	1712
% App. Total	0	0	57.3	42.7		0	24	62.7	13.3		0	22.4	72.3	5.3		2.4	42.4	11.3	43.9		
PHF	.000	.000	.890	.938	.931	.000	.900	.691	.833	.750	.000	.833	.909	.917	.902	.563	.915	.717	.870	.896	.922
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	97.0	94.8	96.1	0	94.4	80.9	100	86.7	0	97.9	94.9	84.8	95.0	100	92.5	88.4	98.2	94.7	95.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	3.0	5.2	3.9	0	5.6	19.1	0	13.3	0	2.1	5.1	15.2	5.0	0	7.5	11.6	1.8	5.3	5.0



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ROYAL POINCIANA WAY & N COUNTY ROAD
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File Name : royal poinciana & county
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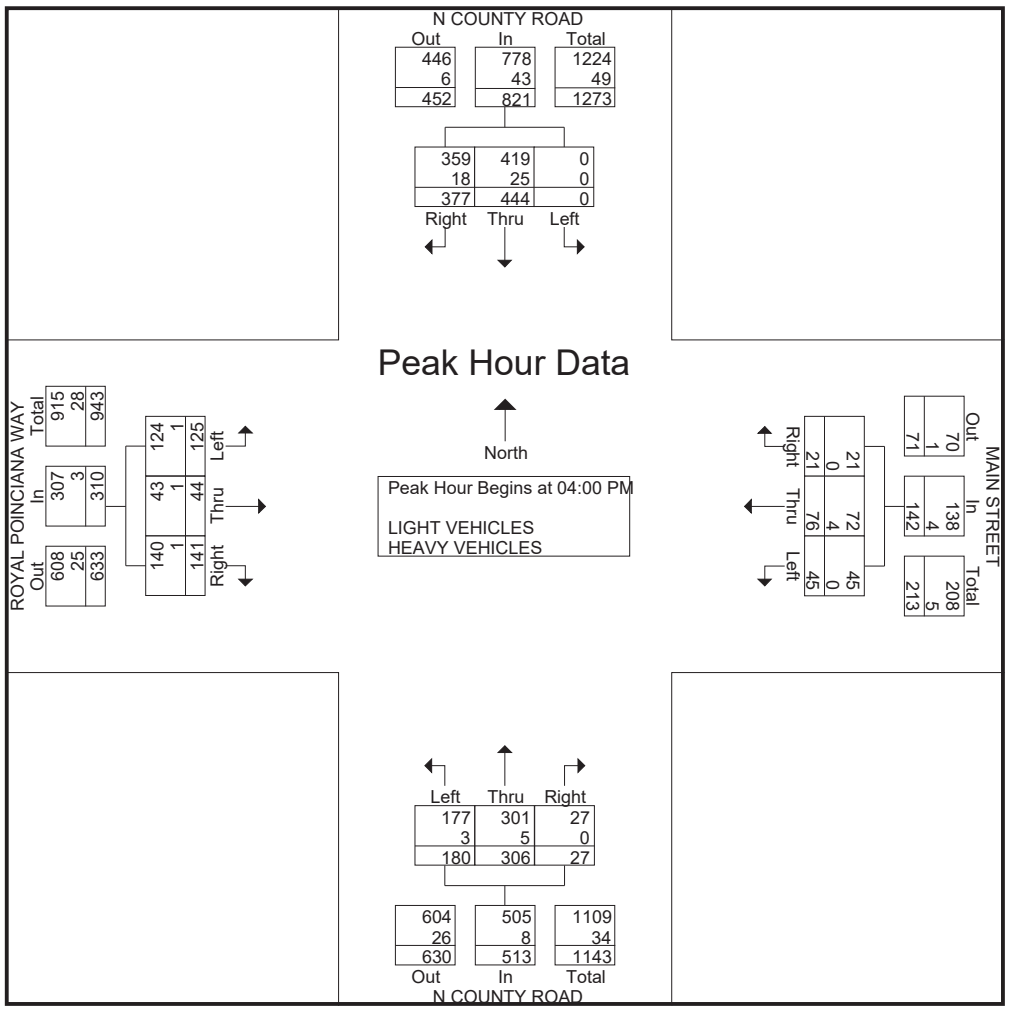
Page No : 5

	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	117	**119**	**236**	0	7	17	**8**	32	0	**56**	82	8	**146**	4	26	14	29	73	**487**
04:15 PM	0	0	118	76	194	0	**15**	13	5	33	0	42	85	4	131	1	21	3	33	58	416
04:30 PM	0	0	**121**	111	232	0	14	**31**	3	**48**	0	44	49	4	97	3	**39**	**17**	39	**98**	475
04:45 PM	0	0	88	71	159	0	9	15	5	29	0	38	**90**	**11**	139	**5**	26	10	**40**	81	408
Total Volume	0	0	444	377	821	0	45	76	21	142	0	180	306	27	513	13	112	44	141	310	1786
% App. Total	0	0	54.1	45.9		0	31.7	53.5	14.8		0	35.1	59.6	5.3		4.2	36.1	14.2	45.5		
PHF	.000	.000	.917	.792	.870	.000	.750	.613	.656	.740	.000	.804	.850	.614	.878	.650	.718	.647	.881	.791	.917
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	94.4	95.2	94.8	0	100	94.7	100	97.2	0	98.3	98.4	100	98.4	100	99.1	97.7	99.3	99.0	96.8
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	5.6	4.8	5.2	0	0	5.3	0	2.8	0	1.7	1.6	0	1.6	0	0.9	2.3	0.7	1.0	3.2



Traffic Survey Specialists, Inc.
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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
Total	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5	10
07:00 AM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	6
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	1	0	0	0	0	0	0	0	25	0	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	0	0	0	0	0	0	31	0	0	0	0	0	35
08:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	3
08:15 AM	0	0	1	1	0	0	0	0	0	0	5	0	0	0	1	4	12
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	3	0	0	0	0	0	0	2	0	0	0	1	1	8
Total	0	0	3	4	0	0	0	0	0	0	8	0	0	0	2	6	23
09:00 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:15 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:30 AM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4
09:45 AM	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	5
Total	0	0	11	0	0	0	0	0	0	2	6	0	0	0	0	0	19
10:00 AM	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	8
10:15 AM	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	6
10:30 AM	0	0	2	1	0	0	0	0	0	0	8	0	0	0	0	0	11
10:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Total	0	0	9	3	0	0	0	0	0	0	17	0	0	0	0	0	29
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3
11:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	3
Total	0	0	2	0	0	0	1	0	0	0	1	0	0	1	0	4	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	3
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	2	0	0	2	2	0	1	0	0	7
Total	0	0	0	1	0	0	1	2	0	0	3	2	0	1	0	1	11
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	4	0	0	0	0	1	7
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	5
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	1	8
04:00 PM	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	1	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	0	0	0	0	1	6	0	0	0	0	1	14
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	3
05:15 PM	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	6
05:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	0	0	0	0	0	5	0	0	0	0	1	12
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Grand Total	0	0	52	9	0	0	3	3	0	3	88	2	0	2	2	20	184
Apprch %	0	0	85.2	14.8	0	0	50	50	0	3.2	94.6	2.2	0	8.3	8.3	83.3	
Total %	0	0	28.3	4.9	0	0	1.6	1.6	0	1.6	47.8	1.1	0	1.1	1.1	10.9	

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	6
06:15 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5
Total	2	0	0	0	7	0	0	0	2	0	0	0	5	0	0	0	16
07:00 AM	3	0	0	0	8	0	0	0	2	0	0	0	2	0	0	0	15
07:15 AM	2	0	0	0	5	0	0	0	0	0	0	0	6	0	1	0	14
07:30 AM	1	0	1	0	3	0	0	0	1	0	0	0	3	0	1	0	10
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	7	0	3	0	12
Total	6	0	1	0	18	0	0	0	3	0	0	0	18	0	5	0	51
08:00 AM	0	0	0	0	1	0	2	0	1	0	2	0	1	0	1	0	8
08:15 AM	0	0	0	0	6	0	0	0	1	0	0	0	1	0	1	0	9
08:30 AM	2	0	0	0	2	0	1	0	3	0	0	0	1	0	1	0	10
08:45 AM	5	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	14
Total	7	0	0	0	13	0	3	0	10	0	2	0	3	0	3	0	41
09:00 AM	0	0	0	0	7	0	0	0	11	0	0	0	4	0	0	0	22
09:15 AM	1	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	7
09:30 AM	4	0	0	0	2	0	0	0	4	0	0	0	4	0	0	0	14
09:45 AM	4	0	0	0	6	0	2	0	7	0	2	0	3	0	0	0	24
Total	9	0	0	0	15	0	2	0	27	0	2	0	12	0	0	0	67
10:00 AM	2	0	0	0	4	0	0	0	4	0	0	0	4	0	2	0	16
10:15 AM	5	0	0	0	0	0	0	0	1	0	0	0	5	0	1	0	12
10:30 AM	1	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	5
10:45 AM	1	0	0	0	1	0	0	0	3	0	0	0	4	0	0	0	9
Total	9	0	0	0	7	0	1	0	9	0	0	0	13	0	3	0	42
11:00 AM	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	6
11:15 AM	3	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	7
11:30 AM	5	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	9
11:45 AM	3	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	8
Total	14	0	2	0	6	0	0	0	6	0	0	0	1	0	1	0	30
12:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	8
12:15 PM	0	0	0	0	1	0	1	0	3	0	2	0	1	0	1	0	9
12:30 PM	8	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	13
12:45 PM	3	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	7
Total	11	0	0	0	5	0	1	0	9	0	2	0	8	0	1	0	37
01:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	5
01:15 PM	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	4
01:30 PM	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	5
01:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	4	0	5	0	11
Total	5	0	0	0	3	0	1	0	0	0	0	0	10	0	6	0	25
02:00 PM	4	0	1	0	1	0	0	0	0	0	0	0	1	0	2	0	9
02:15 PM	0	0	0	0	1	0	1	0	1	0	0	0	2	0	0	0	5
02:30 PM	5	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	9
02:45 PM	5	0	0	0	3	0	2	0	1	0	3	0	1	0	1	0	16
Total	14	0	1	0	6	0	3	0	3	0	3	0	6	0	3	0	39

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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	2	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	9
03:15 PM	1	0	0	0	3	0	0	0	1	0	1	0	1	0	1	0	8
03:30 PM	1	0	0	0	4	0	0	0	1	0	0	0	0	0	4	0	10
03:45 PM	2	0	0	0	3	0	4	0	0	0	0	0	1	0	0	0	10
Total	6	0	0	0	12	0	4	0	5	0	1	0	4	0	5	0	37
04:00 PM	7	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	13
04:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	5
04:30 PM	5	0	0	0	4	0	1	0	4	0	0	0	3	0	0	0	17
04:45 PM	3	0	2	0	9	0	0	0	5	0	0	0	2	0	0	0	21
Total	15	0	2	0	18	0	1	0	12	0	0	0	8	0	0	0	56
05:00 PM	2	0	0	0	11	0	1	0	5	0	0	0	3	0	1	0	23
05:15 PM	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	7
05:30 PM	1	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	10
05:45 PM	1	0	0	0	1	0	0	0	3	0	0	0	4	0	1	0	10
Total	7	0	0	0	17	0	1	0	14	0	0	0	9	0	2	0	50
06:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	3	0	1	0	6
06:15 PM	2	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	6
06:30 PM	2	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	11
06:45 PM	1	0	0	0	5	0	0	0	0	0	0	0	3	0	1	0	10
Total	5	0	0	0	14	0	0	0	2	0	0	0	10	0	2	0	33
Grand Total	110	0	6	0	141	0	17	0	102	0	10	0	107	0	31	0	524
Apprch %	94.8	0	5.2	0	89.2	0	10.8	0	91.1	0	8.9	0	77.5	0	22.5	0	
Total %	21	0	1.1	0	26.9	0	3.2	0	19.5	0	1.9	0	20.4	0	5.9	0	

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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	7	1	0	0	1	0	0	0	10	4	0	1	1	3	28
06:15 AM	0	0	12	0	0	2	1	0	0	0	14	1	0	0	0	0	30
06:30 AM	0	0	10	1	0	4	1	0	0	0	26	12	0	1	0	0	55
06:45 AM	0	0	15	1	0	0	2	0	0	2	43	3	0	2	1	0	69
Total	0	0	44	3	0	6	5	0	0	2	93	20	0	4	2	3	182
07:00 AM	0	0	26	0	0	6	0	0	0	4	39	7	0	3	1	2	88
07:15 AM	0	1	33	1	0	8	1	1	0	3	56	13	0	5	2	1	125
07:30 AM	0	0	58	5	0	5	4	1	0	3	95	19	0	9	5	1	205
07:45 AM	0	0	39	2	0	14	4	4	0	4	168	13	0	6	2	3	259
Total	0	1	156	8	0	33	9	6	0	14	358	52	0	23	10	7	677
08:00 AM	0	2	38	6	0	16	5	3	0	8	163	24	0	15	4	5	289
08:15 AM	0	2	46	10	0	9	5	3	0	10	132	22	0	4	4	2	249
08:30 AM	1	1	48	5	0	14	4	1	0	10	176	17	0	13	7	9	306
08:45 AM	0	3	66	7	0	7	5	0	0	7	163	20	0	15	3	13	309
Total	1	8	198	28	0	46	19	7	0	35	634	83	0	47	18	29	1153
09:00 AM	0	1	63	7	0	18	6	3	0	7	180	30	0	5	5	4	329
09:15 AM	0	2	84	14	0	8	7	5	0	9	123	19	0	15	6	8	300
09:30 AM	0	3	66	15	0	12	15	3	0	11	135	28	0	5	3	7	303
09:45 AM	0	4	82	10	0	14	3	2	0	13	112	21	0	1	7	14	283
Total	0	10	295	46	0	52	31	13	0	40	550	98	0	26	21	33	1215
10:00 AM	0	1	69	12	0	14	13	8	0	17	112	22	0	11	6	5	290
10:15 AM	0	4	87	14	0	15	5	3	0	8	103	17	0	8	5	12	281
10:30 AM	0	0	83	9	0	15	8	3	0	10	72	20	0	7	5	12	244
10:45 AM	0	6	82	13	0	23	4	5	0	12	116	23	0	12	2	9	307
Total	0	11	321	48	0	67	30	19	0	47	403	82	0	38	18	38	1122
11:00 AM	0	2	85	16	0	28	9	3	0	9	81	24	0	4	6	7	274
11:15 AM	0	4	70	8	0	26	11	3	0	11	113	22	0	5	5	12	290
11:30 AM	0	7	103	10	0	23	10	3	0	8	103	30	0	13	10	10	330
11:45 AM	0	10	110	14	0	17	12	8	0	18	111	28	0	13	6	23	370
Total	0	23	368	48	0	94	42	17	0	46	408	104	0	35	27	52	1264
12:00 PM	0	16	88	19	0	33	16	9	1	16	89	33	0	8	10	14	352
12:15 PM	0	9	94	15	0	32	15	13	0	13	89	31	0	9	9	11	340
12:30 PM	1	6	83	18	0	35	9	10	0	5	77	19	0	8	10	23	304
12:45 PM	0	6	91	4	0	31	9	5	0	10	101	25	0	8	11	19	320
Total	1	37	356	56	0	131	49	37	1	44	356	108	0	33	40	67	1316
01:00 PM	0	6	103	8	0	28	10	7	0	18	90	27	0	4	5	16	322
01:15 PM	0	4	107	14	0	24	15	6	1	13	101	33	0	9	6	9	342
01:30 PM	0	5	80	9	0	30	8	8	0	13	79	22	0	11	5	12	282
01:45 PM	0	2	103	12	0	21	10	4	0	16	105	25	0	9	8	12	327
Total	0	17	393	43	0	103	43	25	1	60	375	107	0	33	24	49	1273
02:00 PM	0	3	102	18	0	20	8	4	0	14	88	29	0	13	7	15	321
02:15 PM	0	4	98	15	0	31	14	4	0	13	76	26	0	8	5	14	308
02:30 PM	0	5	138	16	0	27	6	4	0	9	75	24	0	9	3	15	331
02:45 PM	0	2	143	7	0	27	7	1	0	13	69	12	0	8	2	11	302
Total	0	14	481	56	0	105	35	13	0	49	308	91	0	38	17	55	1262

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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 2

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	3	139	20	0	22	10	7	0	9	70	29	0	6	5	13	333
03:15 PM	0	1	122	9	0	21	7	3	0	16	97	16	0	4	2	12	310
03:30 PM	0	1	151	13	0	24	12	3	0	14	69	17	0	2	9	8	323
03:45 PM	0	2	150	11	0	28	10	3	0	7	68	21	0	6	10	18	334
Total	0	7	562	53	0	95	39	16	0	46	304	83	0	18	26	51	1300
04:00 PM	0	3	187	15	0	29	14	2	0	8	75	20	0	9	4	13	379
04:15 PM	1	2	143	20	0	13	16	0	0	12	56	20	0	10	7	18	318
04:30 PM	0	4	157	14	0	8	22	4	0	13	65	14	0	8	6	35	350
04:45 PM	0	2	103	11	0	20	2	4	0	16	64	23	0	9	5	9	268
Total	1	11	590	60	0	70	54	10	0	49	260	77	0	36	22	75	1315
05:00 PM	0	0	118	8	0	30	12	2	0	11	73	12	0	6	8	9	289
05:15 PM	0	1	75	5	0	16	7	3	0	7	67	9	0	5	5	7	207
05:30 PM	0	0	67	4	0	15	10	8	0	5	45	17	0	2	7	9	189
05:45 PM	0	0	79	12	0	11	7	2	0	3	51	13	0	3	1	15	197
Total	0	1	339	29	0	72	36	15	0	26	236	51	0	16	21	40	882
06:00 PM	0	0	76	6	0	15	9	0	0	11	43	15	0	3	2	7	187
06:15 PM	0	2	43	3	0	14	7	2	0	9	33	7	0	4	7	15	146
06:30 PM	0	1	43	3	0	12	6	4	0	8	50	7	0	1	4	6	145
06:45 PM	0	1	50	3	0	8	3	2	0	7	34	8	0	3	2	13	134
Total	0	4	212	15	0	49	25	8	0	35	160	37	0	11	15	41	612
Grand Total	3	144	4315	493	0	923	417	186	2	493	4445	993	0	358	261	540	13573
Apprch %	0.1	2.9	87.1	9.9	0	60.5	27.3	12.2	0	8.3	74.9	16.7	0	30.9	22.5	46.6	
Total %	0	1.1	31.8	3.6	0	6.8	3.1	1.4	0	3.6	32.7	7.3	0	2.6	1.9	4	
LIGHT VEHICLES	3	137	4048	483	0	891	397	176	2	481	4164	955	0	342	257	525	12861
% LIGHT VEHICLES	100	95.1	93.8	98	0	96.5	95.2	94.6	100	97.6	93.7	96.2	0	95.5	98.5	97.2	94.8
HEAVY VEHICLES	0	7	267	10	0	32	20	10	0	12	281	38	0	16	4	15	712
% HEAVY VEHICLES	0	4.9	6.2	2	0	3.5	4.8	5.4	0	2.4	6.3	3.8	0	4.5	1.5	2.8	5.2

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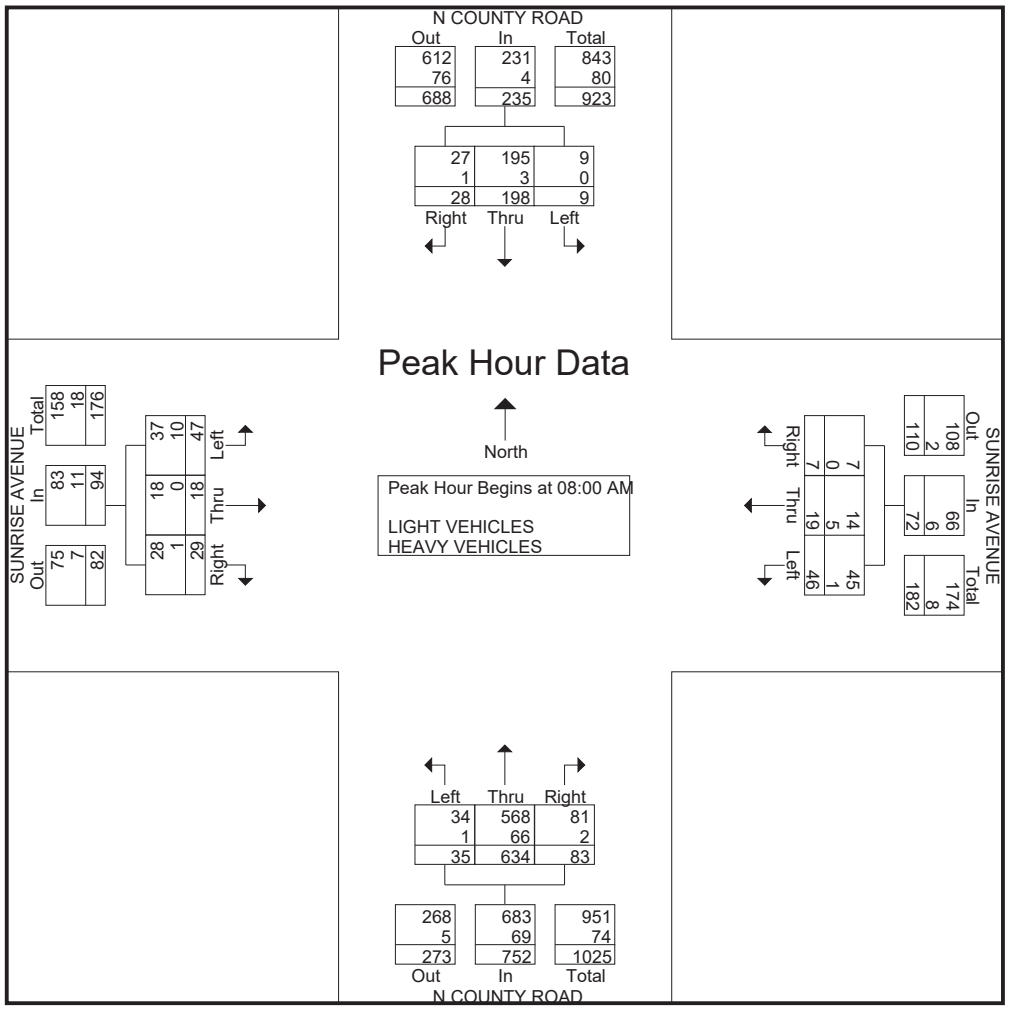
SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 3

	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	2	38	6	46	0	**16**	**5**	**3**	**24**	0	8	163	**24**	195	0	**15**	4	5	24	289
08:15 AM	0	2	46	**10**	58	0	9	5	3	17	0	**10**	132	22	164	0	4	4	2	10	249
08:30 AM	**1**	1	48	5	55	0	14	4	1	19	0	10	**176**	17	**203**	0	13	**7**	9	29	306
08:45 AM	0	**3**	**66**	7	**76**	0	7	5	0	12	0	7	163	20	190	0	15	3	**13**	**31**	**309**
Total Volume	1	8	198	28	235	0	46	19	7	72	0	35	634	83	752	0	47	18	29	94	1153
% App. Total	0.4	3.4	84.3	11.9		0	63.9	26.4	9.7		0	4.7	84.3	11		0	50	19.1	30.9		
PHF	.250	.667	.750	.700	.773	.000	.719	.950	.583	.750	.000	.875	.901	.865	.926	.000	.783	.643	.558	.758	.933
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	100	98.5	96.4	98.3	0	97.8	73.7	100	91.7	0	97.1	89.6	97.6	90.8	0	78.7	100	96.6	88.3	92.2
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.5	3.6	1.7	0	2.2	26.3	0	8.3	0	2.9	10.4	2.4	9.2	0	21.3	0	3.4	11.7	7.8



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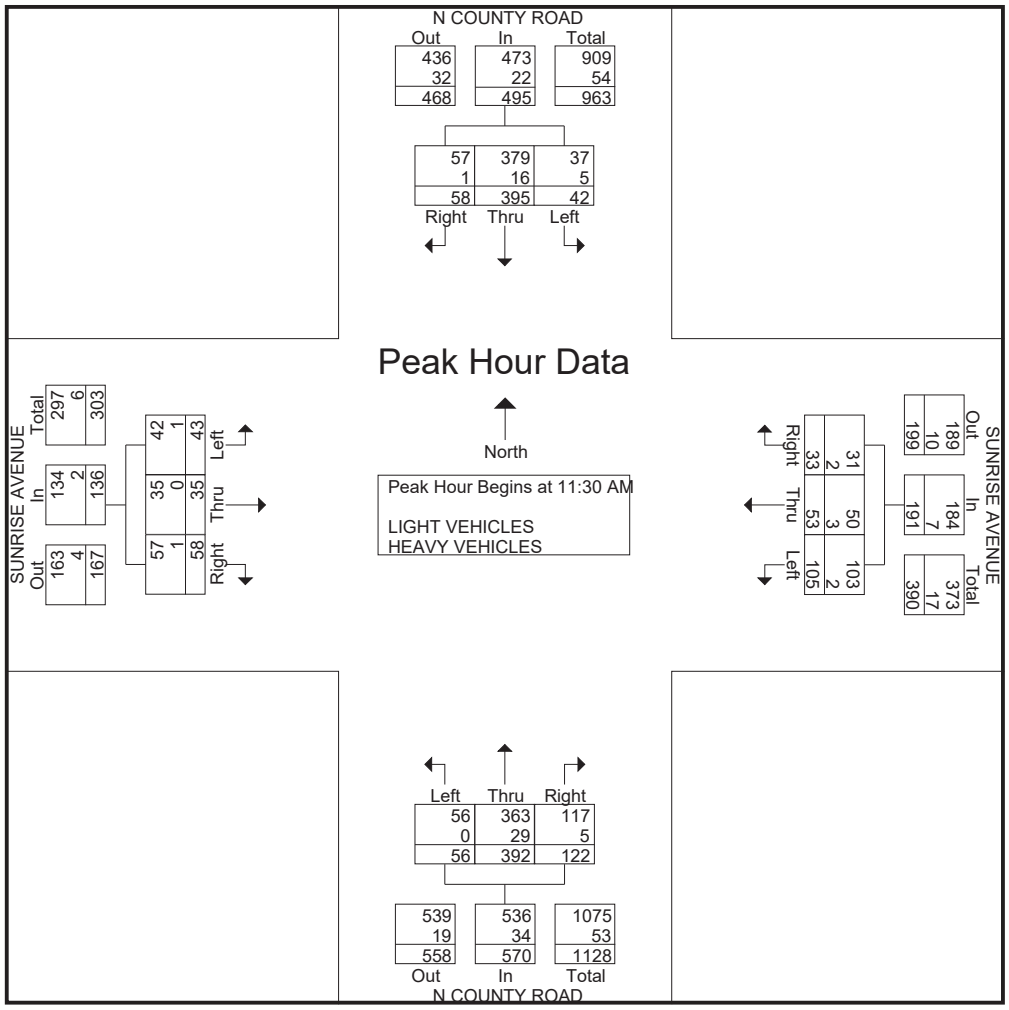
SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 4

	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	7	103	10	120	0	23	10	3	36	0	8	103	30	141	0	**13**	**10**	10	33	330
11:45 AM	0	10	**110**	14	**134**	0	17	12	8	37	0	**18**	**111**	28	**157**	0	13	6	**23**	**42**	**370**
12:00 PM	0	**16**	88	**19**	123	0	**33**	**16**	9	58	**1**	16	89	**33**	139	0	8	10	14	32	352
12:15 PM	0	9	94	15	118	0	32	15	**13**	**60**	0	13	89	31	133	0	9	9	11	29	340
Total Volume	0	42	395	58	495	0	105	53	33	191	1	55	392	122	570	0	43	35	58	136	1392
% App. Total	0	8.5	79.8	11.7		0	55	27.7	17.3		0.2	9.6	68.8	21.4		0	31.6	25.7	42.6		
PHF	.000	.656	.898	.763	.924	.000	.795	.828	.635	.796	.250	.764	.883	.924	.908	.000	.827	.875	.630	.810	.941
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	88.1	95.9	98.3	95.6	0	98.1	94.3	93.9	96.3	100	100	92.6	95.9	94.0	0	97.7	100	98.3	98.5	95.3
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	11.9	4.1	1.7	4.4	0	1.9	5.7	6.1	3.7	0	0	7.4	4.1	6.0	0	2.3	0	1.7	1.5	4.7



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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
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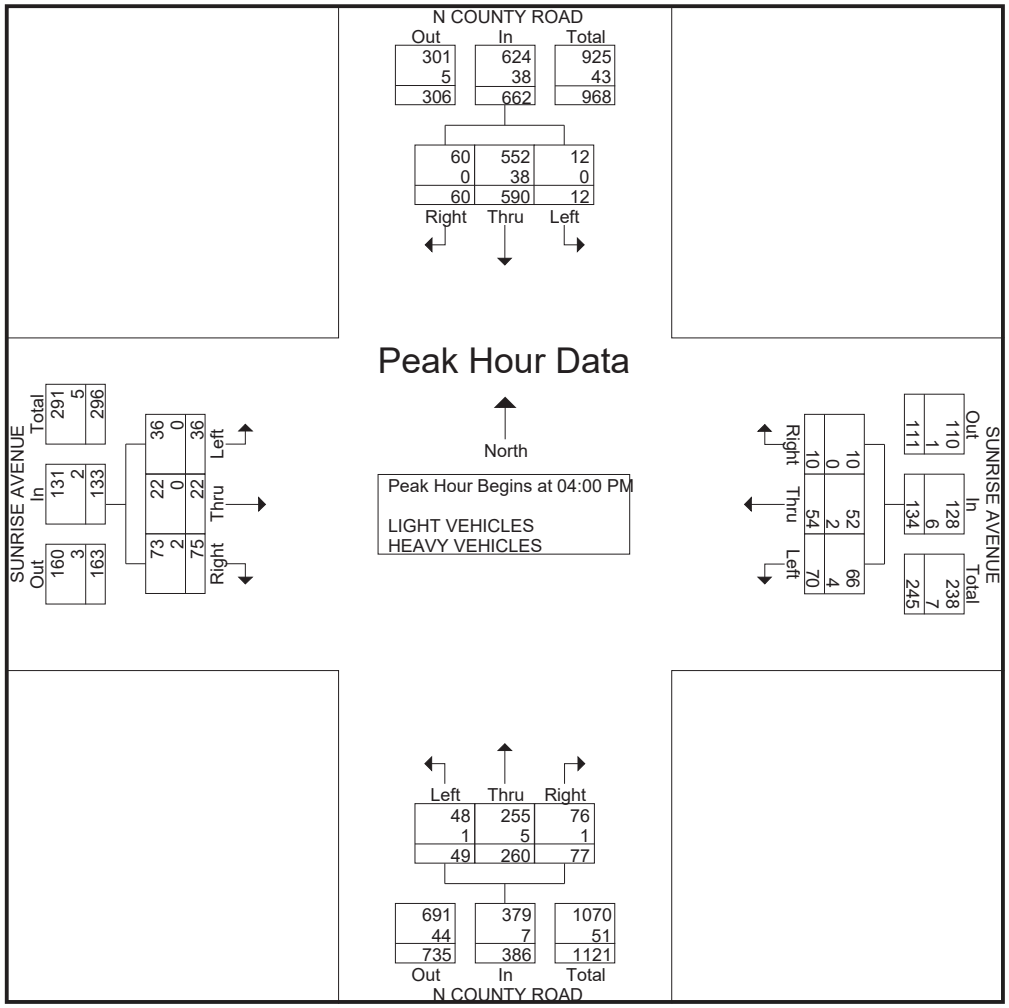
	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	3	**187**	15	**205**	0	**29**	14	2	**45**	0	8	**75**	20	**103**	0	9	4	13	26	**379**
04:15 PM	**1**	2	143	**20**	166	0	13	16	0	29	0	12	56	20	88	0	**10**	**7**	18	35	318
04:30 PM	0	**4**	157	14	175	0	8	**22**	**4**	34	0	13	65	14	92	0	8	6	**35**	**49**	350
04:45 PM	0	2	103	11	116	0	20	2	4	26	0	**16**	64	**23**	103	0	9	5	9	23	268
Total Volume	1	11	590	60	662	0	70	54	10	134	0	49	260	77	386	0	36	22	75	133	1315
% App. Total	0.2	1.7	89.1	9.1		0	52.2	40.3	7.5		0	12.7	67.4	19.9		0	27.1	16.5	56.4		
PHF	.250	.688	.789	.750	.807	.000	.603	.614	.625	.744	.000	.766	.867	.837	.937	.000	.900	.786	.536	.679	.867
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	100	93.6	100	94.3	0	94.3	96.3	100	95.5	0	98.0	98.1	98.7	98.2	0	100	100	97.3	98.5	96.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	6.4	0	5.7	0	5.7	3.7	0	4.5	0	2.0	1.9	1.3	1.8	0	0	0	2.7	1.5	4.0



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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
Total	0	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0	6
07:00 AM	0	0	1	0	0	0	0	0	0	0	4	0	0	0	2	0	7
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	4
07:30 AM	0	0	0	0	0	1	0	0	0	0	1	24	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	0	1	1	1	0	0	6	24	0	0	3	0	39
08:00 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	7
Total	0	0	4	0	0	4	2	0	0	0	7	1	0	0	0	0	18
09:00 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
09:15 AM	0	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	6
09:30 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5
09:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	0	10	0	0	0	0	1	0	0	6	0	0	0	0	0	17
10:00 AM	0	0	3	0	0	1	0	0	0	0	1	2	0	0	1	0	8
10:15 AM	0	0	3	0	0	1	0	0	0	0	1	1	0	0	1	0	7
10:30 AM	0	0	1	1	0	2	0	0	0	0	4	4	0	0	0	0	12
10:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	7	1	0	4	2	0	0	0	6	7	0	0	2	0	29
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
11:45 AM	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	5
Total	0	0	2	0	0	2	2	0	0	0	2	1	0	0	1	0	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5
Total	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0	6
01:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
Total	0	0	0	1	0	0	2	1	0	0	4	2	0	0	0	0	10
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4

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SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	4	0	0	2	0	0	0	0	1	0	0	0	0	0	7
04:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	5	0	0	1	0	1	0	1	5	0	0	0	0	0	13
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	2	1	0	0	1	0	6
05:30 PM	0	0	1	0	0	2	1	0	0	0	0	1	0	0	0	0	5
05:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	2	0	2	2	0	0	0	3	2	0	0	1	0	15
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0	5
Grand Total	0	0	45	4	0	16	11	6	0	1	48	41	0	0	7	0	179
Apprch %	0	0	91.8	8.2	0	48.5	33.3	18.2	0	1.1	53.3	45.6	0	0	100	0	
Total %	0	0	25.1	2.2	0	8.9	6.1	3.4	0	0.6	26.8	22.9	0	0	3.9	0	

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PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	2	0	1	0	1	0	0	0	1	0	0	0	5
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
Total	1	0	0	0	5	0	1	0	2	0	0	0	2	0	0	0	11
07:00 AM	2	0	0	0	5	0	1	0	0	0	0	0	1	0	0	0	9
07:15 AM	5	0	0	0	4	0	0	0	2	0	0	0	9	0	1	0	21
07:30 AM	2	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	8
07:45 AM	5	0	3	0	2	0	0	0	3	0	0	0	3	0	4	0	20
Total	14	0	3	0	12	0	1	0	6	0	0	0	17	0	5	0	58
08:00 AM	6	0	0	0	3	0	0	0	1	0	0	0	3	0	0	0	13
08:15 AM	7	0	0	0	3	0	0	0	3	0	0	0	6	0	1	0	20
08:30 AM	8	0	0	0	5	0	0	0	1	0	0	0	4	0	0	0	18
08:45 AM	20	0	0	0	5	0	0	0	6	0	1	0	4	0	0	0	36
Total	41	0	0	0	16	0	0	0	11	0	1	0	17	0	1	0	87
09:00 AM	1	0	0	0	9	0	0	0	1	0	0	0	1	0	0	0	12
09:15 AM	2	0	0	0	7	0	0	0	6	0	1	0	0	0	0	0	16
09:30 AM	1	0	0	0	8	0	0	0	5	0	0	0	5	0	0	0	19
09:45 AM	5	0	0	0	3	0	1	0	8	0	1	0	10	0	0	0	28
Total	9	0	0	0	27	0	1	0	20	0	2	0	16	0	0	0	75
10:00 AM	5	0	0	0	3	0	0	0	3	0	1	0	3	0	0	0	15
10:15 AM	0	0	0	0	4	0	0	0	2	0	0	0	4	0	0	0	10
10:30 AM	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	5
10:45 AM	2	0	0	0	6	0	1	0	2	0	0	0	11	0	0	0	22
Total	7	0	0	0	15	0	1	0	9	0	1	0	19	0	0	0	52
11:00 AM	1	0	0	0	3	0	0	0	6	0	0	0	3	0	0	0	13
11:15 AM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	5
11:30 AM	2	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	11
11:45 AM	6	0	0	0	7	0	1	0	3	0	0	0	2	0	0	0	19
Total	11	0	0	0	17	0	1	0	13	0	0	0	5	0	1	0	48
12:00 PM	4	0	0	0	7	0	0	0	7	0	0	0	2	0	0	0	20
12:15 PM	3	0	0	0	6	0	0	0	3	0	0	0	6	0	1	0	19
12:30 PM	6	0	0	0	5	0	1	0	4	0	0	0	0	0	0	0	16
12:45 PM	2	0	0	0	4	0	0	0	7	0	0	0	1	0	0	0	14
Total	15	0	0	0	22	0	1	0	21	0	0	0	9	0	1	0	69
01:00 PM	6	0	0	0	3	0	0	0	4	0	0	0	3	0	0	0	16
01:15 PM	6	0	0	0	15	0	0	0	5	0	0	0	6	0	0	0	32
01:30 PM	7	0	0	0	9	0	0	0	4	0	0	0	2	0	0	0	22
01:45 PM	3	0	0	0	3	0	3	0	2	0	2	0	4	0	0	0	17
Total	22	0	0	0	30	0	3	0	15	0	2	0	15	0	0	0	87
02:00 PM	2	0	0	0	5	0	2	0	2	0	0	0	1	0	0	0	12
02:15 PM	3	0	0	0	2	0	0	0	2	0	1	0	1	0	0	0	9
02:30 PM	4	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	11
02:45 PM	9	0	0	0	7	0	0	0	3	0	0	0	2	0	0	0	21
Total	18	0	0	0	17	0	2	0	11	0	1	0	4	0	0	0	53

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	4	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	8
03:15 PM	2	0	2	0	0	0	1	0	0	0	1	0	1	0	0	0	7
03:30 PM	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	6
03:45 PM	3	0	0	0	0	0	3	0	1	0	1	0	4	0	0	0	12
Total	9	0	2	0	2	0	4	0	8	0	2	0	6	0	0	0	33
04:00 PM	0	0	1	0	2	0	0	0	4	0	0	0	2	0	0	0	9
04:15 PM	0	0	1	0	2	0	0	0	6	0	0	0	1	0	0	0	10
04:30 PM	6	0	1	0	8	0	0	0	3	0	0	0	3	0	0	0	21
04:45 PM	5	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	15
Total	11	0	3	0	15	0	0	0	16	0	0	0	10	0	0	0	55
05:00 PM	11	0	0	0	12	0	1	0	6	0	1	0	3	0	0	0	34
05:15 PM	1	0	0	0	6	0	0	0	3	0	0	0	2	0	1	0	13
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	6
05:45 PM	8	0	0	0	4	0	0	0	3	0	0	0	6	0	1	0	22
Total	22	0	0	0	24	0	1	0	12	0	1	0	13	0	2	0	75
06:00 PM	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6
06:30 PM	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4
06:45 PM	0	0	0	0	7	0	0	0	2	0	0	0	0	0	2	0	11
Total	1	0	0	0	9	0	0	0	5	0	0	0	7	0	3	0	25
Grand Total	181	0	8	0	211	0	16	0	149	0	10	0	140	0	13	0	728
Apprch %	95.8	0	4.2	0	93	0	7	0	93.7	0	6.3	0	91.5	0	8.5	0	
Total %	24.9	0	1.1	0	29	0	2.2	0	20.5	0	1.4	0	19.2	0	1.8	0	

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	10	0	0	0	0	1	0	1	14	1	0	0	0	1	28
06:15 AM	0	1	13	0	0	1	0	0	0	1	14	4	0	0	0	1	35
06:30 AM	0	0	14	0	0	0	0	0	0	1	38	3	0	0	0	2	58
06:45 AM	0	0	14	1	0	0	1	0	0	7	48	4	0	0	0	1	76
Total	0	1	51	1	0	1	1	1	0	10	114	12	0	0	0	5	197
07:00 AM	0	1	34	0	0	0	0	0	0	7	49	3	0	1	0	9	104
07:15 AM	0	0	40	2	0	2	1	0	0	5	77	3	0	0	0	5	135
07:30 AM	0	0	60	0	0	3	1	0	0	6	104	3	0	3	1	8	189
07:45 AM	0	1	57	3	0	9	1	0	0	16	184	4	0	4	0	10	289
Total	0	2	191	5	0	14	3	0	0	34	414	13	0	8	1	32	717
08:00 AM	0	2	52	5	0	4	2	2	0	22	184	6	0	9	2	11	301
08:15 AM	0	0	55	0	0	4	1	0	0	12	158	4	0	6	2	8	250
08:30 AM	0	0	69	3	0	0	1	0	0	11	196	5	0	7	0	10	302
08:45 AM	0	0	82	6	0	0	1	2	0	7	183	10	0	6	1	13	311
Total	0	2	258	14	0	8	5	4	0	52	721	25	0	28	5	42	1164
09:00 AM	0	1	80	4	0	1	0	0	0	15	207	8	0	9	3	13	341
09:15 AM	0	1	96	3	0	3	0	2	0	9	146	7	0	2	0	9	278
09:30 AM	0	0	82	1	0	2	2	2	0	8	169	8	0	4	1	22	301
09:45 AM	0	1	107	6	0	3	1	2	0	16	138	4	0	4	2	22	306
Total	0	3	365	14	0	9	3	6	0	48	660	27	0	19	6	66	1226
10:00 AM	0	1	82	3	0	1	3	0	0	15	151	4	0	2	0	13	275
10:15 AM	1	1	110	6	0	3	0	5	0	13	120	7	0	2	0	23	291
10:30 AM	1	0	105	2	0	2	3	2	0	12	94	3	0	5	0	12	241
10:45 AM	0	1	108	5	0	3	1	1	0	11	141	6	0	9	1	15	302
Total	2	3	405	16	0	9	7	8	0	51	506	20	0	18	1	63	1109
11:00 AM	0	1	113	7	0	4	1	1	0	16	107	6	0	6	0	20	282
11:15 AM	0	0	107	7	0	2	3	1	0	13	141	7	0	6	2	13	302
11:30 AM	0	2	122	5	0	3	2	1	0	12	135	5	0	6	0	27	320
11:45 AM	0	1	135	14	0	2	1	1	0	19	147	7	0	7	4	29	367
Total	0	4	477	33	0	11	7	4	0	60	530	25	0	25	6	89	1271
12:00 PM	0	1	126	5	0	2	1	0	0	15	129	2	0	11	0	20	312
12:15 PM	0	1	135	5	0	3	0	1	0	21	121	7	0	10	2	21	327
12:30 PM	0	2	129	11	0	3	4	1	0	13	96	6	0	5	0	20	290
12:45 PM	0	2	132	6	0	3	0	1	0	18	126	4	0	5	2	22	321
Total	0	6	522	27	0	11	5	3	0	67	472	19	0	31	4	83	1250
01:00 PM	0	3	139	5	0	4	0	0	0	15	129	6	0	6	1	24	332
01:15 PM	0	2	137	4	0	2	2	2	0	11	141	3	0	9	1	24	338
01:30 PM	0	1	118	5	0	3	1	0	0	11	102	3	0	6	0	22	272
01:45 PM	0	3	124	5	0	6	1	3	0	13	145	2	0	3	3	26	334
Total	0	9	518	19	0	15	4	5	0	50	517	14	0	24	5	96	1276
02:00 PM	0	2	136	3	0	3	0	6	0	11	120	5	0	4	2	24	316
02:15 PM	0	1	133	4	0	3	0	0	0	14	111	5	0	5	0	20	296
02:30 PM	0	3	172	6	0	3	0	0	0	15	99	2	0	6	0	19	325
02:45 PM	0	0	172	4	0	2	1	0	0	12	97	2	0	3	1	17	311
Total	0	6	613	17	0	11	1	6	0	52	427	14	0	18	3	80	1248

