TOWN COUNCIL MEETING

TOWN OF PALM BEACH

NOVEMBER 13, 2025

9:30 AM

TOWN HALL COUNCIL CHAMBERS, 2ND FLOOR | 360 SOUTH COUNTY RD | PALM BEACH, FL 33480

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

AGENDA

CALL TO ORDER AND ROLL CALL

INVOCATION AND PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

ADMINISTRATION OF THE OATH

COMMENTS

1. MAYOR AND TOWN COUNCIL MEMBERS

2. PUBLIC - 3 MINUTE LIMIT

For those unable to attend in person: Submit a written comment Register to comment virtually

PUBLIC HEARING

GENERAL BUSINESS

3. Presentation: Brief Overview of Landmark GIS Map from PZB Staff

4. Discussion Regarding Construction Screening Fences 25ft or Higher

5. Zoning Code Items - Quick Fixes #1-7

5.1 Quick Fix #1B Mechanical Equipment - Screening Wall

6. Zoning Code Items — Quick Fix #15

6.1 2025 Comprehensive Plan EAR polices that require placement into Chapter 134, Zoning. (Per Florida Statute)
This item shall be deferred to the December 10, 2025, Town Council meeting, pending Planning

and Zoning Commission review.

7. **53-2025** 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 480 S Ocean Blvd. 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. ***The property owner is neutral to this designation. The Landmarks Preservation Commission voted 7-0 for landmarking.***

8. **14-2025** 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 163 Seminole 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. ***The property owner is supportive of this designation. The Landmarks Preservation Commission voted 7-0 for landmarking.***

UNFINISHED BUSINESS

9. ZON-22-132 (ARC-22-200) 165 BRADLEY PLACE - Alef School - Declaration of Use - Progress Update

10. ZON-25-0045 (ARC-25-0044) 766 HI MOUNT RD (COMBO). The applicant, Christina Baker, owner (Maura Ziska and SKA Architects, representatives), has filed an application requesting Town Council review and approval of one (1) variance for a reduced side yard setback to reconstruct a glass enclosure on the west side of the cabana. The Architectural Commission shall perform design review of the application. *[The Architectural Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Commission approved this project with conditions. Carried 6-1.]*

11. ZON-24-0055 (COA-24-0022) 120-132 N County Road - Palm Beach Synagogue - Review of Draft Declaration of Use Agreement
This item shall be deferred to the December 10, 2025, Town Council meeting.

12. ZON-25-0046 120-132 N COUNTY RD. – PALM BEACH SYNAGOGUE—SPECIAL EXCEPTION WITH SITE PLAN REVIEW The applicant, Palm Beach Orthodox Synagogue INC (Rabbi Moshe Scheiner), has filed an application requesting Town Council review and approval for a modification to the previously approved Special Exception for an existing synagogue located at 120 N County Road into an abutting existing building previously occupied by the Chez Jean Pierre restaurant at 132 N County Road. The application also consists of a modification to the existing Declaration of Use Agreement dated May 12, 2008. ***This item shall be deferred to the December 10, 2025, Town Council meeting.***

13. ZON-25-0030 (ARC-25-0024) 124 BRAZILIAN AVE. (COMBO) – VARIANCES The applicant, Gulf Stream Trust (Maura Ziska Representative, Kirchoff & Associates Architect), has filed an application requesting Town Council review and approval of four (4) variances to (1) reduce required number of garage spaces, (2&3) retain reduced west side yard setbacks at both first and second floors and (4) to reduce the required east side yard first floor setbacks for various additions and alterations. The Architectural Commission (ARCOM) shall perform design review of the application. ***This project shall be deferred to the March 18, 2026, Town Council meeting, pending architectural review.***

14. ZON-25-0054 (ARC-25-0058) 1960 S OCEAN BLVD. (COMBO) – SPECIAL EXCEPTION &

VARIANCE(S) The application, Stephen A. Wynn Florida Revocable Trust (Stephen A. Wynn, Trustee), has filed an application requesting Town Council review and approval for a special exception and two (2) setback variances as they relate to the construction of a new beach cabana structure on the oceanside parcel of an existing residential estate. The Architectural Commission shall perform design review of the application. ***This project shall be deferred to the December 10, 2025, Town Council meeting, pending architectural review.***

NEW BUSINESS

15. ZON-25-0053 (ARC-25-0059) 124 SEABREEZE AVE (COMBO) – SPECIAL EXCEPTION AND VARIANCE(S) The applicants, Matthew & Kristin Lipton, have filed an application requesting Town Council review and approval for (1) special exception to revest an existing nonconforming "Sea Street" parcel in the R-B zoning district as well as six (6) variances related to renovations and additions to the existing nonconforming residence and accessory structure, including: (1) a variance for partial demolition and reconstruction of an existing nonconforming accessory structure that will be deficient in minimum required building separation; (2, 3, 4) variances for reduced west side yard setback, increased nonconforming lot coverage and increased nonconforming cubic content related to the addition of an unenclosed porte cochere; and (5, 6) variances for reduced east side and south rear yard swimming pool setbacks. The Architectural Commission shall perform design review of the application. *[The Architectural Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Commission approved this project. Carried 7-0.]*

16. ZON-24-0046 (ARC-24-0090) 2720 – 2730 S OCEAN BLVD—EDGEWATER / AMBASSADOR SITE (COMBO)—SPECIAL EXCEPTION(S), SITE PLAN REVIEW AND VARIANCES The applicant, Palm Beach Edgewater Fee Borrower LLC and Palm Beach Ambassador Fee Borrower LLC, has filed an application requesting Town Council review and approval for one (1) Special Exceptions for 1) five-stories in the R-D(2) zoning district, and Site Plan Review for multifamily dwelling(s), for the construction of a new multi-story residential building with five residential levels and a subterranean parking level and rooftop penthouse mechanical equipment to replace an existing three-story building on the lakefront parcel (west site) and for the construction of a new multi-story residential building with five residential levels and a subterranean parking level and rooftop penthouse mechanical equipment to replace one existing five- and one existing eight-story buildings on the oceanfront parcel (east site). Additionally, the project includes the following twenty (20) variance requests: nine (9) for the west lakefront (Edgewater) parcel for 1) to exceed the maximum lot coverage, 2) to exceed the maximum building length, 3) to exceed the maximum amount of fill in a required yard, 4) to reduce the required minimum side (north) yard setbacks, 5) to exceed the maximum height for rooftop mechanical equipment, 6) to permit generators on roofs that are not enclosed by a building, 7) to exceed the maximum area for mechanical equipment located on a rooftop, 8) to exceed the maximum overall building height for mechanical screening and 9) to increase the maximum height of walls in required side and front yards; and eleven (11) for the east oceanfront (Ambassador) parcel for 10) to exceed the maximum lot coverage, 11) to exceed the maximum building length, 12) to exceed the maximum amount of fill in a required yard, 13) and 14) to reduce the required minimum side (north and south) yard setbacks, 15) to exceed the maximum height for rooftop mechanical equipment, 16) to permit generators on roofs, 17) to exceed the maximum area for mechanical equipment located on a rooftop, 18) to exceed the maximum overall building height for mechanical screening, 19) to exceed the maximum building height for building 2 for the portion of the building located east of the CCCL, and 20) to increase the maximum height of walls in required side and front yards. The Architectural Commission shall perform design review of the application. *[The Architectural Review Commission Recommendation: Implementation of the proposed variances #1, and #10 (lot coverage) for above-ground structures will negatively affect the architecture. Carried 5-2;The remaining variances, #2-#9 & #11-#20, will not negatively affect the architecture. Carried 4-3. [The Architectural Commission approved demolition of the existing structures. Carried 7-0.] [The Architectural Commission approved the application with five items to return to for*

further refinement and detailing at the February 25, 2025, ARCOM meeting. Carried 5-2.]

17. ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES The applicant, WEG Paramount LLC, has revised its previously filed application requesting Town Council review and approval for a Special Exception with Site Plan Review for the renovation and adaptive re-use of an existing Landmarked theater structure, now including Special Exception requests (1) to permit Private Club use in the C-TS district, (2) for a café use in the C-TS district, (3) for Outdoor café seating use associated with a café and a private club in the C-TS district, (4) for on-site shared parking between a private social club use and church use in the C-TS district, and (5) for a modification/ratification to a previously approved Special Exception for Churches, synagogues, or houses of worship. The applicant is also seeking Site Plan Review for site plan changes on properties not zoned single-family residential. Additionally, the applicant is seeking the review and approval for Variances to: (1) allow a generator on a roof, and (2) exceed the maximum height of a screening wall for mechanical equipment on a roof. The application also consists of a proposed Declaration of Use Agreement. The Landmarks Preservation Commission will perform the design review. This matter is being heard in connection with related agenda items arising out of a Special Magistrate Report and Recommendation entered pursuant to Florida's Land Use and Environmental Dispute Resolution Act (Fla. Stat. 70.51).
TIME CERTAIN: 11:00 AM

18. ZON-25-0061 (ARC-25-0067) 410 N LAKE WAY (COMBO) - VARIANCE The applicant, North Lake Trust (Val Hawkins Architect, LLC), has filed an application requesting Town Council review and approval for a side yard setback variance for the installation of an exterior staircase and second story deck. The Architectural Commission shall perform design review of the application. ***This project shall be deferred to the December 10, 2025, Town Council meeting, pending architectural review.***

19. ZON-25-0044 (ARC-25-0041) 337 BRAZILIAN AVE (COMBO) – VARIANCES The applicant, FRIESE FAMILY TRUST (Paul Friese, Trustee), has filed an application requesting Town Council review and approval of three (3) variances related to redevelopment of an existing nonconforming residential parcel including (1) a variance for existing nonconforming lot width, (2) a variance for existing nonconforming lot area, and (3) a variance to exceed the maximum amount of grade fill permitted within setback areas. The Architectural Commission shall perform design review of the application. ***This project shall be deferred to the December 10, 2025, Town Council meeting, pending architectural review.***

20. ZON-25-0059 (ARC-25-0062) 222 CHERRY LN (COMBO) – SITE PLAN REVIEW The applicant, Nancy Clifford, has filed an application requesting Town Council review and approval for Site Plan Review as it relates to the redevelopment of an existing nonconforming platted parcel of land which is deficient in lot depth. The Architectural Commission shall perform design review of the application. ***This project shall be deferred to the December 10, 2025, Town Council meeting, pending architectural review.***

ORDINANCES

21. FIRST READING

21.1 29-2025 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 54, Historical Preservation, Article I, In General, At Section 54-2, Definitions, To Remove The Definition Of Minor Exterior Change And Add A Definition For The LPC Approval Guide; Article III, Certificate Of Appropriateness, Division 1, Generally, At Section 54-71, To Remove The Expenditure Limit For Exterior Changes And Refer To The LPC Approval Guide; Article III, Certificate Of Appropriateness, Division 2, Procedures And Effect, At Section 54-93 To Reference The LPC Approval Guide; And Article III, Certificate Of

Appropriateness, Division 3, Criteria For Issuance, At Section 54-121 To Reference The LPC Approval Guide; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

21.2 30-2025 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning, Article I, In General, At Section 134-2, Definitions And Rules Of Construction Related To Building Height Point Of Measurement For Additions To Landmarked Structures; Article II, Administration, Division 4, Special Exceptions, Variances, And Dimensional Waivers, Subdivision IV, Dimensional Waivers, By Renaming Section 134-234, Dimensional Waiver And Landmark Adjustment Described And Amending To Describe Adjustments Available For Landmarked Properties And Structures; By Renaming Section 134-235, General Conditions Applicable To All Dimensional Waivers And Landmark Adjustments And Amending The General Conditions; By Renaming Section 134-237, Dimensional Adjustments For Single-Family Landmarked Properties And Amending And Adding Relief For Landmarked Properties And Structures; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

21.3 31-2025 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning Article VIII.- Supplementary District Regulations, Division 2. - Lot, Yard And Area Requirements, Subdivision III. Lot Fill By Modifying The Equation Of How Fill Is Calculated And Specifying That The Maximum Amount Of Fill Pertains Only To The Required Yard Elevations; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

21.4 32-2025 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending The Town Code Of Ordinances At Chapter 18 — Building And Building Regulations, Article Iv – Florida Building Code, By Amending Section 18-237, Agreed Maximum Time Schedule For Completion Of Major Construction, Table 1, To Extend The Administrative Permit Extension Time To 90 Days; Providing For Severability; Providing For Repeal Of Ordinances In Conflict; Providing For Codification; Providing An Effective Date.

22. SECOND READING

22.1 23-2025 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 7. - R-D(2) High Density Residential District by Modifying Front Yard Setbacks in Sec. 134-1060(5); Providing for Severability; Providing for the Repeal Of Ordinances in Conflict; Providing for Codification; and Providing an Effective Date.

ANY OTHER BUSINESS

23. Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 768 Hi Mount Rd.

24. Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 11 Via Vizcaya.

25. Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 12 Via Vizcaya.

26. Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 225 Mockingbird Trail.

27. Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 1040 N Lake Way

ADJOURNMENT

Access this meeting video on the 'Public Meetings' page at www.townofpalmbeach.com.

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.

Disabled persons needing accommodations to participate in this meeting should contact the Town Clerk's Office at (561) 838-5416 at least one day prior to the meeting.

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Berman, Director of Planning, Zoning, & Building

From: Craig Hauschild, Civil Engineer

Re: Discussion Regarding Construction Screening Fences 25ft or Higher

Date: 10/31/2025

ATTACHMENT

Memorandum dated 8/13/25, with attachments listed below.

- Sec. 18-2 - Landscaping; maintenance where used for screening
- Sec. 18-113. - Criteria for demolition permit (3); preservation of landscaping
- Sec. 18-114. - Demolition permits (2), construction screening plan.
- Sec. 18-201. - Construction Screening (Major ARCOM Projects)
- Sec. 18-351. - Maintenance of construction sites.
- Sec. 18-353. - Construction screening required
- Sec. 54-99. - Construction screening required

POINTS OF DISCUSSION

1. Requirements which trigger Construction Screen
2. Heights of Construction Screening
3. Structural stability / integrity
4. Color and Transparency of Construction Screening
5. Exemptions

1. Requirements which trigger Construction Screen:
Construction Screening Plans are required for all major ARCOM projects in accordance with Section 18-201 and for Landmarks Preservation Commission projects in accordance with Section 54-99. Currently, almost all construction activities get screens.

Potential to reduce screening requirement when contractors maintain clean orderly construction sites and work in a systematic manner. A perimeter secure barrier around the site should still be required.

2. Heights of Construction Screening:

Construction Screening heights are dependent upon one's line of sight. Additional screening heights may be required if work is visible from the rights-of-way or adjacent neighbor's property, their windows (2nd floor), or balconies. Heights of Construction Screening, sufficient to shield adjacent residents from construction activities, including ones across the street, are looked for. (Suggested heights 6- to 8-foot for one-story, 16- to 18-foot for two-story).

At a minimum, a temporary fence needs to be installed along the perimeter in the absence of a site wall for security. Section 18-353 states that all construction sites shall be secured with a barrier between six- to 12-foot in height.

Specifying Specific Heights for one- and two- story construction projects.

3. Structural Stability
Contractors design the Construction Screening according to their needs. Signed and Sealed plans of the designs for these temporary structures are currently not required. The Town does require that in the absence of signed and sealed designs, that the materials are removed and secured when Tropical Force winds and Heavy Rains are anticipated. Means and methods range from attaching materials to a chain link fence, scaffolding, wood structures, and even pole mounted cabling systems.

Specify specific wind and weather criteria.

4. Color and Transparency of Construction Screening
Screening materials must be of a 90% opaque fabric mesh of either green or black.

Material samples and/or specifications can be required to be submitted with the Construction Screening Plans for approval.

5. Exemptions - Sec. 18-353 (e)
(1) Emergency repairs necessary to protect the health, safety, and welfare of the community.
(2) Construction activities that occur within an existing, completely enclosed, opaque fence or wall.
(3) Landscape improvements.
(4) Plant removal.
(5) Exterior painting or cosmetic material repairs.
(6) Street and infrastructure improvements.
(7) Any improvements that take place within the public right-of-way.

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:

Quality of Life

FUNDING
No Fiscal Impact

TOWN OF PALM BEACH

Information for Town Council Meeting on: August 13, 2025

To: Mayor and Town Council Members

From: Wayne Bergman, Director of Planning, Zoning & Building

Cc: Kirk Blouin, Town Manager & James Murphy, Asst. Director of PZB

Re: Construction Site Screening

Date: July 25, 2025

REQUEST:

Council Member Ted Cooney asked that the topic of construction site screening be discussed publicly. This discussion was originally scheduled for the July, 2025 Development Review meeting, but with Mr. Cooney's approval, was moved to the August, 2025 Development Review meeting.

DISCUSSION:

Prior to 2019, the Town did not have many regulations for the screening of construction sites. Many owners and contractors chose to install fencing around some or all of construction sites, but many projects were completely exposed to the neighbors and public right of ways. PZB staff believed that better screening of these impactful projects would help minimize the volume of neighbor complaints related to a project and staff worked with the ORS Committee, and then Town Council, to begin implementing construction site screening requirements in Chapter 18, Buildings and Building Regulations.

Construction site screening regulations can be found in Chapter 18, Sections 18-2, 18-113, 18-114, 18-351, and 18-353. Construction screening is now part of the plan set presented to the design review Commissions, Town Council, and for building permitting. Construction screening is part of the Pre-Construction Meeting agenda now mandated prior to the issuance of building permits.

Attached are the referenced code sections and an example of the Pre-Construction Meeting agenda.

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
PRE-CONSTRUCTUION MEETING

Address: 2273 IBIS ISLE RD

Contractor: SCIAME HOMES LLC

Date: July 15, 2025 Time: 9:30 AM TO 10:30 AM

Project Description: RNEW-25-00069 - Residential new construction of a single family house

CONSTRUCTION WORKING HOURS
- Winter Hours
- Summer Hours
- Town Holiday Schedule

CONSTRUCTION SCREENING
- Screening from the road rights-of-way
- Screening from adjacent neighbors
    - Communication with neighbors
- Perimeter
    - Fence
    - Site Wall
    - Vegetation

EROSION CONTROL
- Dust Control
- Silt Fence
- Concrete Wash-Out Areas

SITE UTILIZATION PLAN
- On-site Parking Created
- Storage of Materials
- On-job Toilet Facilities
- Concrete Wash-Out Areas

TRUCK LOGISTIC PLAN AND SCHEDULE
- Truck Route
    - Use of Right-of-Way
        - Trucks greater than 30 ft in length may have difficulty navigating roadways
    - Construction parking

- Where will workers be parking?

- Construction schedule
  - Start Date _____
  - Projected Completion _____
  - Project Duration _____
  - Quarterly Updates Requested

3-STRIKE RULES
- Construction Parking, Building Site, and Fire Violations
- Use of Right-of-Way
  - Permit During Season
  - Permit During Summer Months

FLOODPLAIN REGULATIONS / FEMA 50% RULE:

SCHEDULING OF INSPECTIONS

USE OF PRIVATE PROVIDERS

ARCOM / LPC MANDATORY INSPECTIONS BY TOWN STAFF
- Slab Height
- Tie-Beam
- Max Roof Height at Truss Placement
- Final

PUBLIC WORKS PERMIT CONDITIONS
- Easement
- Undergrounding – Phase 1 South, which is complete.
- Right-of-Way Work (sewer connection, sidewalk, curb, painting, striping, signage, etc.)

OPEN DISCUSSION

Sec. 18-2. - Landscaping; maintenance where used for screening.

In any instance where hedges or other landscaping have been or are installed in the future, to provide screening for off-street parking or any other purpose, the owner of any such property is required to maintain any such hedge or other landscaping in accordance with the approved landscape plan and in the manner in which hedges and landscaping of a similar nature are required to be maintained as specified elsewhere in this Code.

(Ord. No. 11-2015, § 1(Att.), 4-15-15)

Sec. 18-113. - Criteria for demolition permit.

A demolition permit shall be granted upon the following conditions being met:

(1) The property is not designated a landmark.

(2) Reserved.

(3) That perimeter landscaping and other landscaping considered to be worthy of saving be left in place and/or preserved in a manner satisfactory to the town.

(4) If construction is not to begin within 30 days subsequent to demolition, the lot shall be completely sodded and irrigated so as to assure that the property will have a neat and clean landscaped appearance.

(5) An agreement is entered into between the property owner and the town wherein the property owner agrees, in writing, to the conditions for demolition established by the architectural commission and further agreeing that in the event of a violation of any of the conditions placed upon the granting of the demolition permit, the property owner shall pay to the town a fee of $250.00 per violation per day. In the event the property owner refuses to pay any fine as required within 15 days after a notice of violation, the town may, at its expense, correct the violation and present a bill to the owner for the cost of correction. In the event the bill is not paid within 30 days of the date of the bill, the town may place a lien against the property for the costs incurred by the town. Further, no permit to construct shall be given until the fine or lien has been satisfied.

(Ord. No. 11-2015, § 1(Att.), 4-15-15; Ord. No. 04-2019, § 1, 3-19-19; Ord. No. 013-2022, § 2, 8-10-22)

Editor's note— Formerly § 18-206

Sec. 18-114. - Demolition permits.

Each application for a complete or major demolition permit shall include the following information as required by the building official.

(1) A cash bond or irrevocable letter of credit redeemable at a Palm Beach County financial institution in an amount as established by adoption of a resolution by the town council and amended by adoption of a resolution of the town council;

(2) An approved erosion control/parking plan, construction screening plan and a truck logistics plan;

(3) A statement confirming that if reconstruction does not commence within 30 days or a reconstruction permit becomes null and void the site shall be irrigated and sodded within ten working days of demolition or default and the property maintained so as not to be in an unsightly condition;

(4) An affidavit confirming that notice to owners of all properties within 300 feet of proposed demolition has been provided no less than 14 days prior to the actual demolition, and no more than 30 days prior to the actual demolition, in substantial accordance with a form as provided by the town.

(Ord. No. 11-2015, § 1(Att.), 4-15-15; Ord. No. 013-2022, § 4, 8-10-22)

Editor's note— Formerly § 18-240

Sec. 18-201. - Construction screening.

A construction screening plan shall be submitted as part of all major ARCOM projects that demonstrates how the adjacent neighbors will be screened from the construction activity through the use of landscaping and construction fencing/gates. Said construction screening plan must be approved by ARCOM, and the applicant must submit a permit for the approved landscaping and/or fencing/gates, install said material, have it pass inspection, and the permit closed-out prior to the issuance of a building permit for the new construction and/or renovation work associated with the major ARCOM application. See Section 18-353. Construction Screening Required for detailed construction screening requirements.

(Ord. No. 06-2021, § 1(Exh. A), 6-9-21; Ord. No. 016-2024, § 3, 5-14-24)

Editor's note— Ord. No. 06-2021, 1(Exh. A), adopted June 9, 2021, repealed the former § 18-201, and enacted a new § 18-201 as set out herein. The former § 18-201 pertained to preliminary sketch; site plan; final plan and derived from Ord. No. 11-2015, § 1 (Att.), 4-15-15; Ord. No. 19-2016, § 1, 11-8-16; Ord. No. 29-2017, § 1, 11-14-17; Ord. No. 12-2019, § 1, 4-10-19.

Sec. 18-351. - Maintenance of construction sites.

Property owners and their contractors shall be responsible for the implementation, installation, and maintenance of all required demolition and construction screening, perimeter landscaping and screening, on-job toilet facilities, truck logistics and staging, and other required site matters required by this chapter (see Sections 18-2, 18-3, 18-86, 18-111, and 18-201).

Any Town-documented lack of required item(s) or lack of maintenance of the item(s) shall be a violation of this chapter and each violation will constitute one strike under the "3 Strike Rule", which is detailed in the Town Right of Way Manual, Chapter XII, Miscellaneous Provisions, Construction Parking & Construction Site Management. Compliance with the Town Right of Way Manual is mandated by Section 18-111.

(Ord. No. 28-2021, § 1, 1-11-22)

Sec. 18-353. - Construction screening required.

The provisions of this section shall apply to residential and nonresidential development as follows:

(a) "Construction site" shall mean any site upon which construction or demolition work is occurring or upon which such work has commenced but has not been completed. The provisions of this section shall apply from the time earth is disturbed or raw building materials are placed on the site until the installation of all building fixtures and final landscape are completed.

(b) All construction sites shall be secured and screened with a barrier of existing and/or new screening fence, site walls, and dense landscaping material to prevent public viewing of the construction project, unless otherwise exempted by this section. The entire construction site shall be screened except that a fence shall not be required on the side where the property abuts the Atlantic Ocean or intracoastal waterway, unless specifically requested by the director of planning, zoning and building or his designee.

(c) Temporary construction barriers shall be installed and maintained at ground level on a construction site no sooner than ten days before commencement of construction.

(d) Construction barriers that are visible from the right-of-way are subject to the following design requirements:

(1) Construction barriers shall be between six to 12 feet in height, or a height approved by either the architectural review commission or the landmark preservation commission.

(2) Fencing shall not contain barbed wire, razor wire, razor ribbon or similar features.

(3) If a chain link fence is used as part of the construction screening, it must incorporate a fabric mesh creating a minimum opacity of 90 percent. The mesh fence panel shall be securely and tightly attached to the fence to prevent dust and debris intrusion upon adjacent properties. The screening must be substantial enough to avoid rips or tears due to wind or sun.

(4) Screening fences shall be of one color, either green or black, with the entire fence consisting of the same shade of green or black.

(5) Signage, murals, graffiti and other decorative elements of any nature are prohibited on the construction barrier.

(6) Construction barriers shall be maintained in good condition at all times.

(7) The number of access points onto the construction site shall be minimized.

(e) The following activities are exempt from installing a construction barrier:

(1) Emergency repairs necessary to protect the health, safety, and welfare of the community.

(2) Construction activities that occur within an existing, completely enclosed, opaque fence or wall.

(3) Landscape improvements.

(4) Plant removal.

(5) Exterior painting or cosmetic material repairs.

(6) Street and infrastructure improvements.

(7) Any improvements that take place within the public right-of-way.

(f) All construction materials, dumpsters and portable toilets shall be placed within the area enclosed by the construction barrier; and construction sites shall be secured (gates closed) at night and on weekends when no work is being performed on the structure. The area outside the construction barrier, especially between the fence and the street pavement, must be kept clean, level, and free of any debris or construction material.

(g) Temporary construction barriers shall be built and maintained in place in accordance with the Florida Building Code for the substantial completion of the project or until their removal is approved by the director of planning, zoning and building or his designee.

(h) Prior to the installation of the construction barrier, the applicable building permits must be issued by the building division of the planning, zoning and building department. In addition, a site plan depicting the materials, location and access gates must be submitted.

(Ord. No. 016-2024, § 4, 5-14-24)

Sec. 54-99. - Construction screening plan.

Depending upon the size and scope of a project, staff may request a construction screening plan to be submitted as part of Certificates of Appropriateness (COA) applications that demonstrates how the adjacent neighbors and public right-of-ways will be screened from the construction activity through the use of landscape, hardscape, and construction fencing/gates. For those projects where existing landscape and hardscape will remain in place during construction, which provide the necessary screening, this should be identified on the construction screening plan, and photographs of said landscape and/or hardscape screening shall also be provided. The construction screening plan must be approved by the Landmarks Preservation Commission, and the applicant must submit a permit for the approved additional landscaping and/or fencing/gates, install said material, have it pass inspection, and the permit closed-out prior to the issuance of a building permit for the new construction and/or renovation work associated with the major COA application. See Section 18-353, Construction Screening Required for detailed construction screening requirements.

(Ord. No. 14-2019, § 1, 4-10-19; Ord. No. 016-2024, § 2, 5-14-24)

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning & Building

From: Planning, Zoning & Builiding Staff

Re: Quick Fix #1B Mechanical Equipment - Screening Wall

Date: 10/23/2025

ATTACHMENTS

Staff Report
Draft Ordinance (QF B1 Mechanical Equipment)

STRATEGIC PLAN

Strategic Priorities:
Safe and Resilient Community, Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation
Management of Environmental Threats

FUNDING

No Fiscal Impact

STAFF DIRECTIVE:

At the Town Council meeting on July 9, 2025, Planning, Zoning, and Building (PZB) staff presented items from the zoning code study for active consideration. These items are affectionately referred to as "Quick Fixes Tranche 01." The presentation was well received with six of the seven “items” to be drafted into a working draft ordinance for review. This is item number one from that group, which prompted considerable discussion by the Town Council, resulting in direction to staff to address the most pressing issues in the code section while referring the remaining items—namely, how to address equipment screening for higher-elevation flood zones—to the Planning and Zoning Commission for review and recommendations. As a result, Ordinance 009-2025 was adopted at second reading by the Town Council on October 15, 2025.

Staff is now submitting updates to the equipment regulations at the direction of the Planning and Zoning Commission and Town Council to adjust equipment screening when FEMA requires higher equipment that cannot be adequately screened by site walls. The proposed Ordinance No. XXX-2025 amends the previously adopted mechanical equipment language to: Allow and require that the difference between the top of equipment screening wall and height of equipment is screened by landscape material.

For reference, recently adopted Ordinance 009-2025 amended regulations related to rooftop mechanical equipment types, locations, heights, and screening requirements; street-side and street-rear yard setbacks for equipment; pool equipment (pump, filter, heater, etc.) setback and screening requirements; and generator locations. If acceptable, staff recommends that the Town Council adopt the ordinance on First Reading.

DISCUSSION:

The proposed modifications to the zoning code sections related to screening of mechanical equipment incorporate regulations for how and when landscape material can and shall be used as a method of equipment screening. The proposed language to be incorporated is “When the Florida Building Code requires equipment to be elevated to comply with Federal Emergency Management Agency (FEMA) flood zone requirements, and this requirement elevates the equipment higher than the permitted maximum height of the screening wall, landscape material must be incorporated at the necessary height at the time of installation to adequately screen the equipment as viewed from the neighboring properties and rights-of way”. Other subsections of each of the mechanical regulation code sections are also amended to reflect the incorporation and use of landscape material as screening when appropriate. Additionally, in section 3 of the ordinance at code section 134-1729(2), language is proposed to be modified for consistency with the other generator code sections (this modification will simply align this code section with the language adopted in Ord. 009-2025 for consistency).

Town Council directed staff to address the current mechanical equipment regulations as an immediate priority, without undertaking a comprehensive rewrite at this time.

Ordinance No. XXX-2025 is ready for approval on First Reading.

WRB:JGM:BMF

ORDINANCE NO. XXX~~009~~-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING BY AMENDING ARTICLE VIII, DIVISION 6. – STRUCTURES, SUBDIVISION II. – ACCESSORY BUILDINGS AND OTHER STRUCTURES AT SECTIONS 134-1728.-AIR CONDITIONING AND SWIMMING POOL, AND FOUNTAIN EQUIPMENT AND 134-1729.-GENERATORS TO UPDATE THE TOWN'S MECHANICAL EQUIPMENT REGULATIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Palm Beach, Florida ("Town") is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, the Town has the authority, pursuant to Article VIII, Section 2(b) of the Florida Constitution, and Chapter 166, Florida Statutes, to adopt such regulations as it deems appropriate to further the health, safety, and welfare of its residents;

WHEREAS, as an outgrowth of their ongoing study of the Town's Zoning Code, the Planning, Zoning & Building (PZB) staff presented a number of items referred to as "Quick Fixes Tranche 1" to the Town Council for consideration at its July 9, 2025, Development Review meeting;

WHEREAS, the PZB staff recommended the Town update the Zoning Code's mechanical equipment regulations relating to the types, locations, heights and screening requirements for rooftop mechanical equipment; street-side and street-rear yard setbacks; pool equipment (pump, filter, heater, etc.) setback and screening requirements; and generator locations in certain zoning districts; and

WHEREAS, Town Council on July 9, 2025, directed PZB staff to address the current mechanical equipment regulations as an immediate priority.

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NOW BE IT THEREFORE ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AS FOLLOWS:

Section 1. The recitations set forth above are true and correct and incorporated herein as legislative findings of the Town Council.

***

Section 2. Chapter 134 – Zoning, Article VIII. – Supplementary District Regulations, Division 6. – Structures, Subdivision II. – Accessory Buildings and Other Structures, Sec. 134-1728. – Air conditioning and swimming pool, and fountain equipment is hereby amended as follows:

Sec. 134-1728. Air conditioning and swimming pool, and fountain equipment.

(a) *Air conditioning/chiller equipment (excluding cooling towers).* Air conditioning equipment shall not be allowed in a required front yard setback. Said equipment may be allowed in a required side yard, rear yard, street-side yard and street-rear yard setback provided the following requirements are met:

(1) The equipment shall have a minimum five-foot side yard and rear yard setback.

(2) The equipment shall have a minimum 15-foot street-side yard and street-rear yard setback.

(3) A maximum of two pieces of air conditioning equipment not exceeding six feet in height above grade or the minimum flood elevation, whichever is higher, are permitted within each setback.

(4) The equipment shall be completely screened from the neighboring property and the street by a concrete wall as high as said equipment. Said wall cannot exceed the maximum height allowed by the Zoning Code. When the Florida Building Code requires equipment to be elevated to comply with Federal Emergency Management Agency (FEMA) flood zone requirements, and this resultsrequirement elevates in the equipment extending higher than the permitted maximum height of the screening wall, landscape material must be incorporated at the necessary height at the time of installation to adequately screen the equipment as viewed from neighboring properties and rights-of-way. A neighbor's existing concrete wall can satisfy said requirement provided that wall meets the height requirement to completely screen said equipment from the adjacent neighbor and the applicant enter into a recorded agreement with the town to construct said wall as provided for in the Zoning Code to meet the screening requirement should the neighbor remove their wall.

(5) If the equipment and required new screening wall can be seen from the street, said equipment and wall shall be adequately screened from the street as approved by either the Architectural Commission or Landmark Preservation Commission, whichever is applicable. Intervening landscape material shall not be considered when determining air conditioning/chiller equipment visibility.

(6) Where required setbacks for principal structures are increased based on a larger lot width or depth, the air conditioning equipment (not including cooling towers) shall meet the same requirements as the standard size lots in the district it is located.

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(b) *Cooling tower equipment.* Cooling tower equipment shall meet the following requirements:

(1) The equipment and screening wall, as required below, shall meet the same minimum required yard setbacks as the principal structure.

(2) The equipment shall be screened from the neighbors and/or a street by a concrete wall at least as high as said cooling tower. When the Florida Building Code requires equipment to be elevated to comply with Federal Emergency Management Agency (FEMA) flood zone requirements~~,~~ and this requirement elevates ~~results in~~ the equipment ~~extending~~ higher than the permitted maximum height of the screening wall, landscape material must be incorporated at the necessary height at the time of installation to adequately screen the equipment as viewed from neighboring properties and rights-of-way.

(3) If the equipment and required screening wall can be seen from the street without intervening landscape material, said equipment and wall shall be approved by either the Architectural Commission or Landmark Preservation Commission, whichever is applicable.

(c) *Swimming pool and fountain equipment.* Swimming pool and fountain equipment may be allowed in a required side yard, rear yard, street-side yard and street-rear yard setback, provided the following requirements are met:

(1) Swimming pool and fountain pump and filter equipment and pool heater equipment shall have a minimum five-foot side and rear yard setback.

(2) Swimming pool heater and pump equipment and fountain equipment (excluding filters) shall not exceed four pieces of equipment.

(3) Swimming pool heater, pump and filter equipment and fountain equipment shall not exceed a maximum height of four feet above grade or the minimum flood elevation, whichever is higher.

(4) All swimming pool and fountain equipment, and filter equipment, and heater equipment shall have a minimum 15-foot street-side yard and street-rear yard setback.

(5) Swimming pool equipment shall be completely screened from a neighboring property and a street by a building or concrete wall as high as said equipment. Said wall cannot exceed the maximum height allowed by the Zoning Code. When the Florida Building Code requires equipment to be elevated to comply with Federal Emergency Management Agency (FEMA) flood zone requirements~~,~~ and this requirement elevates~~results in~~ the equipment ~~extending~~ higher than the permitted maximum height of the screening wall, landscape material must be incorporated at the necessary height at the time of installation to adequately screen the equipment as viewed from neighboring properties and rights-of-way. A neighbor's existing concrete wall can satisfy said requirement provided the wall meets the height requirement to completely screen said equipment from the adjacent neighbor and the applicant enters into a recorded agreement with the town to construct said wall as provided for in the Zoning Code to meet the screening requirement should the neighbor remove their wall.

(6) If the equipment ~~and required new screening wall~~ can be seen from the street, said equipment ~~and wall~~ shall be adequately screened from the street as approved by either the Architectural Commission or Landmark Preservation

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Commission, whichever is applicable. ~~Intervening landscape material shall not be considered when determining swimming pool and fountain pump, heating and filter equipment visibility.~~

(7) Where required setbacks for principal structures are increased based on a larger lot width or depth, the swimming pool and fountain pump, filter and heating pool equipment shall meet the same requirements as the standard size lots in the district it is located.

***

Section 3. Chapter 134 – Zoning, Article VIII. – Supplementary District Regulations, Division 6. – Structures, Subdivision II. – Accessory Buildings and Other Structures, Sec. 134-1729. – Generators is hereby amended as follows:

Sec. 134-1729. Generators.

Generators are subject to the following regulations, except for generators serving a public purpose and owned and operated by the town or temporary generators used during or after a natural disaster such as a tropical storm or hurricane event, and which are therefore exempt from these regulations.

(1) One generator with an output of not more than 60 KW may be permitted within a required side yard or rear yard. Said generator shall be setback at least five feet from a side or rear property line and at least 15 feet from a street-side or street-rear property line, provided said generator meets the following requirements:

a. There is only one generator within each required yard area.

b. The generator(s) shall not, at any time or for any purpose, exceed the maximum decibels allowed at the property line as set forth in section 42-228.

c. The highest point on the generator(s) shall not exceed a maximum of seven feet above the neighboring property owner's grade or zero datum as defined in the appropriate definition of building height in section 134-2.

d. The generator(s) shall be completely screened from the street and the neighboring properties by a concrete wall the same height as the generator(s) (including the height of the exhaust muffler). When the Florida Building Code requires equipment to be elevated to comply with Federal Emergency Management Agency (FEMA) flood zone requirements~~,~~ and this requirement elevates~~results in~~ the equipment extending higher than the permitted maximum height of the screening wall, landscape material must be incorporated at the necessary height at the time of installation to adequately screen the equipment as viewed from neighboring properties and rights-of-way. An adjacent property owner's existing side or rear concrete wall that completely screens the generator from the neighbor adjacent to that generator can satisfy said requirement provided the wall meets the height requirement to screen the generator and the applicant enters into a recorded agreement with the town to construct said wall as provided for in the Zoning Code to meet the screening requirement should the neighbor remove their wall.

e. If the ~~generator(s) is visible from a street or public way, its location shall be subject to approval~~ equipment can be seen from the street, said equipment shall be adequately screened from the street as approved by the Architectural Commission or Landmarks Preservation Commission, whichever is applicable. ~~Intervening~~

~~landscape material shall not be considered when determining a generator's visibility.~~

f. The generator's exhaust shall, as much as practically feasible, be vented upwards or directed away from neighboring properties.

g. The generator(s) shall be used only during periods of power outages or for periodic testing and necessary maintenance operation and shall not be used to sell power back to a power company or for use by power customers during periods of peak demand.

h. The generator(s) shall be operated for routine testing and maintenance purposes not more than one time in any seven-day period and no test shall exceed 30 minutes. Testing of emergency generators is permitted Monday through Thursday only (excluding holidays), between the hours of 11:00 a.m. and 12:00 p.m. or 2:00 pm. and 3:00 p.m.

i. Testing may be conducted when the unit is being repaired, provided that such testing period shall not exceed 30 minutes and shall be conducted only between the hours of 10:00 a.m. and 5:00 p.m. Monday through Saturday, excluding holidays.

j. Generators shall not be permitted on the roof of a building in the R-AA, R-A, and R-B districts.

(2) ~~Temporary or permanent g~~Generators with an ~~combined~~ output of greater than 60 KW may be ~~placed on the ground, on a stand or on a trailer~~ permitted provided, ~~however~~, said generator(s) meets the following requirements:

a. The generator(s) shall meet the minimum setback requirements applicable to the principal structure of the subject property. Where required setbacks for structures are increased based on building height or lot size, the setback of the generator shall be exempt from any increased setbacks.

b. The generator shall not, at any time or for any purpose, exceed the maximum decibels allowed at the property line as set forth in section 42-228.

c. If the generator exceeds an output capacity of 100 KW or the combined output capacity of multiple generators exceeds 120 KW, said generator(s) shall be subject to site plan review as defined in sections 134-326—134-330. If any individual generator output capacity exceeds 100 KW it shall be housed in an enclosed building with landscaping as approved by the Architectural Commission or Landmarks Preservation Commission, whichever is applicable.

d. If the generator exceeds 60KW and is 100KW or less, it shall be screened from view at the street and from the neighboring properties by a concrete block wall, at least the same height as the generator (including the height of the exhaust muffler). When the Florida Building Code requires equipment to be elevated to comply with Federal Emergency Management Agency (FEMA) flood zone requirements, and this requirement elevates the ~~results in the~~ equipment ~~extending~~ higher than the permitted maximum height of the screening wall, landscape material must be incorporated at the necessary height at the time of installation to adequately screen the equipment as viewed from neighboring properties and rights-of-way. An adjacent property owner's side or rear concrete wall that completely screens the generator from the neighbor adjacent to said generator can count towards screening provided that the wall meets the height requirement to screen the

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generator and the applicant enters into a recorded agreement with the town to construct said wall as provided for in the Zoning Code to meet the screening requirement should the neighbor remove their wall.

e. If the ~~generator is visible from a street or public way, its location shall be subject to approval~~ equipment can be seen from the street, said equipment shall be adequately screened from the street as approved by the Architectural Commission or Landmarks Preservation Commission, as applicable. ~~Intervening landscape material shall not be considered when determining a generator's visibility.~~

f. The generator'(s) exhaust shall, as much as practically feasible, be vented upwards or directed away from neighboring properties.

g. The generator(s) shall be used only during periods of power outages, periods of power reductions resulting from the exercise of utility load control programs or for periodic testing and necessary maintenance operation and shall not be used to sell power back to a power company.

h. The generator(s) shall be operated for routine testing and maintenance purposes not more than one time in any seven-day period and no test shall exceed 30 minutes. Testing of emergency generators is permitted Monday through Thursday only (excluding holidays), between the hours of 11:00 a.m. and 12:00 p.m. or 2:00 pm. and 3:00 p.m.

i. Testing may be conducted when the unit is being repaired, provided that such testing period shall not exceed 30 minutes and shall be conducted only between the hours of 10:00 a.m. and 5:00 p.m. Monday through Saturday, excluding holidays.

j. Generators shall not be permitted on the roof of a building in the R-AA, R-A, and R-B districts.

Section 5. 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.

Section 6. 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 7. Codification.

This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 8. 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 _____, 2025; and for the Second and Final Reading on this _____day of _____, 2025.

_____
Danielle H. Moore, Mayor

_____
Bobbie Lindsay, Town Council President

_____
Lewis S.W. Crampton, President Pro Tem

_____
Julie Araskog, Town Council Member

_____
Bridget Moran, Town Council Member

ATTEST:

_____
Kelly Churney, Town Clerk

_____
Edward Cooney, Town Council Member

DRAFT

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Friederike Mittner, FAICP, Architectural Review & Historic Preservation Manager

Re: **53-2025** 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 480 S Ocean Blvd. 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. ***The property owner is neutral to this designation. The Landmarks Preservation Commission voted 7-0 for landmarking.***

Date: 10/24/2025

Background: This item was deferred from the May 14, 2025, Town Council meeting.

ATTACHMENTS

Resolution No. 053-2025
Designation Report
Excerpt from Landmarks Preservation Commission Minutes of March 19, 2025
Landmark Designation Procedure

STRATEGIC PLAN

Strategic Priorities:
Governmental Leadership and Innovation, Community Culture and Character, Environmental Stewardship

Strategic Focus Areas:
Cooperative Relationships
Quality of Life
Community Preservation
Management of Environmental Threats

FUNDING

No Fiscal Impact

RESOLUTION NO. 053-2025

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 480 SOUTH OCEAN BOULEVARD 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 480 South Ocean Boulevard and the property to be landmarked is legally described as follows: **The land lying between South Ocean Boulevard and the waters of the Atlantic Ocean directly east of Lot 1, less and except the northerly 100 feet of Lot 1, and all of Lot 2 of SINGER ADDITION as shown upon the plat of said SINGER ADDITION to the Town of Palm Beach, Florida, as the same appears**

of record in Plat Book 8, at Page 81, in the office of the Clerk of the Circuit Court 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 13th day of November, 2025.

_____
Danielle H. Moore, Mayor

_____
Bobbie Lindsay, Town Council President

_____
Lewis S. W. Crampton, Town Council President Pro Tem

ATTEST:

_____
Julie Araskog, Town Council Member

_____
Edward A. Cooney, Town Council Member

_____
Kelly Churney, CMC, Town Clerk

_____
Bridget Moran, Town Council Member

480 South Ocean Boulevard



DESIGNATION REPORT

March 19, 2025

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

480 South Ocean Boulevard

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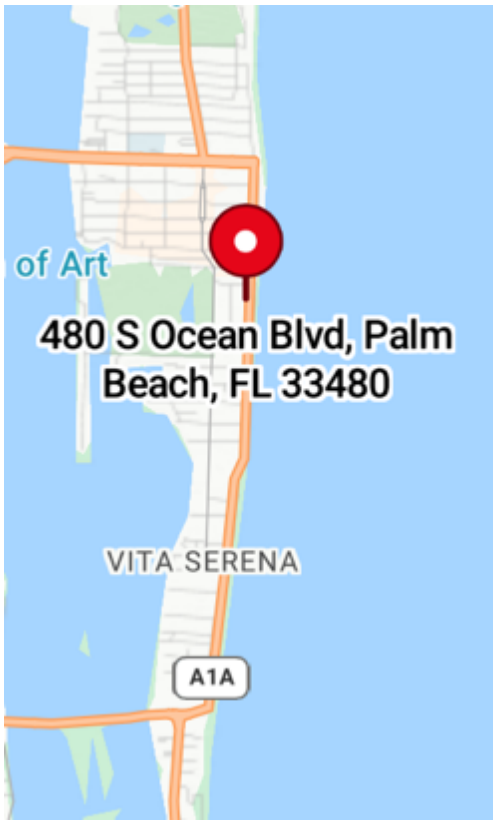
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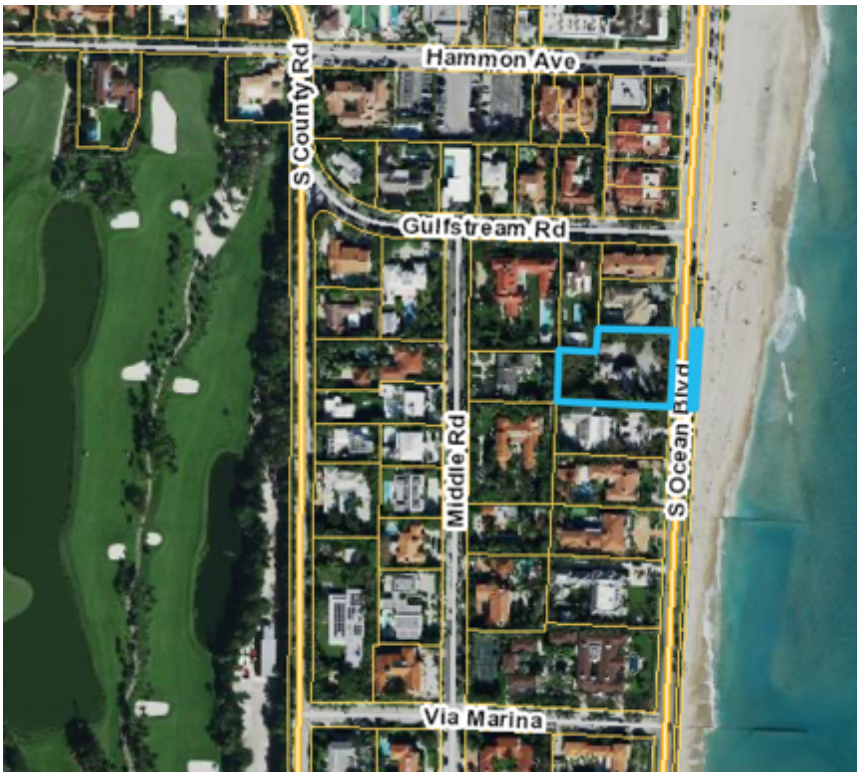
I. General Information

Location:	480 South Ocean Boulevard Palm Beach, Florida
Date of Construction:	1935
First Owner:	Mrs. Harold Fitzgerald
Architect:	Marion Sims Wyeth, Wyeth & King Architects
Builder/Contractor:	Smith, Riddle & Yetter
Present Owner:	Patricia A. Kahn Estate
Present Use:	Single Family Dwelling
Present Zoning:	R-A
Palm Beach County Tax Folio Number:	50-43-43-26-03-000-0011
Current Legal Description:	The Land Lying Between South Ocean Boulevard And The Waters Of The Atlantic Ocean Directly East Of Lot 1 Less and Except The Northerly 100 Feet Of Lot1 And All Of Lot 2 Singer Addition As Shown Upon The Plat Of Said Singer Addition To The Town Of Palm Beach, Florida As The Same Appears Of Record In Plat Book 8 At Page 81 In The Office Of The Clerk Of The Circuit Court Of Palm Beach County, Florida.

II. Location Map

480 South Ocean Boulevard





III. Architectural Information

The residence at 480 South Ocean Boulevard is located in Palm Beach's Estate section just south of mid-town Palm Beach on a parcel overlooking the Atlantic Ocean. The house was designed in the Monterey style of architecture with both British Colonial and early Palm Beach influences by Marion Sims Wyeth, one of the most important architects to practice in the Town of Palm Beach.[1] The house was commissioned in 1935 by long-time Palm Beach winter resident Mrs. Harold Fitzgerald and built by the highly regarded construction firm Smith, Riddle and Yetter.[2]



Wyeth designed the house with his skilled interpretation of the Monterey style on the main east facing facade of the dwelling with materials based on early Palm Beach architecture and building traits from the British Colonial style to the rear. The Monterey style originated as an interpretation of Spanish Colonial houses of

[1] The drawings are from the architectural firm Wyeth & King; however, Wyeth was the resident Palm Beach architect. Marion Sims Wyeth and Frederic Rhinelander King formalized their partnership in 1932 with the formation of Wyeth & King Architects, New York and Palm Beach with King doing projects north of the Carolina border and Wyeth doing projects to the south.