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	179	4	0	5	0	5	0	18	90	6	0	9	2	14	332
03:15 PM	0	2	140	5	0	6	2	1	0	15	122	7	0	6	2	25	333
03:30 PM	0	4	186	3	0	3	5	0	0	7	97	7	0	4	1	20	337
03:45 PM	0	0	193	3	0	6	1	1	0	13	93	3	0	2	4	13	332
Total	0	6	698	15	0	20	8	7	0	53	402	23	0	21	9	72	1334
04:00 PM	0	1	214	6	0	1	5	0	0	18	99	3	0	4	1	20	372
04:15 PM	0	1	169	7	0	2	6	1	0	24	84	3	0	6	0	27	330
04:30 PM	0	0	201	3	0	1	1	2	0	12	79	1	0	8	2	29	339
04:45 PM	0	0	132	6	0	1	0	3	0	24	97	1	0	4	1	25	294
Total	0	2	716	22	0	5	12	6	0	78	359	8	0	22	4	101	1335
05:00 PM	0	1	140	8	0	2	3	2	0	20	89	2	0	3	0	14	284
05:15 PM	0	2	99	6	0	2	0	3	0	7	74	6	0	6	0	14	219
05:30 PM	0	2	86	4	0	4	1	1	0	14	63	2	0	7	1	15	200
05:45 PM	0	2	97	4	0	6	1	2	0	5	58	5	0	5	0	13	198
Total	0	7	422	22	0	14	5	8	0	46	284	15	0	21	1	56	901
06:00 PM	0	1	94	5	0	1	0	1	0	15	64	1	0	3	0	11	196
06:15 PM	0	0	60	11	0	2	0	0	0	12	49	3	0	2	0	12	151
06:30 PM	0	0	57	4	0	1	0	0	0	13	61	2	0	6	0	9	153
06:45 PM	0	0	66	4	0	0	0	0	0	15	44	0	0	1	0	6	136
Total	0	1	277	24	0	4	0	1	0	55	218	6	0	12	0	38	636
Grand Total	2	52	5513	229	0	132	61	59	0	656	5624	221	0	247	45	823	13664
Apprch %	0	0.9	95.1	4	0	52.4	24.2	23.4	0	10.1	86.5	3.4	0	22.2	4	73.8	
Total %	0	0.4	40.3	1.7	0	1	0.4	0.4	0	4.8	41.2	1.6	0	1.8	0.3	6	
LIGHT VEHICLES	2	51	5205	224	0	130	56	57	0	637	5312	214	0	234	43	792	12957
% LIGHT VEHICLES	100	98.1	94.4	97.8	0	98.5	91.8	96.6	0	97.1	94.5	96.8	0	94.7	95.6	96.2	94.8
HEAVY VEHICLES	0	1	308	5	0	2	5	2	0	19	312	7	0	13	2	31	707
% HEAVY VEHICLES	0	1.9	5.6	2.2	0	1.5	8.2	3.4	0	2.9	5.5	3.2	0	5.3	4.4	3.8	5.2

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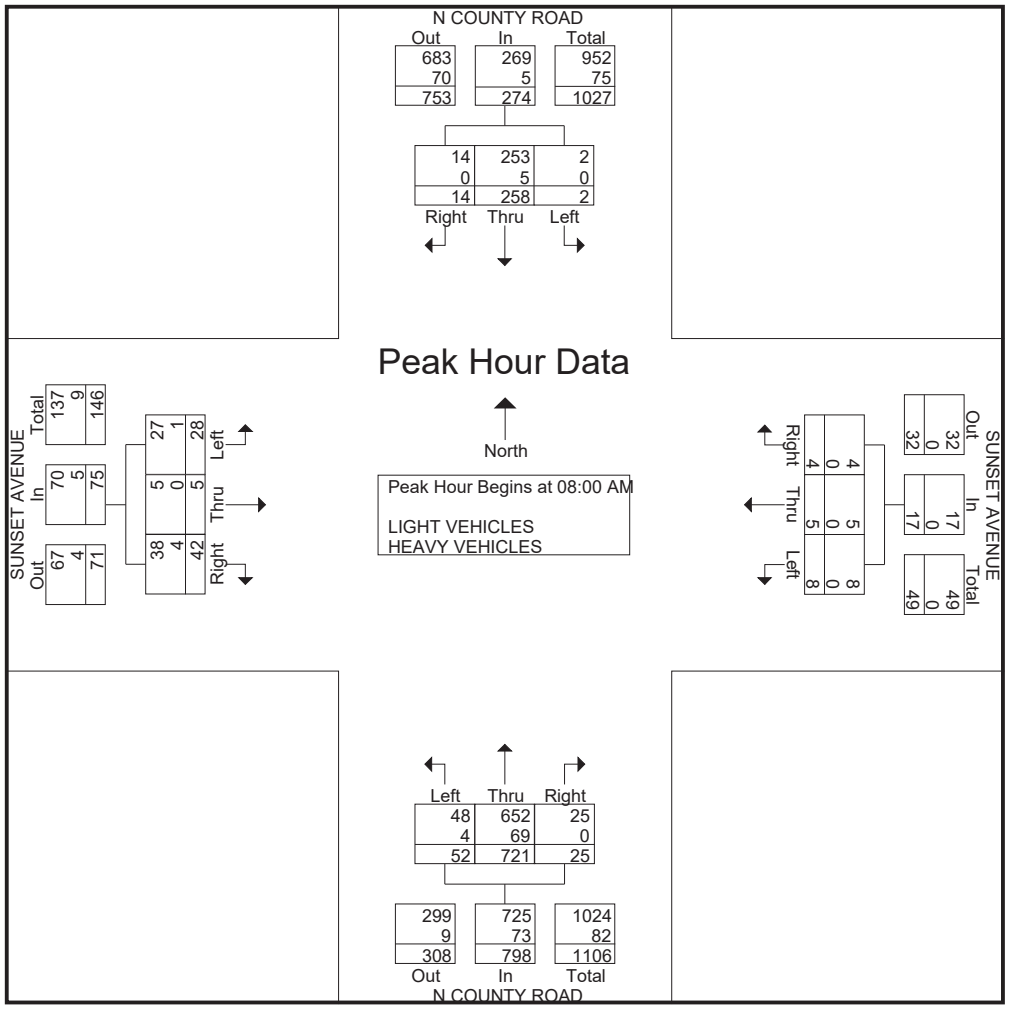
	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**2**	52	5	59	0	**4**	**2**	**2**	**8**	0	**22**	184	6	**212**	0	**9**	**2**	11	**22**	301
08:15 AM	0	0	55	0	55	0	4	1	0	5	0	12	158	4	174	0	6	2	8	16	250
08:30 AM	0	0	69	3	72	0	0	1	0	1	0	11	**196**	5	212	0	7	0	10	17	302
08:45 AM	0	0	**82**	**6**	**88**	0	0	1	2	3	0	7	183	**10**	200	0	6	1	**13**	20	**311**
Total Volume	0	2	258	14	274	0	8	5	4	17	0	52	721	25	798	0	28	5	42	75	1164
% App. Total	0	0.7	94.2	5.1		0	47.1	29.4	23.5		0	6.5	90.4	3.1		0	37.3	6.7	56		
PHF	.000	.250	.787	.583	.778	.000	.500	.625	.500	.531	.000	.591	.920	.625	.941	.000	.778	.625	.808	.852	.936
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	98.1	100	98.2	0	100	100	100	100	0	92.3	90.4	100	90.9	0	96.4	100	90.5	93.3	92.9
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.9	0	1.8	0	0	0	0	0	0	7.7	9.6	0	9.1	0	3.6	0	9.5	6.7	7.1



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SUNSET AVENUE & N COUNTY ROAD
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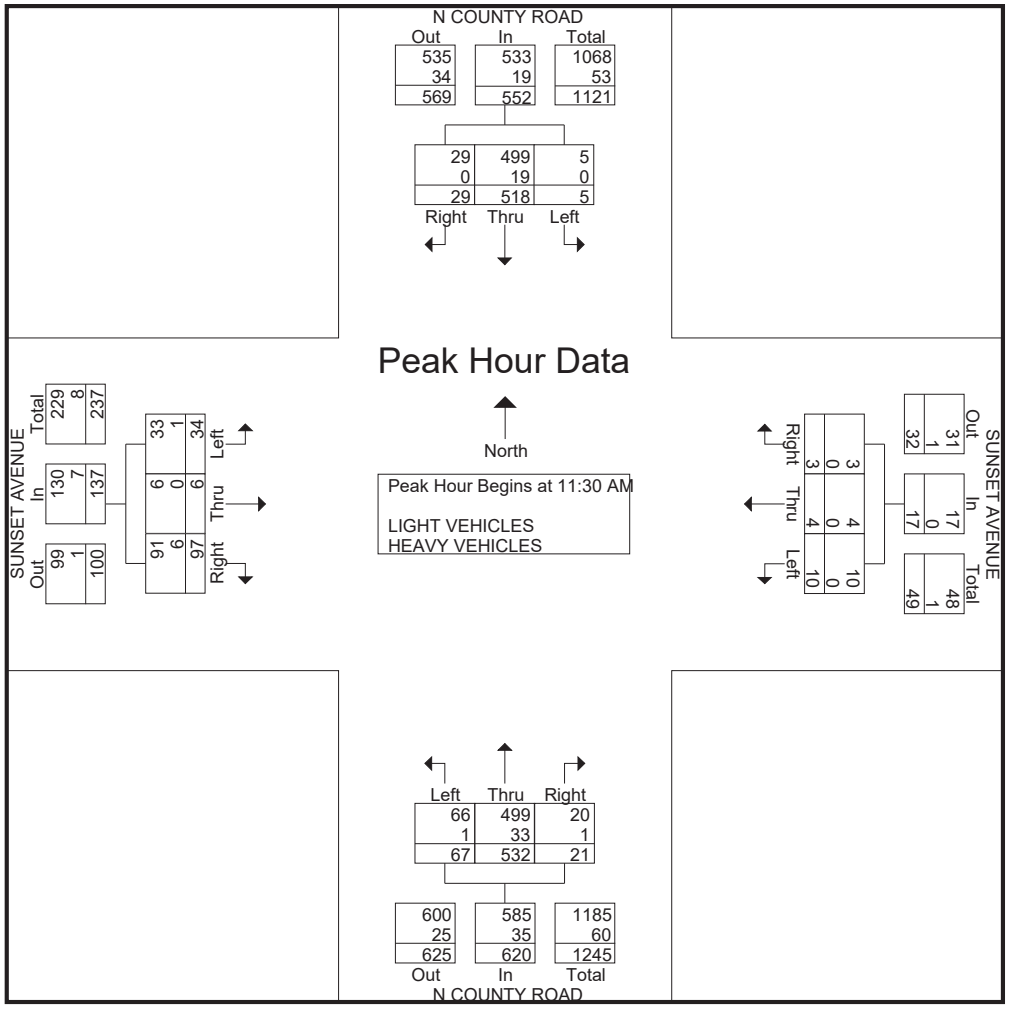
Start Date : 11/29/2022
Page No : 4

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	**2**	122	5	129	0	**3**	**2**	**1**	**6**	0	12	135	5	152	0	6	0	27	33	320
11:45 AM	0	1	**135**	**14**	**150**	0	2	1	1	4	0	19	**147**	**7**	**173**	0	7	**4**	**29**	**40**	**367**
12:00 PM	0	1	126	5	132	0	2	1	0	3	0	15	129	2	146	0	**11**	0	20	31	312
12:15 PM	0	1	135	5	141	0	3	0	1	4	0	**21**	121	7	149	0	10	2	21	33	327
Total Volume	0	5	518	29	552	0	10	4	3	17	0	67	532	21	620	0	34	6	97	137	1326
% App. Total	0	0.9	93.8	5.3		0	58.8	23.5	17.6		0	10.8	85.8	3.4		0	24.8	4.4	70.8		
PHF	.000	.625	.959	.518	.920	.000	.833	.500	.750	.708	.000	.798	.905	.750	.896	.000	.773	.375	.836	.856	.903
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	96.3	100	96.6	0	100	100	100	100	0	98.5	93.8	95.2	94.4	0	97.1	100	93.8	94.9	95.4
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	3.7	0	3.4	0	0	0	0	0	0	1.5	6.2	4.8	5.6	0	2.9	0	6.2	5.1	4.6

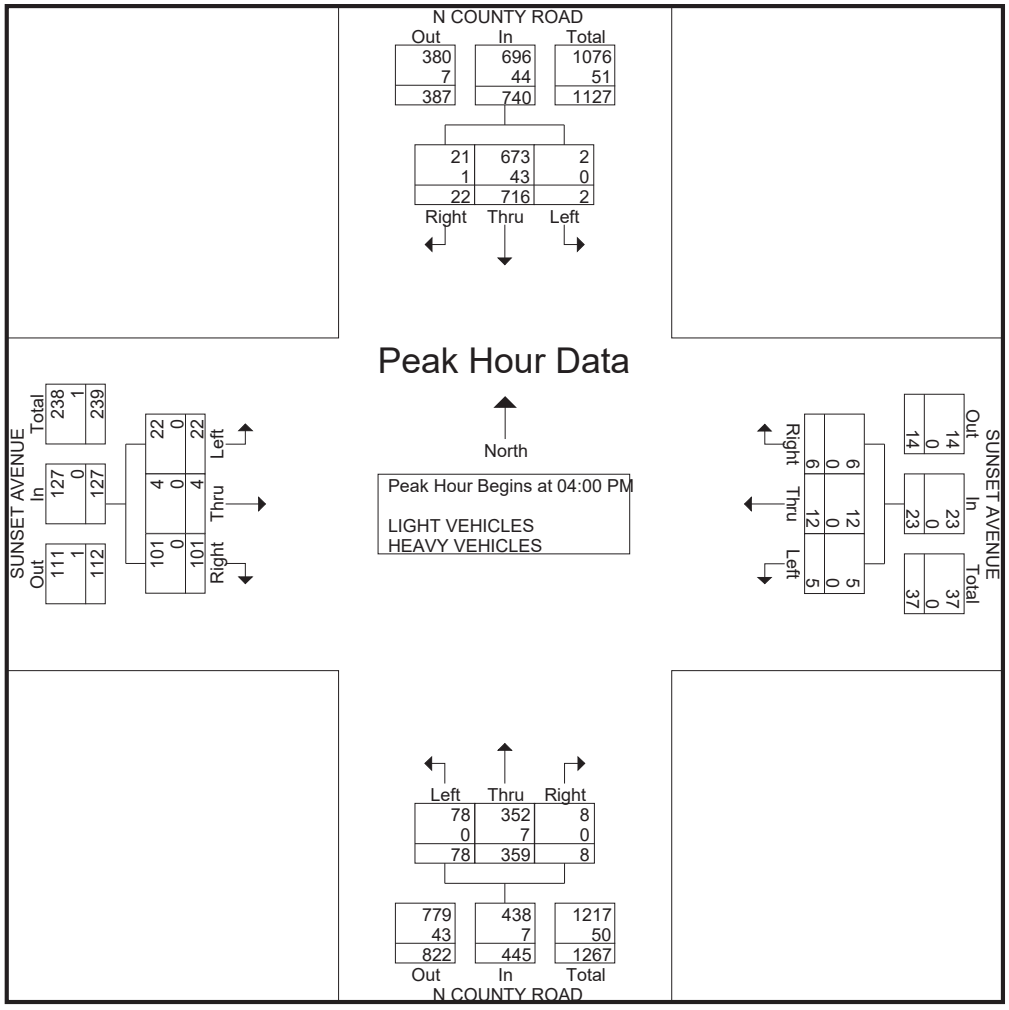


Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 5

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	**1**	**214**	6	**221**	0	1	5	0	6	0	18	**99**	**3**	120	0	4	1	20	25	**372**
04:15 PM	0	1	169	**7**	177	0	**2**	**6**	1	**9**	0	**24**	84	3	111	0	6	0	27	33	330
04:30 PM	0	0	201	3	204	0	1	1	2	4	0	12	79	1	92	0	**8**	**2**	**29**	**39**	339
04:45 PM	0	0	132	6	138	0	1	0	**3**	4	0	24	97	1	**122**	0	4	1	25	30	294
Total Volume	0	2	716	22	740	0	5	12	6	23	0	78	359	8	445	0	22	4	101	127	1335
% App. Total	0	0.3	96.8	3		0	21.7	52.2	26.1		0	17.5	80.7	1.8		0	17.3	3.1	79.5		
PHF	.000	.500	.836	.786	.837	.000	.625	.500	.500	.639	.000	.813	.907	.667	.912	.000	.688	.500	.871	.814	.897
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	94.0	95.5	94.1	0	100	100	100	100	0	100	98.1	100	98.4	0	100	100	100	100	96.2
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	6.0	4.5	5.9	0	0	0	0	0	0	0	1.9	0	1.6	0	0	0	0	0	3.8



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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	5
07:00 AM	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	6
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	1	0	0	0	0	0	0	0	25	0	0	0	0	0	26
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	0	0	0	0	0	1	30	0	0	0	0	0	35
08:00 AM	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	1	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	1	8
Total	0	0	5	1	0	0	0	0	0	0	8	0	0	0	2	2	18
09:00 AM	0	0	3	0	0	0	2	0	0	0	2	0	0	0	0	0	7
09:15 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	5
09:30 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5
09:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	0	12	0	0	0	2	0	0	0	6	0	0	0	0	0	20
10:00 AM	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	7
10:15 AM	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	6
10:30 AM	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	11
10:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Total	0	0	11	0	0	0	0	0	0	4	13	0	0	0	0	0	28
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	5
Total	0	0	2	2	0	0	0	0	0	0	2	0	0	1	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6
Total	0	0	1	0	0	0	2	0	0	0	5	1	0	0	1	0	10
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	6
02:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	5

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
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SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	7
04:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	6
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0	12
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0	6
05:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	5	0	0	2	0	0	0	0	5	0	0	0	0	0	12
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	4
Grand Total	0	0	58	3	0	2	5	0	0	5	87	1	0	3	3	2	169
Apprch %	0	0	95.1	4.9	0	28.6	71.4	0	0	5.4	93.5	1.1	0	37.5	37.5	25	
Total %	0	0	34.3	1.8	0	1.2	3	0	0	3	51.5	0.6	0	1.8	1.8	1.2	

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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
06:00 AM	0	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	8
06:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	9	0	0	0	1	0	0	0	3	0	0	0	13
07:00 AM	0	0	0	0	10	0	0	0	3	0	1	0	1	0	1	0	16
07:15 AM	0	0	0	0	6	0	0	0	2	0	0	0	10	0	1	0	19
07:30 AM	3	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	9
07:45 AM	1	0	0	0	2	0	0	0	1	0	0	0	6	0	4	0	14
Total	4	0	0	0	21	0	0	0	8	0	1	0	18	0	6	0	58
08:00 AM	2	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	10
08:15 AM	0	0	0	0	8	0	0	0	1	0	0	0	2	0	1	0	12
08:30 AM	2	0	0	0	3	0	2	0	1	0	0	0	3	0	0	0	11
08:45 AM	1	0	0	0	6	0	0	0	4	0	1	0	5	0	0	0	17
Total	5	0	0	0	19	0	2	0	8	0	1	0	14	0	1	0	50
09:00 AM	2	0	0	0	6	0	0	0	2	0	1	0	3	0	0	0	14
09:15 AM	2	0	0	0	5	0	0	0	5	0	0	0	2	0	0	0	14
09:30 AM	4	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	18
09:45 AM	2	0	0	0	17	0	1	0	5	0	0	0	7	0	0	0	32
Total	10	0	0	0	36	0	1	0	12	0	1	0	18	0	0	0	78
10:00 AM	6	0	0	0	4	0	2	0	4	0	2	0	4	0	0	0	22
10:15 AM	2	0	0	0	3	0	0	0	1	0	0	0	5	0	0	0	11
10:30 AM	1	0	0	0	6	0	0	0	2	0	0	0	7	0	0	0	16
10:45 AM	3	0	4	0	2	0	1	0	3	0	1	0	15	0	0	0	29
Total	12	0	4	0	15	0	3	0	10	0	3	0	31	0	0	0	78
11:00 AM	1	0	0	0	3	0	0	0	1	0	1	0	3	0	0	0	9
11:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	1	0	1	0	6
11:30 AM	0	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	8
11:45 AM	2	0	0	0	3	0	0	0	6	0	0	0	4	0	0	0	15
Total	3	0	0	0	13	0	0	0	11	0	1	0	9	0	1	0	38
12:00 PM	0	0	0	0	5	0	0	0	8	0	0	0	4	0	0	0	17
12:15 PM	0	0	0	0	2	0	0	0	2	0	0	0	2	0	1	0	7
12:30 PM	3	0	0	0	2	0	1	0	3	0	0	0	3	0	0	0	12
12:45 PM	2	0	0	0	3	0	0	0	3	0	3	0	3	0	0	0	14
Total	5	0	0	0	12	0	1	0	16	0	3	0	12	0	1	0	50
01:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	5	0	4	0	14
01:15 PM	1	0	0	0	7	0	0	0	9	0	0	0	5	0	0	0	22
01:30 PM	0	0	0	0	4	0	2	0	1	0	2	0	2	0	0	0	11
01:45 PM	3	0	0	0	5	0	0	0	4	0	0	0	4	0	4	0	20
Total	4	0	0	0	18	0	2	0	17	0	2	0	16	0	8	0	67
02:00 PM	1	0	0	0	6	0	2	0	2	0	2	0	0	0	0	0	13
02:15 PM	0	0	0	0	5	0	1	0	2	0	0	0	0	0	0	0	8
02:30 PM	1	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	8
02:45 PM	3	0	0	0	6	0	0	0	2	0	0	0	2	0	0	0	13
Total	5	0	0	0	21	0	3	0	8	0	2	0	3	0	0	0	42

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Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
03:00 PM	1	0	0	0	8	0	0	0	3	0	0	0	1	0	0	0	13
03:15 PM	0	0	0	0	3	0	0	0	1	0	1	0	2	0	0	0	7
03:30 PM	0	0	0	0	4	0	1	0	1	0	0	0	3	0	0	0	9
03:45 PM	3	0	0	0	2	0	4	0	1	0	0	0	2	0	0	0	12
Total	4	0	0	0	17	0	5	0	6	0	1	0	8	0	0	0	41
04:00 PM	1	0	0	0	1	0	0	0	2	0	0	0	1	0	1	0	6
04:15 PM	3	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	11
04:30 PM	7	0	0	0	6	0	0	0	2	0	0	0	4	0	1	0	20
04:45 PM	3	0	0	0	5	0	0	0	7	0	0	0	5	0	0	0	20
Total	14	0	0	0	13	0	0	0	17	0	0	0	11	0	2	0	57
05:00 PM	13	0	0	0	12	0	1	0	2	0	0	0	1	0	1	0	30
05:15 PM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	7
05:30 PM	3	0	0	0	5	0	1	0	0	0	0	0	2	0	1	0	12
05:45 PM	3	0	0	0	2	0	0	0	5	0	0	0	5	0	1	0	16
Total	19	0	0	0	22	0	2	0	11	0	0	0	8	0	3	0	65
06:00 PM	3	0	0	0	3	0	0	0	2	0	0	0	5	0	0	0	13
06:15 PM	2	0	0	0	2	0	0	0	1	0	0	0	3	0	1	0	9
06:30 PM	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	9
06:45 PM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	5
Total	7	0	0	0	11	0	0	0	8	0	0	0	8	0	2	0	36
Grand Total	92	0	4	0	227	0	19	0	133	0	15	0	159	0	24	0	673
Apprch %	95.8	0	4.2	0	92.3	0	7.7	0	89.9	0	10.1	0	86.9	0	13.1	0	
Total %	13.7	0	0.6	0	33.7	0	2.8	0	19.8	0	2.2	0	23.6	0	3.6	0	

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	35	634	83	9	198	28	47	18	29	46	19	7
Peak Season Volume	35	634	83	9	198	28	47	18	29	46	19	7
Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed Development												
1.0% Traffic Volume Growth	2	32	4	0	10	1	2	1	1	2	1	0
Committed + 1.0% Growth	2	32	4	0	10	1	2	1	1	2	1	0
Max (Committed + 1.0% or Historic Growth)	2	32	4	0	10	1	2	1	1	2	1	0
Background Traffic Volumes	37	666	87	9	208	29	49	19	30	48	20	7
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			3	2	2			1				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	1	4	1									
Project Traffic	1	4	4	2	2	0	0	1	0	0	0	0
Total Traffic w/o RTOR	38	670	91	11	210	29	49	20	30	48	20	7
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	38	670	31	11	210	0	49	20	0	48	20	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	49	260	77	12	590	60	36	22	75	70	54	10
Peak Season Volume	49	260	77	12	590	60	36	22	75	70	54	10
Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed Development												
1.0% Traffic Volume Growth	2	13	4	1	30	3	2	1	4	4	3	1
Committed + 1.0% Growth	2	13	4	1	30	3	2	1	4	4	3	1
Max (Committed + 1.0% or Historic Growth)	2	13	4	1	30	3	2	1	4	4	3	1
Background Traffic Volumes	51	273	81	13	620	63	38	23	79	74	57	11
Project Traffic												
Inbound Traffic Assignment			20.0%	15.0%	15.0%			5.0%				
Inbound Traffic Volumes			23	17	17			6				
Outbound Traffic Assignment	5.0%	30.0%	10.0%									
Outbound Traffic Volumes	3	20	7									
Project Traffic	3	20	30	17	17	0	0	6	0	0	0	0
Total Traffic w/o RTOR	54	293	111	30	637	63	38	29	79	74	57	11
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	54	293	51	30	637	3	38	29	19	74	57	0

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	52	721	25	2	258	14	28	5	42	8	5	4
Peak Season Volume	52	721	25	2	258	14	28	5	42	8	5	4
Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed Development												
1.0% Traffic Volume Growth	3	37	1	0	13	1	1	0	2	0	0	0
Committed + 1.0% Growth	3	37	1	0	13	1	1	0	2	0	0	0
Max (Committed + 1.0% or Historic Growth)	3	37	1	0	13	1	1	0	2	0	0	0
Background Traffic Volumes	55	758	26	2	271	15	29	5	44	8	5	4
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		3	5	2				1				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										7	1	6
Project Traffic	0	3	5	2	0	0	0	1	0	7	1	6
Total Traffic w/o RTOR	55	761	31	4	271	15	29	6	44	15	6	10
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	55	761	0	4	271	0	29	6	0	15	6	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	78	359	8	2	716	22	22	4	101	5	12	6
Peak Season Volume	78	359	8	2	716	22	22	4	101	5	12	6
Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed Development												
1.0% Traffic Volume Growth	4	18	0	0	37	1	1	0	5	0	1	0
Committed + 1.0% Growth	4	18	0	0	37	1	1	0	5	0	1	0
Max (Committed + 1.0% or Historic Growth)	4	18	0	0	37	1	1	0	5	0	1	0
Background Traffic Volumes	82	377	8	2	753	23	23	4	106	5	13	6
Project Traffic												
Inbound Traffic Assignment		20.0%	30.0%	15.0%				5.0%				
Inbound Traffic Volumes		23	34	17				6				
Outbound Traffic Assignment										50.0%	5.0%	45.0%
Outbound Traffic Volumes										34	3	30
Project Traffic	0	23	34	17	0	0	0	6	0	34	3	30
Total Traffic w/o RTOR	82	400	42	19	753	23	23	10	106	39	16	36
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	82	400	0	19	753	0	23	10	46	39	16	0

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

Growth Rate = 1.00%
Peak Season = 1
Buildout Year = 2027
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	101	517	54	0	186	109	289	49	189	5	36	8
Peak Season Volume	101	517	54	0	186	109	289	49	189	5	36	8
Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed Development												
1.0% Traffic Volume Growth	5	26	3	0	9	6	15	2	10	0	2	0
Committed + 1.0% Growth	5	26	3	0	9	6	15	2	10	0	2	0
Max (Committed + 1.0% or Historic Growth)	5	26	3	0	9	6	15	2	10	0	2	0
Background Traffic Volumes	106	543	57	0	195	115	304	51	199	5	38	8
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		3					5					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					3	4						
Project Traffic	0	3	0	0	3	4	5	0	0	0	0	0
Total Traffic w/o RTOR	106	546	57	0	198	119	309	51	199	5	38	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	106	546	0	0	198	59	309	51	139	5	38	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 11/29/2022	180	306	27	0	444	377	125	44	141	45	76	21
Peak Season Volume	180	306	27	0	444	377	125	44	141	45	76	21
Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed Development												
1.0% Traffic Volume Growth	9	16	1	0	23	19	6	2	7	2	4	1
Committed + 1.0% Growth	9	16	1	0	23	19	6	2	7	2	4	1
Max (Committed + 1.0% or Historic Growth)	9	16	1	0	23	19	6	2	7	2	4	1
Background Traffic Volumes	189	322	28	0	467	396	131	46	148	47	80	22
Project Traffic												
Inbound Traffic Assignment		20.0%					30.0%					
Inbound Traffic Volumes		23					34					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					13	20						
Project Traffic	0	23	0	0	13	20	34	0	0	0	0	0
Total Traffic w/o RTOR	189	345	28	0	480	416	165	46	148	47	80	22
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	189	345	0	0	480	356	165	46	88	47	80	0

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME: County Rd | STATION: 0 | Report Created
CURRENT YEAR: 2022 | FROM: Royal Poinciana Way | 11/16/2023
ANALYSIS YEAR: 2027 | TO: Midpoint
GROWTH RATE: 0% | COUNT DATE: 11/29/2022
PSF: 1

Link Analysis

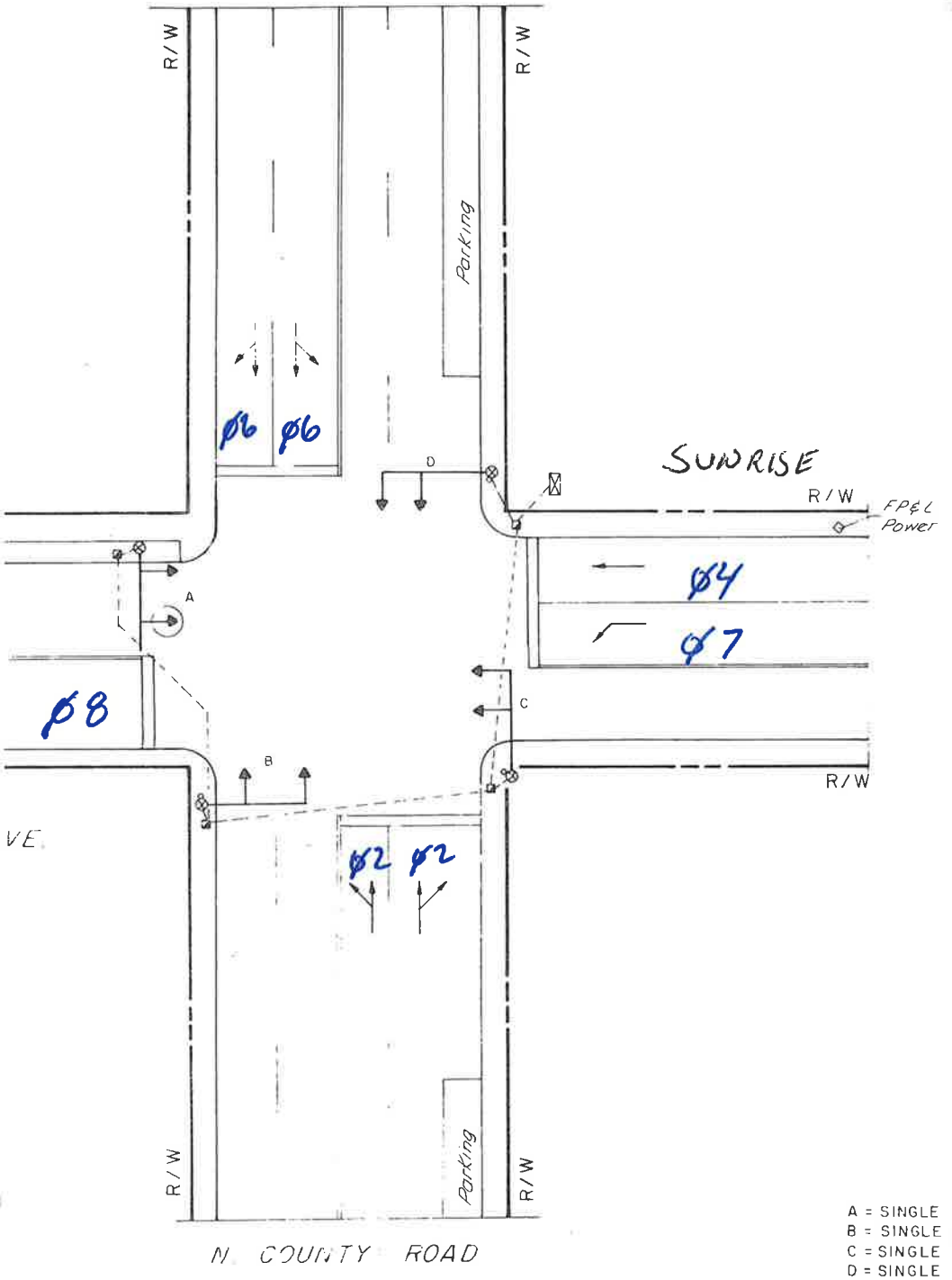
Time Period	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1109	814	295	1273	452	821		
Peak Volume	1109	814	295	1273	452	821		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1109	814	295	1273	452	821		
Committed Developments							Type	% Complete
Royal Poinciana Playhouse	1	1	1	17	5	12	NR	0%
Total Committed Developments	1	1	1	17	5	12		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	1	1	1	17	5	12		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	1	1	1	17	5	12		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	58	43	16	82	28	54		
Growth Volume Used	58	43	16	82	28	54		
Total Volume	1167	857	311	1355	480	875		
Lanes	4L							
LOS D Capacity	3060	1860	1860	3060	1860	1860		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3230	1860	1860	3230	1860	1860		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME: County Rd | STATION: 0 | Report Created
CURRENT YEAR: 2022 | FROM: Midpoint | 11/16/2023
ANALYSIS YEAR: 2027 | TO: Country Club Rd
GROWTH RATE: 0% | COUNT DATE: NA
PSF: 0

Link Analysis

Time Period	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	0	0	0	0	0	0		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	0	0	0	0	0	0		
Committed Developments							Type	% Complete
Royal Poinciana Playhouse	1	1	1	17	5	12	NR	0%
Total Committed Developments	1	1	1	17	5	12		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	1	1	1	17	5	12		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	1	1	1	17	5	12		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	1	1	1	17	5	12		
Growth Volume Used	1	1	1	17	5	12		
Total Volume	1	1	1	17	5	12		
Lanes	4L							
LOS D Capacity	3060	1860	1860	3060	1860	1860		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3230	1860	1860	3230	1860	1860		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

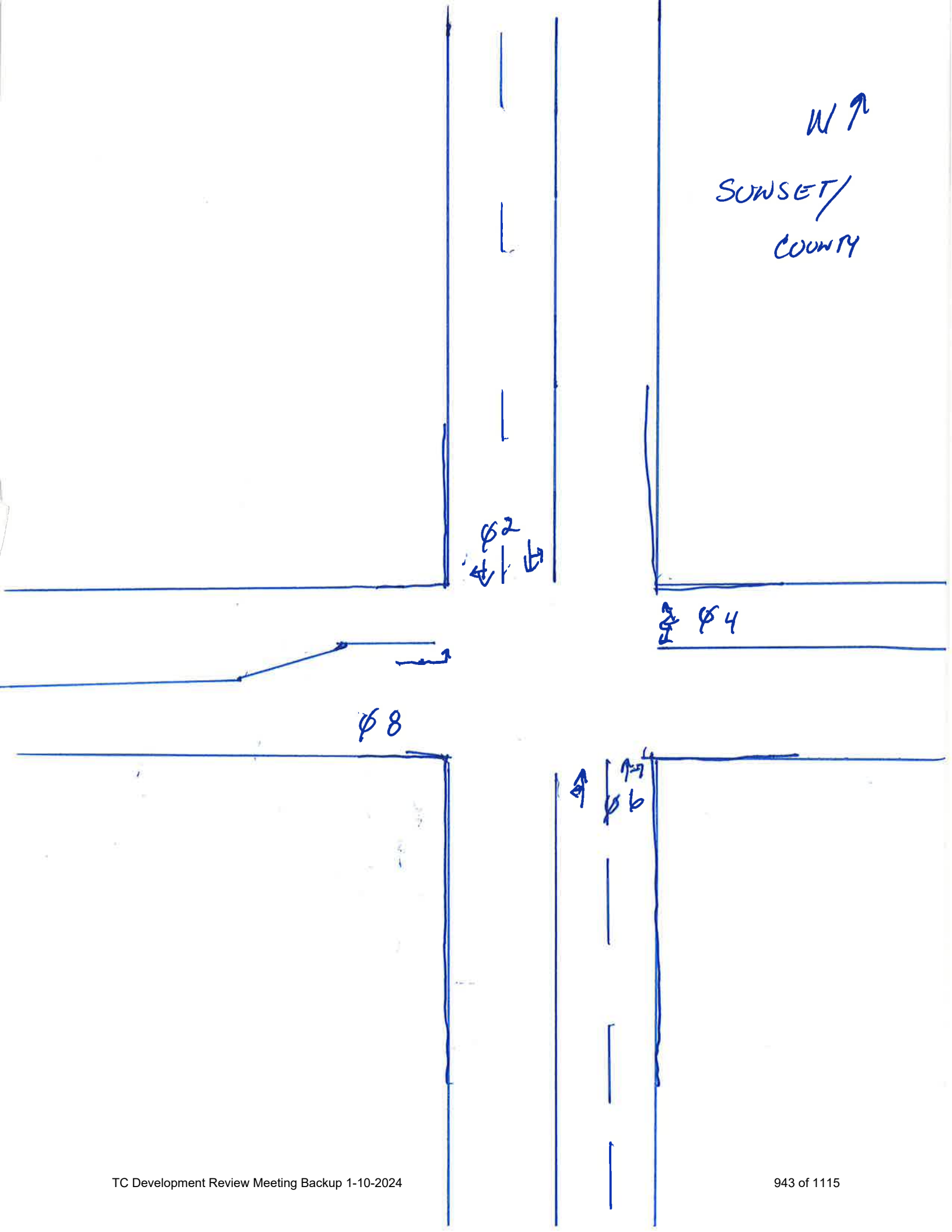

R/W
R/W
Parking
SUNRISE
R/W
FP&L Power
Ø6
Ø6
D
A
Ø4
Ø7
Ø8
C
B
R/W
VE
Ø2
Ø2
R/W
Parking
R/W
N COUNTY ROAD
N
Scale: 1" = 20'
A = SINGLE MAST ARM 20'
B = SINGLE MAST ARM 20'
C = SINGLE MAST ARM 20'
D = SINGLE MAST ARM 20'
LEGEND
CONTROLLER CABINET

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	20	0	10	0	20	7	10	5	5	5	5	5	2	5	5
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	15	0	13	0	15	0	16	0	16	0	10	0	10
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	3.0	5.0	2.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	40	35	25	0	40	20	30	35	35	35	35	35	0	35	0
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	0	40	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.0	3.5	3.0	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	2.5	1.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

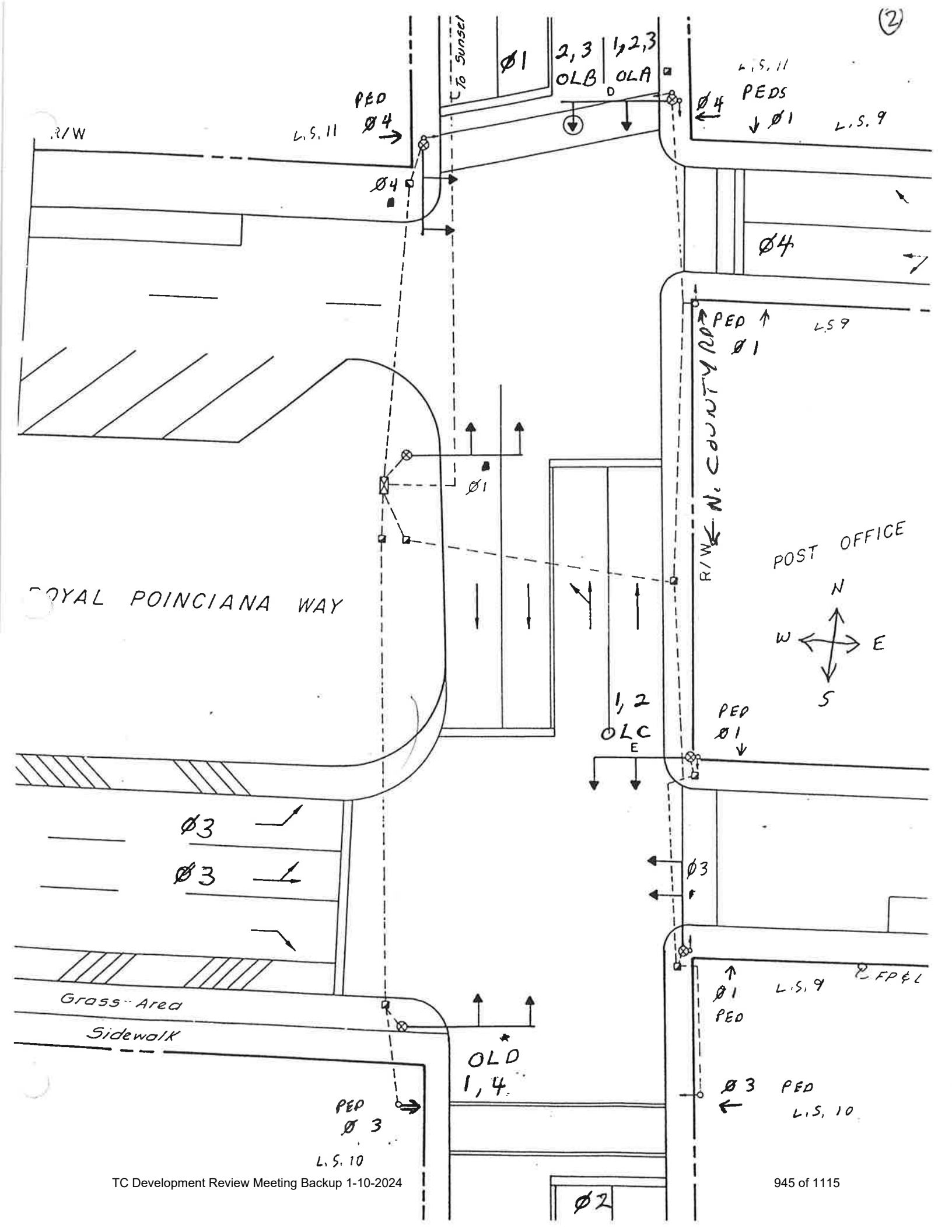
Committee Review Meeting Packet - 10-2021


W
SUNSET/
COUNTY
φ2
φ4
φ8
φ6

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	10	5	15	5	10	5	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	16	0	10	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	60	35	25	35	60	35	25	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



(2)
To Sunset
Ø1
2,3 OLB
1,2,3 OLA
D
L.S. 11
PEDS
Ø4
Ø1
L.S. 9
PED
Ø4
L.S. 11
R/W
Ø4
Ø4
PED
Ø1
L.S 9
N. COUNTY RD
R/W
Ø1
POST OFFICE
N
W
E
S
ROYAL POINCIANA WAY
1,2
OLC
E
PED
Ø1
Ø3
Ø3
Ø3
Grass Area
Sidewalk
Ø1
PED
L.S. 9
FP&L
OLD
1,4
Ø3
PED
L.S. 10
PED
Ø3
L.S. 10
Ø2

PHASE	1	2	3	4	5	6	7	8	A	B	C	D
SIG#	1	TIMING	3	4	N/U	N/U	N/U	N/U	A	B	C	D
OVLP									1,2,3	2,3	1,2	1,4
GRN	1G-B		3G-B	4G-B					9G-B	10G-B	11G-B	12G-B
YEL	1Y-B		3Y-B	4Y-B					9Y-B	10Y-B	11Y-B	12Y-B
RED	1R-B		3R-B	4R-B					9R-B	10R-B	11R-B	12R-B
GRN ARROW												
YEL ARROW												
RED ARROW												
WALK	13G-B		15G-B	16G-B								
D-WALK	13R-B		15R-B	16R-B								
PED DET	PIP-17A		PIP-19A	PIP-20A								

TC Development Review Meeting Backup 1-10-2024

Controller Timing Plan (MM)2-1

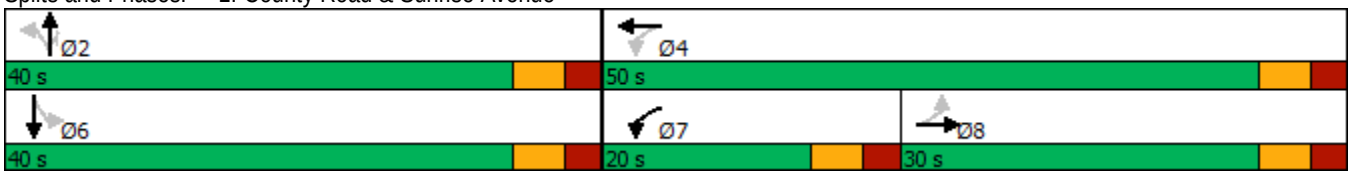
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	20	5	15	10	0	0	0	0	5	5	0	0	0	0	0	0
BK Min Green	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	16	0	16	16	0	0	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	40	20	25	20	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	60	35	40	25	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	40	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	18	46	19	35	634	83	9	198
Future Volume (vph)	47	18	46	19	35	634	83	9	198
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.6	17.9	18.6		41.0	41.0	41.0	41.0
Actuated g/C Ratio		0.16	0.27	0.28		0.62	0.62	0.62	0.62
v/c Ratio		0.38	0.13	0.05		0.63	0.09	0.03	0.21
Control Delay		26.1	16.7	12.6		17.2	2.1	11.0	10.1
Queue Delay		0.0	0.0	0.0		0.6	0.0	0.0	0.0
Total Delay		26.1	16.7	12.6		17.8	2.1	11.0	10.1
LOS		C	B	B		B	A	B	B
Approach Delay		26.1		15.3		16.1			10.1
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

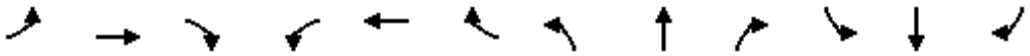




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	48	27	704	87	9	237
v/c Ratio	0.38	0.13	0.05	0.63	0.09	0.03	0.21
Control Delay	26.1	16.7	12.6	17.2	2.1	11.0	10.1
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	26.1	16.7	12.6	17.8	2.1	11.0	10.1
Queue Length 50th (ft)	29	14	6	233	0	2	53
Queue Length 95th (ft)	73	34	21	#478	16	10	108
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	556	485	1201	1120	1018	297	1132
Starvation Cap Reductn	0	0	0	149	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.02	0.73	0.09	0.03	0.21