[2] Town of Palm Beach Building permit #10635 dated September 11, 1935. The permit is for a frame residence and garage for the approximate cost of $21,000.

northern California. The 1834 Larkin House in Monterey, California is generally identified as the first Monterey style house being an Angelized form of the Spanish Colonial house. The style, however, did not become widespread until California architect Robert E. Coate, Sr, helped revive the style by writing about early Monterey dwellings, designing houses in the style and winning a Better Homes in America Award for a Monterey style design.[3] The later designs that were especially popular in the United States between 1925 and 1955 were a fusion of mostly Spanish Colonial and Colonial Revival styles with some examples incorporating French Creole design details. The result was designs that were two-story residences with the main identifying feature being a second floor, cantilevered, open-air balcony covered by the principal roof. Decorative detailing of these Monterey residences is often confined to the balcony railing, which are typically styled in wood or metal. The roofs are characteristically low-pitched with the exterior walls constructed of brick, stucco or wood. Early examples of the Monterey style tend to feature more Spanish details while later examples typically emphasized Colonial details.[4] The British Colonial style of architecture is the commonly used name for an adaption of Georgian architecture for the British colonies, many which were in the Caribbean with similar climates to Palm Beach. The British Colonial style was introduced to Palm Beach in 1925 by Howard Major with the design of Major Alley on Peruvian Avenue. Major proposed that the British Colonial style, lighter and simpler in design than the Mediterranean Revival style, was better suited to the South Florida climate. The British Colonial style was not commonly used in Palm Beach, however, until the 1930s. In addition to the Monterey style and British Colonial influences, 480 South Ocean Boulevard also has influences from Palm Beach's early architecture, which prior to 1915 included numerous Shingle Style dwellings. As its name conveys, these were dwellings recognized for their use of shingles for the wall cladding and roof surfacing.

480 South Ocean Boulevard is located on the west side of South Ocean Boulevard between Gulf Stream Road and Via Marina.[5] The two-story frame residence is surfaced with wood shingles and features low-pitched, asphalt shingle covered hipped roofs with a slight eave overhang and a simple wood cornice. This dwelling with one and two-story components sits on a raised masonry foundation, has corner board trim, a substantial brick chimney and a charming bay window with a copper roof on the south elevation and mostly symmetrical fenestration of six-over-six

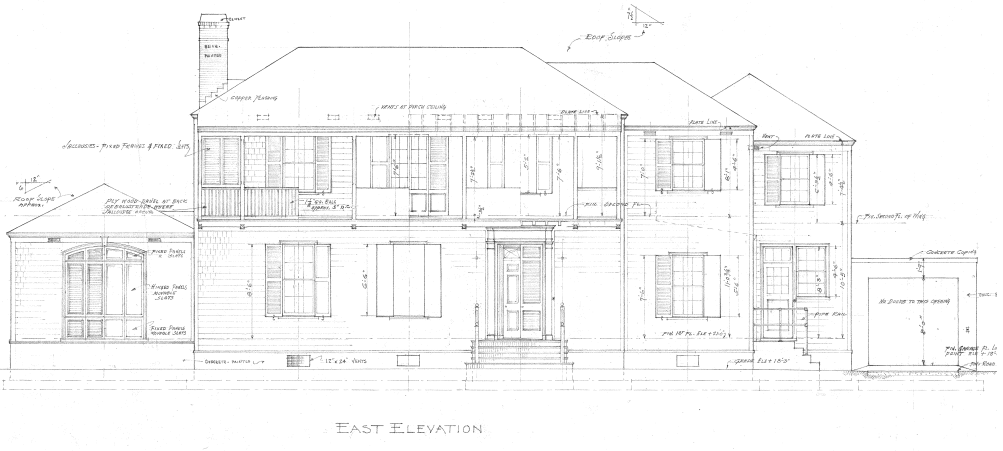
[3] Virginia Savage McAlester. A Field Guide to American Houses. New York: Alfred A. Knopf, 2021.
[4] Murphy Stillings reports on Monterey Style residences.
[5] The property also has riparian rights across South Ocean Boulevard to the east along the Atlantic Ocean. The house is bordered to the north by 476 South Ocean Boulevard, to the northwest by 116 Gulfstream Road, to the west by 17 Middle Road and to the south by 500 South Ocean Boulevard.

wood sash windows throughout. Like many of his other Palm Beach designs, Wyeth used a U-Shaped plan with patios and terraces to merge the popular tropical "indoor-outdoor" way of life.

The main east facing facade features the two-story section which contains the focal point of the Monterey style design – the second story open-air cantilevered balcony covered by the principal roof. This balcony includes a wood rail with simple balusters and chamfered posts supported by beams underneath. Leading to this balcony is a single door flanked by six-over-six wood sash windows. The first story of this Monterey design has two six-over-six wood sash windows flanked by louvered shutters as well as the attractive main entrance porch which is approached by a brick and stone stair with a wood rail, posts and balusters. This element features a classical entablature and pilasters framing the entry which is entered through full-height louvered shutters. Recessed behind this entry piece through a vestibule is the six-paneled wood entry door with a picturesque rectangular fanlight with glazing bars that radiate out like an open fan or sunburst.[6] The design of this main entry suggests that Wyeth was using the later Colonial Revival influence in this Monterey design.



Entrance



Main Façade
Marion Sims Wyeth, Wyeth & King, 1935
Courtesy of The Preservation Foundation of Palm Beach

Joined to this Monterey design is a more British Colonial design which originally had rooms in a hierarchy progressing to the south and west.[7] The first floor of the Monterey portion of the dwelling housed the living room with the fireplace on the south wall, the entrance hall, the front stair hall and staircase and a guest bedroom

[6] Doors with classical surrounds and fanlights were often featured in Colonial Revival style houses.
[7] Wyeth & King, Architectural Drawings of the Residence and Garage for Mrs. Harold Fitzgerald, Job # 242, August 1935. The interior of the dwelling no longer features the rooms as originally constructed and described in this report. The original drawings were used to help describe the different styles of the dwelling and its initial history.

suite, while the second floor included two master bedroom suites. To the southwest is a one-story, hipped roof loggia which had a wide arched entrance with louvered shutters on the east facade and an opening onto a large patio surfaced with old brick adjacent to the north and west. This patio was located directly west of the original living room and south of the dining room while a terrace, also surfaced with old brick, was located west of the dining room. As noted previously, Wyeth placed these large outdoor areas adjacent to the public rooms to incorporate both indoor and outdoor living spaces for his Florida clients. Behind what was the staircase hall and guest bedroom suite to the west is a two-story hipped roof section that runs east to west like a hyphen. Included in this section was a dining room on the first floor with multiple service rooms above. North and west of the dining room is another two-story section that included the pantry, the kitchen and the servants dining room on the first floor and service areas above with an entrance leading from the side yard and adjacent driveway into the kitchen. Attached at the rear was a storeroom, back stair hall, laundry, and garage.[8]



Over the dwellings ninety-year history there have been additions, alterations and repairs to the dwelling. During Mrs. Fitzgerald's ownership from 1935-1969, the house appeared to be well maintained with minor additions and necessary repairs.[9]

[8] Even though this house was built after the boom time era when houses were generally becoming smaller, wealthy clients still had a number of servants and houses were designed to accommodate them.

[9] Per Palm Beach building permit records, the exterior additions, alterations and repairs during Mrs. Fitzgerald's ownership include February 1936 addition of a 15' patio wall; December 1936 addition to the existing garage; April

From circa 1970-2023 there were mostly minor additions, alterations and repairs with the only main addition being the construction of a detached two-car garage facing east on the north side of the dwelling designed by the architectural firm Wyeth, King & Johnson.[10] In 2023, plans were submitted and permits issued to renovate the property. This included removing a non-original mansard roofed piece that had been added to the loggia, removing an equipment room on the rear, interior investigative demolition, and replacing the existing doors and windows, deteriorated wood shutters and shakes and the roofing material all to closely match the original Wyeth designs.[11]



Historic Photo
Courtesy of The Preservation Foundation of Palm Beach

1937 addition to a bedroom; May 1939 addition of a frame patio house; March 1955 install elevette; 1968 repair laundry accessory building; and within this time frame various minor roof repairs and replacements.

[10] The original garage doors on this structure were Tilt A Doors according to the plans. From c. 1970 - 1985 other additions, alterations and repairs included a 1970 roof replacement to closely match the original asbestos tiles, a 1970 alteration to the east facade of the loggia by enclosing a portion and installing fixed glass, a 1970 air conditioning replacement and a 1982 re-roofing of the patio house roof to match the existing. In 1986 the roof was replaced with asphalt shingles to closely match the look of the asbestos shingles that were originally on the dwelling.

[11] ARCOM Staff Approval Permit # A-23-03128 (8/11/2023) and Interior Investigative Demolition Permit #B-23-99095 (6/30/2023). The work on Permit# A-23-03128 has not been completed. Mold, asbestos and lead paint removal and remediation were completed. According to Lighthouse Building, Development & Design, the contractor for the project, a structural engineer deemed the structure and foundation sound. The architectural drawings from Stergas & Associates AIA indicate that the property was going to be renovated to closely match Wyeth's original design.

IV. Historical Information

The property at 480 South Ocean Boulevard is located on an oceanfront lot in Palm Beach's Singer Subdivision between Gulfstream Road and Via Marina. This land was originally part of Hiram F. Hammon's homesteaded property, which in 1873 was the first homesteaded property in what became the Town of Palm Beach.[12] Hammon's 169 acre property extended from the ocean to Lake Worth and from the current day Royal Palm Way on the north to the Bingham estate on the south, which today is 1250 South Ocean Boulevard.[13] For much of the 1870s and 1880s, the area along Lake Worth remained a small community of early pioneers. The area began to see more winter tourists in the 1880s, but it was not until the 1890s when Standard Oil business magnate Henry Flagler became instrumental in transforming the island into a preeminent winter resort by extending his Florida East Coast Railway southward and opening the immense Royal Poinciana Hotel in 1894 and the Breakers Hotel in 1896.[14] By the turn of the century, Palm Beach was playing host to the nation's most fashionable, wealthy and powerful citizens.

For most of the Flagler era, winter residents spent the season at the hotels where much of the social activity was based. By the middle of the 1910's, things started to slowly change with some winter residents seeking their own cottages in developing residential areas.[15] In 1918, Paris Singer, son of Isaac Singer who founded the Singer Sewing Machine Company, began buying property in Palm Beach for what was to be the Touchstone Convalescent Center with villas and a clubhouse for shell-shocked soldiers returning from World War I.[16] Singer's property included a plot that went from Lake Worth to the Atlantic Ocean and from Peruvian Avenue on the north to El Bravo Way on the south, all within Hammon's original homestead. Together with his architect Addison Mizner, Singer developed the Mediterranean Revival-style villas and clubhouse at the western end of Worth Avenue for the convalescent center, but with no soldiers accepting the terms of the offer to convalesce in Palm Beach, Singer instead used the property to establish the Everglades Club in early 1919, forever changing the architectural and social

[12] After proceeds from the sales of these 169.2 acres had amounted to well over a million dollars, the United States Department of the Interior found it to be the most valuable claim ever filed and they sent a representative to interview Mr. Hammon. Hammon Avenue, two streets north of 480 South Ocean Boulevard, is named for Hiram Hammon.
[13] The Bingham-Blossom house known as Figulus was completed in 1893 in the Shingle Style for Charles William Bingham and his wife, Mary Payne Bingham, of Cleveland, Ohio. It was designed by local builder George Lainhart at what is today 1250 South Ocean Boulevard. The house was seriously damaged by fire and demolished in 1974.
[14] The Breakers Hotel was originally named the Palm Beach Inn. It was changed to the Breakers Hotel in 1901.
[15] Some of the new residential subdivisions included Floral Park, Royal Park and Poinciana Park.
[16] During World War I, Paris Singer built several hospitals in Europe for the war-wounded as well as donating the use of his estate Oldway in Paignton to be used as a military hospital.

landscapes of Palm Beach.[17] With the rest of his land, Singer formed the Ocean and Lake Realty Company and platted the Singer Addition subdivision on much of this land east of County Road and South of Worth Avenue.

Although Addison Mizner was the first architect to open an office in Palm Beach in 1918 and popularize the Mediterranean Revival style, Marion Sims Wyeth was not far behind when he opened the second architectural office in town in 1919. With his prestigious architectural background and social connections, opportunity came almost immediately for Wyeth with a number of significant Palm Beach commissions in 1920 including the first house in El Bravo Park for developer Frank Clement. In 1921 he had the fortuitous introduction to newlyweds Edward Francis "E.F." Hutton and his wife Marjorie Post Hutton while they were looking for an architect to design a house on Golf View Road just east of the Everglades Club. Wyeth was hired by the Hutton's do design Horgarcito, their Spanish Revival house on an impressive lot overlooking the Everglades golf course. With the success of Horgarcito, Wyeth was chosen as the architect and president for Paris Singer's and E.F. Hutton's Golf View Road Development Company which developed houses first on speculation and then from private commissions along Golf View Road on land from Singer's Ocean and Lake Realty Development Company.[18]

During the 1920s land and housing boom, Wyeth was a highly sought after architect designing distinguished buildings for the Who's Who of Palm Beach. When the United States fell into the Great Depression in 1929, Palm Beach had already experienced a slowdown in the real estate frenzy of the 1920s with much of the building speculation coming to a standstill. Despite the declines, construction never completely stopped in Palm Beach, but instead, houses were reduced in size with the trend of moving away from the large, ornate, Mediterranean Revival style estates to more simplified traditional styles of architecture.[19] During the 1932 and 1933 winter seasons, Wyeth spent less time in Palm Beach and like other architects in town had many fewer commissions than in prior years. However, by 1934 during the late

[17] The Everglades Club opened with twenty-five charter members and was a rousing success. The Mediterranean Revival-style building not only changed the architecture essence of the resort but moved part of the social scene away from Flagler's hotels in the northern part of town, south into an exclusive private realm centered on Mizner's new Everglades Club complex and its companion streetscape Worth Avenue.

[18] Jane Day. From Palm Beach to Shangri La: The Architecture of Marion Sims Wyeth. In Association with the Preservation Foundation of Palm Beach. New York: Rizzoli International Publications, Inc. 2021.

[19] Ibid. The collapse of Florida banks in 1926 along with the devastating hurricanes in 1926 and 1928 brought most of the building speculation to a halt. Paris Singer ran into major troubles overextending his real estate ventures on Singer Island and in 1927 was arrested and charged with criminal fraud for deceptive advertising, though he was cleared of these charges shortly after. Eventually, in 1936, the name of the residential street called Singer Place was changed to Middle Road as residents forgot Mr. Singer's accomplishments and sought to distance themselves from his scandals.

Depression/New Deal Era commissions began to pick up and Wyeth returned to Palm Beach for a longer winter season. A December 30, 1934, Palm Beach Post newspaper article titled "Construction Program Doubles that of '33," described this building trend:

> "More than doubling the construction activity of 1933, the building totals for the community have neared the $2,000,000 mark, showing greatest indication of an upward trend since a new low was reached in 1932. With 22 new residences and several commercial structures to its credit, Palm Beach underwent a new building boom this past summer. In 1929, both Palm Beach and West Palm Beach were still feeling the effects of hurricane reconstruction and building totals skyrocketed. In 1931, the community fell into line with the depression and began the downward slump. This year the Federal grants for public improvements have done much to augment the building totals, though Palm Beach has seen a distinct renaissance in building interest and notable in its building circles because of the distinct swerving from the Spanish architecture that has held sway since the war to new types of Colonial structures taking their inspiration from the West Indies and the old Southern homes."[20]

By 1935 Wyeth's practice was back in full swing with many new commissions. It was also a time when some prime land was coming available in Palm Beach. In February 1935, a Public Auction was held to sell numerous lots in the Singer Addition subdivision, including the property that became 480 South Ocean Boulevard.[21] In part the advertisement for this auction stated, "Lots 2, 3, 4, 5 & 6, each 100 feet wide by 225 feet deep on Ocean Boulevard including full riparian rights, are the only remaining ocean front property of this type available in Palm Beach."[22]

In September of 1935, Mrs. Harold (Helen) Fitzgerald commissioned Wyeth to design a residence on the south portion of lot 1 and all of lot 2 along South Ocean Boulevard on property in the recently auctioned Singer Addition. Mrs. Fitzgerald was an early winter resident of Palm Beach who understood both the value of the lots' prime location as well as the enjoyment of living and entertaining on an oceanfront property. She belonged to both the nearby Everglades Club and Bath and

[20] "Construction Program Doubles That for '33 Latest Returns Show." Palm Beach Post, 30 December 1934.
[21] "Sale at Public Auction By Order of The United States Court." Palm Beach Post, 24 February 1935. Lot 2 was added to part of Lot 1 to become the property at 480 South Ocean Boulevard.
[22] Ibid

Tennis Club and socialized with Palm Beach's leading families. Newspaper articles from the time noted Helen Fitzgerald socializing at the same clubs and events as Wyeth and his wife Eleanor and according to those who had known Wyeth well, "many of Marion Sims Wyeth's Palm Beach evenings were dedicated to obligatory, endless social engagements where friends would become clients, and clients would become friends."[23] Mrs. Fitzgerald was a friend who became a client entrusting Wyeth with the design of her new oceanfront house.

Mrs. Helen Fitzgerald was born Helen Bird Johnson in 1880 to parents Otis and Lucretia Read Johnson originally of Cumberland, Maryland. Helen Johnson was a social secretary for Mrs. Lillian Knox, wife of Pennsylvania Senator Philander Chase Knox, and accompanied Mrs. Knox on a visit to Palm Beach in 1905 where she met Harlan Kent Bolton. Bolton was a very early winter resident of Palm Beach coming first to the Island as a boy with his father James Bolton in 1880 where they stayed at E.N. Cap Dimick's Cocoanut Grove house, the first hotel in Palm Beach. James Bolton of Chicago was the inventor of the New Family Sewing Machine, one of the most popular of the 19th century. Before starting his company, Bolton was working for the Singer Manufacturing Company. Harlan Bolton and Helen Johnson were married in 1905 and resided in Bolton's hometown of Chicago while also spending time during the winter season in Palm Beach, often residing in one of the Breakers Hotel cottages.[24] In Palm Beach, the Bolton's socialized with America's high society and in 1919 Harlan Bolton was chosen as one of the select founding members of the Board of Governors of the Everglades Club.

James Bolton passed away in 1917 and Harlan stepped in to run the successful family sewing machine business along with his father's colleague F.P. Smith. Unfortunately Harlan passed away just three years later in 1920 at the age of forty-five, leaving Helen a widow.[25] Helen continued to spend the winter season in Palm Beach during the early 1920s where she joined the cottage colony occupying the large Shingle Style Breakers cottage "Sea Crest."[26] These were the boom time years

[23] Shirley Johnston. Palm Beach Houses. New York: Rizzoli International Publications, Inc. 1991.

[24] Historical Society of Palm Beach County: "H.K. Bolton Photographic Scrapbook". This is a photographic album of approximately 600 snapshots documenting the social season in Palm Beach from 1905-1917. The snapshots represent a rare glimpse of social activities during the Flagler Era and show one of the Bolton's group in front of the Breakers Cottage Wave Crest where they were staying.

[25] Harlan K. Bolton was buried beside his wife Helen Bird Johnson's family in Oak Hill Cemetery in Washington, D.C.

[26] There were originally 9 large Shingle Style cottages created by the Breakers Hotel in 1902 for guests who found hotel rooms too small for the season or who were waiting for their own house to be built. During her marriage to Harlan Bolton and as an affluent widower, Mrs. Harlan (Helen) Bolton "wintered" at a Breakers Cottage so she could house and entertain out-of-town guests during the winter season. As late as 1933 the Palm Beach Post reported that Helen Fitzgerald would be staying "at Wave Crest, her cottage on Breakers Row." She stayed in various Breakers Hotel cottages over the years.

in Palm Beach and Helen Bolton was entrenched in Palm Beach society and the many charitable organizations, including her "pet philanthropy the Women's Exchange of Chicago where she was ably assisted by others of the Chicago colony."[27]

In 1924, Helen Bolton married Harold Fitzgerald. Harold was originally from Brookline, Massachusetts but for many years lived at 127 East 56th Street in midtown Manhattan. Harold Fitzgerald, also a widower of several years, served in the Army during World War I, was a member of many prestigious clubs in New York and Massachusetts, and had two children, Eleanor and Desmond, and a sister Mrs. Charles A. Van Rensselaer. The Fitzgerald's spent much of their time in New York City though they had a house in Litchfield, Connecticut and also continued to spend part of the winter season in Palm Beach, again renting a Shingle Style Breakers cottage.[28] In 1935, Helen decided to purchase the property and build a house at 480 South Ocean Boulevard where she could host and entertain guests in a prime location overlooking the ocean.[29] Wyeth was very familiar with the location having designed many houses in close proximity including his own house Tre Fontaine just one block west and south of this property on Middle Road.[30] Experienced contractors Smith, Yetter & Riddle were hired to build the dwelling that was well under construction by October 1935 when Helen made a trip to Palm Beach to check on its progress.[31]

Helen Fitzgerald owned 480 South Ocean Boulevard for thirty-four years until her death in 1969. During this time she was often noted in the newspaper to host out of town family and friends and entertain at her dwelling. In 1942, she opened her gardens as one of four houses on the prestigious Garden Club of Palm Beach tour that was raising funds for the area Army Camps. After her passing at the age of 88 in May 1969, Allen and Esther Ransom, who had been living on El Vedado Road for a number of years, purchased the property. The Ransoms were originally from Kalamazoo, Michigan but had been splitting their time between Winnetka, Illinois

[27] Palm Beach Post. 8 February 1923.

[28] Litchfield, Connecticut was historically a popular location for wealthy families and individuals who desired property outside of the New York metropolitan area. Henry Fitzgerald passed away in 1948 and Helen J Fitzgerald donated her historic "Oliver J. Wolcott Jr. Home" to the Litchfield Historical Society In Lovering Memory of Her Husband Harold Fitzgerald 1878-1948. Prior to his passing, Harold Fitzgerald did spend time with his wife in Palm Beach and was a member of the golf committee at the Seminole Country Club.

[29] The shingle wall cladding of her new dwelling was likely influenced by her admiration of the Shingle Style Breakers cottages where she spent a number of seasons.

[30] Wyeth built his own residence Tre Fontaine at 61 Middle Road in 1924. In 1936, Singer Place was renamed Middle Road and 1st, 2nd and 3rd Street were named Hammon Avenue, Gulfstream Road and Via Marina.

[31] An October 13, 1935, excerpt in the Palm Beach Post noted that "Mrs. Helen Fitzgerald arrived at La Solana to see how her new house on the South Ocean Boulevard is progressing."

and Palm Beach for many years. Esther passed away in 1974 followed by Allen in 1984. After Allen's death, Patricia A. Kahn obtained the property and owned it for nearly forty years before her passing in August of 2024.

V. Architect Biography

Marion Sims Wyeth, of Wyeth & King Architects

Marion Sims Wyeth was as one of Palm Beach's foremost architects in a career that spanned over fifty years. Wyeth was noted for his "quiet, subdued and rational" interpretations of many architectural styles. With Addison Mizner, Maurice Fatio, Howard Major and John Volk, Wyeth was considered one of the "Big Five" architects credited with creating the Palm Beach style admired for its beauty and elegance as well as its extravagance.

Wyeth was born in 1889 in New York, a son of Florence Nightingale Sims and Dr. John Allan Wyeth. Dr. Wyeth was a Civil War poet, surgical pioneer, and founder of New York's Polyclinic Hospital, the first postgraduate medical school in the United States. Marion's grandfather, Dr. James Marion Sims, founded the field of gynecology and the first woman's hospital. Marion Sims Wyeth began his architectural studies at Princeton University and completed his classic training at the École des Beaux-Arts in Paris in 1914. At the time, the École was considered one of the finest schools in the world with its style of education based on studying the classics, mostly Roman architecture. After completing school, Wyeth served as secretary to the U.S. Ambassador in Rome. Upon his return to New York, Wyeth became associated with the architectural offices of Bertram Grosvenor Goodhue and later with Carrere and Hastings, the firm that designed Whitehall for Henry Flagler.

Arriving in Palm Beach at the age of 30, Wyeth met with immediate success. From 1920, Wyeth shared a New York office with Frederic Rhinelander King, a friend from his student days in Paris, until 1934 when they formalized the partnership of Wyeth & King architects with Wyeth running the Palm Beach office designing commissions south of the Carolina border and King running the New York office designing the commissions to the north. William Royster Johnson joined Wyeth's Palm Beach office as a draftsman in 1924. In 1944 he became a partner, and the firm name changed to Wyeth, King and Johnson. Over the years, the firm designed buildings ranging from Mediterranean Revival to classical renditions of the Georgian, French, and Colonial styles, including the Monterey.

The socially popular Wyeth was a prolific craftsman and more than 100 of his designs have graced the Island. Some of his most well-known Palm Beach designs include Qui Si Sana, Casa Juanita, Hogarcito, Casa de Los Arcos, Vita Serena, Southwood and the Betheseda by the Sea rectory. His largest and most impressive project was Cielito Lindo, a 45,000-square-foot Spanish Moorish-Revival-style mansion built for James Donohue and Jessie Woolworth Donohue in 1927. In 1946-1947, it was sold to developers, who split the property and created five houses. And while Joseph Urban is credited with Mar-a-Lago, Wyeth's association with the project was essential for its original design and completion. Wyeth also had an impressive list of prominent works outside of Palm Beach. Some of these include Good Samaritan Hospital and the Norton Gallery of Art in West Palm Beach, the Governor's Mansion in Tallahassee, and Doris Duke's Shangri La in Honolulu.

Wyeth served as a trustee of the Society of the Four Arts (1936-1969) and as its president (1956-1961). He became the first Palm Beach architect to be elected a fellow of the American Institute of Architecture in 1954 and received the Test of Time Award from its Palm Beach Chapter in 1981. Marion Sims Wyeth passed away in 1982 at the age of 93.

VI. Statement of Significance

480 South Ocean Boulevard is significant as Marion Sims Wyeth's accomplished interpretation of a Monterey style dwelling with British Colonial and Shingle Style influences. Mrs. Harold Fitzgerald, the first owner who commissioned Wyeth to design the dwelling in 1935, had been spending winters in Palm Beach since the early 1900s and was a well-known member of the Island's social set. The shingle wall cladding of her new dwelling was likely influenced by her admiration of the Shingle Style Breakers Hotel cottages where she spent a number of winter seasons. In addition, the combinations of the three styles make this property a unique Wyeth design.

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:

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

The house at 480 South Ocean reflects the broad cultural, economic and social history of the town of Palm Beach. The dwelling was built on an oceanfront parcel in the Singer Addition subdivision in 1935 during the late Depression/New Deal Era. Despite downturns from the stock market crash and ensuing Great Depression, construction in Palm Beach slowed but never stopped. Instead, the size, scale and style of houses were reduced and simplified with the Spanish and Mediterranean Revival styles giving way to more traditional Colonial styles in various revivals and renditions. And although Palm Beach still had the status and cachet to attract the wealthy and prominent from across the country and around the world, the trend of moving away from grand ornate estates to more manageable residences continued for decades. Furthermore, the original owner Mrs. Helen Fitzgerald, exemplifies this criterion as she was a member of Palm Beach's social set for nearly 65 years beginning in 1905 during the Flagler era, then as part of the original group that made the Everglades Club a rousing success and later enjoying the season in her oceanfront dwelling that exhibited the more traditional architecture of the mid-1930s.

(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."

The residence at 480 South Ocean Boulevard is a very good example of Marion Sims Wyeth's skillful interpretation of the Monterey style of architecture with British Colonial and Shingle Style influences. The frame dwelling has low-pitched hipped roofs with slight eave overhangs and mostly symmetrical fenestration in an elongated U-shaped design. The main east facing Monterey style facade has the requisite second floor, cantilevered balcony and the design of the main entry with its classical entablature, pilasters, paneled door, and picturesque fanlight suggests that Wyeth was using the later Colonial Revival influence in this Monterey design. The attached loggia and rear pavilions with the adjoining patio and terrace to create the elongated U-shape design suggest Wyeth's use of the British Colonial style to create the union of indoor and outdoor spaces while the wood shingle cladding suggests a reference to early Palm Beach Shingle Style dwellings.

(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."

The dwelling at 480 South Ocean Boulevard is a distinguished and unique representation of the design work of Marion Sims Wyeth. Wyeth was one of the most important architects to practice in the Town of Palm Beach and over his more

than fifty year career he designed masterful buildings in varying sizes and styles for many of Palm Beach's most prominent patrons. This 1935 dwelling shows how Wyeth was able to adapt to the post-1920s boom years and design a house blending traditional styles in an appropriate size, scale and plan for a notable patron.

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XII. DESIGNATION HEARINGS

1. **ITEM 1: 480 SOUTH OCEAN BOULEVARD**
Owner: Patricia A. Kahn Est.

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

Several members disclosed ex-parte communications.

Janet Murphy, MurphyStillings, LLC, testified to the architecture and history of the residence of Monterey style architecture with British Colonial influences. Ms. Murphy pointed out the design features of the residence. Ms. Murphy testified that the residence 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,
Sec. 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.

A motion was made by Mr. Ives and was seconded by Ms. Coleman to make the designation report for 480 S. Ocean Blvd. part of the record. The motion was carried unanimously, 7-0.

Paul Minoff, an attorney for PNC Bank, the corporate owner, and the trustee of Patricia A. Kahn's estate argued that the home is an eyesore, dilapidated, and should be demolished. He showed the commission photographs of the home's existing condition on the projector. He stated that the property would be sold with the proceeds donated to charity. He stated that a recent appraisal indicated that the home had no value and exceeded its 50-year lifespan. He circulated the recent appraisal and stated that the interior of the wood-framed structure had been demolished and had not been maintained for several years, probably since 1984. Mr. Minoff added that the adjacent neighbor had complained about the property for years. When asked if Ms. Kahn lived in the home, Mr. Minoff stated that she was a snowbird and had not visited the property in many years. He stated the home was structurally unsound.

Ms. Damgard thought the home's wood-frame structure added to its importance in the town. She wondered if the bank had any offers to purchase it. Mr. Minoff stated that the realtors who were present could comment, but he had not heard of any offers and did not believe anyone wanted to restore the home. Mr. Minoff noted that Jane Day, the town's previous consultant, never suggested designating the home. He questioned whether Wyeth even designed the home as the plans were not signed by him. He passed around a book on Wyeth and argued that none of the contents indicated that he designed the home.

Ms. Coleman wondered why the town did not act if there had been numerous complaints.

Town Attorney Francisco reminded the commission that while many different statements were made about the home, they needed to evaluate it based on the criteria in the code, specifically 54-161.

Mr. Minoff stated that many code complaints were related to the landscaping and the failure to maintain the property. However, beginning in 2011, other complaints were made about the neglect and rodents at the property. He thought the Town and Ms. Kahn's estate worked together to make small changes, and ultimately, the cases were closed.

Mr. Minoff provided arguments against the criteria outlined by the consultants. He asked that the commission decline the request for designation.

Ms. Mittner agreed with Ms. Murphy's assessment that the property met criteria 1, 3, and 4. She indicated that a property's value was not a criterion to be considered. Ms. Mittner added that the property's lack of alterations was a desirable trait for landmarking; previous permits that were pulled were for repairs only. She concluded that it is one of the last examples in the town.

Mr. Minoff clarified his statement and stated that the property had not been maintained since 1984 and continued to deteriorate. He spoke about the interior demolition that occurred, at first without a permit.

Mr. Griswold thought many of the attorney's statements clarified why the property was so important. He thought it was unfortunate that the property had been neglected for many years. Mr. Griswold thought some people would restore this home, and he understood that it would be financially better for the estate if it were demolished.

Ms. Herzig-Desnick agreed with Mr. Griswold. She thought the bank was responsible for some of the demolition if it had owned the property for several years.

Mr. Minoff stated that the bank only took over the estate when the owner passed away last year. He added that the town had also known about the deterioration for years. He argued that since the home was wood framed, it would never be worth much money.

Mr. Ives confirmed that there were no active applications for the property. Ms. Mittner stated there were active permits, but the staff had reviewed them and were consistent with landmarks.

Ms. Lindsay-Scott understood that the property recently went on the market. She thought the property was unique and stated that the listing for the home stated it could be renovated or demolished. Mr. Minoff stated that it could be restored but questioned whether it could be restored to its original state.

Ms. Herzig-Desnick wondered when the photograph on the front of the designation report was taken. Mses. Murphy and Stillings took the photograph about 3 to 4 years ago. Mr. Minoff thought the photograph misrepresented the home.

Mr. Minoff read a comment from Thomas O'Malley at 101 El Bravo, who thought the home was an eyesore and did not fit into its surroundings. Mr. O'Malley also stated he did not believe it could be renovated and suggested that the commission reject the designation.

Ms. Damgard called for public comment.

Aimee Sunny of the Preservation Foundation of Palm Beach discussed her qualifications since she would be providing testimony. She concurred with the designation report and believed the property met criteria 1, 3, and 4. She thought the home's design and style were in keeping with 1935, its importance and uniqueness as one of the only wood-structured homes on South Ocean Boulevard, and its integrity and significance remained intact. She argued that the property's condition was not a criterion to be considered by the commission, and while the condition was unfortunate, it could be restored.

Mr. Minoff thought that Ms. Sunny's statements were hearsay and speculation.

Mr. Ives supported the comments made by Mses. Sunny and Mittner. He

argued that landmark properties were not financial burdens, and while the home's interior had been demolished, the commission did not landmark interiors. He reminded the commission that only one criterion needed to be met to landmark a home. He agreed that the home met the three stated by Ms. Murphy. He provided positive arguments for the home being designed for Wyeth, Wyeth's architectural firm, and that the structure was wood-framed. He thought the designation report produced good evidence and was very well written. Mr. Ives strongly supported the designation and believed it met the three criteria outlined by the consultants.

Ms. Brooker discussed the renovation of her wood-framed home, which had been unkept when she purchased the property. She stated that since only one criterion was needed for landmarking, it did not matter if a notable architect designed the home. The deterioration of the home should not be considered when determining whether the home is landmarked. She thought some buyers would want to restore the home, so the financial aspect of the home should not be considered.

A motion was made by Ms. Coleman and was seconded by Mr. Ives to recommend 480 S. Ocean Blvd. 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 the representatives of the estate object to the designation. The motion was carried unanimously, 7-0.

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

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Friederike Mittner, FAICP, Architectural Review & Historic Preservation Manager

Re: **14-2025** 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 163 Seminole 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. ***The property owner is supportive of this designation. The Landmarks Preservation Commission voted 7-0 for landmarking.***

Date: 10/24/2025

Background: This item was deferred from the April 9, 2025, Town Council meeting.

ATTACHMENTS

Resolution No. 014-2025
163 Seminole Avenue Designation Report
Landmark Designation Procedure
Minutes Excerpt for 163 Seminole Avenue

STRATEGIC PLAN

Strategic Priorities:
Environmental Stewardship, Community Culture and Character, Governmental Leadership and Innovation

Strategic Focus Areas:
Cooperative Relationships
Quality of Life
Community Preservation
Sustainable Management of Town Assets

FUNDING

No Fiscal Impact

RESOLUTION NO. 014-2025

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 163 SEMINOLE 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 163 Seminole Avenue and the property to be landmarked is legally described as follows: **Lots 21, 22, 23 and 24, Block 2, OCEAN PARK H.W. ROBBINS ADDITION TO PALM BEACH, Florida, according to the map or plat thereof as recorded in Plat Block 6, Page 78, 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 13th day of November, 2025.

_____
Danielle H. Moore, Mayor

_____
Bobbie Lindsay, Town Council President

_____
Lewis S. W. Crampton, Town Council President Pro Tem

ATTEST:

_____
Julie Araskog, Town Council Member

_____
Edward A. Cooney, Town Council Member

_____
Kelly Churney, CMC, Town Clerk

_____
Bridget Moran, Town Council Member

Villa Dei Fiori

163 Seminole Avenue



DESIGNATION REPORT

February 17, 2023

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

Villa Dei Fiori
163 Seminole Avenue

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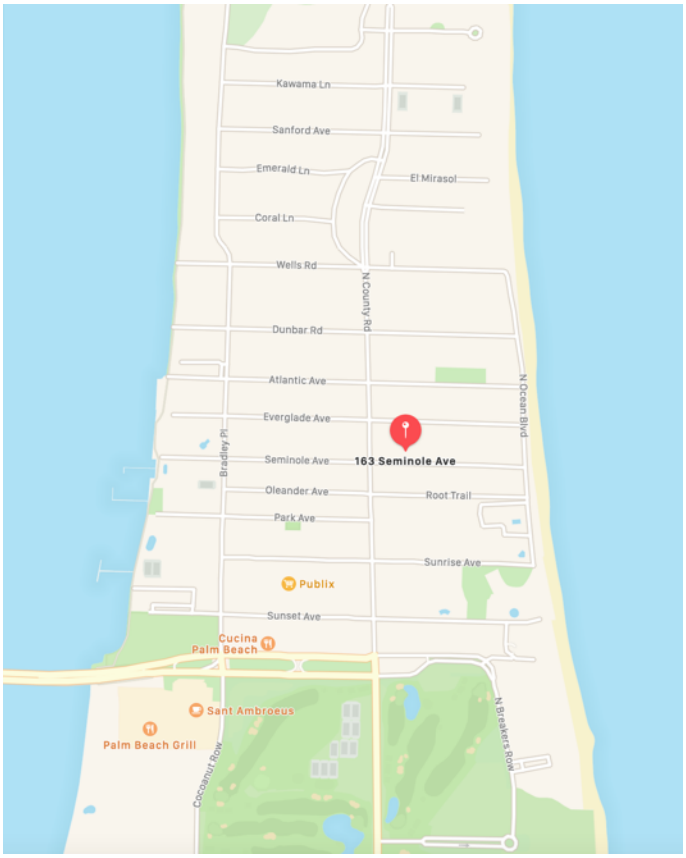
Report produced by Murphy Stillings, LLC

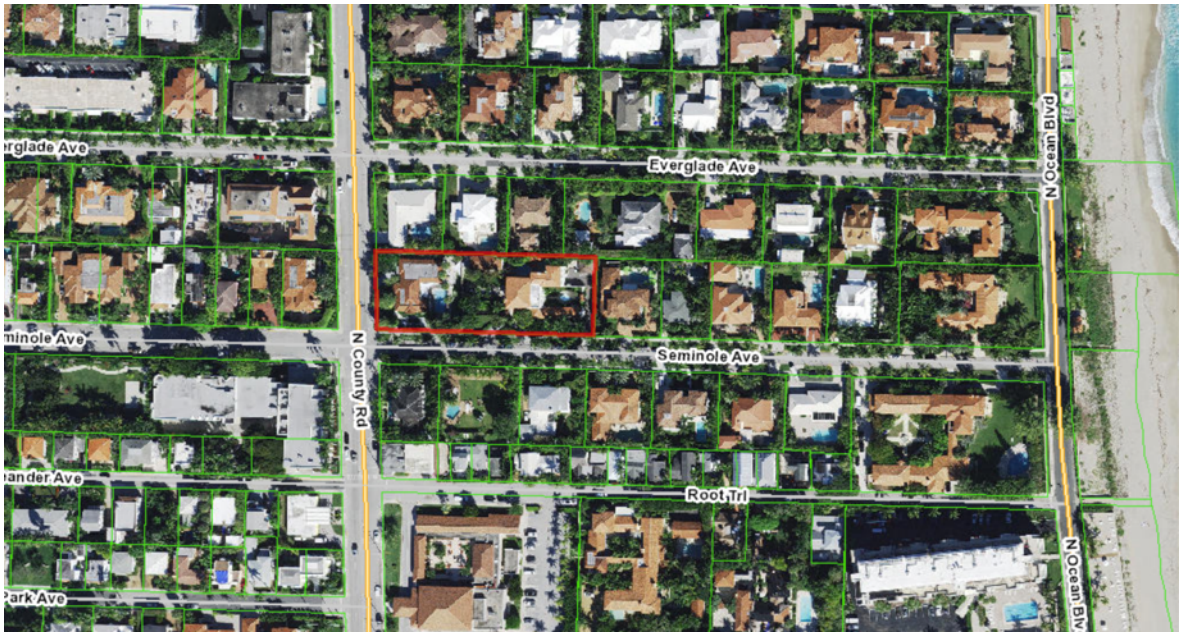
I. General Information

Location:	163 Seminole Avenue Palm Beach, Florida
Date of Construction:	1921
Historic Name:	Villa Dei Fiori
First Owner:	Orator Frank Woodward
Architect:	Addison Mizner
Builder/Contractor:	Theodore B. Eissfeldt
Current Owner:	Dale Coudert, Steven H. Rose Trust
Present Use:	Residential
Present Zoning:	R-B
Palm Beach County Tax Folio Number:	50-43-43-14-10-002-0180
Current Legal Description:	Ocean Park H W Robbins Addition Lot 18 (Less W 10 Ft N County Road R/W), & Lots 19 Thru 24 Block 2

II. Location Map

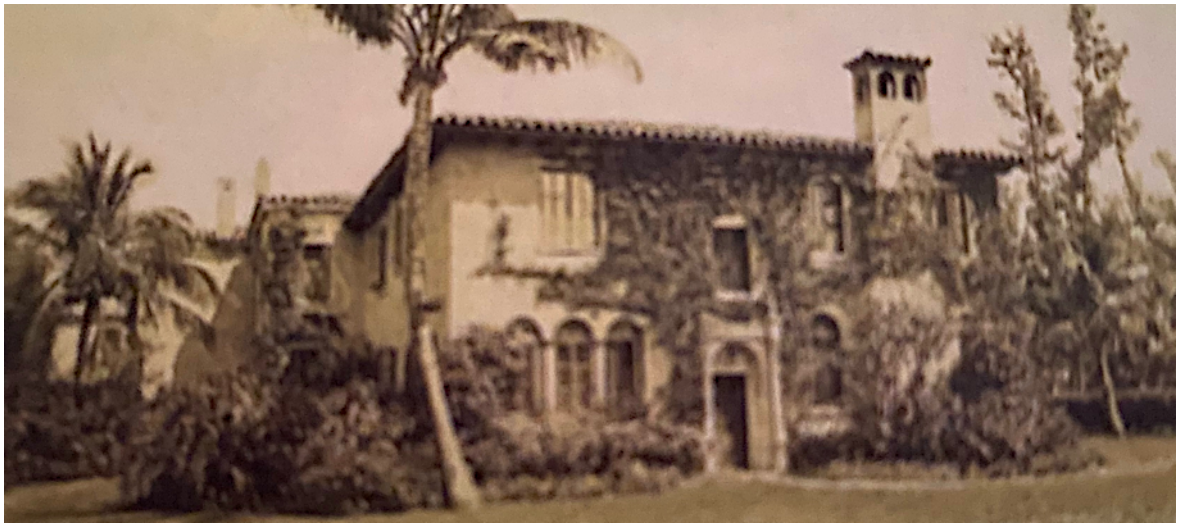
163 Seminole Avenue





III. Historical Information

Villa Dei Fiori, House of Flowers, at 163 Seminole Avenue was designed by Addison Mizner in 1921 for Orator Frank Woodward. By World War I, Henry Flagler had established Palm Beach as the winter capital of American high society. Most came by rail and stayed for the early January to February season at one of Flagler's luxury hotels, the Royal Poinciana or the Breakers. However, following World War I, this practice shifted as the season became longer and many of the society's wealthy built houses in Palm Beach. The early architect of choice was Addison Mizner who had come to Palm Beach with Paris Singer in 1918 and designed Singer's Mediterranean Revival-style Everglades Club in 1918-1919. The club not only became the new center of social life for Palm Beach's wealthiest and most socially prominent residents, but it also introduced Mizner's Mediterranean Revival style to the island.



163 Seminole Avenue is one of Mizner's earlier designs and is located in the Ocean Park subdivision which was established in 1917 and is one of the oldest platted residential areas in the Town of Palm Beach.[1] The original 125 residential sites ran from the ocean to the lake and were conveniently located near Palm Beach's popular hotels, as well as between two of Palm Beach's main shopping areas – Main Street (now Royal Poinciana Way) and the Fashion Beaux Arts plaza.

Orator "Frank" Woodward was the second of six children born in 1884 to Orator Frank and Cora Talmage Woodward in the Village of LeRoy, New

[1] The H. W. Robbins addition was created from land H.W. Robbins and his wife sold to Peter J. Mack in January 1917.

York. The elder father, Orator Frank Woodward, started inventing things at a young age with some early success and then started the Genesee Pure Food Company to market various packaged food products. The company had first-rate products and an excellent sales staff, but nothing became very profitable. Neighbors of the Woodwards in Leroy were the couple Pearle Bixby Wait and his wife May. They ran a cough syrup business but after years of barely scraping by, they decided to branch out into the food business and focus on desserts. They obtained a patent for powdered gelatin and started mixing it with their syrups to make the gelatin taste better and they named the dessert Jell-O.[2] Unfortunately, the Waits lacked the capital and experience to market their product and in September 1899, the couple sold the formula, patent and Jell-O name to their Leroy neighbor, Orator Frank Woodward, owner of the Genesee Pure Food Company for $450. To promote the product, Woodward dressed his salesmen in fancy suits and had them offer free samples to homemakers. They employed many ways to get grocers to stock their shelves with boxes of Jell-O, yet sales still sagged. In 1904, everything changed when Woodward decided to take some of the money he earned from other products he made and invest it into ads for Jell-O in the national syndicated *Ladies Home Journal*. The ads were a huge success and sales quickly jumped to $250,000. Soon beautiful hand drawn pictures marketing the product including the Jell-O Girl were everywhere in addition to recipe books and fancy Jell-O molds. What was once a dessert for the wealthy due to the elaborate and time consuming process of making gelatin was now available to the masses. Orator passed away in 1906 and Cora took over as president of the Genesee Pure Food Company working with her eldest child Ernest who later succeeded her as president. Due to brilliant marketing, Jell-O became one of the most well-known brands in America. In 1923, understanding the power of the name, the Woodward's changed the name of Genesee Pure Foods Company to simply The Jell-O Company. Two years later, in 1925, the Woodward's sold the company to Postum Cereal Company for $67 million.[3]

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[2] Gelatin, the main ingredient in Jell-O, was an after dinner delicacy for the wealthy dating back to at least the 15th century. During the Victorian era in Europe decorative gelatin molds were a symbol of high society and served to royalty. Desserts with gelatin were for the elite who had cooks and servants to labor through the elaborate and time consuming process of making gelatin. By the early 19th century gelatin dessert became popular with Americans and Thomas Jefferson was known to serve it at official banquets at Monticello. In the mid-19th century, gelatin was so high in demand that there was a need to make the creation of it easier. In 1845, a patent for powdered gelatin was obtained by industrialist Peter Cooper, that was easy to manufacture and easier to use in cooking, but it was not marketed well. It was not until the Woodward's took over the Jell-O brand that it became a great success.

[3] Postum Cereal Company was founded by C.W. Post. After his death in 1914, his daughter Marjorie Merriweather Post and her second husband E. F. Hutton ran the business. The Jell-O Company was the Postum Companies first major acquisition. In 1929 they acquired the frozen food company owned by

O. "Frank" Woodward, as mentioned previously, was the second son of Orator Frank and Cora Woodward, and was a young man during his family's successful venture with the Jell-O brand. With profits from the thriving business, Frank started spending the winter season in Palm Beach and in 1921 commissioned Mizner to design a house for he and his first wife Persis Earle Davis who he married in March of 1909. Together, they had two children, Orator Frank, Jr. and Ruth. With his second wife Mary Trask, he had a son Ernest. The house stayed in the Woodward family until 1947 when O. Frank Woodward sold it to Karl W. Krause and his wife Rose. Rose and their daughter Annette were both accomplished artists who often contributed to shows at the Norton Museum of Art and the Society of the Four Arts. During the 1950s Annette Krauss Rose was chair of the Palm Beach Art League and was instrumental in establishing an open-air art fair that permitted local artists to show their work around Memorial Fountain. In March of 1958, Annette and Dr. Steven Rose were married at Villa Dei Fiori. Dr. Steven Rose, originally of Hamburg, came to New York when he was 13 and was a graduate of New York University College of Arts and Pure Sciences and of New York Medical School where he obtained a degree in dentistry. After the passing of her parents, Annette Krauss inherited the house and she and her husband Dr. Steven H. Rose moved into Villa Dei Fiori. Annette passed away in 1990 and three years later he met and married Dale Coudert. At about the same time, Rose retired from dentistry and took up sculpting where he became very accomplished and displayed his work in the patios of Villa Dei Fiori.[4] The current owner, Dale Coudert, founded the Coudert Institute in Palm Beach in 2001. The institute is a non-partisan, non-ideological organization designed to tackle ideas and drive positive global change. For over two decades, the institute's programming has united the Palm Beach community, with many of the lectures and meetings taking place in the Villa Dei Fiori house and gardens.[5]

In circa 1932, O. Frank Woodward commissioned Frank E. Geisler to photograph Villa Dei Fiori's interior, exterior and grounds. F. E. Geisler was an accomplished and sought-after professional photographer based in New York City. He began his career in 1886 specializing in society portraiture, theatrical photography and architectural photographs. From 1919-1921, as one of his theater projects, he worked with Flo Ziegfeld photographing the Ziegfeld

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Clarence Birdseye called General Foods Company, and in 1932 they changed the Post company name to General Foods Corporation. Since then there have been numerous acquisitions and mergers.

[4] Dr. Steven Rose passed away in 2017.

[5] This information is found on the Coudert Institute website.

Follies. Ziegfeld spent much time in Palm Beach and convinced Geisler to operate his New York studio on a seasonal basis and spend the winter in Palm Beach photographing high society and resort architecture. Geisler began spending the winters in Palm Beach in the early 1920s and in 1928 he was commissioned to photograph the architecture of Addison Mizner, which was compiled into the book The Florida Architecture of Addison Mizner, which documented a number of. Mizner's great Mediterranean Revival estates. After its completion Geisler continued to photograph houses of many of the top Palm Beach architects as commissioned by the owners until his death in 1935. The Villa Dei Fiori photo album is an excellent example of Geisler's work and an important resource in documenting the history of the property.[6]

III. Architectural Information

Villa Dei Fiori was built in 1921 in the Mediterranean Revival style of architecture and is currently sited between two patios as well as between the ocean and the lake in Palm Beach's Ocean Park subdivision. The original dwelling was designed by Addison Mizner with later additions by Maurice



[6] Dale Coudert has the leatherbound Villa Dei Fiori photo album, and the Historical Society of Palm Beach County has copies of the photographs. The date is circa 1932 because the photos include the later Howard Major patio, though the photos could have been taken anytime from 1932-1935. The historic photographs in this report are photographs taken of the photographs in the photo album at the house.

Fatio of Treanor and Fatio and Howard Major.[7] Unlike most houses, Mizner sited the house facing west, perpendicular to Seminole Avenue.

The Mediterranean Revival style is an eclectic style incorporating architectural elements derived from the area around the Mediterranean Sea including Spanish, Italian, Portuguese and Moorish elements. The style is found most frequently in states that have a Spanish Colonial heritage, but its use gained national popularity after the Pan-American Exhibition held in San Diego in 1915. In Palm Beach, the style was first popularized in 1919 by Addison Mizner's design for Paris Singer's Everglades Club, and Mizner soon became the most sought-after architect to design Mediterranean Revival style estates in Palm Beach. The popularity of the style soared in the 1920s for both commercial and residential buildings and the style remained a pervasive influence on building designs until World War II. Buildings of this style are often decorated with ornate cast-stone, arched openings, clay barrel tile roofs, balconies, irregular floor plans, asymmetrical massing and windows of varying sizes and shapes.

The original Villa Dei Fiori Mizner designed house is two stories in height and constructed of hollow clay tile covered with stucco. The original floor plan included a front entry hall flanked by the living room on the south and dining room on the north with a loggia behind the living room, a bath off the center hall, and a pantry and kitchen behind the dining room. The second floor included five bedrooms and two baths, with several small servants' rooms and a bath.[8] This was a significant house built for a wealthy client, but it was not a grand estate like others that Mizner was also designing at this time.[9]

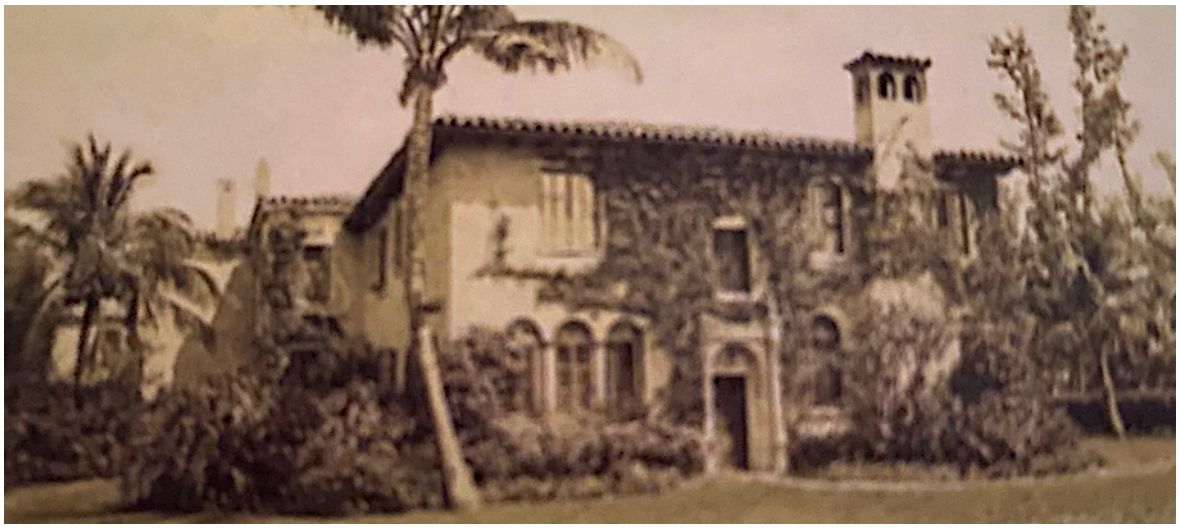
Early photographs of Villa Dei Fiori show an asymmetric design, irregular massing, a mix of rectangular and arched casement windows, large arched loggia openings and a roof with wide overhanging eaves, exposed carved rafter tails all covered with red clay barrel tiles. The front facade included the off-centered entrance with a stone surround with Corinthian columns topped by a

[7] Though the plans for the 1928 addition are from the office of Treanor and Fatio, Maurice Fatio was the architect based in Palm Beach and would have been the architect designing or overseeing this project, while Treanor was based in New York.

[8] According to Donald Curl, author of Mizner's Florida: American Resort Architecture, the floor plan for the Woodward's house was similar to the one he utilized for Alfred Kay's house, Audita at 582 S. Ocean Boulevard (now 89 Middle Road) and Charles J. Winn's house at 121 El Bravo Way, both also designed in 1921.

[9] In 1921, Mizner designed Casa Bendita, a grand estate for John S. Phipps at 434 North County Road. It has since been demolished.

broken pediment flanked by finials and entered through a heavy paneled wood door.[10] Other features of the original front facade include rectangular and arched divided-light casement windows and a large exterior chimney south of the front entry that reaches high above the roofline with arched openings in the top and covered by clay barrel tiles. The side and rear elevations contain a mix of rectangular and arched wood divided-light casement and double-hung windows many which are paired. Several of the arched casement windows have slender Corinthian pilasters between them. Originally the rear loggia behind the living room had three large arched openings and one smaller arched opening also with Corinthian pilasters between them.[11]



In addition to designing Villa Dei Fiori, like many of his other commissions, Mizner also provided many of the interior decorative building materials as well as furniture and ornamentation. At Villa Dei Fiori, Mizner hired decorator Charles of London to fill the public room interiors with early English antiques, many of which remain at the house today, contributing to the ambiance of the

[10] At some point, three arched windows on the first story were replaced with a bay window and the front door surround and pediment were altered to its current design. This may have been done by Howard Major in 1932 or Marion Sims Wyeth in 1936,, but there are no drawings to document this in the Town's microfiche and the early photographs are not dated. Further research could be conducted.

[11] The earliest photographs found are from the March 1923 publication of *The Architectural Forum*. It provides a photo of the original entrance, a general view from the street looking northeast and a view of the rear garden and loggia looking northwest. This article inaccurately states that the house was completed in 1920. In 1923, Cooper Lightbown took out a permit # 85 for a $5000 addition to the house. Lightbown did many commissions for Mizner as well as in his own designs, so this may have been a Mizner designed addition or one that Lightbown designed. Unfortunately, there are no found drawings of what this addition entailed. Previous reports stated that Lightbown was the contractor for the 1928 Fatio addition, but this is not correct. The Lightbown permit is dated March 28, 1923, not 1928. The builder for the Fatio addition was R.C. McNeil, Inc.

original Mizner design. Original floors, ceilings and light fixtures also remain providing authenticity to Mizner's vision for the house.

In 1928, O. Frank Woodward wanted to enlarge the dwelling and hired Maurice Fatio to design a den and loggia addition and a two story garage apartment. The small den was constructed on the southeast corner of the original house abutting the original rear loggia to the south and providing a connector for the new loggia that stretched to the east creating an east wing to the house as well as forming the south wall to a formal patio. The new loggia had seven bays of shouldered arched openings with square columns meeting a scalloped crown with gabled and hipped roofs covered with clay barrel tiles and exposed rafter tails. The south wall of the loggia featured arched windows with decorative turned wooden spindles on the interior. The loggia provided space that took advantage of Florida's mild winter climate by providing integrated interior and exterior living, dining and entertaining areas. The design also included a chimney at the east end to provide warmth if the temperatures dropped. At this same time, Fatio designed walls to the east and north creating a formal patio. The eastern entry for this patio is a substantial Spanish style gate with a large ornate carved wooden door topped with a decorative arched wrought iron transom, a clay barrel tile roof, and a decorative metal gate on the east side which is seen when entering from the east driveway.[12] Within this landscaped patio is an attractive fountain with a statue of a minstrel boy in the tiled pool.



[12] Originally along the east wall of this patio flanking the entry gate were two windows with shutters and decorative carved spindles. These were moved to the loggia when it was enclosed.

In 1932, O. Frank Woodward hired architect Howard Major to create an enclosed garden and patio space west of the dwelling for the cost of $20,000 with Smith & Riddle as the contractors. The design included pavilions, a twelve foot high brick perimeter wall caped with clay tile, a tea house, trellis, fountains and niches with statues.[13] To enter the garden and patio space, Major designed a brick pavilion with a heavy stone arched door surround with a prominent keystone on both the north and south facades, arched wood entry door, a decorative wrought iron gate with an ornate transom, and a decorative brick cornice all covered by a hipped roof with clay barrel tiles.[14] There is another similar pavilion on the southwest corner of the property that is connected to this entry pavilion by a twelve foot high brick wall capped with clay barrel tile that continues to wrap the patio. Once through the entry pavilion, one enters the large garden patio. To the west running the length of the patio is a trellis with square brick piers that terminate at the southwest pavilion. To the east is the original Mizner designed house and on the northern wall running east west is a tall, one story brick loggia teahouse with three large arched opening with keystones and a decorative brick cornice covered with a clay barrel tile roof. Statues of Venus and Diana are placed in niches along the north patio wall to the east and west of the teahouse. In the center of the patio and along the western wall are attractive fountains that provide picturesque water features. The walls of the patio and teahouse are lined with stunning imported Portuguese azulego antique tiles.[15] Various ornate designs of the antique tile are used as wainscoting along the walls while above are panels depicting nobles and elegantly dressed ladies engaging in chivalrous acts in pastoral settings inspired by their Delft counterparts which are similar in color, design, format, and genre. These tiles, which are thought to be over 300 years old, make this tranquil patio a special place of art.

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[13] Within the archives housed at the Historical Society of Palm Beach County, there are numerous drawings from the Treanor and Fatio firm dating from 1926 -1928 for the O. Frank Woodward house on Seminole Avenue (this property). A number of these drawings show pavilions and a loggia tea house very similar to what was built in 1932 under Howard Major. Speculation would suggest that the owner asked Major to incorporate Fatio's designs into the new patio. This is subject to more thorough study of the 1926-1928 Fatio drawings.

[14] The decorative wrought iron transom closely matches the transom on the entry gate of the east patio.

[15] It is not known who purchased the Portuguese azulego antique tiles. They may have been purchased by the owner O. Frank Woodward as according to his son Orator E. Woodward, he traveled to Europe often. However, according to Augustus Mayhew, Howard Major utilized Portuguese tile murals to enhance his work at several Palm Beach residences (Palm Beach Social Diary, "America First: Howard Major at Palm Beach", January 12, 2017). Augustus Mayhew documented these tiles, and the photographs are now part of the archives at the Historical Society of Palm Beach County.

Over the years there have been additions and alterations to the property in addition to those already mentioned. The original rear loggia was enclosed and is now used as a sunroom, the Fatio east wing loggia was enclosed as was the loggia teahouse, providing additional interior living space. All of these loggias were enclosed in a manner that the original arches are apparent and could be reopened. On the original front facade, the front door surround and pediment above have been altered and arched windows were replaced by a bay window. On the property, the two-story garage was replaced with a one-story garage, a swimming pool was added on the north side of the dwelling, storage areas have been added and there have been roof repairs and replacement of most of the roof tiles.

Historic & Current Photos of East Wing Loggia






Historic & Current Photos of Teahouse




Historic & Current Photos of Entrance Pavilion





Historic & Current Photos of Courtyard, Trellis and Murals









IV. Architects & Builder's Biographies

Architects' Biographies

Addison Mizner

Addison Cairns Mizner was one of Palm Beach's most flamboyant architects from the time of his arrival on the Island in 1918 to his death in 1933. With Richard M. Hunt and Stanford White, he was known as one of the "great society architects." Mizner socialized with the wealthy, and through his contacts introduced Mediterranean Revival architecture to Palm Beach, revolutionizing the shape of the town.

Mizner was born in 1872 in Benicia, California, the son of a prominent California pioneer family. Although he never studied architecture at the university level, Mizner absorbed design concepts "in the field" while his father was an ambassador to Central America. Fluent in Spanish from his time in Guatemala City, Mizner travelled to Spain where he lived in Salamanca for less than a year. Despite the fact that his time in Spain was short, his travels left a lasting imprint on his life and work.

From 1893 to 1896 Mizner expanded his knowledge of Spanish style architecture by serving an apprenticeship with a leading proponent of the style, Willis Polk, in San Francisco. His apprenticeship taught him draftsmanship and construction techniques and eventually led to a partnership with Polk. From California Mizner traveled to New York City where he benefitted from a friendship with Stanford White, who helped him become established in the city.

Mizner first visited Palm Beach in 1918 while recovering from an accident. Already established as a New York architect, he stayed with Paris Singer, son of Sewing Machine mogul Isaac Singer and husband of dancer Isadora Duncan. Singer was interested in developing Palm Beach as a resort for the wealthy of New York. Mizner received a $6000 per year retainer from Singer to encourage his New York society cliental to build vacation homes in Palm Beach.

The Everglades Club, designed in 1918, was Mizner's first project and set the tone for the new Palm Beach. Addison Mizner moved away from the shingle cottage style town of Henry Flagler and moved toward a resort of fashion and elegance.

In the Town of Palm Beach, Mizner buildings included dozens of mansions, Via Mizner, Via Parigi, office buildings, apartments, and shops. One of Mizner's unique attributes was his ability to adapt to circumstances. When the elements of his Spanish style buildings became unavailable (iron work, tiles, etc. that help define the Mediterranean Revival style) he established Mizner Industries to produce the needed materials. Eventually he produced the new and "antique" furniture to decorate his houses.

After the collapse of Mizner's project in Boca Raton, and the failure of the Mizner development there, he continued to live in Villa Mizner but had financial trouble maintaining his lifestyle. Mizner died of a heart attack on February 5, 1933.

Maurice Fatio

Maurice Fatio was one of the Palm Beach's top architects from the 1920s to the early 1940s. His firm, Treanor & Fatio, was one of the largest architectural firms in Palm Beach and Fatio's distinctive designs can be seen throughout the Island, in Boca Raton and Miami, Florida.

Fatio was born in 1897 in Geneva, Switzerland. He studied architecture under Karl Moser at the Zurich Polytechnical. After graduation in 1920, Fatio came to America and apprenticed with Harrie T. Lindeberg, a prominent New York architect of Norman and English style country houses.

In 1921, Fatio formed a partnership with William A. Treanor, another architect in Lindeberg's firm. They quickly achieved a great deal of success, constructing

numerous houses, primarily Colonial, on Long Island as well as buildings in Manhattan, including Beekman Tower on the East River.

Fatio's association with Florida can be traced to his employment with Lindeberg, when he received the commission for eight small houses in New Smyrna, Florida. In October,1923, Treanor and Fatio were asked to be the architects for the Olympia Beach development, now Jupiter Island. The next year Fatio opened an office in Palm Beach.

Fatio's many commissions for houses and commercial buildings in Palm Beach were based on his reputation in New York as well as his charm, good looks, and European manner. During his career in Florida, Fatio designed in many diverse styles. Mediterranean Revival, more specifically, Italianate houses incorporating tower blocks, were designed for William McAneeny (195 Via Del Mar), the Coopers (801 South County Road), Mortimer Schiff (920 South Ocean Boulevard), and Daniel McCarthy (550 South Ocean Boulevard). More horizontal, symmetrical, and formal Florentine houses were designed for Otto Kahn (690 North County Road) and Joseph Widner (1500 South Ocean Boulevard) all between 1928 and 1930.

In addition to Fatio's many commissions for houses and commercial buildings, he also was hired to design additions and alterations to numerous existing buildings. Despite the 1926 Florida land bust, 1928 was an extremely busy year for Maurice Fatio. In a letter written on April 14, 1928, Fatio states, "I find myself with nineteen building sites and a work volume three times bigger than last year's. It is the best year which we have ever had - about two million dollars in construction."[16] At least ten of these projects, including the addition for 163 Seminole Avenue, were additions to existing residences.

In the mid-30s, Fatio began designing in the Georgian and British Colonial styles. Large commissions for Albert Worswick (1860 South Ocean Boulevard), E. F. Hutton (1768 South Ocean Boulevard), and Wolcott Blair (1960 South Ocean Boulevard) with their simple materials and uncluttered lines reflected the sober, economic climate and set the pace for the smaller Colonial and Regency commissions that followed them.

[16] Alexander Fatio, Maurice Fatio, Architect (Stuart, Florida: Southeastern Printing, 1992 p. 62.)

During this time, Fatio also worked in the modern style, producing such modern masterpieces as "The Reef" built for Mrs. Barclay Douglas (Jo Hartford). Other modern houses were designed for Messmore Kendall, aviator pioneer Grover Loening, and Prince and Princess Zalstem-Zalessky (Evangeline Johnson Merrill).

World War II brought a halt to construction in Palm Beach. Although Fatio was already beginning to suffer from cancer, he entered the Office of Strategic Services in June of 1943. He died of cancer later that same year, on December 2, 1943.

Howard Major

Howard Brougham Major (1882–1974) was born in New York, the grandson of a lithographer and the son of a printer's artist. Major studied at the Pratt Institute and the New York Atelier of Beaux-Arts. As the chief draftsman for architect Charles Alonzo Rich, he designed a building at Dartmouth College and country houses for Long Island socialites. He opened his own firm on Fifth Avenue and married Katherine Clark (1899-1958) in 1920, with whom he traveled overseas during most of 1920 and 1921. In 1923 he joined Addison Mizner's firm and began his Palm Beach career by designing Spanish style houses for Nelson Odman and Richard Cowell in Palm Beach, and Howard Whitney in Gulfstream.

Although Major started his Florida career in the Spanish style he soon became disenchanted with the results and opened his own architectural office. In a 1926 article for Architectural Forum entitled "A Theory Relating to Spanish and Italian Houses in Florida." he suggested that other styles of architecture were more appropriate to the Florida climate and the "national character." Major also was the author of a book entitled Domestic Architecture of the Early American Republic: The Greek Revival. He favored the Greek Revival style and was also a proponent of the British Colonial style and all its variants, including the Monterey style.

In Palm Beach Howard Major is best known for designing "Major Alley," a small complex of six Bermuda style town homes constructed on Peruvian Avenue in 1925. These homes are currently listed as Landmarks of the Town of Palm Beach. He also completed a home for Charles Merrill called "Merrill's Landing" that has been demolished. After the Depression, Major's more subdued style became more popular when showplaces may have been considered in poor taste. Some examples of Major's residential work that are

protected by the Palm Beach Landmarks Preservation Commission, include Major Alley at 417 Peruvian Away, 235 Banyan Road, 234 El Bravo Way, 124 Via Bethesda, 745 Hi-Mount Road, 270 Queens Lane, 135 El Vedado Road, 224 and 228 Phipps Plaza, and 421 Peruvian Avenue. In 1929, Major renovated one of the earliest Palm Beach houses to be landmarked, the Vicarage on North Lake Way built in 1897, and the Majors lived there for many years.

Besides his work in Palm Beach, Howard Major did projects in Hobe Sound and Gulfstream, Florida. In Naples he laid out the development of Port Royal and designed the "Church of Trinity-by-the-Sea." In Nassau, Bahamas, Major designed the Porcupine Club and residences for Arthur Vining Davis and Edward Lynch.

The following excerpt from Gene Pandula's "Architects on Architects Talk" provides additional insight into the architectural career of Howard Major:

"Like Addison Mizner, architect Howard Major designed country homes on Long Island, N.Y., in the early days of his career before opening shop in Palm Beach. Major began working for Mizner's Worth Avenue office in 1923 and moved to Palm Beach two years later. The two could not have been more different in their professional approach and preferences. Mizner learned architectural design through an apprenticeship; Major gained a formal education in architecture in New York. Mizner was known for having a pet monkey and a more freewheeling design process. Though Mizner's design of The Everglades Club and other projects made Mediterranean Revival style the dominant style in Palm Beach, Major carved out a successful career designing homes in the Greek Revival, Georgian and British Colonial styles.

Major was a cerebral person. He did research. He formed theses and opinion and his practice was rigorous in putting these ideas forward. Major's book, The Domestic Architecture of the Early American Republic: The Greek Revival, was published in 1926. He believed very strongly that America had a style of architecture. Major had two reasons for writing the book. One was to bring to light the fallacy of the impression that the 19th century was devoid of artistic expression. And the second was to place before the public irrefutable evidence that Greek Revival is America's national expression in architecture — the classic revival of the Greece and Rome styles perhaps more accurately called the federal style. Major didn't use the latter label because he didn't want to confuse people.

Though Major also designed Mediterranean Revival style houses in Palm Beach, he was the first to criticize it. The style became popular in Palm Beach but he believed it was not being refined for the United States from its origins.

And he bases those comments on travels to Cuba, to Spain, to Portugal and other locales where he was very studious about crafting articles about essentially Spanish architecture. He claims it was not a simple matter for the Anglo-Saxon to assimilate to this form of architecture. Major even had a series of eight articles published in the Palm Beach Post dissecting Mediterranean Revival style that were designed to prod his cohorts into better design. He wanted architectural restraint.[17]

Builder's Biography

Theodore Eissfeldt

In the 1920 City Directory, Theodore Eissfeldt was listed as an architect but following that he was listed as a contractor working for many years in Palm Beach, West Palm Beach, and Lake Worth. Some of his Palm Beach commissions included 267 Atlantic Avenue (Landmark), 305 Seabreeze Avenue, 409 Seabreeze Avenue, and 337 Brazilian Avenue though he was associated with Mizner early in Palm Beach and likely had other early commissions. In 1925, Eissfeldt began construction of thirty houses in West Palm Beach's Northwood Hills neighborhood, including his own Mediterranean Revival style house at 3815 Eastview Avenue. In 1926, he is listed in the City Directory as President of High Mound Construction Company. By 1932, Eissfeldt was president of Northwood Millworks, Inc. and from 1935-1942 he was president of Builder's Supply Company.

V. Statement of Significance

Villa Dei Fiori is a very good example of Mediterranean Revival style architecture designed in 1921 by Addison Mizner, the architect who introduced the Mediterranean Revival style to Palm Beach. Early compatible additions creating loggias and outdoor patios by important Palm Beach architects, Maurice Fatio and Howard Major, add to the significance of the property. In addition, Orator Frank Woodward, the original owner, was a member of the family that was responsible for the early success of the Jell-O brand.

[17] Rogers, David. "Howard Major 'Rigorous' in Putting Idea Forward, Pandula says in Architect's Talk." Palm Beach Daily News. 22 January 2011.

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:

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

Villa Dei Fiori at 163 Seminole Avenue reflects the broad cultural, economic, and social history of the Town of Palm Beach. The dwelling was built in 1921 during Palm Beach's first building boom and at a time when many of America's wealthiest came to Palm Beach for the winter season and commissioned a dwelling to enjoy the season and entertain guests. Orator Frank Woodward, the first owner who commissioned Mizner to design the house, was a young adult when his family took the Jell-O product from a fledging dessert to one of the most popular and well-known brands in the country.Jell-O provided access to a dessert that had formerly been a high end luxury dessert available only to the rich and made it accessible to the mainstream. The success of the Jell-O brand made it possible for Woodward to commission Palm Beach's most sought after architect to design a house on a large property, and though not a grand estate, it was designed in the latest Palm Beach style and decorated with fine materials and antiques.

(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."

Villa Dei Fiori is a very good example of the Mediterranean Revival style of architecture popularized by its architect Addison Mizner in during the Land Boom of the 1920s. Mediterranean Revival style elements of Mizner's design include its asymmetric design, irregular massing, a mix of rectangular and arched casement windows some paired with slender Corinthian pilasters between, large arched loggia openings, an off-centered entrance, a large exterior chimney, and a roof with wide overhanging eaves and exposed carved rafter tails all covered with red clay barrel tiles. Key Mediterranean Revival features of the Fatio addition included a long arched loggia with clay barrel tile roofs and arched casement windows along with the Spanish style gate

pavilion at the east entry. In the Howard Major designed garden and patio space, the pavilions, perimeter wall, tea house, niches and gates were all designed in the Mediterranean Revival style to complement the original dwelling as well as the east patio. The beautiful decorative Portuguese azulego antique tiles add greatly to the patio's Mediterranean character. Villa Dei Fiori is an example of how both Maurice Fatio and Howard Major could add to an existing Mizner designed Mediterranean Revival house and enhance the overall design and livability of the property.[18]

(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."

Villa Dei Fiori is a notable work of renowned architect Addison Mizner with well-designed complimentary additions by two other distinguished Palm Beach architects, Maurice Fatio and Howard Major. Villa Dei Fiori is representative of the many Mizner houses that became larger as he and other architects added to them over the years. Maurice Fatio, in particular, was well-known for designing loggia additions to provide interior and exterior spaces to enjoy the mild south Florida climate.

Mizner's influential career in Palm Beach spanned only fifteen years but he is recognized as the creator of the Mediterranean Revival "Palm Beach" style. Prior to Mizner arriving in Palm Beach, most buildings were frame cottages, shingled bungalows, or classical revival designs. By 1925, Mizner's influence could be seen in almost every new structure built in town and even some owners of earlier houses remodeled to conform to the new style, illustrating Mizner's substantial influence.[19]

[18] Research Atlantica, 163 Seminole Avenue Designation Report (Entry Gate). April 19, 2000.
[19] Donald Curl, Florida Architecture of Addison Mizner. Page133.

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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.

X. DESIGNATIONS

3. ITEM 3: 163 SEMINOLE AVENUE

(Palm Beach County Lists the Property As 165 Seminole Avenue)
Owner: Dale Coudert, 2012 Steven H. Rose Trust

Call for disclosure of ex parte communication: Disclosure by Mses. Moran, Metzger, and Mr. Ives.

Janet Murphy, MurphyStillings, LLC, testified to the architecture and history for this Mediterranean Revival Style residence. Ms. Murphy pointed out the design features of this building. Ms. Murphy testified that the building 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 of use of indigenous materials or craftsmanship.
Sec. 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. Churney provided confirmation.

Motion made by Ms. Moran and seconded by Ms. Metzger to make the designation report for 163 Seminole Avenue part of the record. Motion carried unanimously, 7-0

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

Aimee Sunny, Preservation Foundation of Palm Beach, provided her support for the designation.

Motion made by Ms. Moran and second by Ms. Albarran to recommend 163 Seminole 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 staff's acknowledgment and belief that the owner is supportive of the designation. Motion carried unanimously, 7-0.

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning & Building

From: Planning, Zoning & Building Staff

Re: ZON-22-132 (ARC-22-200) 165 BRADLEY PLACE - Alef School - Declaration of Use - Progress Update

Date: 10/29/2025

This project is before you to fulfill a condition of the Declaration of Use Agreement.

ATTACHMENTS

Current Declaration of Use Agreement

STRATEGIC PLAN

Strategic Priorities:
Safe and Resilient Community, Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
Cooperative Relationships
Emergency Management
Quality of Life
Community Preservation
On-island Mobility

FUNDING

No Fiscal Impact

CFN 20230269358
OR BK 34478 PG 954
RECORDED 8/7/2023 2:18 PM
Palm Beach County, Florida
Joseph Abruzzo, Clerk
Pgs: 954 - 964; (11pgs)

DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

ALEF PRESCHOOL

JULY 2023

Prepared by and return to:
Harvey E. Oyer, III, Esquire
Shutts & Bowen LLP
525 Okeechobee Boulevard, Suite 1100
West Palm Beach, FL 33401
(561) 650-8517

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DECLARATION OF USE AGREEMENT

This Declaration of Use Agreement ("Agreement") is made and entered into this 4th day of AUGUST, 2023 by and between the Town of Palm Beach, a Florida municipality, with an address of 360 South County Road, Palm Beach, Florida 33480 (hereinafter called the "Town") and Alef Preschool of Palm Beach Inc, with an address of 165 Bradley Place, Palm Beach, Florida 33480 (hereinafter called "Alef Preschool"), which terms "the Town" and "Alef Preschool" will include and bind the successors and assigns of the parties.

RECITALS:

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

WHEREAS, The Alef Preschool is a private academic preschool which is a Special Exception use in the C-TS Zoning District; and

WHEREAS, the Town Council conditionally approved Application Number ZON-22-132 for a Special Exception with Site Plan Review and Variance ("Application") on November 15, 2022 which approved the Special Exception with Site Plan Review to open the Alef Preschool at the above referenced location, together with a Variance to reduce the parking requirement from 80 off-street parking spaces to 76 off-street parking spaces; and

WHEREAS, all of the representations made herein are true and accurate and the approval of the Application is conditioned upon the representations made herein and all the conditions herein imposed.

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

AGREEMENT

ARTICLE I

RECITALS

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

ARTICLE II

AUTHORITY

The Alef Preschool has full right to enter into this Agreement and 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. Neither the execution of this Agreement nor the consummation of the transactions contemplated herein will violate any restriction, court order or agreement to which the Alef Preschool or the Land are subject.

ARTICLE III

PRESCHOOL USE

The private academic preschool use that is the subject of this Agreement shall be as set forth in the Application submitted to the Town for Special Exception with Site Plan Review and Variance, and approved by Town Council on November 15, 2022, as the same may be amended from time to time (hereinafter referred to as the "Approval"). The set of plans which are part of the Application, and as identified on sheet drawings A001.1, A002.1, A100.1, LP1, EL1, and A200 prepared by MP Design & Architecture, Inc., dated September 2, 2022, may not be deviated from unless prior Special Exception approval is granted by the Town Council.

ARTICLE IV

CONDITIONS

The approval to allow the Alef Preschool to operate is based upon the following conditions:

1. The maximum number of students shall not exceed 68 students.

2. The drop-off and pick-up times shall be staggered as follows:

   a. Drop-off occurs over a 90 min. period from 7:45AM to 9:15AM, evenly divided over three separate 30-minute periods.

   b. Pick-up occurs over two separate periods: a 30 min. period from 12:15PM to 12:45PM and a 45 min. period from 2:45 PM to 3:30PM.

3. A minimum of 40% of the students shall be picked up no later than 12:45PM.

4. If the Alef Preschool vacates the Land or there is a rescission of the Approval by the Town Council, the Alef Preschool shall be responsible for the following:

   a. Obtaining any required permits for the reconstruction of the parking spaces removed for the playground and the one-way drive aisle accessed from Park Avenue connecting to the Land; and

   b. The reconstruction of the parking spaces removed for the playground and the one-way drive aisle accessed from Park Avenue connecting to the Land.

5. A satisfactory site management plan related to the flow of traffic, parking, and pedestrians shall be submitted to the Town Public Safety staff for their review and approval.

6. Vehicular traffic related to the Alef Preschool operation shall be prohibited on Park Avenue.

7. The Alef Preschool shall install two (2) shade trees on the proposed playground.

8. The proposed artificial turf on the playground is not approved. The asphalt on the east parking lot where the playground will be located shall be removed and replaced with grass.

9. The Alef Preschool is required to meet the Town serving requirements of the Town code. Commencing at the start of the second year of operations of the Alef Preschool and at the beginning of each school year thereafter, the Alef Preschool shall submit evidence to the Town demonstrating that not less than 50% of the students of the Alef Preschool are town persons.

10. The Alef Preschool shall appear before Town Council on May 15, 2024, following the completion of a full school year and during peak season, to review operation.

11. Alef Preschool shall not have a vehicular drop-off line, pick-up line, or vehicular queuing. All vehicles must park for drop-off and pick-up on-site and faculty shall not park in the designated parent drop-off parking spaces.

12. The new hedge to be installed on Park Avenue shall be planted and maintained at no less than nine (9) feet in height.

13. Alef Preschool shall not have more than eight (8) special events per year and notification of all such special events shall be provided, in advance, to the neighboring property owners.

14. Alef Preschool shall not sell or assign its school to another party, the provisions of this Agreement being specific to Alef Preschool.

15. Alef Preschool shall ensure that its student contracts, parent handbooks, website, and other similar written material clearly state that parents shall not use Park Avenue during student drop-off or pick-up. Alef Preschool shall require all parents to sign an acknowledgement that they will not use Park Avenue during student drop-off or pick-up.

16. Alef Preschool shall plant a clusia hedge along the east property line planted at nine (9) feet in height and ultimately maintained at no less than fifteen (15) feet in height, while leaving the existing areca palms on the east property line in place.

ARTICLE V

VOLUNTARY AGREEMENT AND HOLD HARMLESS

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

ARTICLE VI

REMEDIES FOR VIOLATION

1. Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to the Alef Preschool of said violation(s) and the date upon which said violation(s) shall be corrected, Alef Preschool or Alef Preschool's successor or assigns shall pay to the Town a liquidated amount of $2,000.00 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 Alef Preschool. The Town Council may, upon a finding of violation, alter this Agreement or rescind the Approval of the use.

In the event Alef Preschool disputes the determination of the Director of Planning, Zoning and Building Department of the violation of the conditions of this Agreement, or in the event the Alef Preschool disputes any code violation, Alef Preschool 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 ALEF PRESCHOOL

This Agreement shall NOT run with the Land and shall be binding upon the Alef Preschool only and shall terminate upon the termination of the Alef Preschool's lease and/or business tax receipt, or rescission of the Approval by the Town Council. This Agreement shall be recorded by the Alef Preschool in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto. This Agreement shall be superior to any mortgages on the Land and shall be recorded prior to the recording of any such mortgages.

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

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.

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 paragraph 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 herefrom and this Agreement shall continue in full force and effect as if such invalid provision were never a part hereof.

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

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

Signed, sealed and delivered
In the presence of:

Print Name: Deborah James

Print Name: Deborah Moody

Print Name: Deborah James

Print Name: Deborah Moody

Print Name: Deborah James

Print Name: Deborah Moody

THE TOWN OF PALM BEACH

By: Danielle H. Moore
Danielle H. Moore, Mayor

By: Margaret Zeidman
Margaret Zeidman, Council President

By: Kirk Blouin
Kirk Blouin, Town Manager

ALEF PRESCHOOL OF PALM BEACH INC

Print Name: Jennifer Johnston Dew

By: Zalman Levitan
Name: Zalman Levitan
Title: President

MELISSA D. FOSTER
MY COMMISSION # GG 959805
EXPIRES: June 15, 2024
Bonded Thru Notary Public Underwriters

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 4th day of AUGUST, 2023, by Danielle H. Moore, the Mayor of the Town of Palm Beach, a Florida municipality, on behalf of the municipality. She is personally known to me and she did not take an oath.

Deborah A. Moody
Signature of Notary Public

Deborah A. Moody
Printed Name of Notary Public
Commission Expires: 2/28/2026

DEBORAH A. MOODY
Notary Public - State of Florida
Commission # HH 195921
My Comm. Expires Feb 28, 2026
Bonded through National Notary Assn.

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 4th day of AUGUST, 2023, by Margaret Zeidman, the Council President of the Town of Palm Beach, a Florida municipality, on behalf of the municipality. He is personally known to me and he did not take an oath.

Deborah A. Moody
Signature of Notary Public

Deborah A. Moody
Printed Name of Notary Public
Commission Expires: 2/28/2026

DEBORAH A. MOODY
Notary Public - State of Florida
Commission # HH 195921
My Comm. Expires Feb 28, 2026
Bonded through National Notary Assn.

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 24th day of July, 2023, by Kirk Blouin, the Town Manager of the Town of Palm Beach, a Florida municipality, on behalf of the municipality. He is personally known to me and he did not take an oath.

JESSICA E. SAVIDGE NOTARY PUBLIC MY COMMISSION EXPIRES 6-19-2026 STATE OF FLORIDA COMMISSION NUMBER HH 277119

Jessica Savidge
Signature of Notary Public

Jessica Savidge
Printed Name of Notary Public
Commission Expires: June 19, 2026

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 21st day of July, 2023, by Shneur Z. Levitin, on behalf of Alef Preschool of Palm Beach Inc. He is personally known to me and he did not take an oath.

MELISSA D. FOSTER
MY COMMISSION # GG 959805
EXPIRES: June 15, 2024
Bonded Thru Notary Public Underwriters

Signature of Notary Public

Melissa D. Foster
Printed Name of Notary Public
Commission Expires: June 15, 2024

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

By: _____
John C. Randolph, Esquire

RECOMMENDED APPROVAL:

_____

_____

EXHIBIT "A"

LEGAL DESCRIPTION

Lots 35, 36 and 37, BUNGALOW PARK ADDITION, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court in and for Palm Beach County. Florida. recorded in Plat Book 7, Page 26.

I hereby certify the foregoing is a true copy of the record in my office
with redactions, if any as required by law as of this day, 08/07/2023.
Joseph Abruzzo, Clerk of the Circuit Court & Comptroller Palm Beach County, Florida
By: Deputy Clerk
Melina Quiroz
Melina Quiroz

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Planning, Zoning, & Building Staff

Re: ZON-25-0045 (ARC-25-0044) 766 HI MOUNT RD (COMBO). The applicant, Christina Baker, owner (Maura Ziska and SKA Architects, representatives), has filed an application requesting Town Council review and approval of one (1) variance for a reduced side yard setback to reconstruct a glass enclosure on the west side of the cabana. The Architectural Commission shall perform design review of the application. *[The Architectural Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Commission approved this project with conditions. Carried 6-1.]*

Date: 10/30/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Safe and Resilient Community, Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0045 (ARC-25-0044) 766 HI MOUNT RD (COMBO). The applicant, Christina Baker, owner (Maura Ziska and SKA Architects, representatives), has filed an application requesting Town Council review and approval of one (1) variance for a reduced side yard setback to reconstruct a glass enclosure on the west side of the cabana. The Architectural Commission shall perform design review of the application.
Property Owner: Christina Baker
Professional: SKA Architect and Planner
Representative: Maura Ziska

HISTORY:
This single-family house was constructed in 1987 and has had no notable architectural modifications. This case was first heard by ARCOM at the August 2025 meeting, deferring the item for the applicant to study an architecturally more compatible addition. At the October 29, 2025 ARCOM meeting, the project was approved (7-0). Additionally, a motion was made and passed (7-0) that the implementation of the proposed variance would not negatively affect the architecture.

THE PROJECT:
The applicant has submitted revised plans, entitled "Baker Residence", as prepared by SKA Architect and Planner, uploaded October 6, 2025.

The following is the scope of work for the Project:

- Demolish existing glass enclosure on west elevation
- Construct new addition in same footprint on west elevation.

The following variances from the Town Council are required to achieve the scope of work:

- **VARIANCE #1:** Section 134-1576: Variance request to reduce the required for street side yard setback to remain at 18.2' in lieu of the 30' minimum required.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Lot Size	27,024 SF	**Flood Zone**	X, VE, AE-6
Lot Width	109'	**Lot Depth**	261'
Lot Coverage	Permitted: 30% Existing: 23.4% Proposed :23.4%	**Finished Floor Elevation**	Required: 7' Existing: 21'
CCR	Permitted: 4.5 Existing :3.62 Proposed: 3.62	**Rear Setback**	Required: 15' Existing: 51.2' Proposed: 51.2'

Surrounding Properties / Zoning

North	Palm Beach Country Club golf course / R-A
South	756 Hi Mount Rd/ R-B Residential/ R-B
East	765 Hi Mount Rd/ R-B Residential / R-B
West	Intracoastal waterway

STAFF ANALYSIS:

The subject property has a primary and accessory structure, is located on the northwest terminus of Hi Mount Road and abuts the public right of way of Country Club Road.



The application is seeking approval to replace an existing "greenhouse" on the west elevation of this cabana with a new room addition with tall glass windows and a parapet roof. Due to its visibility the application is being presented to ARCOM prior to seeking approval from Town Council for a setback variance.





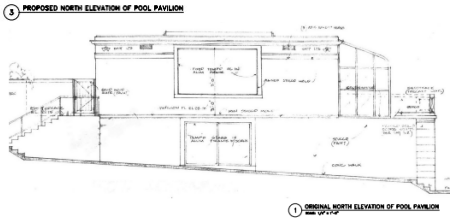
1 PROPOSED SOUTH ELEVATION OF POOL PAVILION



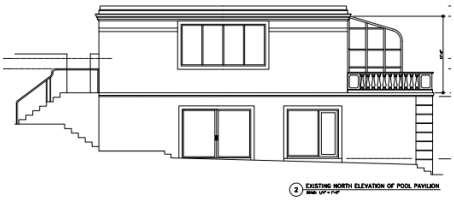
2 PROPOSED WEST ELEVATION OF POOL PAVILION



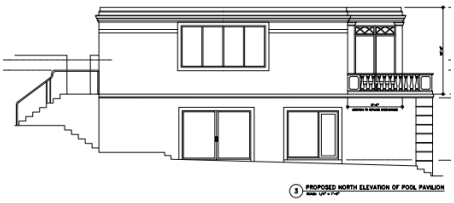
3 PROPOSED NORTH ELEVATION OF POOL PAVILION



1 ORIGINAL NORTH ELEVATION OF POOL PAVILION

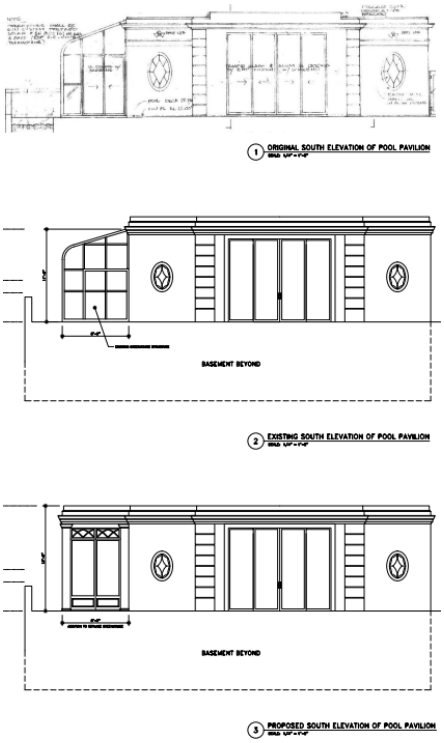


2 EXISTING NORTH ELEVATION OF POOL PAVILION



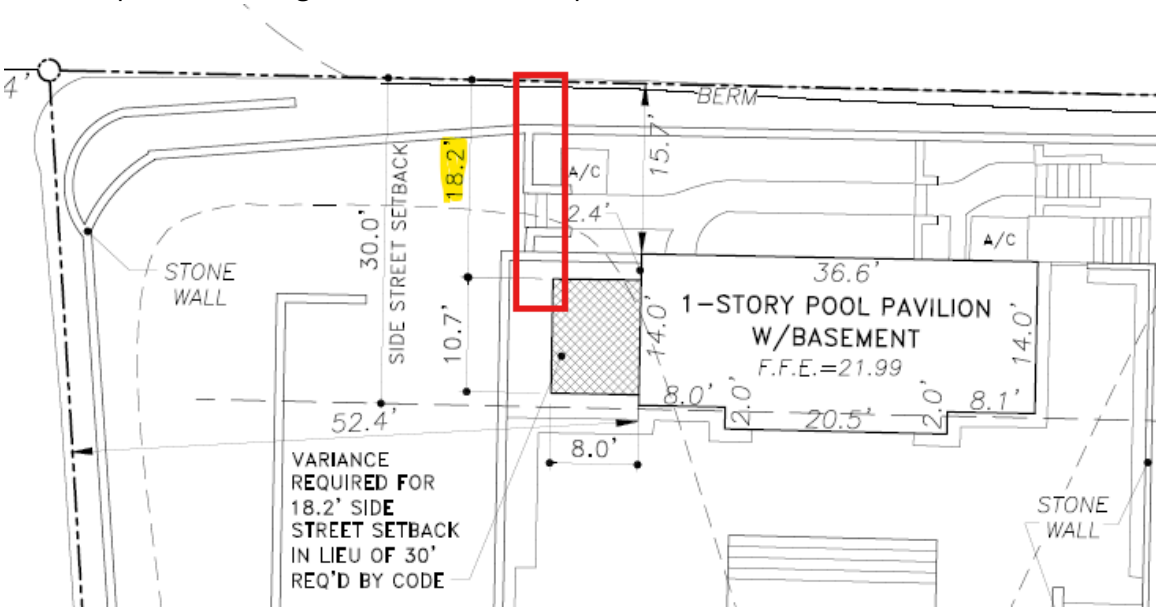
3 PROPOSED NORTH ELEVATION OF POOL PAVILION

North Elevation; Original, Existing, Proposed



South Elevation; Original, Existing, Proposed

As indicated by the plans, the glass enclosure on the west elevation is original to the Regency-inspired house. The small addition proposed to replace this space is now much more compatible with the main residence and features a parapet roof, tall glass windows and pilasters, plus other architectural details. This replacement is small but visible as one approaches the coral cut from the north or views it on the west elevation from the Lake Trail. Additionally, in its current location, the glass enclosure does not meet the north side yard setback from Country Club Road. The current and proposed addition would be 18.2' instead of the required 30' along the north side of the parcel.



Code Section	Required	Proposed	Variance
Variance #1 Section 134-1576	30’	18.2’	**11.8’**

As previously mentioned, there is no abutting residential property to the north (the area of the intervention and the variance request) as the subject property abuts the public right of way of Country Club Road; as such, there will be no direct negative impact to a neighbor.

CONCLUSION:

Approval of the project will require one (1) separate motion(s) to be made by the Town Council:

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

WRB:JGM: FHM

SKA

SKA
Architect + Planner

Re:
766 Hi Mount Rd
Palm Beach, FL 33480

October 7, 2025

We are pleased to submit the accompanying drawings for our project at 766 Hi Mount Rd in Palm Beach. We are requesting the following:

A new 83.8' sq. ft. attached conservatory is to replace an existing greenhouse. The footprint of the new structure will match that of the existing. The existing greenhouse is original to the house and needs to be replaced with a new structure that meets current codes and has impact-rated glazing.

One Variance is required:

Section 134-1576: Variance request for street side yard setback to remain at 18.1' in lieu of the 30' minimum required.

The criteria for granting the variance pursuant to 134-201:

1. List the special conditions and circumstances peculiar to the land, structure or building which are not applicable to other lands, structures or buildings in the same zoning district.

   The property is located in the R-B Zoning District and the residence was built in 1987 and is non-conforming to today's code with the street side yard setback where the existing greenhouse exists. Since the greenhouse is in need of repair and updating, the applicant is requesting to replace the greenhouse with a safer structure in the same location.

2. Indicate how the special conditions and circumstances do not result from the actions of the applicant.

   T**he Applicant was not the cause of the special conditions of the property or residence, as the characteristics of the residence and land have been in existence since the house was designed and built in 1987.**

3. Demonstrate that the granting of the variance will not confer on the applicant any special privilege that is denied by this ordinance to other lands, buildings or structures in the same zoning district.

   The granting of the variance will not confer on the Applicant a special privilege. There are other properties in the neighborhood with non-conforming setbacks as many of the residences were constructed prior to today's zoning code requirements.

4. Demonstrate how literal interpretation of this ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this ordinance and would work unnecessary and undue hardship on the applicant.

   The hardship for the side yard setback variance, which runs with the land, is that the residence is non- conforming to today's code and the request is to re-vest an existing non-conformity and replace a outdated structure with a new and improved structure in the same location.

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

   The variance requested is the minimum necessary to make reasonable use of the land in order to replace the existing greenhouse.

6. Show how the granting 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.

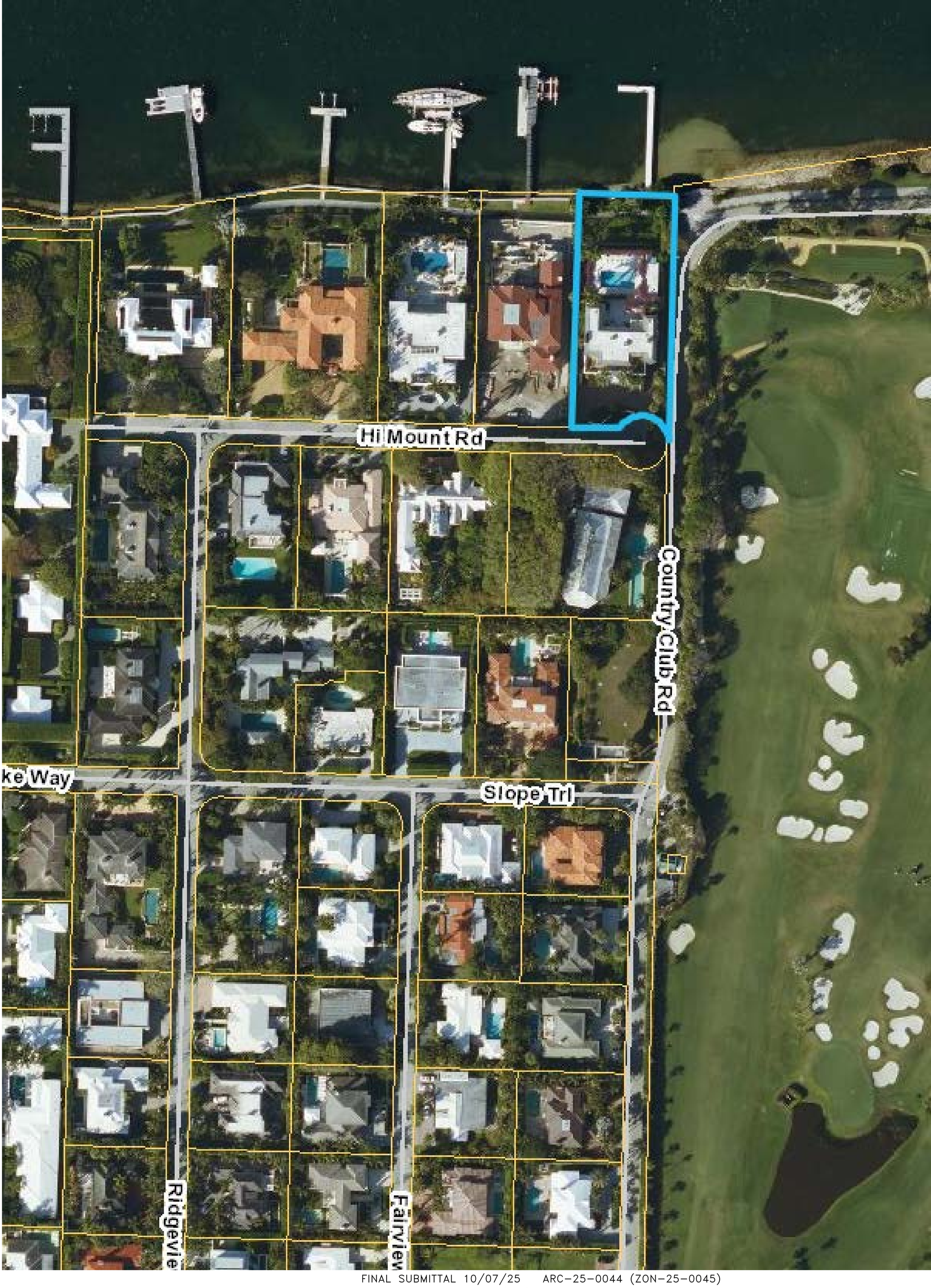
   Granting the variance will not be injurious to the neighborhood, as the request is minor and the end result will be the same footprint as what is existing today.

Sincerely,



Jacqueline Albarran, Architect P.A.