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)	47	18	29	46	19	7	35	634	83	9	198	28
Future Volume (vph)	47	18	29	46	19	7	35	634	83	9	198	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1741		1770	1790			1858	1583	1770	1829	
Flt Permitted		0.83		0.62	1.00			0.97	1.00	0.26	1.00	
Satd. Flow (perm)		1480		1149	1790			1816	1583	482	1829	
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)	49	19	31	48	20	7	37	667	87	9	208	29
RTOR Reduction (vph)	0	22	0	0	5	0	0	0	38	0	4	0
Lane Group Flow (vph)	0	77	0	48	22	0	0	704	49	9	233	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Effective Green, g (s)		8.2		18.8	18.8			39.5	39.5	39.5	39.5	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		172		347	478			1020	889	270	1027	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.05		0.03				c0.39	0.03	0.02		
v/c Ratio		0.45		0.14	0.05			0.69	0.05	0.03	0.23	
Uniform Delay, d1		28.9		19.8	19.1			11.0	7.0	6.9	7.7	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.8		0.2	0.0			3.8	0.1	0.2	0.5	
Delay (s)		30.8		19.9	19.1			14.8	7.1	7.1	8.2	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.8			19.7			14.0			8.2	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	5	42	8	5	52	721	2	258
Future Volume (vph)	28	5	42	8	5	52	721	2	258
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		65.9		65.9
Actuated g/C Ratio		0.19	0.19		0.19		0.83		0.83
v/c Ratio		0.13	0.13		0.06		0.32		0.10
Control Delay		29.2	10.1		24.2		3.7		2.9
Queue Delay		0.0	0.0		0.0		0.3		0.0
Total Delay		29.2	10.1		24.2		4.0		2.9
LOS		C	B		C		A		A
Approach Delay		18.4			24.2		4.0		2.9
Approach LOS		B			C		A		A

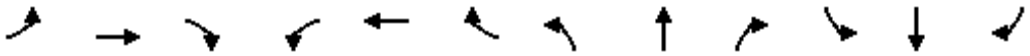
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	34	44	17	840	289
v/c Ratio	0.13	0.13	0.06	0.32	0.10
Control Delay	29.2	10.1	24.2	3.7	2.9
Queue Delay	0.0	0.0	0.0	0.3	0.0
Total Delay	29.2	10.1	24.2	4.0	2.9
Queue Length 50th (ft)	17	0	6	74	20
Queue Length 95th (ft)	39	26	22	101	31
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	358	441	408	2654	2762
Starvation Cap Reductn	0	0	0	1115	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.10	0.04	0.55	0.10

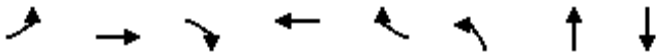
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
Future Volume (vph)	28	5	42	8	5	4	52	721	25	2	258	14
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1787	1583		1762			3511			3510	
Flt Permitted		0.75	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1389	1583		1571			3212			3345	
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)	29	5	44	8	5	4	55	759	26	2	272	15
RTOR Reduction (vph)	0	0	39	0	4	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	34	5	0	13	0	0	838	0	0	286	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		8.7	8.7		8.7			64.0			64.0	
Effective Green, g (s)		8.7	8.7		8.7			64.0			64.0	
Actuated g/C Ratio		0.11	0.11		0.11			0.78			0.78	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		147	168		167			2516			2620	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.26			0.09	
v/c Ratio		0.23	0.03		0.08			0.33			0.11	
Uniform Delay, d1		33.4	32.7		32.9			2.6			2.1	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.8	0.1		0.2			0.4			0.1	
Delay (s)		34.2	32.8		33.1			3.0			2.2	
Level of Service		C	C		C			A			A	
Approach Delay (s)		33.4			33.1			3.0			2.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

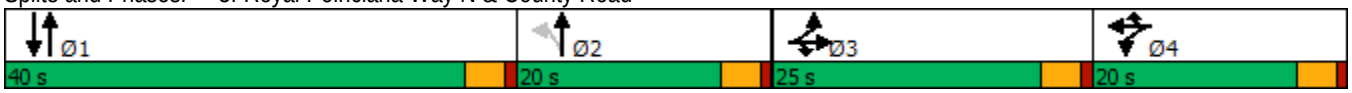
c Critical Lane Group

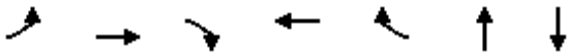


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	289	49	189	36	8	101	517	186
Future Volume (vph)	289	49	189	36	8	101	517	186
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.0	17.0	17.0	10.3	10.3		45.2	24.6
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.48	0.48	0.40	0.18	0.03		0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1		11.0	13.8
LOS	C	C	A	D	A		B	B
Approach Delay		24.7		31.6			11.0	13.8
Approach LOS		C		C			B	B

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 78		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.48		
Intersection Signal Delay: 16.9	Intersection LOS: B	
Intersection Capacity Utilization 61.6%	ICU Level of Service B	
Analysis Period (min) 15		

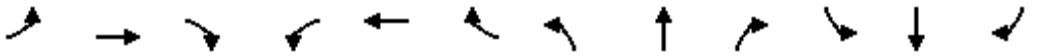
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	176	180	199	43	8	707	311
v/c Ratio	0.48	0.48	0.40	0.18	0.03	0.41	0.27
Control Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	34.4	7.5	37.5	0.1	11.0	13.8
Queue Length 50th (ft)	84	86	0	19	0	103	38
Queue Length 95th (ft)	170	173	56	58	0	167	75
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	466	473	582	391	408	1694	1650
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.38	0.34	0.11	0.02	0.42	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
Future Volume (vph)	289	49	189	5	36	8	101	517	54	0	186	109
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3343	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.84			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2934			3343	
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)	304	52	199	5	38	8	106	544	57	0	196	115
RTOR Reduction (vph)	0	0	156	0	0	7	0	6	0	0	79	0
Lane Group Flow (vph)	176	180	43	0	43	1	0	701	0	0	232	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Effective Green, g (s)	17.0	17.0	17.0		5.4	5.4		45.1			24.6	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.31	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		125	107		1664			1034	
v/s Ratio Prot	0.10	c0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.24				
v/c Ratio	0.49	0.49	0.13		0.34	0.01		0.42			0.22	
Uniform Delay, d1	27.4	27.5	25.2		35.4	34.5		9.8			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.1	1.1	0.2		1.7	0.0		0.2			0.1	
Delay (s)	28.5	28.5	25.4		37.0	34.6		10.0			20.5	
Level of Service	C	C	C		D	C		A			C	
Approach Delay (s)		27.4			36.6			10.0			20.5	
Approach LOS		C			D			A			C	

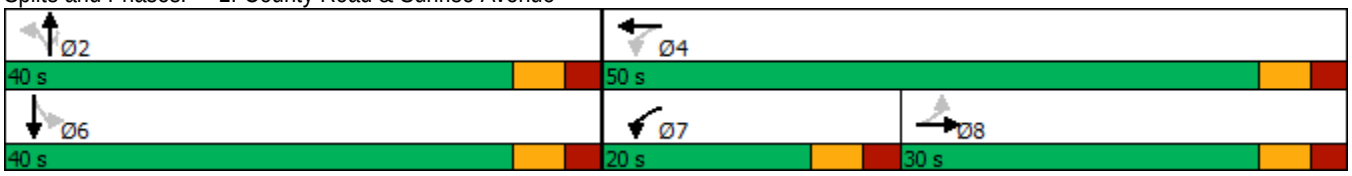
Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	22	70	54	49	260	77	12	590
Future Volume (vph)	36	22	70	54	49	260	77	12	590
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.7	22.6	22.6		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.52	0.52	0.52	0.52
v/c Ratio		0.49	0.19	0.12		0.49	0.09	0.03	0.72
Control Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		21.3	16.5	13.7		16.3	1.9	11.3	21.0
LOS		C	B	B		B	A	B	C
Approach Delay		21.3		15.2		13.4			20.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 71.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 18.1	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

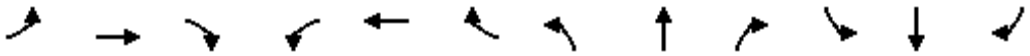




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	74	68	326	81	13	684
v/c Ratio	0.49	0.19	0.12	0.49	0.09	0.03	0.72
Control Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	16.5	13.7	16.3	1.9	11.3	21.0
Queue Length 50th (ft)	27	21	16	91	0	3	225
Queue Length 95th (ft)	80	47	40	192	15	13	#477
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	557	466	1121	669	871	514	953
Starvation Cap Reductn	0	0	0	8	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.16	0.06	0.49	0.09	0.03	0.72

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)	36	22	75	70	54	10	49	260	77	12	590	60
Future Volume (vph)	36	22	75	70	54	10	49	260	77	12	590	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.98			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1818			1848	1583	1770	1837	
Flt Permitted		0.88		0.49	1.00			0.70	1.00	0.53	1.00	
Satd. Flow (perm)		1523		920	1818			1295	1583	995	1837	
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)	38	23	79	74	57	11	52	274	81	13	621	63
RTOR Reduction (vph)	0	61	0	0	7	0	0	0	40	0	3	0
Lane Group Flow (vph)	0	79	0	74	61	0	0	326	41	13	681	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.7		23.8	23.8			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		223		383	593			659	805	506	934	
v/s Ratio Prot				c0.02	0.03						c0.37	
v/s Ratio Perm		c0.05		0.04				0.25	0.03	0.01		
v/c Ratio		0.36		0.19	0.10			0.49	0.05	0.03	0.73	
Uniform Delay, d1		28.0		17.9	17.1			11.7	9.0	8.9	14.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.0		0.2	0.1			2.6	0.1	0.1	5.0	
Delay (s)		29.0		18.1	17.2			14.4	9.1	9.0	18.9	
Level of Service		C		B	B			B	A	A	B	
Approach Delay (s)		29.0			17.7			13.3			18.8	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	4	101	5	12	78	359	2	716
Future Volume (vph)	22	4	101	5	12	78	359	2	716
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		62.4		62.4
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.28		0.07		0.23		0.30
Control Delay		28.3	8.3		22.8		4.2		4.3
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.3		22.8		4.2		4.6
LOS		C	A		C		A		A
Approach Delay		12.4			22.8		4.2		4.6
Approach LOS		B			C		A		A

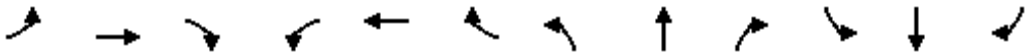
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 81.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	27	106	24	468	779
v/c Ratio	0.10	0.28	0.07	0.23	0.30
Control Delay	28.3	8.3	22.8	4.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.3	22.8	4.2	4.6
Queue Length 50th (ft)	11	0	7	37	65
Queue Length 95th (ft)	33	40	27	55	90
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	372	480	439	1999	2581
Starvation Cap Reductn	0	0	0	0	940
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.22	0.05	0.23	0.47

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
Future Volume (vph)	22	4	101	5	12	6	78	359	8	2	716	22
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1787	1583		1781			3499			3523	
Flt Permitted		0.79	1.00		0.95			0.74			0.95	
Satd. Flow (perm)		1468	1583		1717			2607			3363	
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)	23	4	106	5	13	6	82	378	8	2	754	23
RTOR Reduction (vph)	0	0	91	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	27	15	0	19	0	0	467	0	0	777	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			61.4			61.4	
Effective Green, g (s)		11.8	11.8		11.8			61.4			61.4	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		210	227		246			1947			2512	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.18			c0.23	
v/c Ratio		0.13	0.07		0.08			0.24			0.31	
Uniform Delay, d1		30.7	30.4		30.5			3.2			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		31.0	30.6		30.6			3.5			3.7	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.7			30.6			3.5			3.7	
Approach LOS		C			C			A			A	

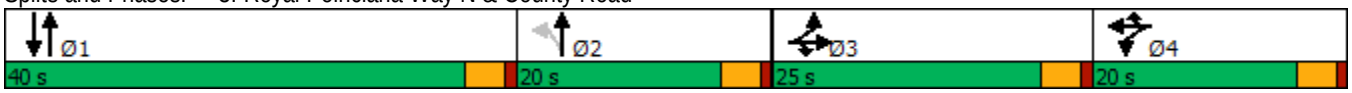
Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

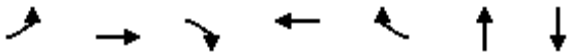
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	125	44	141	76	21	180	306	444
Future Volume (vph)	125	44	141	76	21	180	306	444
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.2	15.2	15.2	12.2	12.2		49.7	29.5
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.33
v/c Ratio	0.31	0.31	0.38	0.51	0.07		0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5		14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5		14.4	23.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.4		38.2			14.4	23.0
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 89.2	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

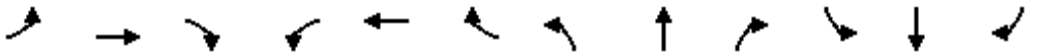
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	88	90	148	127	22	539	864
v/c Ratio	0.31	0.31	0.38	0.51	0.07	0.52	0.70
Control Delay	38.6	38.5	9.6	44.7	0.5	14.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Total Delay	38.6	38.5	9.6	44.7	0.5	14.4	23.0
Queue Length 50th (ft)	47	48	0	69	0	89	161
Queue Length 95th (ft)	103	105	54	131	0	149	243
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	399	410	488	331	363	1029	1473
Starvation Cap Reductn	0	0	0	0	0	0	335
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.30	0.38	0.06	0.52	0.76

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
Future Volume (vph)	125	44	141	45	76	21	180	306	27	0	444	377
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3295	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1842			3295	
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)	132	46	148	47	80	22	189	322	28	0	467	397
RTOR Reduction (vph)	0	0	123	0	0	19	0	4	0	0	149	0
Lane Group Flow (vph)	88	90	25	0	127	3	0	535	0	0	715	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Effective Green, g (s)	15.2	15.2	15.2		12.2	12.2		49.6			29.5	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.33	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	287	294	270		250	216		1026			1092	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.22	
v/s Ratio Perm								c0.29				
v/c Ratio	0.31	0.31	0.09		0.51	0.01		0.52			0.65	
Uniform Delay, d1	32.3	32.3	31.1		35.6	33.2		12.3			25.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.6	0.6	0.2		1.6	0.0		0.5			1.4	
Delay (s)	32.9	32.9	31.2		37.2	33.2		12.8			26.8	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		32.1			36.6			12.8			26.8	
Approach LOS		C			D			B			C	

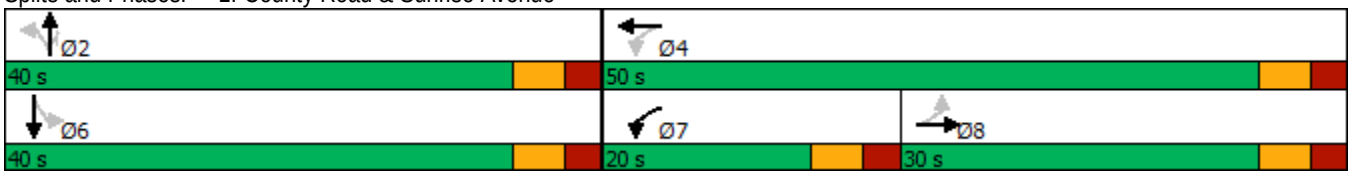
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	89.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	19	48	20	37	666	87	9	208
Future Volume (vph)	49	19	48	20	37	666	87	9	208
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.8	18.1	18.8		40.7	40.7	40.7	40.7
Actuated g/C Ratio		0.16	0.27	0.28		0.61	0.61	0.61	0.61
v/c Ratio		0.40	0.13	0.05		0.67	0.09	0.03	0.22
Control Delay		26.9	16.6	12.5		18.7	2.3	11.3	10.4
Queue Delay		0.0	0.0	0.0		0.8	0.0	0.0	0.0
Total Delay		26.9	16.6	12.5		19.5	2.3	11.3	10.4
LOS		C	B	B		B	A	B	B
Approach Delay		26.9		15.2		17.6			10.4
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

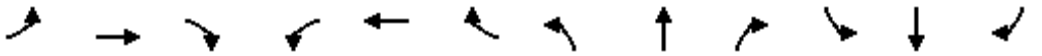




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	51	28	740	92	9	250
v/c Ratio	0.40	0.13	0.05	0.67	0.09	0.03	0.22
Control Delay	26.9	16.6	12.5	18.7	2.3	11.3	10.4
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	26.9	16.6	12.5	19.5	2.3	11.3	10.4
Queue Length 50th (ft)	31	15	6	256	0	2	57
Queue Length 95th (ft)	77	36	21	#526	18	10	116
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	555	489	1204	1111	1013	263	1124
Starvation Cap Reductn	0	0	0	143	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.02	0.76	0.09	0.03	0.22

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)	49	19	30	48	20	7	37	666	87	9	208	29
Future Volume (vph)	49	19	30	48	20	7	37	666	87	9	208	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1742		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.61	1.00			0.97	1.00	0.23	1.00	
Satd. Flow (perm)		1477		1142	1793			1813	1583	430	1828	
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)	52	20	32	51	21	7	39	701	92	9	219	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	41	0	4	0
Lane Group Flow (vph)	0	83	0	51	23	0	0	740	51	9	246	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Effective Green, g (s)		8.4		19.1	19.1			39.3	39.3	39.3	39.3	
Actuated g/C Ratio		0.12		0.27	0.27			0.56	0.56	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176		351	486			1012	883	240	1020	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.06		0.03				c0.41	0.03	0.02		
v/c Ratio		0.47		0.15	0.05			0.73	0.06	0.04	0.24	
Uniform Delay, d1		28.9		19.6	18.9			11.6	7.1	7.0	7.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0		0.2	0.0			4.7	0.1	0.3	0.6	
Delay (s)		30.9		19.8	19.0			16.3	7.2	7.3	8.5	
Level of Service		C		B	B			B	A	A	A	
Approach Delay (s)		30.9			19.5			15.3			8.5	
Approach LOS		C			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

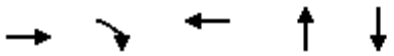
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	5	44	8	5	55	758	2	271
Future Volume (vph)	29	5	44	8	5	55	758	2	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		64.6		64.6
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.14		0.06		0.36		0.12
Control Delay		29.9	10.1		23.7		4.6		3.4
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		29.9	10.1		23.7		5.1		3.4
LOS		C	B		C		A		A
Approach Delay		18.8			23.7		5.1		3.4
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 83.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

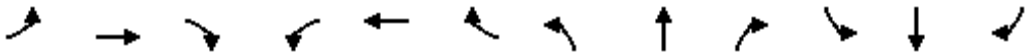
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	36	46	17	883	303
v/c Ratio	0.14	0.14	0.06	0.36	0.12
Control Delay	29.9	10.1	23.7	4.6	3.4
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.9	10.1	23.7	5.1	3.4
Queue Length 50th (ft)	17	0	6	79	21
Queue Length 95th (ft)	40	27	22	107	32
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	356	426	400	2477	2590
Starvation Cap Reductn	0	0	0	1076	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.11	0.04	0.63	0.12

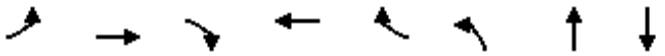
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
Future Volume (vph)	29	5	44	8	5	4	55	758	26	2	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1786	1583		1762			3511			3510	
Flt Permitted		0.77	1.00		0.89			0.91			0.95	
Satd. Flow (perm)		1439	1583		1609			3200			3344	
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)	31	5	46	8	5	4	58	798	27	2	285	16
RTOR Reduction (vph)	0	0	40	0	3	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	36	6	0	14	0	0	881	0	0	300	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			63.6			63.6	
Effective Green, g (s)		11.8	11.8		11.8			63.6			63.6	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		201	221		224			2411			2519	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			c0.28			0.09	
v/c Ratio		0.18	0.03		0.06			0.37			0.12	
Uniform Delay, d1		32.0	31.4		31.5			3.5			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.1			0.4			0.1	
Delay (s)		32.5	31.4		31.6			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.9			31.6			4.0			2.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	84.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

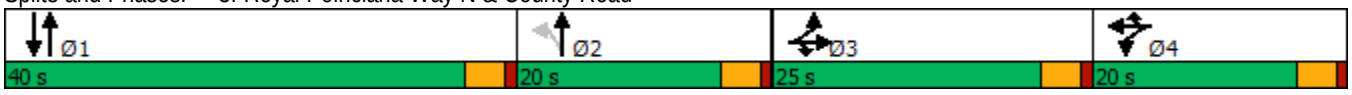
c Critical Lane Group

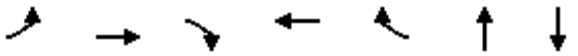


Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	304	51	199	38	8	106	543	195
Future Volume (vph)	304	51	199	38	8	106	543	195
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	17.3	17.3	17.3	10.4	10.4		46.4	25.7
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.58	0.32
v/c Ratio	0.51	0.51	0.41	0.19	0.03		0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1		11.2	13.7
LOS	D	D	A	D	A		B	B
Approach Delay		25.7		33.0			11.2	13.7
Approach LOS		C		C			B	B

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 79.5		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.51		
Intersection Signal Delay: 17.3	Intersection LOS: B	
Intersection Capacity Utilization 63.0%	ICU Level of Service B	
Analysis Period (min) 15		

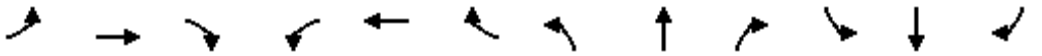
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	188	209	45	8	744	326
v/c Ratio	0.51	0.51	0.41	0.19	0.03	0.44	0.28
Control Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	35.7	7.6	38.8	0.1	11.2	13.7
Queue Length 50th (ft)	91	92	0	21	0	112	41
Queue Length 95th (ft)	185	186	58	61	0	178	78
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	459	467	584	385	404	1705	1630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.36	0.12	0.02	0.44	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
Future Volume (vph)	304	51	199	5	38	8	106	543	57	0	195	115
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1709	1583		1852	1583		3470			3342	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.83			1.00	
Satd. Flow (perm)	1681	1709	1583		1852	1583		2911			3342	
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)	320	54	209	5	40	8	112	572	60	0	205	121
RTOR Reduction (vph)	0	0	164	0	0	7	0	6	0	0	83	0
Lane Group Flow (vph)	186	188	45	0	45	1	0	738	0	0	243	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Effective Green, g (s)	17.3	17.3	17.3		5.4	5.4		46.3			25.7	
Actuated g/C Ratio	0.21	0.21	0.21		0.07	0.07		0.57			0.32	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	359	365	338		123	105		1663			1060	
v/s Ratio Prot	c0.11	0.11	0.03		c0.02	0.00					0.07	
v/s Ratio Perm								c0.25				
v/c Ratio	0.52	0.52	0.13		0.37	0.01		0.44			0.23	
Uniform Delay, d1	28.2	28.1	25.8		36.2	35.3		10.0			20.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.3	1.2	0.2		1.8	0.0		0.2			0.1	
Delay (s)	29.4	29.4	26.0		38.0	35.3		10.2			20.5	
Level of Service	C	C	C		D	D		B			C	
Approach Delay (s)		28.2			37.6			10.2			20.5	
Approach LOS		C			D			B			C	

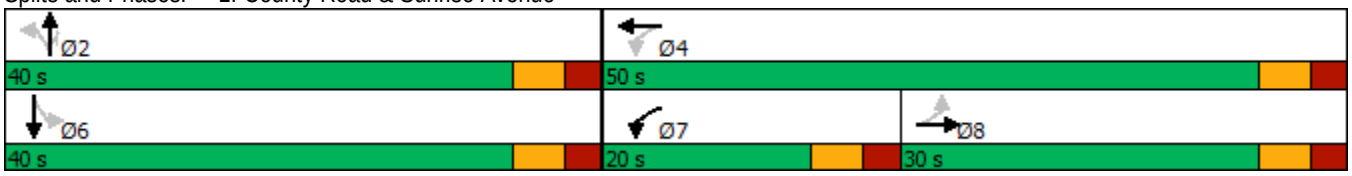
Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	23	74	57	51	273	81	13	620
Future Volume (vph)	38	23	74	57	51	273	81	13	620
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	Max	Max	Max	Max	Max
Act Effct Green (s)		10.9	23.0	23.0		37.1	37.1	37.1	37.1
Actuated g/C Ratio		0.15	0.32	0.32		0.51	0.51	0.51	0.51
v/c Ratio		0.51	0.20	0.12		0.56	0.10	0.03	0.76
Control Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		22.3	16.5	13.6		18.5	2.2	11.7	23.0
LOS		C	B	B		B	A	B	C
Approach Delay		22.3		15.1		15.3			22.8
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

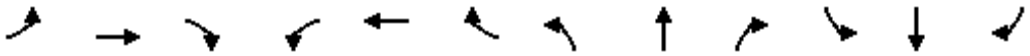




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	78	72	341	85	14	719
v/c Ratio	0.51	0.20	0.12	0.56	0.10	0.03	0.76
Control Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	16.5	13.6	18.5	2.2	11.7	23.0
Queue Length 50th (ft)	30	23	17	100	0	3	245
Queue Length 95th (ft)	85	49	42	220	16	14	#526
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	554	466	1115	611	867	497	948
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.06	0.56	0.10	0.03	0.76

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)	38	23	79	74	57	11	51	273	81	13	620	63
Future Volume (vph)	38	23	79	74	57	11	51	273	81	13	620	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.92		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1816			1848	1583	1770	1837	
Flt Permitted		0.88		0.48	1.00			0.64	1.00	0.52	1.00	
Satd. Flow (perm)		1520		902	1816			1188	1583	967	1837	
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)	40	24	83	78	60	12	54	287	85	14	653	66
RTOR Reduction (vph)	0	60	0	0	8	0	0	0	42	0	3	0
Lane Group Flow (vph)	0	87	0	78	64	0	0	341	43	14	716	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Effective Green, g (s)		10.9		24.1	24.1			37.1	37.1	37.1	37.1	
Actuated g/C Ratio		0.15		0.33	0.33			0.51	0.51	0.51	0.51	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		226		382	597			602	802	490	931	
v/s Ratio Prot				c0.02	0.04						c0.39	
v/s Ratio Perm		c0.06		0.05				0.29	0.03	0.01		
v/c Ratio		0.38		0.20	0.11			0.57	0.05	0.03	0.77	
Uniform Delay, d1		28.1		17.9	17.1			12.5	9.2	9.0	14.6	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.1		0.3	0.1			3.8	0.1	0.1	6.1	
Delay (s)		29.2		18.1	17.1			16.3	9.3	9.1	20.7	
Level of Service		C		B	B			B	A	A	C	
Approach Delay (s)		29.2			17.7			14.9			20.5	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

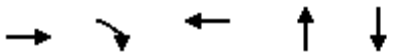
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	4	106	5	13	82	377	2	753
Future Volume (vph)	23	4	106	5	13	82	377	2	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.1	15.1		15.1		61.9		61.9
Actuated g/C Ratio		0.19	0.19		0.19		0.77		0.77
v/c Ratio		0.10	0.29		0.08		0.25		0.32
Control Delay		28.3	8.2		23.0		4.3		4.5
Queue Delay		0.0	0.0		0.0		0.0		0.2
Total Delay		28.3	8.2		23.0		4.3		4.7
LOS		C	A		C		A		A
Approach Delay		12.2			23.0		4.3		4.7
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 80.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

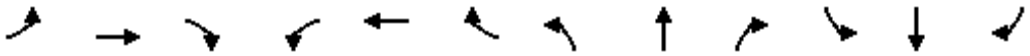
Splits and Phases: 2: County Road & Sunset Avenue





Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	112	25	491	819
v/c Ratio	0.10	0.29	0.08	0.25	0.32
Control Delay	28.3	8.2	23.0	4.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	28.3	8.2	23.0	4.3	4.7
Queue Length 50th (ft)	12	0	8	39	70
Queue Length 95th (ft)	34	41	28	58	95
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	371	486	443	1967	2577
Starvation Cap Reductn	0	0	0	0	922
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.23	0.06	0.25	0.49

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
Future Volume (vph)	23	4	106	5	13	6	82	377	8	2	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			1.00	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1786	1583		1785			3500			3523	
Flt Permitted		0.78	1.00		0.96			0.73			0.95	
Satd. Flow (perm)		1461	1583		1722			2567			3363	
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)	24	4	112	5	14	6	86	397	8	2	793	24
RTOR Reduction (vph)	0	0	96	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	28	16	0	20	0	0	490	0	0	817	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			60.9			60.9	
Effective Green, g (s)		11.8	11.8		11.8			60.9			60.9	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		211	228		248			1913			2506	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.19			c0.24	
v/c Ratio		0.13	0.07		0.08			0.26			0.33	
Uniform Delay, d1		30.5	30.2		30.3			3.3			3.5	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.3	0.1		0.1			0.3			0.3	
Delay (s)		30.8	30.3		30.4			3.6			3.8	
Level of Service		C	C		C			A			A	
Approach Delay (s)		30.4			30.4			3.6			3.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

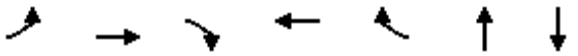
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	131	46	148	80	22	189	322	467
Future Volume (vph)	131	46	148	80	22	189	322	467
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA
Protected Phases	3	3	3	4	4		1 2	1
Permitted Phases						2		
Detector Phase	3	3	3	4	4	2	1 2	1
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	5.0		20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5		27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0		40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%		38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	Max		None
Act Effct Green (s)	15.3	15.3	15.3	12.4	12.4		51.3	31.2
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14		0.56	0.34
v/c Ratio	0.33	0.33	0.39	0.54	0.08		0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5		15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5		15.0	25.0
LOS	D	D	A	D	A		B	C
Approach Delay		25.9		39.6			15.0	25.0
Approach LOS		C		D			B	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 91.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 65.8%	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

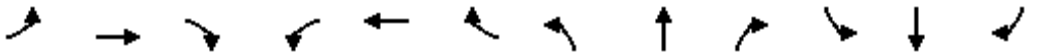




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	92	94	156	133	23	567	909
v/c Ratio	0.33	0.33	0.39	0.54	0.08	0.91dl	0.71
Control Delay	39.6	39.4	9.6	46.4	0.5	15.0	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Total Delay	39.6	39.4	9.6	46.4	0.5	15.0	25.0
Queue Length 50th (ft)	52	53	0	76	0	98	177
Queue Length 95th (ft)	106	108	55	137	0	163	265
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)							
Base Capacity (vph)	390	401	487	324	357	1013	1446
Starvation Cap Reductn	0	0	0	0	0	0	381
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.32	0.41	0.06	0.56	0.85

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)	131	46	148	47	80	22	189	322	28	0	467	396
Future Volume (vph)	131	46	148	47	80	22	189	322	28	0	467	396
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1727	1583		1829	1583		3451			3296	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1727	1583		1829	1583		1815			3296	
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)	138	48	156	49	84	23	199	339	29	0	492	417
RTOR Reduction (vph)	0	0	130	0	0	20	0	3	0	0	146	0
Lane Group Flow (vph)	92	94	26	0	133	3	0	564	0	0	763	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3	4	4	4		1 2			1	
Permitted Phases							2					
Actuated Green, G (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Effective Green, g (s)	15.3	15.3	15.3		12.4	12.4		51.3			31.2	
Actuated g/C Ratio	0.17	0.17	0.17		0.14	0.14		0.56			0.34	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	282	290	266		249	215		1023			1130	
v/s Ratio Prot	c0.05	0.05	0.02		c0.07	0.00					c0.23	
v/s Ratio Perm								c0.31				
v/c Ratio	0.33	0.32	0.10		0.53	0.01		0.91dl			0.68	
Uniform Delay, d1	33.3	33.3	32.0		36.6	34.0		12.6			25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.7	0.7	0.2		2.2	0.0		0.6			1.6	
Delay (s)	34.0	34.0	32.2		38.8	34.0		13.2			27.2	
Level of Service	C	C	C		D	C		B			C	
Approach Delay (s)		33.2			38.1			13.2			27.2	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	91.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

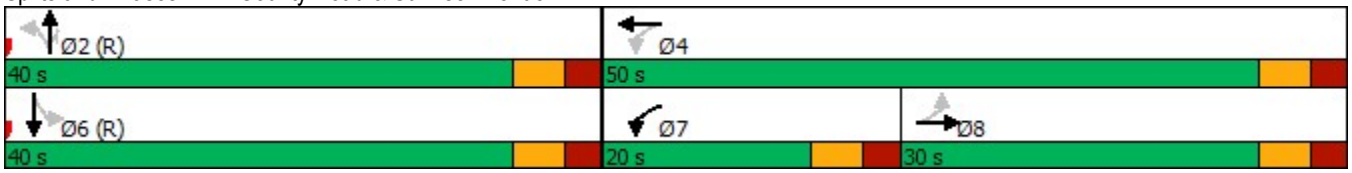
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	20	48	20	38	670	96	14	208
Future Volume (vph)	49	20	48	20	38	670	96	14	208
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	C-Max
Act Effct Green (s)		11.5	20.1	20.7		61.7	61.7	61.7	61.7
Actuated g/C Ratio		0.13	0.22	0.23		0.69	0.69	0.69	0.69
v/c Ratio		0.50	0.17	0.07		0.60	0.09	0.04	0.20
Control Delay		36.2	24.6	18.0		15.0	2.2	10.3	8.8
Queue Delay		0.0	0.0	0.0		1.5	0.0	0.0	0.0
Total Delay		36.2	24.6	18.0		16.5	2.2	10.3	8.8
LOS		D	C	B		B	A	B	A
Approach Delay		36.3		22.2		14.8			8.9
Approach LOS		D		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 81.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	105	51	28	745	101	15	250
v/c Ratio	0.50	0.17	0.07	0.60	0.09	0.04	0.20
Control Delay	36.2	24.6	18.0	15.0	2.2	10.3	8.8
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Total Delay	36.2	24.6	18.0	16.5	2.2	10.3	8.8
Queue Length 50th (ft)	44	22	9	266	0	3	58
Queue Length 95th (ft)	90	44	26	499	21	15	120
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	412	375	879	1242	1120	339	1256
Starvation Cap Reductn	0	0	0	305	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.14	0.03	0.80	0.09	0.04	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	20	30	48	20	7	38	670	96	14	208	29
Future Volume (vph)	49	20	30	48	20	7	38	670	96	14	208	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.96		1.00	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1743		1770	1793			1858	1583	1770	1828	
Flt Permitted		0.83		0.59	1.00			0.97	1.00	0.27	1.00	
Satd. Flow (perm)		1480		1095	1793			1811	1583	496	1828	
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)	52	21	32	51	21	7	40	705	101	15	219	31
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	37	0	3	0
Lane Group Flow (vph)	0	84	0	51	23	0	0	745	64	15	247	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		9.5		21.0	21.0			57.0	57.0	57.0	57.0	
Effective Green, g (s)		9.5		21.0	21.0			57.0	57.0	57.0	57.0	
Actuated g/C Ratio		0.11		0.23	0.23			0.63	0.63	0.63	0.63	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		156		296	418			1146	1002	314	1157	
v/s Ratio Prot				c0.01	0.01						0.13	
v/s Ratio Perm		c0.06		0.03				c0.41	0.04	0.03		
v/c Ratio		0.54		0.17	0.05			0.65	0.06	0.05	0.21	
Uniform Delay, d1		38.2		27.7	26.8			10.3	6.3	6.2	7.0	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.5		0.3	0.1			2.9	0.1	0.3	0.4	
Delay (s)		41.7		28.0	26.8			13.2	6.4	6.5	7.4	
Level of Service		D		C	C			B	A	A	A	
Approach Delay (s)		41.7			27.6			12.3			7.4	
Approach LOS		D			C			B			A	

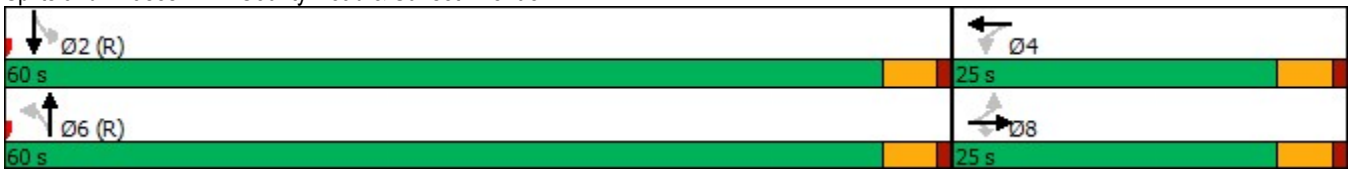
Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	30	5	44	15	6	55	765	2	271
Future Volume (vph)	30	5	44	15	6	55	765	2	271
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		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		65.8		65.8
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.15	0.15		0.12		0.36		0.12
Control Delay		31.4	10.8		23.4		4.5		3.3
Queue Delay		0.0	0.0		0.0		0.5		0.0
Total Delay		31.4	10.8		23.4		5.1		3.3
LOS		C	B		C		A		A
Approach Delay		20.0			23.4		5.1		3.3
Approach LOS		C			C		A		A

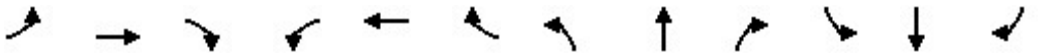
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 6.1	Intersection LOS: A
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	37	46	33	890	303
v/c Ratio	0.15	0.15	0.12	0.36	0.12
Control Delay	31.4	10.8	23.4	4.5	3.3
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	31.4	10.8	23.4	5.1	3.3
Queue Length 50th (ft)	17	0	10	80	21
Queue Length 95th (ft)	44	28	35	107	32
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	341	416	381	2479	2590
Starvation Cap Reductn	0	0	0	1069	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.09	0.63	0.12

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	5	44	15	6	10	55	765	26	2	271	15
Future Volume (vph)	30	5	44	15	6	10	55	765	26	2	271	15
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			1.00			0.99	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1786	1583		1737			3512			3510	
Flt Permitted		0.76	1.00		0.87			0.91			0.95	
Satd. Flow (perm)		1418	1583		1549			3201			3344	
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)	32	5	46	16	6	11	58	805	27	2	285	16
RTOR Reduction (vph)	0	0	40	0	9	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	37	6	0	24	0	0	888	0	0	300	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)		12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		200	223		218			2410			2517	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.02			c0.28			0.09	
v/c Ratio		0.18	0.03		0.11			0.37			0.12	
Uniform Delay, d1		32.2	31.5		31.8			3.6			2.8	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.2			0.4			0.1	
Delay (s)		32.6	31.5		32.1			4.0			2.9	
Level of Service		C	C		C			A			A	
Approach Delay (s)		32.0			32.1			4.0			2.9	
Approach LOS		C			C			A			A	

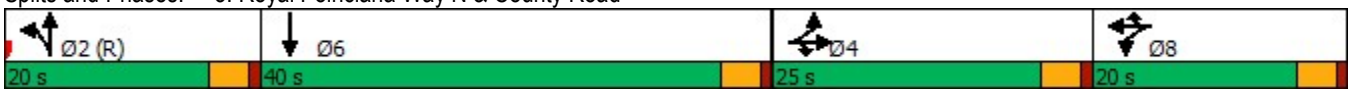
Intersection Summary			
HCM 2000 Control Delay	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

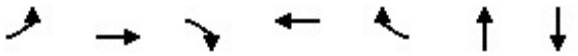
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	309	51	199	38	8	546	198
Future Volume (vph)	309	51	199	38	8	546	198
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%	38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	C-Max	None
Act Effct Green (s)	19.0	19.0	19.0	10.1	10.1	45.4	20.0
Actuated g/C Ratio	0.18	0.18	0.18	0.10	0.10	0.43	0.19
v/c Ratio	0.62	0.62	0.46	0.25	0.03	0.50	0.45
Control Delay	48.0	47.9	8.1	47.7	0.2	25.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	47.9	8.1	47.7	0.2	25.1	25.3
LOS	D	D	A	D	A	C	C
Approach Delay		33.8		40.6		25.1	25.3
Approach LOS		C		D		C	C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

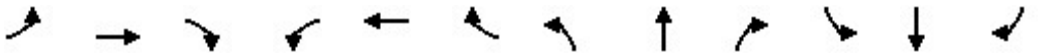
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	188	191	209	45	8	747	333
v/c Ratio	0.62	0.62	0.46	0.25	0.03	0.50	0.45
Control Delay	48.0	47.9	8.1	47.7	0.2	25.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	47.9	8.1	47.7	0.2	25.1	25.3
Queue Length 50th (ft)	125	127	0	29	0	199	64
Queue Length 95th (ft)	185	187	56	64	0	298	108
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	353	358	497	282	320	1506	1227
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.53	0.42	0.16	0.03	0.50	0.27

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	309	51	199	5	38	8	106	546	57	0	198	119
Future Volume (vph)	309	51	199	5	38	8	106	546	57	0	198	119
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	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1708	1583		1852	1583		3471			3340	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (perm)	1681	1708	1583		1852	1583		3471			3340	
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)	325	54	209	5	40	8	112	575	60	0	208	125
RTOR Reduction (vph)	0	0	171	0	0	8	0	4	0	0	101	0
Lane Group Flow (vph)	188	191	38	0	45	0	0	743	0	0	232	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Split	NA			NA	
Protected Phases	4	4	4	8	8	8	2	2			6	
Permitted Phases												
Actuated Green, G (s)	19.0	19.0	19.0		6.1	6.1		43.9			20.0	
Effective Green, g (s)	19.0	19.0	19.0		6.1	6.1		43.9			20.0	
Actuated g/C Ratio	0.18	0.18	0.18		0.06	0.06		0.42			0.19	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	304	309	286		107	91		1451			636	
v/s Ratio Prot	c0.11	0.11	0.02		c0.02	0.00		c0.21			c0.07	
v/s Ratio Perm												
v/c Ratio	0.62	0.62	0.13		0.42	0.01		0.51			0.36	
Uniform Delay, d1	39.7	39.7	36.1		47.7	46.6		22.6			37.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.7	3.7	0.2		2.7	0.0		1.3			0.4	
Delay (s)	43.4	43.3	36.3		50.4	46.6		23.9			37.3	
Level of Service	D	D	D		D	D		C			D	
Approach Delay (s)		40.8			49.8			23.9			37.3	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

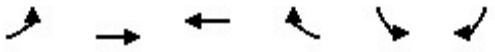
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	122	6	2	75	0	0
Future Volume (Veh/h)	122	6	2	75	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	128	6	2	79	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			134		214	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			134		214	131
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1451		773	919

Direction, Lane #	EB 1	WB 1
Volume Total	134	81
Volume Left	0	2
Volume Right	6	0
cSH	1700	1451
Volume to Capacity	0.08	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.2
Lane LOS		A
Approach Delay (s)	0.0	0.2
Approach LOS		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	10.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	41	31	0	0	13
Future Volume (Veh/h)	8	41	31	0	0	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	43	33	0	0	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	33				92	33
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	33				92	33
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1579				903	1041

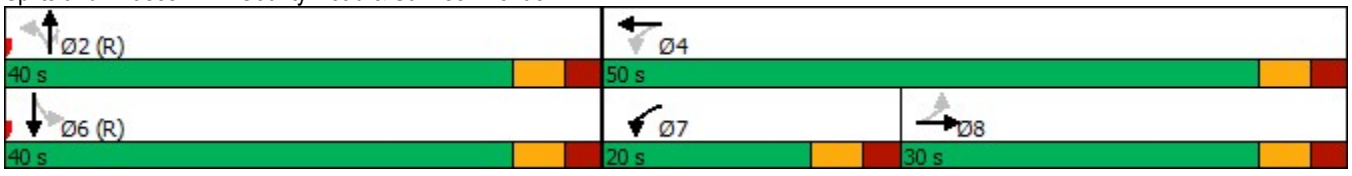
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	51	33	14
Volume Left	8	0	0
Volume Right	0	0	14
cSH	1579	1700	1041
Volume to Capacity	0.01	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.2	0.0	8.5
Lane LOS	A		A
Approach Delay (s)	1.2	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		13.3%	ICU Level of Service
Analysis Period (min)		15	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	29	74	57	54	293	148	47	620
Future Volume (vph)	38	29	74	57	54	293	148	47	620
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector Phase	8	8	7	4	2	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	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	30.0	30.0	20.0	50.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	22.2%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%
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)	2.5	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	0.0	0.0
Total Lost Time (s)		6.0	6.0	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	C-Max
Act Effct Green (s)		12.1	24.9	24.9		53.1	53.1	53.1	53.1
Actuated g/C Ratio		0.13	0.28	0.28		0.59	0.59	0.59	0.59
v/c Ratio		0.59	0.24	0.14		0.47	0.16	0.09	0.66
Control Delay		30.8	23.1	18.3		15.3	2.6	11.6	18.8
Queue Delay		0.0	0.0	0.0		0.7	0.0	0.0	0.0
Total Delay		30.8	23.1	18.3		16.0	2.6	11.6	18.8
LOS		C	C	B		B	A	B	B
Approach Delay		30.8		20.8		12.0			18.3
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue

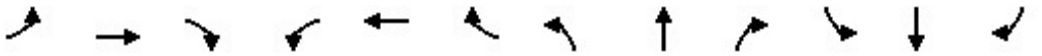




Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	154	78	72	365	156	49	719
v/c Ratio	0.59	0.24	0.14	0.47	0.16	0.09	0.66
Control Delay	30.8	23.1	18.3	15.3	2.6	11.6	18.8
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	30.8	23.1	18.3	16.0	2.6	11.6	18.8
Queue Length 50th (ft)	49	33	25	111	0	11	259
Queue Length 95th (ft)	104	56	48	237	31	36	#552
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	455	380	893	783	997	554	1085
Starvation Cap Reductn	0	0	0	170	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.21	0.08	0.60	0.16	0.09	0.66

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)	38	29	79	74	57	11	54	293	148	47	620	63
Future Volume (vph)	38	29	79	74	57	11	54	293	148	47	620	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt		0.93		1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1705		1770	1816			1848	1583	1770	1837	
Flt Permitted		0.89		0.43	1.00			0.71	1.00	0.51	1.00	
Satd. Flow (perm)		1534		805	1816			1327	1583	941	1837	
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)	40	31	83	78	60	12	57	308	156	49	653	66
RTOR Reduction (vph)	0	55	0	0	9	0	0	0	66	0	3	0
Lane Group Flow (vph)	0	99	0	78	63	0	0	365	90	49	716	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2		2	6		
Actuated Green, G (s)		12.1		26.1	26.1			51.9	51.9	51.9	51.9	
Effective Green, g (s)		12.1		26.1	26.1			51.9	51.9	51.9	51.9	
Actuated g/C Ratio		0.13		0.29	0.29			0.58	0.58	0.58	0.58	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		206		319	526			765	912	542	1059	
v/s Ratio Prot				c0.02	0.03						c0.39	
v/s Ratio Perm		c0.06		0.05				0.27	0.06	0.05		
v/c Ratio		0.48		0.24	0.12			0.48	0.10	0.09	0.68	
Uniform Delay, d1		36.0		24.5	23.5			11.1	8.6	8.5	13.2	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.8		0.4	0.1			2.1	0.2	0.3	3.5	
Delay (s)		37.8		24.9	23.6			13.3	8.8	8.8	16.7	
Level of Service		D		C	C			B	A	A	B	
Approach Delay (s)		37.8			24.3			11.9			16.2	
Approach LOS		D			C			B			B	

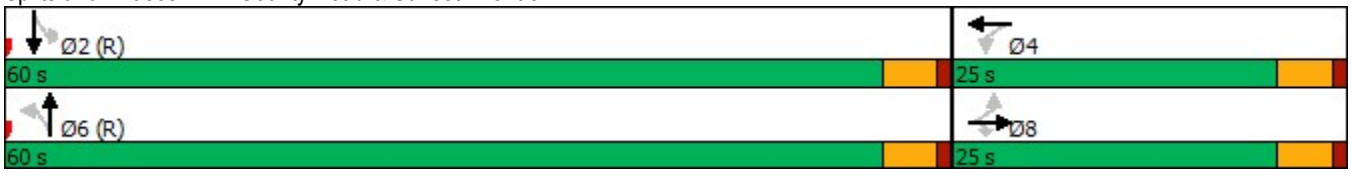
Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	4	106	38	16	82	432	2	753
Future Volume (vph)	29	4	106	38	16	82	432	2	753
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)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%
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
Total Lost Time (s)		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		65.8		65.8
Actuated g/C Ratio		0.18	0.18		0.18		0.77		0.77
v/c Ratio		0.14	0.30		0.32		0.27		0.31
Control Delay		31.2	8.8		23.2		4.2		4.2
Queue Delay		0.0	0.0		0.0		0.3		0.3
Total Delay		31.2	8.8		23.2		4.5		4.5
LOS		C	A		C		A		A
Approach Delay		14.1			23.2		4.5		4.5
Approach LOS		B			C		A		A

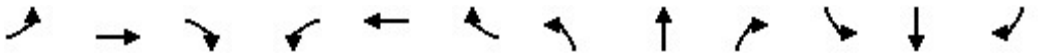
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	35	112	95	552	819
v/c Ratio	0.14	0.30	0.32	0.27	0.31
Control Delay	31.2	8.8	23.2	4.2	4.2
Queue Delay	0.0	0.0	0.0	0.3	0.3
Total Delay	31.2	8.8	23.2	4.5	4.5
Queue Length 50th (ft)	16	0	27	45	70
Queue Length 95th (ft)	42	43	70	65	94
Internal Link Dist (ft)	526		57	231	316
Turn Bay Length (ft)					
Base Capacity (vph)	349	466	392	2015	2605
Starvation Cap Reductn	0	0	0	843	1023
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.24	0.24	0.47	0.52

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	4	106	38	16	36	82	432	10	2	753	23
Future Volume (vph)	29	4	106	38	16	36	82	432	10	2	753	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			1.00			1.00	
Flt Protected		0.96	1.00		0.98			0.99			1.00	
Satd. Flow (prot)		1784	1583		1726			3501			3523	
Flt Permitted		0.78	1.00		0.86			0.74			0.95	
Satd. Flow (perm)		1449	1583		1510			2599			3363	
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)	31	4	112	40	17	38	86	455	11	2	793	24
RTOR Reduction (vph)	0	0	96	0	32	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	35	16	0	63	0	0	551	0	0	817	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)		12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		204	223		213			1956			2532	
v/s Ratio Prot												
v/s Ratio Perm		0.02	0.01		c0.04			0.21			c0.24	
v/c Ratio		0.17	0.07		0.30			0.28			0.32	
Uniform Delay, d1		32.1	31.7		32.7			3.3			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.8			0.4			0.3	
Delay (s)		32.5	31.8		33.5			3.7			3.8	
Level of Service		C	C		C			A			A	
Approach Delay (s)		32.0			33.5			3.7			3.8	
Approach LOS		C			C			A			A	

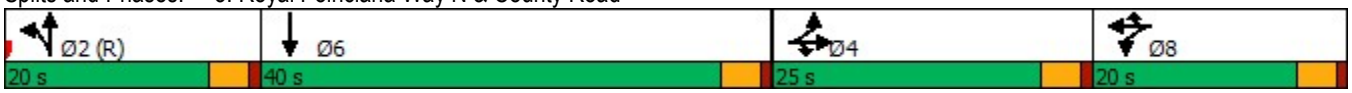
Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

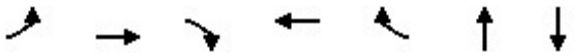
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	165	46	148	80	22	345	480
Future Volume (vph)	165	46	148	80	22	345	480
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	40.0
Total Split (%)	23.8%	23.8%	23.8%	19.0%	19.0%	19.0%	38.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	C-Max	None
Act Effct Green (s)	15.6	15.6	15.6	13.3	13.3	28.6	31.5
Actuated g/C Ratio	0.15	0.15	0.15	0.13	0.13	0.27	0.30
v/c Ratio	0.44	0.44	0.43	0.58	0.08	0.63	0.82
Control Delay	46.6	46.4	10.2	52.9	0.6	39.1	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	8.9
Total Delay	46.6	46.4	10.2	52.9	0.6	39.1	40.9
LOS	D	D	B	D	A	D	D
Approach Delay		31.5		45.2		39.1	40.9
Approach LOS		C		D		D	D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 39.0	Intersection LOS: D
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

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

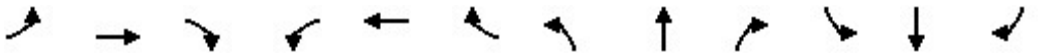




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	110	112	156	133	23	591	943
v/c Ratio	0.44	0.44	0.43	0.58	0.08	0.63	0.82
Control Delay	46.6	46.4	10.2	52.9	0.6	39.1	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	8.9
Total Delay	46.6	46.4	10.2	52.9	0.6	39.1	40.9
Queue Length 50th (ft)	72	73	0	86	0	182	236
Queue Length 95th (ft)	127	128	55	141	0	#337	302
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	336	344	441	284	325	945	1276
Starvation Cap Reductn	0	0	0	0	0	0	303
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.33	0.35	0.47	0.07	0.63	0.97

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)	165	46	148	47	80	22	189	345	28	0	480	416
Future Volume (vph)	165	46	148	47	80	22	189	345	28	0	480	416
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	0.97	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1720	1583		1829	1583		3455			3293	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (perm)	1681	1720	1583		1829	1583		3455			3293	
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)	174	48	156	49	84	23	199	363	29	0	505	438
RTOR Reduction (vph)	0	0	133	0	0	20	0	3	0	0	158	0
Lane Group Flow (vph)	110	112	23	0	133	3	0	588	0	0	785	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Split	NA			NA	
Protected Phases	4	4	4	8	8	8	2	2			6	
Permitted Phases												
Actuated Green, G (s)	15.6	15.6	15.6		13.3	13.3		28.6			31.5	
Effective Green, g (s)	15.6	15.6	15.6		13.3	13.3		28.6			31.5	
Actuated g/C Ratio	0.15	0.15	0.15		0.13	0.13		0.27			0.30	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	249	255	235		231	200		941			987	
v/s Ratio Prot	c0.07	0.07	0.01		c0.07	0.00		c0.17			c0.24	
v/s Ratio Perm												
v/c Ratio	0.44	0.44	0.10		0.58	0.01		0.62			0.80	
Uniform Delay, d1	40.7	40.7	38.6		43.2	40.1		33.5			33.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.3	1.2	0.2		3.4	0.0		3.1			4.5	
Delay (s)	42.0	41.9	38.8		46.6	40.1		36.6			38.3	
Level of Service	D	D	D		D	D		D			D	
Approach Delay (s)		40.7			45.7			36.6			38.3	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

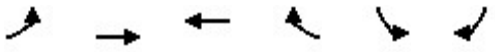
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	170	46	11	142	0	0
Future Volume (Veh/h)	170	46	11	142	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	179	48	12	149	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	226					
pX, platoon unblocked						
vC, conflicting volume			227		376	203
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			227		376	203
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1341		620	838

Direction, Lane #	EB 1	WB 1
Volume Total	227	161
Volume Left	0	12
Volume Right	48	0
cSH	1700	1341
Volume to Capacity	0.13	0.01
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	0.6
Lane LOS		A
Approach Delay (s)	0.0	0.6
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	71	91	0	0	67
Future Volume (Veh/h)	57	71	91	0	0	67
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	60	75	96	0	0	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		137				
pX, platoon unblocked						
vC, conflicting volume	96				291	96
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	96				291	96
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	93
cM capacity (veh/h)	1498				672	960

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	135	96	71
Volume Left	60	0	0
Volume Right	0	0	71
cSH	1498	1700	960
Volume to Capacity	0.04	0.06	0.07
Queue Length 95th (ft)	3	0	6
Control Delay (s)	3.5	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	3.5	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	16.9%	ICU Level of Service	A
Analysis Period (min)	15		

TABLE A-1 : CALCULATIONS: 0-PERSON EVENT

Valet Queuing Analysis
Club/Commercial Valet Lane - Inbound

Assumptions:
Service Rate = 1 minute per vehicle
Volume = (33%)*(22 + 89 PM Peak Hour Inbound Vehicles) = 37 veh/hr
Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{37 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.62$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.62)}{LN(0.62)}\right] = 5.267 \text{ veh}$$

Valet Queuing Analysis
Club/Commercial Valet Lane - Outbound

Assumptions:
Service Rate = 1 minute per vehicle
Volume = (33%)*(22 + 44 PM Peak Hour Outbound Vehicles) = 22 veh/hr
Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.37$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.37)}{LN(0.37)}\right] = 2.013 \text{ veh}$$

TOTAL: 7.280 VEHICLES

K:\WPB_TPTO\2410\241020000 - Paramount Palm Beach\TPS\[2023-10-30 Paramount Tripgen.xlsx]Queue

RECEIVED
By yfigueroa at 8:53 am, Dec 27, 2023

Kimley»Horn

September 8, 2023
Revised November 20, 2023
Revised December 7, 2023

Mr. Anthony Cummings
WEG Paramount LLC
139 N County Road
Palm Beach, FL 33480

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

Dear Tony:

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	25
TOTAL			**132.4**

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)
Retail	6,531 SF	1 space / 200 SF	32.66
Social Club	475 members	1 space / 4 members	118.75
Residential	4 DU		11
TOTAL			**162.4**

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 increase in parking required:

162.4 spaces (proposed code requirement) – 132.4 spaces (existing code requirement) =

+ 30 spaces

Total Parking required:

46 spaces (existing) + 30 spaces (net increase) =

76 spaces

Summary

Based on this analysis, it is determined that the site is required to provide a minimum of 76 parking spaces to meet to Code-based requirements, including the principle of equivalency to account for the current net difference in parking supply and current parking requirements based upon the existing uses on site. Based upon the site plan provided by the architect, a total of 162 spaces will be provided on site. Therefore, the parking supply will exceed the requirement for the site, factoring in the principle of equivalency.

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



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 2023.12.07 15:24:10 -05'00'

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RECEIVED
By yfigueroa at 8:54 am, Dec 27, 2023

THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

date:	December 21, 2023
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 11/20/23, 12/07/23 and 12/21/23 resubmittals.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Paramount Palm Beach redevelopment.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: Addressed. A copy of the Palm Beach County Traffic Engineering Division Concurrency letter dated 11/17/22 has been provided.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The TPS letter has been issued by Palm Beach County and has been provided.

   TCG 03/27/23 Response: Addressed.

   TCG 12/20/23 Response: This item is still pending. Please provide an updated TPS letter that reflects the changes to the proposed development plan.

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Kimley Horn and Associates, Inc.'s 12/21/23 Response: Palm Beach County just issued the updated TPS letter for the Paramount project this afternoon – see attached.

TCG 12/21/23 Response: Addressed.

2. Please update the following items from Table 1- Trip Generation calculations:
    - Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.
    - Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.
    - Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.
    - Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation calculations in Table 1 have been updated to reflect the comments listed above.

    TCG 03/27/23 Response: Addressed.

3. Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The trip generation for the site was determined by reviewing complimentary land uses surrounding the site. Included in this review were the impacts of driveway location and existing traffic patterns in the area to develop the assumed trip assignment percentages for the proposed development.

    TCG 03/27/23 Response: Addressed.

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4. Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: A section has been added to the report which discusses alternative modes of travel for access to the site.

   TCG 03/27/23 Response: Addressed.

5. Please update Figure 1 to include Cocoanut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 1 has been updated to include Cocoanut Road and Bradley Place and their respective trip assignments.

   TCG 03/27/23 Response: Addressed.

6. Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:
   - Sunset Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- Bradley Place to N County Road (5%)
   - Sunrise Avenue- N County Road to N Ocean Blvd (10%)

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: The listed links have been included in Tables 2 and 3.

   TCG 03/27/23 Response: Addressed.

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7. Please update Tables 2 and 3 to modify the Cocoanut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.

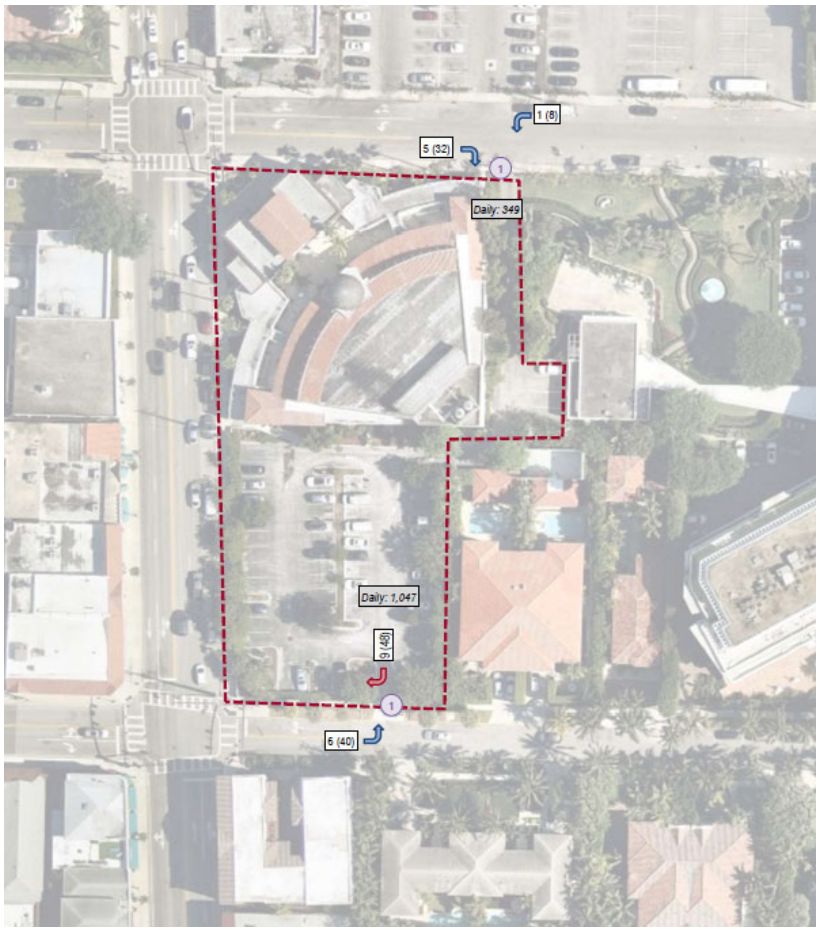
   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: Tables 2 and 3 have been modified to reflect these road names where applicable.

   TCG 03/27/23 Response: Addressed.

8. Please label the existing street names to Figure 2 of the traffic evaluation.



   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

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Kimley Horn and Associates, Inc.'s 03/09/23 Response: Figure 2 has been updated with the street names for reference.

TCG 03/27/23 Response: Addressed.

9. The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.

   Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

   TCG 03/04/23 Response: This item is still pending.

   Kimley Horn and Associates, Inc.'s 03/09/23 Response: This reference has been removed from the report.

   TCG 03/27/23 Response: Addressed.

10. Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: A table summarizing the 95th percentile queues for the primary turn lanes at the signalized intersections within the analysis area have been included in the report, for reference.

    TCG 03/27/23 Response: Addressed.

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11. Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: The Applicant proposes to locate the valet stand for the event space on North County Road and will continue to participate in discussions with Town staff regarding location and operational parameters of this stand.

    TCG 03/27/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Queuing observations were conducted at the intersection of North County Road & Sunrise Avenue from 5 PM – 9 PM on a Friday and a Saturday to analyze whether the valet stand would interfere with operations at this intersection. The data and evaluation showed that the valet stand operations would not interfere with queues at the intersection and therefore would not create an adverse impact on capacity and operation of the two northbound lanes on North County Road. Curbside valet operations are a common occurrence in commercial areas in a similar developmental and historic context throughout the country and also in other locations within the Town of Palm Beach. Information related to the observations and analysis are included in the updated traffic report.

    TCG 08/02/23 Response: This item is still pending. The Town of Palm Beach Police Department and Public Works Department have not confirmed that they are amenable to using North County Road for valet stacking even if it is after 5:00 pm (i.e. end of the parallel parking).

    Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

    TCG 12/20/23 Response: Addressed.

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12. Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.

Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

TCG 03/04/23 Response: This item is still pending.

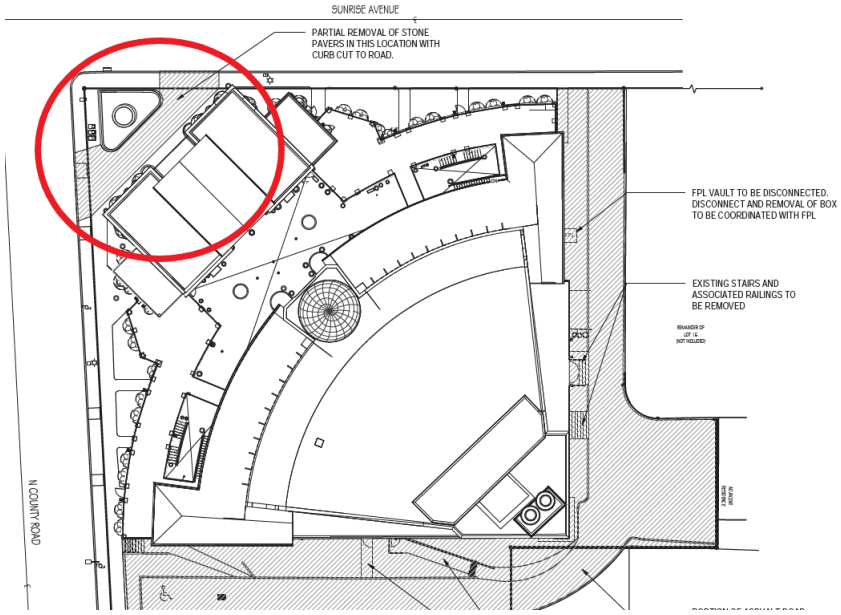
Kimley Horn and Associates, Inc.'s 03/09/23 Response Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

TCG 03/27/23 Response: Addressed.

13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:

    - One just south of Sunrise Avenue on N. County Road
    - One just east of N. County Road on Sunrise Avenue

Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.



Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

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TCG 03/04/23 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 03/09/23 Response The applicant is no longer proposing to re-open these curb cuts.

TCG 03/27/23 Response: Addressed.

14. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending. A pavement marking and signage plan was not included as part of the Civil Plans.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: A pavement marking and signage plan has been provided as Sheet C-103 in the updated submittal.

    TCG 03/27/23 Response: Addressed.

15. A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.

    Kimley Horn and Associates, Inc.'s 02/27/23 Response: A written response to our traffic review comment was not provided.

    TCG 03/04/23 Response: This item is still pending.

    Kimley Horn and Associates, Inc.'s 03/09/23 Response: Comment noted.

    TCG 03/27/23 Response: Addressed.

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16. Please provide additional narrative for the valet operations that discusses the plan for the potential of valet parking occurring for all uses especially the private club and special event for the banquet hall. Please confirm if there will be staggered times for the special event and private club to manage traffic congestion due to the arrival of attendees for these uses. Please provide details regarding where vehicles will be parked if the proposed number of parking spaces provided on-site are fully occupied. For example, will there be an overflow parking lot with leased spaces available or will on-street parking spaces be utilized.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: Additional information regarding the valet operations have been added to the report. Included in the updated information is a noted that events in the event space would be restricted to starting no earlier than 6:30 PM. Club patron usage/arrival is expected to occur on an ongoing basis without major peaking characteristics, while the event space will typically experience a peak inbound flow of traffic prior to the event and a pea outbound flow of traffic after the event. Regarding the on-site parking supply, this supply is anticipated to accommodate the parking needs for the site. The net increase in parking provided is greater than the net increase in parking required in comparison to the current uses on site. Therefore, parking is anticipated to be contained within the parking provided.

    TCG 08/02/23 Response: This item is still pending. There needs to be consideration given to limiting the amount of private club usage or not allowing it at all to occur simultaneously during special events.

    Kimley Horn and Associates, Inc.'s 11/20/23 Response: The proposed plan of development has been updated to reflect private club only; the previously-proposed separate event space is no longer included. The analysis has been updated to reflect this change, and valet queues are anticipated to be accommodated within the site.

    TCG 12/20/23 Response: Addressed.

17. Please update the Kimley Horn and Associates, Inc.'s parking study dated 02/28/23 to include the number of parking spaces being provided per the current site plan as outlined in the parking calculation summary provided on site plan sheet A-21.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: An updated version of this study has been provided.

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TCG 08/02/23 Response: Addressed. A condition of approval will be needed to require a parking utilization study of the parking supply of the redeveloped site during a special event and during normal activities after the site is built out within 6 months of opening. A methodology of the parking utilization study should be submitted to the Town of Palm Beach for review and approval prior to commencement of the parking data collection.

18. Please include a copy of the raw traffic counts from 11/29/22 in the Appendix of the updated traffic impact study. This traffic count data was not included as part of the traffic impact study dated 03/09/23. The Town of Palm Beach recently collected peak hour manual turning movement counts on 02/28/23 at the following three signalized intersections analyzed for the Paramount Palm Beach development:
    1. Sunrise Avenue & N County Road
    2. Sunset Avenue & N County Road
    3. Royal Poinciana Way & N County Road

    Please cross check the intersection capacity analysis completed as part of the updated traffic impact study utilizing this current traffic count data (copy of count data has been attached). Please update all tables and figures as necessary.

    Kimley Horn and Associates, Inc.'s 04/18/23 Response: A copy of the raw traffic counts from 11/29/22 has been added to the Appendix. The two sets of traffic counts were compared, and there was not an overall consistent pattern between the two sets: volumes on some movements were lower, and volumes on other movements were higher when comparing the AM and PM volumes. Therefore, the Synchro analyses were not modified.

    TCG 08/02/23 Response: Addressed.

19. Please limit the number of parking spaces that are being proposed at the parking garage ramp locations to improve overall internal traffic circulation. There should be sufficient sight visibility for vehicles backing out of the proposed parking spaces for safe and efficient traffic circulation.

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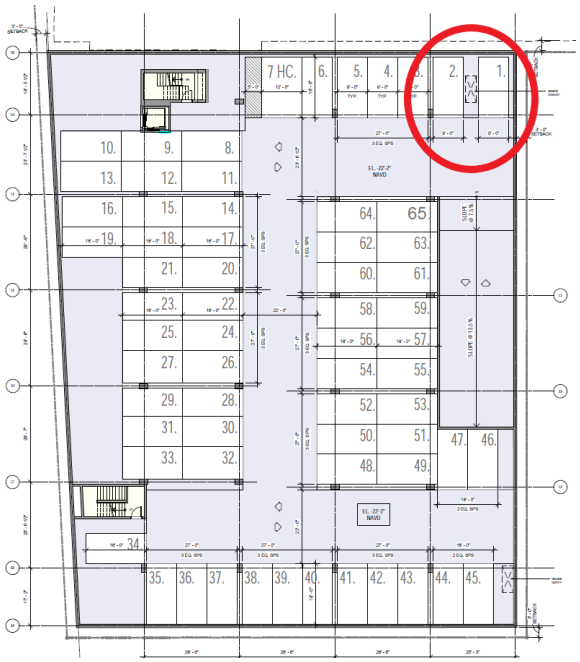

Kimley Horn and Associates, Inc.'s 04/18/23 Response: The architect has prepared updated garage parking plans, which have been submitted under separate cover.

TCG 08/02/23 Response: Addressed.

20. Please confirm how the proposed triple tandem parking spaces will be utilized by valet staff to ensure efficient parking operations while maintaining safe and efficient internal traffic circulation.



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Kimley Horn and Associates, Inc.'s 04/18/23 Response: This condition was shown for only a total of four parking spaces and will only be used on infrequent occasions as it is anticipated that these would be the last parking spaces utilized only when other parking is full. Due to the minimal number and minimal usage of these spaces, it is anticipated that valet operators will be able to manage this parking during the few times in which they are in use.

TCG 08/02/23 Response: Addressed. A condition of approval needs to be considered to limit the use of these spaces to only when necessary.

Kimley Horn and Associates, Inc.'s 12/21/23 Response: The garage layout was subsequently completely reconfigured to a much more standard layout. There are no triple-tandem spaces, so this proposed condition could be removed.

TCG 12/21/23 Response: Addressed.

21. The valet parking queue available for the club pickup drop off area in the garage is 3 vehicles. The 95th percentile vehicle queue anticipated is 3.384 vehicles. There is no buffer or factor of safety at that location and can cause internal traffic circulation concerns. Please provide clarification on how this can be resolved with the proposed valet parking operations plan.

    Kimley Horn and Associates, Inc.'s 11/20/23 Response: Note that all parking is required to be valet parking; therefore, no self-parking is allowed (other than residents, who have their own separate entry). Even though the 95th percentile valet queue, which is 8 vehicles, will extend beyond the pick-up/drop-off activity area by the valet stand, it can be accommodated fully within the site without impacting Sunrise Avenue. Once the facility is open for operation, if it is determined that additional staffing levels are needed, the amount of staff at the valet stand can be increased during peak hours.

    TCG 12/20/23 Response: Addressed.

22. The valet parking for the special event is using North County Road for stacking. The 10 available parallel parking spaces must be free and clear for this to work. This presents challenges for the period when parallel parking is no longer allowed, and the beginning of vehicle drop off. This is something that will have to be enforced by the Town of Palm Beach Police Department or Code Enforcement staff. Please provide clarification in the proposed valet parking operations plan on how this can be coordinated between the applicant and the Town to ensure this is consistently resolved prior to special events.

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Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

TCG 12/20/23 Response: Addressed.

23. The use of the through right lane on North County Road at Sunrise Avenue for vehicle queuing and stacking for special events will cause a degradation of level of service at the signalized intersection for northbound traffic. It may be temporary, but this will occur. In addition, the anticipated 95th percentile vehicle queue of 7.073 vehicles assumes that there is an average occupancy of 2.5 people per car. This assumption might be fine but if there is many single or 2-person occupancy vehicles this will eat into the 2-vehicle buffer along North County Road (10 spaces available to queue). This will need to be studied as part of the conditioned supplemental traffic memorandum that will evaluate actual valet parking operations if this development is approved. The applicant will need to always maintain a valet operational plan updating it as the traffic operations are refined based on actual site conditions.

Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

TCG 12/20/23 Response: Addressed.

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December 28, 2023

Christopher W. Heggen, P.E.
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West Palm Beach, FL 33411

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Palm Beach County Board of County Commissioners
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Maria G. Marino, Vice Mayor
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Michael A. Barnett
Marci Woodward
Sara Baxter
Mack Bernard

County Administrator
Verdenia C. Baker

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RE: Paramount Theater Redevelopment
Project #: 231203
Traffic Performance Standards (TPS) Review

Dear Mr. Heggen:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Study, dated November 30, 2023, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Palm Beach
Location:	SEC of Sunrise Avenue and County Road
PCN:	50-43-43-15-09-000-0140
Access:	Access driveway connection onto Sunrise Avenue and onto Sunset Avenue (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	General Office = 14,745 SF General Retail = 9,683 SF Church/Synagogue = 2,205 SF
Proposed Uses:	Renovate all existing uses to consist of the following: General Retail = 6,531 SF Single Family Residential= 4 DUs Fine Dining Restaurant = 475 Seats
New Daily Trips:	509
New Peak Hour Trips:	-15 (-16/1) AM; 50 (45/5) PM
Build-out:	December 31, 2027

Based on our review, the Traffic Division has determined the proposed development **meets** the Traffic Performance Standards of Palm Beach County.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the Town after the build-out date specified above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email HAkif@pbcgov.org.

Sincerely,

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:HA:jb
ec: Addressee
Paul Castro, Zoning Administrator, Town of Palm Beach
Quazi Bari, P.E., PTOE, Manager – Growth Management, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
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PARAMOUNT THEATER

139 N COUNTY RD
PALM BEACH, FL 33480

FINAL DROP OFF - DECEMBER 7TH, 2023
APPLICATION # COA-23-003 (ZON-23-020)

SUBMISSION DATE: DECEMBER 7TH, 2023
LPC HEARING DATE: JANUARY 17TH, 2024
PROJECTED TOWN COUNCIL DATE: JANUARY 10TH, 2024

RECEIVED
By yfigueroa at 8:08 am, Dec 08, 2023

LPC Development Review Meeting Backup 1-10-2024



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A-5	SUBJECT PROPERTY & CONTEXT IMAGES
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C-3.2	PROPOSED FLOOR PLAN RENDERED - MOTOR COURT LEVEL
C-4.1	PROPOSED FLOOR PLAN - LEVEL 1
C-4.2	PROPOSED FLOOR PLAN RENDERED - LEVEL 1
C-5.1	PROPOSED FLOOR PLAN - LEVEL 2
C-5.2	PROPOSED FLOOR PLAN RENDERED - LEVEL 2
C-6.1	PROPOSED FLOOR PLAN - LEVEL 3
C-6.2	PROPOSED FLOOR PLAN RENDERED - LEVEL 3
C-7.1	PROPOSED ROOF PLAN - ROOF
C-7.2	PROPOSED FLOOR PLAN RENDERED - ROOF
C-8	PROPOSED FENCES, GARDEN WALLS & GATES
C-9.1	PROPOSED SEATING PLAN - GROUND FLOOR
C-9.2	PROPOSED SEATING PLAN - SECOND FLOOR
C-9.3	PROPOSED SEATING PLAN - THIRD FLOOR
D - BUILDING ELEVATIONS	
D-1.1	NORTH WEST STREET ELEVATIONS (RENDERED)
D-1.2	NORTH WEST STREET ELEVATIONS (ANNOTATED B&W, NO LANDSCAPE)
D-2.1	WEST STREET ELEVATIONS (RENDERED)
D-2.2	WEST STREET ELEVATIONS (ANNOTATED B&W, NO LANDSCAPE)
D-3.1	SOUTH STREET ELEVATIONS (RENDERED)
D-3.2	SOUTH STREET ELEVATIONS (ANNOTATED B&W, NO LANDSCAPE)
D-4.1	THEATER HISTORIC COMPARISON - NORTH WEST
D-4.2	THEATER HISTORIC COMPARISON - EAST
D-4.3	THEATER HISTORIC COMPARISON - SOUTH
D-5	THEATER ENLARGED ELEVATIONS - NORTH WEST
D-6.1	HOMES ENLARGED ELEVATIONS - WEST
D-6.2	HOMES ENLARGED ELEVATIONS - SOUTH
D-7	SITE SECTION LOOKING WEST
D-8	SITE SECTION LOOKING NORTH
D-9	SITE SECTION LOOKING WEST
D-10	EXTERIOR DETAILS - PATIO FACADE RESTORATION
D-11	EXTERIOR DETAILS - CANOPY
D-12	EXTERIOR DETAILS - AWNINGS
D-13	EXTERIOR DETAILS - PLANTERS
D-14	EXTERIOR DETAILS - CLUB ENTRY GATE
D-15	EXTERIOR DETAILS - THEATER ENTRY ARCH
D-16	EXTERIOR DETAILS - ENTRY FROM SUNRISE (DRIVING SOUTH)
D-17	EXTERIOR MATERIALS - HOUSE 1
D-18	EXTERIOR MATERIALS - HOUSE 2
D-19	EXTERIOR MATERIALS - HOUSE 3
D-20	EXTERIOR MATERIALS - HOUSE 4
E - RENDERING	
E-1.1	AERIAL VIEW
E-2.1	VIEW FROM NW CORNER (EXISTING)
E-2.2	VIEW FROM NW CORNER (PROPOSED)
E-3.1	VIEW FROM SW CORNER (EXISTING)
E-3.2	VIEW FROM SW CORNER (PROPOSED)
E-4.1	NORTHERN VIEW FROM NORTH COUNTY ROAD (EXISTING)
E-4.2	NORTHERN VIEW FROM NORTH COUNTY ROAD (PROPOSED)
E-5.1	VIEW FROM SUNSET AVENUE (EXISTING)
E-5.2	VIEW FROM SUNSET AVENUE (PROPOSED - 09/07/23)
E-5.3	VIEW FROM SUNSET AVENUE (PROPOSED - CURRENT)
E-6.1	VIEW ALONG NORTH COUNTY ROAD (EXISTING)
E-6.2	VIEW ALONG NORTH COUNTY ROAD (PROPOSED)
E-7	RESIDENTIAL ENTRY BETWEEN HOUSE 3 & 4
E-8	RESIDENTIAL ENTRY BETWEEN HOUSE 2 & 3
E-9	VIEW OF HOUSES COURTYARD

SHEET NO.	SHEET NAME
L - LANDSCAPE	
LP1	RENDERED OVERALL LANDSCAPE PLAN
LP2	RENDERED LANDSCAPE PLAN - GROUND FLOOR (THEATER)
LP3	RENDERED LANDSCAPE PLAN - EAST ACCESS
LP4	RENDERED LANDSCAPE PLAN - SECOND FLOOR
LP5	RENDERED LANDSCAPE PLAN - MOTORCOURT LEVEL
LP6	RENDERED LANDSCAPE PLAN - GROUND FLOOR (HOUSES)
L1	OVERALL HARDSCAPE PLAN
L2	HARDSCAPE PLAN - GROUND FLOOR (THEATER)
L3	HARDSCAPE PLAN - EAST ACCESS
L4	HARDSCAPE PLAN - SECOND FLOOR
L5	HARDSCAPE PLAN - MOTOR COURT
L6	HARDSCAPE PLAN - GROUND FLOOR (HOUSES)
LP1	OVERALL LANDSCAPE PLAN
LP2	LANDSCAPE PLAN - GROUND FLOOR (THEATER)
LP3	LANDSCAPE PLAN - EAST ACCESS
LP4	LANDSCAPE PLAN - SECOND FLOOR
LP5	LANDSCAPE PLAN - MOTOR COURT
LP6	LANDSCAPE PLAN - GROUND FLOOR (HOUSES)
LP8	LANDSCAPE PLAN - SECOND FLOOR (HOUSES)
LP9	LANDSCAPE PLAN - THIRD FLOOR (HOUSES)
LP10	LANDSCAPE PLAN - ROOF LEVEL
OS1	OPEN SPACE DIAGRAM
OS2	OPEN SPACE DIAGRAM
CSP	CONSTRUCTION LOGISTICS
C-100 - CIVIL	
C-101	PAVING & DRAINAGE PLAN (THEATER)
C-102	PAVING & DRAINAGE PLAN (HOUSES)
C-103	PAVMENT MARKING AND SIGNAGE PLAN
EXH - EXHIBITS / SUPPLEMENTAL DOCUMENTATION	
SUR	SURVEY
EX-1	PROPOSED EAST ELEVATION (WITH LANDSCAPE)
EX-2	PROPOSED EAST ELEVATION (WITHOUT LANDSCAPE)
EX-3.1	TRIPLE ARCHED OPENING
EX-3.2	PROPOSED WINDOW DETAILS
EX-4.1	TYPICAL ARCHED WINDOW
EX-4.2	TYPICAL ARCHED WINDOW - DETAILS
EX-5.1	TYPICAL WINDOW
EX-5.2	TYPICAL WINDOW - DETAILS
EX-6.1	COURTYARD STOREFRONT WINDOW
EX-6.2	COURTYARD STOREFRONT WINDOW - DETAILS
EX-7.1	TYPICAL RETAIL DOOR
EX-7.2	TYPICAL RETAIL DOOR - DETAILS
EXH-1	AUTOTURN STUDY - MOTOR COURT
EXH-1.1	AUTOTURN STUDY - BASEMENT LEVEL 01 - INBOUND
EXH-1.2	AUTOTURN STUDY - BASEMENT LEVEL 01 - OUTBOUND
EXH-1.3	AUTOTURN STUDY - BASEMENT LEVEL 02 - INBOUND
EXH-1.4	AUTOTURN STUDY - BASEMENT LEVEL 02 - OUTBOUND
EHX-2	AUTOTURN STUDY - TRASH TRUCK LOADING
EXH-3	AUTOTURN STUDY - SERVICE COURT LOADING
LG2.00	TRUCK ROUTING STAGING AND SCREENING PLAN
LG2.01	STAGING AND SCREENING PLAN

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SCOPE OF WORK

THE PROPOSED WORK INCLUDES THE RENOVATION AND RESTORATION OF THE EXISTING HISTORIC LANDMARKED PARAMOUNT THEATRE, A 4-STORY MIXED-USE BUILDING **(36,153 SQUARE FOOT);** AND AN ADDITION OF NEW BUILDING STRUCTURES ON THE EXISTING PARKING LOT AT THE SOUTH OF THE SITE. THE NEW STRUCTURES INCLUDE 2 LEVELS OF UNDERGROUND PARKING **(46,536 SQUARE FOOT);** STREET LEVEL RETAIL **(6,531 SQUARE FOOT);** A MOTORCOURT **(4,649 SQUARE FOOT),** PARTIALLY BELOW GRADE; AND 4 NEW HOMES, TOTALING **(25,887 SQUARE FOOT);** BUILT ABOVE THE MOTORCOURT, ON A RAISED GARDEN LEVEL THAT INCLUDES A SHARED RESIDENTIAL GARDEN **(2,280 SQUARE FOOT).**

Scale:
Note: When printed on 11 x17 paper scale is half

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Digitally signed by Elvira Freire-Santamaria
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Reason: I am approving this document
Date: 2023.12.07 09:57:04 -05'00'

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A-1

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

1 CONTEXT PLAN
3/16" = 1'-0"

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A-2

Scale: 3/16" = 1'-0"
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A) SUNRISE AVE W/ N COUNTY RD



B) SUNRISE AVE TO EAST



C) SUNRISE AVE TO SOUTH



D) SUNRISE AVE TO WEST

Scale:
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A-3



E) SUNRISE AVE TO EAST ALLEY



F) N COUNTY RD TO NORTH



G) SUNSET AVE TO EAST



H) SUNSET AVE TO WEST

Scale:
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A-4



J) SUNRISE AVE W/ N COUNTY RD



K) INTERIOR COURTYARD VIEW TO N COUNTY RD



L) INTERIOR COURTYARD TO NORTH EAST



M) INTERIOR COURTYARD TO SOUTH WEST

Scale:
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PAST REFERENCE IMAGES - 1930s







PAST REFERENCE IMAGES - 1970s













Scale:
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PAST REFERENCE IMAGES - 1970s

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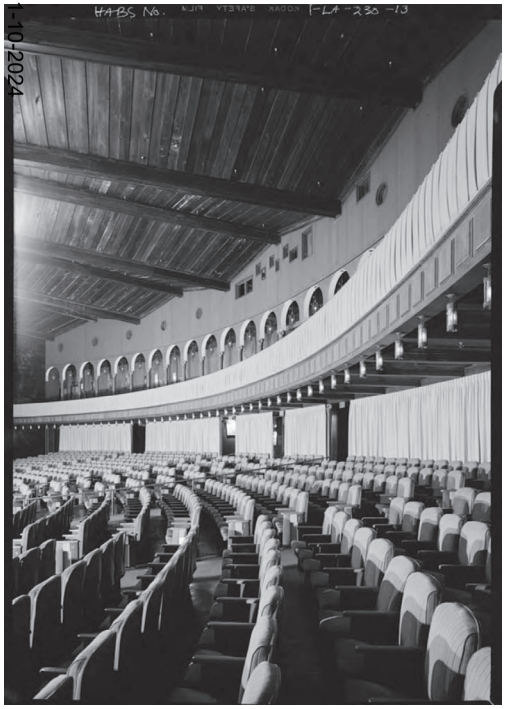





PAST REFERENCE IMAGES - 1970s, THEATER INTERIORS

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Scale:
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PAST REFERENCE IMAGES - 1980s, RENOVATION PROCESS

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Town of Palm Beach

Planning Zoning and Building
360 S County Rd
Palm Beach, FL 33480
www.townofpalmbeach.com

Line #	Zoning Legend			
1	**Property Address:**	139 N County RD, #29, Palm Beach, FL 33480		
2	**Zoning District:**	C-TS (Commercial Town Serving)		
3	**Structure Type:**	Theater, Retail, Residential		
4		Required/Allowed	Existing	Proposed
5	Lot Size (sq ft)	4,000 SQFT (min)	58,099 SQFT	N/C
6	Lot Depth	90'-0" min	186'- 10 3/8"	N/C
7	Lot Width	30'-0" min	340'-5 1/4" Max	N/C
8	Lot Coverage (Sq Ft and %)	70% max (2-story)	24,233 SQFT (41%)	48,625 SQFT (84%)
9	Enclosed Square Footage (Basement, 1st Fl, 2nd Fl., Accesory Structues, etc)	15,000 sqft min (2-story)	21,334.37 SQFT	45,617.37 SQFT
10	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/A	N/A
11	*Front Yard Setback (Ft.)	Theater - 22'-0" Residential - 16'-9"	5'-0" max	0'-0" Above 2'-8" Below grade
12	* Side Yard Setback (1st Story) (Ft.)	10'-0" min	N/A	N/A
13	* Side Yard Setback (2nd Story) (Ft.)	Theater - 22'-0" Residential - 16'-9"	Sunrise Ave - Varies, Max setback 5'-0" Sunset Ave - 5'-0"	Sunrise Ave - N/C Sunset Ave - 0'-0" above and 2'-8" below ground
14	*Rear Yard Setback (Ft.)	Theater - 22'-0" Residential - 16'-9"	Varies, Max setback 53'-3 3/4"	Theater - 0'-0" Residential - 15'-6" 5'-0" Below ground
15	Angle of Vision (Deg.)	N/A	N/A	N/A
16	Building Height (Ft.)	25'-0" Max Height	48'-7" (w/o dome)	Theater - N/C Residential - 41'-3" MAX
17	Overall Building Height (Ft.)		53'-4" Including Dome	Theater - N/C Residential - 41'-3" MAX
18	Crown of Road (COR) (NAVD)	7.37' NAVD N County RD	N/C	N/C
19	Max. Amount of Fill Added to Site (Ft.)	N/A	N/A	None - net export
20	Finished Floor Elev. (FFE)(NAVD)	N/A	Theater, +12'-0" NAVD	Theater, +12'-0" NAVD Residences, +13'-0" NAVD Refer to Building plan & sections for parking level elevations
21	Zero Datum for point of meas. (NAVD)	Average value of Average crown of roads at all (3) streets	+7.935 NAVD	N/C
22	FEMA Flood Zone Designation	Flood Zone 'X'	Flood Zone 'X'	N/C
23	Base Flood Elevation (BFE)(NAVD)	0.00 NAVD	0.00 NAVD	+1.00 NAVD
24	Landscape Open Space (LOS) (Sq Ft and %)	*Please refer to separate landscape plans.*		
25	Perimeter LOS (Sq Ft and %)			
26	Front Yard LOS (Sq Ft and %)			
27	**Native Plant Species %	*Please refer to separate landscape legend.*		