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



FINAL SUBMITTAL 10/07/25 ARC-25-0044 (ZON-25-0045)
ARCOM HEARING 10/29/25 TC HEARING 11/13/25

SHEET NUMBER:

DATE: 10-07-25
JOB # 0503

REVISIONS:

JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

BAKER RESIDENCE

766 HI MOUNT ROAD
PALM BEACH, FLORIDA

SKA
SKA ARCHITECT + PLANNER
324 ROYAL PALM WAY, SUITE 227, PALM BEACH, FLORIDA
TEL: 561.655.7676 FAX: 561.655.3533

INDEX OF DRAWINGS

ARCHITECTURAL

A0– COVER SHEET, INDEX
A1.1–EXISTING/PROPOSED SITE PLAN
A1.2–NEIGHBORHOOD MAP/PHOTO KEY PLAN
PHOTO PAGES
A2– EXISTING AND PROPOSED FLOOR PLANS
A3– EXISTING AND PROPOSED ROOF PLANS
A4– ORIGINAL, EXISTING AND PROPOSED SOUTH & WEST ELEVATIONS
A5– ORIGINAL, EXISTING AND PROPOSED NORTH ELEVATIONS
A6.1–PROPOSED COLOR RENDERED ELEVATIONS
A6.2–PROPOSED COLOR RENDERED ELEVATIONS W/ LANDSCAPING

SURVEY

BOUNDARY, TOPOGRAPHIC AND EASEMENT SURVEY

ARCHITECT:

SKA Architect + Planner
Attn: Jacqueline Albarran
324 Royal Palm Way
Suite 227
Palm Beach, Fl 33480
(561) 655–7676

GENERAL CONTRACTOR

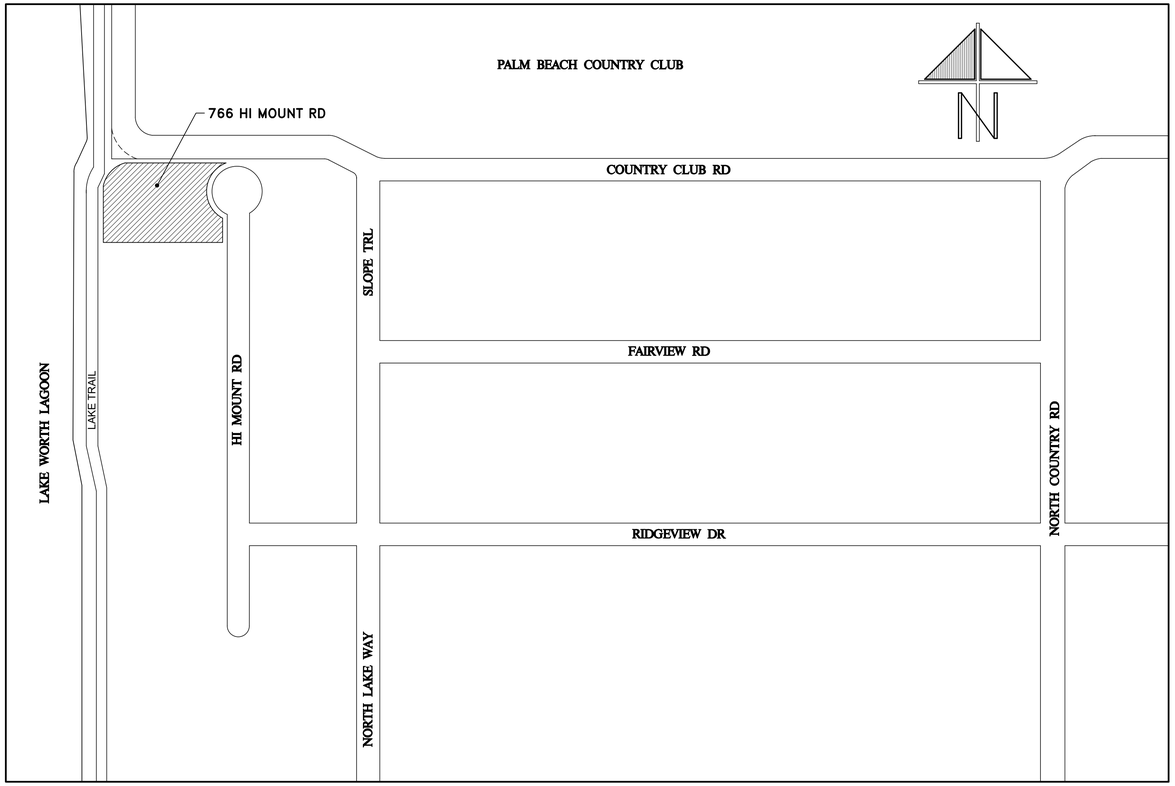
Berry Custom Builders Inc.
Attn: Michael Berry Jr.
(561) 876–4193

Line 0	ZONING LEGEND			
1	PROPERTY ADDRESS	766 HI MOUNT ROAD, PALM BEACH, FL		
2	ZONING DISTRICT	R–B		
3	STRUCTURE TYPE	WALLS: CBS – ROOF: SLATE AND FLAT (TAR AND GRAVEL)		
4		REQUIRED/ALLOWED	EXISTING	PROPOSED
5	LOT SIZE (SQ. FT.)	10,000 MIN.	27,024	27,024
6	LOT DEPTH	100 MIN.	261' (AVERAGE)	261' (AVERAGE)
7	LOT WIDTH	100 MIN.	109' (AVERAGE)	109' (AVERAGE)
8	LOT COVERAGE (SQ. FT.)	6,223.8 MAX. (30%)	6,351 (23.4%)	6,351 (23.4%)
9	ENCLOSED SQUARE FOOTAGE		10,711	10,711
10	CUBIC CONTENT RATIO	4.50 MAX.	3.62	3.62
THE FOLLOWING SETBACKS AND HEIGHTS ARE FOR THE CONSERVATORY				
11	FRONT YARD SETBACK	25.0' MIN.	163.5'	163.5'
12	STREET SIDE YARD SETBACK (NORTH)	30.0' MIN.	18.1'	18.1'
13	SIDE YARD SETBACK (SOUTH)	15.0' MIN.	80.75'	80.75'
14	REAR YARD SETBACK (FROM LAKE TRAIL)	15.0' MIN.	51.2'	51.2'
15	ANGLE OF VISION	100°	N/A	N/A
16	BUILDING HEIGHT	22.0'	6.2'	5.0'
17	OVERALL BUILDING HEIGHT	30.0'	6.2'	7.66'
18	CROWN OF ROAD (COR) (NAVD)		25.55'	25.55'
19	MAX. AMOUNT OF FILL ADDED TO SITE		N/A	0
20	FINISH FLOOR ELEVATION (FFE) (NAVD)	7.00' NAVD	21.99' NAVD	21.99' NAVD
21	ZERO DATUM–PT. OF MEAS. (NAVD)	26.5' NAVD	27.05' NAVD	27.05' NAVD
22	FEMA FLOOD ZONE DESIGNATION		X, VE AND AE	X, VE AND AE
23	BASE FLOOD ELEVATION (BFE) (NAVD)	+7.00' NAVD	+7.00' NAVD	+7.00' NAVD
24	LANDSCAPE OPEN SPACE (LOS)	12,700 (45%)		NO CHANGE
25	PERIMETER (LOS)			NO CHANGE
26	FRONT YARD (LOS)			NO CHANGE
27	NATIVE PLANT SPECIES %			NO CHANGE

NOTE:
LOT IS ADJACENT TO THE WATERS OF LAKE WORTH
(NOT REQ'D TO MEET RA CODES)

GENERAL NOTES

THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DRAWINGS AND SPECIFICATION REQUIREMENTS WITH EXISTING CONDITIONS IN THE FIELD AND BRING ANY DISCREPANCIES TO THE ARCHITECT'S ATTENTION BEFORE PROCEEDING WITH THE WORK. DO NOT SCALE DRAWING. ALL DIMENSIONS SUPERSEDE ANY GRAPHIC REPRESENTATION.
ALL CONSTRUCTION TO BE ACCORDING TO CURRENT LOCAL CODES FBC 8th EDITION 2023.



PLOT PLAN
SCALE: N.T.S.

SCOPE OF WORK

WE ARE PROPOSING TO REPLACE AN EXISTING ATTACHED GREENHOUSE WITH A NEW CONSERVATORY WITH THE SAME FOOTPRINT, WITH IMPACT–RATED WINDOWS.
A STREET SIDE SETBACK VARIANCE IS REQUIRED.

SKA
SKA ARCHITECT + PLANNER
324 ROYAL PALM WAY, SUITE 227, PALM BEACH, FLORIDA
TEL: 561.655.7676 FAX: 561.655.3533

BAKER RESIDENCE

766 HI MOUNT ROAD

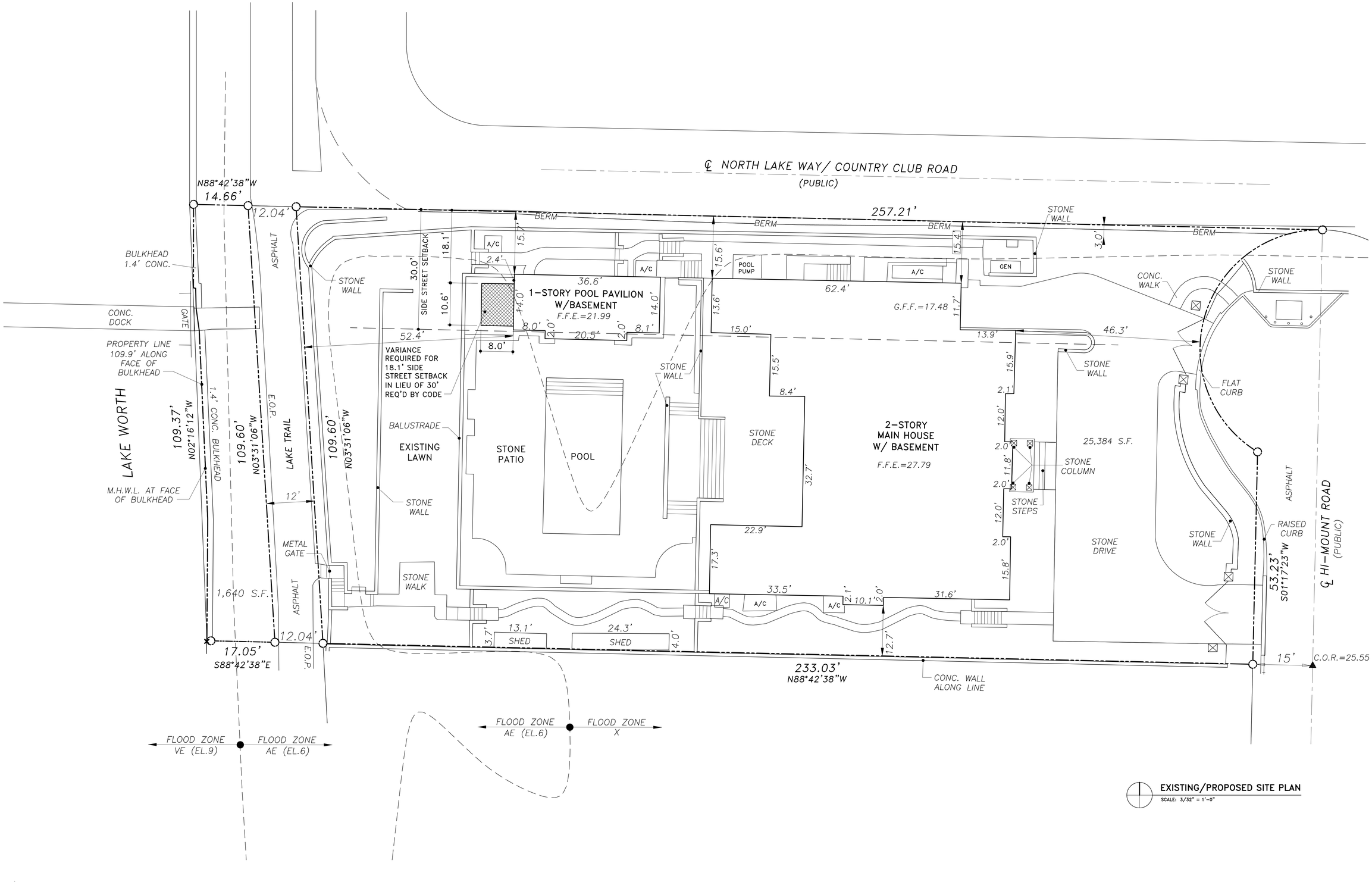
FINAL DROP OFF 10/07/25 ARC–25–0044 (ZON–25–0045)
ARCOM HEARING 10/29/25 TC HEARING 11/13/25

STATE OF FLORIDA
JACQUELINE ALBARRAN
A.R.A # 9701
REGISTERED ARCHITECT

DATE:
10–07–25

GENERAL NOTES

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EXISTING/PROPOSED SITE PLAN
SCALE: 3/32" = 1'-0"

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TEL: 561.655.7676 FAX: 561.655.3533

BAKER RESIDENCE
766 HI MOUNT ROAD
PALM BEACH, FL

STATE OF FLORIDA
JACQUELINE ALBARRAN
A 11701
REGISTERED
JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

REVISIONS:
1

SHEET NUMBER: A1.1
DATE: 10-07-25
JOB # 0503

GENERAL NOTES

THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DRAWINGS AND SPECIFICATION REQUIREMENTS WITH EXISTING CONDITIONS IN THE FIELD AND BRING ANY DISCREPANCIES TO THE ARCHITECT'S ATTENTION BEFORE PROCEEDING WITH THE WORK. DO NOT SCALE DRAWING. ALL DIMENSIONS SUPERSEDE ANY GRAPHIC REPRESENTATION.
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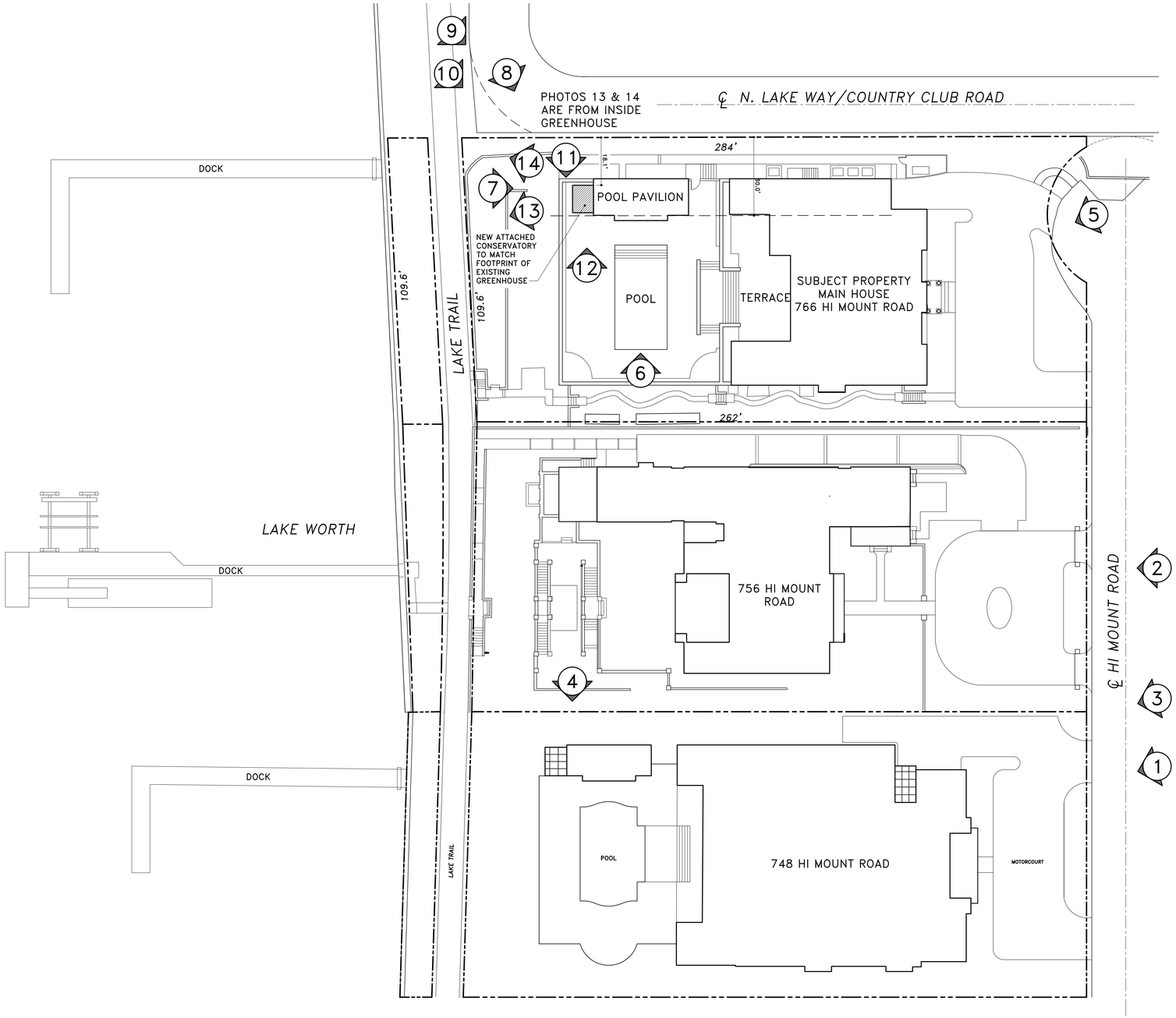


PHOTO KEY/LOCATION PLAN
SCALE: 3/64" = 1'-0"

SKA
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324 ROYAL PALM WAY, SUITE 227, PALM BEACH, FLORIDA
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BAKER RESIDENCE
766 HI MOUNT ROAD
PALM BEACH, FL

JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

REVISIONS:
1

SHEET NUMBER: A1.2
DATE: 10-07-25
JOB # 0503



1 - 748 HI MOUNT RD



2 - 756 HI MOUNT RD



3 - GREENHOUSE #1
AT 748 HI MOUNT



4 - GREENHOUSE #2
AT 748 HI MOUNT

5



6



7



SUBJECT PROPERTY
766 HI MOUNT RD

8



VIEWS OF NORTH ELEVATION OF MAIN HOUSE & POOL CABANA

9



10



11



12



EXTERIOR VIEWS OF EXISTING GREENHOUSE

13



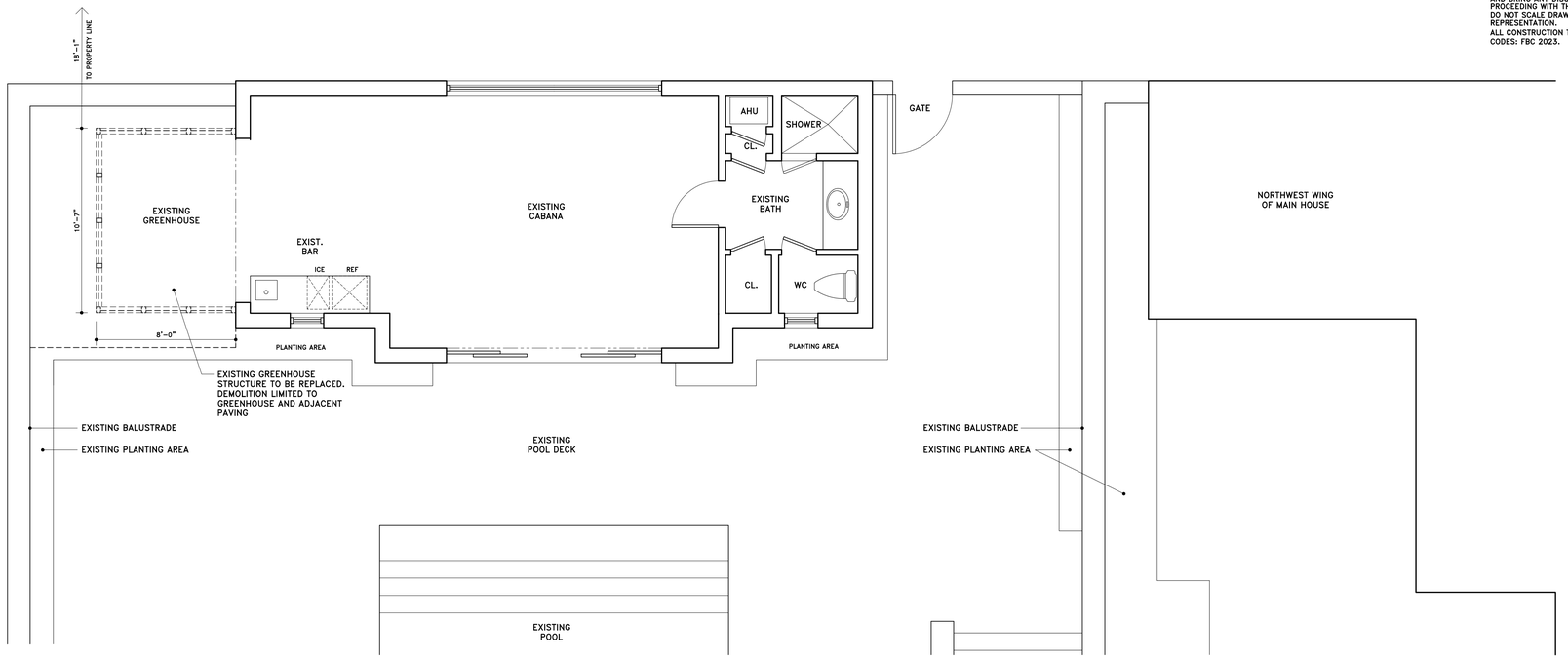
14



INTERIOR VIEWS OF EXISTING GREENHOUSE

GENERAL NOTE:

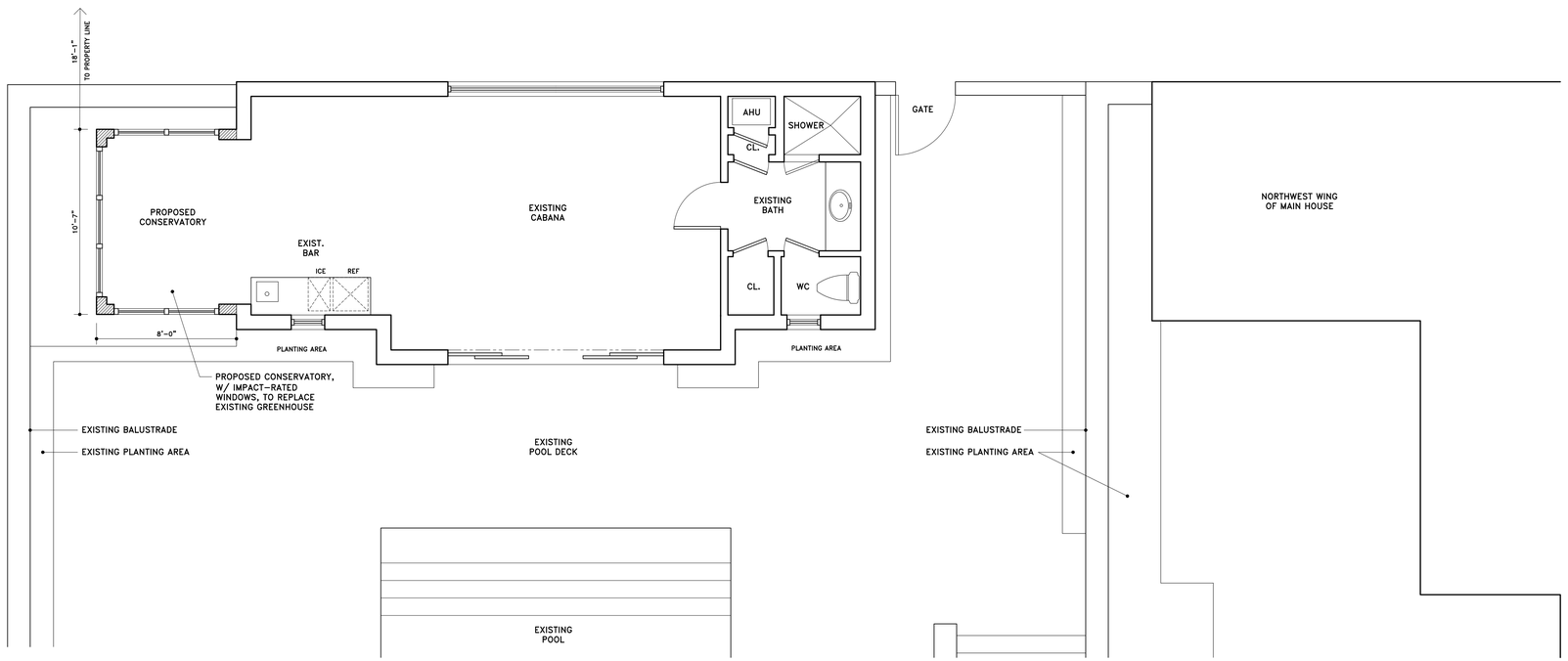
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N W E S

EXISTING PAVILION FIRST FLOOR DEMOLITION PLAN

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



N W E S

PROPOSED PAVILION FIRST FLOOR PLAN

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

SKA ARCHITECT + PLANNER
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BAKER RESIDENCE
766 HI MOUNT ROAD
PALM BEACH, FL

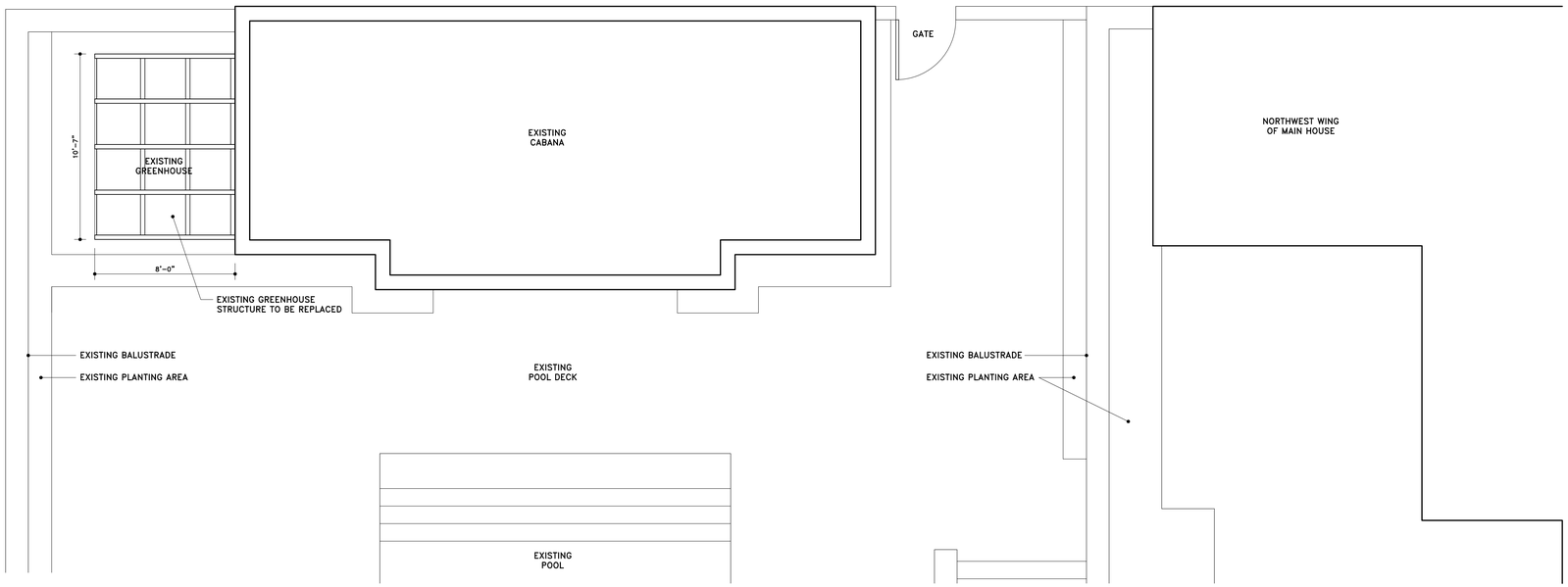
JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

REVISIONS:
1
2
3
4

SHEET NUMBER:
A2
DATE:
10-07-25
JOB #
0503

GENERAL NOTE:

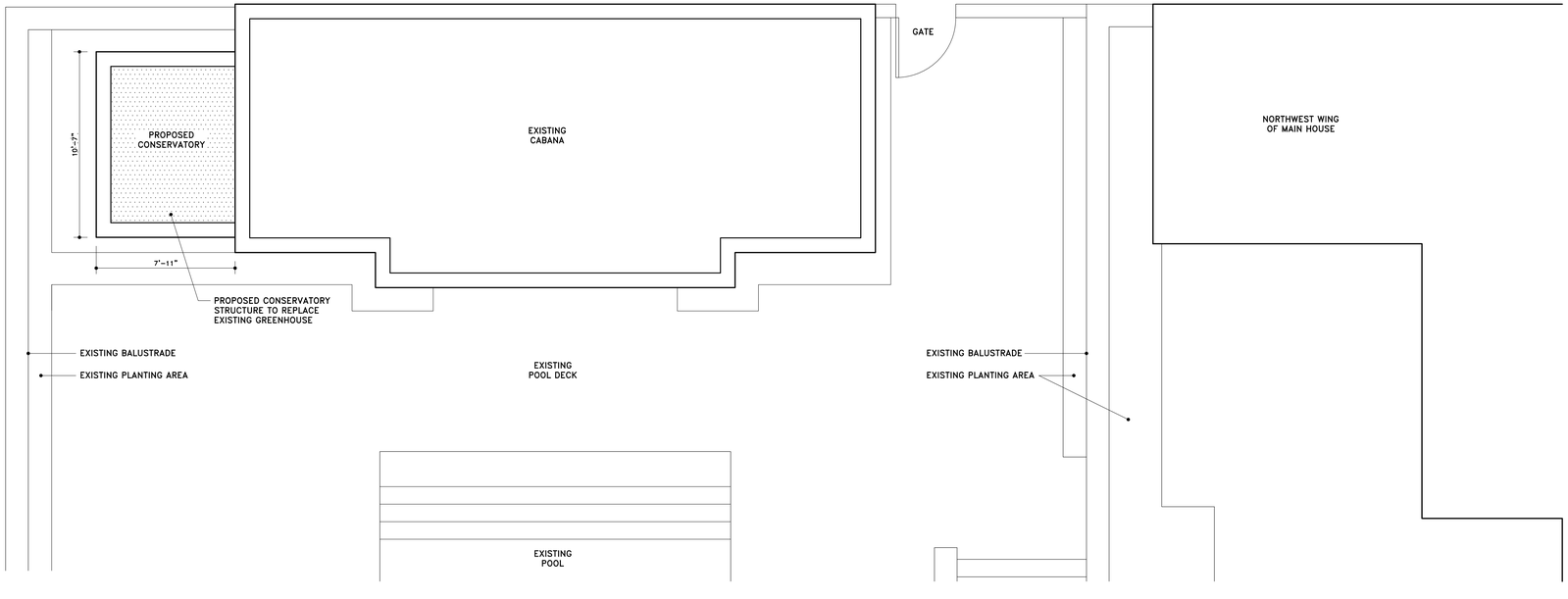
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N W E S

EXISTING PAVILION ROOF PLAN

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



N W E S

PROPOSED PAVILION ROOF PLAN

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

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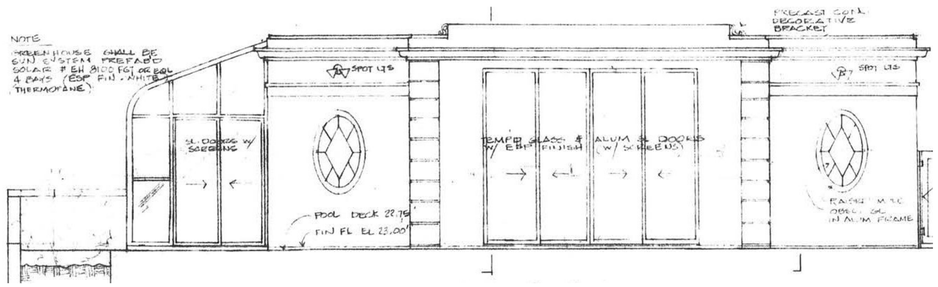
BAKER RESIDENCE
766 HI MOUNT ROAD
PALM BEACH, FL



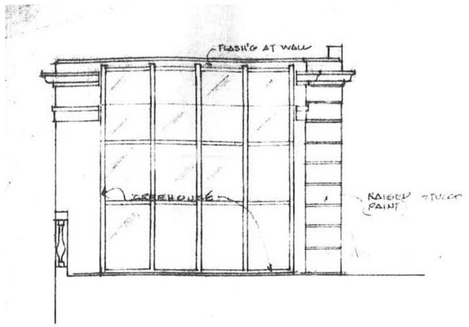
JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

REVISIONS:
1
2
3
4

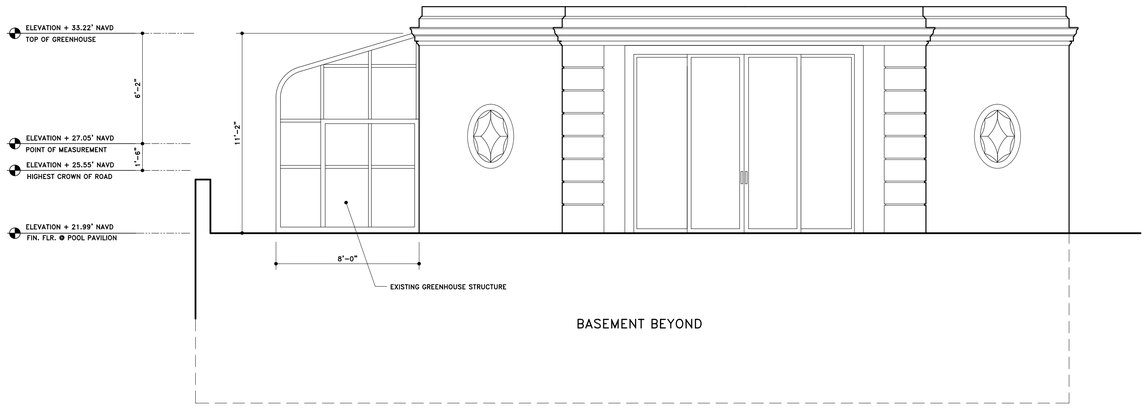
SHEET NUMBER:
A3
DATE:
10-07-25
JOB #
0503



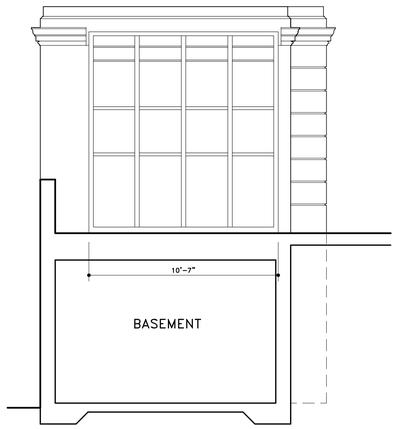
1 ORIGINAL SOUTH ELEVATION OF POOL PAVILION
SCALE: 1/4" = 1'-0"



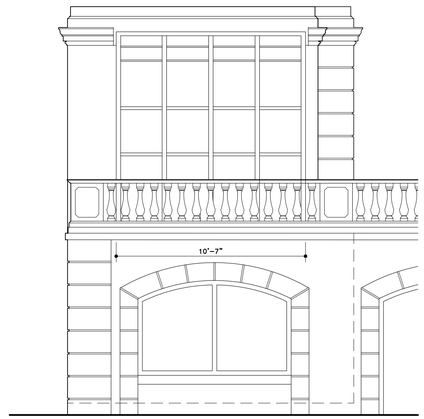
4 EXISTING WEST ELEVATION OF POOL PAVILION
SCALE: 1/4" = 1'-0"



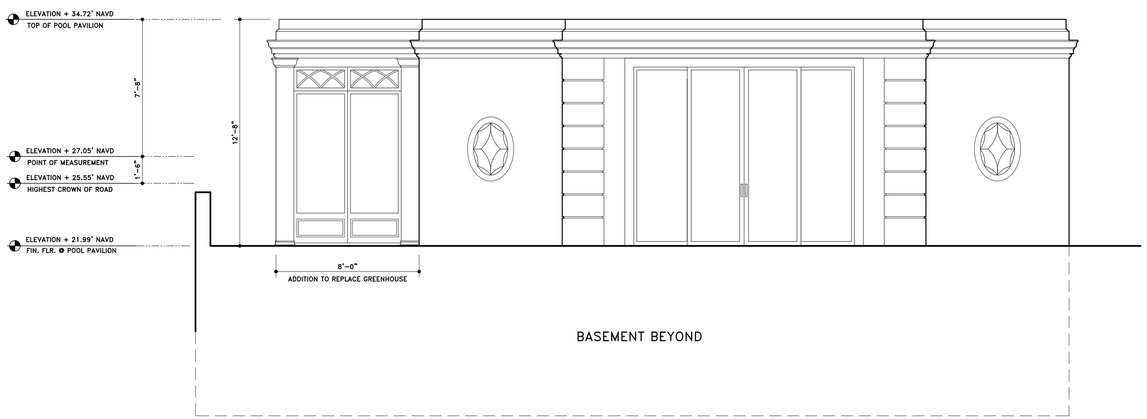
2 EXISTING SOUTH ELEVATION OF POOL PAVILION
SCALE: 1/4" = 1'-0"



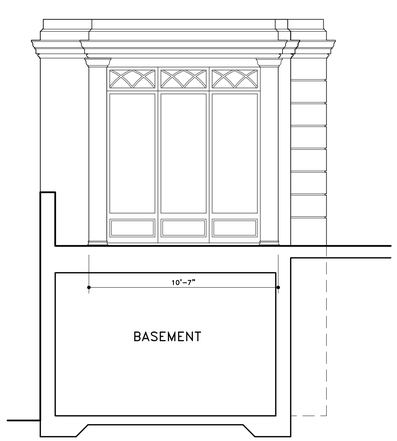
5 EXISTING WEST ELEVATION OF POOL PAVILION
SCALE: 1/4" = 1'-0"
CUT THROUGH POOL DECK



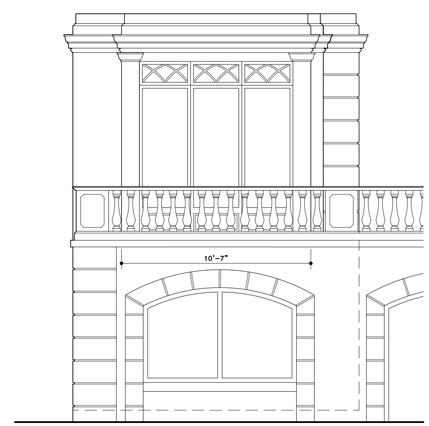
7 EXISTING WEST ELEVATION OF POOL PAVILION
SCALE: 1/4" = 1'-0"



3 PROPOSED SOUTH ELEVATION OF POOL PAVILION
SCALE: 1/4" = 1'-0"



6 PROPOSED WEST ELEVATION OF POOL PAVILION
SCALE: 1/4" = 1'-0"
CUT THROUGH POOL DECK



8 PROPOSED WEST ELEVATION OF POOL PAVILION
SCALE: 1/4" = 1'-0"

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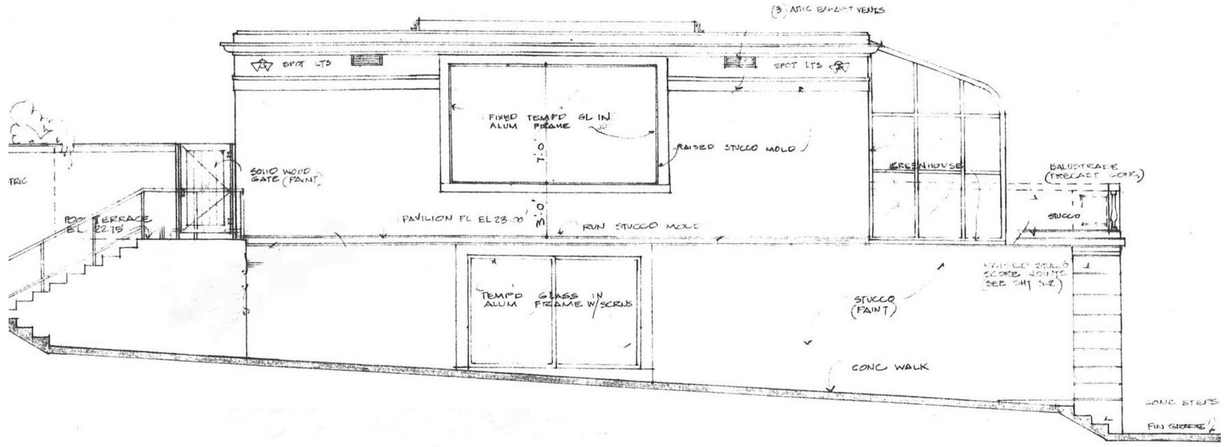
BAKER RESIDENCE
766 HI MOUNT ROAD
PALM BEACH, FL



JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

REVISIONS:
1

SHEET NUMBER:
A4
DATE:
10-07-25
JOB #
0503



1 **ORIGINAL NORTH ELEVATION OF POOL PAVILION**
SCALE: 1/4" = 1'-0"



2 **EXISTING NORTH ELEVATION OF POOL PAVILION**
SCALE: 1/4" = 1'-0"



3 **PROPOSED NORTH ELEVATION OF POOL PAVILION**
SCALE: 1/4" = 1'-0"

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BAKER RESIDENCE
766 HI MOUNT ROAD
PALM BEACH, FL



JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

REVISIONS:
1

SHEET NUMBER:
A5
DATE:
10-07-25
JOB #
0503



1 PROPOSED SOUTH ELEVATION OF POOL PAVILION



2 PROPOSED WEST ELEVATION OF POOL PAVILION



3 PROPOSED NORTH ELEVATION OF POOL PAVILION

SKA
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BAKER RESIDENCE
766 HI MOUNT ROAD
PALM BEACH, FL

JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

REVISIONS:
1

SHEET NUMBER:
A6.1

DATE:
10-07-25

JOB #
0503



1 PROPOSED SOUTH ELEVATION OF POOL PAVILION



2 PROPOSED WEST ELEVATION OF POOL PAVILION



3 PROPOSED NORTH ELEVATION OF POOL PAVILION

SKA
SKA ARCHITECT + PLANNER
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TEL: 561.655.7676 FAX: 561.655.3533

BAKER RESIDENCE
766 HI MOUNT ROAD
PALM BEACH, FL



JACQUELINE ALBARRAN, PA
REGISTERED ARCHITECT 11701

REVISIONS:
1

SHEET NUMBER:
A6.2

DATE:
10-07-25

JOB #
0503

LEGEND

A	= ARC LENGTH
A/C	= AIR CONDITIONING
A.E.	= ACCESS EASEMENT
A.K.A.	= ALSO KNOWN AS
B.F.P.	= BACKFLOW PREVENTER
BLDG.	= BUILDING
B.M.	= BENCHMARK
B.O.C.	= BACK OF CURB
B.O.W.	= BACK OF WALK
(C)	= CALCULATED
CATV	= CABLE ANTENNA TELEVISION
C.B.	= CHORD BEARING
C.B.S.	= CONCRETE BLOCK STRUCTURE
C.C.C.L.	= COASTAL CONSTRUCTION CONTROL LINE
CH	= CHORD
C.L.F.	= CHAIN LINK FENCE
CLR.	= CLEAR
C.M.P.	= CORRUGATED METAL PIPE
CONC.	= CONCRETE
(D)	= DESCRIPTION DATUM
D.B.	= DEED BOOK
D.E.	= DRAINAGE EASEMENT
D.H.	= DRILL HOLE
E.B.	= ELECTRIC BOX
EL.	= ELEVATION
ENC.	= ENCROACHMENT
E.O.P	= EDGE OF PAVEMENT
E.O.W.	= EDGE OF WATER
ESMT	= EASEMENT
F.F.E.	= FINISH FLOOR ELEVATIONS
FND.	= FOUND
GEN	= GENERATOR
G.M.	= GAS METER
G.F.F.	=GARAGE FINISH FLOOR
I.T.W.C.D.	= INDIAN TRAIL WATER CONTROL DISTRICT
L.A.E.	= LIMITED ACCESS EASEMENT
L.B.	= LICENSE BOARD
L.W.D.D.	= LAKE WORTH DRAINAGE DISTRICT
(M)	= FIELD MEASUREMENT
M.H.	= MANHOLE
M.H.W.L.	= MEAN HIGH WATER LINE
M.L.W.L.	= MEAN LOW WATER LINE
N.A.V.D.	= NORTH AMERICAN VERTICAL DATUM
N.G.V.D.	= NATIONAL GEODETIC VERTICAL DATUM
N.P.B.C.I.D.	= NORTHERN PALM BEACH COUNTY IMPROVEMENT DISTRICT
N.T.S.	= NOT TO SCALE
O.A.	= OVERALL
O.D.	= OUTSIDE DIAMETER
O/H	= OVERHEAD UTILITY LINE
O.R.B.	= OFFICIAL RECORD BOOK
P	= PLANTER
(P)	= PLAT DATUM
P.B.	= PLAT BOOK
P.B.C.	= PALM BEACH COUNTY
P.C.	= POINT OF CURVATURE
P.C.C.	= POINT OF COMPOUND CURVATURE
P.E.	= POOL EQUIPMENT
PG.	= PAGE
P.I.	= POINT OF INTERSECTION
P/O	= PART OF
P.O.B.	= POINT OF BEGINNING
P.O.C.	= POINT OF COMMENCEMENT
P.R.C.	= POINT OF REVERSE CURVATURE
P.R.M.	= PERMANENT REFERENCE MONUMENT
PROP.	= PROPOSED
P.T.	= POINT OF TANGENCY
PVMT	= PAVEMENT
(R)	= RADIAL
R	= RADIUS
RGE.	= RANGE
R.P.B.	= ROAD PLAT BOOK
R/W	= RIGHT OF WAY
(S)	= SURVEY DATUM
S.B.	= SETBACK
SEC.	= SECTION
S/D	= SUBDIVISION
S.F.	= SQUARE FEET
S.F.W.M.D.	= SOUTH FLORIDA WATER MANAGEMENT DISTRICT
S.I.R.W.C.D.	= SOUTH INDIAN RIVER WATER CONTROL DISTRICT
S.R.	= STATE ROAD
STA.	= STATION
STY.	= STORY
T.H.	= THRESHOLD ELEVATION
T.O.B.	= TOP OF BANK
T.O.C.	= TOP OF CURB
TWP.	= TOWNSHIP
TYP.	= TYPICAL
U/C	= UNDER CONSTRUCTION
U.E.	= UTILITY EASEMENT
U.R.	= UNRECORDED
W.C.	= WITNESS CORNER
W.M.E.	= WATER MANAGEMENT EASEMENT
W.M.M.E.	= WATER MANAGEMENT MAINTENANCE EASEMENT
W.M.T.	= WATER MANAGEMENT TRACT
Y.D.	= YARD DRAIN
℄	= CENTERLINE
△	= CENTRAL ANGLE/DELTA
■	= CONCRETE MONUMENT FOUND (AS NOTED)
□	= CONCRETE MONUMENT SET (LB #8598)
●	= ROD & CAP FOUND (AS NOTED)
○	= 5/8" ROD & CAP SET (LB #8598)
⊙	= IRON PIPE FOUND (AS NOTED)
◕	= IRON ROD FOUND (AS NOTED)
▲	= NAIL FOUND
◉	= NAIL & DISK FOUND (AS NOTED)
◎	= MAG NAIL & DISK SET (LB #8598)
℄	= PROPERTY LINE
⊘ ⊠	= UTILITY POLE
♇	= FIRE HYDRANT
⊞	= WATER METER
⋈	= WATER VALVE
☼	= LIGHT POLE
✳	= PINE TREE
✱	= SABAL PALM

U.S. PIERHEAD LINE

PIERHEAD LINE PER "U.S. HARBOR LINES" DATED 9/30/25. LOCATION BY WEIGHTED PHYSICAL FIT TO SHORELINE OF TARPON ISLAND, ISLAND ROAD DEVELOPMENT, EVERGLADES ISLAND AND JUNGLE POINT.

N

W E

S

0′ 10′ 20′ 30′

SCALE: 1"=20'

BOUNDARY SURVEY FOR:
CHRISTINA M BAKER & ROBERT C BAKER

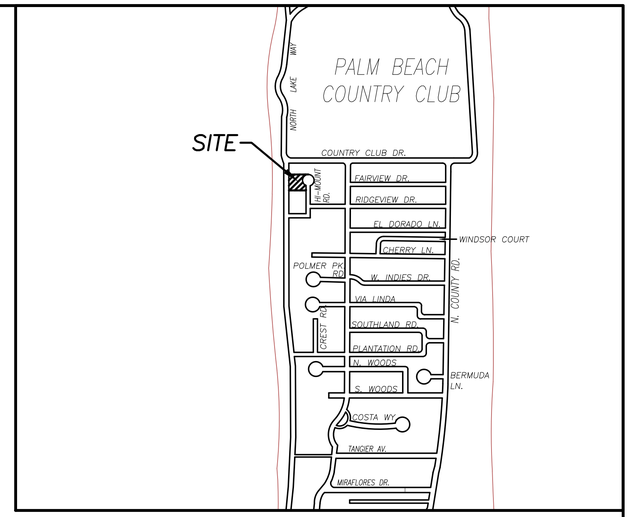
This survey is made specifically and only for the following parties for the purpose of design on the surveyed property.

Christina M Baker & Robert C Baker

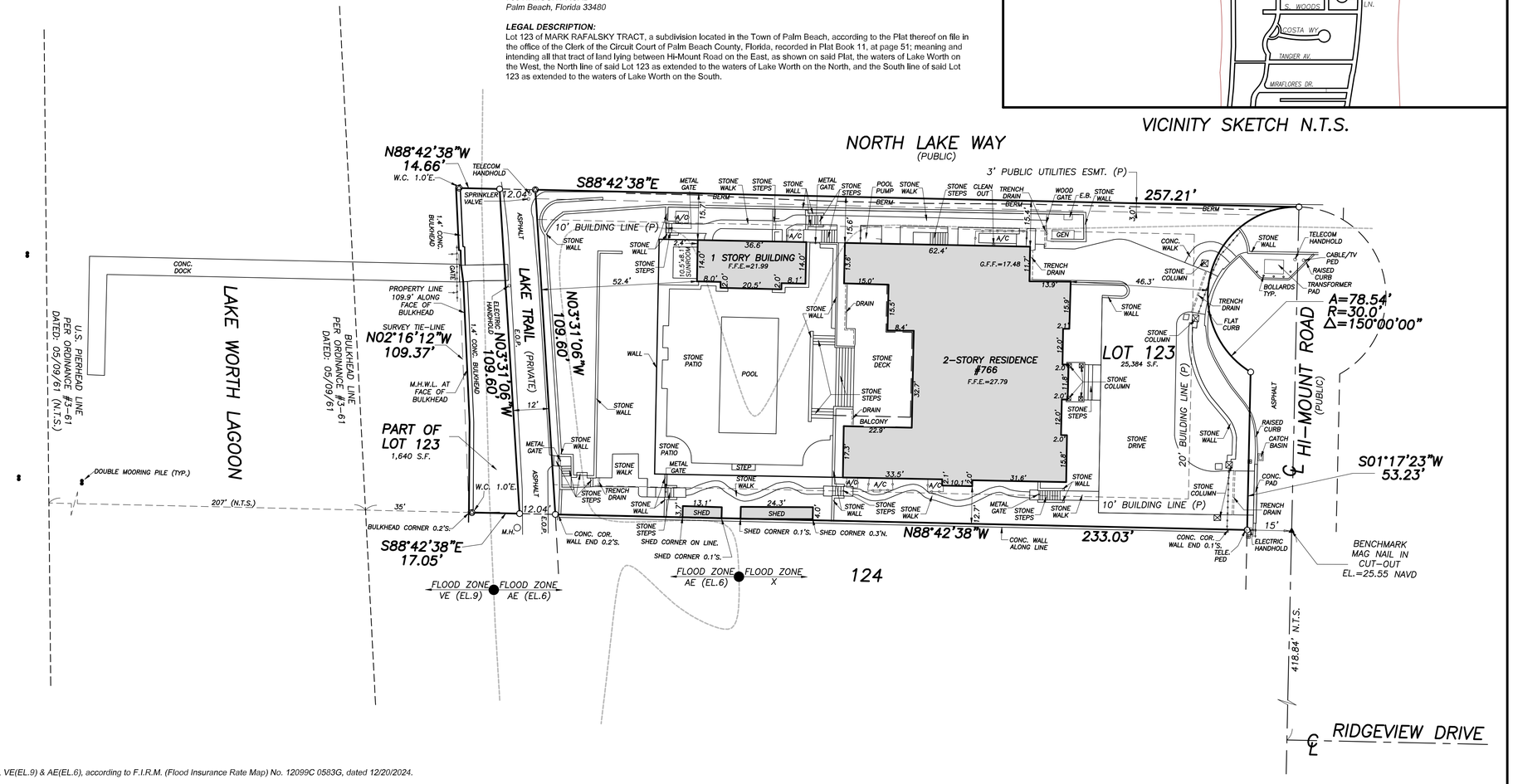
The undersigned surveyor assumes no responsibility or liability for any other purpose or to any other party other than stated above.