** Indicate each yard area with cardinal direction (N,S,E,W)*

*** Provide Native plant species calculation per category as requited by Ord. 24-2021 on separate table*

If value is not applicable, enter N/A

If value is not changing, enter N/C

REV BF 20220304

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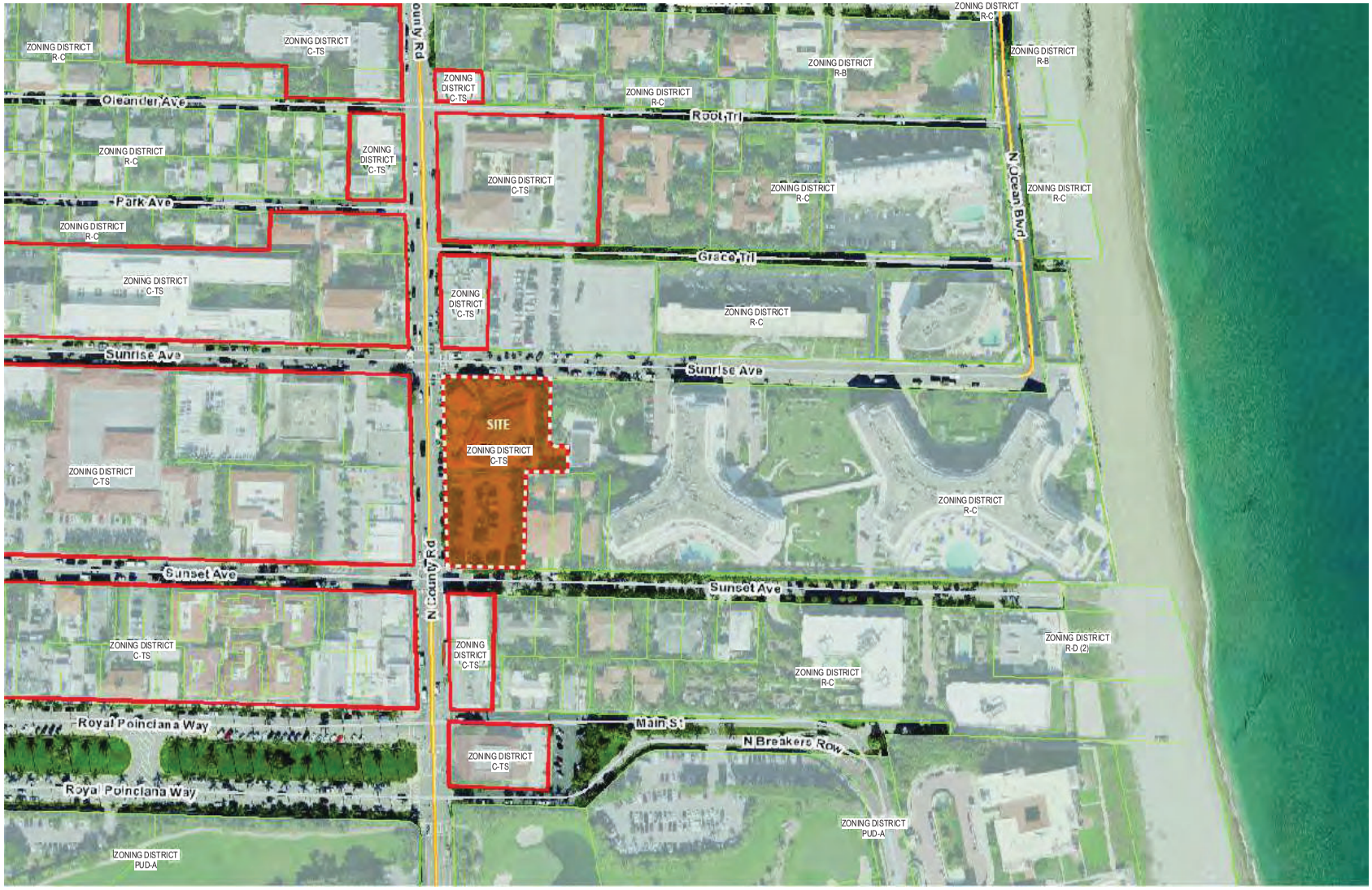

1 ZONING MAP
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
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Scale: 1" = 30'-0"
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② LOT COVERAGE - PROPOSED
1" = 30'-0"

PROPOSED LOT COVERAGE
48,652 SQFT (84%)

① LOT COVERAGE - EXISTING
1" = 30'-0"

EXISTING LOT COVERAGE
24,233 SQFT (41%)

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Scale: 1" = 30'-0"
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② ENCLOSED SQUARE FOOTAGE - PROPOSED
1" = 30'-0"

① ENCLOSED SQUARE FOOTAGE - EXISTING
1" = 30'-0"

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Scale: 1" = 30'-0"
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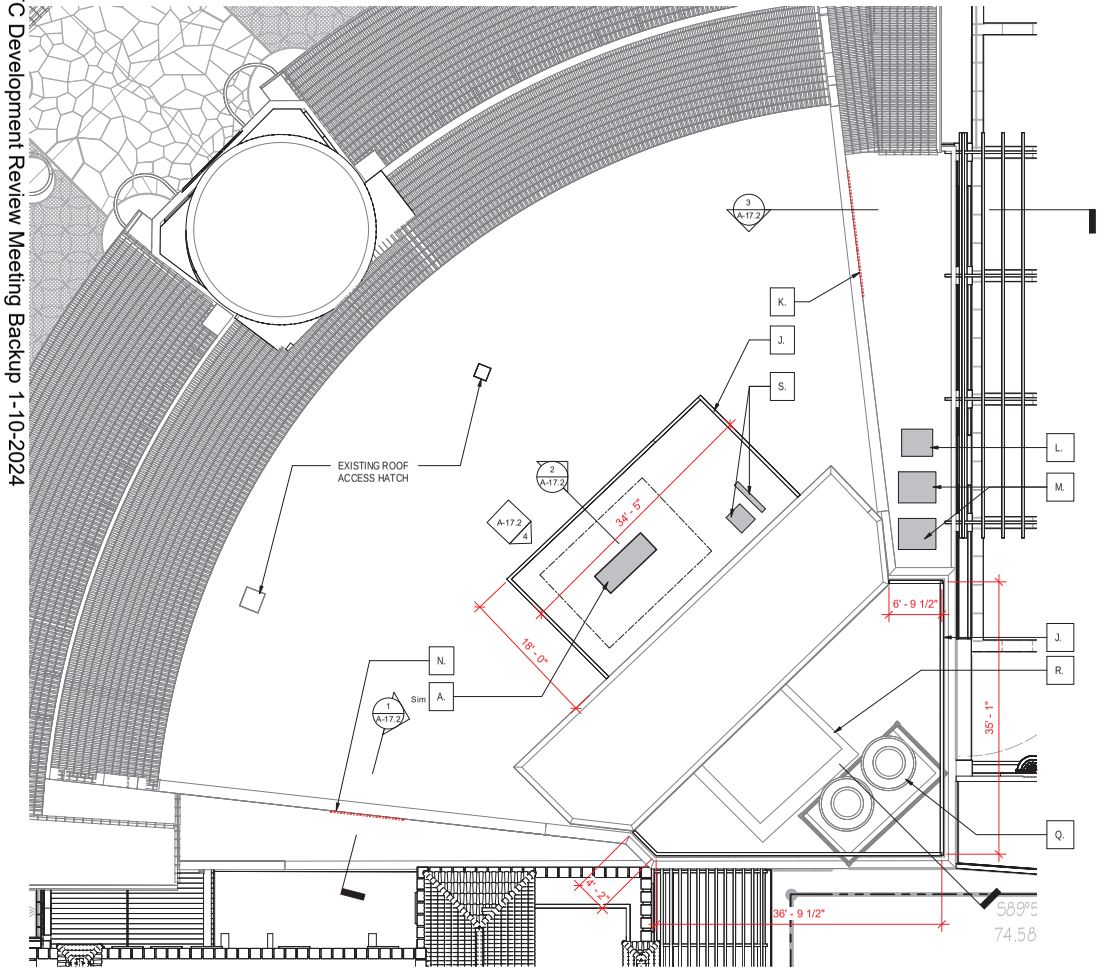
3 SETBACKS - PROPOSED
1" = 30'-0"

2 SETBACKS - PER ZONING REQUIREMENTS
1" = 30'-0"

1 SETBACKS - EXISTING
1" = 30'-0"



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



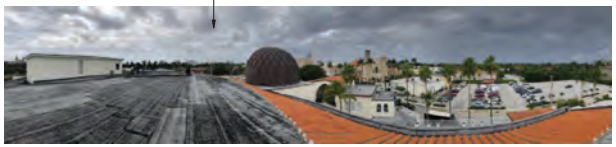
IMAGE 2 - CURRENT SITE VIEW:
VIEW FROM NORTH COUNTY ROAD, LOOKING EAST



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 x17 paper scale is half

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Scale: As indicated
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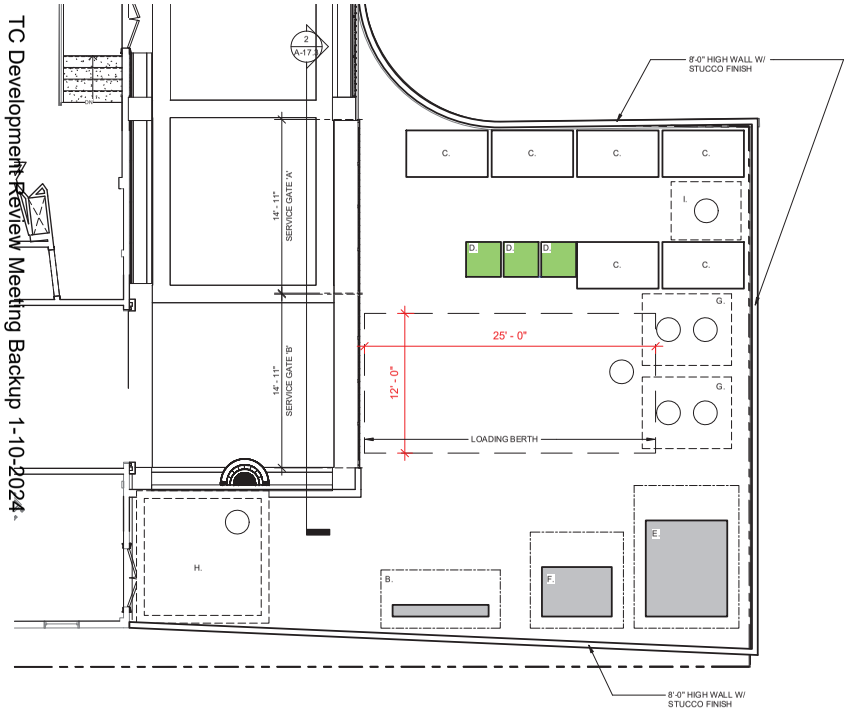
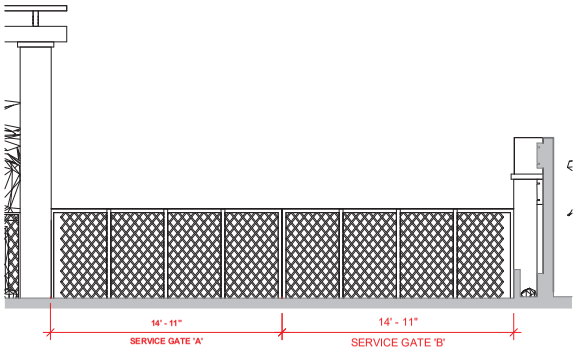


1 ENLARGED EQUIPMENT PLAN - SERVICE COURT
3/16" = 1'-0"



2 SERVICE COURT ENCLOSURE - ELEVATION
1/4" = 1'-0"

Refer to sheet D-15 for rendering and additional details

SERVICE COURT KEYNOTES

A. THEATER GENERATOR	-	64KW, 36" W x 98" L x 80" H (with tank) (64KW subject to increase but remain less than 100KW)
B. RESIDENTIAL ELECTRICAL PANEL	-	84" W x 99" L
C. TRASH BINS* *96" *HIGH ENCLOSURE REQUIRED*	-	48" W x 84" L
D. 90 GALLON RECYCLE BINS* *96" *HIGH ENCLOSURE REQUIRED*	-	36" W x 36" L
E. THEATER TRANSFORMER	-	3000KVA 84" W x 99" L x 73" H
F. RESIDENTIAL TRANSFORMER	-	300KVA 72" W x 51" L x 50" H
G. GREASE TRAP* *(2) TANKS BURIED BELOW GRADE*	-	58" H x 73 3/4" W x 92" L
H. SUMP PUMP (HOLDING TANK) * *BURIED BELOW GRADE, INSIDE CLEAR DIMENSION*	-	120 1/2" W x 120 1/2" L x 72 1/2" H
I. STORMWATER GRAVITY WELL * *BURIED BELOW GRADE*	-	60" W x 72" L

GENERAL NOTE

1. DIMENSIONS NOTED AND SHOWN ARE BASED ON APPROXIMATE LOAD CALCULATIONS AND ARE SUBJECT TO CHANGE DESIGN TEAM MEETS WITH FPL, PUBLIC WORKS, AND COORDINATION WITH PRODUCT MANUFACTURES.

2. ALL MECHANICAL EQUIPMENT LOCATED ON THEATER AND/OR INDIVIDUAL RESIDENTIAL ROOFS TO BE SCREENED WITH WALL, LOUVER, OR LANDSCAPE ENCLOSURES.

LEGEND

- DESIGNATED CLEARANCE SPACE AROUND EQUIPMENT
- PROPOSED EQUIPMENT
- EXTENT OF EQUIPMENT/TANKS BURIED BELOW GRADE

Scale: As indicated
Note: When printed on 11 x17 paper scale is half

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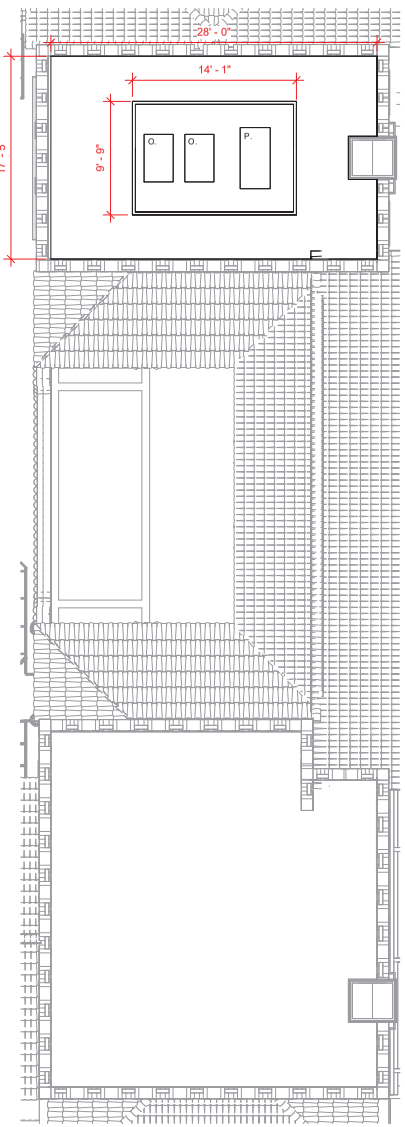
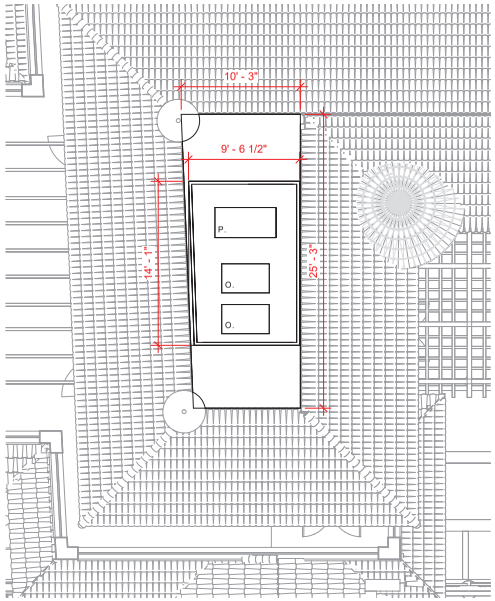
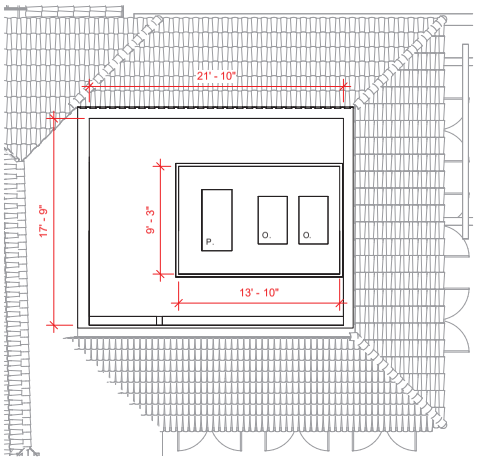


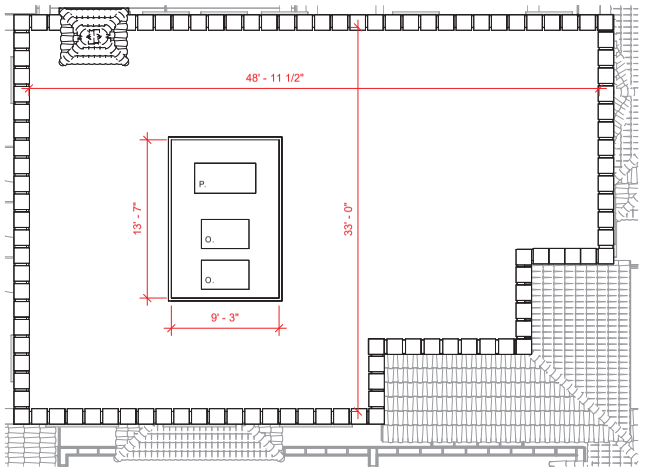
1 ENLARGED EQUIPMENT LOCATION PLAN - HOUSE 01
3/16" = 1'-0"



3 ENLARGED EQUIPMENT LOCATION PLAN - HOUSE 03
3/16" = 1'-0"



2 ENLARGED EQUIPMENT LOCATION PLAN - HOUSE 02
3/16" = 1'-0"



4 ENLARGED EQUIPMENT LOCATION PLAN - HOUSE 04
3/16" = 1'-0"

RESIDENTIAL ROOF KEYNOTES

O. CONDENSING UNITS	-	66"H x 49"W x 30"L
P. RESIDENTIAL GENERATOR	-	60KW 120/240v 1PH, 31"W x 63" L x 39" H (60KW subject to increase but remain less than 100KW)

GENERAL NOTE

1. DIMENSIONS NOTED AND SHOWN ARE BASED ON APPROXIMATE LOAD CALCULATIONS AND ARE SUBJECT TO CHANGE DESIGN TEAM MEETS WITH FPL, PUBLIC WORKS, AND COORDINATION WITH PRODUCT MANUFACTURES.

2. ALL MECHANICAL EQUIPMENT LOCATED ON THEATER AND/OR INDIVIDUAL RESIDENTIAL ROOFS TO BE SCREENED WITH WALL, LOUVER, OR LANDSCAPE ENCLOSURES.

LEGEND

- DESIGNATED CLEARANCE SPACE AROUND EQUIPMENT
- PROPOSED EQUIPMENT
- EXTENT OF EQUIPMENT/TANKS BURIED BELOW GRADE

Scale: 3/16" = 1'-0"
Note: When printed on 11 x17 paper scale is half

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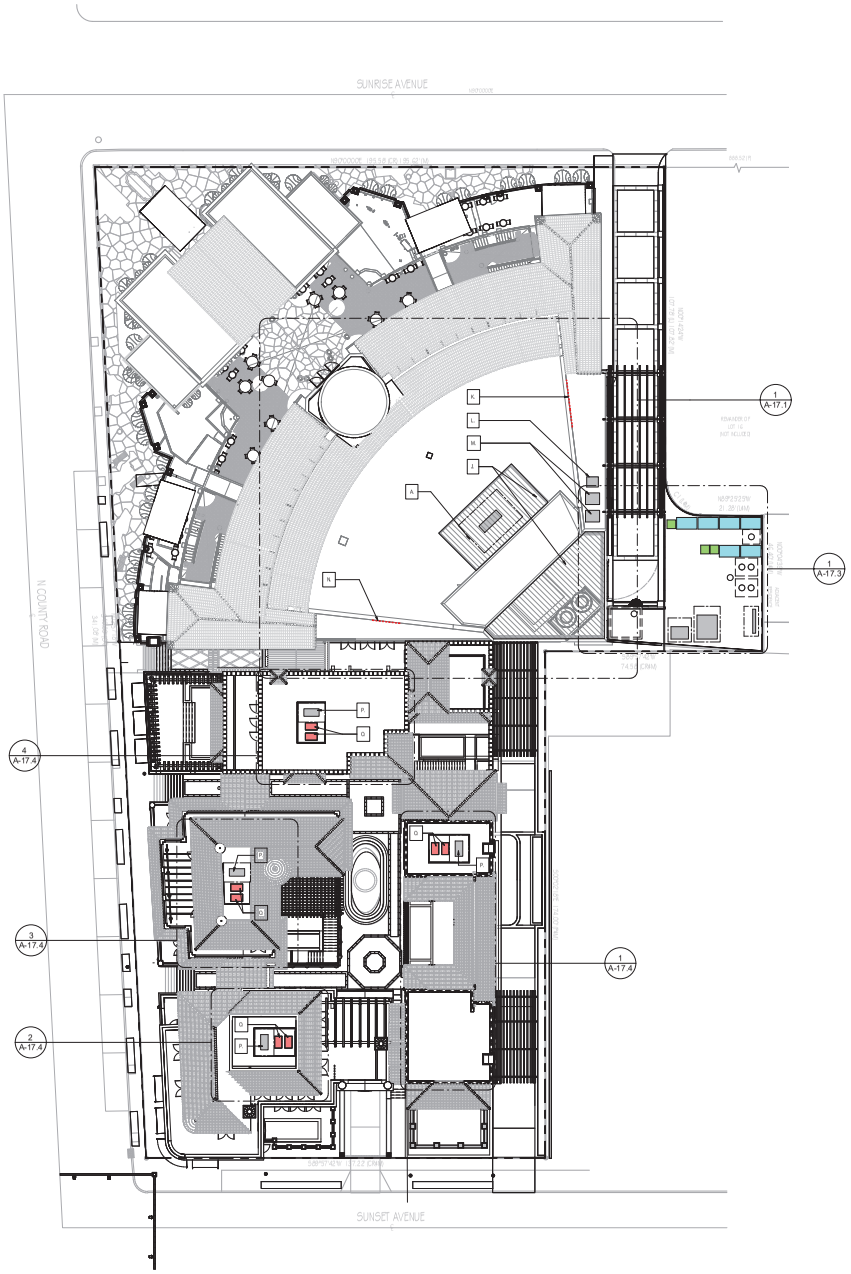

1 EQUIPMENT LOCATION - KEY PLAN
3/64" = 1'-0"

EQUIPMENT KEYNOTE

SERVICE COURT:

A. THEATER GENERATOR	-	64KW, 36" W x 98" L x 80" H (with tank) (64KW subject to increase but remain less than 100KW)
B. RESIDENTIAL ELECTRICAL PANEL	-	84" W x 99" L
C. TRASH BINS* ** 96" HIGH ENCLOSURE REQUIRED*	-	48" W x 84" L
D. 90 GALLON RECYCLE BINS* ** 96" HIGH ENCLOSURE REQUIRED*	-	36" W x 36" L
E. THEATER TRANSFORMER	-	3000KVA 84" W x 99" L x 73" H
F. RESIDENTIAL TRANSFORMER	-	300KVA 72" W x 51" L x 50" H
G. GREASE TRAP* **(2) TANKS BURIED BELOW GRADE*	-	58" H x 73 3/4" W x 92" L
H. SUMP PUMP (HOLDING TANK) ** BURIED BELOW GRADE, INSIDE CLEAR DIMENSION*	-	120 1/2" W x 120 1/2" L x 72 1/2" H
I. STORMWATER GRAVITY WELL ** BURIED BELOW GRADE*	-	60" W x 72" L

THEATER ROOF²:

J. OPEN AIR MECHANICAL ENCLOSURE	-	+/- 121 1/2" H
K. BANQUET/KITCHEN EXHAUST *Refer to sheet A-17.1 for additional information*	-	30" H x 192" L WALL MOUNTED LOUVER
L. CLUB KITCHEN INTAKE	-	19" H x 42" W x 48" L
M. KITCHEN INTAKE	-	19" H x 42" W x 48" L
N. SHOW/CLUB KITCHEN EXHAUST *Refer to sheet A-17.1 for additional information*	-	30" H x 114" L WALL MOUNTED LOUVER

RESIDENTIAL ROOFS:

O. CONDENSING UNITS	-	66"H x 49"W x 30"L
P. RESIDENTIAL GENERATOR	-	60KW 120/240v 1PH, 31"W x 63" L x 39" H (60KW subject to increase but remain less than 100KW)

GENERAL NOTE

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LEGEND

- DESIGNATED CLEARANCE SPACE AROUND EQUIPMENT
- PROPOSED EQUIPMENT
- EXTENT OF EQUIPMENT/TANKS BURIED BELOW GRADE

Scale: 3/64" = 1'-0"
Note: When printed on 11 x17 paper scale is half

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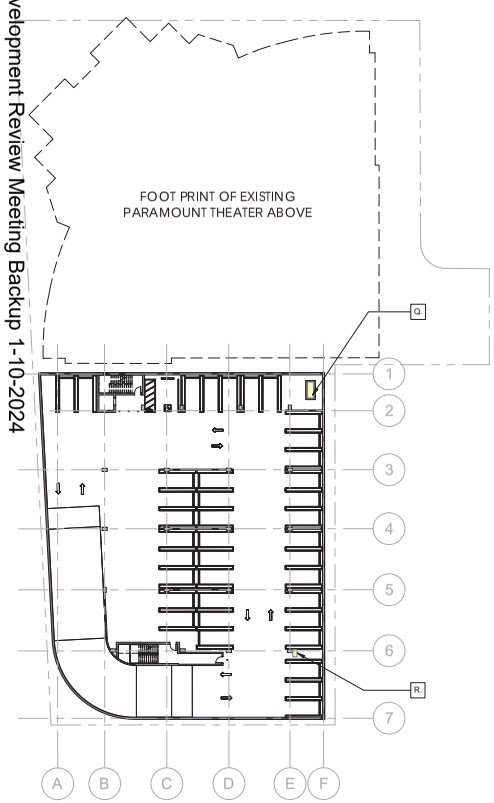
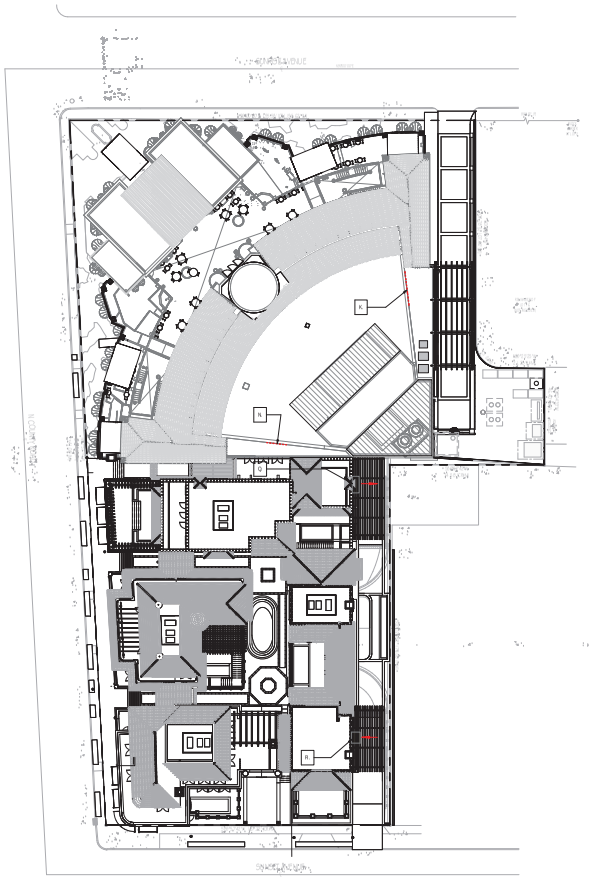


1 GARAGE - VENTILATION DIAGRAM
1" = 30'-0"



2 MOTOR COURT - VENTILATION DIAGRAMS
1" = 30'-0"

VENTILATION KEYNOTE

PARKING GARAGE:

Q.	GARAGE EXHAUST LOUVERS	- 64" W x 46" L - 68 SF
R.	GARAGE INTAKE LOUVERS	- 64 W x 46" L - 68 SF

GENERAL NOTE

1. DIMENSIONS NOTED AND SHOWN ARE BASED ON APPROXIMATE LOAD CALCULATIONS AND ARE SUBJECT TO CHANGE DESIGN TEAM MEETS WITH FPL, PUBLIC WORKS, AND COORDINATION WITH PRODUCT MANUFACTURES.

2. ALL MECHANICAL EQUIPMENT LOCATED ON THEATER AND/OR INDIVIDUAL RESIDENTIAL ROOFS TO BE SCREENED WITH WALL, LOUVER, OR LANDSCAPE ENCLOSURES.

LEGEND

- DESIGNATED CLEARANCE SPACE AROUND EQUIPMENT
- PROPOSED EQUIPMENT
- EXTENT OF EQUIPMENT/TANKS BURIED BELOW GRADE



3 VARIANCE DIAGRAM - GARAGE LOUVER EAST ELEVATION
3/32" = 1'-0"

Scale: As indicated
Note: When printed on 11 x17 paper scale is half

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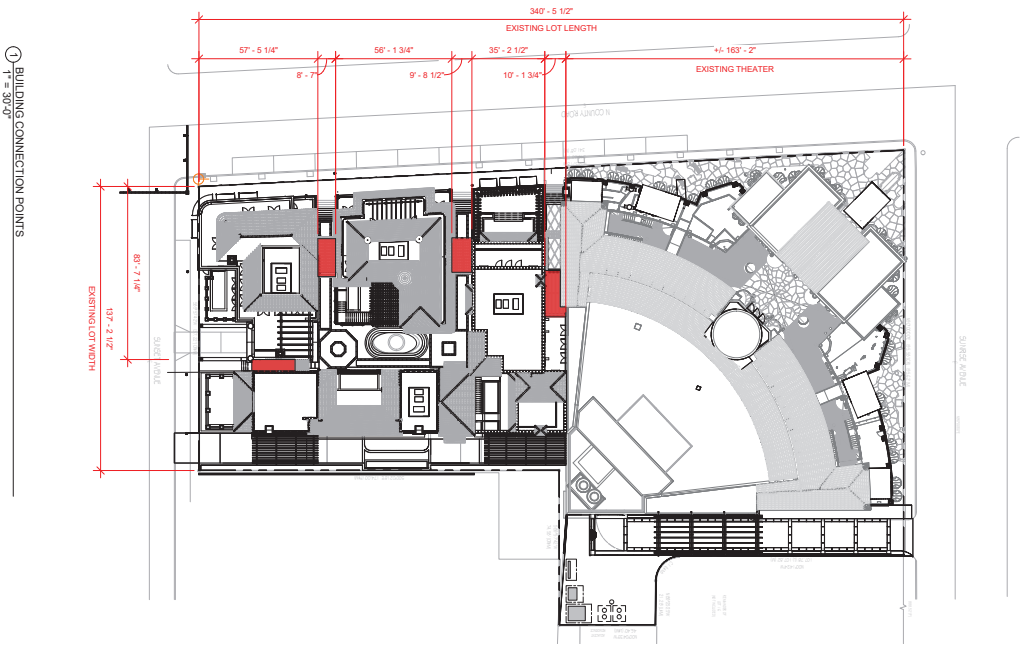

Scale: 1" = 30'-0"
Note: When printed on 11 x 17 paper scale is half

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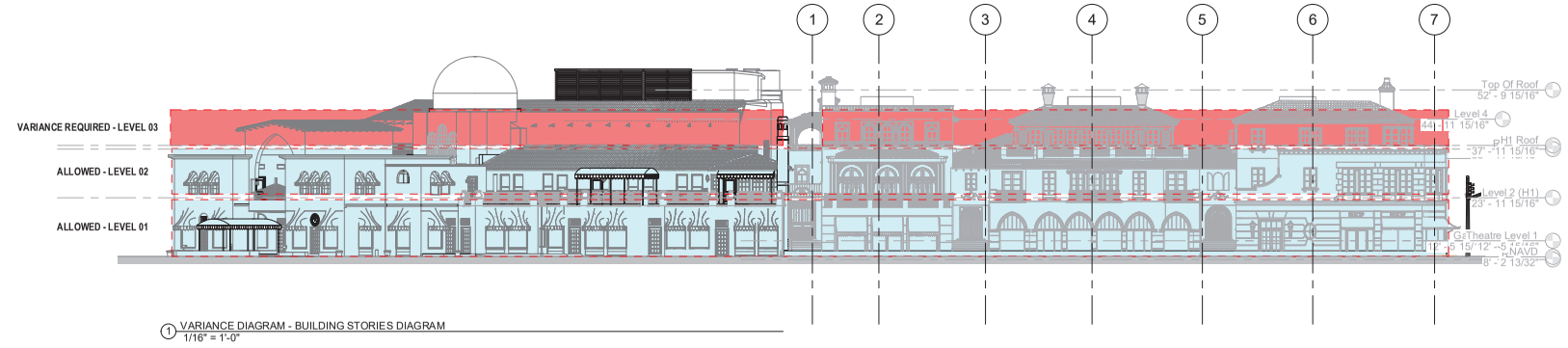
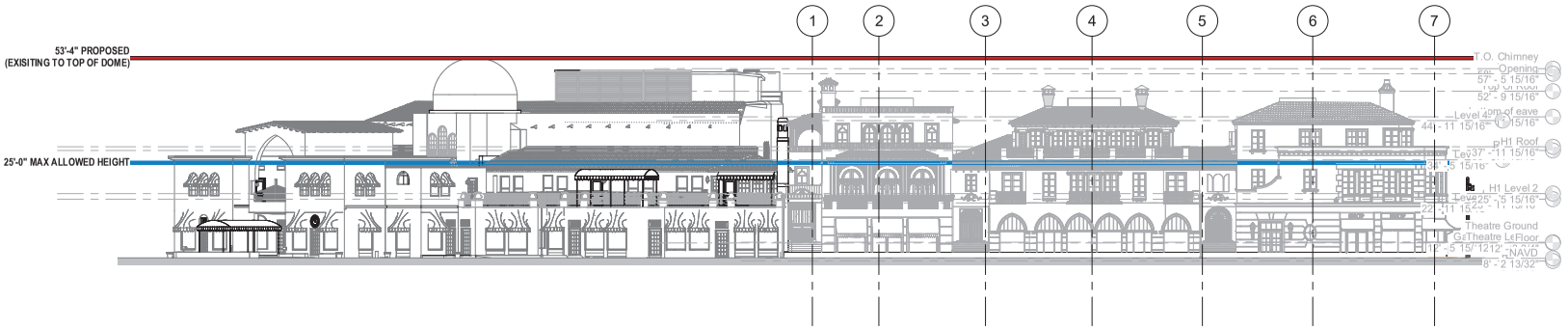


1 VARIANCE DIAGRAM - BUILDING STORIES DIAGRAM
1/16" = 1'-0"



2 VARIANCE DIAGRAM - BUILDING HEIGHT DIAGRAM
1/16" = 1'-0"

Scale: 1/16" = 1'-0"
Note: When printed on 11 x17 paper scale is half

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Scale: 1" = 10'-0"
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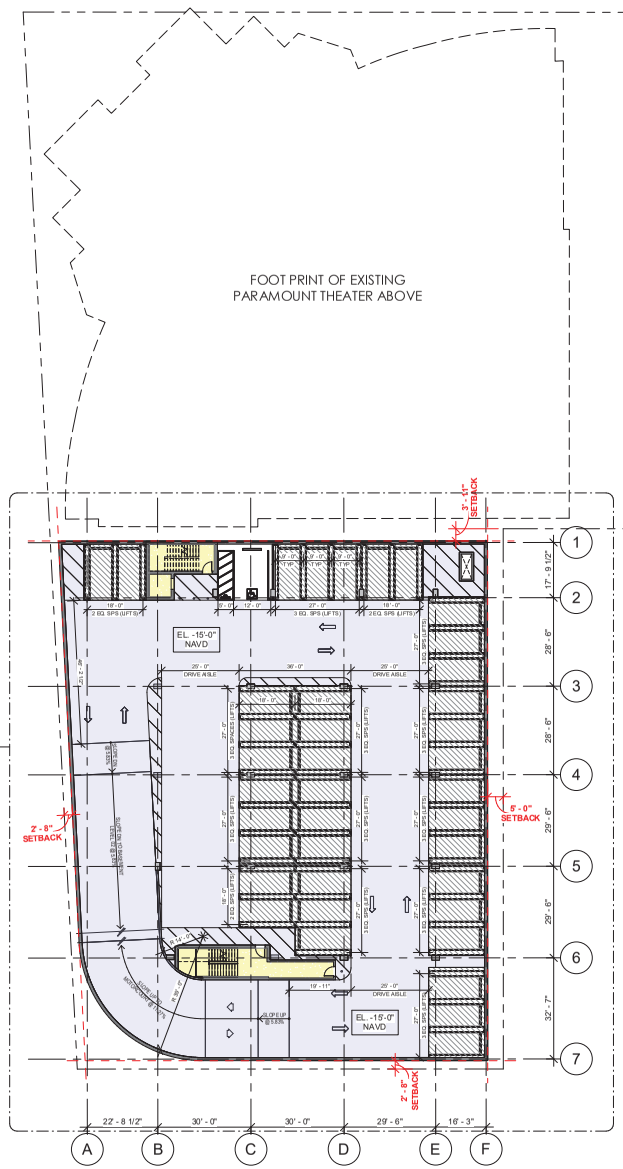
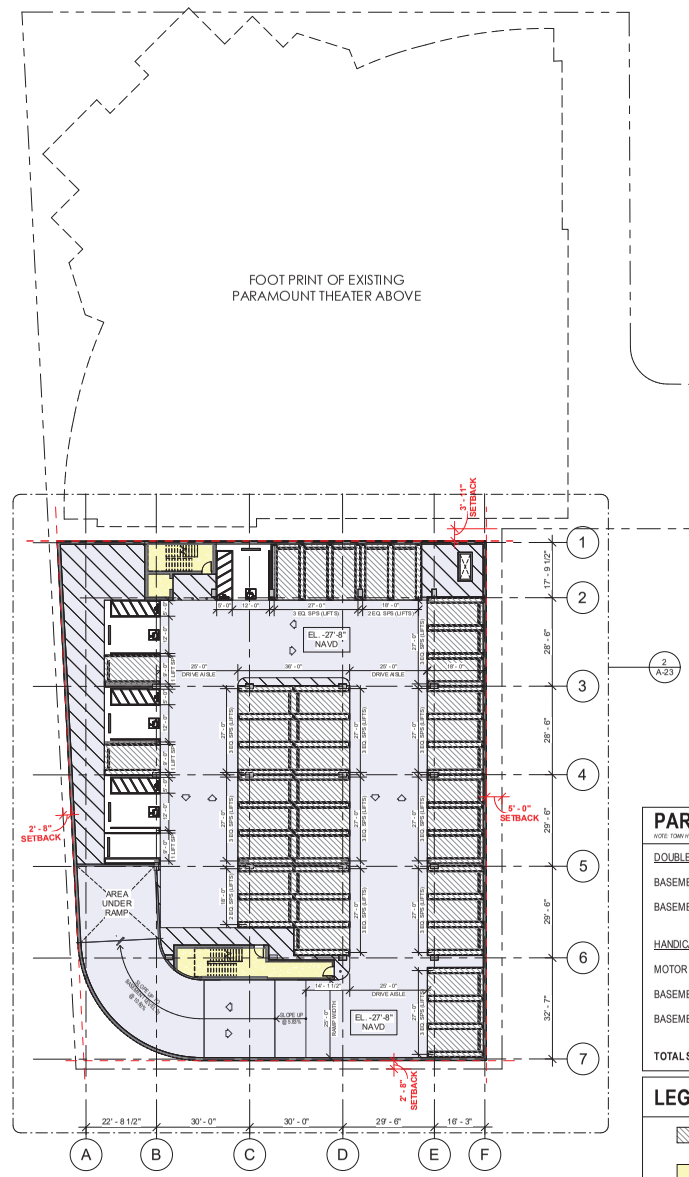


3 PARKING LEVEL PLAN - B01
1" = 20'-0"



1 PARKING LEVEL PLAN - B02
1" = 20'-0"

PARKING CALCULATION

NOTE: TOWN HOME PRIVATE GARAGE PARKING SPACES AT MOTOR COURT LEVEL AND STREET PARKING ARE NOT INCLUDED IN TOTALS BELOW

DOUBLE STACKER CAR LIFTS:		
BASEMENT LEVEL 01	- 39	
BASEMENT LEVEL 02	- 39	SUB TOTAL: 78 *156 TOTAL AVAILABLE SPACES
HANDICAP SPACES:		
MOTOR COURT	- 01	
BASEMENT LEVEL 01	- 01	
BASEMENT LEVEL 02	- 04	SUB TOTAL: 06
TOTAL SPACES PROVIDED		**162**

LEGEND

- DOUBLE STACKER CAR LIFTS
- VERTICAL CIRULATION

Scale: 1" = 20'-0"
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Scale: 1" = 10'-0"
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Scale: 1" = 10'-0"
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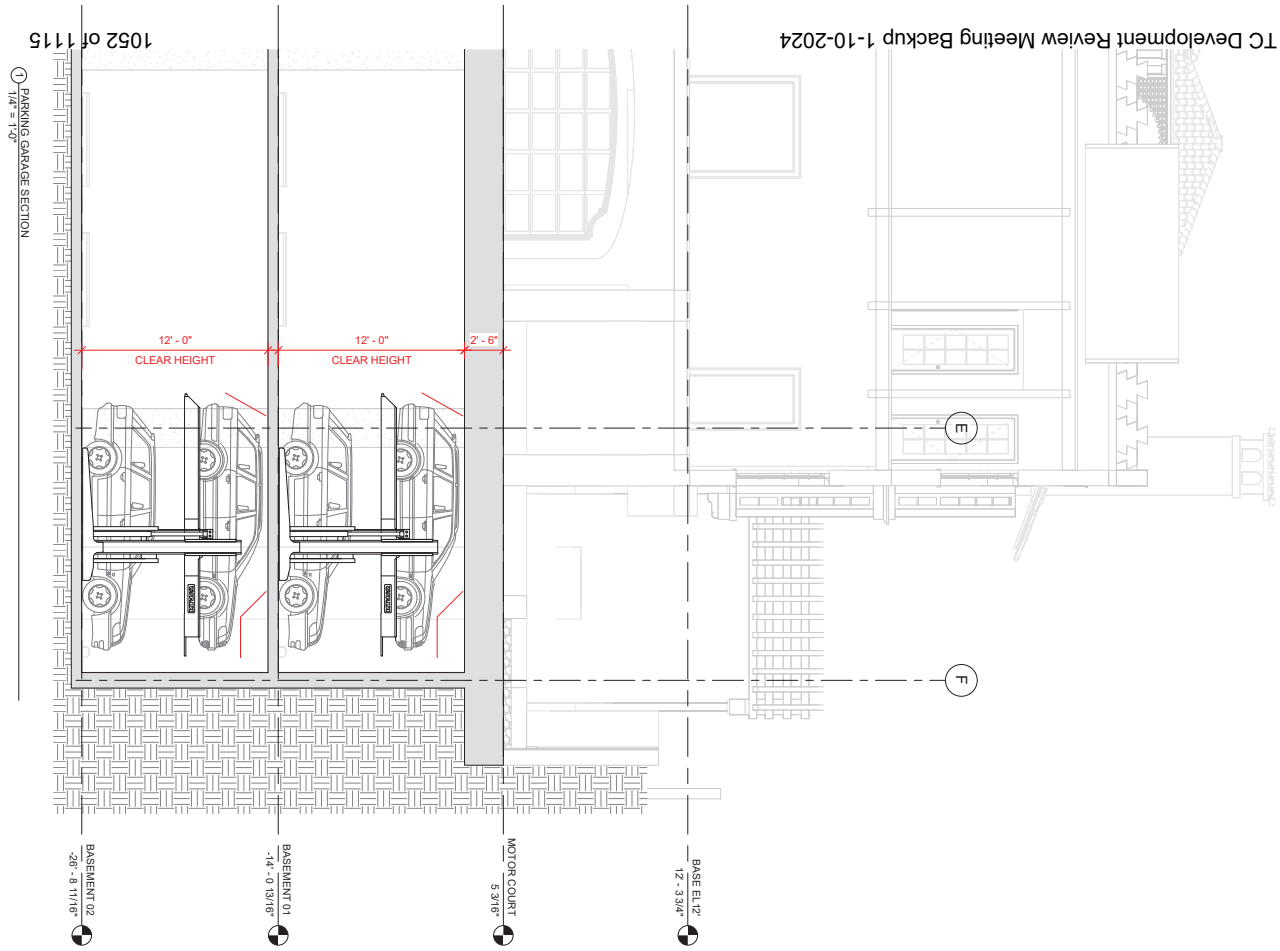

Scale: 1/4" = 1'-0"
Note: When printed on 11 x 17 paper scale is half

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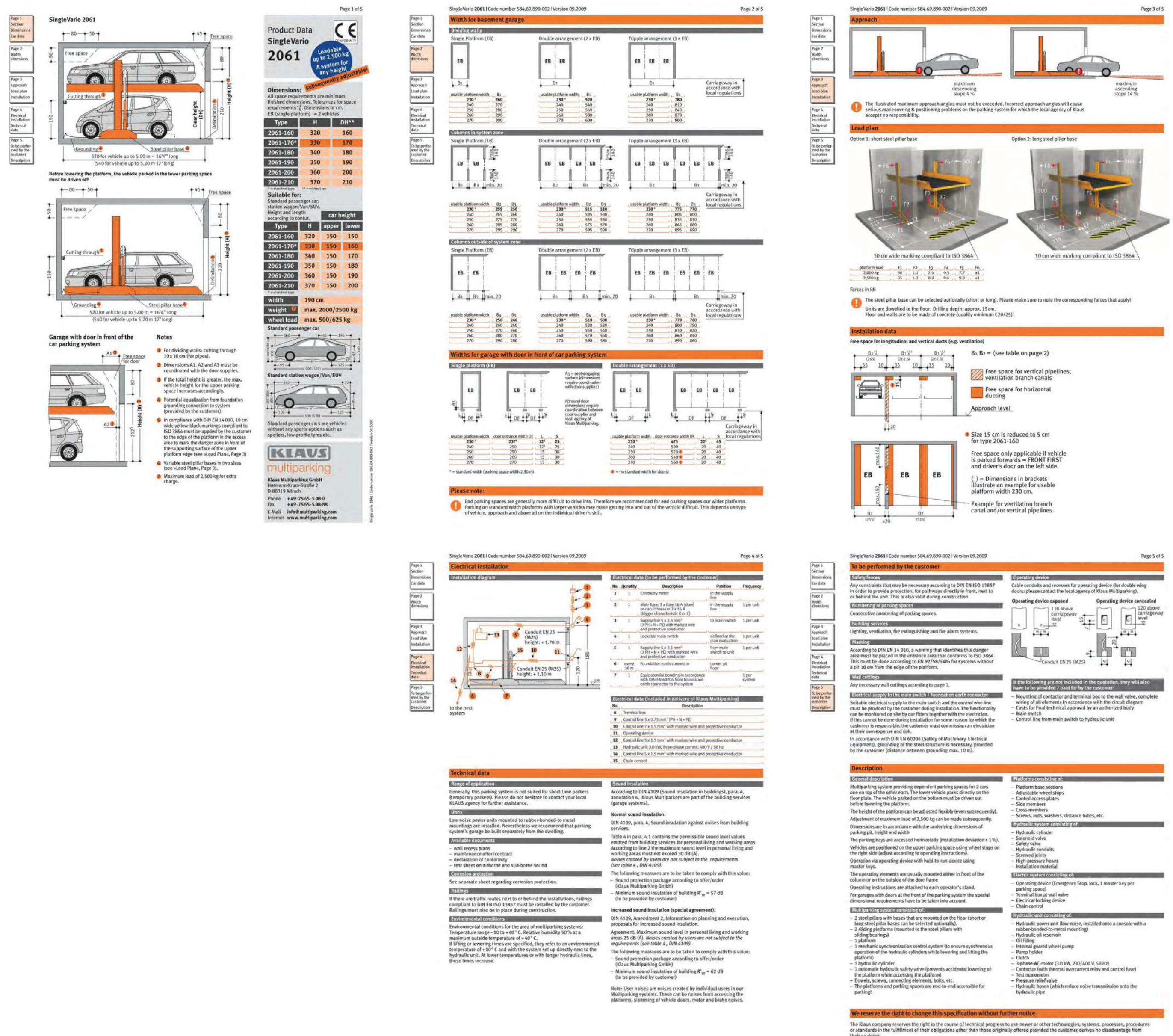

Page 1 of 5

SingleVario 2061

Before lowering the platform, the vehicle parked in the lower parking space must be driven off!

520 for vehicle up to 5.00 m = 16'4" long (540 for vehicle up to 5.20 m 17' long)

Garage with door in front of the car parking system

Notes

- For dividing walls: cutting through 10 x 10 cm (for pipes).
- Dimensions A1, A2 and A3 must be coordinated with the door supplier.
- If the total height is greater, the max. vehicle height for the upper parking space increases accordingly.
- Potential equalization from foundation grounding connection to system (provided by the customer).
- In compliance with DIN EN 14 010, 10 cm wide yellow-black markings compliant to ISO 3864 must be applied by the customer to the edge of the platform in the access area to mark the danger zone in front of the supporting surface of the upper platform edge (see »Load Plan«, Page 3)
- Variable steel pillar bases in two sizes (see »Load Plan«, Page 3).
- Maximum load of 2,500 kg for extra charge.

Product Data SingleVario 2061

Loadable up to 2,500 kg. A system for any height. Subsequently adjustable!

Dimensions: All space requirements are minimum finished dimensions. Tolerances for space requirements *). Dimensions in cm. EB (single platform) = 2 vehicles

Type	H	DH**
2061-160	320	160
2061-170*	330	170
2061-180	340	180
2061-190	350	190
2061-200	360	200
2061-210	370	210

Suitable for: Standard passenger car, station wagon/Van/SUV. Height and length according to contur.

Type	H	car height upper	car height lower
2061-160	320	150	150
2061-170*	330	150	160
2061-180	340	150	170
2061-190	350	150	180
2061-200	360	150	190
2061-210	370	150	200

width	190 cm
weight	max. 2000/2500 kg
wheel load	max. 500/625 kg

Standard passenger car

Standard station wagon/Van/SUV

Standard passenger cars are vehicles without any sports options such as spoilers, low-profile tyres etc.

KLAUS multiparking

Klaus Multiparking GmbH, Hermann-Krum-Straße 2, D-88319 Aitrach. Phone +49-75 65-5 08-0, Fax +49-75 65-5 08-88, E-Mail info@multiparking.com, Internet www.multiparking.com

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Width for basement garage — Dividing walls; Columns in system zone; Columns outside of system zone (Single Platform (EB), Double arrangement (2 x EB), Tripple arrangement (3 x EB)). Carriageway in accordance with local regulations.

Widths for garage with door in front of car parking system — Single platform (EB); Double arrangement (2 x EB). A3 = seat-engaging surface (dimensions require coordination with door supplier). Allround door dimensions require coordination between door supplier and local agency of Klaus Multiparking.

Please note: End parking spaces are generally more difficult to drive into. Therefore we recommended for end parking spaces our wider platforms. Parking on standard width platforms with larger vehicles may make getting into and out of the vehicle difficult. This depends on type of vehicle, approach and above all on the individual driver's skill.

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Approach — maximum descending slope 4 %; maximum ascending slope 14 %. The illustrated maximum approach angles must not be exceeded. Incorrect approach angles will cause serious manoeuvring & positioning problems on the parking system for which the local agency of Klaus accepts no responsibility.

Load plan — Option 1: short steel pillar base; Option 2: long steel pillar base. 10 cm wide marking compliant to ISO 3864.

platform load	F1	F2	F3	F4	F5	F6
2,000 kg	30	1.1	7.4	0.5	7.7	±1
2,500 kg	35	1.3	8.9	0.6	9.3	±1

Forces in kN

The steel pillar base can be selected optionally (short or long). Please make sure to note the corresponding forces that apply! Units are dowelled to the floor. Drilling depth: approx. 15 cm. Floor and walls are to be made of concrete (quality minimum C20/25)!

Installation data — Free space for longitudinal and vertical ducts (e.g. ventilation). B1, B2 = (see table on page 2). Free space for vertical pipelines, ventilation branch canals. Free space for horizontal ducting. Approach level. Size 15 cm is reduced to 5 cm for type 2061-160. Free space only applicable if vehicle is parked forwards = FRONT FIRST and driver's door on the left side. ( ) = Dimensions in brackets illustrate an example for usable platform width 230 cm. Example for ventilation branch canal and/or vertical pipelines.

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Electrical installation — Installation diagram. Conduit EN 25 (M25) height: + 1.70 m; Conduit EN 25 (M25) height: + 1.10 m; to the next system.

Electrical data (to be performed by the customer)

No.	Quantity	Description	Position	Frequency
1	1	Electricity meter	in the supply line	
2	1	Main fuse: 3 x fuse 16 A (slow) or circuit breaker 3 x 16 A (trigger characteristic K or C)	in the supply line	1 per unit
3	1	Supply line 5 x 2.5 mm² (3 PH + N + PE) with marked wire and protective conductor	to main switch	1 per unit
4	1	Lockable main switch	defined at the plan evaluation	1 per unit
5	1	Supply line 5 x 2.5 mm² (3 PH + N + PE) with marked wire and protective conductor	from main switch to unit	1 per unit
6	every 10 m	Foundation earth connector	corner pit floor	
7	1	Equipotential bonding in accordance with DIN EN 60204 from foundation earth connector to the system		1 per system

Electrical data (included in delivery of Klaus Multiparking)

No.	Description
8	Terminal box
9	Control line 3 x 0.75 mm² (PH + N + PE)
10	Control line 7 x 1.5 mm² with marked wire and protective conductor
11	Operating device
12	Control line 5 x 1.5 mm² with marked wire and protective conductor
13	Hydraulic unit 3.0 kW, three-phase current, 400 V / 50 Hz
14	Control line 5 x 1.5 mm² with marked wire and protective conductor
15	Chain control

Technical data

Range of application: Generally, this parking system is not suited for short-time parkers (temporary parkers). Please do not hesitate to contact your local KLAUS agency for further assistance.

Units: Low-noise power units mounted to rubber-bonded-to metal mountings are installed. Nevertheless we recommend that parking system's garage be built separately from the dwelling.

Available documents: wall recess plans; maintenance offer/contract; declaration of conformity; test sheet on airborne and slid-borne sound.

Corrosion protection: See separate sheet regarding corrosion protection.

Railings: If there are traffic routes next to or behind the installations, railings compliant to DIN EN ISO 13857 must be installed by the customer. Railings must also be in place during construction.

Environmental conditions: Environmental conditions for the area of multiparking systems: Temperature range –10 to +40° C. Relative humidity 50 % at a maximum outside temperature of +40° C. If lifting or lowering times are specified, they refer to an environmental temperature of +10° C and with the system set up directly next to the hydraulic unit. At lower temperatures or with longer hydraulic lines, these times increase.

Sound insulation: According to DIN 4109 (Sound insulation in buildings), para. 4, annotation 4, Klaus Multiparkers are part of the building services (garage systems).

Normal sound insulation: DIN 4109, para. 4, Sound insulation against noises from building services. Table 4 in para. 4.1 contains the permissible sound level values emitted from building services for personal living and working areas. According to line 2 the maximum sound level in personal living and working areas must not exceed 30 dB (A). *Noises created by users are not subject to the requirements (see table 4, DIN 4109).* The following measures are to be taken to comply with this value: Sound protection package according to offer/order (Klaus Multiparking GmbH); Minimum sound insulation of building R'_w = 57 dB (to be provided by customer).

Increased sound insulation (special agreement): DIN 4109, Amendment 2, Information on planning and execution, proposals for increased sound insulation. Agreement: Maximum sound level in personal living and working areas 25 dB (A). *Noises created by users are not subject to the requirements (see table 4, DIN 4109).* The following measures are to be taken to comply with this value: Sound protection package according to offer/order (Klaus Multiparking GmbH); Minimum sound insulation of building R'_w = 62 dB (to be provided by customer).

Note: User noises are noises created by individual users in our Multiparking systems. These can be noises from accessing the platforms, slamming of vehicle doors, motor and brake noises.

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To be performed by the customer

Safety fences: Any constraints that may be necessary according to DIN EN ISO 13857 in order to provide protection, for pathways directly in front, next to or behind the unit. This is also valid during construction.

Numbering of parking spaces: Consecutive numbering of parking spaces.

Building services: Lighting, ventilation, fire extinguishing and fire alarm systems.

Marking: According to DIN EN 14 010, a warning that identifies this danger area must be placed in the entrance area that conforms to ISO 3864. This must be done according to EN 92/58/EWG for systems without a pit 10 cm from the edge of the platform.

Wall cuttings: Any necessary wall cuttings according to page 1.

Electrical supply to the main switch / Foundation earth connector: Suitable electrical supply to the main switch and the control wire line must be provided by the customer during installation. The functionality can be monitored on site by our fitters together with the electrician. If this cannot be done during installation for some reason for which the customer is responsible, the customer must commission an electrician at their own expense and risk. In accordance with DIN EN 60204 (Safety of Machinery, Electrical Equipment), grounding of the steel structure is necessary, provided by the customer (distance between grounding max. 10 m).

Operating device: Cable conduits and recesses for operating device (for double wing doors: please contact the local agency of Klaus Multiparking). Operating device exposed (110 above carriageway level); Operating device concealed (120 above carriageway level). Conduit EN 25 (M25).

If the following are not included in the quotation, they will also have to be provided / paid for by the customer: Mounting of contactor and terminal box to the wall valve, complete wiring of all elements in accordance with the circuit diagram; Costs for final technical approval by an authorized body; Main switch; Control line from main switch to hydraulic unit.

Description

General description: Multiparking system providing dependent parking spaces for 2 cars one on top of the other each. The lower vehicle parks directly on the floor plate. The vehicle parked on the bottom must be driven out before lowering the platform. The height of the platform can be adjusted flexibly (even subsequently). Adjustment of maximum load of 2,500 kg can be made subsequently. Dimensions are in accordance with the underlying dimensions of parking pit, height and width. The parking bays are accessed horizontally (installation deviation ± 1 %). Vehicles are positioned on the upper parking space using wheel stops on the right side (adjust according to operating instructions). Operation via operating device with hold-to-run-device using master keys. The operating elements are usually mounted either in front of the column or on the outside of the door frame. Operating instructions are attached to each operator's stand. For garages with doors at the front of the parking system the special dimensional requirements have to be taken into account.

Multiparking system consisting of: 2 steel pillars with bases that are mounted on the floor (short or long steel pillar bases can be selected optionally); 2 sliding platforms (mounted to the steel pillars with sliding bearings); 1 platform; 1 mechanic synchronization control system (to ensure synchronous operation of the hydraulic cylinders while lowering and lifting the platform); 1 hydraulic cylinder; 1 automatic hydraulic safety valve (prevents accidental lowering of the platform while accessing the platform); Dowels, screws, connecting elements, bolts, etc.; The platforms and parking spaces are end-to-end accessible for parking!

Platforms consisting of: Platform base sections; Adjustable wheel stops; Canted access plates; Side members; Cross members; Screws, nuts, washers, distance tubes, etc.

Hydraulic system consisting of: Hydraulic cylinder; Solenoid valve; Safety valve; Hydraulic conduits; Screwed joints; High-pressure hoses; Installation material.

Electric system consisting of: Operating device (Emergency Stop, lock, 1 master key per parking space); Terminal box at wall valve; Electrical locking device; Chain control.

Hydraulic unit consisting of: Hydraulic power unit (low-noise, installed onto a console with a rubber-bonded-to-metal mounting); Hydraulic oil reservoir; Oil filling; Internal geared wheel pump; Pump holder; Clutch; 3-phase-AC-motor (3.0 kW, 230/400 V, 50 Hz); Contactor (with thermal overcurrent relay and control fuse); Test manometer; Pressure relief valve; Hydraulic hoses (which reduce noise transmission onto the hydraulic pipe).

We reserve the right to change this specification without further notice

The Klaus company reserves the right in the course of technical progress to use newer or other technologies, systems, processes, procedures or standards in the fulfillment of their obligations other than those originally offered provided the customer derives no disadvantage from their so doing.

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A-25

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

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By yfigueroa at 8:09 am, Dec 08, 2023

1 EXISTING PLAN - SITE
1" = 20'-0"

Scale: 1" = 20'-0"
Note: When printed on 11 x 17 paper scale is half

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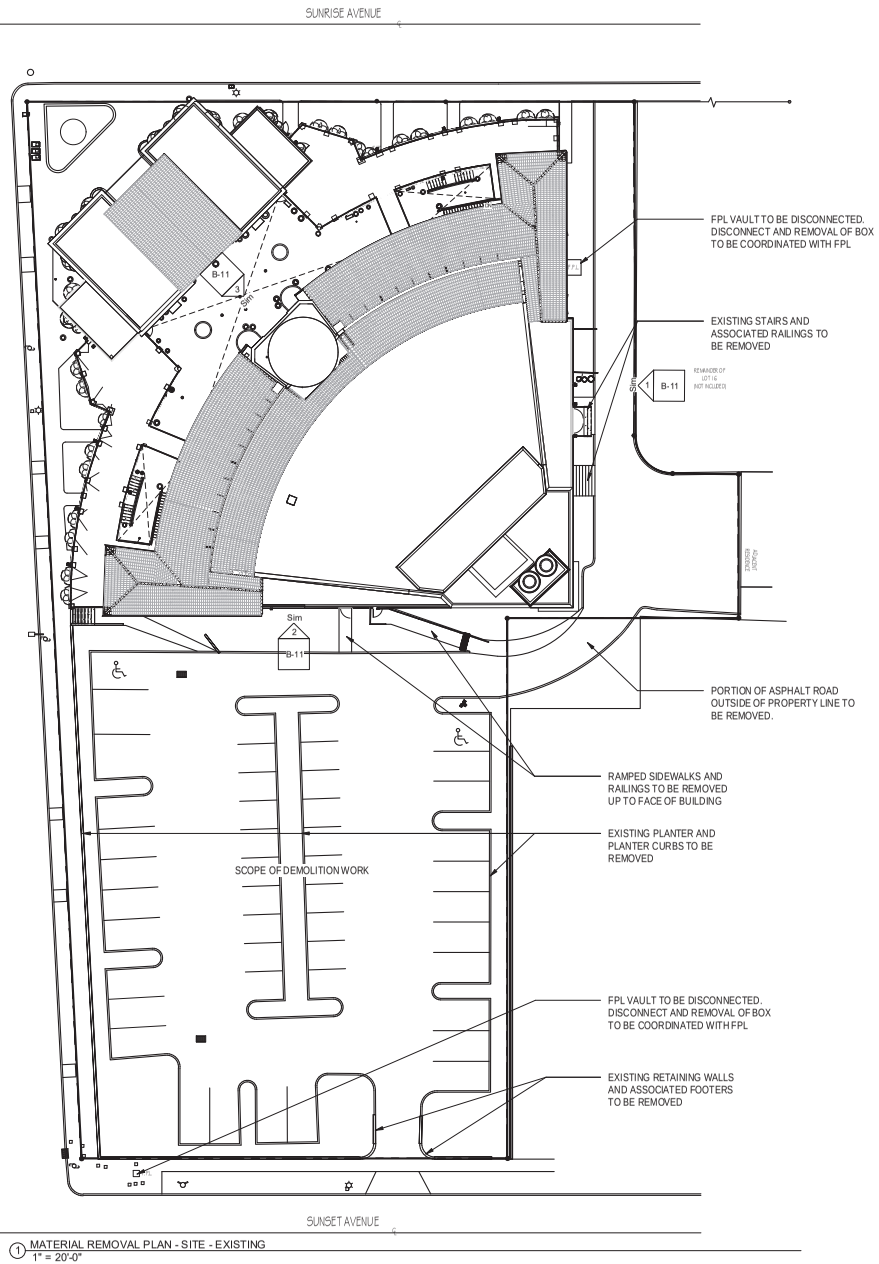

1 MATERIAL REMOVAL PLAN - SITE - EXISTING
1" = 20'-0"

MATERIAL REMOVAL SITE PLAN NOTES

1. THE GENERAL SCOPE OF WORK INVOLVES:
   A. THE COMPLETE DEMOLITION OF THE INTERIOR COMPONENTS OF THE BUILDING, NOT INCLUDING STRUCTURE UNLESS NOTED OTHERWISE.
   B. EXTERIOR DEMOLITION ONLY AS NOTED ON BUILDING ELEVATION SHEETS.

2. ALL INTERIOR WALLS, MILLWORK, FLOORING AND CEILINGS TO BE STRIPPED BACK TO ROUGH FRAMING UNLESS OTHERWISE NOTED.

3. PROTECT ALL EXISTING EXTERIOR FACADE ELEMENTS THAT ARE TO REMAIN. EXISTING AWNING TO BE REMOVED AND EXISTING EXTERIOR DOORS/WINDOWS TO BE REPLACED AS SHOWN ON ELEVATION SHEETS.

4. REFER TO SITE MATERIAL REMOVAL PLAN FOR ITEMS OUTSIDE THE BUILDING ENVELOPE.

5. LOCATION OF NEW OPENINGS ARE SHOWN ON DRAWINGS. REFER TO ELEVATION SHEETS FOR MORE INFORMATION.

6. THESE DEMOLITION DRAWINGS HAVE BEEN COMPILED FROM THE BEST AVAILABLE INFORMATION AND ARE NOT INTENDED TO LIMIT THE SCOPE OF THE WORK. ADDITIONAL FIELD VERIFICATIONS MAY NEED TO OBTAIN BY GENERAL CONTRACTOR IN ORDER TO DETERMINE FULL EXTENT OF DEMOLITION AND COMPLETE DEMOLITION ACCURATELY. THESE MATERIAL REMOVAL SHEETS ARE DIAGRAMMATIC. IT IS NOT THE INTENT OF THESE DOCUMENTS TO SHOW EVERY DETAIL OF MATERIAL REMOVAL.

7. CONTRACTOR SHALL VISIT THE SITE TO DETERMINE THE EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY THE ARCHITECT OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES OR OMISSIONS PRIOR TO EXECUTION OF THE ITEMS IN QUESTION.

8. INTENT IS TO REMOVE EVERYTHING NECESSARY TO ALLOW NEW CONSTRUCTION TO BE ACCOMPLISHED. SEE DRAWINGS SHOWING PROPOSED NEW CONSTRUCTION.

9. PERMIT TO BE SUBMITTED AND APPROVED PRIOR TO ANY DEMOLITION OCCURRING ONSITE.

10. PRIOR TO CARRYING OUT DEMOLITION WORK, ALL EXISTING FRAMING MUST BE EXPOSED. REMOVAL OF EXISTING SUPPORTS FOR REMAINING FLOOR FRAMING WILL REQUIRE SHORING OF THESE MEMBERS AND ADDITION OF NEW BEAMS AND POSTS AS REQUIRED BY STRUCTURAL ENGINEER. GENERAL CONTRACTOR SHALL PROVIDE ALL NECESSARY SHORING AND WALL BRACING AND SHALL CARRY OUT ALL REVISIONS REQUIRED BY EXISTING FIELD CONDITIONS.

11. ALL WORK NOTED TO BE REMOVED, CUT DOWN OR DISMANTLED SHALL BE DONE IN SUCH A MANNER AS TO MAINTAIN THE INTEGRITY OF THE EXISTING STRUCTURE.

12. UNDER NO CONDITION SHALL ANY EXISTING FOUNDATION BE UNDERMINED OR ANY STRUCTURAL MEMBER ALTERED IN ANY WAY THAT WILL ADVERSELY AFFECT THE EXISTING WORK TO REMAIN.

13. BUILDING SHALL NOT BE OCCUPIED DURING DEMOLITION.

Scale: 1" = 20'-0"
Note: When printed on 11 x17 paper scale is half

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1 EXISITING PLAN - LEVEL 01
3/32" = 1'-0"

Scale: 3/32" = 1'-0"
Note: When printed on 11 x17 paper scale is half

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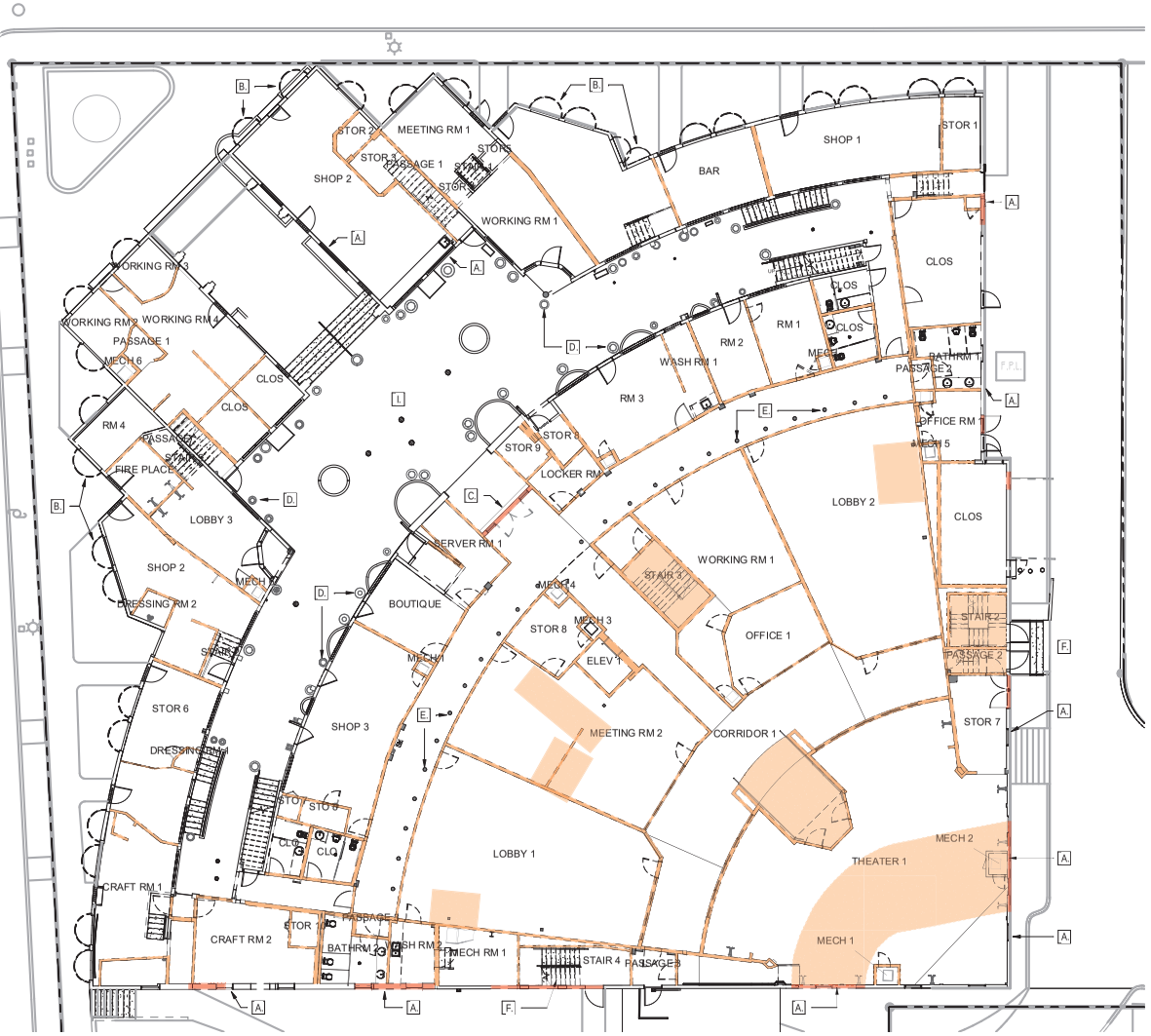

1 MATERIAL REMOVAL PLAN - LEVEL 01 - EXISTING
3/32" = 1'-0"

MATERIAL REMOVAL SITE PLAN NOTES

1. THE GENERAL SCOPE OF WORK INVOLVES:
   A. THE COMPLETE REMOVAL OF THE INTERIOR MATERIAL COMPONENTS OF THE BUILDING, NOT INCLUDING STRUCTURE UNLESS NOTED OTHERWISE.
   B. EXTERIOR MATERIAL REMOVAL IS ONLY AS NOTED ON BUILDING ELEVATION SHEETS.

2. ALL INTERIOR WALLS, MILLWORK, FLOORING AND CEILINGS TO BE STRIPPED BACK TO ROUGH FRAMING UNLESS OTHERWISE NOTED.

3. PROTECT ALL EXISTING EXTERIOR FACADE ELEMENTS THAT ARE TO REMAIN. EXISTING AWNING TO BE REMOVED AND EXISTING EXTERIOR DOORS/WINDOWS TO BE REPLACED AS SHOWN ON ELEVATION SHEETS.

4. REFER TO SITE MATERIAL REMOVAL PLAN FOR ITEMS OUTSIDE THE BUILDING ENVELOPE.

5. LOCATION OF NEW OPENINGS ARE SHOWN ON DRAWINGS. REFER TO ELEVATION SHEETS FOR MORE INFORMATION.

6. THESE MATERIAL REMOVAL DRAWINGS HAVE BEEN COMPILED FROM THE BEST AVAILABLE INFORMATION AND ARE NOT INTENDED TO LIMIT THE SCOPE OF THE WORK. ADDITIONAL FIELD VERIFICATIONS MAY NEED TO OBTAIN BY GENERAL CONTRACTOR IN ORDER TO DETERMINE FULL EXTENT OF DEMOLITION AND COMPLETE DEMOLITION ACCURATELY. THESE MATERIAL REMOVAL SHEETS ARE DIAGRAMMATIC. IT IS NOT THE INTENT OF THESE DOCUMENTS TO SHOW EVERY DETAIL OF MATERIAL REMOVAL.

7. CONTRACTOR SHALL VISIT THE SITE TO DETERMINE THE EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY THE ARCHITECT OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES OR OMISSIONS PRIOR TO EXECUTION OF THE ITEMS IN QUESTION.

8. INTENT IS TO REMOVE EVERYTHING NECESSARY TO ALLOW NEW CONSTRUCTION TO BE ACCOMPLISHED. SEE DRAWINGS SHOWING PROPOSED NEW CONSTRUCTION.

9. PERMIT TO BE SUBMITTED AND APPROVED PRIOR TO ANY WORK OCCURRING ONSITE.

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13. BUILDING SHALL NOT BE OCCUPIED DURING MATERIAL REMOVAL PROCESS.

MATERIAL REMOVAL KEYNOTES

A. NEW EXTERIOR OPENINGS TO FACADE BEING PROPOSED. REFER TO BUILDING ELEVATION SHEETS FOR REFERENCE.
B. ALL EXTERIOR AWNINGS TO BE REMOVED AND REPLACED AS SHOWN ON PURPOSED BUILDING ELEVATIONS.
C. EXISTING DOORS AND SURROUNDING WALLS TO BE REMOVED AND RELOCATED AS SHOWN ON PROPOSED FLOOR PLANS.
D. ALL POTTED PLANTS TO BE REMOVED FROM SITE.
E. CORRIDOR COLUMNS TO BE PRESERVED DURING CONSTRUCTION AND MATERIAL REMOVAL OF ADJACENT SPACES TYP. OF 24
F. STAIRS TO BE REMOVED AND REPLACED AS SHOWN ON PROPOSED PLANS.
G. EXISTING ROOFING TO BE REMOVED. ROOF TO BE ALTERED IN ORDER TO ACCOMMODATE PAVERS AND PLANTERS AS SHOWN ON PROPOSED FLOOR PLANS.
H. ORIGINAL WINDOW OPENINGS AND DESIGN TO BE ADJUSTED TO MATCH ORIGINAL BUILDING. REFER TO PROPOSED BUILDING ELEVATIONS.
I. REMOVAL OF PAVER IN OUTDOOR AREAS.
J. PARTIAL REMOVAL OF EXISTING ROOF TO BE REMOVED ONLY AS REQUIRED FOR EQUIPMENT INSTALLATION, ACCESS OR WHERE OUT OF COMPLIANCE WITH FLORIDA BUILDING CODE. NEW ROOF TILE TO BE INSTALLED AS PER SAMPLE APPROVED BY LANDMARKS PRESERVATION COMMISSION.

LEGEND

- EXISTING THEATER WALLS TO BE REMOVED, REFER TO SHEET B-11 FOR ELEVATION ANALYSIS
- EXISTING INTERIOR PARTITIONS TO BE REMOVED
- EXISTING FLOOR DECK/SLABS/STAIRS TO BE REMOVED
- EXISTING SUSPENDED DRYWALL CEILING TO BE REMOVED TO EXPOSE AND RESTORE ORIGINAL HISTORIC THEATER CEILING

Scale: 3/32" = 1'-0"
Note: When printed on 11 x17 paper scale is half

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DEVELOPMENT
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Scale: 3/32" = 1'-0"
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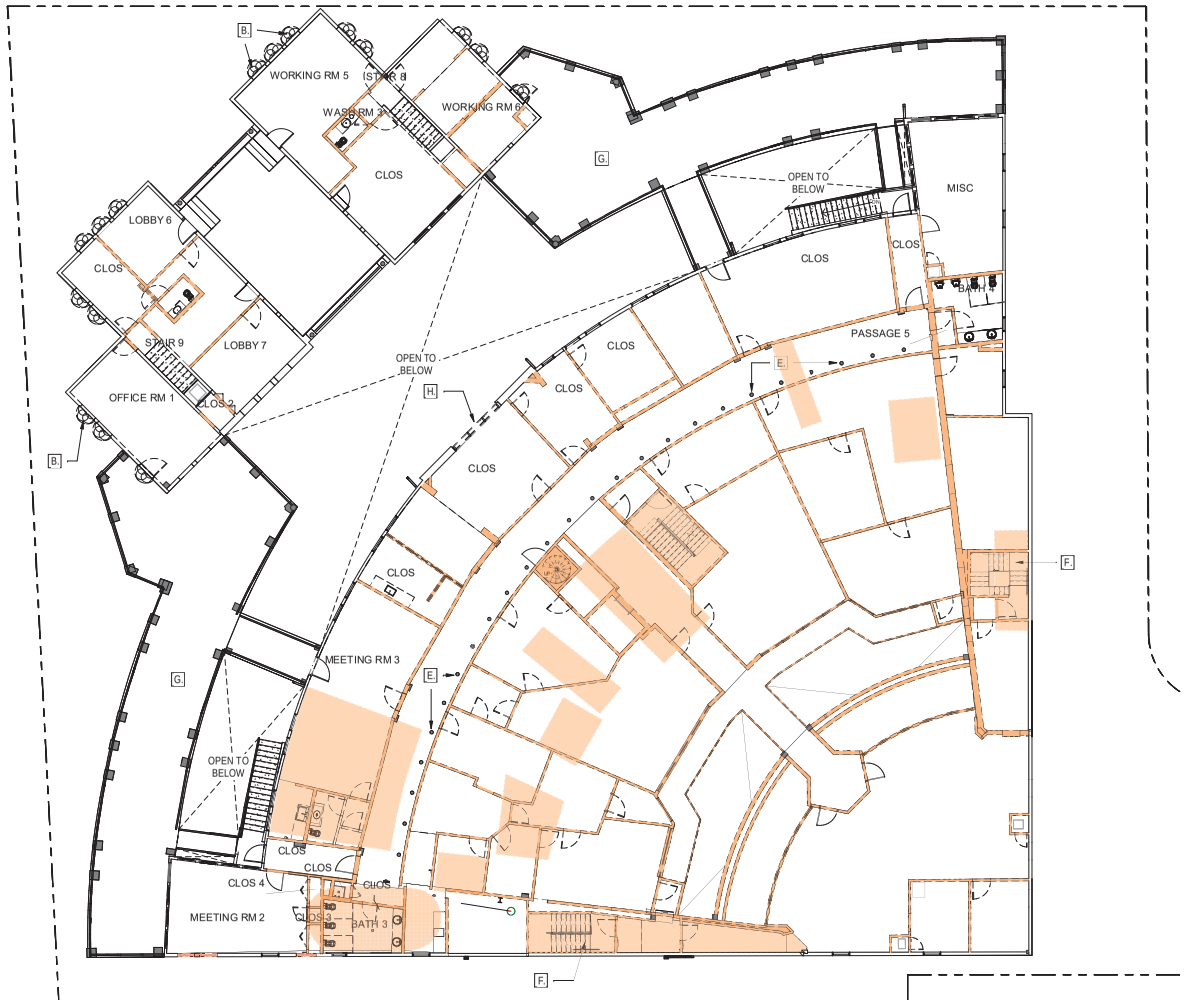
1 EXISTING PLAN - LEVEL 02
3/32" = 1'-0"



1 MATERIAL REMOVAL PLAN - LEVEL 02 - EXISTING
3/32" = 1'-0"

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- EXISTING INTERIOR PARTITIONS TO BE REMOVED
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Paramount Theater
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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 REGISTERED ARCHITECT AR95213

12/07/23
FINAL
DROP-OFF
SUBMISSION

B-6

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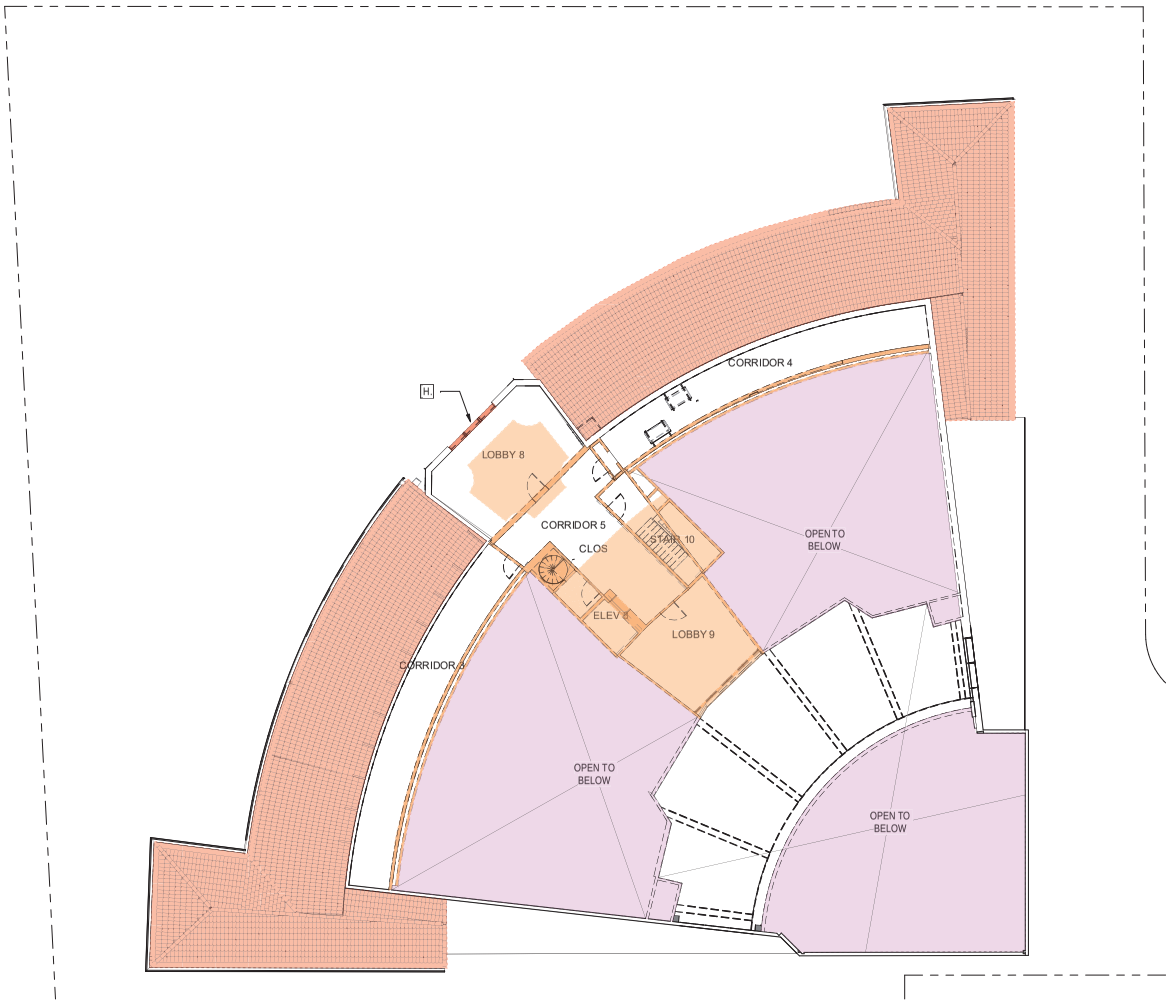
B-7

Scale: 3/32" = 1'-0"
Note: When printed on 11 x 17 paper scale is half

1 EXISTING PLAN - LEVEL 03
3/32" = 1'-0"



1 MATERIAL REMOVAL PLAN - LEVEL 03 - EXISTING
3/32" = 1'-0"

MATERIAL REMOVAL SITE PLAN NOTES

1. THE GENERAL SCOPE OF WORK INVOLVES:
   A. THE COMPLETE REMOVAL OF THE INTERIOR MATERIAL COMPONENTS OF THE BUILDING, NOT INCLUDING STRUCTURE UNLESS NOTED OTHERWISE.
   B. EXTERIOR MATERIAL REMOVAL IS ONLY AS NOTED ON BUILDING ELEVATION SHEETS.

2. ALL INTERIOR WALLS, MILLWORK, FLOORING AND CEILINGS TO BE STRIPPED BACK TO ROUGH FRAMING UNLESS OTHERWISE NOTED.

3. PROTECT ALL EXISTING EXTERIOR FACADE ELEMENTS THAT ARE TO REMAIN. EXISTING AWNING TO BE REMOVED AND EXISTING EXTERIOR DOORS/WINDOWS TO BE REPLACED AS SHOWN ON ELEVATION SHEETS.

4. REFER TO SITE MATERIAL REMOVAL PLAN FOR ITEMS OUTSIDE THE BUILDING ENVELOPE.

5. LOCATION OF NEW OPENINGS ARE SHOWN ON DRAWINGS. REFER TO ELEVATION SHEETS FOR MORE INFORMATION.

6. THESE MATERIAL REMOVAL DRAWINGS HAVE BEEN COMPILED FROM THE BEST AVAILABLE INFORMATION AND ARE NOT INTENDED TO LIMIT THE SCOPE OF THE WORK. ADDITIONAL FIELD VERIFICATIONS MAY NEED TO OBTAIN BY GENERAL CONTRACTOR IN ORDER TO DETERMINE FULL EXTENT OF DEMOLITION AND COMPLETE DEMOLITION ACCURATELY. THESE MATERIAL REMOVAL SHEETS ARE DIAGRAMMATIC. IT IS NOT THE INTENT OF THESE DOCUMENTS TO SHOW EVERY DETAIL OF MATERIAL REMOVAL.

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8. INTENT IS TO REMOVE EVERYTHING NECESSARY TO ALLOW NEW CONSTRUCTION TO BE ACCOMPLISHED. SEE DRAWINGS SHOWING PROPOSED NEW CONSTRUCTION.

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10. PRIOR TO CARRYING OUT MATERIAL REMOVAL WORK, ALL EXISTING FRAMING MUST BE EXPOSED. REMOVAL OF EXISTING SUPPORTS FOR REMAINING FLOOR FRAMING WILL REQUIRE SHORING OF THESE MEMBERS AND ADDITION OF NEW BEAMS AND POSTS AS REQUIRED BY STRUCTURAL ENGINEER. GENERAL CONTRACTOR SHALL PROVIDE ALL NECESSARY SHORING AND WALL BRACING AND SHALL CARRY OUT ALL REVISIONS REQUIRED BY EXISTING FIELD CONDITIONS.

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13. BUILDING SHALL NOT BE OCCUPIED DURING MATERIAL REMOVAL PROCESS.

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D. ALL POTTED PLANTS TO BE REMOVED FROM SITE.
E. CORRIDOR COLUMNS TO BE PRESERVED DURING CONSTRUCTION AND MATERIAL REMOVAL OF ADJACENT SPACES TYP. OF 24
F. STAIRS TO BE REMOVED AND REPLACED AS SHOWN ON PROPOSED PLANS.
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LEGEND

- EXISTING THEATER WALLS TO BE REMOVED, REFER TO SHEET B-11 FOR ELEVATION ANALYSIS
- EXISTING INTERIOR PARTITIONS TO BE REMOVED
- EXISTING FLOOR DECK/SLABS/STAIRS TO BE REMOVED
- EXISTING SUSPENDED DRYWALL CEILING TO BE REMOVED TO EXPOSE AND RESTORE ORIGINAL HISTORIC THEATER CEILING
- EXISTING THEATER BARREL ROOF TILES TO BE REMOVED AND REPLACED WITH LUDOWICI'S ROOF TILES, IN "BARREL PALM BEACH STYLE", COLOR TO MATCH EXISTING BARREL ROOF TILES.