PROPERTY ADDRESS:
766 HI MOUNT ROAD
Palm Beach, Florida 33480

LEGAL DESCRIPTION:
Lot 123 of MARK RAFALSKY TRACT, a subdivision located in the Town of Palm Beach, according to the Plat thereof on file in the office of the Clerk of the Circuit Court of Palm Beach County, Florida, recorded in Plat Book 11, at page 51; meaning and intending all that tract of land lying between Hi-Mount Road on the East, as shown on said Plat, the waters of Lake Worth on the West, the North line of said Lot 123 as extended to the waters of Lake Worth on the North, and the South line of said Lot 123 as extended to the waters of Lake Worth on the South.



VICINITY SKETCH N.T.S.



FLOOD ZONE:
This property is located in Flood Zone X, VE(EL.9) & AE(EL.6), according to F.I.R.M. (Flood Insurance Rate Map) No. 12099C 0583G, dated 12/20/2024.

NOTES:

1. *No title policy or commitment affecting title or boundary to the subject property has been provided. It is possible there are deeds and easements, recorded or unrecorded, which could affect this survey and boundaries. This office has made no search of the Public Records.*
2. *Elevations shown hereon, if any, are in feet and decimal parts thereof and are based on NAVD-88. The expected accuracy of the elevations shown hereon is 0.03' for the hard surface elevations (shown thus x 0.00) and 0.1' (shown thus x 0.0) for the soft surface elevations. Elevations shown hereon are U.S. survey feet unless otherwise noted.*
3. *Description furnished by client or client's agent.*
4. *Unless presented in digital form with electronic seal and electronic signature this survey must bear the signature and the original raised seal of a Florida licensed surveyor or mapper this drawing, sketch, plat or map is for informational purposes only and is not valid.*
5. *This survey cannot be transferred or assigned without the specific written permission of Wallace Land Surveying, LLC. This survey is not transferable by Owners Affidavit of Survey or similar instrument.*
6. *Except as shown, underground and overhead improvements are not located. Underground foundations not located.*
7. *The survey sketch shown hereon does not necessarily contain all of the information obtained or developed by the undersigned surveyor in his field work, office work or research.*
8. *No responsibility is assumed by this surveyor for the construction of improvements, from building ties shown on this survey.*
9. *Revisions shown hereon do not represent a "survey update" unless otherwise noted.*
10. *All dates shown within the revisions block hereon are for interoffice filing use only and in no way affect the date of the field survey stated herein.*
11. *In some instances, graphic representations have been exaggerated to more clearly illustrate the relationships between physical improvements and/or lot lines. In all cases, dimensions shall control the location of the improvements over scaled positions.*
12. *It is a violation of Rule 5J-17 of the Florida Administrative Code to alter this survey without the express prior written consent of the Surveyor. Additions and/or deletions made to the face of this survey will make this survey invalid.*
13. *The ownership of fences, perimeter walls and/or hedges shown hereon are not known and thus are not listed as encroachments. Fences, hedges and/or perimeter walls are shown in their relative position to the boundary.*
14. *The expected horizontal accuracy of the information shown hereon is +/- 0.10'.*

CERTIFICATION:
I HEREBY ATTEST *that the survey shown hereon conforms to the Standards of Practice set forth by the Florida Board of Professional Surveyors and Mappers adopted in Rule 5J-17, Florida Administrative Code pursuant to Section 472.027, Florida Statutes, effective September 1, 1981.*

DATE OF LAST FIELD SURVEY: ***06/10/2025***

William M. Naulty
Professional Surveyor and Mapper
Florida Certificate No. 7558

William M. Naulty License Number 7558 STATE OF FLORIDA Professional Surveyor and Mapper

REVISIONS

06/10/25 BOUNDARY SURVEY TIE-IN FINAL J.D./S.E.W. 245149 PB368/41

BOUNDARY SURVEY FOR:

CHRISTINA M BAKER & ROBERT C BAKER

WALLACE LAND SURVEYING, LLC
5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 * (561) 640-4551 LB #8598

FIELD: B.M.	JOB NO.: 245149-SE	F.B. PB309	PG. 57
OFFICE: S.E.W.	DATE: 6-10-25	DWG. NO. 245149	
C'K'D: M.N.	REF: 245149.dwg	SHEET 1	OF 1

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning & Building

From: Planning, Zoning & Building Staff

Re: ZON-25-0053 (ARC-25-0059) 124 SEABREEZE AVE (COMBO) – SPECIAL EXCEPTION AND VARIANCE(S) The applicants, Matthew & Kristin Lipton, have filed an application requesting Town Council review and approval for (1) special exception to revest an existing nonconforming "Sea Street" parcel in the R-B zoning district as well as six (6) variances related to renovations and additions to the existing nonconforming residence and accessory structure, including: (1) a variance for partial demolition and reconstruction of an existing nonconforming accessory structure that will be deficient in minimum required building separation; (2, 3, 4) variances for reduced west side yard setback, increased nonconforming lot coverage and increased nonconforming cubic content related to the addition of an unenclosed porte cochere; and (5, 6) variances for reduced east side and south rear yard swimming pool setbacks. The Architectural Commission shall perform design review of the application. *[The Architectural Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Commission approved this project. Carried 7-0.]*

Date: 10/29/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Safe and Resilient Community, Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0053 (ARC-25-0059) 124 SEABREEZE AVE (COMBO) – SPECIAL EXCEPTION & VARIANCE(S). The applicants, Matthew & Kristin Lipton, have filed an application requesting Town Council review and approval for (1) special exception to revest an existing nonconforming "Sea Street" parcel in the R-B zoning district as well as six (6) variances related to renovations and additions to the existing nonconforming residence and accessory structure, including: (1) a variance for partial demolition and reconstruction of an existing nonconforming accessory structure that will be deficient in minimum required building separation; (2, 3, 4) variances for reduced west side yard setback, increased nonconforming lot coverage and increased nonconforming cubic content related to the addition of an unenclosed porte cochere; and (5, 6) variances for reduced east side and south rear yard swimming pool setbacks. The Architectural Commission shall perform design review of the application.

ARC-25-0059 (ZON-25-0053) 124 SEABREEZE AVE (COMBO). The applicants, Matthew & Kristin Lipton, have filed an application requesting Architectural Commission review and approval for partial demolition and reconstruction of an existing nonconforming accessory structure requiring a structure separation variance, renovations and additions to an existing nonconforming residence requiring cubic content and setback variances, with full hardscape and landscape renovations including a new swimming pool requiring setback variances; on an existing nonconforming "Sea Street" parcel. Town Council shall review the application as it pertains to zoning relief/approval.

Property Owner:	Matthew & Kristin Lipton
Professional:	SKA Architect + Planner (Pat Segraves)
Landscape:	Nievera Williams Design (Mario Nievera)

HISTORY:
At the October 29, 2025 ARCOM meeting, the project was approved (7-0). Additionally, a motion was made and passed (7-0) that the implementation of the proposed variance would not negatively affect the architecture.

THE PROJECT:
The applicant has submitted plans, entitled "PROPOSED RENOVATIONS FOR: MR. & MRS. LIPTON", as prepared by **SKA Architect + Planner**, uploaded October 07, 2025.

The following is the scope of work for the application:

- Reconstructed two-story accessory structure.
- Porte-cochere addition to main house with minor architectural adjustments.
- Hardscape and landscape renovations, including new swimming pool.

The following town council relief is requested:

- SPECIAL EXCEPTION: Sec. 134-893(a)(2): A special exception for partial demolition and reconstruction of an existing nonconforming accessory structure substantially within it's existing footprint on a lot 75 feet or less on a "Sea" Street (Seabreeze Ave).

- VARIANCE 1: Sec. 134-893(a)(3): A variance for building separation of 6'-11" and 7'-11" in lieu of the 10' minimum building separation required between the accessory structure and structures on the neighboring south parcels as required for partial demolition and reconstruction of an existing nonconforming accessory structure substantially within its existing footprint on a lot 75 feet or less on a "Sea" Street (Seabreeze Ave).

- VARIANCE 2: Sec. 134-893(b)(7)(a): A variance for a west one-story side yard setback of 3.83' in lieu of the 16.7' existing and 12.5' minimum required; related to the addition of an unenclosed porte cochere.

- VARIANCE 3: Sec. 134-893(b)(11)b.: A variance for a lot coverage of 35.7% in lieu of the 34.7% existing and 30% maximum permitted; related to the addition of an unenclosed porte cochere.

- VARIANCE 4: Sec. 134-893(b)(13)(1): A variance for a Cubic Content Ratio of 6.33 in lieu of the 6.31 CCR existing and 4.39 CCR maximum permitted; related to the addition of an unenclosed porte cochere.

- VARIANCE 5: Sec. 134-1757: A variance for a swimming pool with a 7' east side yard setback in lieu of the 10' minimum side yard setback required for a swimming pool.

- VARIANCE 6: Sec. 134-1757: A variance for a swimming pool with a 7' south rear yard setback in lieu of the 10' minimum rear yard setback required for a swimming pool.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Lot Size	Existing: 6,125.5 SF Required: 10,000 SF ***Special Exception***	**Enclosed Sq. Ft.**	Existing: 3,726 SF Proposed: 3,570 SF
Lot Width	Existing: 50 Ft. Required: 100 Ft. ***Special Exception***	**Lot Depth**	Existing: 122.5' Required: 100'
Lot Coverage	Permitted: 30% Existing: 34.7% Proposed: 35.7%	**Landscape Open Space:**	Required: 45% Existing: 45.95% Proposed: 46.7%

Surrounding Properties / Zoning	
North	111 Seabreeze Ave | Residence / R-B
South	127 Seabreeze Ave & 129 Seabreeze Ave | Residence(s) / R-B
East	120 Seabreeze Ave | Residence / R-B
West	128 Seabreeze Ave | Residence / R-B

STAFF ANALYSIS:

The applicant is seeking approval for renovations and additions to an existing single-family residence and accessory structure, including substantial reconstruction of the two-story accessory structure, new porte-cochere addition to the main residence, new swimming pool, and hardscape and landscape renovation. The application requires town council relief for a special exception to reconstruct the nonconforming accessory structure on a sea-street parcel and six (6) variances to achieve the scope of work, as proposed.

The existing residence was constructed in the 1920's and as is common with many residences in this neighborhood built in this era, there are several nonconforming aspects inherent to the parcel and to the improvements on the parcel. The zoning code allows for redevelopment of existing nonconforming Sea-Street structures provided that the reconstruction does not result in any additional nonconforming lot coverage or cubic content. The size of the proposed accessory structure is decreasing from an approximately 500 sq ft footprint to approximately 400 sq ft. But the accessory structure does require a variance for a reduced separation from structures on neighboring properties. The structures in question are also two-story, existing non-conforming accessory structures.



At the main residence, a porte-cochere addition is proposed. The lot coverage and CCR variances (Variance #2, #3, & #4) relate to the porte-cochere addition at the primary

residence. Other modifications are proposed to fenestration on the sides and rear of the main residence as well. Sitewide hardscape and landscape modifications are proposed, including a new swimming pool. The swimming pool, however, does require variances to encroach into the side yard and rear yard setback areas.

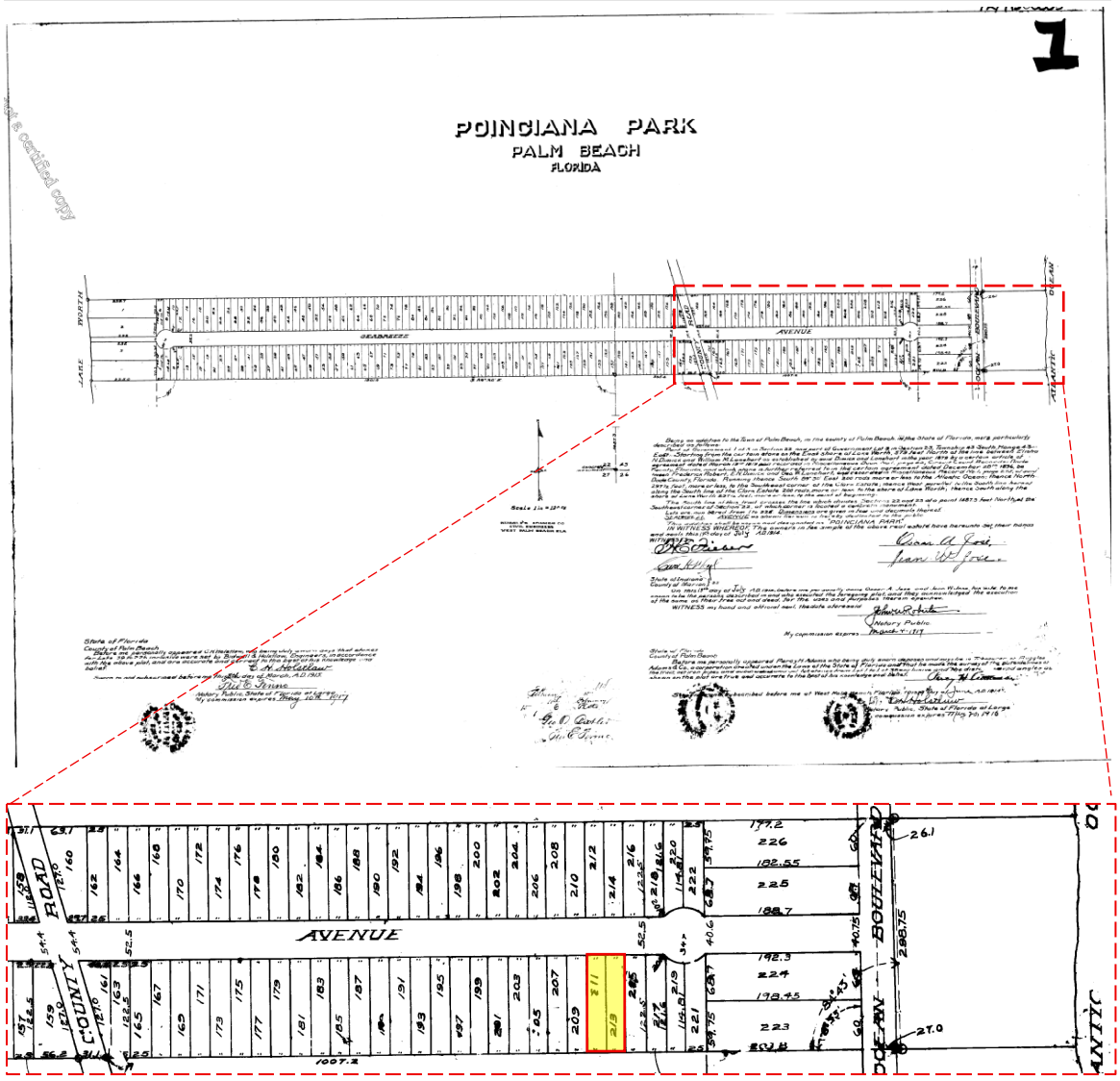




Color rendering of proposed landscape plan.

SPECIAL EXCEPTION

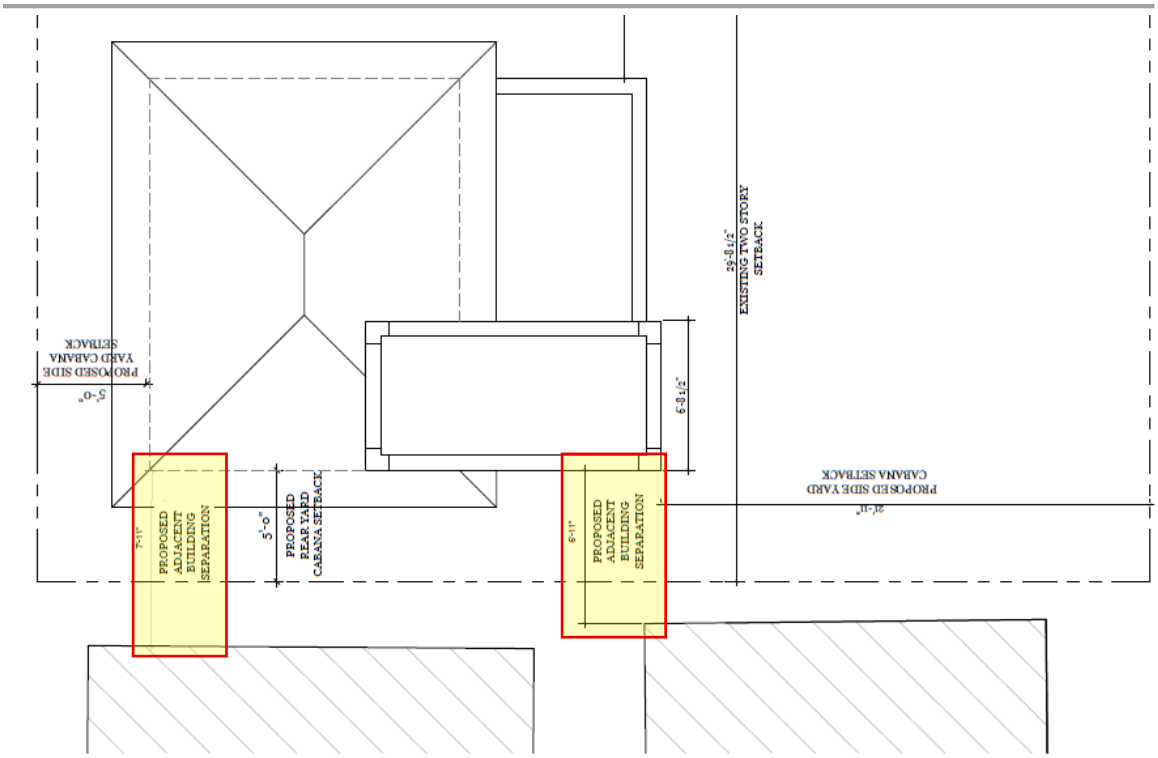
The application requires one special exception as proposed. The zoning code anticipates nonconformities on the "Sea Streets" and provides regulations "to protect the unique, residential character of Seaview Avenue, Seaspray Avenue, and Seabreeze Avenue" by allowing partial or complete demolition and reconstruction of single-family dwellings or accessory buildings on lots 75 feet in width or less that meet other minimum requirements. The code section also requires that if the parcel is nonconforming, it will need to apply for special exception or site plan review, whichever is relevant, to revest the nonconforming aspect of the property. In this case the parcel is composed of two underlying nonconforming parcels of land that are each 25' wide and 122.5' deep; Lots 211 & 213 of Poinciana Park (plat).



CODE SECTION	REQUIRED	EXISTING
SPECIAL EXCEPTION: Sec. 134-893(a)(2)	100 ft Lot Width 10,000 sq ft Lot Area	50 ft Lot Width 6125 Lot Area

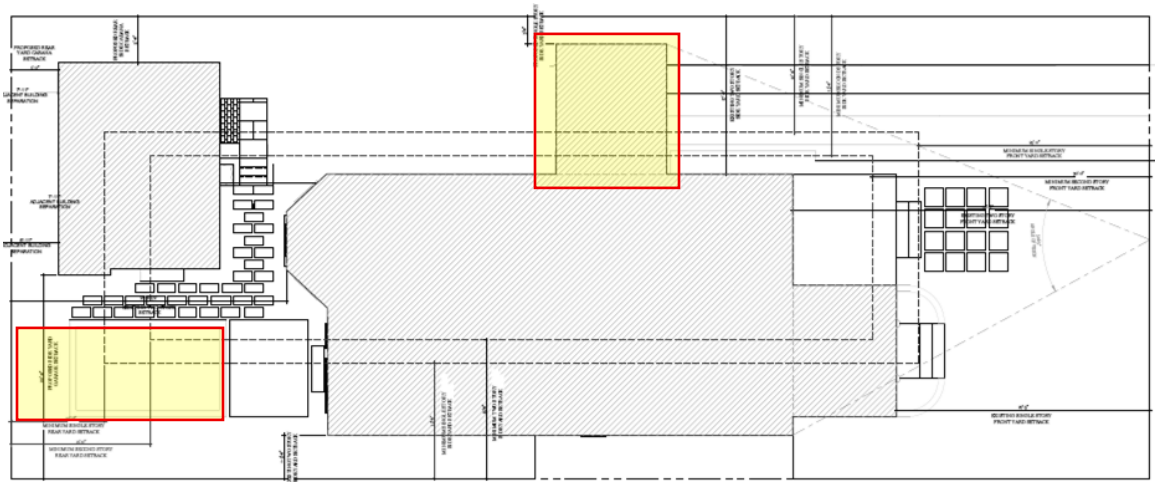
VARIANCES

The applicant is requesting six (6) variances related to the application. The first is to reconstruct the detached cabana structure closer than 10' to structures on neighboring properties. The subject parcel abuts two parcels at the south rear side and each of these parcels has their own existing nonconforming detached accessory structures that are near their rear property lines. In lieu of 10' separation, the applicant is proposing 6' – 11" and 7' – 11" setback from these structures.



CODE SECTION	REQUIRED	PROPOSED	VARIANCE
VARIANCE 1: Sec. 134-893(a)(3)	10' distance separation	6.9' & 7.9' Distance Separation	**2.1' & 3.1'**

Variances 2, 3 and 4 pertain to the proposed porte-cochere addition. While the cabana is being reconstructed on a smaller footprint, the porte-cochere addition is proposed within the west yard setback and causes an increase in lot coverage and CCR, making existing nonconforming conditions worsened.



CODE SECTION	REQ'D/PERMITTED	PROPOSED	VARIANCE
VARIANCE 2: Sec.134-893(b)(7)(a)	12.5' min side-yard setback	3.83' side yard setback	**8.67'**
VARIANCE 3: Sec. 134-893(b)(11)b	30% max lot coverage	35.7% (34.7 existing) Lot coverage	**5.7%**
VARIANCE 4: Sec.134-893(b)(13)(1)	4.39 max cubic content ratio	6.33 (6.31 existing) Cubic content ratio	**1.94 CCR**

The final two variances pertain to the location of the proposed swimming pool. The pool is proposed in the south-east portion of the property with 7' side and rear yard setbacks, where 10' minimum setbacks are required.

CODE SECTION	REQ'D/PERMITTED	PROPOSED	VARIANCE
VARIANCE 5: Sec. 134-1757	10' min pool Side-yard setback	7' pool side-yard setback	**3'**
VARIANCE 6: Sec. 134-1757	10' min pool Rear-yard setback	7' pool rear-yard setback	**3'**

CONCLUSION:

Approval of the project will require two (2) separate motion(s) to be made by the Town Council:

1. For Special Exception request to redevelop a nonconforming parcel and meets the criteria set forth in Section 134-229 and finding that the approval of the Site Plan will not adversely affect the public interest, that all zoning requirements governing the use have been met and that satisfactory provision and arrangement has been made.
2. for final determination of approval or denial of the (1) variance by the Town Council, and that the variances **shall** or **shall not** be granted that all the criteria applicable to this application as set forth in Sec. 134-201(a), items 1 through 7 have been met.

WRB:JGM:BMF

Date: Sep 14, 2025
Address: 124 Seabreeze Ave
Re: ARCOM - Second Submission
ARC-25-0059
ZON-25-0053

SKA
SKA ARCHITECT + PLANNER
OFFICE 561-655-1116 FAX 561-832-7828
249 PERUVIAN AVE., SUITE F-2, PALM BEACH, FL 33480

Letter of Intent – 124 Seabreeze Ave

On behalf of our clients, we respectfully submit this request for zoning variances for the property located at **124 Seabreeze Avenue**, a contributing residence originally constructed in 1927 and situated within the Sea Streets neighborhood of Palm Beach. The proposed scope includes selective architectural improvements to the main residence and the **reconstruction of the existing cabana**, with all work designed to remain consistent with the historic character of the home. This project is scheduled for presentation to ARCOM on **October 29, 2025** and to Town Council on **November 13, 2025** for relief.

The cabana is being rebuilt substantially within its existing footprint and is now brought into compliance with the required **5' setback**. In addition, the cabana's **cubic content ratio (CCR) and lot coverage have been reduced compared to existing conditions.** The CCR, lot coverage, and side setback variances listed below are **only triggered by the addition of the new porte cochere** and are not attributable to the cabana which has been reduced.

Accordingly, the following variances are requested:

1. **Cubic Content Ratio (CCR):** Per Town Code §134-893(b)(13)(a), allow a CCR of **6.33** (existing 6.31) in lieu of the maximum permitted. *This variance is solely the result of the porte cochere; the cabana CCR has been reduced.*

2. **Lot Coverage:** Per Town Code §134-893(b)(11)(b), allow **35.7% coverage** (existing 34.7%) in lieu of the 30% maximum. *This variance is solely the result of the porte cochere; the cabana lot coverage has been reduced.*

3. **Side Setback:** Per Town Code §134-893(b)(11)(b), allow a side setback of **3'-10"** in lieu of the required 12'-6". *This variance is solely the result of the porte*

cochere; the cabana setbacks have been brought into compliance.

4. **Adjacent Building Separation (South):** Per Town Code §134-893(3), allow the redeveloped cabana to be **6'-11" to 7'-11"** from two neighboring structures in lieu of the 10' minimum separation required.

5. **Pool Setback (West):** Per Town Code §134-893(b)(11)(b), allow a pool setback of **7'-0"** in lieu of the required 10'-0".

6. **Pool Setback (South):** Per Town Code §134-893(b)(11)(b), allow a pool setback of **7'-0"** in lieu of the required 10'-0".

These variances will allow the property to modernize and improve functionality while reducing cabana nonconformities, preserving the historic fabric of the residence, and maintaining the architectural character of the Sea Streets neighborhood.

We appreciate your consideration and look forward to presenting this project.

Sincerely,

Erik Broberg
Project Manager, SKA Architect + Planner

PROPOSED RENOVATIONS FOR:
MR. AND MRS. LIPTON



ARC-25-0059
ZON-25-0053

ARCOM / TC SCHEDULE OF SUBMISSIONS:

FIRST SUBMISSION: 08/28
SECOND SUBMISSION: 09/08
FINAL SUBMIT: 10/07
ARCOM MEETING: 10/29
TOWN COUNCIL: 11/13

INDEX OF DRAWINGS

CVR COVER
SRY SURVEY
C-1 CIVIL DRAINAGE PLAN
ZN ZONING LEGEND
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PR-3 CONTECTUAL SITE MPA
PR-4 CCR
PR-5 SETBACK + VARIANCES
PR-6 LOTCOVERAGE
SITE PHOTOS
SP-1 EXISTING/ DEMO SITE PLAN
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A-1.0 EXISITINF/DEMO FIRST FLOOR PLAN
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A-1.3 PROPOSED SECOND FLOOR PLAN
A-1.4 EXISITING/DEMO ROOF PLAN
A-1.5 PROPOSED ROOF PLAN
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A-2.1 EAST ELEVATIONS
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A-4.1 COLORED ELEVATIONS
A-4.2 COLORED ELEVATIONS
A 4.3 MATERIAL + FINISHES
A4.4 NORTH + SOUTH COLORED CABANA ELEVATION
Lo OVERALL SITE PLAN
EL1 ELEVATION RENDERING
EL2 ELEVATION RENDERING
EL3 ELEVATION RENDERING
EL4 ELEVATION RENDERING
EX EXISITING CONDITIONS
CSP CONTECTUAL SCREENING PLAN
L1 HARDSCAPE PLAN
L2 LOT FILL DIAGRAM
L3 LANDSCAPE MATERIALS
LP1 LANDSCAPE PLAN
LP2 PLANT LIST + DETAILS
D1 SITE DETAILS
OS1 OPEN SPACE DIAGRAM
OS2 LANDSCAPE ALT. DIAGRAM

Project Summary

The project at 124 Seabreeze Avenue introduces a new porte cochere and reconstructs the cabana, which is reduced in cubic content ratio and lot coverage and brought into compliance with required setbacks. Variances are requested for the porte cochere, cabana separation, and pool setbacks. Importantly, the CCR, lot coverage, and side setback variances are triggered only by the porte cochere addition, not by the cabana reconstruction. The project is scheduled for ARCOM review on October 29, 2025 and Town Council variance review on November 13, 2025.

Variances Requested Include:

1. Cubic Content Ratio (CCR) – Per Town Code §134-893(b)(13)(a), allow a CCR of 6.33 (existing 6.31) in lieu of the maximum permitted. ONLY FOR PORT COCHERE. CABANA CCR HAS BEEN REDUCED

2. Lot Coverage – Per Town Code §134-893(b)(11)(b), allow 35.7% coverage (existing 34.7%) in lieu of the 30% maximum. ONLY FOR PORT COCHERE. CABANA CCR HAS BEEN REDUCED

3. Side Setback – Per Town Code §134-893(b)(11)(b), allow a side setback of 3'-10" in lieu of the required 12'-6". ONLY FOR PORT COCHERE. CABANA CCR HAS BEEN REDUCED

4. Adjacent Building Separation Per Town Meeting – Per Town Code §134-893(3), Variance request to allow the redeveloped home to be 6-11" – 7-11" feet from the neighboring lot's structure in lieu of the 10-foot minimum that is required to be apart from any structure on a neighboring lot.

5. Pool Setback (West) – Per Town Code §134-893(b)(11)(b), allow a pool setback of 7'-0" in lieu of the required 10'-0".

6. Pool Setback (South) – Per Town Code §134-893(b)(11)(b), allow a pool setback of 7'-0" in lieu of the required 10'-0".

DESIGN TEAM

SKA ARCHITECT + PLANNER
249 Peruvian Ave f2, Palm Beach, FL 33480
(561)-655-1116

NIEVERA WILLIAMS
625 N Flagler Dr Ste 502, West Palm Beach, FL 33401
(561)-659-2820

GRUBER CONSULTING
2475 Mercer Ave, West Palm Beach, FL 33401
(561)-312-2041

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE. SUITE F2, PALM
A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:
MR. AND MRS. LIPTON
124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

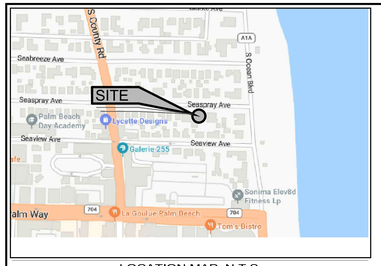
REVISIONS:
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All designs, drawings, and arrangements
are the exclusive property of SKA Architect + Planner. Plans and renderings are for reference only and subject to modification based on field conditions and professional discretion. Unauthorized use or reproduction is prohibited.

PROJECT #

SHEET NO.
CVR

09-15-25

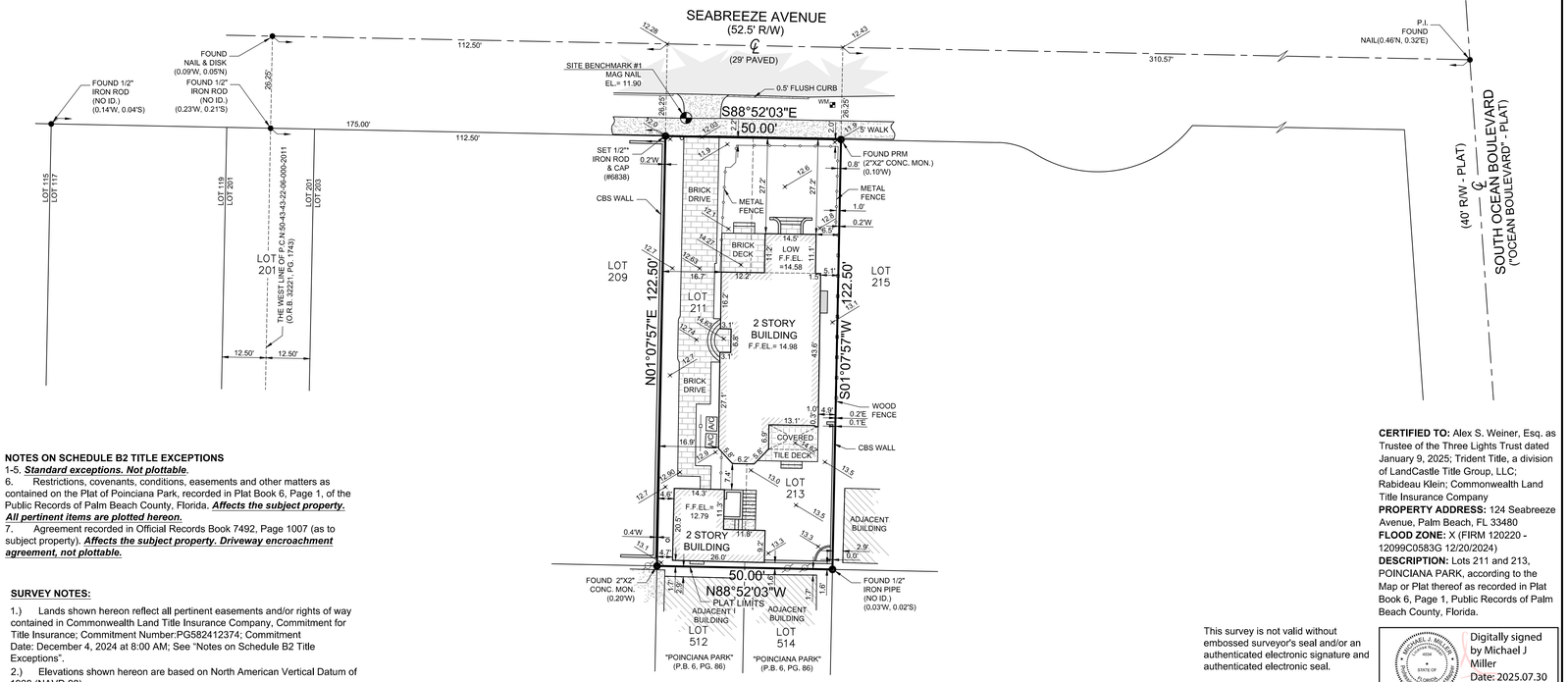


LOCATION MAP N.T.S.

NORTH

20 0 20 40 60

Scale 1" = 20'



NOTES ON SCHEDULE B2 TITLE EXCEPTIONS

1-5. ***Standard exceptions. Not plottable***.

6. Restrictions, covenants, conditions, easements and other matters as contained on the Plat of Poinciana Park, recorded in Plat Book 6, Page 1, of the Public Records of Palm Beach County, Florida. ***Affects the subject property. All pertinent items are plotted hereon.***

7. Agreement recorded in Official Records Book 7492, Page 1007 (as to subject property). ***Affects the subject property. Driveway encroachment agreement, not plottable.***

SURVEY NOTES:

1.) Lands shown hereon reflect all pertinent easements and/or rights of way contained in Commonwealth Land Title Insurance Company, Commitment for Title Insurance; Commitment Number:PG582412374; Commitment Date: December 4, 2024 at 8:00 AM; See "Notes on Schedule B2 Title Exceptions".

2.) Elevations shown hereon are based on North American Vertical Datum of 1988 (NAVD 88).

a) Originating benchmark = Leica Global Positioning System.

b) (00.00) = existing elevation (NAVD 88 typical).

3.) Area of subject property = 6,125 square feet (0.1406 acres).

4.) No underground improvements located.

5.) Bearings shown hereon are State Plane Grid (NAD 83/90 ADJUSTMENT, FLORIDA EAST ZONE). Distances are plat and measured unless otherwise shown.

6.) This firm's "Certificate of Authorization" number is "LB 6838".

LEGEND:

CALC.	= CALCULATED	(P)	= PLAT	P.I.	= POINT OF INTERSECTION		= ASPHALT PAVEMENT
C.B.S.	= CONCRETE BLOCK STRUCTURE	R	= RADIUS	P.O.C.	= POINT OF COMMENCEMENT		= CONCRETE FLATWORK
CONC. MON.	= CONCRETE MONUMENT	Δ	= CENTRAL "DELTA" ANGLE	P.O.B.	= POINT OF BEGINNING		
CONC.	= CONCRETE	L	= ARC LENGTH	R/W	= RIGHT OF WAY		= PAVER BRICK FLATWORK
D.E.	= DRAINAGE EASEMENT	CH.B.	= CHORD BEARING		= CHAIN LINK FENCE		
U.E.	= UTILITY EASEMENT	N.G.V.D.	= NATIONAL GEODETIC VERTICAL DATUM		= WOOD FENCE		= WOOD POWER POLE
P.E.	= POOL EQUIPMENT	O.R.B.	= OFFICIAL RECORD BOOK		= METAL FENCE		= WATER METER
F.F.EL.	= FINISHED FLOOR ELEVATION	P.B.	= PLAT BOOK		= CENTERLINE		= FIRE HYDRANT
EL.	= ELEVATION	P.C.	= POINT OF CURVATURE		= EASEMENT		= CATCH BASIN
(B.R.)	= BEARING REFERENCE	P.T.	= POINT OF TANGENCY		= COVERED		= SANITARY MANHOLE
(D)	= DEED	P.R.C.	= POINT OF REVERSE CURVATURE		= OVERHEAD LINES		
(M)	= MEASURED	P.C.C.	= POINT OF COMPOUND CURVATURE		= LOT TIE		

BOUNDARY SURVEY

SCALE:	1" = 20'
DRAWN BY:	PICARD
FIELD WK:	J.W. / B.M.
DATE:	07/08/2025

MILLER LAND SURVEYING
1121 LAKE AVENUE
LAKE WORTH BEACH, FLORIDA 33460
PHONE: (561) 586-2669 - FAX: (561) 582-0151
www.millersurveying.com
e-mail: orders@millersurveying.com

REF:	1-48/42 O-71/76
PREV. JOB NO'S.	Y241325
JOB NO.	Y250666
	M - 5371 - A

CERTIFIED TO: Alex S. Weiner, Esq. as Trustee of the Three Lights Trust dated January 9, 2025; Trident Title, a division of LandCastle Title Group, LLC; Rabideau Klein; Commonwealth Land Title Insurance Company
PROPERTY ADDRESS: 124 Seabreeze Avenue, Palm Beach, FL 33480
FLOOD ZONE: X (FIRM 120220 - 12099C0583G 12/20/2024)
DESCRIPTION: Lots 211 and 213, POINCIANA PARK, according to the Map or Plat thereof as recorded in Plat Book 6, Page 1, Public Records of Palm Beach County, Florida.

This survey is not valid without embossed surveyor's seal and/or an authenticated electronic signature and authenticated electronic seal.

Digitally signed by Michael J Miller
Date: 2025.07.30 16:11:37 -04'00'
Registered Land surveyor, Florida Certificate No. MICHAEL J. MILLER #4034

CRD. FILE Y250666

REVISIONS:

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE. SUITE F2, PALM BEACH, FL. 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

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PROJECT #

SHEET NO.

SVY

07.23.25

STORMWATER RETENTION CALCULATIONS

A. SITE INFORMATION

Total Property Area = 6,125 sq.ft.

Drainage Area Impervious Surface = 3,335 sq.ft.

Drainage Area Pervious Surface = 2,790 sq.ft.

B. ESTIMATED STORMWATER RETENTION VOLUME

The retention volume is estimated using the Rational Method (Q=CiA)
where:
C = 1.0 (impervious surface)
C = 0.2 (pervious surface)
i = 2 in/hr

Impervious Surface Runoff Volume:
1.0 x 2 in/hr x 3,335 sq.ft. x 1 ft./12 in. = 556 cu.ft.

Pervious Runoff Volume:
0.2 x 2 in/hr x 2,790 sq.ft. x 1 ft./12 in. = 93 cu.ft.

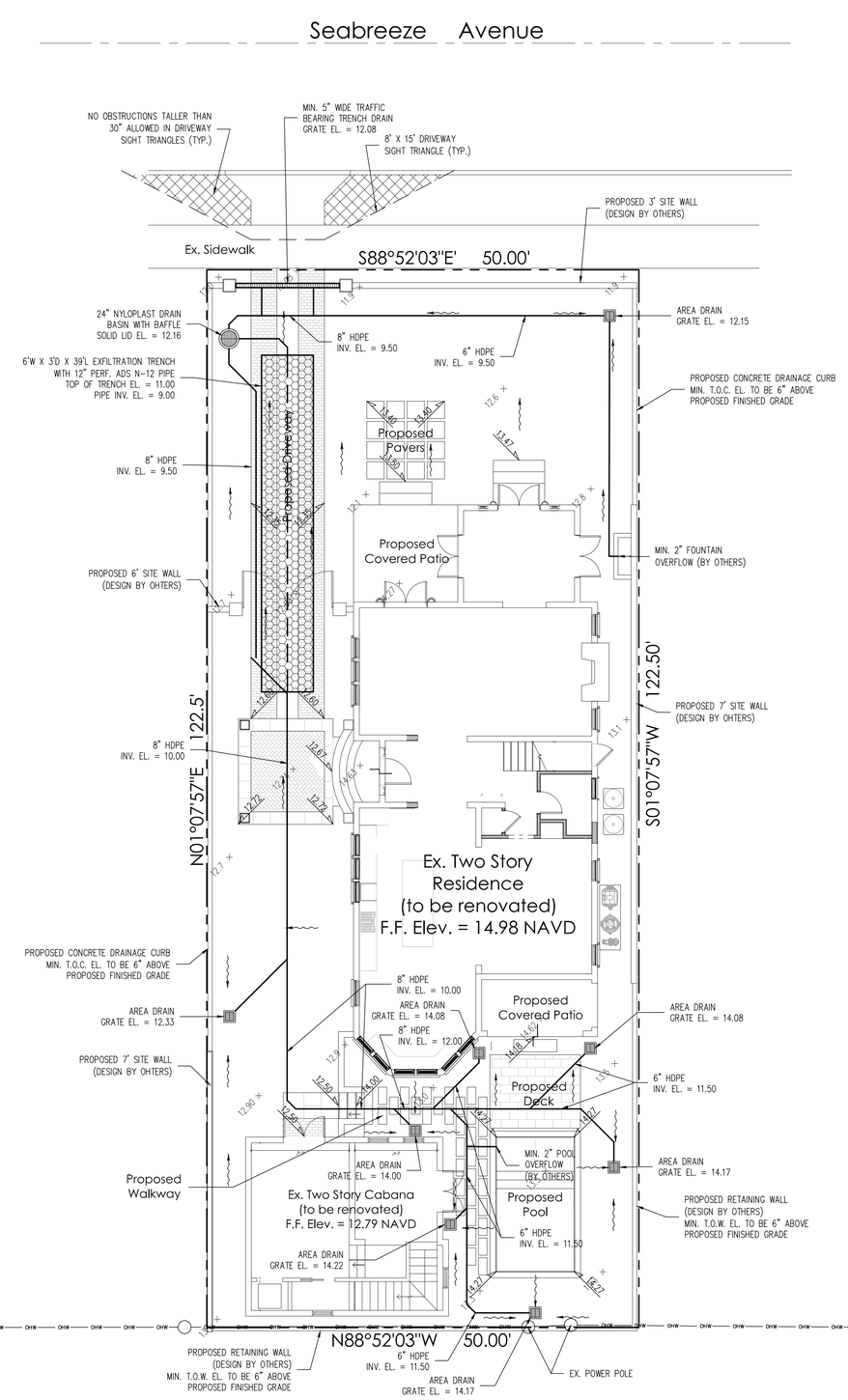
Total Volume to be Retained = 649 cu.ft.

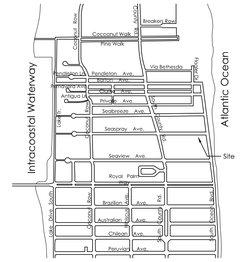
C. PROPOSED EXFILTRATION TRENCH SIZING

L	=	Total Length of Trench Provided	=	39	ft
W	=	Trench Width	=	6	ft
K	=	Hydraulic Conductivity	=	0.00005	cfs/sq.ft./ft. of head
H2	=	Depth to Water Table	=	6.00	ft
DU	=	Un-Saturated Trench Depth	=	3.00	ft
DS	=	Saturated Trench Depth	=	0.00	ft
V	=	Volume Treated	=	800	cu.ft.

Notes:

1) Exfiltration trenches and storm piping to be protected from roots with a root barrier.
2) Roof drain downspouts are to be connected to the proposed drainage system. Contractor to provide engineer with downspout locations prior to installation of drainage system.
3) Exfiltration trench design uses an assumed value of hydraulic conductivity. Client may obtain a site specific test for hydraulic conductivity prior to exfiltration trench installation.
4) Contractor shall mill and overlay all roadway cuts a minimum of 50 ft. on either side of the excavation the entire width of each affected lane.
5) Contractor is responsible for installing and maintaining erosion control measures during construction.
6) Video inspection of storm drainage system required prior to installation of sod.

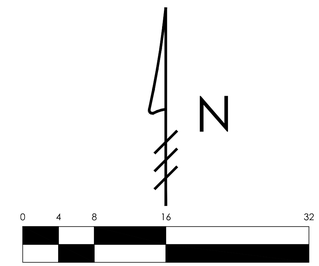




Location Map
N.T.S.

Legend

- EXISTING ELEVATION PER MILLER LAND SURVEYING (NAVD-88)
- PROPOSED ELEVATION (NAVD-88)
- PROPOSED ELEVATION CONTOUR (NAVD-88)
- FLOW DIRECTION
- EXFILTRATION TRENCH
- AREA DRAIN
- 24" NYLOPLAST DRAIN BASIN WITH BAFFLE



Scale: 1/8" = 1'-0"

Plan Background from Hardscape
Plan by Nievera Williams Design
Received 8/7/25

ARC-25-____

© 2025 Gruber Consulting Engineers, Inc.

GRUBER CONSULTING **ENGINEERS**
2475 Mercer Avenue, Suite 305
West Palm Beach, FL 33401
561.312.2041
office@gruberengineers.com

48 HOURS BEFORE DIGGING, CALL 1-800-432-4770 SUNSHINE STATE ONE CALL OF FLORIDA, INC.

Contractor is responsible for obtaining location of existing utilities prior to commencement of construction activities.

Conceptual Site Grading & Drainage Plan For:

PROPOSED RENOVATION

124 Seabreeze Avenue
Palm Beach, Florida

PROJECT INFORMATION:

Project No.	2014-0055
Issue Date	08/09/2025
Scale	1/8" = 1'-0"

REVISIONS:

1	
2	
3	
4	
5	
6	
7	
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9	
10	
11	
12	

CHAD M. GRUBER
FLORIDA P.E. NO. 57466

Digitally signed by Chad M Gruber
Date: 2025.08.09 16:17:17 -04'00'

This item has been electronically signed and sealed by Chad M. Gruber on the date adjacent to the seal using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

SHEET NUMBER:

C-1

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:**	124 Seabreeze Ave		
2	**Zoning District:**	R-B		
3	**Lot Area (sq. ft.):**	6,125.5 SQ FT		
4	**Lot Width (W) & Depth (D) (ft.):**	50' W x 122.50' D		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	Single Family		
6	**FEMA Flood Zone Designation:**	Zone VE		
7	**Zero Datum for point of meas. (NAVD)**	8.00' N.A.V.D.		
8	**Crown of Road (COR) (NAVD)**	12.43' N.A.V.D.		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	30% (2,020.65 SQ FT)	34.7% (2126 SQ FT)	35.7% (2189.5 SQ FT)
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)		3,726 SQ FT	3,570 SQ FT
12	*Front Yard Setback (Ft.)	25'(1) 30'(2)	27'-5"(1) 38'-8"(2)	EXIST
13	* Side Yard Setback (1st Story) (Ft.)	12'-6"	16'-10" E, 4'-9" W, 4'-6" Cabana W	3'-10" E, 4'-9" W, 5'-0" Cabana W
14	* Side Yard Setback (2nd Story) (Ft.)	15'-0"	16'-10" E, 4'-9" W	EXIST
15	*Rear Yard Setback (Ft.)	10'(1) 15'(2)	29'-8 1/2", 1'-10" Cabana	EXIST, 5'-0" Cabana
16	Angle of Vision (Deg.)	100 DEG	40 DEG	50.63 DEG
17	Building Height (Ft.)	14'(1) 22'(2)	19'-4"	EXIST
18	Overall Building Height (Ft.)	28' (2)	26'-11"	EXIST
19	Cubic Content Ratio (CCR) (R-B ONLY)	4.386	6.31	6.33
20	** Max. Fill Added to Site (Ft.)	.78'	N/A	.42'
21	Finished Floor Elev. (FFE)(NAVD)		14.98' N.A.V.D.	EXIST
22	Base Flood Elevation (BFE)(NAVD)	8' NAVD	8' NAVD	8' NAVD
23	Landscape Open Space (LOS) (Sq Ft and %)	2,766 SQ FT (45%)	2,825 SQ FT (45.95%)	2,871 SQ FT (46.7%)
24	Perimeter LOS (Sq Ft and %)	1,383 SQ FT (50%)	1,912 SQ FT	2,150 SQ FT
25	Front Yard LOS (Sq Ft and %)	499 SQ FT (40%)	971 SQ FT (77.86%)	996 SQ FT (79.87%)
26	*** Native Plant Species %	*Please refer to TOPB Landscape Legend.*		

Note: The increase in lot coverage is due solely to the addition of the porte cochere. The cabana lot coverage has been reduced from the existing condition.

Note: The increase CCR is due solely to the addition of the porte cochere. The cabana CCR has been reduced from the existing condition. See PR-3

** 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.

REV BF 20230626

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM
A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:
MR. AND MRS. LIPTON
124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

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PROJECT #

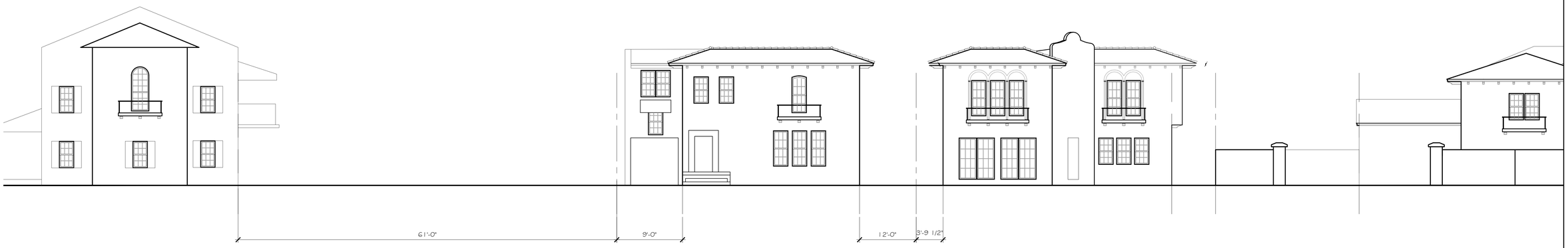
SHEET NO.
ZN

09-15-25



SOUTH STREETSCAPE

SCALE: 1/8" = 1'-0"



NORTH STREETSCAPE

SCALE: 1/8" = 1'-0"

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

△
△
△
△

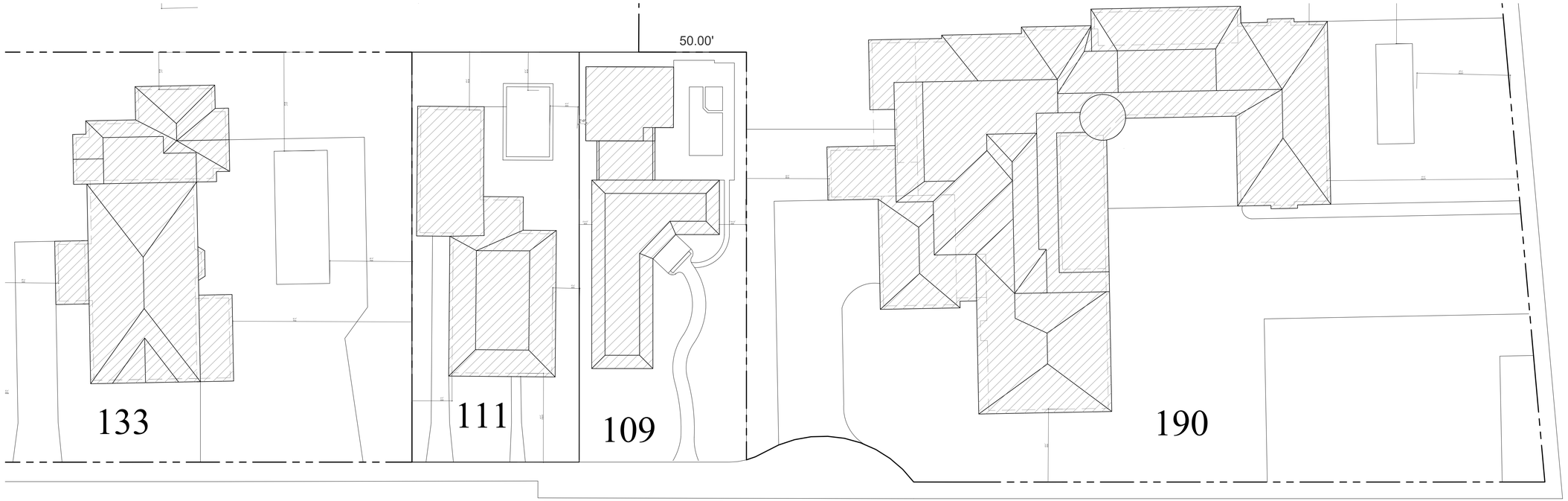
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PROJECT #

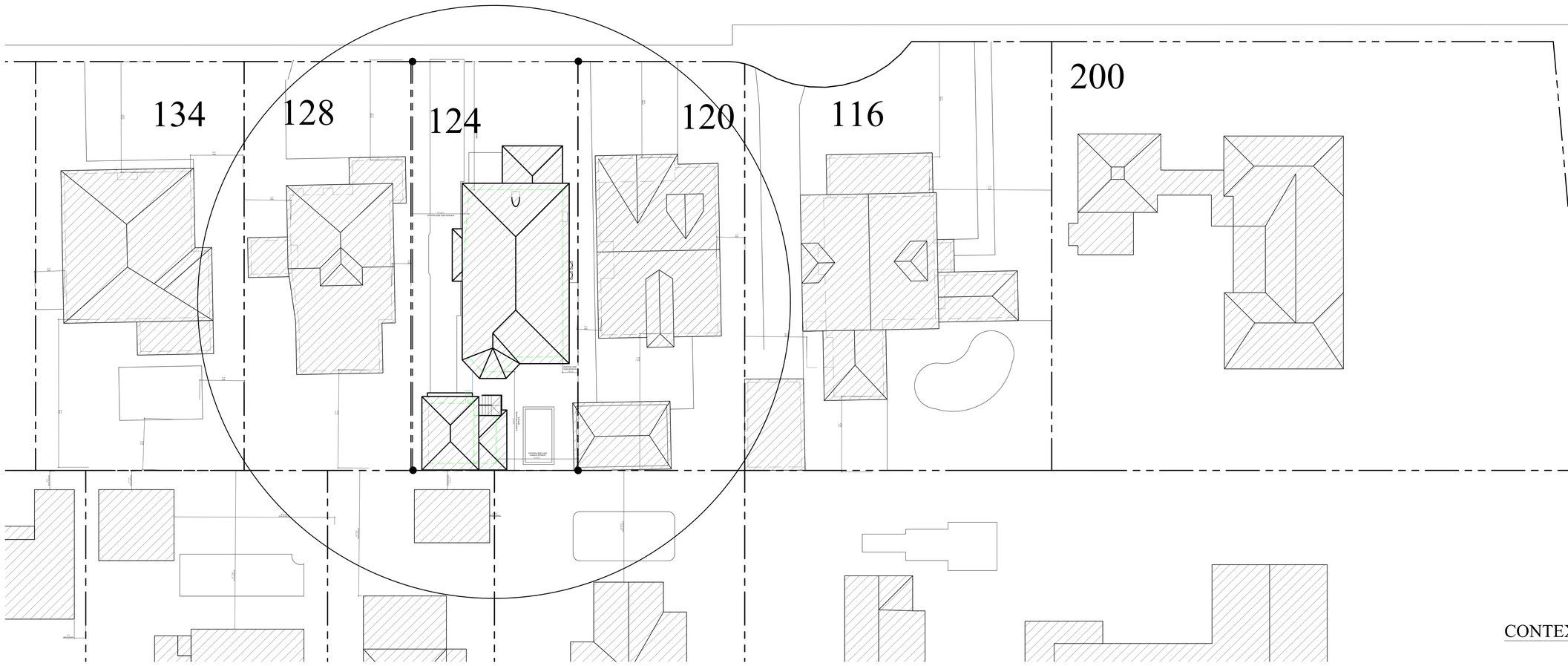
SHEET NO.

PR-1

08/28/25



SEABREEZE AVE



CONTEXTUAL SITE PLAN

SCALE: 1/16" = 1'-0"

SKA

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249 PERUVIAN AVE. SUITE F2, PALM BEACH, FL. 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

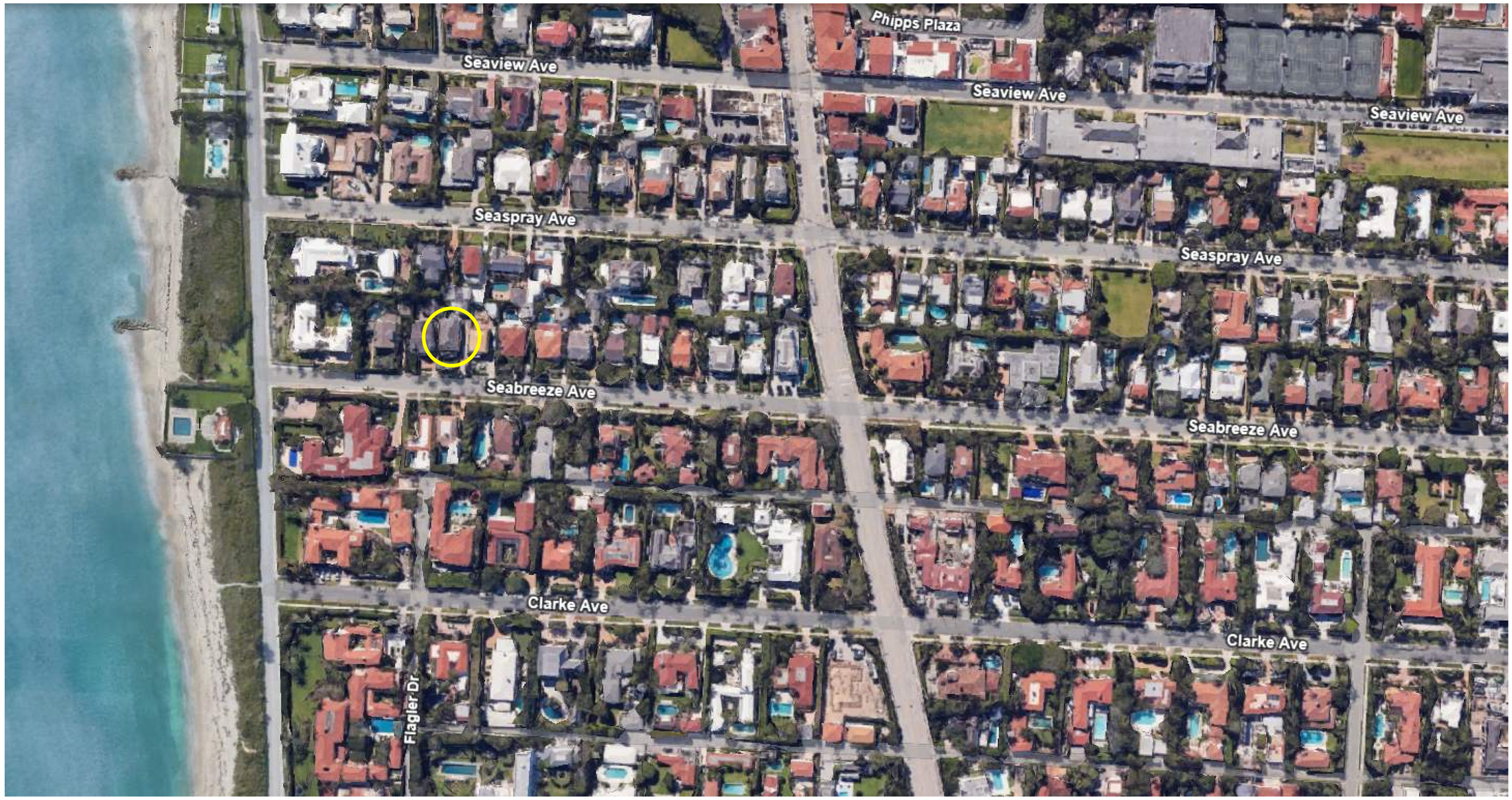
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PROJECT #

SHEET NO.

PR-2

07.23.25



CONTEXTUAL SITE PLAN

SCALE: 1/16" = 1'-0"

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

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PROJECT #

SHEET NO.

PR-3

07.23.25

INPUTS

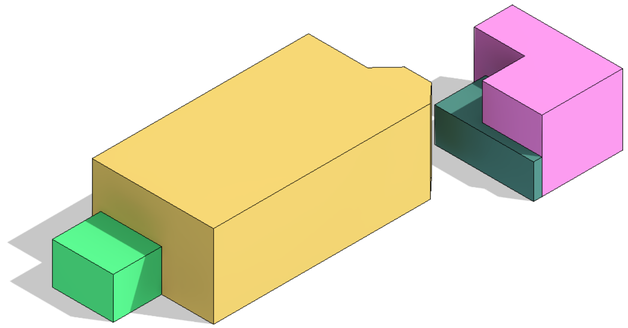
Site Square Footage	**6140**
Max CCR (auto)	4.386
Cubic Ft Max (auto)	26930.04
5% Loggia Deduction	1346.5

Existing BUILDING DATA

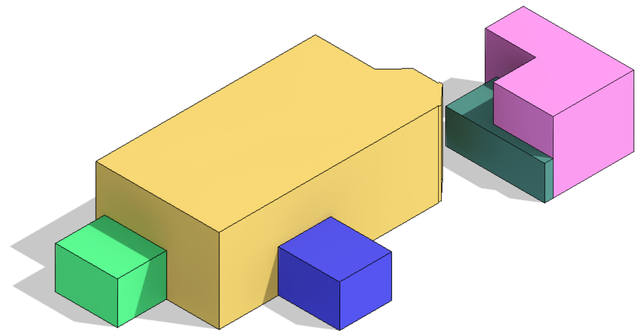
Space	Floor	SF	Height (ft)	CU. FT.
Main House	1st	1517	8.5	12894.5
Main House	2nd	1467	8.5	12469.5
Cabana	1st	500	7.5	3,750
Cabana	2nd	365	7.5	2,737.5
Loggia	1st	109	9	981
Adjusted CU. FT.				**32,832.5**
CCR				5.35

Proposed BUILDING DATA

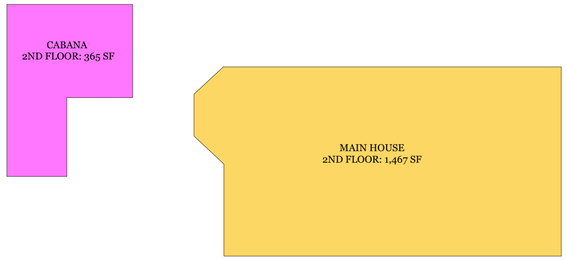
Space	Floor	SF	Height (ft)	CU. FT.
Main House	1st	1517	8.5	12894.5
Main House	2nd	1467	8.5	12469.5
Cabana	1st	395	7.5	2962.5
Cabana	2nd	285	7.5	2137.5
Loggia	1st	109	9	981
Porte Cochere	1st	215	9	1935
Adjusted CU. FT.				**33,380**
CCR				5.44



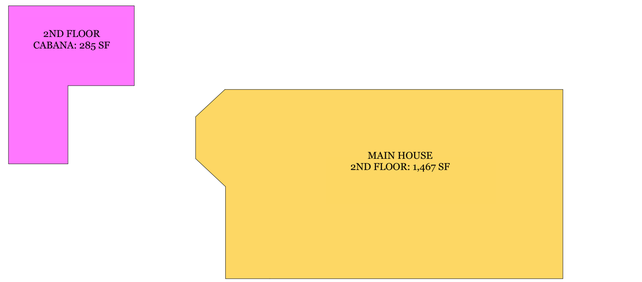
EXISTING CCR AXO



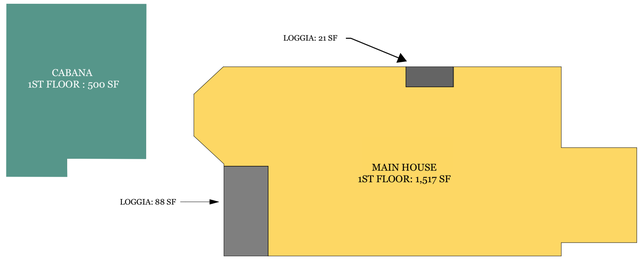
PROPOSED CCR AXO



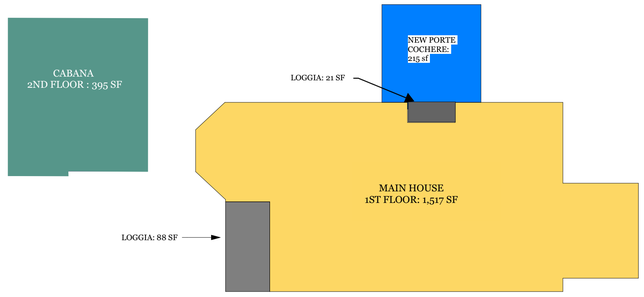
EXISTING SECOND FLOOR AREA CALCULATIONS



PROPOSED SECOND FLOOR AREA CALCULATIONS



EXISTING FIRST FLOOR AREA CALCULATIONS



PROPOSED FIRST FLOOR AREA CALCULATIONS

CCR CALCULATIONS

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

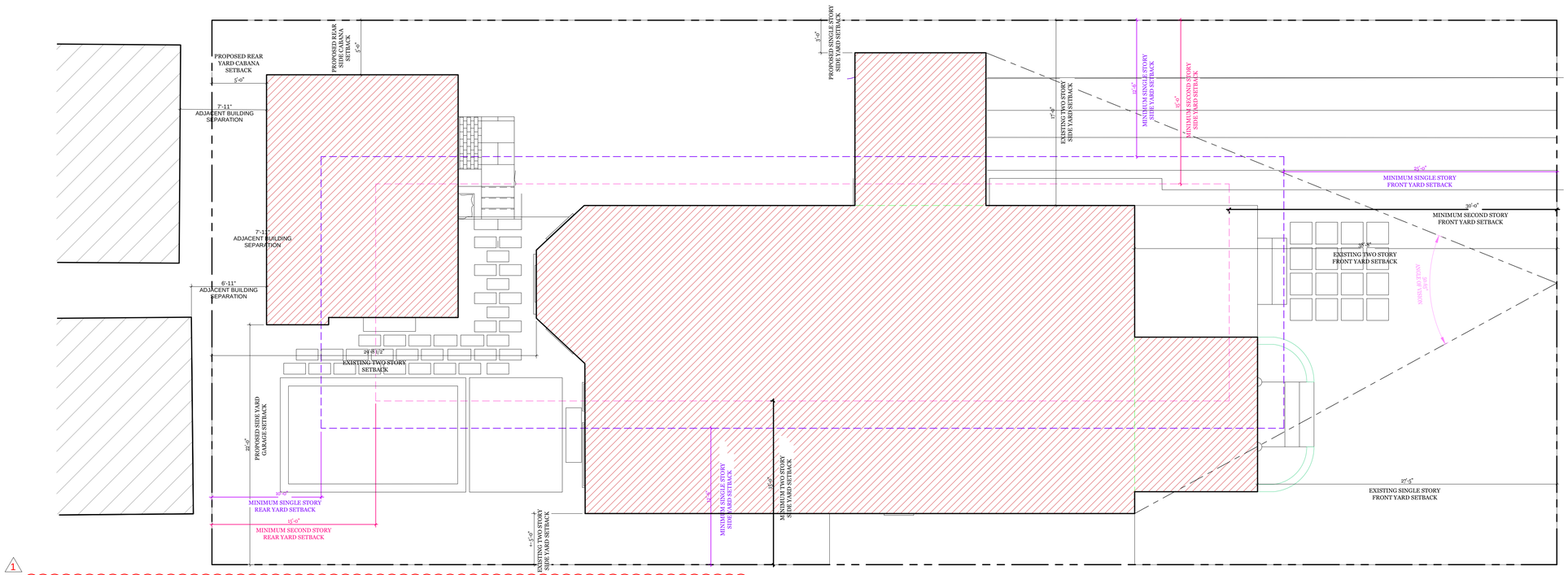
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PROJECT #

SHEET NO.

PR-4

09-26-25



1

Requested Variances Include:

Special Exception: Sec. 134-893(a)(2): A special exception for partial demolition and reconstruction of an existing nonconforming accessory structure substantially within it's existing footprint on a 75 feet or less on a "Sea" Street (Seabreeze Ave.)

VARIANCE 1: Sec. 134-893(a)(3): A variance for building separation of 6'-11" and 7'-11" in lieu of the 10" minimum building separation required between the accessory structure and structure on the neighboring south parcels as required partial demolition and reconstruction of an existing nonconforming accessory structure substantially within its existing footprint on a lot 75 feet or less on a "Sea" Street (Seabreeze Ave.)

VARIANCE 2: Sec. 134-893(b)(7)(a): A variance for a west one-story side yard setback of 3.83' in lieu of the 16.7' existing and 12.5' minimum required: related to the addition of an unenclosed porte cochere.

VARIANCE 3: Sec. 134-893(b)(11)b.: A variance for a lot coverage of 35.7% in lieu of the 34.7% existing and 30% maximum permitted; related to the addition of an unenclosed porte cochere.

VARIANCE 4: Sec. 134-893(b)(13)(1): A variance for a Cubic Content Ratio of 6.33 in lieu of the 6.31 CCR existing and 4.39 CCR maximum permitted; related to the addition of an unenclosed porte cochere.

VARIANCE 5: Sec. 124-1757: A variance fro a swimming pool with a 7' east side yard setback in lieu of the 10' minimum side yard setback required for a swimming pool.

VARIANCE 6: Sec. 134-1757: A variance for a swimming pool with a 7' rear yard setback in lieu of the 10' minimum rear yard setback required for a swimming pool.

SETBACKS + VARIANCES

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

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

1 TOPB FINAL SUBMIT COMMENTS

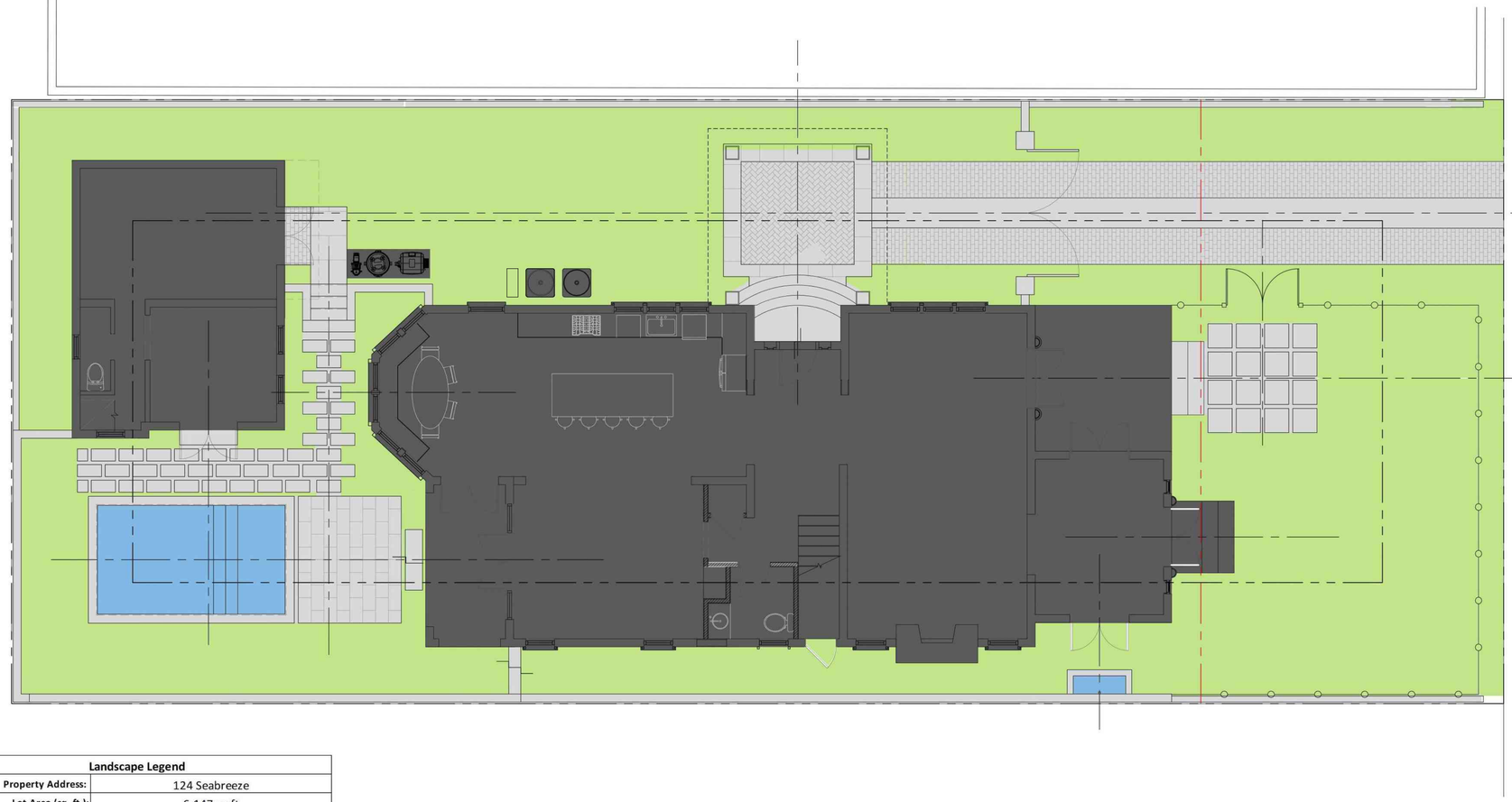
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PROJECT #

SHEET NO.

PR-5

09-15-25



Line #	Landscape Legend		
1	**Property Address:**	124 Seabreeze	
2	**Lot Area (sq. ft.):**	6,147 sq ft	
3		REQUIRED	PROPOSED
4	ndscape Open Space (LOS) (Sq Ft and %)	2,766 SF (45%)	2,862 SF (46.7%)
5	LOS to be altered (Sq FT and %)	N/A	54%
6	Perimeter LOS (Sq Ft and %)	1,383 SF (50%)	1,995 SF (72.12%)
7	Front Yard LOS (Sq Ft and %)	499 SF (40%)	996 SF (79.87%)
8	Native Trees %	30% (number of trees)	86%
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	40%
10	Native Groundcover %	30% (groundcover area)	71%
	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		*REVBF 20230727*

OVERALL R-B SITE CALCULATIONS:

SITE AREA =	6,147	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	2,766	SQ FT	45%
EXISTING =	2,825	SQ FT	45.95%
PROPOSED =	2,871	SQ FT	46.7%

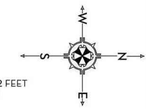
FRONT SETBACK SITE CALCULATIONS:

25' SETBACK AREA =	1,247	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	499	SQ FT	40%
EXISTING =	971	SQ FT	77.86%
PROPOSED =	996	SQ FT	79.87%

10' PERIMETER SITE CALCULATIONS:

PERIMETER AREA =	3,054	SQ FT
MINIMUM LANDSCAPE:		
(50% OF 2,766 SF) = 1,383 REQUIRED		
EXISTING =	1,912	SQ FT
PROPOSED =	2,150	SQ FT

LEGEND	
OPEN SPACE	
HARDSCAPE	
BUILDING / STRUCTURE	
WATER	



0 1 2 4 8 12 FEET

SCALE: 3/16" = 1'-0"

SKA

SKA ARCHITECT + PLANNER
249 PERUVIAN AVE. SUITE T2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

1 TOPB FINAL SUBMIT COMMENTS

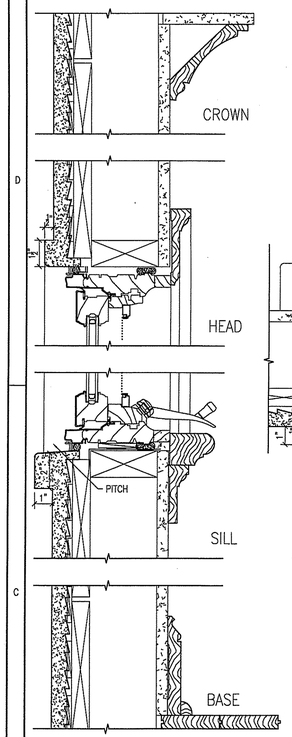
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PROJECT #

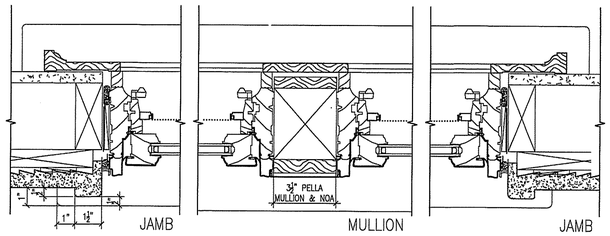
SHEET NO.

PR-6

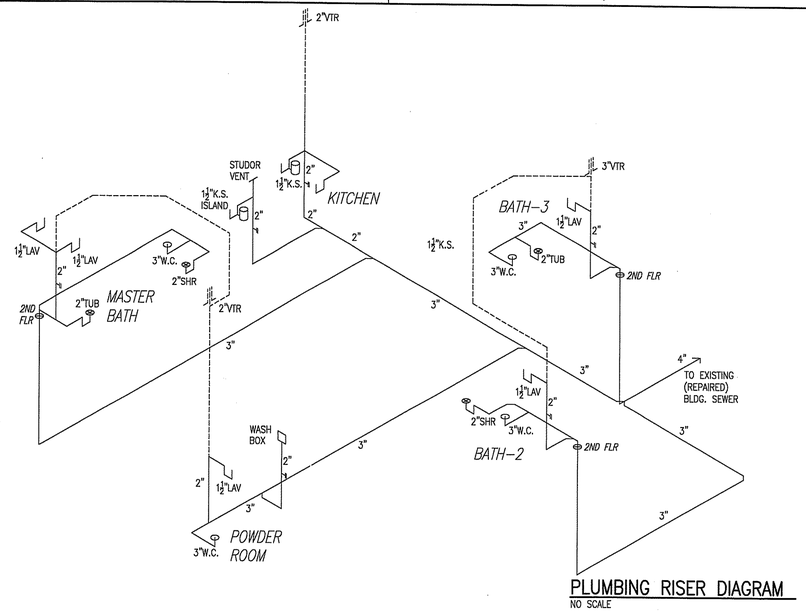
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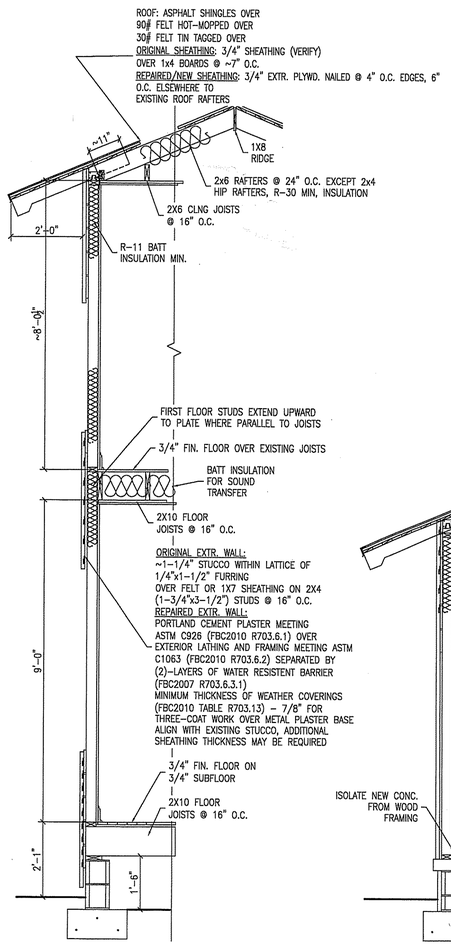
PELLA IMPACT CLAD CASEMENT WINDOWS
WINDOW & CASING DETAIL
3"=1'-0"



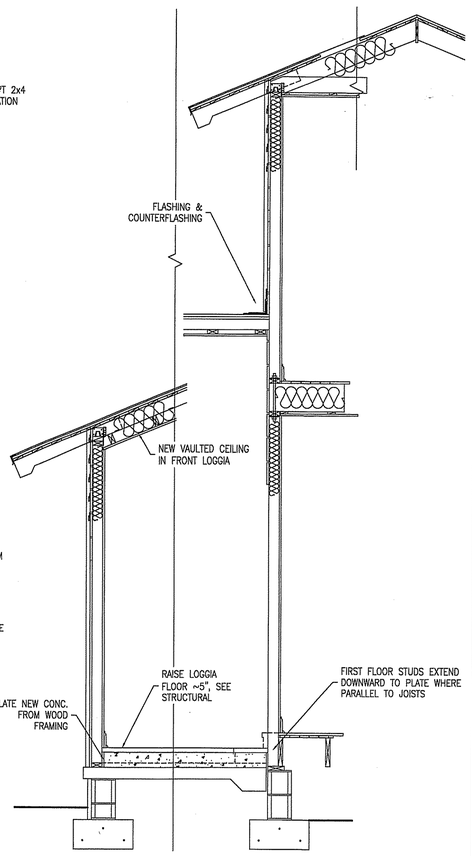
PELLA IMPACT CLAD CASEMENT WINDOWS
WINDOW MULLION DETAIL
3"=1'-0"



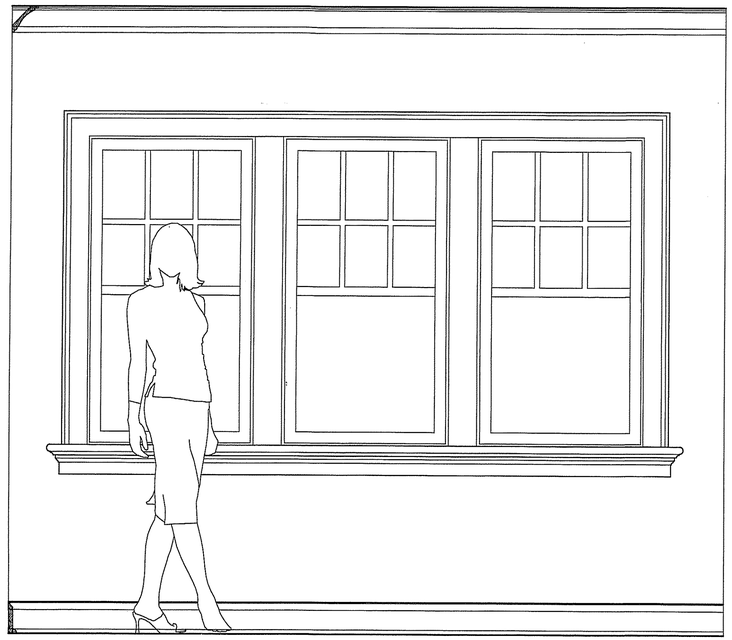
PLUMBING RISER DIAGRAM
NO SCALE



SECTION THRU WEST WALL (1/A301)
1/2"=1'-0"



SECTION THRU NORTH WALL (2/A301)
1/2"=1'-0"



LIVING ROOM ELEVATION
1"=1'-0"

ALL WORK MUST CONFORM TO THE 2010 FLORIDA BUILDING CODE

REVIEWED
SEP 17 2012
FPB PLAN EXAMINER

Ralph Cantin, AIA
FL.Lic. AR0015176

801 S. OLIVE. AVE. #1108
WEST PALM BEACH, FL 33401
561-310-8039 PH
772-409-8683 FAX
RalphCantin@gmail.com

9/14/12

9/14/12 - PERMIT
7/19/12 - DEMO PERMIT ONLY
7/6/12 - PRELIM. COSTS

PROJECT TITLE
DANESE RESIDENCE REPAIRS

124 SEABREEZE AVE.
PALM BEACH, FL 33480

ISSUED FOR - REVISIONS
- - -
1 - - -
2 - - -
3 - - -
4 - - -
5 - - -

OFFICE COPY
SUBJECT TO COMPLIANCE WITH ALL CODES AND ORDINANCES IN EFFECT IN THE TOWN OF PALM BEACH, FLORIDA

SHEET TITLE
SECTIONS & DETAILS PLUMBING RISER
- - -

SECTIONS

DRAWN BY RTC
REVIEWED BY RTC

PROJ. NO.
760 DANESE

SHEET NO.
A301

FILE NAME: A301 SECTIONS.DWG - DATE: 9/14/2012



LOOKING SOUTHEAST ON SEABREEZE



LOOKING WEST ON SEABREEZE



LOOKING SOUTHWEST ON SEABREEZE



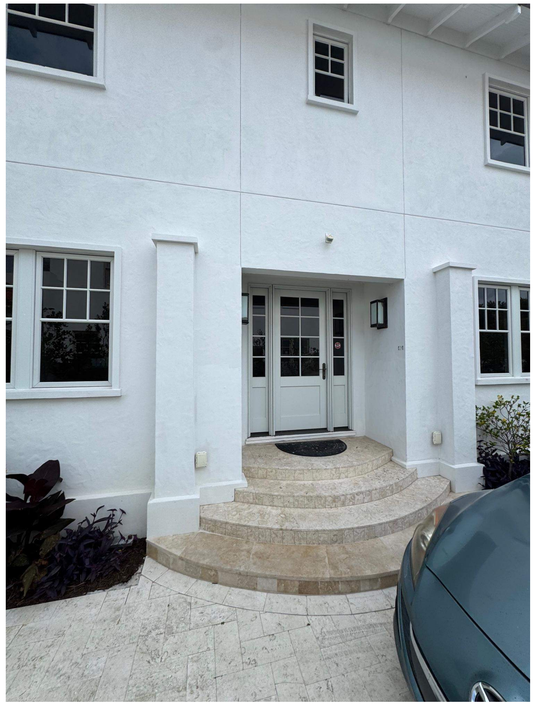
LOOKING WEST ON SEABREEZE



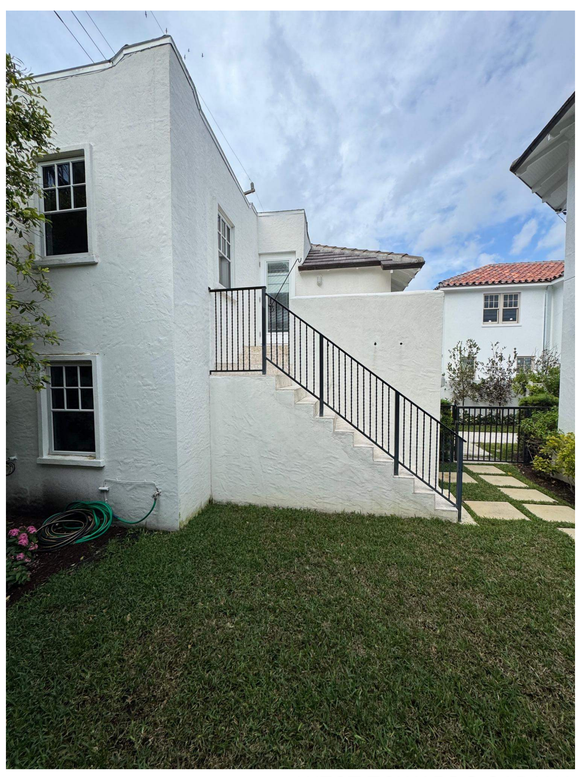
STREET VIEW



SOUTH TOWARDS CABANA



FRONT DOOR



WEST TOWARDS CABANA



FRONT YARD



REAR LOGGIA

07.23.25



KITCHEN LOOKING SOUTH



KITCHEN LOOKING EAST



KITCHEN LOOKING NORTH



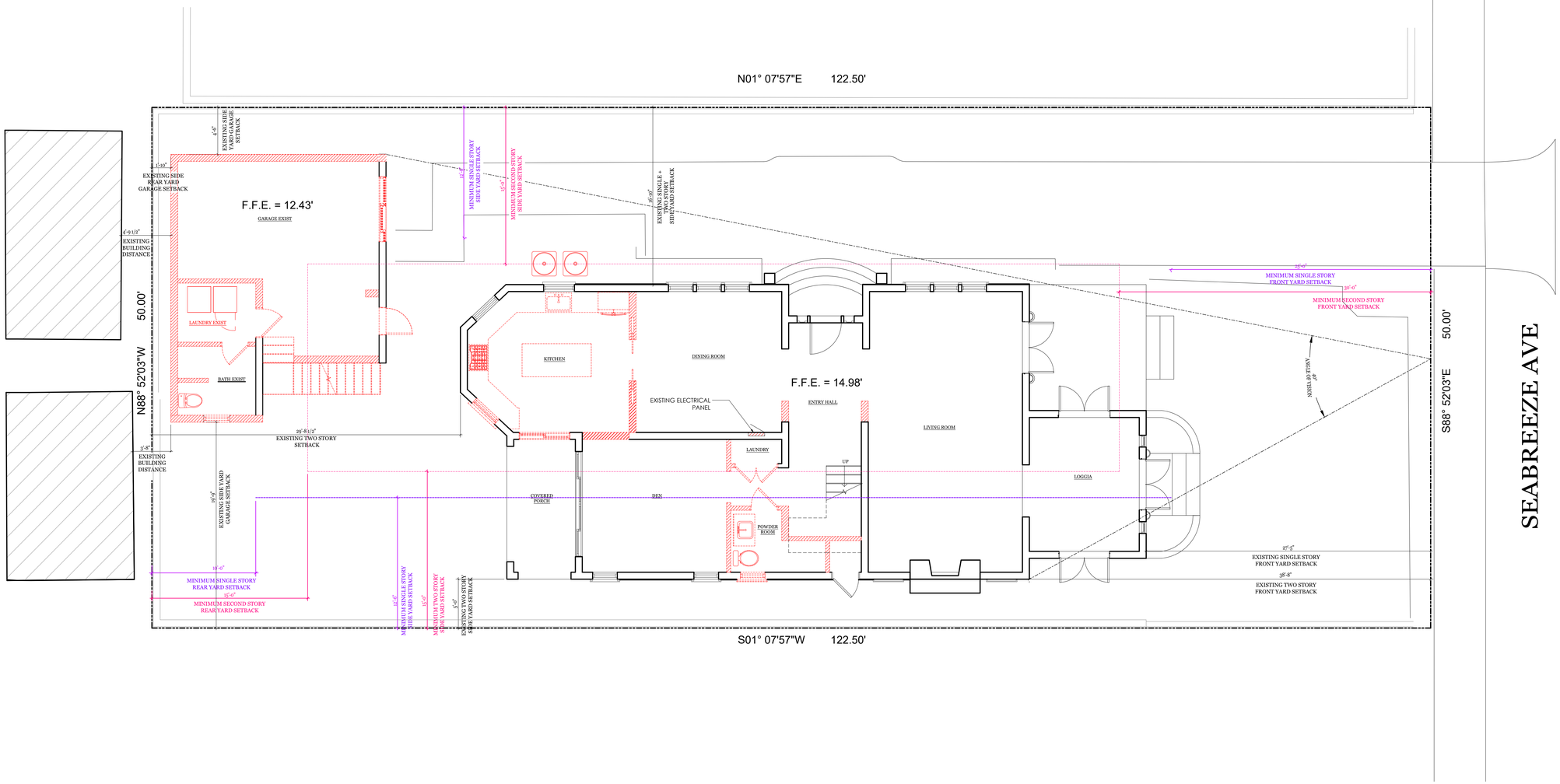
LIVING ROOM LOOKING NORTH



ENTRANCE HALL LOOKING EAST



DEN LOOKING SOUTH



EXISTING/DEMO SITE PLAN

SCALE: 3/16" = 1'-0"

SKA

SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

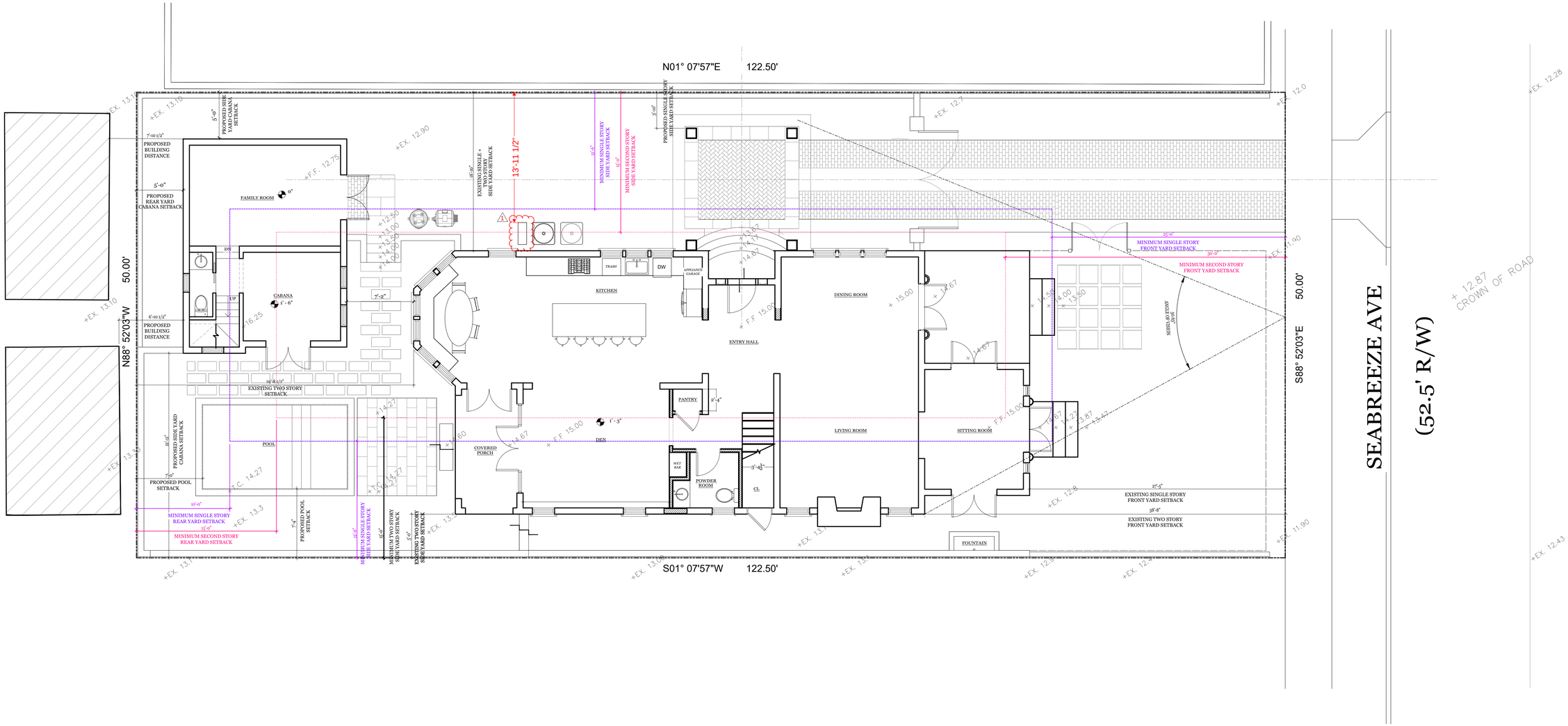
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PROJECT #

SHEET NO.

SP-1

09-15-25



PROPOSED SITE PLAN

SCALE: 3/16" = 1'-0"

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

1 TOPB FINAL SUBMIT COMMENTS

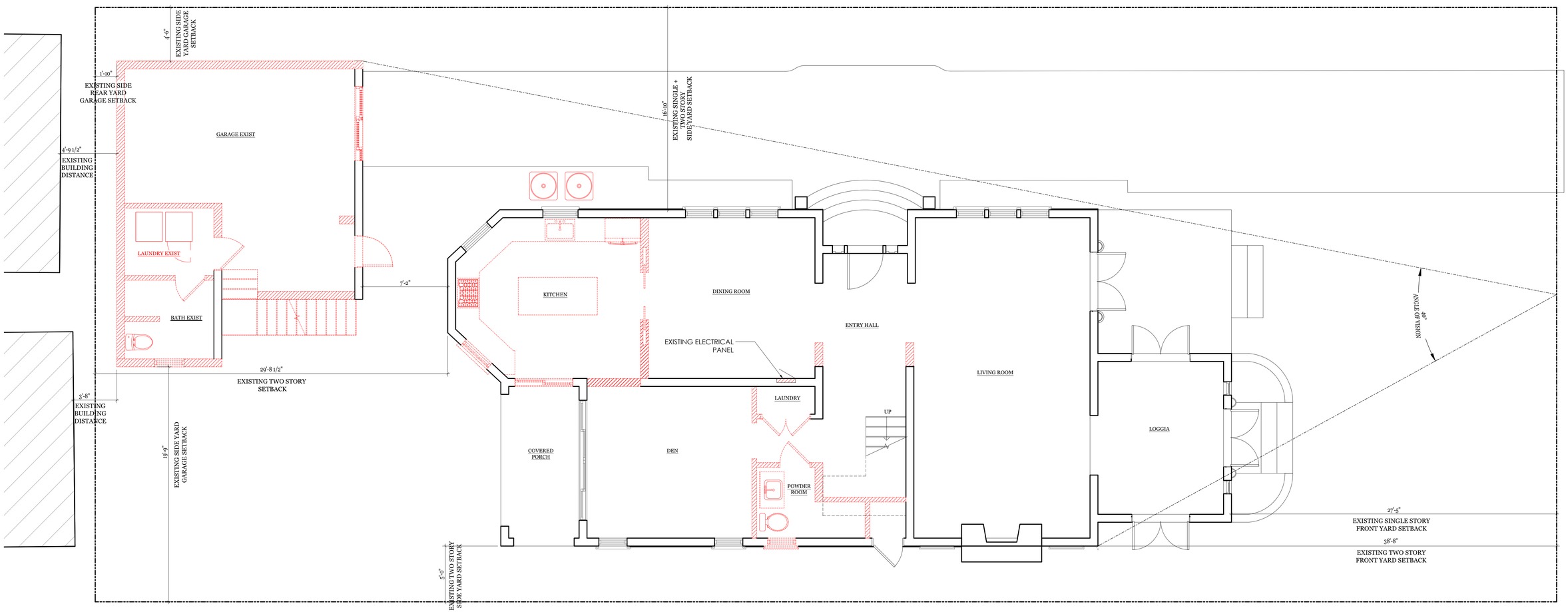
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PROJECT #

SHEET NO.

SP-2

09.15.25



EXISTING / DEMO FIRST FLOOR PLAN

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

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

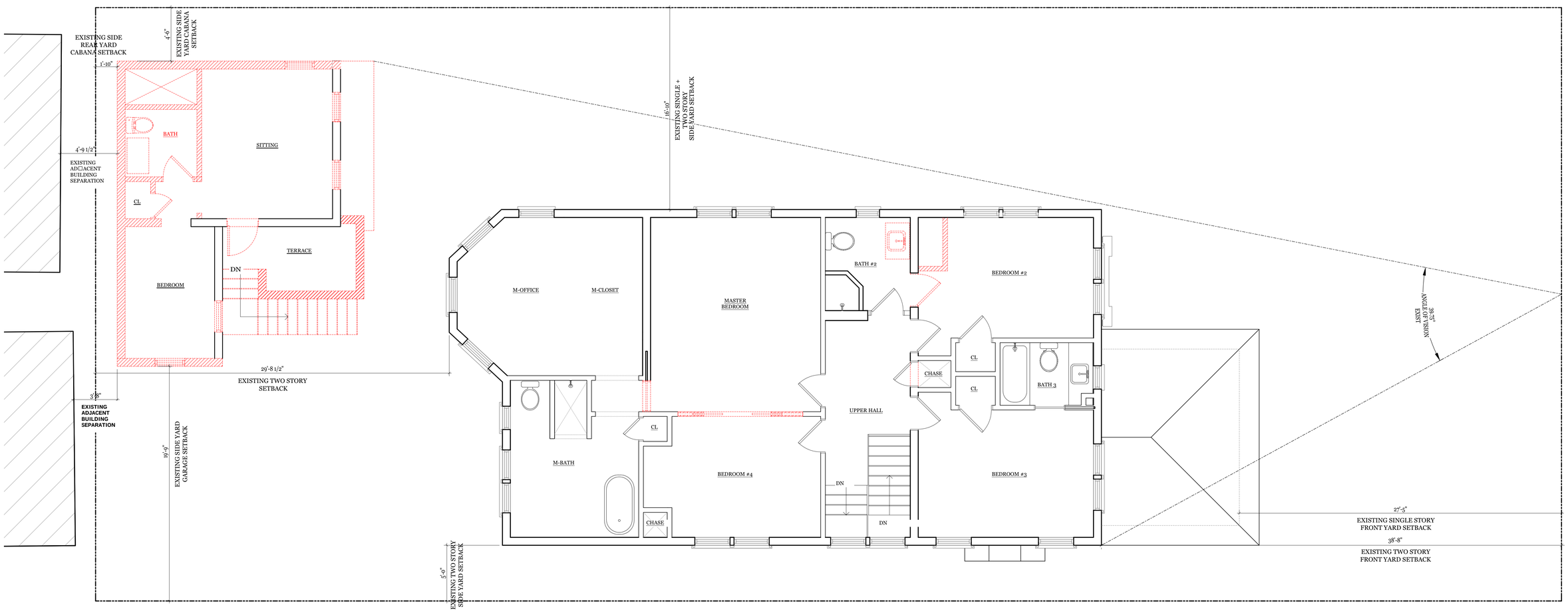
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PROJECT #

SHEET NO.