Scale: 3/32" = 1'-0"
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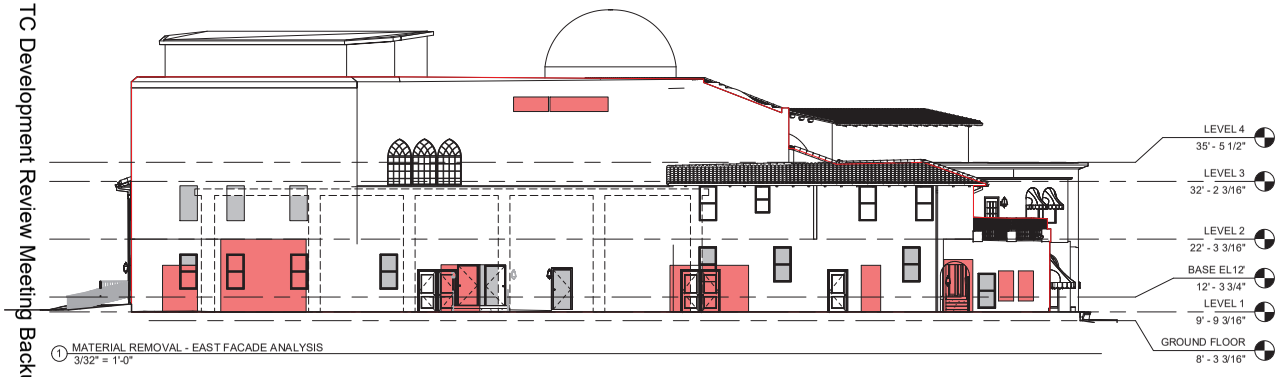
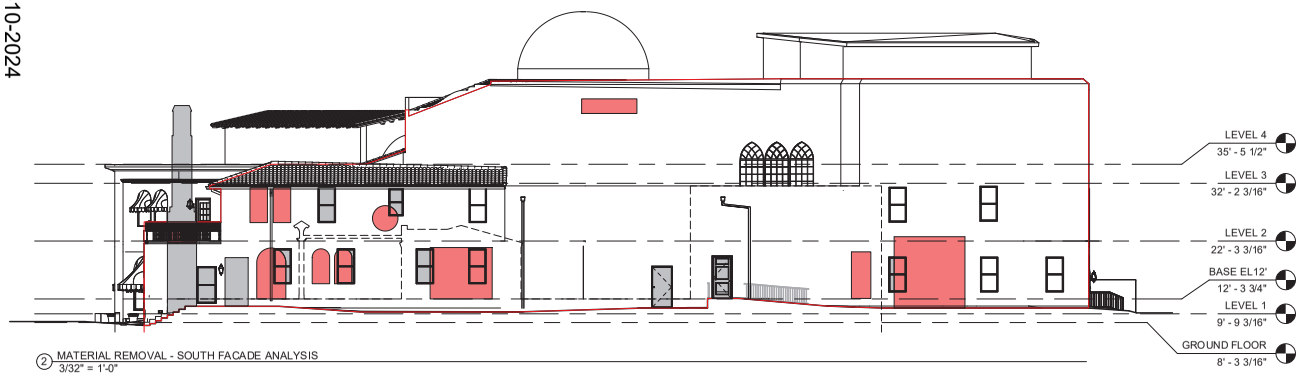
1 EXISTING - ROOF
3/32" = 1'-0"



1 MATERIAL REMOVAL - EAST FACADE ANALYSIS
3/32" = 1'-0"



2 MATERIAL REMOVAL - SOUTH FACADE ANALYSIS
3/32" = 1'-0"



3 MATERIAL REMOVAL - NORTH-WEST FACADE ANALYSIS (THEATER ENTRY)
3/32" = 1'-0"

MATERIAL REMOVAL KEYNOTE

- EXISTING BUILDING FACADE - CALCULATED
- PORTION OF EXISTING BUILDING TO BE FILLED
- PORTION OF EXISTING BUILDING WHERE MATERIAL WILL BE REMOVED
- EXTENT OF BUILDING LINK TO RESIDENTIAL COMPONENT

EAST FACADE CALCULATION

TOTAL FACADE SQUARE FOOTAGE:	5,516 SQFT	
	@ 50%	- 2,758 SQFT
ESTIMATED SQUARE FOOTAGE OF MATERIAL BEING REMOVED:	533 SQFT	
ESTIMATED SQUARE FOOTAGE BEING FILLED:	200 SQFT	
TOTAL PERCENTAGE OF MATERIAL REVISION	733 SQFT / 5,516 SQFT	- 13.2%

SOUTH FACADE CALCULATION

TOTAL FACADE SQUARE FOOTAGE:	5,540 SQFT	
	@ 50%	- 2,770 SQFT
ESTIMATED SQUARE FOOTAGE OF MATERIAL BEING REMOVED:	438 SQFT	
ESTIMATED SQUARE FOOTAGE BEING FILLED:	290 SQFT	
TOTAL PERCENTAGE OF MATERIAL REVISION	728 SQFT / 5,540 SQFT	- 13.1%

NORTH FACADE (THEATER ENTRY) CALCULATION

TOTAL FACADE SQUARE FOOTAGE:	6,632 SQFT	
	@ 50%	- 3,316 SQFT
ESTIMATED SQUARE FOOTAGE OF MATERIAL BEING REMOVED:	288 SQFT	
ESTIMATED SQUARE FOOTAGE BEING FILLED:	000 SQFT	
TOTAL PERCENTAGE OF MATERIAL REVISION	288 SQFT / 6,632 SQFT	- 4.3 %

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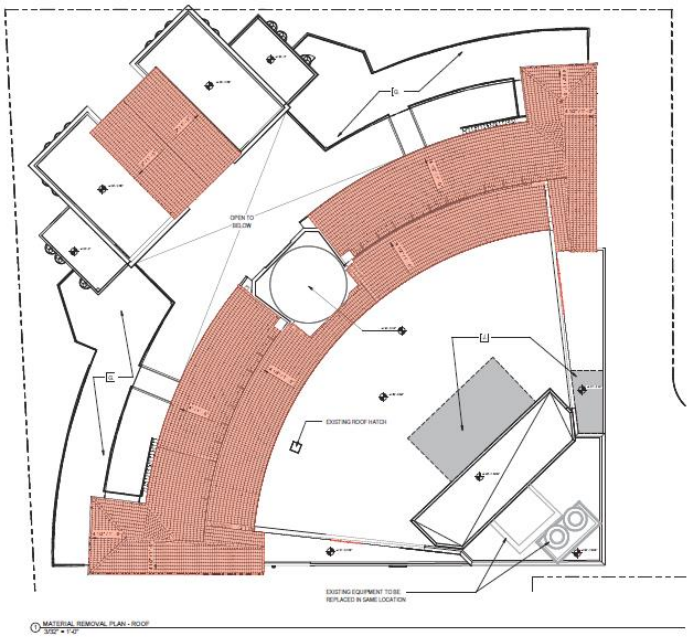

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TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
(561) 838-5431 • www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Combination Memorandum: Town Council and Landmarks Preservation Commission

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

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

MEETING: JANUARY 10, 2024 TC
JANUARY 17, 2024 LPC

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 EXCEPTION 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 of an existing Landmarked theater structure and the construction of a new three-story mixed use (retail and four residential units) development 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 two stories in the C-TS district, (5) for shared parking in the C-TS district, and (6) for a modification to a previously approved Special Exception for Churches, synagogues or other houses of worship to allow for a flexible event space. 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 review and approval for Variances (1) to reduce the required front yard setback, (2) front side street yard setback, (3) and to reduce the required rear yard setback requirements for new construction, (4) to allow three stories in lieu of two stories in CTS district, (5) to exceed the maximum height, (6) to exceed the maximum overall building height, (7) to exceed the maximum allowable lot coverage limitation, (8) to exceed the maximum building length permitted, (9) to exceed the maximum building size (floor area) permitted, (10) to reduce the require overall landscape open space, (11) to reduce the required front yard landscape open space, (12) to reduce the required front yard setback for the subterranean parking level, (13) to reduce the front side street yard setback for the subterranean parking level, (14) to permit mechanical lift parking in the parking garage, (15) a variance to exceed the maximum height of a perimeter wall on a side or rear property line, (16) to permit residential uses on the first level in the C-TS zoning district in lieu of the above the first-floor requirement, (17) to allow generators on a roof(s), (18) to exceed the maximum height of a screening wall for mechanical equipment on a roof, (19) to exceed the maximum height of mechanical equipment on a roof, and (20) to exceed the maximum height of chimneys, in conjunction with the renovation and adaptive reuse of an existing Landmarked theater structure and the construction of four

connected residences with ground floor retail components with two levels of subterranean parking. The Landmarks Preservation Commission will perform the design review.

HISTORY:
See attached 'Site History'.

An application, ZON-23-006, was presented for approval for 'outdoor promotional events' within the courtyard of the landmarked property at the January 11, 2023, Town Council meeting, but was ultimately withdrawn by the applicant. Most recently, a zoning text amendment submitted by the applicant is currently under review for consideration to propose zoning changes allowing covered arcades over the public right-of-way in the C-TS zoning district, similar to the provisions provided for the C-WA zoning district. The Planning & Zoning Commission, at their November 8, 2023, meeting, voted 4-3 to recommend denial of the proposed zoning text amendment for covered arcades and colonnades.

The current item was originally scheduled and presented at the April 19, 2023, LPC meeting, where design review and specific direction regarding the scale, massing, height and architectural proportion and detailing of the new construction was provided, with much discussion regarding the impact that the new construction could have on the prominent landmark as it pertained to its bulk, height, and massing. The matter was deferred to the May 17, 2023, meeting, and has been subsequently deferred at the request of the applicant. The application was re-noticed and readvertised for the July meeting.

Since the April LPC meeting, there was discussion at the May 2023 Town Council meeting, pertaining to the 'order' of review for combination projects requiring some form of zoning relief. Currently, those 'combo' projects involving zoning action require going before the design review commission first, followed by Town Council for final action on Variances, Special Exception requests, and/or Site Plan Reviews. Direction was given that commercial projects requiring some form of zoning action from Town Council be heard first, prior to the design review commission. The Paramount application predates that policy change and was therefore presented first before the Landmarks Preservation Commission before Town Council has acted upon it. At the July 19, 2023 LPC meeting, a slightly modified design was presented again, and additional discussion commenced. After a lengthy discussion, a motion was made and seconded that the project be deferred until the Town Council can act on the variances and special exception requests. Once approved by the Town Council, the project shall return to the Commission with a complete application, including the tax abatement application. Motion carried unanimously, 7-0. This is the first time the application is being presented to Town Council.

THE PROJECT:
The applicant has submitted plans, entitled "PARAMOUNT THEATER FINAL DROP OFF - DECEMBER 7TH, 2023 APPLICATION # COA-23-003 (ZON-23-020)", as prepared by **Stantec Architecture** and **RAMSA** date stamped by the Town, December 08, 2023.

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:

- Rehabilitation and renovation of the existing three-story landmarked theater, office and retail spaces and external sitework improvements.

- Façade renovations and alterations to the primary and secondary street facing façades and all other elevations.
- Substantial interior demolitions and improvements.
- Construction of three-story mixed use residential structures with four residential units and some ground floor retail above two levels of subterranean parking to replace the surface parking lot. This new construction is not included in Tax Abatement.

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. 74 outdoor seats on level 1 (42 private club, 32 public restaurant) + 66 outdoor seats on level 2 of private club = total 140 outdoor seats.
5. SPECIAL EXCEPTION #4: Sec. 134-1113(8)(c): Special Exception for maximum building height of 2 stories.
6. SPECIAL EXCEPTION #5: Sec. 134-2182(b): Special Exception for shared parking.
7. SPECIAL EXCEPTION #6 Modification to previously approved SE for a 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 63 seats.

VARIANCE REQUESTS

1. VARIANCE #1: Sec. 134-1113(5) (b)-(c): A variance for a front yard setback of 0 ft in lieu of the 11’ to 16.9’ required.
2. VARIANCE #2: Sec. 134-1113(7)(c): A variance for a rear yard setback of varying 5’-3” to 7’-11” ft in lieu of the 22’ minimum required.
3. VARIANCE #3: Sec. 134-1576(a): A variance for a front (street) side yard setback of 0’ in lieu of the 11’ to 16.9’ required.
4. VARIANCE #4: Sec. 134-1113(8)(b): A variance for 3 stories in lieu of the 2 stories maximum permitted.
5. VARIANCE #5: Sec. 134-1113(8)(b): A variance for a building height of 36’-10” ft in lieu of the 25’-0” maximum building height permitted.
6. VARIANCE #6: Sec. 134-1113(8)(d): A variance for an overall building height of 41’-3” in lieu of the35’-0” maximum overall building height permitted.
7. VARIANCE #7: Sec. 134-1113(9)(b): A variance for lot coverage of 84% (48,652 SF) in lieu of the 70% maximum permitted.
8. VARIANCE #8: Sec. 134-1113(10)(b): A variance for a building length of 340.5 ft in lieu of the 150 ft maximum building length permitted.
9. VARIANCE #9: Sec. 134-1113(12)(b): A variance for a floor area of 67,157 SF in lieu of

the 15,000 SF maximum floor area permitted. *NOTE new SF=25,887 NEW RESIDENCES.*

10. VARIANCE #10: Sec. 134-1113(11)(b): A variance for an overall landscape open space of 2% in lieu of the 25% minimum required.
11. VARIANCE #11: Sec. 134-1113(11)(c): A variance for a front yard landscaped open space of 4.5% in lieu of the 25% minimum required.
12. VARIANCE #12: Sec. 134-1611(2)(d): A variance for a subbasement front yard setback of 2'-8" in lieu of the 5'-0" minimum setback required.
13. VARIANCE #13: Sec. 134-1611(2)(d): A variance for a subbasement street-side yard setback of 2'-8" in lieu of the 5'-0" minimum setback required.
14. VARIANCE #14: Sec. 134-2172: A variance to install mechanical car lifts (78 rows) in a 162-space parked garage. *Parking is required to be so arranged that each automobile may be placed and removed from the parking space without the necessity of moving any other automobile to complete the maneuver.*
15. VARIANCE #15: Sec. 134-1669: A variance to exceed by 1' the maximum allowable wall height on a side or rear property line. All walls and/or fences located within ten feet of the side or rear property line shall not exceed seven feet in height.
16. VARIANCE #16: Sec. 134-1107(a)(9): A variance to four (4) new residences to be located on the first floor in lieu of residences only being permitted above the first floor in the C-TS district.
17. VARIANCE #17: Section 134-1729(2)(j) Variance to permit 5 generators located on a roof.
18. VARIANCE #18: 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.
19. VARIANCE #19 Sec. 134-1607(1) Variance to exceed the maximum height of AC equipment located on the roofs of house #1-4 item @ 66" high above roof in lieu of 48" is permitted.
20. VARIANCE #20 Variance to exceed maximum height of chimneys is 35'. (Chimney height house 1 is 39'-6" or 47'-8" and house 2,3,4 is 43'-0" or 51'-2". Chimneys may be erected to a height not to exceed 40 percent above the building height limit.

Site Data			
Zoning District	C-TS	**Lot Size (SF)**	58,098 SF 34,001 SF (theater site) 24,097 SF (parking lot)
Future Land Use	COMMERCIAL	**Courtyard Area**	4,460 SF (ground floor)
Total Building Size	+/- 41,270 SF Paramount building 25,887 SF new houses 67,157 SF total	**Finished Floor Elev.**	12' NAVD (theater) 8.5' NAVD (retail liner)
Crown of Road	7.37' NAVD	**FEMA FLOOD ZONE**	X
Year Constructed	1926	**Architect**	Josef Urban
Designation as Landmark	09/14/82	**National Register District**	12/12/73

Lot Coverage	Existing: 41% (24,233 SF) Proposed: 84% (48,652 SF) Permitted: 70% (40,668 ***Variance requested***	**Square Footage/ Floor Area (SF)**	Existing: +/- 41,270 SF New: 25,887 SF Total: 67,157 SF SF Permitted: 15,000 SF ***Variance requested***
Front Yard Open Space	Existing: 15% Proposed: 15.85% Permitted: 25% ***Variance requested***	**Landscape Open Space (LOS)**	Existing: 15% Proposed: 4.5% Permitted: 25% ***Variance requested***
Parking	Parking Equivalency (PoE) Credits: 124 Required: 64 new + 45 space deficient = 109 required spaces Proposed: 162 spaces (78 lifts) Surplus: 53 spaces ***Variance for mechanical lift parking***	**Building Length**	Existing: 163'-2" Proposed: 340.5' Permitted: 150' ***Variance requested***
Height	Permitted: 25'-0" Proposed: 36'-10" ***Variance requested***	**Overall Height**	Permitted: 35'-0" Proposed: 41'-3" ***Variance requested***
Stories	Permitted: 2-stories Proposed: 3-stories ***Variance requested***		
Private Club	475 members Including private dining 195 interior seats 112 outdoor café seats	**Church Space**	Existing: 63 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 / R-C		
West	One-story commercial / C-TS		

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

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, but the proposal is an intensification of the site's current use:

- **Land Use Element:** The Town recognizes that future development and attendant population growth would aggravate traffic problems, perhaps bringing the Town to a critical level of overuse. The Town has therefore adopted the following policy regarding growth: 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, including the use of this Comprehensive Plan, 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.

- **Land Use Element:** It continues to be a major objective of the Town to inhibit further commercialization, contain commercial uses to limited geographic locations, and to promote commercial uses which are primarily oriented to serving the needs of residents, employees and visitors staying in accommodations in the Town, while discouraging those businesses that attract customers and clients from off the Island.

- **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.

- **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.
    - d. In limited circumstances, the maximum building height shall be three stories.

- **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.

- **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.

STAFF ANALYSIS:

The existing lot is 1.45-acre corner parcel on the southeast intersection of Sunrise Avenue and North County Road, a prominent location in the 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. The application proposes the renovation and restoration of the historic Landmarked Paramount Theatre, and the addition of new attached three-story mixed building on the existing parking lot to the south of the site; specifically,

the new structure includes two levels of underground parking, some street level retail components, a partially below grade motor court, and three new connected three-story residences and one two-story residences built above the motor court, and a raised garden level that includes a shared residential garden.

The proposal includes the renovation and restoration of the existing Landmarked Paramount Theater, a multi-story theater (now office, retail, and church services) and a two-story commercial liner building designed in 1926 by Josef Urban. Between the two structures is a courtyard area which contains approximately 4,460 SF of outdoor area surrounded mostly by the existing building. The entry breezeway at the street corner provides an unobstructed vista into and out of the courtyard area and provides a glimpse of the theater's main entrance. Historically, the building contained apartments, offices, retail and restaurants as companion uses to the theater.

The building was designed as a Town destination that served as a community venue that engaged the site and the prominent corner location. The original plan consisted of the fan shape auditorium diagonally positioned on the site that addressed the intersection of Sunrise Avenue and North County Road with a celebrated triple-height entry breezeway to the courtyard and main entrance of the theater, topped with the still surviving original Paramount signage in script inset with light bulbs. A copper sheathed dome is located above the main entrance lobby and is decorated with intersecting arches. The main auditorium once boasted interior heights of two and a half stories and could accommodate crowds of over 1,200 people. When it opened in November of 1926, there were 1080 orchestra-level seats and 156 box seats. It is documented that the live theater remained in operation until 1968. The last movie shown at the Paramount was sometime in the late 1970s.

After this time, the space remained mostly dormant. After the adoption of the Town's Landmarks ordinance in 1979, the Paramount Theater and its potential redevelopment opportunities became a passionate topic of conversation. During this time, the then-owner agreed to voluntarily accept the landmarking of the Paramount on the condition that the Town accept an adaptive reuse plan that would be presented to ARCOM and LPC. There were two alternative proposals for the Theater building under the adaptive reuse package: one consisting of a 200-seat restaurant and a 250-seat theater, and one consisting of the conversion of the Theater into office and retail space.

The adaptive reuse plan also called for development of the eastern portion of the property, replacing the then-existing tennis courts with a new multi-story structure consisting of underground parking with office and retail uses above. This scheme required zoning relief to convert the uses (Special Exception#: l2-83 with Variances and Site Plan Review). Interestingly at that time, there was resistance on the change of use conversion from Town residents, the Preservation Foundation and the Town Council, who wished the space to remain a theater. During this revitalization project, the interior of the theater was gutted and retrofitted with infrastructure that created two floors where the large theater space existed.

Retail tenants included a surf shop, ice cream shop, chocolatier, jeweler, and clothing boutiques. Office tenants included property management services, broadcasting, design services, and civic associations. A portion of the ground floor dormant theater space was converted for use by the Paramount Church in 1994 and was in operation for nearly 27 years. Currently, there is a small coffee shop and a gallery, office spaces, and vacant spaces along N. County Road. A pop-up retail store, wine merchant, and home furnishings store are located along Sunrise Avenue.

The two most significant aspects of the project are (1) the re-programing of the Landmarked Paramount Theater, and (2) the construction of the four connected residential units in the mixed use buildings and underground parking garage. Considerable revisions to the architecture and the proposed program have progressed over the months. The proposal includes the following program:

- Private social club utilizing a portion of the former first and second floor auditorium space with a maximum membership of 475 people. This includes a private restaurant on the ground level and second level with 195 indoor seats and an additional 112 outdoor café seats.
- A 200 seat church for Sunday services is also proposed to occupy a portion of the second floor of the private club when it is not in use.
- A new three story mixed use building with four, residential units (three of which are three-story and one is two-story) with three utilizing ground floor commercial space.
- Two levels of subterranean parking garage.

The total program within the Paramount Theater is an intensification of the site when compared to its current usage, but may be in line with the original 1926 occupant loads.

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 124-space parking credit, outlined below:

- Existing Uses and Parking Principle of Equivalency (PoE) credits = 124 parking credits
  General Office = 14,745 SF (59 spaces)
  General Retail= 9,683 SF (49 spaces)
  Church/Synagogue = 63 seat church via SE (16 spaces)

When reviewing the proposed uses housed solely in the paramount building, a deficit of 45 parking spaces is attributed, outlined below:

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

Next, factoring in the parking requirements for the new construction over the existing surface parking lot, outlined below:

- New Construction on 46 space parking lot =64 required spaces
  Surface lot = 46 spaces
  Residential (4) units = 8 spaces
  New retail @1,934 SF = 10 spaces

64 new required spaces + 45 space deficient = 109 required spaces.
Proposed garage is for 162 spaces, yielding 53 surplus spaces.

The applicant is proposing a two-level subterranean parking garage accommodating 162 parked vehicles (78 utilizing mechanical lifts via **Variance #14**) accessed off Sunrise Avenue. The actual parked amount proposed with 162 spaces minus 109 required spaces, resulting in a surplus of 53 parking spaces. The proposed parking is housed in the undergrounding parking levels that will be utilized to meet the parking demand for the existing Paramount Building uses and retail uses. The new construction for the proposed four (4) new homes eight will have (8) of the parking spaces will be solely used by the owners in private garages on the sunken motor court area, and two additional spaces will be used only by the homeowners' guests.

While the applicant is not deficient in provided parking space, and in fact, has surplus parking, it

is imperative to note that the proposed garage structure requires two (2) setback variances (**Variances #12, 13**), the use of three non-traditional parking methods in the form of tandem, triple stacked, and mechanical lifts (**Variance #14**). Staff had expressed serious concerns of the possible ramifications of the initial underground parking garage edifice as it pertained to vehicle and pedestrian safety, and the applicant has since responded and redesigned the garage, removing three prior variances for drive aisle width, backup space, and slope of vehicular ramping.

SPECIAL EXCEPTION REQUESTS

The applicant's proposal includes six separate Special Exception requests. While all of the requests are interconnected, for analysis purposes they are identified independently as follows.

As it pertains to the **Special Exception #1**, the applicant is proposing a private member club (475 members) in an adaptive reuse plan for the landmarked structure. The two-story theater is proposed to be broken into spaces of varying size and uses. The entire building is conditioned with a maximum occupancy limit of 412 people. Since the Paramount theater opened in 1926 a lot has changed within the Town—most notably the development of the north end of the island for residential lots after the post-war boom, an overall more year-round lifestyle, and the dramatic development of West Palm Beach just over the bridge. This is an opportunity for the Town Council to consider whether private clubs (and restaurants, bars, lounges and nightclubs) should continue to be special exceptions uses in the various commercial zoning districts, or whether these uses should be capped / limited, or prohibited in certain areas – in the future.

As it pertains to the **Special Exception #2**, for permitted uses over 3,000 SF of gross leasable area (GLA) in the C-TS zoning district. The applicant has some retail spaces that may exceed this area amount. It is important to note that none of the new constriction retail comes anywhere close to the limit, as the total new retail SF is less than 2,000 SF. This request is for the adaptive reuse of the retail component of the Paramount building.

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 dining areas for 195 dining seats inside the building, accommodated throughout both levels of the structure and 112 outdoor café seatings located in the courtyard, and on the second level terrace areas.

As it pertains to the **Special Exception #4**, for a maximum building height of 2 stories in the C-TS district, there are plenty of two-story buildings in the immediate vicinity that would justify the granting as the approval would not be incongruous with the height of surrounding area. There is an abutting two-story residence to the east along Sunset Avenue, a one-story commercial building (synagogue) currently under review for a multistory development, a landmarked three-story building to the south and a one-story commercial building to the north. The Paramount building itself, contains two- and three-story portions of buildings.

As it pertains to the **Special Exception #5** to allow for shared parking, the applicant is proposing to have the underground parking garage serve as the communal parking repository for all of the required parking for the on-site retail component, the private club use, and the religious service uses for the project. The applicant is proffered that the religious services on Sunday will not conflict with the standard operating hours for the private club and are therefore seeking the shared parking.

Finally, the applicant is seeking **Special Exception #6**, to modify the 1993 Special Exception (SE #27-93) that granted approval for church use for 63 seats. The applicant is seeking to expand that

use for a house of worship use with up 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. The entire landmark building is conditioned with a maximum occupancy limit of 412 people.

VARIANCE REQUEST ANALYSIS

Variances #1, 2 and **3**, are variance requests to reduce the required front, rear and street-side setback requirements. The proposed design responds to the immediate context of North County Road in the architecture by building closer to the street edge on a commercial roadway while still providing sufficient sidewalk width and pedestrian clearance. The applicant has broken up the façades of the new construction appropriately and at multiple iterations in the plans. The existing Paramount building, angled on the site, has several portions of it that encroach up to the property lines. **Variance #1** is to reduce the front yard (west) along North County Road setback of varying 5'-3' to 7'-11" lieu of the 11' to 16.9' required; while **Variance #2** is to reduce the rear yard setback of 0 in lieu of the 22' minimum required, by allowing the trellis over the vehicular drive off of Sunrise Avenue. **Variance #3** is to reduce the required front street (south) side yard setback of 0'in lieu of the 11' to 16.9' required which would allow the design to be built to the property line along Sunset Avenue.

Variance #4 requests to permit three stories where 2 are permitted. The applicant is proposing a three-story mixed use development addition to the Paramount building. Technically there are three, three-story residences, or houses, and one, two-story residence, constructed above two levels of subterrain parking garage, to replace the existing surface parking lot.

Historically the Town has allowed applicants to request an additional story when the result would not contravene the Comprehensive Plan. Policy *2.3.3d* of the Comp Plan allows for those properties with a commercial FLUM designation in limited circumstances, the maximum building height shall be three stories. The site contains a non-conforming three-story landmarked theater structure with a two-story liner building along the street frontages. South of the subject site, similarly zoned and with the same Comp Plan Designation, there exists a landmarked 3-story apartment building with a covered arcade over the sidewalk. Nevertheless, only two commercial zoning districts today (the C-WA and C-POI) allow the possibility of three-stories. The Town has a long-standing practice of allowing variance requests for third floors, or for additional floors based upon the allowed number of floors in the district, but the reality is that third floors are prohibited in this zoning district. Simply stated, the C-TS zoning district does not permit, nor recognize, third floors. It is this administration's opinion that the variance should not be even able to be requested. That said, with over 40 years of precedent, the request is part of this application.

The applicant is proposing mixed use with residential units above the underground parking garage on the southern portion of the site. The applicant has responded to comments to adapt the massing of the proposed units to be more submissive to the landmarked structure. Note that this request also involves a Special Exception for maximum building height of 2 stories in the C-TS district and then also requires a variance. As such, staff is not supportive of the request, unless the C-TS zoning district, in the future and with code reform, acknowledges three stories.

Variances #5 and **6**, request relief to exceed the maximum building of 25' and the maximum overall building height of 35', these two requests are fundamentally linked to the above-described Variance 4. Should the Town Council find merit in the request for an additional story, then these variance requests would follow confirming that the proposed building heights of the new homes

are appropriately scaled for the adjacent Paramount building and the surrounding neighborhood.

That said, when viewing the context of the proposal in relation to the landmarked three-story building and more importantly the two-story liner component of the theater, there are considerable opportunities to lower the heights of the new residences to be more in scale with its immediate context - i.e., the two-story commercial liner of the Paramount. Currently, the proposed new construction will be taller than the vaulted expanse of the auditorium of the theater yet below only the signature dome of the landmarked building. The applicant has lowered the heights of the new residences including the removal of a "story" from House 1.

Variance #7 requests for lot coverage of 84% in lieu of the 70% maximum permitted. The underground garage counts towards the lot coverage, including when it is outside of the building envelope. So, while the four units have been designed in a separate manner, the entirety of the structure counts towards the lot coverage—including the below grade outline regardless of motor court, plantings, or other open to the sky elements within. The Comprehensive Plan limits properties with the Commercial Future Land Use designation (non-residential uses) at 75% maximum lot coverage; and the applicant demonstrated the non-residential land uses accounts for 52% lot coverage. The proposed combination of residential and non-residential land uses totals the 84% lot coverage.

Variance #8 requests to exceed the maximum building length of 340.5 ft in lieu of the 150 ft maximum building length permitted. The existing landmarked building has a nonconforming building length of 163'-2". The new construction at the south portion of the site has been designed to vary in setback, style, and changes in plane, yet the Code requires the entirety of the development to be viewed as a single building at 340'-6". The applicant has broken up the façades of the new construction appropriately and at multiple iterations in the plans. Specifically, the applicant has provided three deeper recesses in the façade articulation of varying widths (10'-2", 9'-9", and 8'-7") and depths to break up the architectural expanse.

Variance 9 requests to the increase in floor area for the site, as the existing non-conforming structure is already above floor area. Therefore, any new construction would trigger a variance request. The new construction has been designed in a way that is not overwhelmingly monolithic and is generally well-articulated. Individually, none of the new residential units are above the 15,000 SF limit, but cumulatively result in new 25,887 SF residences to be added to the existing 41,270 SF landmarked building, which is a total Floor Area of 67,157 SF, since the entire development is physically connected. As the request is a nearly 200% increase over the allowance, perhaps the applicant can further study areas to reduce the mass and overall SF of the buildings when viewed from the corner rights-of-way. A variance for a floor area of 67,157 SF in lieu of the 15,000 SF maximum floor area permitted. *NOTE new SF=25,887 NEW RESIDENCES.*

Variances #10 and **11** request to reduce the required overall landscape open space and front yard open space, as the landscape opportunities are limited within the landmarked theater portion of the site, and the incorporation of a subterranean parking garage prohibits any landscape open space opportunities above ground. Since the initial submittal, he applicant has shifted the subterranean parking garage to the east in order to comport with the required 5'-0" setback. Not only did this effort remove one of the setback variance requests, it also provided an increase in overall landscape open space.

Variances #12 and **13**, are requests to reduce the required front and street-side setback

requirements for the two-level underground parking garage. The request to grant these variances are made to maximize the opportunity to provide the required parking necessary for the intended uses. The below grade structure is hidden from view, in a commercial district with limited setback requirements anyway for above ground structures. Approval of the requests would allow the construction of the garage closer to the property lines along North County Road and Sunrise Avenue. The applicant has shifted the subterranean garage to comport with the rear setback requirements.

Variance #14 is a variance to install mechanical car lifts (78 rows) in a 162-space parked garage. Parking is required to be so arranged that each automobile may be placed and removed from the parking space without the necessity of moving any other automobile to complete the maneuver. The applicant had originally submitted the garage design with nonconforming drive aisle widths, noncompliant ramp sloping, and the two additional forms of non-traditional parking stalls. The applicant had redesigned to comport with the spatial requirements of slope, back up and drive aisle widths, but still proposes the use of mechanical parking lifts. 78 parking stalls will house mechanical lifts. On a practical note, the use of mechanical lifts to store vehicles will require (at times) a large number of valet attendants, and while the vehicle storage plan may work in concept, reality may show that both the timely management and operation of these mechanical lifts are not feasible.

Variance #15 requests to exceed by the maximum allowable wall height in a side or rear property line. All walls and/or fences located within ten feet of the side or rear property line shall not exceed seven feet in height. The request is made for a higher screening wall between discordant uses to properly mitigate impact of traffic noise, trash and equipment yard and loading zone.

Variance #16 requests to construct four (4) new residential components on the first floor in lieu of residences only being permitted above the first floor in the C-TS district. According to the applicant, "…due to the significant amount of adjacent residential use, it was important to the design of the four (4) homes to locate portions of these homes on the first floor, which will more effectively transition into the adjacent residential, and thereby make the proposed project more compatible to the adjacent residential use."

While this site is zoned C-TS and has a Comprehensive Plan designation of Commercial, the limited use of small retail spaces within the three residential units along North County Road and the elimination of retail entirely for the easternmost residential unit—the allocation of commercial use on this portion of the site has been restrained and, as evidenced by the variance request, eliminated. House 1 is designed with no retail component, House 2 is designed with a corner 553 SF retail unit at sidewalk level, House 3 has a longer 975 SF retail unit at sidewalk level, and finally House 4 has a small 406 SF retail unit at sidewalk level. Larger commercial spaces are 'permitted uses' up to 3,000 SF in the zoning district as a matter of right, yet would not be an appropriate



placement considering the neighboring property to the east is a two-story residence.

Variance #17 is to permit generators on the roofs of the buildings. The applicant is proposing five generators on the roofs on the complex—one on the Paramount building, and one on each of the four residential units. 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.

Variance #18 is to permit the open air mechanical equipment 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.

Variance #19 is to permit AC equipment located on the roofs of houses #1-4 item @ 66" high above roof in lieu of 48" is permitted. Staff maintains that the most responsible placement of these equipment is on the roofs of the buildings. Yet the code is antiquated in the mechanical equipment height projection allowances. Staff agrees with the applicant's statement that "the variances for the roof-mounted mechanical enclosure and 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".

Variance #20 is to permit the four chimneys to project higher than permitted above the main roof line. Chimneys may be erected to a height not to exceed 40 percent above the building height limit. It could be argued that the architectural projections further exacerbate the vertical height of the new construction. Chimney height house 1 is 39'-6" or 47'-8" and house 2,3,4 is 43'-0" or 51'-2".

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HISTORIC PRESERVATION ANALYSIS

The historic research provided in the Paramount Theater's Florida Master Site File, included as part of the structure's local Landmark designation, describe the resource as being "designed as a complete cultural center… and a superb blend of cinema, residences, restaurants, commercial shops, and offices. It was designed in 1926, by Joseph Urban, world-renowned Austrian architect…and the success of the overall design concept of the theater is demonstrated by the fact that commercial and residential properties have continued in use and increased in value to the present time, while the theater itself remained in operation until 1968".

Ample historic documentation of the Paramount Theater exists, and the applicant has provided historic drawings and photos documenting the building throughout its existence. Urban's Mediterranean Revival architectural design blends dramatic 1920's theater architecture with a partially enclosed outdoor courtyard, reminiscent of a Mediterranean piazza surrounded by companion uses in small shops. The architectural design also blends subtle elements of Art Deco architecture, which was growing in popularity in South Florida at the time of the building's construction. Character-defining architectural details include sloped barrel tile roofs, stucco facades, Gothic and Oriental arched openings, regularized fenestration, turned wood spindles and balustrades, exterior circulation paths and stairways, and a dramatic domed entryway.

The application seeks to restore the exterior facades of the theater based on historic documentation and by utilizing appropriate material and design considerations. Sheet D-4.1 of the architectural

plans provide the original 1926 Joseph Urban design of the front façade, as well as existing and proposed elevations. Most notably, the central courtyard façade is being restored with the original tripartite glazing stack that was a prominent element in Urban's design (detail provided on Sheet D-10). Additionally, the proposed window, door, and storefront replacement program generally reflect Urban's original design elements. New awnings, canopies, and planters based on original designs are also being appropriately reintroduced. Details of recreated historic and new architectural elements proposed at the site are provided on Sheets D-11 through D-15.

The east (Sheet D-4.2) and south (Sheet D-4.3) elevations do see some fenestration rearrangement and removal, particularly on the ground floor as a result of new internal programming and additions. These alterations are largely requested on more utilitarian side elevations.

ARCHITECTURAL DESIGN ANALYSIS

Development on the surface parking lot consists of residential and mixed-use housing units over a subterranean parking garage. Three of the units contain a retail liner component along County Road, and all of the buildings utilize varying architectural designs and massing articulations. The architectural drawings identify these buildings as House 1, House 2, House 3, and House 4. The four residential units are positioned with three (House 2, House 3, and House 4) of frontage along North County Road that are each three stories in height (requiring a special exception and a variances) and contain square footage of 5,656 (House 1), 6,982 SF (House 2), 5,931SF (House 3) and 7,338 SF (House 4). The revised scheme proposed since the July Landmarks meeting further reduces the overall SF mass of the four structures from 27,687 SF to 25,887 SF. Additionally, House 1, with frontage along Sunset Avenue and immediately abutting a two-story residence to the east, has been reduced from three-stories to two-story in height. It must be noted that for zoning purposes, the below grade level does not count towards a story.

The C-TS zoning district allows for *Residence(s) above the first floor* as a permitted use. Technically speaking, none of the residences are located ***above*** the first floor as the design contains a hybrid blend of street level retail (at grade, sidewalk elevation) and an elevated 'first floor' of the residences, which are positioned behind and at a higher elevation than the liner component. Further, the program of House 1 - the easterly most structure along Sunset Avenue, has been designed without a retail component. To this end, the applicant has requested Variance 16 to locate four (4) new residences on the first floor in lieu of residences only being permitted above the first floor in the C-TS district.

Since the previous submittal and discussion at the last LPC meeting, the applicant has revised many aspects of the of the proposed buildings, including lowered overall heights, reductions in square footages, modified fenestration proportions, and detailing modifications in an attempt to address Landmarks Preservation Commission concerns regarding scale, mass, and visual compatibility with the surrounding streetscape. Many of the exterior changes are successful, but some less so - specifically the architectural embellishments placed over the subterranean garage access between House 1 and House 2, which add unnecessary hierarchical importance to recessed secondary element. Additionally, the parapet crenelations on House 1 have become more intricate in design and more increased in scale. The vehicular portico to the east of House 1 has become more accentuated through the use of a descending roofed structure supported by double trellis members, which adds greater emphasis to the drive aisle immediately abutting a neighboring residential property.

In addition to their street level pedestrian entrances, the new residences may also be accessed by the central subterranean motor court level. This level provides a two-bay garage for each residence with vehicle entry and exit lanes accessing Sunset Avenue. Construction of the above-ground mixed-use units requires 12 variances, specifically three for setbacks (**Variances #1, 2, 3**), three for height (**Variances #7**), one for building length (**Variance #8**), one for building floor area (**Variance #9**), one for the location of the residential units on the first floors (**Variance #16**) and two for decreased landscape open space (**Variances #10, 11**) that are linked to several of the nonconforming aspects of the existing Landmarked Theater.

The applicant is proposing a two-level valet-operated commercial subterranean parking garage accommodating 162 parked vehicles with primary access off Sunrise Ave. The proposed garage structure itself requires 3 variances, specifically two setback variances (**Variances #12, 13**), one for the use of non-traditional parking methods in the form of mechanical lifts (**Variance #14**).

Finally, the application involves a variance associated with the general improvements and alterations to the site, specifically regarding the eastern portion of the parcel including the construction of an 8' high site wall (**Variance #15**) that would visually mitigate the trash area and loading area. And four variances (**Variances # 17-20**) deal with rooftop projections in one form or another.

While architecturally there is still considerable further refinement that needs to occur that can be eventually addressed at a return trip to Landmark Preservation Commission; what really is of paramount importance is for Town Council to provide direction on the general program (Special Exception requests) and the overall building envelope to be considered (Variance requests), as the numerous Special Exception and Variance requests that, if not approved by Town Council, would render the project, as presented, undevelopable and a substantial restudy would be necessary.

CONCLUSION:

Approval of the project will require multiple separate motions to be made by the Town Council. There are six (6) separate Special Exceptions, One (1) site plan, and twenty (20) variances requests. All of the requests can be approved or denied in whole, partially or individually.

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 the aforementioned criteria, subject to any imposed conditions, and

(2) that the implementation of the proposed variances **will or will not** cause negative architectural impact to the subject property.

WRB:JGM

PARAMOUNT SITE HISTORY

The Paramount Theatre building was originally designed by prominent New York architect Joseph Urban. Construction of the building was completed in 1927, and was designated a landmark structure in the Town of Palm Beach on September 14, 1982. The following is the recent history of the zoning and certificate of appropriateness requests for the property.

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
August 18, 1982 and July 13, 1983	Certificate of Appropriateness for exterior alterations; partial approval granted on August 18, 1982, and final approval granted on July 13,1983.	COA#: 11-82	Approved by Landmarks Preservation Commission. Extension granted by LPC on May 22, 1985.
November 9, 1983	Certificate of Appropriateness for exterior alterations, which modifies COA# 11-82.	COA#: 10-83	Approved by Landmarks Preservation Commission. Extension granted by LPC on May 22, 1985.
June 14, 1983	A request for revised site plan showing parking structure.	Special Exception#: 12-83 with Variances and Site Plan Review Moratorium Waiver#: 15-83M	Matter was postponed at June 14, 1983 Town Council meeting. No evidence found in files that this matter was taken up again.
December 21, 1983	Certificate of Appropriateness for exterior modifications and landscaping.	COA#: 13-83	Approved by Landmarks Preservation Commission. Extension granted by LPC on May 22, 1985.
November 14, 1984	Certificate of Appropriateness for a sign for Christina Boutique in lettering not to exceed 5 inches in height.	COA#: 24-84	Approved by Landmarks Preservation Commission.
November 14, 1984	Certificate of Appropriateness for a sign for Pearl and Dan Braswell Antique & Precious Jewelery in lettering not to exceed 5 inches in height.	COA#: 25-84	Approved by Landmarks Preservation Commission.
November 14, 1984	Certificate of Appropriateness for a sign for the Red Pony in lettering not to exceed 5 inches in height.	COA#: 26-84	Approved by Landmarks Preservation Commission.
November 14, 1984	Certificate of Appropriateness for a sign for Gartner Hand Made Belgium Chocolates in lettering not to exceed 5 inches in height.	COA#: 27-84	Approved by Landmarks Preservation Commission.
January 9, 1985	Certificate of Appropriateness for exterior light fixtures.	COA#: 1-85	Landmarks Preservation Commission determined that

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
			the lighting, as proposed, was not appropriate, and deferred the project. The project was subsequently deferred three more times. No evidence was found that this matter was taken up again, nor was evidence found that the LPC approved this COA.
January 9, 1985	Certificate of Appropriateness for a painted sign on the front window in goldleaf for Gerald E. Marsh, Inc.	COA#: 3-85	Approved by Landmarks Preservation Commission.
September 24, 1986	Certificate of Appropriateness for sign subject to staff approval of style and size of letters.	COA#: 17-86	Approved by Landmarks Preservation Commission.
December 17, 1986	Certificate of Appropriateness for signage for "Chocolate 'N Chills" ice cream shop.	COA#: 19-86	Approved by Landmarks Preservation Commission.
January 28, 1987	Certificate of Appropriateness for four white window signs.	COA#: 3-87	Approved by Landmarks Preservation Commission.
January 28, 1987	Certificate of Appropriateness for white vinyl window signage.	COA#: 4-87	Approved by Landmarks Preservation Commission.
January 28, 1987	Certificate of Appropriateness for two window signs to read "Perspective Design" in goldleaf with the remainder of the lettering in black vinyl.	COA#: 5-87	Approved by Landmarks Preservation Commission.
October 28, 1987	Certificate of Appropriateness for identification signage on door and windows to read: Joey's Deli.	COA#: 24-87	Approval not found in files.
December 8, 1987	A variance to allow the applicant to occupy approximately 1,600 square feet of office space for the Palm Beach Broadcasting Company on the first floor in lieu of second floor as required.	Variance#: 60-87	Town Council APPROVED the request.
December 8, 1987	A variance to allow the applicant to occupy approximately 1,200 square feet of office space for Island Realty and Property Management, Inc. on the first floor in lieu of second floor as required.	Variance#: 61-87	Town Council APPROVED the request.
April 27, 1988	Certificate of Appropriateness for identification signage to be in goldleaf lettering on the bottom of	COA#: 5-88	Approved by Landmarks Preservation Commission.

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
	the glass window to read "PALM BEACH TV – 19" on the first line with "EXECUTIVE OFFICE" centered below it.		
April 27, 1988	Certificate of Appropriateness for the on-the-ground installation of a 16' diameter satellite dish to be painted green with adjacent landscaping on the North County Road side, thorough landscape screening on the east and south sides of the parking lot, and restriping of the perking spaces.	COA#: 7-88	Approved by Landmarks Preservation Commission.
May 25, 1988	Certificate of Appropriateness for two signs hand-lettered onto the window.	COA#: 10-88	Approved by Landmarks Preservation Commission.
May 25, 1988	Certificate of Appropriateness for removal and replacement of existing balcony quardrails to match existing, and replacement of rotted elements.	COA#: 13-88	Approved by Landmarks Preservation Commission.
June 14, 1988	A variance from Section 4.20, schedule of Use Regulations, to allow the applicant to occupy approximately 1,100 square feet of office space on the first floor in lieu of second floor as required.	Variance#: 35-88	Town Council APPROVED the request.
August 14, 1988	Certificate of Appropriateness for white vinyl signage on glass doors for "S.W.A.K. SURF SHOP."	COA#: 21-88	Approved by Landmarks Preservation Commission.
January 10, 1989	A variance from Section 5.51(f) of the Town Zoning Ordinance to allow installation of a second Dish Antenna on the premises, and only one antenna is permitted by code.	Variance#: 72-88	Town Council DENIED the request.
January 20, 2010	Certificate of Appropriateness for railing replacement.	COA#: 016-09	Approved by Landmarks Preservation Commission.
July 14, 2010	Permit the operation of a real estate brokerage office on the first floor.	Variance#:12-2010	Variance for Unit 15 in the Paramount Building. Did not meet all of the Special Use requirements in Section 134-1109(18). Town Council APPROVED the request.
May 10, 2017	Permit the replacement of an existing non-conforming sign (Section 134-2437 – Size of Sign) with an exact replacement.	Sign Variance#: V-16-2017	Town Council APPROVED the request.

DATE	NATURE OF REQUEST/ACTIVITY	PETITION NUMBER AND DESCRIPTION	COMMENT/NOTES
May 17, 2017	Certificate of Appropriateness for exact replacement of Paramount sign.	COA-020-2017	Approved by Landmarks Preservation Commission.
April 11, 2018	Permit the operation of a real estate brokerage office on the first floor.	Z-18-00085	Variance for Unit 15 in the Paramount Building. Did not meet all of the Special Use requirements in Section 134-1109(18). Town Council APPROVED the request.

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda
AMENDMENTS: TIME CERTAIN: 2:00 PM

Agenda Title
Text Amendment Discussion

Presenter
Joanne O'Connor, Town Attorney, and Wayne Bergman, Director of Planning, Zoning and Building

ATTACHMENTS:

No Attachments Available

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda
AMENDMENTS: TIME CERTAIN: 2:00 PM

Agenda Title
Four Arts Comprehensive Plan Amendments / Zoning Code Amendments - Review & Feedback

Presenter

ATTACHMENTS:

- **Memorandum dated December 28, 2023, from Wayne Bergman, Director of Planning, Zoning & Building Department**
- **Letter of Intent**

TOWN OF PALM BEACH

Information for Town Council Meeting on: January 10, 2024

To: Mayor and Town Council

Via: Kirk Blouin, Town Manager

From: Wayne Bergman, Director of Planning, Zoning & Building WB

Re: Comprehensive Plan Text Amendment Related to Private Group Use and a Zoning Text Amendment for a Corresponding New Cultural Institutional Zoning District (CI)

Date: December 28, 2023

STAFF RECOMMENDATION

Pursuant to Code Section 134-261, staff recommends that the Town Council consider the privately initiated text amendment of Harvey E. Oyer, III, on behalf of the Society of the Four Arts, Inc. for review and feedback.