A-1.0

09-15-25



EXISTING / DEMO SECOND FLOOR PLAN

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

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249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

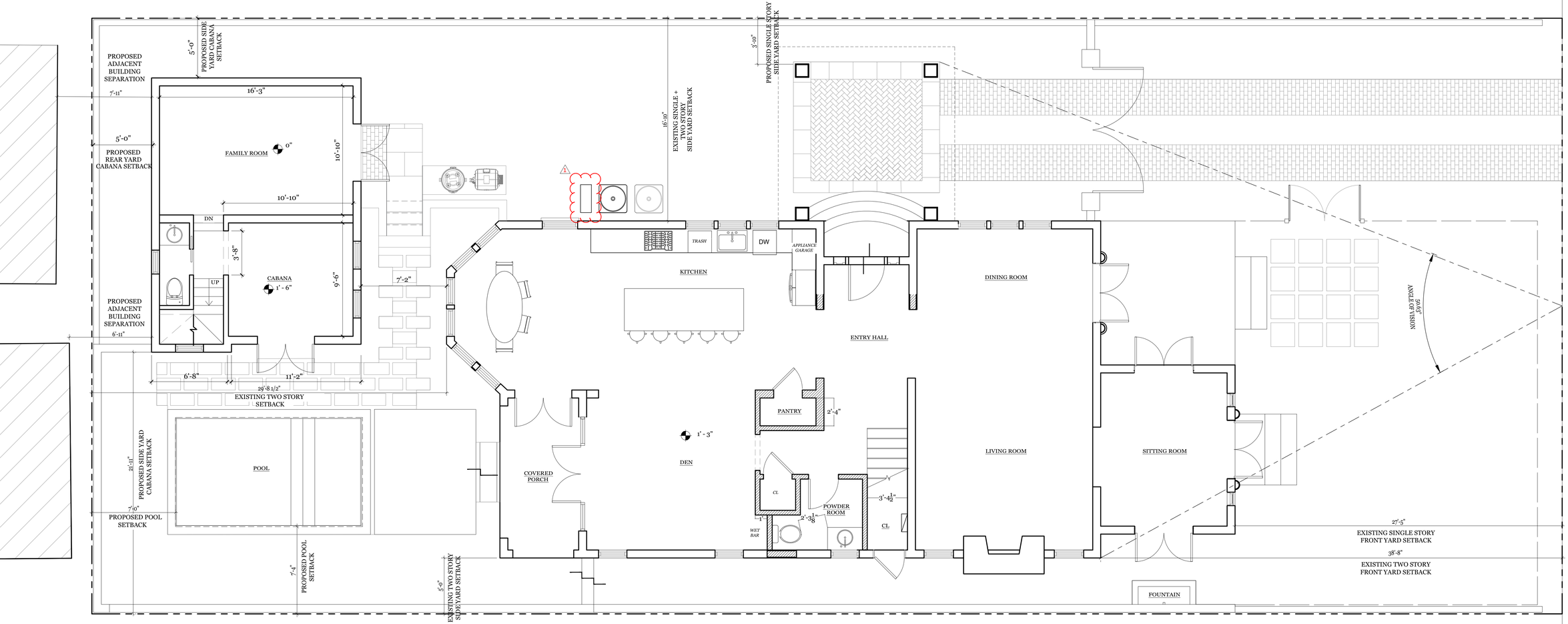
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PROJECT #

SHEET NO.

A-1.1

09-15-25



PROPOSED FIRST FLOOR PLAN

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

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE. PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

1 TOPB FINAL SUBMIT COMMENTS

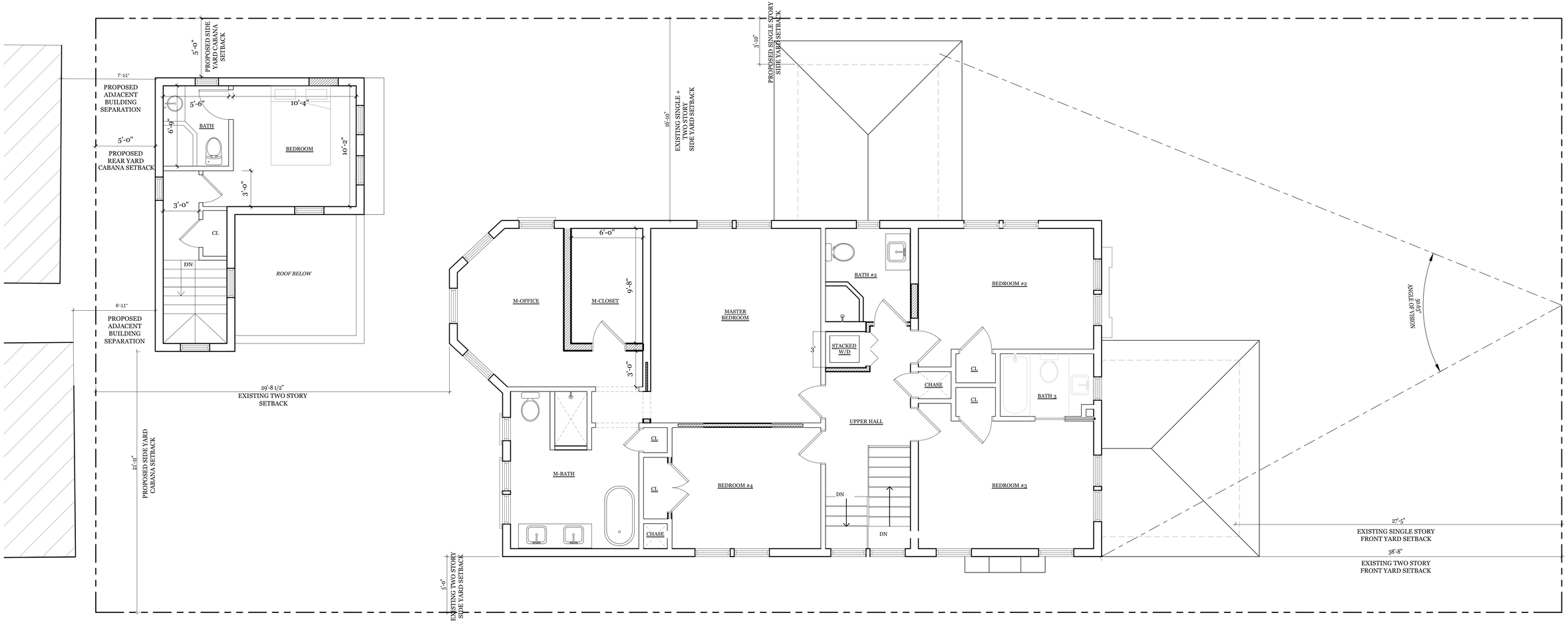
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PROJECT #

SHEET NO.

A-1.2

09-15-25



PROPOSED SECOND FLOOR PLAN

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

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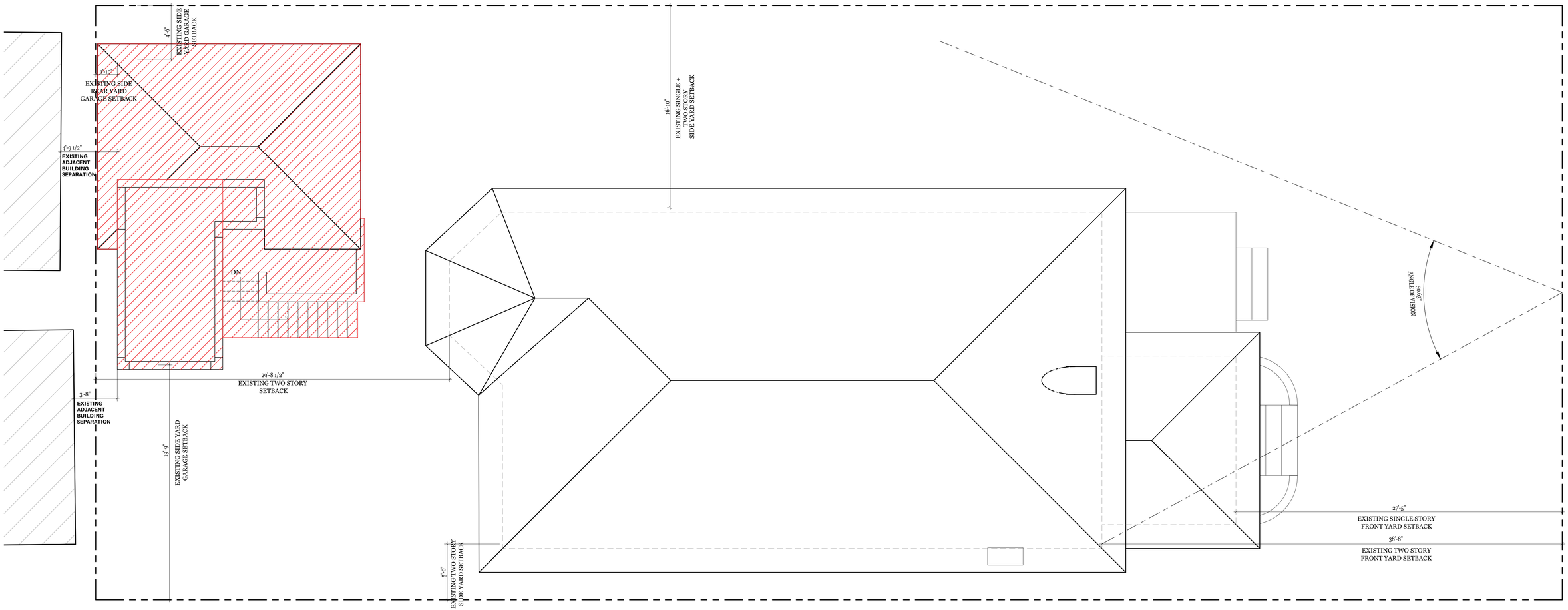
PROJECT #

SHEET NO.

A-1.3

09-15-25

ROOF DEMO 557 SQFT 100%



EXISTING/DEMO ROOF PLAN

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

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

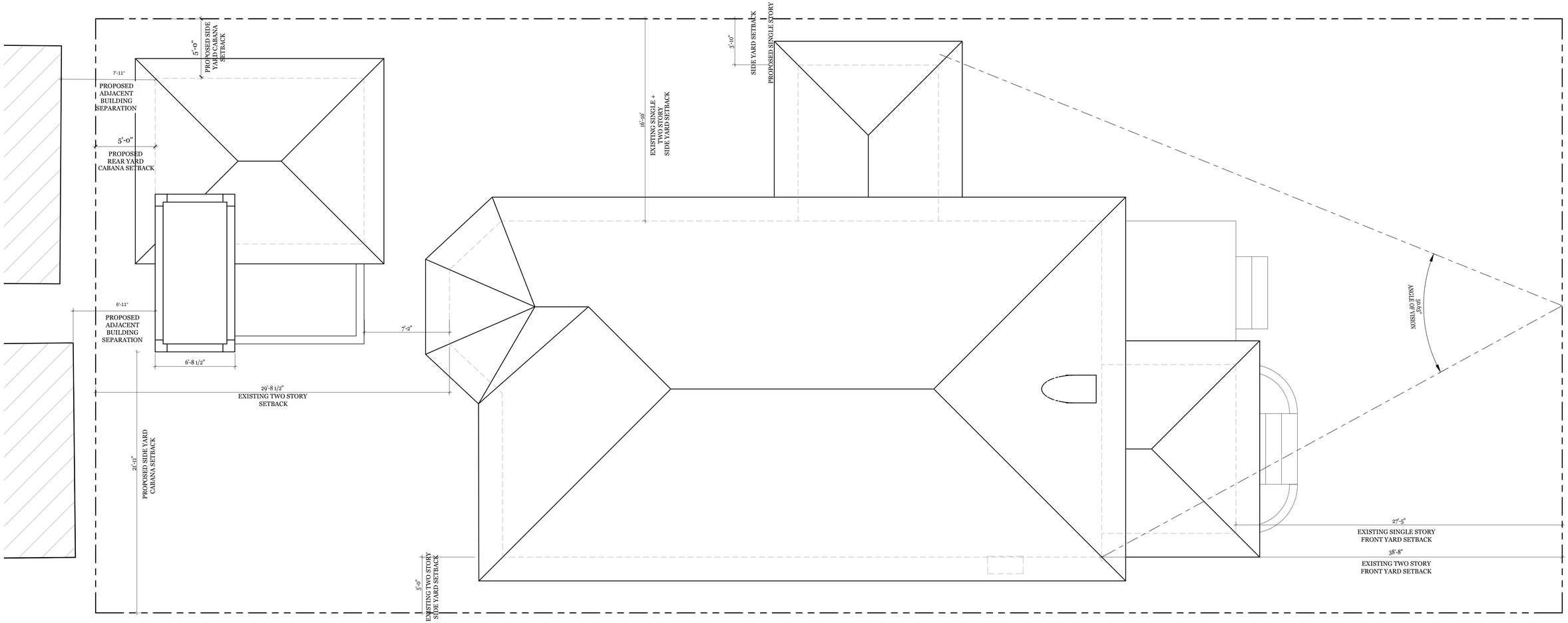
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PROJECT #

SHEET NO.

A-1.4

09-15-25



PROPOSED ROOF PLAN

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

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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

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PROJECT #

SHEET NO.

A-1.5

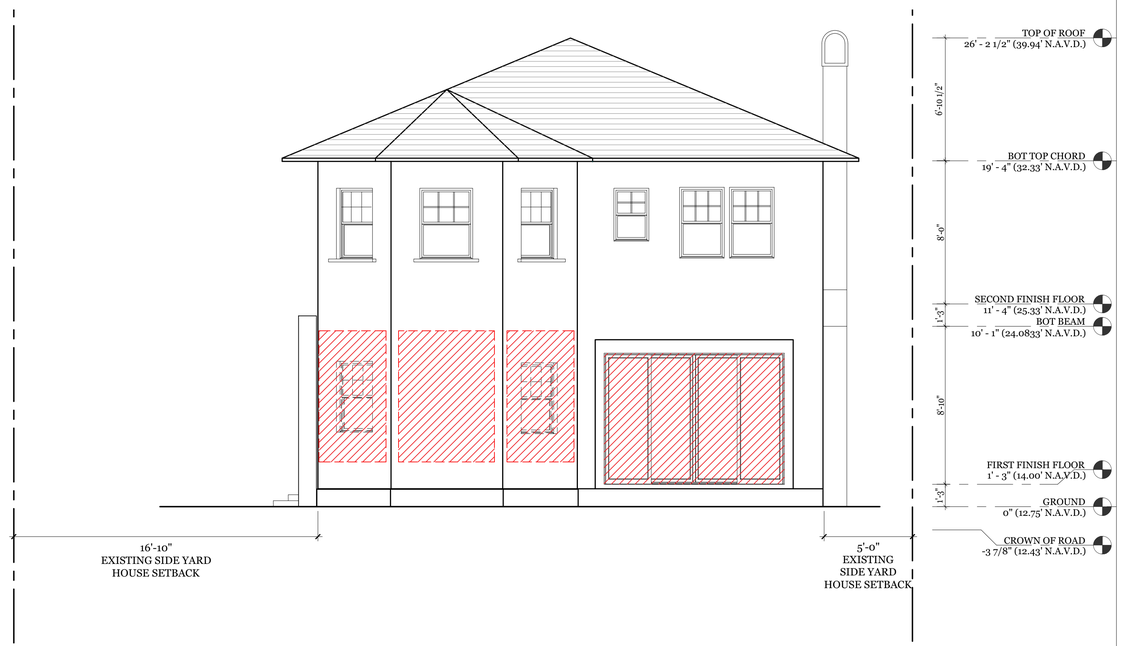
09-15-25



DEMO 0 SQ 0%

EXISTING/DEMO NORTH ELEVATION

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



DEMO 94.27 SQ 14.28%

EXISTING/DEMO SOUTH ELEVATION

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



PROPOSED NORTH ELEVATION

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



PROPOSED SOUTH ELEVATION

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

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SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL. 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE. PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

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PROJECT #

SHEET NO.

A-2.0

09.15.25



DEMO 66 SQ 4%

DEMO 119 SQ 34%

EXISTING / DEMO WEST ELEVATION

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



PROPOSED WEST ELEVATION

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

SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

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PROJECT #

SHEET NO.

A-2.1

09.15.25



DEMO 66 SQ 4%

DEMO 119 SQ 34%

EXISTING / DEMO EAST ELEVATION

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



PROPOSED EAST ELEVATION

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

SKA
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249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

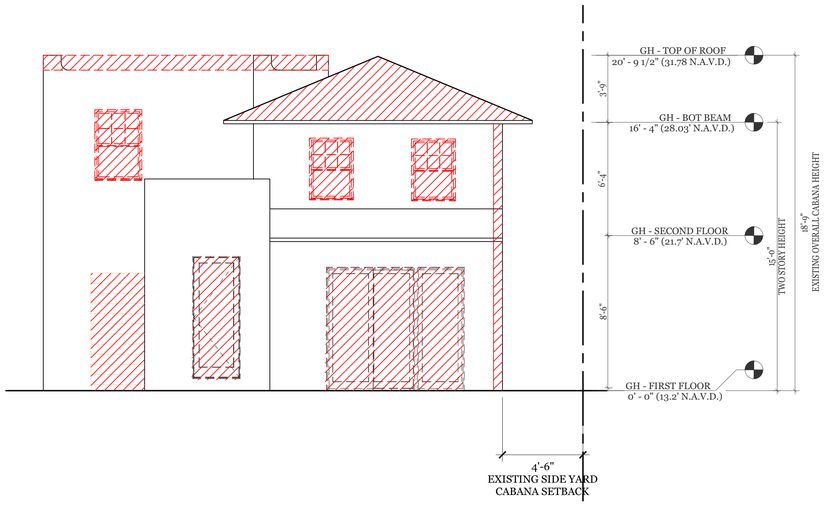
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PROJECT #

SHEET NO.

A-2.2

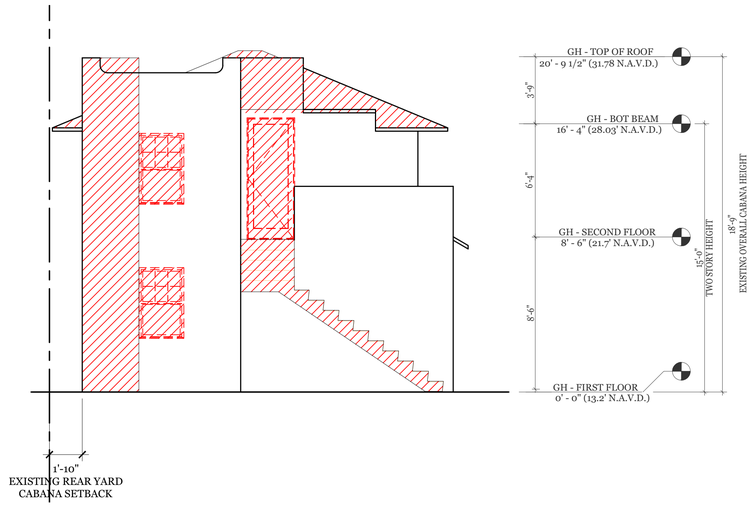
09.15.25



DEMO 0 SQ 0%

EXISTING NORTH CABANA ELEVATION

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



DEMO 94.27 SQ 14.28%

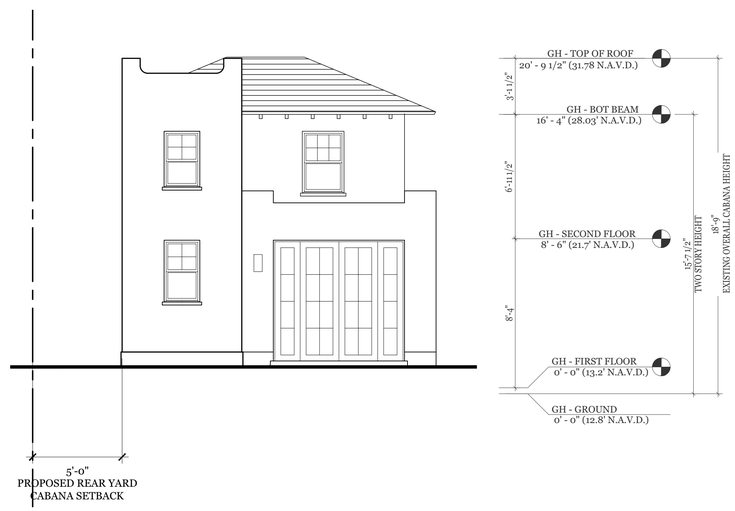
EXISTING EAST CABANA ELEVATION

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



PROPOSED NORTH CABANA ELEVATION

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



PROPOSED EAST CABANA ELEVATION

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

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249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

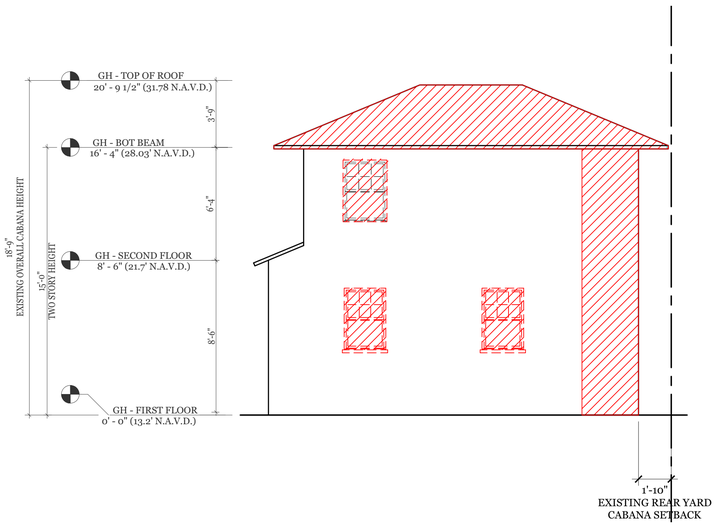
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PROJECT #

SHEET NO.

A-2.3

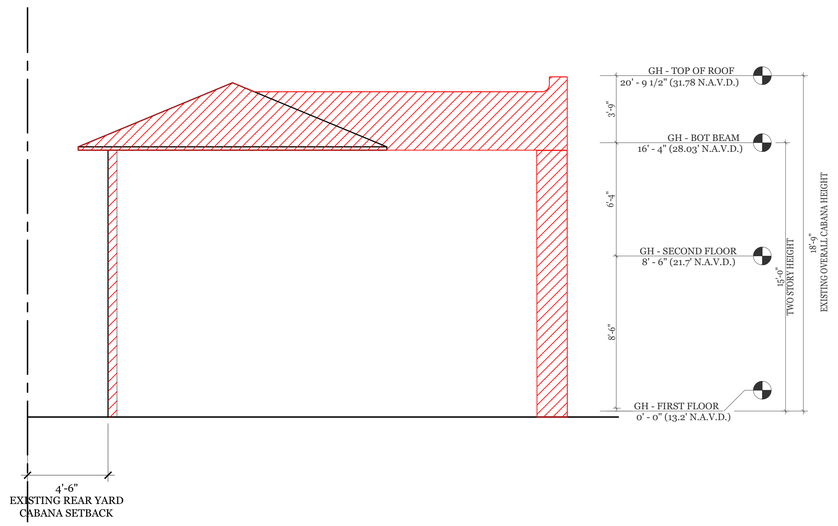
09.15.25



DEMO 119 SQ 34%

EXISTING WEST CABANA ELEVATION

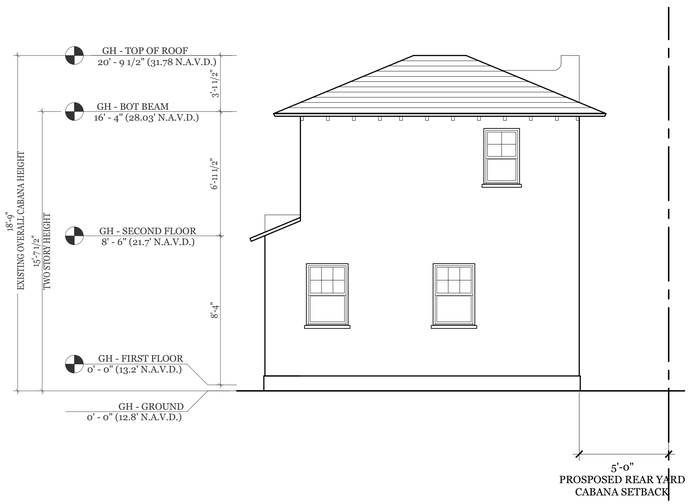
SCALE: 1/4" = 1'-0"



DEMO 112 sqft 24%

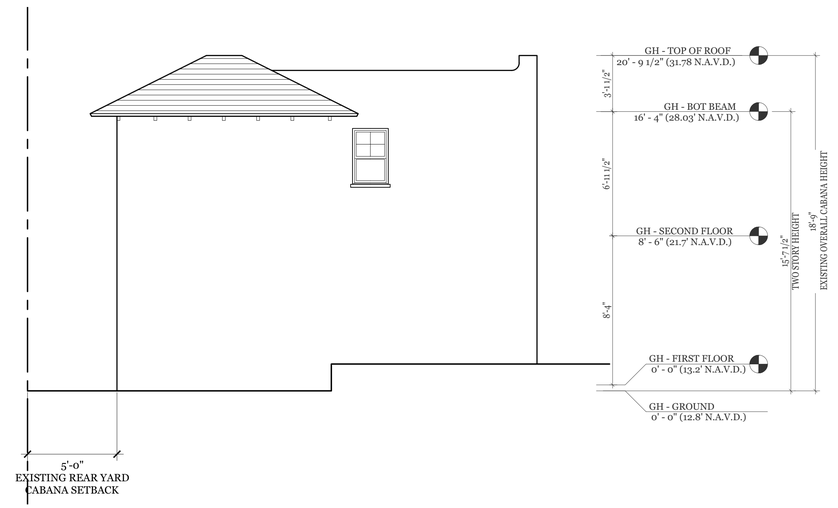
EXISTING SOUTH CABANA ELEVATION

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



PROPOSED WEST CABANA ELEVATION

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



PROPOSED SOUTH CABANA ELEVATION

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

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A.R.#10,181

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124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

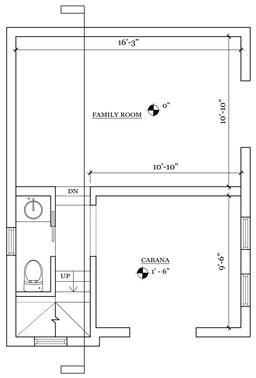
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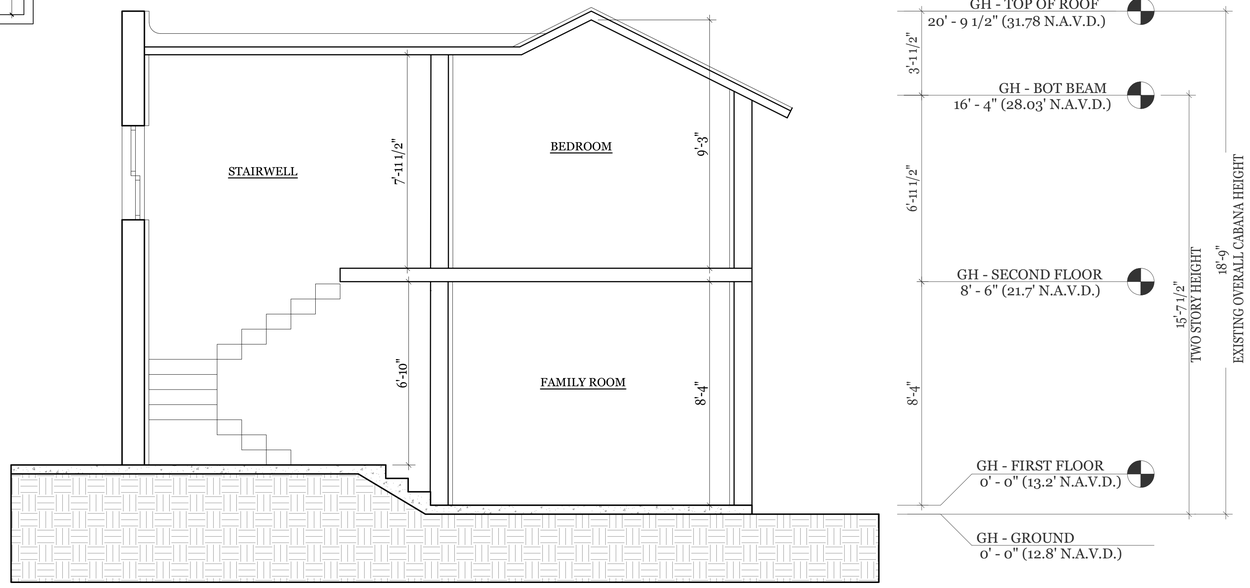
PROJECT #

SHEET NO.

A-2.4

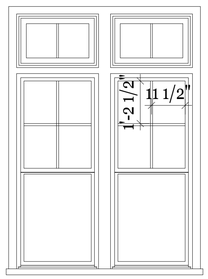
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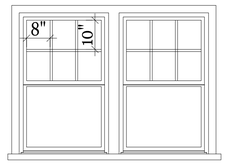
PROPOSED SECTION @ CABANA

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



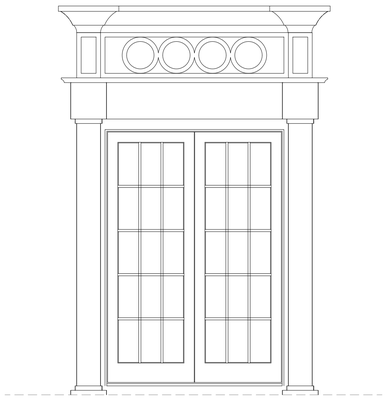
TRANSOM WINDOW @ KITCHEN

SCALE: 1/2" = 1'-0"



JOINED WINDOW TYP.

SCALE: 1/2" = 1'-0"



APPLIED ENTRY DETAIL

SCALE: 1/2" = 1'-0"

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL. 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE. PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

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PROJECT #

SHEET NO.

A-4.0

09-15-25



GREY CONCRETE ROOF TILE:
MFR. MONIER HORIZON



EXT. WALL:
WHITE STUCCO

WINDOWS:
WHITE SIERRA PACIFIC



COLORED NORTH ELEVATION

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



COLORED SOUTH ELEVATION

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

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PROJECT #

SHEET NO.

A-4.1

09-15-25



GREY CONCRETE ROOF TILE:
MFR. MONIER HORIZON

EXT. WALL:
WHITE STUCCO

WINDOWS:
WHITE SIERRA PACIFIC



COLORED EAST ELEVATION

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



COLORED WEST ELEVATION

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

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE. SUITE F2, PALM BEACH, FL. 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

CONSULTANT:

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PROJECT #

SHEET NO.

A-4.2

09-15-25



* ALL FINISHES / MATERIALS TO MATCH EXISTING



GREY CONCRETE ROOF TILE:

TO MATCH EXISTING
MFR: MONIER HORIZON



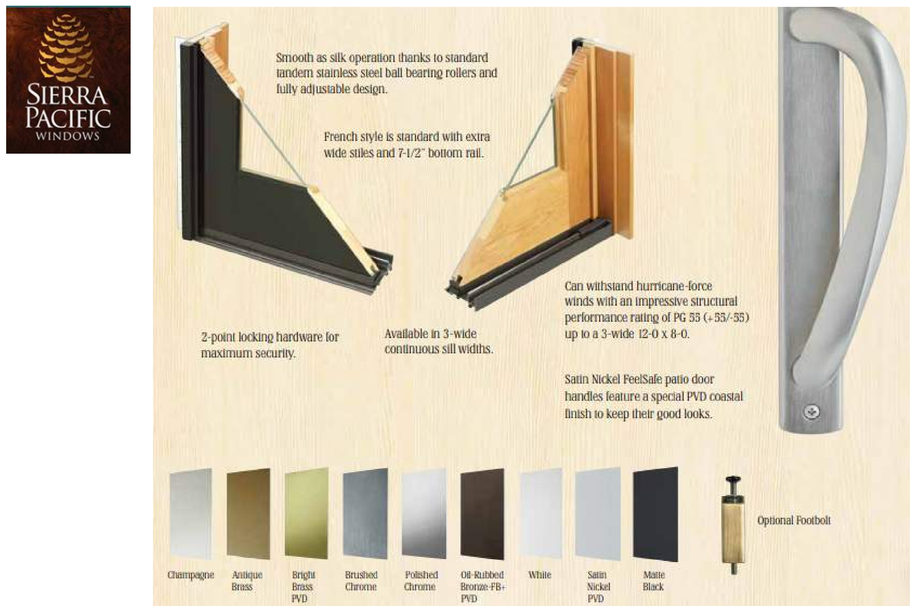
EXT WALL PAINT:
FARROW & BALL
WHITE TBD
TO MATCH EXISTING

WINDOWS:
WHITE SIERRA PACIFIC DOUBLE HUNG FEELSAFE ALUMINUM CLAD.
TO MATCH EXISTING

DOORS:
WHITE SIERRA PACIFIC
FEELSAFE ALUMINUM CLAD.
TO MATCH EXISTING



MONIER HORIZON CONCRETE TILE ROOF:
GREY TO MATCH EXISTING



SIERRA PACIFIC FEELSAFE DOUBLE HUNG WINDOWS:
WHITE TO MATCH EXISTING

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116
A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:
MR. AND MRS. LIPTON
124 SEABREEZE AVE. PALM BEACH FL 33480

CONSULTANT:

REVISIONS:

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PROJECT #

SHEET NO.
A-4.3

09-15-25





PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

SKA

SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

CONSULTANT:

REVISIONS:

△

△

△

△

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PROJECT #

SHEET NO.

A-4.3

09-15-25





PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

SKA

SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

CONSULTANT:

REVISIONS:

△
△
△
△

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PROJECT #

SHEET NO.

A-4.3

09-15-25





PROPOSED RENOVATIONS FOR:

MR. AND MRS. LIPTON

124 SEABREEZE AVE, PALM BEACH FL 33480

SKA

SKA ARCHITECT + PLANNER
249 PERUVIAN AVE, SUITE F2, PALM BEACH, FL, 33480 PHONE: 561.655.1116

A.A. #001345
A.R.#10,181

CONSULTANT:

REVISIONS:

△

△

△

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PROJECT #

SHEET NO.

A-4.3

09-15-25



MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

OVERALL SITE PLAN

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

SCALE: 3/16" = 1'-0"

12 SEPTEMBER 2025 - SECOND 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

ARC-25-0059
ZON-25-0053



0 1 2 4 8 FEET
SCALE: 1/4" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

NORTH ELEVATION RENDERING

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

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

12 SEPTEMBER 2025 - SECOND SUBMITTAL

NIEVERA WILLIAMS
DESIGN

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Suite 502
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P: 561-659-2820
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NIEVERAWILLIAMS.COM

EL1

ARC-25-0059
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0 1 2 4 8 FEET
SCALE: 1/4" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

WEST ELEVATION RENDERING

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

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

12 SEPTEMBER 2025 - SECOND SUBMITTAL

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ZON-25-0053



0 1 2 4 8 FEET
SCALE: 1/4" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SOUTH ELEVATION RENDERING

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

12 SEPTEMBER 2025 - SECOND SUBMITTAL

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

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0 1 2 4 8 FEET
SCALE: 1/4" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

EAST ELEVATION RENDERING

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

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

12 SEPTEMBER 2025 - SECOND SUBMITTAL

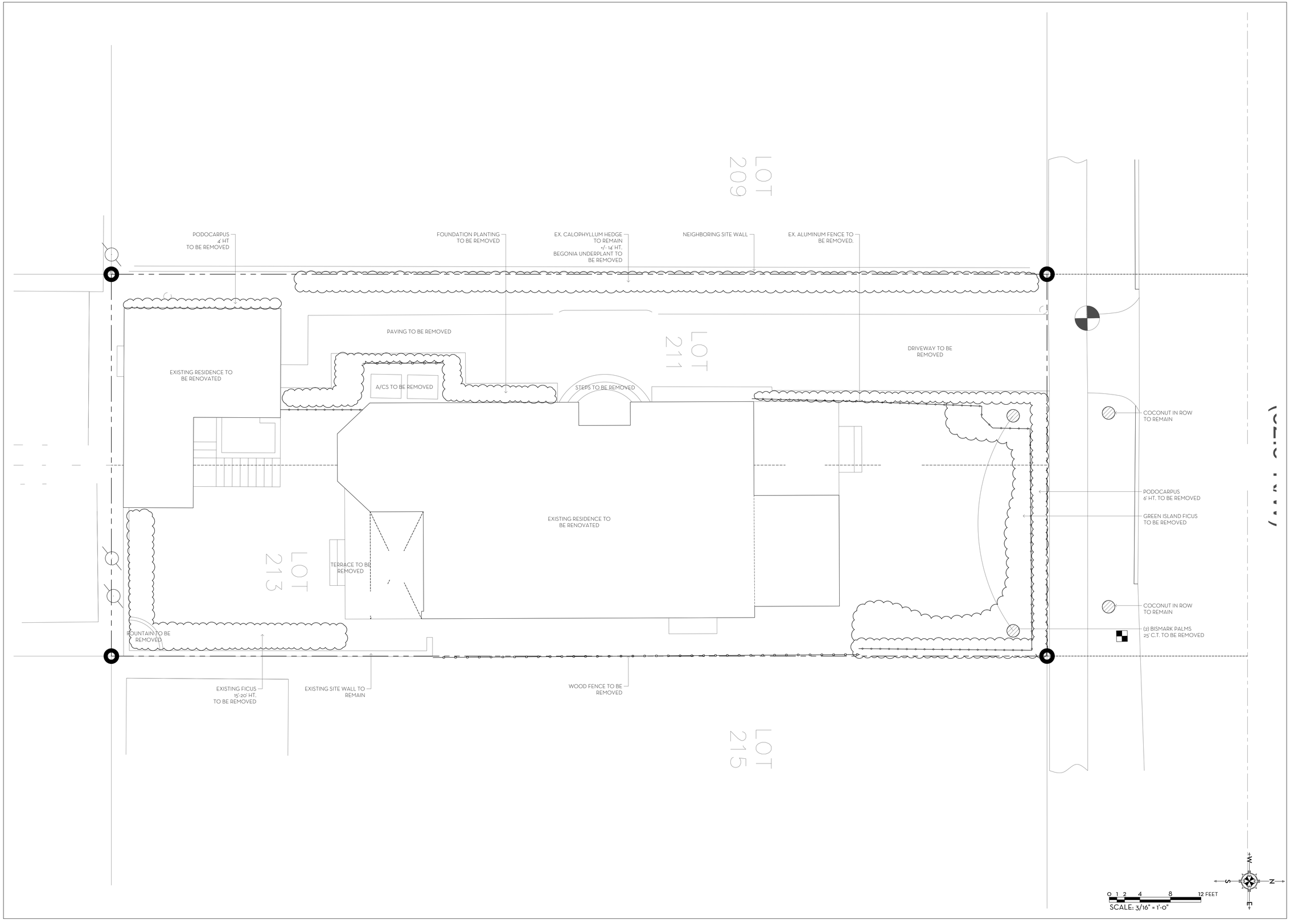
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MARIO F. NIEVERA

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Registration No.
6666856

EXISTING CONDITIONS

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

SCALE: 3/16" = 1'-0"

12 SEPTEMBER 2025 - SECOND SUBMITTAL

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LOT 209

LOT 211

LOT 213

LOT 215

MESH TREE PROTECTION BATTER
4' HT.

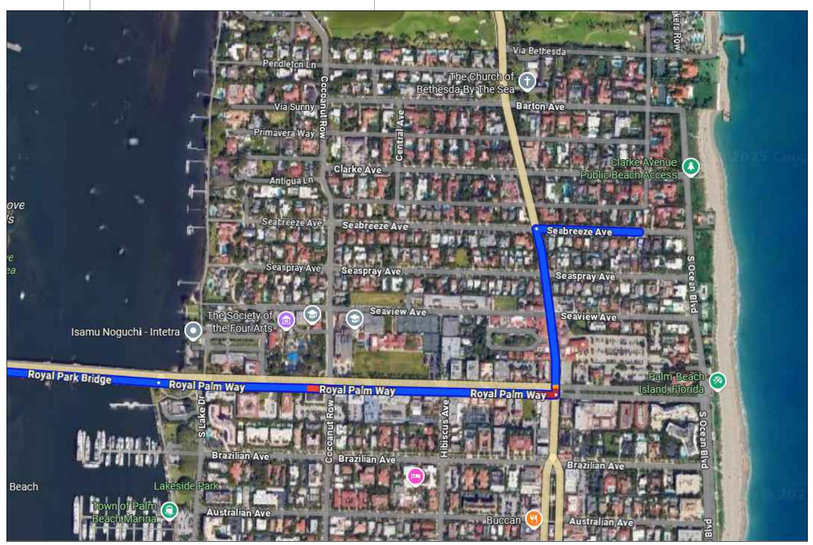
EXISTING CALOPHYLLUM HEDGE
14' HT. TO REMAIN

8' HT. CHAIN LINK GATE WITH BLACK/GREEN MESH ATTACHED TO THE OUTSIDE, MIN. 90% OPACITY

COCONUT IN ROW TO REMAIN

8' HT. CHAIN LINK FENCE WITH BLACK/GREEN MESH ATTACHED TO THE OUTSIDE, MIN. 90% OPACITY

COCONUT IN ROW TO REMAIN



TRUCK LOGISTICS PLAN

TRUCK ROUTE:
MIDDLE BRIDGE TO COUNTY RD.
COUNTY RD. TO SEABREEZE AVE.

MAX TRUCK SIZE: 30 FEET

NO WORK FROM R.O.W. PROPOSED AT THIS TIME

SCHEDULE TO BE PROVIDED BY CONTRACTOR AT PERMITTING

0 1 2 4 8 12 FEET
SCALE: 3/16" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

CONSTRUCTION SCREENING PLAN

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

SCALE: 3/16" = 1'-0"

12 SEPTEMBER 2025 - SECOND SUBMITTAL

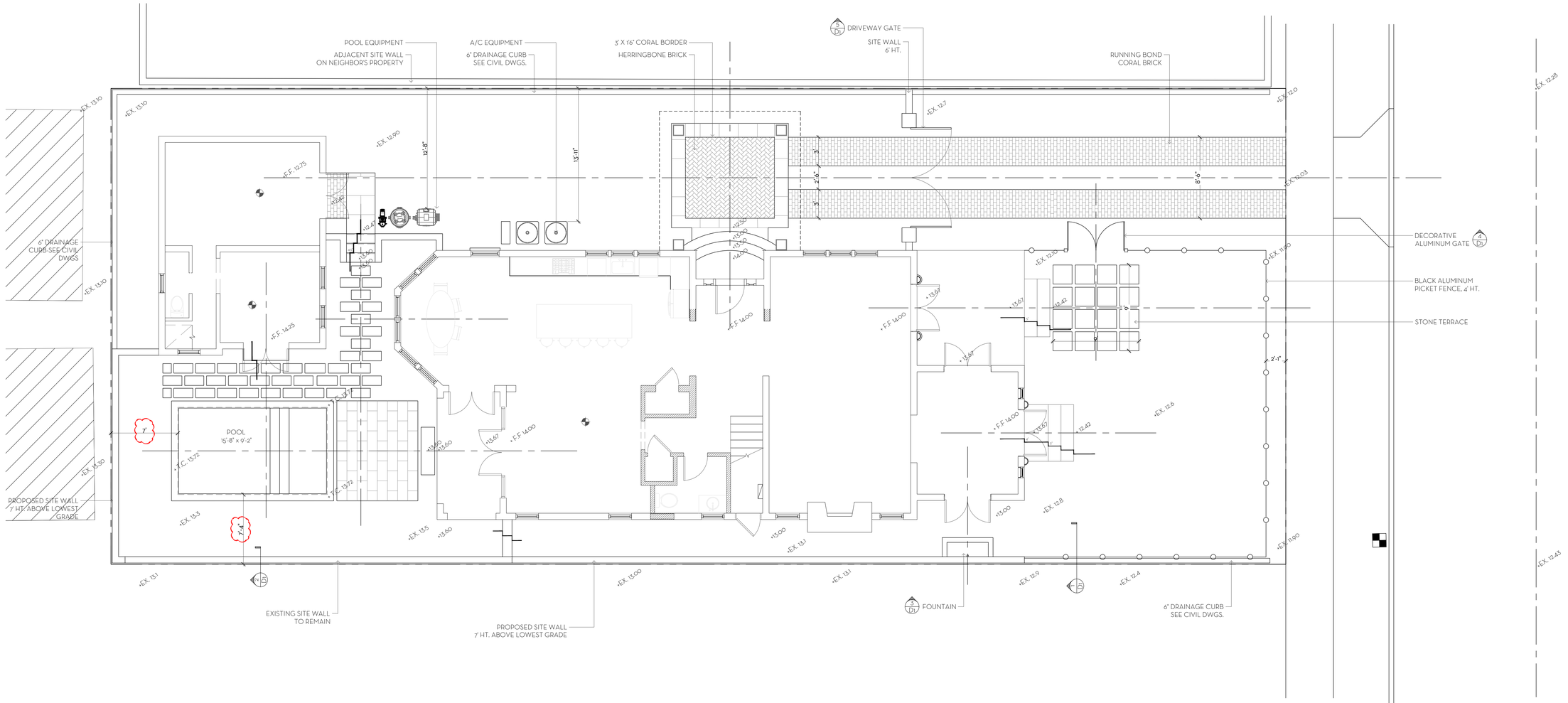
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Suite 502
West Palm Beach, FL 33401
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F: 561-659-2113

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CSP

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OVERALL R-B SITE CALCULATIONS:

SITE AREA =	6,147	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	2,766	SQ FT	45%
EXISTING =	2,825	SQ FT	45.95%
PROPOSED =	2,871	SQ FT	46.7%

FRONT SETBACK SITE CALCULATIONS:

25' SETBACK AREA =	1,247	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	499	SQ FT	40%
EXISTING =	971	SQ FT	77.86%
PROPOSED =	996	SQ FT	79.87%

10' PERIMETER SITE CALCULATIONS:

PERIMETER AREA =	3,054	SQ FT
MINIMUM LANDSCAPE:		
(50% OF 2,745 SF) = 1,383 REQUIRED		
EXISTING =	1,912	SQ FT
PROPOSED =	2,150	SQ FT

MAXIMUM FILL

HIGHEST CROWN OF ROAD: 12.43
FINISHED FLOOR: 14.00
14.00-12.43=1.57
1.57/2 = .78' FEET OF FILL PERMITTED

0 1 2 4 8 12 FEET
SCALE: 3/16" = 1'-0"

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

HARDSCAPE PLAN
124 SEABREEZE AVENUE
PALM BEACH, FLORIDA

SCALE: 3/16" = 1'-0"

12 SEPTEMBER 2025 - SECOND SUBMITTAL

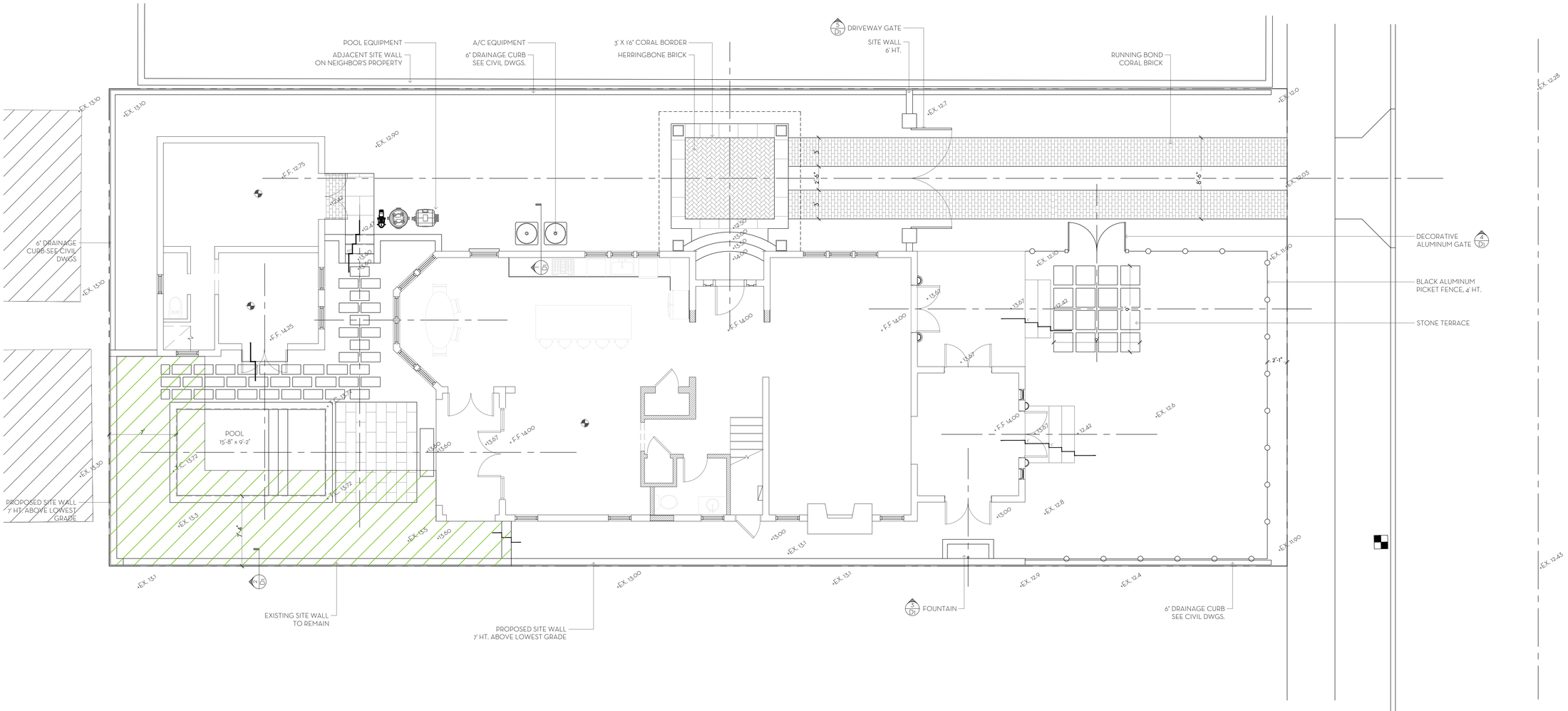
NIEVERA WILLIAMS
DESIGN

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P: 561-659-2820
F: 561-659-2113

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L1

ARC-25-0059
ZON-25-0053



OVERALL R-B SITE CALCULATIONS:

SITE AREA =	6,147	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	2,766	SQ FT	45%
EXISTING =	2,825	SQ FT	45.95%
PROPOSED =	2,871	SQ FT	46.7%

FRONT SETBACK SITE CALCULATIONS:

25' SETBACK AREA =	1,247	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	499	SQ FT	40%
EXISTING =	971	SQ FT	77.86%
PROPOSED =	996	SQ FT	79.87%

10' PERIMETER SITE CALCULATIONS:

PERIMETER AREA =	3,054	SQ FT
MINIMUM LANDSCAPE:		
(50% OF 2,765 SF) = 1,383 REQUIRED		
EXISTING =	1,912	SQ FT
PROPOSED =	2,150	SQ FT

MAXIMUM FILL

HIGHEST CROWN OF ROAD: 12.43
FINISHED FLOOR: 15.00
15.00-12.43=2.57
2.57/2=1.29 FEET OF FILL PERMITTED

AREA TO RECEIVE FILL

0 1 2 4 8 12 FEET
SCALE: 3/16" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SCALE: 3/16" = 1'-0"