GENERAL INFORMATION

Attached please find a privately initiated text amendment to create a new CI Zoning District designed to implement the Private Group Use Future Land Use category. The Letter of Intent date received November 20, 2023 (see attached) states that the purpose of the proposed zoning district is to provide consistency with the Comprehensive Plan by establishing a corresponding zoning district for the Private Group Use Future Land Use category, where currently one does not exist.

The discrepancy between the Comprehensive Plan and the Zoning Code was identified during the currently underway Evaluation and Appraisal Review (EAR) of the adopted 2017 Comprehensive Plan. Staff found that there are three (3) Future Land Use categories that do not have corresponding compatible zoning districts. Staff is recommending that new zoning district(s) be created to implement those Future Land Use categories. Specific to the Private Group Use designation, the language proposed by the subject applicant is the draft amendment to POLICY 2.3, of the Future Land Use Element of the EAR 2024 Comprehensive Plan.

With regard to the language for the proposed new CI District, staff suggested to Sean Suder of ZoneCo, to consider creating a new zoning district to accommodate the existing cultural, civic, and institutional properties in Town. The subject Zoning Text Amendment proposes to create a new Division 13 of Chapter 134 that includes the purpose, permitted, accessory and special exception uses and land development regulations. The privately initiated Text Amendment was shared with Sean Suder, who provided comments that have not yet been addressed by the applicant. As this application has been submitted by the Society of the Four Arts (Four Arts), the proposed CI District regulations would apply. Currently, the Four Arts property is zoned R-B Low Density

Residential which is designed to regulate single family massing, which is very different than a cultural arts campus. The outstanding requirement of the applicant is a Zoning Map Amendment application for the Four Arts property.

As the Town is currently updating the Comprehensive Plan and the Zoning Code, staff is requesting attention to the timing of the text amendments. In particular, staff is concerned with unintended consequences with simultaneous updates by the private sector and the Town. Discussion is warranted as to whether the proposed zoning text amendment should be analyzed with the remainder of the zoning districts and associated regulations under review by ZoneCo.

Attachment: Applicant Letter of Intent

cc: James Murphy, Assistant Planning Director
Jennifer Hofmeister-Drew, Planner III, AICP

RECEIVED
By elyn at 12:46 pm, Nov 21, 2023

L E T T E R O F I N T E N T

DATE: November 20, 2023

TO: Town of Palm Beach, Planning, Zoning & Building Dept.

RE: ZON-24-00x 100 FOUR ARTS PLZ

Future Land Use ("FLU"):	Private Group Use ("**PGU**")
Proposed Zoning District:	Cultural Institution District ("**CI District**")
Municipality:	Town of Palm Beach ("**Town**")

REQUEST

On behalf of the Society of the Four Arts, Inc. ("**Applicant**"), Shutts & Bowen LLP ("**Agent**") submits this request for a Zoning Code of Ordinances ("**Code**") Text Amendment, and a Comprehensive Plan ("**Comp Plan**") Text Amendment. Specifically, the request is to amend the Code to allow for a new CI District designed to implement the PGU FLU, a copy of which is attached hereto as **Exhibit "A"**; and to update the text in the Policy 2.3 of the Comp Plan by deleting text inconsistent with the PGU FLU, a copy of which is attached hereto as **Exhibit "B"**. Currently, there are no zoning districts that are consistent with the PGU FLU.

The Town assigned the Applicant's property and other properties a PGU FLU designation, but failed to create a zoning district consistent with the PGU FLU. As such, the Applicant proposes to create the CI District for that purpose and amend the text in the Comp Plan to ensure consistency with the CI District.

BACKGROUND

The Town has been forward thinking for almost 100 years. It adopted its first "Plan" in 1930, which had a goal to preserve and enhance "the charming character of Palm Beach". However, in 1985, Florida adopted changes creating a new Local Government Comprehensive Planning and Land Development Regulation Act ("**Act**") that required local governments to adopt a Comp Plan by 1989. The Act has very specific requirements which the Town's 1930 "Plan" could not satisfy. As such, the Town conformed with the requirements of the Act and adopted its Comp Plan in 1989, by which it is now guided.

It is not the intent of the Comp Plan to require the inclusion of implementing regulations, but rather to require identification of those programs, activities, and land development regulations that will be part of the strategy for implementing the Comp Plan and the principles that describe how the programs, activities, and land development regulations will be carried out.

Chapter 134 of the Code was adopted to establish comprehensive controls for the development of land in the Town based on the Comp Plan for the Town, and this chapter is enacted in order to protect, promote and improve the public health, safety, morals and the general welfare of the people.

Chapter 134, Article VI, Division 1 establishes the zoning districts which are designed to implement the FLU designations per the Comp Plan. It is within this section of the Code that there is no zoning district designed to implement the PGU FLU. As a result, the Applicant proposes these text amendments to add the new CI District designed to implement the PGU FLU.

EXHIBIT A

Proposed Code Text Amendment

ZONING TEXT AMENDMENT TO ADD THE CULTURAL INSTITUTION DISTRICT
New Division 13 *(will require a re-numbering of subsequent Divisions)*
Sections 134-1317 – 134-1350 *(is currently reserved)*

DIVISION 13. CI CULTURAL INSTITUTION DISTRICT

Sec. 134-1317. Purpose
The purpose of the CI Cultural Institution district is to provide for uses such as museums, cultural institutions, and art institutions, at a scale and intensity intended to primarily serve the needs of Town persons.

Sec. 134-1318. Permitted uses.
The permitted uses in the CI Cultural Institution district are as follows:

(1) Museums, art galleries, performing arts centers, and cultural and art institutions
(2) Libraries
(3) Gardens (botanical and sculpture)
(4) Nonprofit cultural centers
(5) Offices and executive offices that support a permitted, accessory, or special exception use in the district
(6) Public parks
(7) Storage facilities that support a permitted, accessory, or special exception use in the district
(8) Limited residential dwelling unit(s) above the first floor that support a permitted, accessory, or special exception use in the district
(9) Supplemental off-site parking related to a permitted, accessory, or special exception use in the district. See section 134-2177 for additional conditions and criteria
(10) On-site shared parking. See section 134-2182 for additional conditions and criteria.

Sec. 134-1319. Accessory Uses.
The accessory uses in the CI Cultural Institution district are as follows:

(1) Off-street parking and loading
(2) Signs, including wayfinding signs.
(3) Accessory uses customarily incident to the permitted or approved special exception uses, such as, but not limited to, cooking facilities, lecture halls, and classrooms.

Sec. 134-1320. Special exception uses.
The special exception uses require a site plan review as provided in article III of this chapter. The special exception uses in the CI Cultural Institution district are as follows:

(1) Outdoor promotional events. See section 134-2115 for additional conditions and criteria
(2) Restaurants and cafes, including outdoor seating, that are incidental to or that support a permitted, accessory, or special exception use in the district, excluding formula restaurants and bars/lounges
(3) Private parks
(4) Uses not specifically enumerated under permitted uses in section 134-1318(a) but having traffic, patronage and intensity of use characteristics similar to those uses cited therein.

Sec. 134-1321. Reserved.

Sec. 134-1322. Reserved

Sec. 134-1323. Lot, yard and area requirements—Generally.

In the CI Cultural Institution district, the schedule of lot, yard and area requirements is as given in this section:

(1) *Lot area.* The minimum lot area is 22,500 square feet.

(2) *Lot width.* The minimum lot width is 150 feet.

(3) *Lot depth.* The minimum lot depth is 150 feet.

(4) *Density.* Limited residential dwelling unit(s) not to exceed three dwelling units per gross acre. See article III of this chapter for site plan review requirements.

(5) *Front yard.*

a. For one-story buildings, the minimum front yard setback is zero feet.

b. For two-story buildings, the minimum front yard setback is zero feet.

c. For three-story buildings, the minimum front yard setback is zero feet.

d. When a front lot line of a lot in the CI Cultural Institution district is located on any street intersection or where two or more intersecting street lines outline the lot, a zero-foot setback is allowed along all street frontages.

e. When a front lot line of a lot in the CI Cultural Institution district adjoins property zoned any R district, a ten-foot front yard setback is required on that side.

(6) *Side yard.*

a. There is no minimum side yard required for one-story structures, but a side yard shall be five feet if provided.

b. When the side yard of a CI Cultural Institution district property adjoins property zoned in any R district, a ten-foot side yard is required on that side.

c. For buildings in excess of 25 feet in height, increase all minimum side yard requirements one foot for each two feet of building height, or portion thereof, exceeding 25 feet. Side yards shall be as calculated or five feet, whichever is greater.

(7) *Rear yard.*

a. For one-story buildings, the minimum rear yard setback is ten feet.

b. For two-story buildings, the minimum rear yard setback is ten feet.

c. For buildings in excess of 25 feet in height, increase all minimum yard requirements one foot for each two feet of building height, or portion thereof, exceeding 25 feet. Rear yards shall be as calculated or ten feet, whichever is greater.

(8) *Height and overall height.*

a. For one-story buildings, the maximum building height is 30 feet.

b. For two-story buildings, the maximum building height is 40 feet.

c. For three-story buildings, the maximum building height is 50 feet.

d. In the CI Cultural Institution district, the maximum building height allowed is three stories, with provision for a special exception for four stories with a maximum building height of 60 feet. All other lot, yard, and area regulations for a three-story building in the district shall apply to a four-story building. See special exception provisions in sections 134-226 through 134-233 (special exception use), and article III of this chapter (site plan review).

e. Maximum overall height of a building shall be the maximum allowable building height, as defined in section 134-2, plus five feet for a flat roof and ten feet for all other roof styles. When a parapet is used above the maximum building height, as defined in section 134-2, the building overall height will be calculated based on the flat roof style identified above. Parapet

walls extending above the maximum allowable building height shall have appropriate architectural treatment.

(9) *Lot coverage.*

a. For one-story buildings, the maximum lot coverage is 70 percent.

b. For two-story buildings, the maximum lot coverage is 70 percent.

c. For three-story buildings, the maximum lot coverage is 70 percent.

(10) *Length.*

a. For one-story buildings, the maximum building length is 300 feet.

b. For two-story buildings, the maximum building length is 300 feet.

c. For three-story buildings, the maximum building length is 300 feet.

d. Sub-basements are exempt from the maximum building length requirement. Individual building elements extending above ground from a single sub-basement shall each be considered as a separate building for the purpose of calculating building length.

(11) *Landscaped open space.*

a. For one-story buildings, the minimum landscaped open space is 15 percent.

b. For two-story buildings, the minimum landscaped open space is 20 percent.

c. For three-story buildings, the minimum landscaped open space is 25 percent.

d. Additionally, not less than 35 percent of the required front yard must be landscaped open space in the CI Cultural Institution district. If a zero front yard setback is provided, then there shall be no required front yard landscaped open space.

(12) *Floor area.*

a. For one-story buildings, the maximum leasable floor area of buildings is 50,000 square feet.

b. For two-story buildings, the maximum gross leasable area of buildings is 50,000 square feet.

c. For three-story buildings, the maximum gross leasable area of buildings is 50,000 square feet.

d. Sub-basements shall be exempt from the maximum floor area requirements. Individual building elements extending above ground from a single sub-basement shall each be considered as a separate building for the purpose of calculating building floor area.

Sec. 134-1324. Reserved.

Sec. 134-1325. Reserved.

Sec. 134-1326. Supplementary district regulations.

In the CI Cultural Institution district, no person shall use any portion of any adjacent public right-of-way within 150 feet of the cultural institution, for any commercial purposes, such as, but not limited to, film-making or movie producing, photography, or tours, without the prior written approval of the cultural institution, and from the town, if required.

Sec. 134-1327. Hours of construction limited to special events.

The requirements of this section shall supersede the requirements contained in section 42-199 for hours of construction work. The delivery, assembly, disassembly, and removal of any temporary structures such as tents or similar equipment related to a special event, is permitted on any weekday or weekend, including legal holidays, provided that all such work be performed only between 9:00 a.m. and 6:00 p.m.

Sec. 134-1328. Signs.

1) In the CI Cultural Institution district, any sign located at a cultural institution lawfully in existence on the effective date of this ordinance that is made nonconforming by the passage of this section or any applicable amendment thereto, shall be a legal non-conformity and may be continued except as otherwise provided in article IV.
2) The Town recognizes that different types of cultural institutions require different types of signs, sizes, and styles of signage. The Landmarks Preservation Commission shall approve a Master Sign Plan that specifies all signage by type, size, quantity, and placement throughout the cultural institution property. Any change to an approved Master Sign Plan or changes to individual signs visible from a public street shall be approved by the Landmarks Preservation Commission.

The Master Sign Plan may include different types of signs, sizes, and styles. The design standards below may be considered, but shall not limit the design and placement of such signage:

(1) Campus Identification Monument Signage

a. One monument sign is allowed on the property. The monument sign shall display the name of the cultural institution with a cap height of six inches.

b. Monument signs are permitted within the front yard setbacks provided that it does not conflict with the sight triangle requirements of section 134-1637.

c. Maximum height of the monument sign shall be four feet above the grade.

(2) Campus Identification Portal/Gateway-Mounted Signage

a. One portal/gateway-mounted sign is allowed at main entrances such as driveways, intersecting roads, or other arrival points, identifying the name of the cultural institution with a cap height of three inches.

(3) Building-mounted Building or Venue Identification Signage

a. One building or venue sign is allowed at each publicly accessible entrance to a building with a cap height of three and a half inches.

(4) Wayfinding Signage

a. Free-standing or wall mounted wayfinding signs identifying campus circulation can be free-standing with a cap height of one and a half inches. of 60 inches tall above grade, maximum of 24 inches wide

b. Maximum height of wayfinding signs shall be five feet above the grade.

Additional sign regulations which may be applicable in the CI Cultural Institution district are contained in Division 3 of article XI of this chapter.

Sec. 134-1329. Reserved.

Sec. 134-1330. Reserved.

EXHIBIT B

Proposed Comp Plan Text Amendment

redline (~~strikethrough~~ and underline format)

OBJECTIVE 2

Maintain the character of the Town as a predominantly residential community having only the type and amount of businesses and other support services necessary to meet the needs of Town residents.

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.

2.3.6 Private Group Use – Intended to provide for low intensity uses such as private clubs, golf and country clubs, public and private schools, houses of worship, museums, and non-commercial recreation-type or cultural uses at a scale and intensity intended to primarily serve the needs of Town persons.

a. The designation of a property for Private Group Use on the Future Land Use Plan Map recognizes the current use of the property~~; and, further, that such properties may also be appropriate for residential or commercial development with uses identified under the Single Family Residential, Multi-family Moderate Density, and Commercial future land use categories~~.

~~b. Maximum lot coverage shall be 40%~~.

b. ~~c.~~ In limited circumstances ~~(Commercial Worth Avenue (C-WA) zoning district),~~ the maximum building height may~~shall~~ be three stories (with Town Council approval).

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda

AMENDMENTS: TIME CERTAIN: 2:00 PM

Agenda Title

Zoning Text Amendment for Covered Arcades and Colonnades - Ordinance No. 008-2023

Presenter

ATTACHMENTS:

- **Memorandum dated December 13, 2023 from Wayne Bergman, Director of Planning, Zoning & Building Department**
- **Letter from Applicant**
- **Notice of Text Amendment Changes**
- **Draft Ordinance No. 08-2023**

TOWN OF PALM BEACH
Information for Town Council Meeting on: December 13, 2023

To: Mayor and Town Council Members, Serving as the Local Planning Agency & Town Council

Via: Kirk W. Blouin, Town Manager

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

Re: Amendment to the C-TS Zoning District Regulations Related to Arcades and Colonnades **Ordinance No. 008-2023**

Date: December 13, 2023

STAFF RECOMMENDATION

Staff recommends that the Town Council consider the recommendation of the Planning and Zoning Commission on Ordinance No. 008-2023 related to arcades and colonnades in the C-TS Zoning District on first reading.

BOARD OR COMMISSION RECOMMENDATION

On November 8, 2023, the Planning and Zoning Commission recommended denial of Ordinance No. 008-2023, attached as Exhibit A. The proposed Code language proposes allowing the encroachment of arcades and colonnades into the public rights-of-way within the C-TS Zoning District as a Special Exception.

GENERAL INFORMATION

On April 4, 2023, the applicant, James M. Crowley, Esq., Gunster Law Firm, submitted a proposal, attached as Exhibit A, for discussion with the Town Council an amendment to the C-TS zoning district to allow the placement of building arcades and colonnades to extend beyond private property lines that would permit covered walkways within public rights of way. The applicant's Letter of Intent (LOI) accurately cites that the Town currently allows for this code provision in the C-WA zoning district through the implementation of the Worth Avenue Design Guidelines. The purpose of this allowance in the C-WA zoning district is to increase the aesthetic appearance of the streetscape, add protection from the elements and enhance the overall walking experience for the pedestrian. The subject text amendment, attached as Exhibit A, seeks to duplicate this allowance in the C-TS commercial district.

Pursuant to Code Section 134-261(b), any proposed amendment, supplement, change, modification or repeal shall first be submitted as an initial review to the Director of Planning, Zoning and Building or his designee, who shall submit it to the Town Council for its review and feedback. Following Town Council feedback, the Director of Planning, Zoning and Building or

his designee shall submit the application to the PZC for its recommendations and report. Upon the filing of the recommendations and report by the PZC, the Town Council shall proceed to hold a public hearing for consideration of adoption.

During the pre-application process, the Public Works Department reviewed the text amendment and had the following comments.

1. Include clear zone requirements for travel lanes. Proposed columns cannot be located within a clear zone.
2. The required sidewalk widths within the district need to be maintained. Where deficient, additional accommodation needs to be provided.
3. Existing parking conditions need to be included. Specify that proposed columns cannot adversely affect use of parking lane / parking spots.

After the discussion with the Town Council on April 4, 2023, Public Works provided the following additional comments summarized for discussion purposes regarding arcades.

1. As this is a permanent encroachment into the right-of-way (ROW) for private use (balcony above), the direct sale of the land within the ROW area at fair market value is recommended with the Town obtaining an easement for the sidewalk.

2. As an alternative, a hold-harmless agreement should be executed for a long-term lease, wherein the Town is indemnified, held harmless, and named as the additional insured party on the owner's general liability insurance policy. The agreement shall specify the responsibility for installation and specify routine maintenance and recertification requirements of the arcade structure.

The proposed C-TS zoning text amendment was brought to the PZC on April 27, 2023, where the Commission voiced support for the concept of allowing arcades and colonnades, but deferred the project for restudy of the proposed zoning text amendment language so that it addresses usable space above an arcade or colonnade, maintenance, indemnification, and whether the use of the public right-of-way would be done through easement or sale of property.

On October 17, 2923, the proposed text amendment application was presented to PZC to re-examine the proposed concept. The PZC still had concerns and again deferred the item to allow the applicant time to consider the following issues.

- The location of the arcade
- The percentage of the building that can be utilized as an arcade and the step back for the second floor
- Maintenance responsibility and compensation for use of the right-of-way
- Traffic and parking issues
- Consideration of what passive uses would be allowed within the above arcade terrace

Following the PZC October 17, 2023, meeting, staff reconvened to discuss the proposal and suggests the PZC consider a further study to analyze the study area within the C-TS Zoning District for arcades and colonnades. Staff suggested limiting the area for consideration to the portion

fronting County Road. On November 8, 2023, the Planning and Zoning Commission recommended to the Town Council to deny the text amendment to the C-TS Zoning District.

Subsequently, at the November 14, 2023, Town Council meeting, at which this item was published to be heard on first reading by the Town Council, the item was deferred to the December 13, 2023, meeting.

TOWN ATTORNEY REVIEW

The subject code amendment has been reviewed and approved for legal form and sufficiency.

Attachment: Proposed Ordinance No. 008-2023

cc: James Murphy, Assistant Planning Director
Jennifer Hofmeister-Drew, Planner III, AICP

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

Our File Number: 53286-00001
Writer's Direct Dial: (561) 650-0752
Writer's E-Mail Address: jlindgren@gunster.com

November 1, 2023

James G. Murphy
Assistant Director
Planning, Zoning & Building Department
360 S. County Road
Palm Beach, FL 33480

Re: C-TS Zoning Text Amendment
Zoning Case Number: ZON-23-040

Dear Mr. Murphy,

Attached is our revised language for the proposed C-TS zoning text amendment, which will allow for the Town to consider the approval of arcades/colonnades to extend off of private property and into rights-of-way.

The proposed C-TS zoning text amendment was brought to Town Council on April 4, 2023, where the Town Council gave an informal approval for the amendment to proceed to formal review by the Planning and Zoning Commission and Town Council. At the meeting, Public Works Director Paul Brazil voiced support of the zoning text amendment, provided safeguards are included in the language of the code.

The proposed C-TS zoning text amendment was originally drafted to include language addressing initial Public Works concerns, including that safe sight visibility triangles or clear zones not be obstructed, that sidewalk widths within an arcade or colonnade be maintained or increased if needed to meet Town requirements, and that an arcade or colonnade cannot interfere with vehicular traffic or parking.

The proposed C-TS zoning text amendment was brought to the Planning and Zoning Commission on April 27, 2023, where the Commission voiced support for the concept of allowing arcades and colonnades, but deferred the project for restudy of the proposed zoning text amendment language so that it addresses usable space above an arcade or colonnade, maintenance, indemnification, and whether the use of the public right-of-way would be done through easement or sale of property. At his meeting, additional comments from Public Works were provided, and included in their recommendation that an applicant purchase the right-of-way

from the Town to place the arcade or colonnade within, or execute a long term lease with the Town that includes a hold-harmless agreement indemnifying the Town, and include the Town as an additional insured party on the owner's general liability insurance policy.

Per the comments received at the April 27, 2023 Planning and Zoning Commission, the proposed C-TS zoning text amendment was revised to include that any potential usable space above an arcade or colonnade is reviewed and approved by Town Council. Furthermore, any approval of an arcade or colonnade over sidewalks or other rights-of-way must include the execution of a license or easement agreement reviewed and approved by the Town Attorney and the Director of Public Works. And any agreement that is part of an approval for an arcade or colonnade to extend into Town property shall require the property owner to obtain adequate insurance that names the Town as an additional insured party, and that the Town shall be held harmless and indemnified for any injury occurring on Town property.

The proposed C-TS zoning text amendment was brought back to the Planning and Zoning Commission on October 17, 2023, where the Commission again voiced support for the concept of allowing arcades and colonnades, but deferred the project for restudy, and asked that the code require the second floor to be stepped back, and that the code specify that maintenance of an arcade or colonnade, including the sidewalk, will be responsibility of the applicant, and at the expense of the applicant. The Commission also voiced concern that perhaps the special exception criteria allowing for an arcade or colonnade did not provide Town Council the ability to deny a requested arcade or colonnade if they did not feel it was appropriate.

Per the comments received at the October 17, 2023 Planning and Zoning Commission, the proposed C-TS zoning text amendment was revised to include language that the vertical wall face for any floor above the first floor shall be setback at least five (5) feet from the vertical elements on the first floor (see revised criterion #4). Furthermore, language was added that specifies that an applicant will bear the responsibility and expense of maintenance of the sidewalks and arcades/colonnades within the right-of-way (see revised criteria #7 and #11). Finally, a new and general criterion was added to the proposed code language that allows Town Council to deny an arcade or colonnade within a right-of-way if the Town Council determines that the arcade or colonnade is not in harmony with the code, or is in any way injurious or detrimental to the welfare of the public (see new criterion #1). This new criterion further allows Town Council to require whatever conditions they deem necessary if they decide to approve an arcade or colonnade within a right-of-way. This new criterion gives Town Council enormous latitude in applying whatever conditions of approval they deem necessary, or even to deny a proposed arcade or colonnade in a right-of-way if they decide that it is simply not appropriate.

The proposed C-TS zoning text amendment continues to provide for extensive oversight by the Town regarding arcades and colonnades extending off of private property and into a right-of-way, and include Architectural Commission or Landmarks Preservation Commission review and

approval of the design of the arcade or colonnade, and Town Council review and approval of a Special Exception permitting the arcade or colonnade within the right-of-way.

We look forward to proceeding to the meeting date with the Planning and Zoning Commission on November 8, 2023, and then on to Town Council at their next available meeting. Please let us know if you have any questions or require any additional information.

Sincerely,

John Lindgren

John Lindgren, AICP

C-TS PROPOSED TEXT AMENDMENT REVISIONS

Sec. 134-1114. Same—Exceptions.

(e) Within the C-TS town-serving commercial district, arcades or colonnades may be constructed over sidewalks or ways after review and approval from the Town Council as a special exception use, provided that all of the following criteria are met:

(1) The proposed arcades or colonnades are in harmony with the general intent and purpose of this chapter, and will not be injurious to the area involved or otherwise detrimental to the public welfare, as determined by the Town Council. In granting approval of an arcade or colonnade, the Town Council may prescribe appropriate conditions and safeguards in conformity with this chapter.

(2) The proposed arcade or colonnade shall not project nearer than three feet to the face of the street curbline;

(~~2~~3) The proposed arcade or colonnade shall not project more than ten feet, but not less than seven feet, from the exterior wall as measured from the exterior face of the building to the exterior face of the arcade or colonnade;

(~~3~~4) No above-ground structural support for the proposed arcade or colonnade shall be nearer than three feet to the face of the curb, and the vertical wall face for any floor above the first floor shall not be nearer than eight feet to the face of the curb, as measured horizontally;

(~~4~~5) The proposed arcade or colonnade shall have a minimum of nine feet of vertical clearance;

(~~5~~6) Review shall be conducted by the Town's Public Works Department to confirm that the arcades or colonnades do not obstruct safe sight visibility triangles and do not otherwise interfere with vehicular traffic or parking, including, but not limited to, entering and exiting vehicles from adjacent streets;

(~~6~~7) Sidewalk widths within arcades and colonnades shall be maintained or increased if needed per Town requirements at the expense of the applicant;

(~~7~~8) Enclosed usable space shall be permitted above the arcade, and within the right-of-way, subject to review and approval by the Town Council;

(~~8~~9) The design of arcades or colonnades shall be subject to review and approval by the architectural commission or the landmarks preservation commission, whichever has jurisdictional review;

(~~9~~10) The approval of any colonnade or arcade over sidewalks or other public rights-of-way shall be conditioned upon execution of a license or easement agreement to be reviewed and approved by the Town Attorney and the Director of Public Works; and

(~~10~~11)Any easement agreement drafted pursuant to this Section shall require, at minimum, adequate insurance coverage naming the Town as an additional insured party. The agreement shall also hold the Town harmless and provide for indemnification to the Town for any injury occurring on Town property, and shall require the applicant

to maintain the arcade or colonnade in a structurally sound and safe condition at the applicant's sole expense.

THE TOWN OF PALM BEACH NOTICE OF TEXT CHANGES TO CHAPTER 134, ZONING, ARTICLE VI, DISTRICT REGULATIONS, DIVISION 8, C-TS TOWN-SERVING COMMERCIAL DISTRICT, SECTION 134-1114, SAME- EXCEPTIONS, TO ALLOW ARCADES AND COLONNADES WITHIN PUBLIC RIGHTS-OF-WAY

The Town of Palm Beach Town Council, as the Local Planning Agency, and as the Town Council, proposes to adopt the following Ordinance amending Chapter 134, Zoning, Article VI, Division 8, C-TS Town Serving Commercial District, in the Code of Ordinances as identified below:

ORDINANCE NO. 008-2023

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, ARTICLE VI, DISTRICT REGULATIONS, DIVISION 8, C-TS TOWN-SERVING COMMERCIAL DISTRICT, TO ALLOW ARCADES AND COLONNADES WITHIN PUBLIC RIGHTS-OF-WAY; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

On Wednesday, December 13, 2023, at 9:30 a.m., the Town Council, as the Town of Palm Beach Local Planning Agency (LPA), will hold a public hearing to consider and make a recommendation on proposed Ordinance No. 008-2023, as identified above. The meeting will occur in the Town Council Chambers located on the second floor of Town Hall, 360 South County Road, Palm Beach, Florida.

Immediately following that Local Planning Agency meeting, the Town Council will hold its regularly scheduled meeting, and among other items on the agenda, will hold first reading and public hearing on proposed Ordinance No. 008-2023. That meeting will be in the Town Council Chambers on the second floor of Town Hall, 360 South County Road, Palm Beach, Florida.

Persons interested in this subject, which is to be considered at the above referenced hearing, may view a copy of the proposed Ordinance in the Planning, Zoning and Building Department in Town Hall, east entrance, 360 South County Road, Palm Beach between the hours of 8:30 a.m. to 4:30 p.m. during normal business days, excluding Town recognized Holidays. If you have any questions, you may contact Jennifer Hofmeister-Drew, AICP, Planner III, at 561-227-6406. In addition, interested parties may have an opportunity to be heard at said hearings in accordance with the procedures of the Local

Planning Agency and Town Council. Said hearing may adjourn from day to day in order to consider all matters relating to the aforesaid subject to be considered at said hearings.

If any person decides to appeal any recommendation by the Local Planning Agency or decision made by the Town Council, with respect to any matter considered at this hearing, he or she will need a record of the proceedings, and for such purpose he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. PLEASE GOVERN YOURSELVES ACCORDINGLY.

ORDINANCE NO. 008-2023

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, ARTICLE VI, DISTRICT REGULATIONS, DIVISION 8, C-TS TOWN-SERVING COMMERCIAL DISTRICT, SECTION 134-1114, SAME- EXCEPTIONS, TO ALLOW ARCADES AND COLONNADES WITHIN PUBLIC RIGHTS-OF-WAY; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AS FOLLOWS:

Section 1. Chapter 134, Zoning Article VI, District Regulations, Division 8, C-TS Town-Serving Commercial District, is hereby amended as follows:

Section 134-1114, Same- Exceptions.

***

(e) Arcades or colonnades may be constructed over sidewalks or ways after review and approval from the Town Council as a special exception use, provided that all of the following criteria are met:

(1) The proposed arcades or colonnades are in harmony with the general intent and purpose of this chapter, and will not be injurious to the area involved or otherwise detrimental to the public welfare, as determined by the Town Council. In granting approval of an arcade or colonnade, the Town Council may prescribe appropriate conditions and safeguards in conformity with this chapter.

(2) The proposed arcade or colonnade shall not project nearer than three feet to the face of the street curbline;

(3) The proposed arcade or colonnade shall not project more than ten feet, but not less than seven feet, from the exterior wall as measured from the exterior face of the building to the exterior face of the arcade or colonnade.

DRAFT

(4) No above-ground structural support for the proposed arcade or colonnade shall be nearer than three feet to the face of the curb, and the vertical wall face for any floor above the first floor shall not be nearer than eight feet to the face of the curb, as measured horizontally;

(5) The proposed arcade or colonnade shall have a minimum of nine feet of vertical clearance.

(6) Review shall be conducted by the Town's Public Works Department to confirm that the arcades or colonnades do not obstruct safe sight visibility triangles and do not otherwise interfere with vehicular traffic or parking, including, but not limited to, entering and exiting vehicles from adjacent streets.

(7) Sidewalk widths within arcades and colonnades shall be maintained or increased if needed per Town requirements at the expense of the applicant..

(8) Enclosed usable space shall be permitted above the arcade, and within the right-of-way, subject to review and approval by the Town Council.

(9) The design of arcades or colonnades shall be subject to review and approval by the architectural commission or the landmarks preservation commission, whichever has jurisdictional review.

(10) The approval of any colonnade or arcade over sidewalks or other public rights-of-way shall be conditioned upon execution of a license or easement agreement to be reviewed and approved by the Town Attorney and the Director of Public Works.

(11) Any easement agreement drafted pursuant to this Section shall require, at minimum, adequate insurance coverage naming the Town as an additional insured party. The agreement shall also hold the Town harmless and provide for indemnification to the Town for any injury occurring on Town property, and shall require the applicant to maintain the arcade or colonnade in a structurally sound and safe condition at the applicant's sole expense.

~~(e)~~ (f) One open, one story pergola may extend five feet into a setback provided said structure does not exceed a height of nine feet; the supporting beams do not obstruct a sidewalk or walkway.

~~(f)~~ (g) One arbor shall be allowed in a required setback on a property provided said arbor does not exceed a height of eight feet nor cover more than 15 square feet in area; and does not block a sidewalk or walkway.

Section 2. Severability. If any provision of this Ordinance or the application thereof is held invalid, such invalidity shall not affect the other provisions or applications of this Ordinance which can be given effect without the invalid provisions or applications, and to this end the provisions of this Ordinance are hereby declared severable.

DRAFT

Section 3. Repeal of Ordinances in Conflict. All other ordinances of the Town of Palm Beach, Florida, or parts thereof, which conflict with this or any part of this Ordinance are hereby repealed.

Section 4. Codification. This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 5. Effective Date. This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

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PASSED AND ADOPTED in a regular, adjourned session of the Town Council of the Town of Palm Beach, Florida, on the First Reading this _____ day of _____, 2023; and for the Second and Final Reading on this _____day of _____, 2023.

_____	_____
Danielle H. Moore, Mayor	Margaret Zeidman, Town Council President
	_____
	Bobbie Lindsay, President Pro Tem
	_____
	Julie Araskog, Town Council Member
	_____
ATTEST:	Lewis S.W. Crampton, Town Council Member
_____	_____
Kelly Churney, Acting Town Clerk	Edward Cooney, Town Council Member

DRAFT

TOWN OF PALM BEACH

Town Council Meeting Development Review on: January 10, 2024

Section of Agenda
Time Extensions

Agenda Title
Waiver of Town Code Section 18-237, For Building Permit Extension for 720 S Ocean Blvd.

Presenter

ATTACHMENTS:

- **Memorandum dated December 15, 2023 from Wayne Bergman, Director of Planning, Zoning & Building Department**
- **Request for Time Extension**
- **Construction Schedule/Timeline**

TOWN OF PALM BEACH

Information for Town Council Meeting on: January 10, 2024

To: Mayor and Town Council

Via: Kirk Blouin, Town Manager

From: Wayne Bergman, Director of Planning, Zoning & Building

Re: Waiver of Town Code Section 18-237, For Building Permit Extension at 720 S. Ocean Blvd.

Date: December 15, 2023

STAFF RECOMMENDATION

Staff recommends that the Town Council consider the request from contractor Jeff Wildes with Wildes Builders regarding a time extension in which to complete a home renovation project with additions at 720 S. Ocean Blvd. and to extend the permit by about ten months – until November 21, 2024.

GENERAL INFORMATION

The current owner is 720 South Ocean Boulevard Land Trust, Paula A. Krasker Trustee, who purchased the property in October of 2020. The building permit was issued in January of 2021 and has a duration of 36 months and will expire on January 27, 2024. The contractor explains in his letter dated December 8, 2023, that the time extension is based on the global pandemic, safety structural deficiencies that required repairs, multiple revisions to the scope of work, and a "pause" taken by the owner to review the project costs. The attached construction schedule shows the new timeline has all work completed by November 21, 2024.

Staff has requested that the contractor notify the abutting neighbors and staff has received copies of letters mailed to the abutting neighbors.

Attachments: Letter from Jeff Wildes, with Construction Schedule
Permit Summary for the Property
Property Appraiser Details for the Property

WILDES BUILDERS
ESTABLISHED 1999
CBC 059360
440 25th Street, West Palm Beach, FL 33407 * 561-833-2023 phone * 561-833-2024 fax
wildesbuilders@wildesbuilders.com

December 8, 2023

Town of Palm Beach
Mr. Wayne Bergman
360 South County Road
Palm Beach, FL 33480

Re: 720 S. Ocean – B-21-87303 and coordinating Revisions, permits
Permit Extension Request

Dear Mr. Bergman,

Wildes Builders respectfully requests a time extension to our building permit at the above referenced address, 720 S. Ocean - (Permit # B-21-87303 and coordinating revisions, permits).

This time extension is necessary due to COVID delays, safety structural deficiencies repairs, and design revisions to the mechanical, plumbing, electrical, interior framing, motorized shades and millwork additions. Additionally, during the construction process, the owner paused the scope of work to review project costs, which extended the overall estimated project schedule.

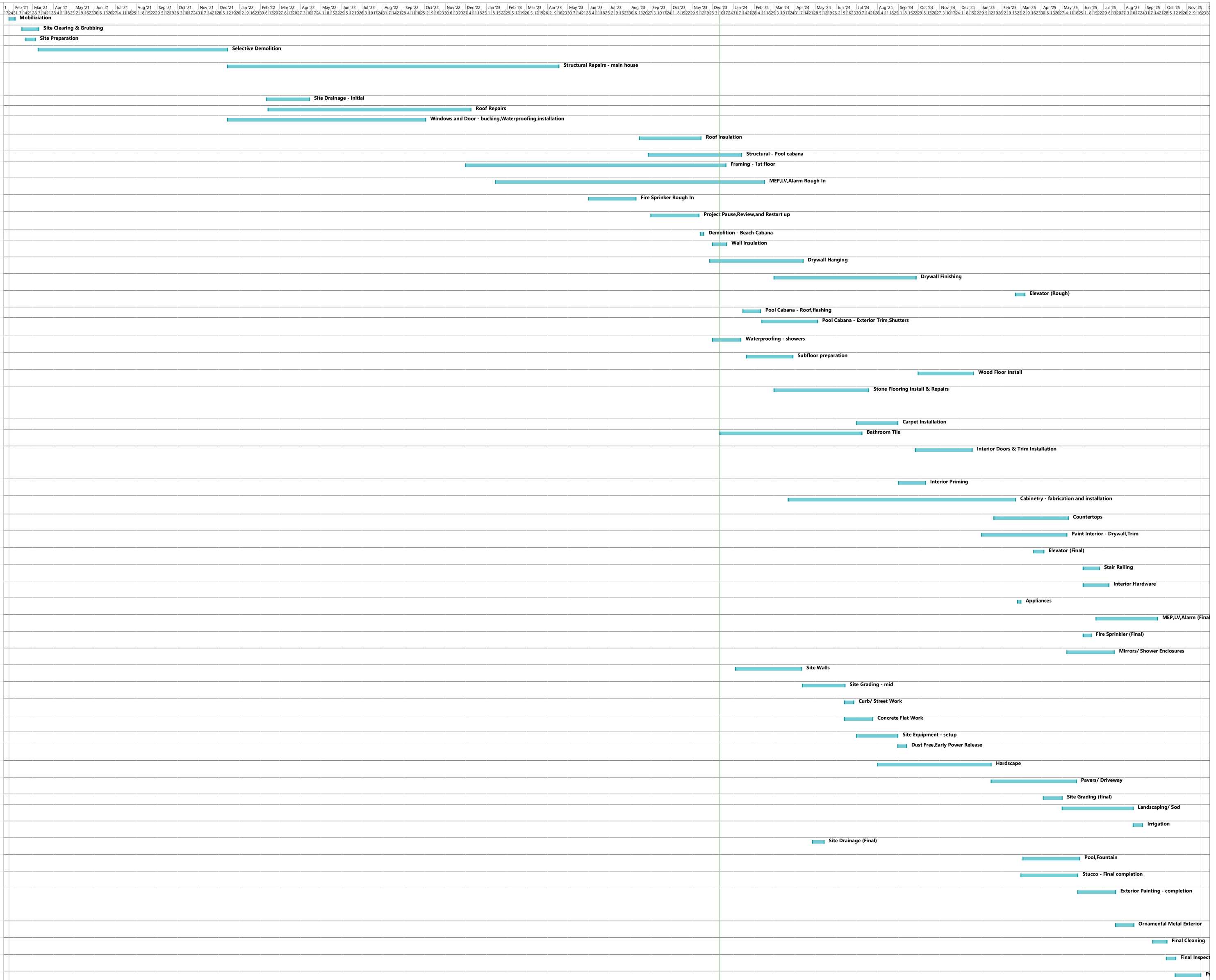
The expiration date is January 27, 2024. Wildes Builders requests that the permit time extension required to complete this project be extended to November 21, 2025. A balance to complete Gantt construction schedule is included for reference.

Feel free to call or e-mail me with any questions.

Sincerely yours,

Jeff Wildes
President
Wildes Builders

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors
1		Mobilization	7 days	Mon 1/25/21	Tue 2/2/21	
2		Site Clearing & Grubbing	18 days	Sat 2/13/21	Tue 3/9/21	
3		Site Preparation	10 days	Fri 2/19/21	Thu 3/4/21	
4		Selective Demolition	200 days	Tue 3/9/21	Mon 12/13/21	
5		Structural Repairs - main house	350 days	Tue 12/14/21	Mon 4/17/23	
6		Site Drainage - Initial	45 days	Thu 2/10/22	Wed 4/13/22	
7		Roof Repairs	215 days	Sat 2/12/22	Thu 12/8/22	
8		Windows and Door - bucking, waterproofing, installation	210 days	Tue 12/14/21	Sun 10/2/22	
9		Roof Insulation	65 days	Tue 8/15/23	Mon 11/13/23	
10		Structural - Pool cabana	100 days	Mon 8/28/23	Fri 1/12/24	
11		Framing - 1st floor	275 days	Thu 12/1/22	Wed 12/20/23	
12		MEP, LV, Alarm Rough In	285 days	Sat 1/14/23	Thu 2/15/24	
13		Fire Sprinker Rough In	50 days	Thu 6/1/23	Wed 8/9/23	
14		Project Pause, Review, and Restart up	51 days	Fri 9/1/23	Fri 11/10/23	
15		Demolition - Beach Cabana	5 days	Mon 11/13/23	Fri 11/17/23	
16		Wall Insulation	15 days	Fri 12/1/23	Thu 12/21/23	
17		Drywall Hanging	100 days	Mon 11/27/23	Fri 4/12/24	
18		Drywall Finishing	150 days	Fri 3/1/24	Thu 9/26/24	
19		Elevator (Rough)	10 days	Fri 2/21/25	Thu 3/6/25	
20		Pool Cabana - Roof, flashing	20 days	Mon 1/15/24	Fri 2/9/24	
21		Pool Cabana - Exterior Trim, Shutters	60 days	Mon 2/12/24	Fri 5/3/24	
22		Waterproofing - showers	30 days	Fri 12/1/23	Thu 1/11/24	
23		Subfloor preparation	50 days	Sat 1/20/24	Thu 3/28/24	
24		Wood Floor Install	60 days	Mon 9/30/24	Fri 12/20/24	
25		Stone Flooring Install & Repairs	100 days	Fri 3/1/24	Thu 7/18/24	
26		Carpet Installation	45 days	Mon 7/1/24	Fri 8/30/24	
27		Bathroom Tile	150 days	Tue 12/12/23	Mon 7/8/24	
28		Interior Doors & Trim Installation	60 days	Thu 9/26/24	Wed 12/18/24	
29		Interior Priming	30 days	Sun 9/1/24	Thu 10/10/24	
30		Cabinetry - fabrication and installation	240 days	Fri 3/22/24	Thu 2/20/25	
31		Countertops	80 days	Mon 1/20/25	Fri 5/9/25	
32		Paint Interior - Drywall, Trim	90 days	Thu 1/2/25	Wed 5/7/25	
33		Elevator (Final)	11 days	Thu 3/20/25	Thu 4/3/25	
34		Stair Railing	18 days	Sun 6/1/25	Tue 6/24/25	
35		Interior Hardware	28 days	Sun 6/1/25	Tue 7/8/25	
36		Appliances	5 days	Mon 2/24/25	Fri 2/28/25	
37		MEP, LV, Alarm (Final)	65 days	Fri 6/20/25	Thu 9/18/25	
38		Fire Sprinkler (Final)	10 days	Sun 6/1/25	Thu 6/12/25	
39		Mirrors/ Shower Enclosures	50 days	Thu 5/8/25	Wed 7/16/25	
40		Site Walls	70 days	Thu 1/4/24	Wed 4/10/24	
41		Site Grading - mid	45 days	Fri 4/12/24	Thu 6/13/24	
42		Curb/ Street Work	10 days	Thu 6/13/24	Wed 6/26/24	
43		Concrete Flat Work	30 days	Thu 6/13/24	Wed 7/24/24	
44		Site Equipment - setup	45 days	Mon 7/1/24	Fri 8/30/24	
45		Dust Free, Early Power Release	10 days	Sat 8/31/24	Thu 9/12/24	
46		Hardscape	120 days	Thu 8/1/24	Wed 1/15/25	
47		Pavers/ Driveway	90 days	Thu 1/16/25	Wed 5/21/25	
48		Site Grading (final)	20 days	Thu 4/3/25	Wed 4/30/25	
49		Landscaping/ Sod	75 days	Thu 5/1/25	Wed 8/13/25	
50		Irrigation	10 days	Thu 8/14/25	Wed 8/27/25	
51		Site Drainage (Final)	12 days	Sat 4/27/24	Mon 5/13/24	
52		Pool, Fountain	60 days	Tue 3/4/25	Mon 5/26/25	
53		Stucco - Final completion	61 days	Sat 3/1/25	Fri 5/23/25	
54		Exterior Painting - completion	41 days	Sat 5/24/25	Fri 7/18/25	
55		Ornamental Metal Exterior	20 days	Sat 7/19/25	Thu 8/14/25	
56		Final Cleaning	15 days	Fri 9/12/25	Thu 10/2/25	
57		Final Inspection	10 days	Thu 10/2/25	Wed 10/15/25	
58		Permit Paperwork, CO	28 days	Wed 10/15/25	Fri 11/21/25	



Project: Schumacher Schedule (
Date: Mon 12/11/23

Task | Milestone | Project Summary | Inactive Milestone | Manual Task | Manual Summary Rollup | Start-only | External Tasks | Deadline | Manual Progress
Split | Summary | Inactive Task | Inactive Summary | Duration-only | Manual Summary | Finish-only | External Milestone | Progress