LOT FILL DIAGRAM

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

12 SEPTEMBER 2025 - SECOND SUBMITTAL

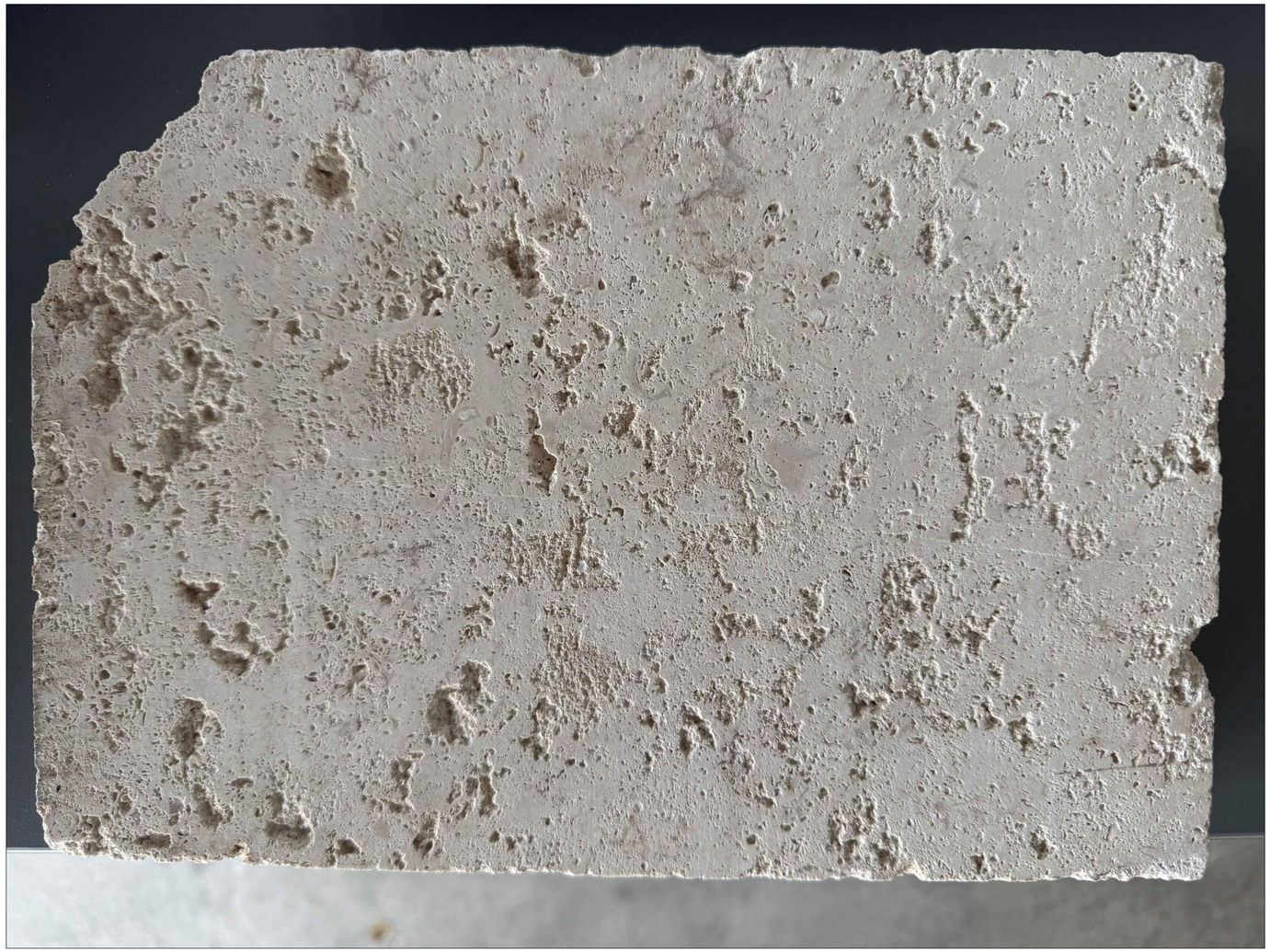
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West Palm Beach, FL 33401
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F: 561-659-2113

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SAW CUT WHITE DOMINICAN CORAL

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

LANDSCAPE MATERIALS

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

12 SEPTEMBER 2025 - SECOND SUBMITTAL

SCALE: 3/16" = 1'-0"

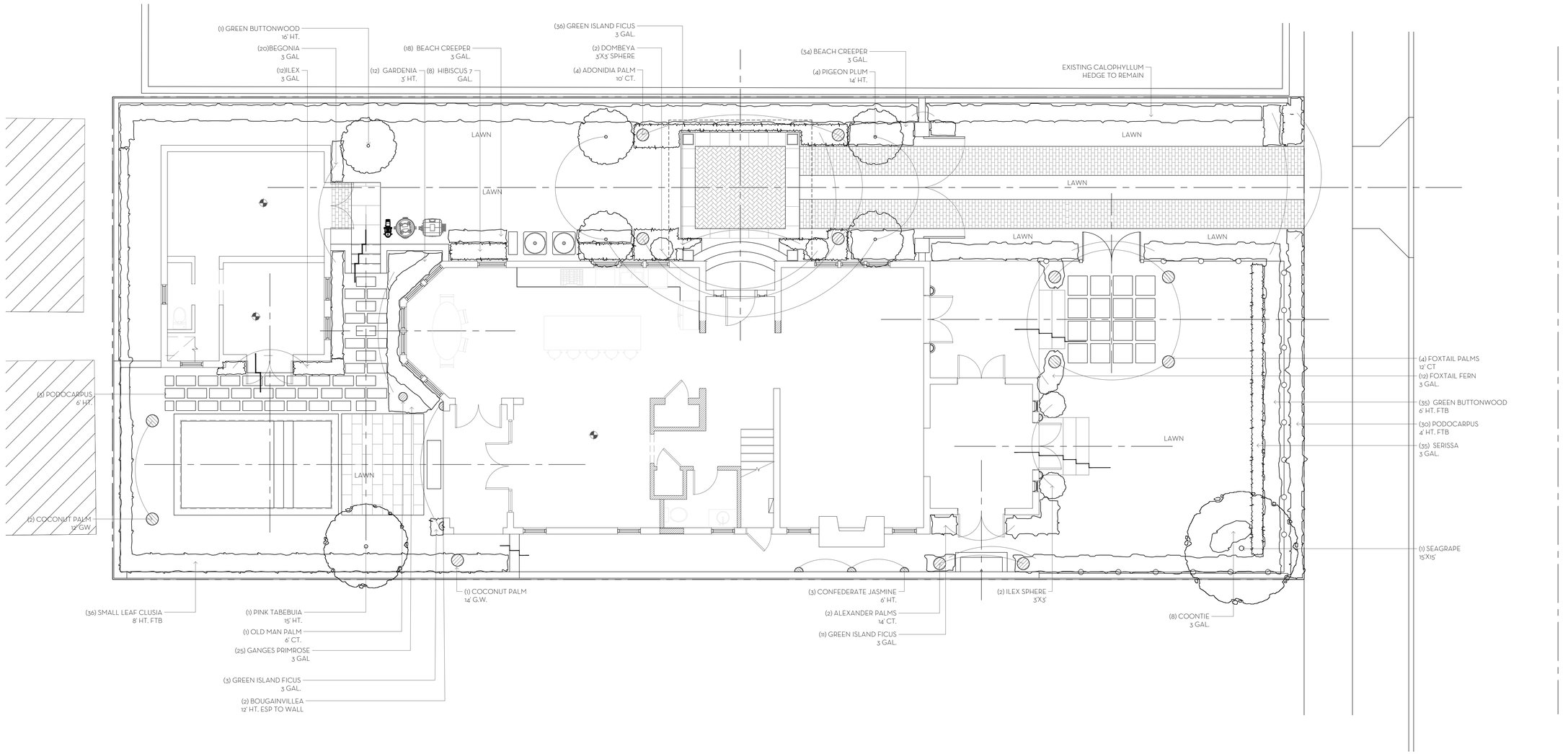
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State of Florida
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Registration No.
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LANDSCAPE PLAN
124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

SCALE: 3/16" = 1'-0"

12 SEPTEMBER 2025 - SECOND SUBMITTAL

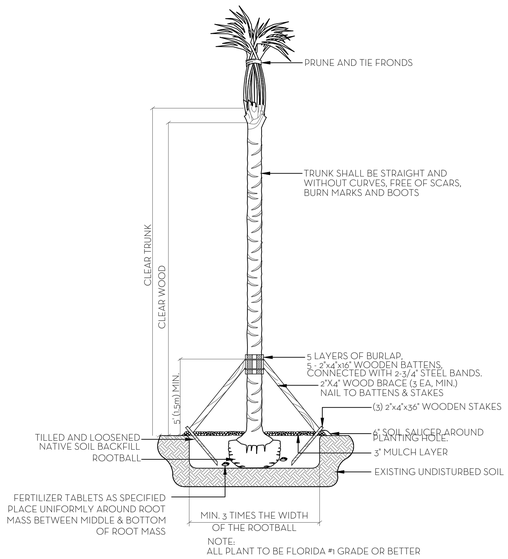
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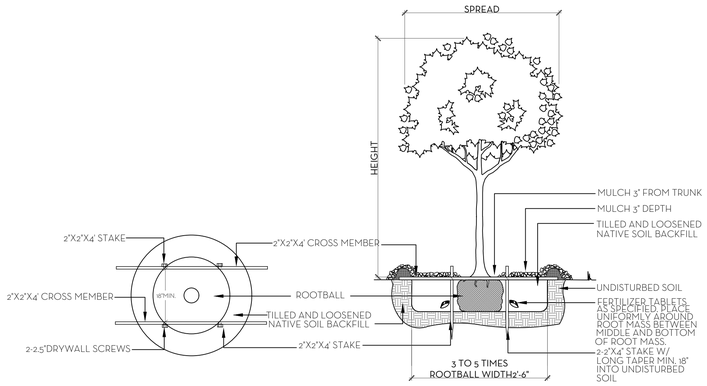
ARC-25-0059
ZON-25-0053



NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

PALM PLANTING DETAIL
N.T.S.

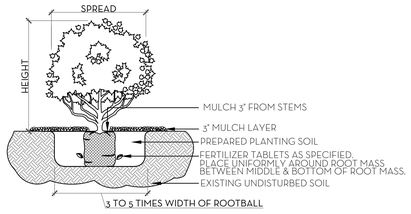
NOTES:
1. ALL WOOD SHALL BE SPRUCE OR PINE-NOT PRESSURE TREATED.
2. CROSS TIES SHALL NOT CROSS OVER WOODY ROOTS.
3. REMOVE ALL STRING &/OR WIRE WRAPPED AROUND TRUNK.
4. REMOVE ALL STRAPS, ROPES, WIRE, &/OR STRINGS USED TO LIFT THE ROOTBALL.
5. REMOVE ALL BURLAP &/OR WIRE FROM THE TOP OF THE ROOT BALL.
6. TOP OF ROOTBALL TO BE SET 2" BELOW FINISH SURROUNDING FINISH GRADE.



NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

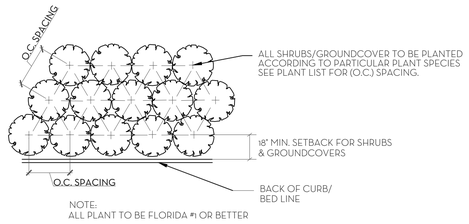
TREE PLANTING DETAIL
N.T.S.

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, 2" MIN,
4. AFTER LAYING SOD APPLY NECESSARY PESTICIDES AND FUNGICIDES.
5. IRRIGATE REGULARLY, REFER TO IRRIGATION DRAWINGS



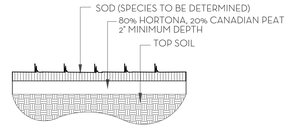
NOTE:
ALL MATERIAL TO BE FLORIDA #1 OR BETTER

SHRUB & GROUNDCOVER PLANTING DETAIL
N.T.S.



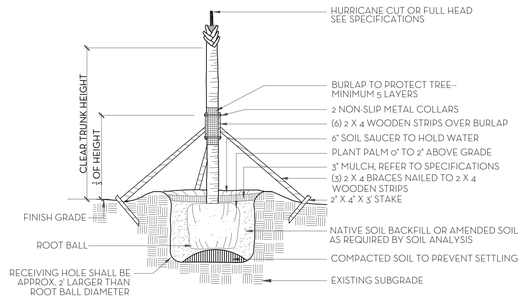
NOTE:
ALL PLANT TO BE FLORIDA #1 OR BETTER

PLANT SPACING DETAIL
N.T.S.



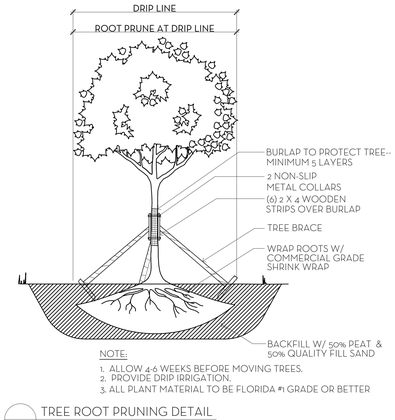
SOD PLANTING DETAIL
N.T.S.

NOTE: BUD SHALL BE PERPENDICULAR TO GROUND PLANE. TRUNK SHALL BE STRAIGHT AND WITHOUT CURVES. NO SCARRED OR BLACKENED TRUNKS.



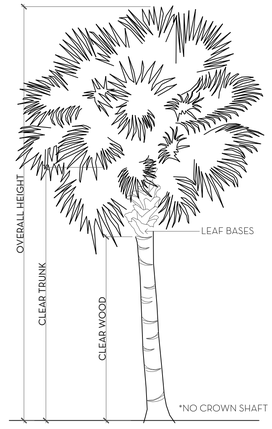
NOTES: STAKING & GUYING REQUIRED FOR PALMS, IF NECESSARY, OR AS DIRECTED BY THE LANDSCAPE ARCHITECT. ALL PLANT TO BE FLORIDA #1 OR BETTER

PALM TREE PLANTING AND STAKING DETAIL
N.T.S.



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
N.T.S.



PALM SPECIFICATION DETAIL
N.T.S.

FERTILIZATION

SHRUBS AND TREES
ALL TREES AND SHRUBS SHALL BE FERTILIZED WITH "AGRIFORM" 20-15-5 PLANTING TABLETS AT TIME OF INSTALLATION AND PRIOR TO COMPLETION OF PIT BACKFILLING. TABLETS SHALL BE PLACED UNIFOMLY 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 1/2" 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.

NIEVERA WILLIAMS DESIGN

124 Seabreeze

August 27, 2025

Landscape Material Schedule

Item No.	Common Name	Botanical Name	Quantity	Specification	Native	Covered Area (sf)
1	**TREES**					
2	Pink Tabebuia	Handroanthus gemmiflora	1	15' HT.		
3	Pigeon Plum	Coccoloba diversifolia	4	14' HT.	*	
4	Seagrape	Coccoloba uvifera	1	15'x15'	*	
5	Green Buttonwood	Conocarpus erectus	1	15' HT.	*	
6			7		86%	
7	**PALMS**					
8	Coconut Palm	Cocos nucifera	2	12' GW.		
9	Coconut Palm	Cocos nucifera	1	14' GW		
10	Adonidia Palm	Adonidia merrillii	4	10' CT.		
11	Old Man Palm	Coccothrinax crinita	1	6' CT.		
12	Foxtail Palm	Wodyetia bifurcata	4	12' CT.		
13	Alexander Palms	Archontophoenix alexandrae	2	14' CT		
14			14			
15	**SHRUB/VINE**					
16	Bougainvillea Vine	Bougainvillea ssp	2	12' HT. ESP TO WALL		
17	Green Buttonwood	Conocarpus erectus	35	6' HT. FTB	*	
18	Coontie	Zamia integrifolia	8	3 GAL.	*	
19	Small Leaf Clusia	Clusia guttifera	36	8' HT. FTB		
20	Foxtail Fern	Asparagus densiflorus	12	3 GAL.		
21	Hibiscus	Hibiscus ssp	8	7 GAL.	*	
22	Podocarpus	Podocarpus macrophyllus	30	4' HT. FTB		
23	Podocarpus	Podocarpus macrophyllus	3	6' HT FTB		
24	Gardenia	Gardenia jasminoides 'Miami Supreme'	12	3' HT. FTB		
25	Green Island Ficus	Ficus microcarpa 'Green island'	59	3 GAL.		
26	Dombeya	Dombeya x 'seminole'	2	3'x3'		
27	Ilex	Ilex vomitora	12	3 GAL.	*	
28	Ilex sphere	Ilex vomitora	2	3' x 3'	*	
29	Serissa	Serissa japonica	35	3 GAL.		
30	White Begonia	Begonia odorata 'Alba'	20	3 GAL.		
31			276		40%	
32	**GROUNDCOVERS**					
33	Ganges Primrose	Asystasia gangetica	25	3 GAL.		37.5
34	Beach Creeper	Ernodea littoralis	46	3 GAL.	*	92
35					71%	129.5
36	SOD					
37	Diamond Zoysia Sod		VIF			

Line #	Landscape Legend		
1	**Property Address:**	124 Seabreeze	
2	**Lot Area (sq. ft.):**	6,147 sq ft	
3	[redacted]	REQUIRED	PROPOSED
4	ndscape Open Space (LOS) (Sq Ft and %)	2,766 SF (45%)	2,862 SF (46.7%)
5	LOS to be altered (Sq FT and %)	N/A	54%
6	Perimeter LOS (Sq Ft and %)	1,383 SF (50%)	1,995 SF (72.12%)
7	Front Yard LOS (Sq Ft and %)	499 SF (40%)	996 SF (79.87%)
8	Native Trees %	30% (number of trees)	86%
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	40%
10	Native Groundcover %	30% (groundcover area)	71%
	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		*REV BF 20230727*

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

PLANT LIST AND DETAILS

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

12 SEPTEMBER 2025 - SECOND SUBMITTAL

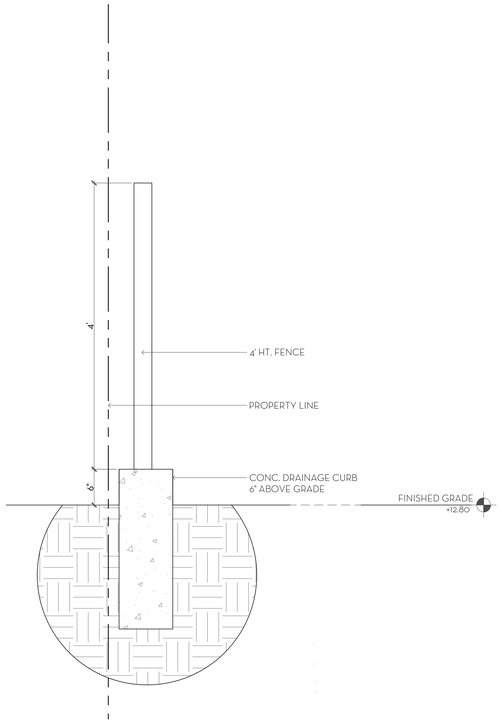
NIEVERA WILLIAMS DESIGN

625 N. Flagler Drive
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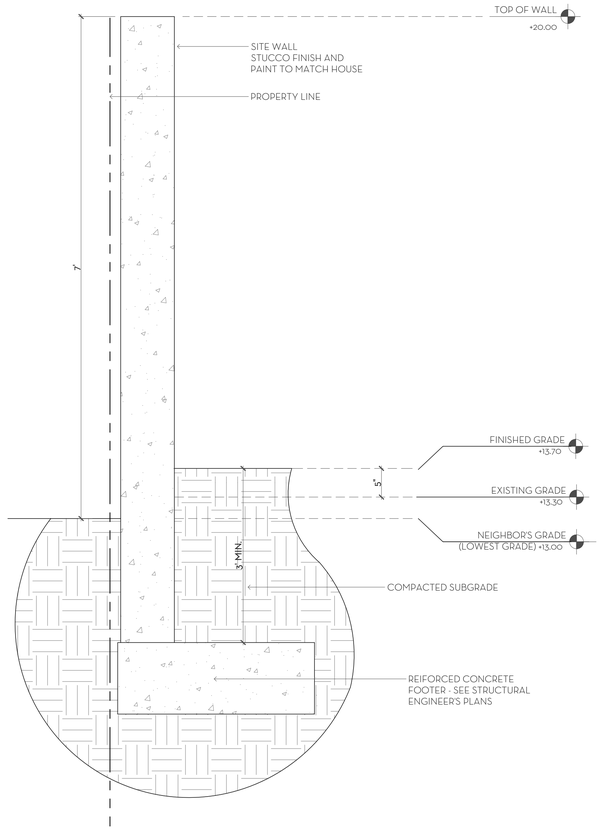
NIEVERAWILLIAMS.COM

LP2

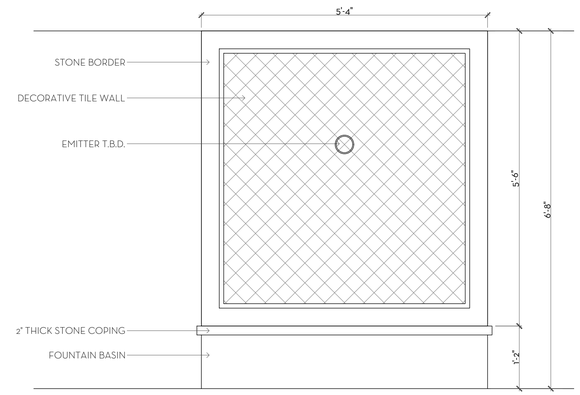
ARC-25-0059
ZON-25-0053



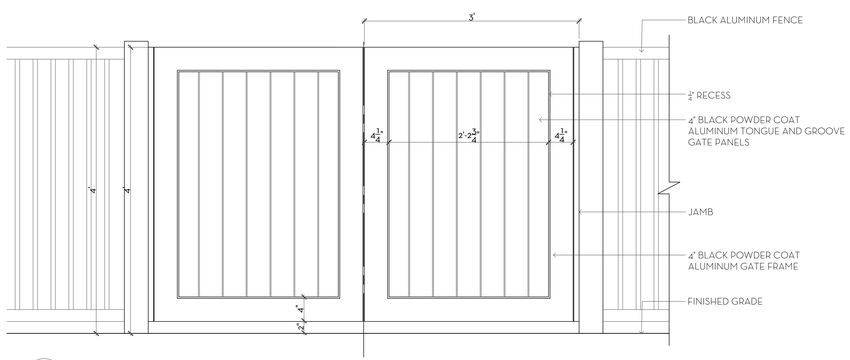
1 / D1 EAST FENCE SECTION
SCALE: 1"=1'-0"



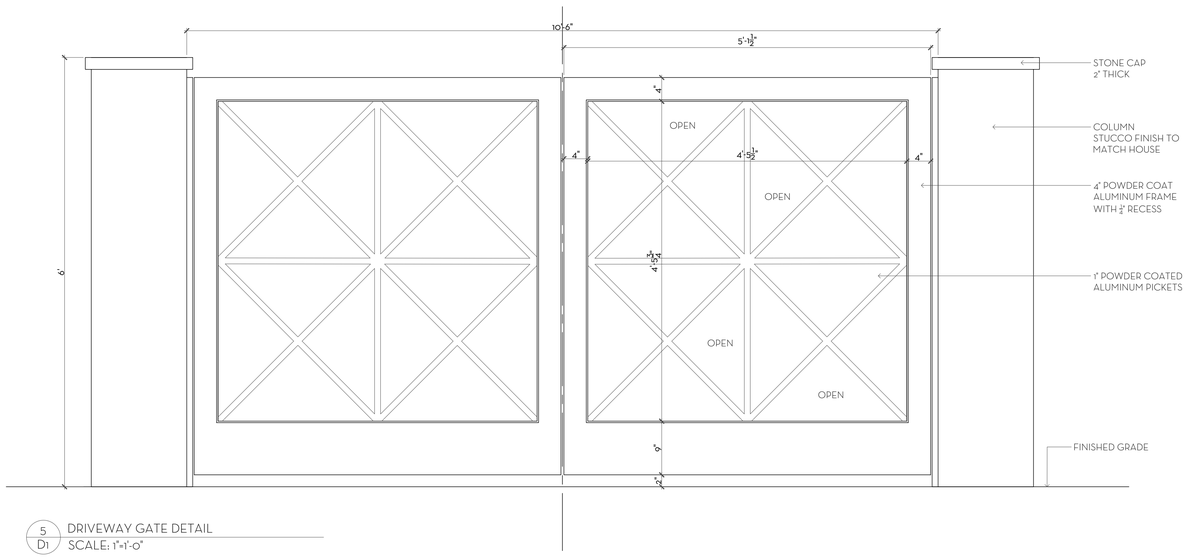
2 / D1 EAST/SOUTH SITE WALL DETAIL
SCALE: 1"=1'-0"



3 / D1 FOUNTAIN ELEVATION
SCALE: 3/4"=1'-0"



4 / D1 PEDESTRIAN GATE DETAIL
SCALE: 1"=1'-0"



5 / D1 DRIVEWAY GATE DETAIL
SCALE: 1"=1'-0"

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SITE DETAILS

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

SCALE: AS NOTED

12 SEPTEMBER 2025 - SECOND SUBMITTAL

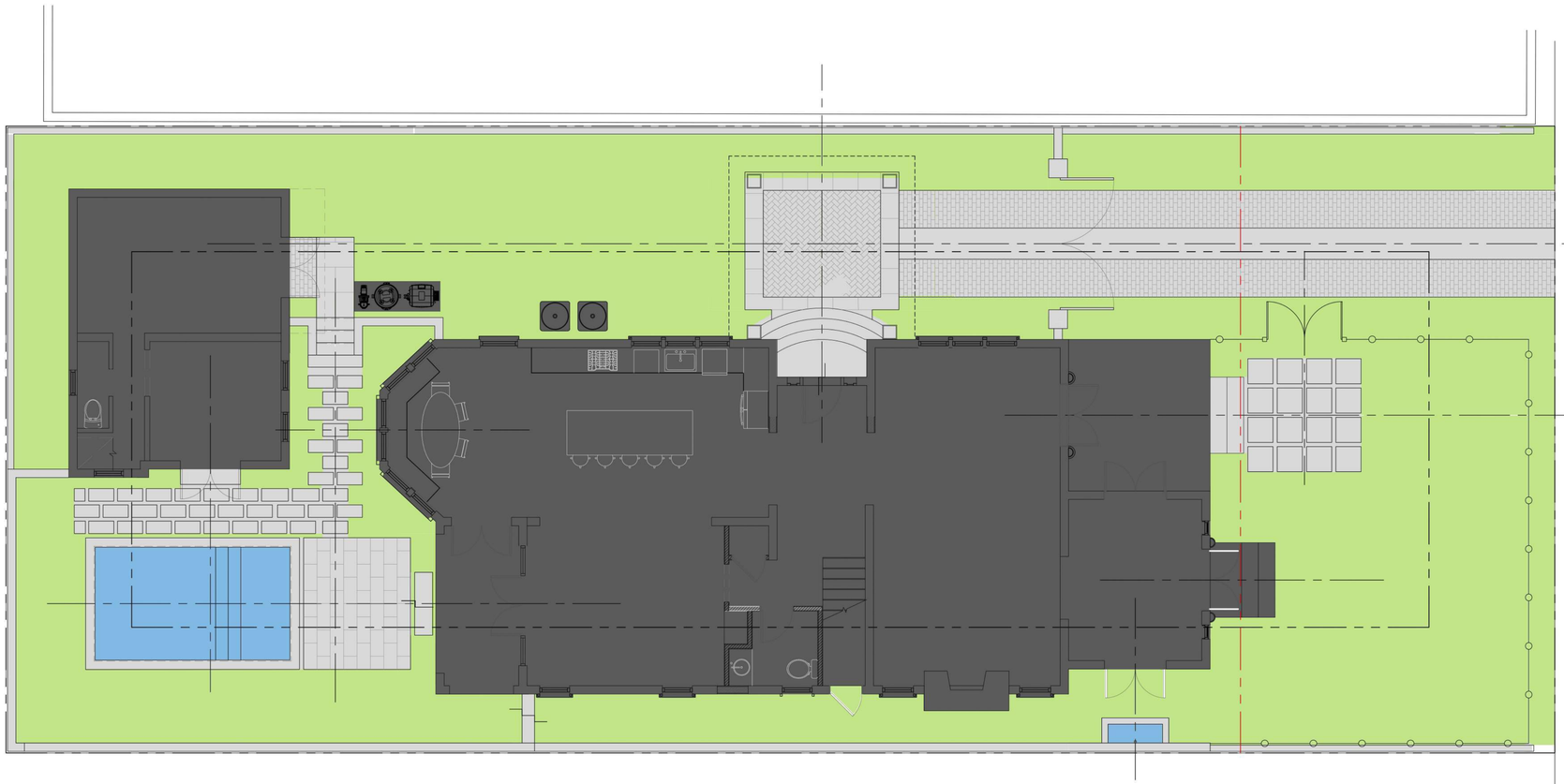
NIEVERA WILLIAMS
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D1

ARC-25-0059
ZON-25-0053



Line #	Landscape Legend		
1	**Property Address:**	124 Seabreeze	
2	**Lot Area (sq. ft.):**	6,147 sq ft	
3		REQUIRED	PROPOSED
4	ndscape Open Space (LOS) (Sq Ft and %)	2,766 SF (45%)	2,862 SF (46.7%)
5	LOS to be altered (Sq FT and %)	N/A	54%
6	Perimeter LOS (Sq Ft and %)	1,383 SF (50%)	1,995 SF (72.12%)
7	Front Yard LOS (Sq Ft and %)	499 SF (40%)	996 SF (79.87%)
8	Native Trees %	30% (number of trees)	86%
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	40%
10	Native Groundcover %	30% (groundcover area)	71%

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 reviiew.

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 *REVBF 20230727*

OVERALL R-B SITE CALCULATIONS:

SITE AREA =	6,147	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	2,766	SQ FT	45%
EXISTING =	2,825	SQ FT	45.95%
PROPOSED =	2,871	SQ FT	46.7%

FRONT SETBACK SITE CALCULATIONS:

25' SETBACK AREA =	1,247	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	499	SQ FT	40%
EXISTING =	971	SQ FT	77.86%
PROPOSED =	996	SQ FT	79.87%

10' PERIMETER SITE CALCULATIONS:

PERIMETER AREA =	3,054	SQ FT
MINIMUM LANDSCAPE:		
(50% OF 2,766 SF) = 1,383 REQUIRED		
EXISTING =	1,912	SQ FT
PROPOSED =	2,150	SQ FT

LEGEND	
OPEN SPACE	
HARDSCAPE	
BUILDING / STRUCTURE	
WATER	

0 1 2 4 8 12 FEET

SCALE: 3/16" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

OPEN SPACE DIAGRAM

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

SCALE: 3/16" = 1'-0"

11 AUGUST 2025 SECOND SUBMITTAL

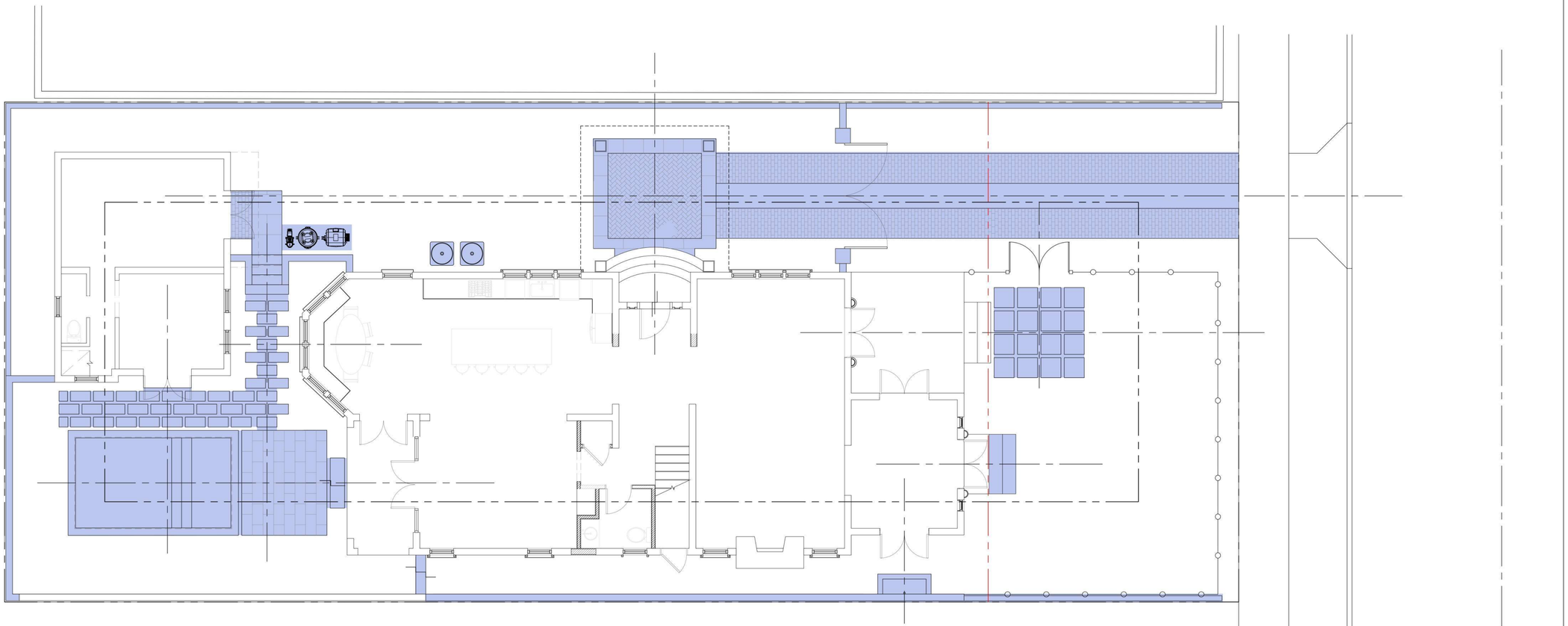
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OS1

ARC-25-0059
ZON-25-0053



Line #	Landscape Legend		
1	**Property Address:**	124 Seabreeze	
2	**Lot Area (sq. ft.):**	6,147 sq ft	
3		REQUIRED	PROPOSED
4	ndscape Open Space (LOS) (Sq Ft and %)	2,766 SF (45%)	2,772 SF (45.09%)
5	LOS to be altered (Sq FT and %)	N/A	54%
6	Perimeter LOS (Sq Ft and %)	1,383 SF (50%)	1,995 SF (72.12%)
7	Front Yard LOS (Sq Ft and %)	499 SF (40%)	992 SF (79.55%)
8	Native Trees %	30% (number of trees)	86%
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	43%
10	Native Groundcover %	30% (groundcover area)	73%
	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		*REVBF 20230727*

OVERALL R-B SITE CALCULATIONS:

SITE AREA =	6,147	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	2,766	SQ FT	45%
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PROPOSED =	996	SQ FT	79.87%

10' PERIMETER SITE CALCULATIONS:

PERIMETER AREA =	3,054	SQ FT
MINIMUM LANDSCAPE:		
(50% OF 2,765 SF) - 1,383 REQUIRED		
EXISTING =	1,912	SQ FT
PROPOSED =	2,150	SQ FT

ALTERED LANDACAPE

0 1 2 4 8 12 FEET

SCALE: 3/16" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

LANDSCAPE ALTERATION DIAGRAM

124 SEABREEZE AVENUE

PALM BEACH, FLORIDA

SCALE: 3/16" = 1'-0"

11 AUGUST 2025 SECOND SUBMITTAL

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OS2

ARC-25-0059
ZON-25-0053

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning & Building

From: Planning, Zoning & Building Staff

Re: ZON-24-0046 (ARC-24-0090) 2720 – 2730 S OCEAN BLVD—EDGEWATER / AMBASSADOR SITE (COMBO)—SPECIAL EXCEPTION(S), SITE PLAN REVIEW AND VARIANCES The applicant, Palm Beach Edgewater Fee Borrower LLC and Palm Beach Ambassador Fee Borrower LLC, has filed an application requesting Town Council review and approval for one (1) Special Exceptions for 1) five-stories in the R-D(2) zoning district, and Site Plan Review for multifamily dwelling(s), for the construction of a new multi-story residential building with five residential levels and a subterranean parking level and rooftop penthouse mechanical equipment to replace an existing three-story building on the lakefront parcel (west site) and for the construction of a new multi-story residential building with five residential levels and a subterranean parking level and rooftop penthouse mechanical equipment to replace one existing five- and one existing eight-story buildings on the oceanfront parcel (east site). Additionally, the project includes the following twenty (20) variance requests: nine (9) for the west lakefront (Edgewater) parcel for 1) to exceed the maximum lot coverage, 2) to exceed the maximum building length, 3) to exceed the maximum amount of fill in a required yard, 4) to reduce the required minimum side (north) yard setbacks, 5) to exceed the maximum height for rooftop mechanical equipment, 6) to permit generators on roofs that are not enclosed by a building, 7) to exceed the maximum area for mechanical equipment located on a rooftop, 8) to exceed the maximum overall building height for mechanical screening and 9) to increase the maximum height of walls in required side and front yards; and eleven (11) for the east oceanfront (Ambassador) parcel for 10) to exceed the maximum lot coverage, 11) to exceed the maximum building length, 12) to exceed the maximum amount of fill in a required yard, 13) and 14) to reduce the required minimum side (north and south) yard setbacks, 15) to exceed the maximum height for rooftop mechanical equipment, 16) to permit generators on roofs, 17) to exceed the maximum area for mechanical equipment located on a rooftop, 18) to exceed the maximum overall building height for mechanical screening, 19) to exceed the maximum building height for building 2 for the portion of the building located east of the CCCL, and 20) to increase the maximum height of walls in required side and front yards. The Architectural Commission shall perform design review of the application. *[The Architectural Review Commission Recommendation: Implementation of the proposed variances #1, and #10 (lot coverage) for above-ground structures will negatively affect the*

architecture. Carried 5-2;The remaining variances, #2-#9 & #11-#20, will not negatively affect the architecture. Carried 4-3. [The Architectural Commission approved demolition of the existing structures. Carried 7-0.] [The Architectural Commission approved the application with five items to return to for further refinement and detailing at the February 25, 2025, ARCOM meeting. Carried 5-2.]

Date: 10/29/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans
Corradino Traffic Peer Review 10-21-25
Kimley Horn Traffic Study 1-28-25

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Safe and Resilient Community

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-24-0046 (ARC-24-0090) 2720 – 2730 S OCEAN BLVD—EDGEWATER / AMBASSADOR SITE (COMBO)—SPECIAL EXCEPTION(S), SITE PLAN REVIEW AND VARIANCES. The applicant, Palm Beach Edgewater Fee Borrower LLC and Palm Beach Ambassador Fee Borrower LLC, has filed an application requesting Town Council review and approval for one (1) Special Exceptions for 1) five-stories in the R-D(2) zoning district, and Site Plan Review for multifamily dwelling(s), for the construction of a new multi-story residential building with five residential levels and a subterranean parking level and rooftop penthouse mechanical equipment to replace an existing three-story building on the lakefront parcel (west site) and for the construction of a new multi-story residential building with five residential levels and a subterranean parking level and rooftop penthouse mechanical equipment to replace one existing five- and one existing eight-story buildings on the oceanfront parcel (east site). Additionally, the project includes the following twenty (20) variance requests: nine (9) for the west lakefront (Edgewater) parcel for 1) to exceed the maximum lot coverage, 2) to exceed the maximum building length, 3) to exceed the maximum amount of fill in a required yard, 4) to reduce the required minimum side (north) yard setbacks, 5) to exceed the maximum height for rooftop mechanical equipment, 6) to permit generators on roofs that are not enclosed by a building, 7) to exceed the maximum area for mechanical equipment located on a rooftop, 8) to exceed the maximum overall building height for mechanical screening and 9) to increase the maximum height of walls in required side and front yards; and eleven (11) for the east oceanfront (Ambassador) parcel for 10) to exceed the maximum lot coverage, 11) to exceed the maximum building length, 12) to exceed the maximum amount of fill in a required yard, 13) and 14) to reduce the required minimum side (north and south) yard setbacks, 15) to exceed the maximum height for rooftop mechanical equipment, 16) to permit generators on roofs, 17) to exceed the maximum area for mechanical equipment located on a rooftop, 18) to exceed the maximum overall building height for mechanical screening, 19) to exceed the maximum building height for building 2 for the portion of the building located east of the CCCL, and 20) to increase the maximum height of walls in required side and front yards. The Architectural Commission shall perform design review of the application.

HISTORY:

At the MARCH 26, 2025 ARCOM meeting, after presentation and considerable discussion, the application was deferred (4-3 LC,RS,JS) to the May 28, 2025 ARCOM meeting so that the Application may receive input from the Town Council regarding the variances and special exceptions that are consequential to the overall design and planning of the Project. Generally speaking, the architectural direction presented was negatively received to varying degrees ranging from lackluster, and unimpressed to staunch aversion for its “out of character” nature and lack of inspiration from Palm Beach and office-park like floorplate and siting. Further questions of the material selection was also heard.

At the MAY 14, 2025 Town Council meeting, the applicant presented the proposal and after considerable discussion, direction on the variances were provided to the applicant. All of the Council members were supportive in concept of the idea of buried garage level and fill variance in order to conceal the parking, noting that variance(s) outweighed the unsightly alternative of a sea of parked cars; thus providing a clear direction to the applicant on the two most pressing and signifcant variances (fill and lot coverage). Most of the Council

members felt that the above ground structures should comport with the zoning requirements as they apply to lot coverage, building length and setbacks.

The item also was discussed at the FEBURARY 14, 2025 and APRIL 09, 2025 Town Council meetings where the applicant received direction on the variances being requested.

At the MAY 27, 2025 ARCOM meeting, the applicant presented some ideas that the team has come up with after contemplating the direction provided by ARCOM at the March 26, 2025 meeting, most notably pertaining to the materiality, façade articulation, and the overall architectural context of Palm Beach. The item was deferred (6-1, RS) to July 23, 2025.

At the AUGUST 27, 2025, ARCOM meeting, the design team presented a status update to the Commission. The presentation on the progress set included a slightly modified design, additional inspiration images, and clarification of the depicted design. The three-building concept had not changed primarily because the surrounding condominiums support these volumes, as it has the least impact on their views. The architectural commission expressed concerns that the project still did not capture the unique essence of Palm Beach and that the architectural details were not making this a distinct product. There were repeated comments to revise the railings, consider more undulation in the building, break the buildings into additional structures, and make the massing more interesting.

At the OCTOBER 29, 2025, ARCOM meeting, the demolition of the existing structures was approved (7-0). Additionally, the application was approved (5-2, LC,RS) with five items to return to the February 25, 2026 ARCOM meeting with further refinement and detailing. Those five items were: increased landscaping, detailing of stone attachment, the railing design, the mechanical penthouse level, and the gates. Additionally, a motion was made and passed (5-2, KK, KTC) that the implementation of the proposed variances #1 and #10 (lot coverage) for **above ground structures would** negatively affect the architecture. And a motion was made and passed (4-3, RS, JS, LC) that the implementation of the remaining proposed variances #2-#9 and #11-#20 **would not** negatively affect the architecture.

Applicant: Palm Beach Edgewater Fee Borrower LLC and Palm Beach Ambassador Fee Borrower LLC
Professional: Spina Orourke + Partners | OMA Architecture
Representative: Harvey Oyer, Esquire

THE PROJECT:

The applicant has submitted plans, "Ambassador 2720 S Ocean Blvd & 2730 S Ocean Blvd Final Submittal 10-07-2025" as prepared by **OMA** and **SpinaOrourke**, received by the Town and uploaded on 10/07/2025.

The project involves the construction of a new multi-story, multi-building residential building on an elevated site with five residential levels and a subterranean parking level and rooftop penthouse mechanical equipment to replace an existing three-story building on the lakefront parcel (west site) and the construction of a new multi-story residential building with five residential levels and a subterranean parking level, two residential towers, and rooftop penthouse mechanical equipment to replace an existing five- and eight-story building on the oceanfront parcel (east site).



The following Special Exceptions, Site Plan review and/or Variances shall be reviewed by Town Council:

- **SPECIAL EXCEPTION 1**: Sec. 134-14060(8) for 5 stories.
- **SITE PLAN REVIEW**: Sec. 134-1871 multifamily shall be subject to site plan review.
- **VARIANCE #1** Sec. 134-1060(9) LOT COVERAGE (V1) A variance to exceed the maximum lot coverage by 8% for new five-story building with 30% lot coverage in lieu of the 22% permitted inclusive of the subgrade garage and terraces. NOTE: Above grade structure is 27.53%.
- **VARIANCE #2** Sec. 134-1060(10) (V2) Sec. 134-1874 BUILDING LENGTH (V2) A variance to exceed the maximum building length from 175'-0" to 211'-9" inclusive of the subgrade garage and terraces.
- **VARIANCE #3** Sec. 134-1600 FILL (V3) A variance to exceed by 4.9 the maximum amount of fill in required yards to permit 9.0 ft. of max fill in lieu of 4.1 ft. permitted.
- **VARIANCE #4** Sec. 134- 1060(6)(d) SIDE YARD (NORTH) SETBACK (V4) A variance to reduce the required minimum side yard setback to 8'-6" in lieu of 62'-6" required and 11'-3" existing.
- **VARIANCE #5** Sec. 134-1607(1) ROOFTOP MECHANICAL EQUIPMENT (V5) Allow an increase in height of the rooftop mechanical equipment from 48" to 108".
- **VARIANCE #6** Sec. 134-1729 GENERATORS (V6) A variance to allow generators on roofs and to increase in the height of generators greater than 100 kw from 84" to 155" and permitted to be mounted on the roof of the building and not be enclosed in a building.
- **VARIANCE #7** Sec. 134-845 MECHANICAL EQUIPMENT AREA (V7) A variance to exceed by 15.04% the rooftop area greater than 10% of the rooftop area, to permit 25.04% for building 3.
- **VARIANCE #8** Sec. 134-1064(b)(3) OVERALL BUILDING HEIGHT (V8) A variance to increase the overall building height for the mechanical level by 8' to 75'-6" in lieu of the permitted 67'-6". (Building height is for mechanical equipment screening only).
- **VARIANCE #9** Sec. 134-1667 and 1670(a) PERIMETER WALL HEIGHT (V9) A variance to exceed by 1' for 6'-10" in front yard and 7'-6" in side yards.
- **VARIANCE #10** Sec. 134-1060(9) LOT COVERAGE (V10) A variance to exceed the maximum lot coverage by 22% for new five-story building with 44% in lieu of the 22% permitted- inclusive of the subgrade garage and terraces. NOTE: Above grade

structure is 24.22%.

- **VARIANCE #11** Sec. 134-1060(10) Dimensions (V11) Sec. 134-1874 BUILDING LENGTH A variance to exceed the maximum building length from 175'-0" to 442'-0" inclusive of the subgrade garage and terraces.
- **VARIANCE #12** Sec. 134-1600 FILL (V12) A variance to exceed by 6.4 the maximum amount of fill in required yards to permit 12.5 ft. of max fill in lieu of 6.1 ft permitted.
- **VARIANCE #13** Sec. 134- 1060(6)(d) SIDE YARD (NORTH) SETBACK (V13) A variance to reduce the required minimum side yard setback to 31'-7" in lieu of 60'-6" required.
- **VARIANCE #14** Sec. 134- 1060(6)(d) SIDE YARD (SOUTH) SETBACK (V14) A variance to reduce the required minimum side yard setback to 29'-2" in lieu of 60'-6" required and 29'-9" existing.
- **VARIANCE #15** Sec. 134-1607(1) ROOFTOP MECHANICAL EQUIPMENT (V15) Allow an increase in height of the rooftop mechanical equipment from 48" to 108".
- **VARIANCE #16** Sec. 134-1729 GENERATORS (V16) A variance to allow generators on roofs and to increase in the height of generators greater than 100 kw from 84" to 155" and permitted to be mounted on the roof of the building and not be enclosed in a building.
- **VARIANCE #17** Sec. 134-845 MECHANICAL EQUIPMENT AREA (V17) A variance to exceed the rooftop area greater than 10% of the rooftop area, to permit 33.8% for building 2 and to permit 31.69% for building 1.
- **VARIANCE #18** Sec. 134-1064(b)(3) OVERALL BUILDING HEIGHT (V18) A variance to increase the overall building height for the mechanical level by 8' to 73.5' for the portion of the building east of the CCL and 14.9" to 80.4' for the portion of the building west of the CCL in lieu of the permitted 65.5' for the overall building height.
- **VARIANCE #19** Sec. 134-1060(8) BUILDING HEIGHT (V19) A variance to increase the overall building height building 2 by 7'-0" in lieu of the permitted from 60'-6" from 9' NAVD for the portion of the building located east of the CCCL.

  VARIANCE #20 Sec. 134-1667 and 1670(a) PERIMETER WALL HEIGHT (V20) A variance to exceed by 1-6"' for 7'-2" in front yard and 8'-6" for 15'-6" in side yards.

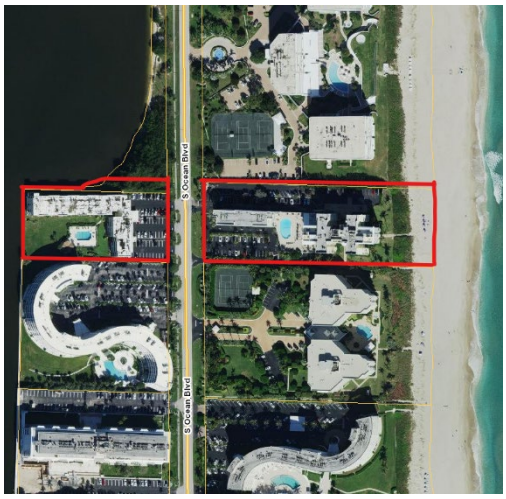
Zoning District	**R-D(2)**	**Future Land Use**	**MULTI FAMILY HIGH DENSITY**
BUILDING 3: EDGEWATER PARCEL (WEST/LAKEFRONT)			
Year of Construction:1967	**Existing # of Units :37**		**Existing # of stories: 3**
Flood Zone	**AE-9 and AE-8**	**Crown of Road**	**4.8' NAVD**
Lot depth	**398'-0"**	**Lot width**	**+/- 190'**
Lot Size (SF)	81,461SF (1.87 acres)	**Fin. Floor Elevation**	13' NAVD
Proposed # of stories	5 + parking level and rooftop mech.	**Proposed # of Units**	17
# of space	35 parking spaces: 27 resident +4 in private, 4 visitor spaces for 17 units (2.05 spaces per unit)		
Lot Coverage	Existing: 25.6% (31,198 SF) Proposed: 29.72% (24,212 SF) Permitted: 22% (17,921 SF) ***Variance required***	**Floor Area Gross floor area (GSF)**	18,548 SF (not including garage level)
Building Height	Existing: 30'-0" (3 stories) Proposed: 62'-6" (Overall 75'-6") Permitted: 62'-6" (Overall 67'-6") ***Variance required***	**Building Length**	Proposed: 211'-0" Permitted: 175'-0" ***Variance required***
Fill	Proposed: 9.0' Permitted: 4.1' ***Variance required***	**Overall Landscape Open Space (LOS)**	Existing: 45.8% (37,313 SF) Proposed: 36.6% (29,834SF) Required: 35% (29,593 SF)
BUILDINGS 1 and 2: AMBASSADOR PARCEL (EAST/OCEANFRONT)			

Year of Construction:1947/1963	Existing # of Units:98		Existing # of stories: 5 and 8
Flood Zone	**X, AE-8 and VE-11**	**Crown of Road**	**4.8' NAVD**
Lot depth	**709'-0"**	**Lot width**	**+/- 216'**
Lot Size (SF)	131,764 SF (3.02 acres)	**Fin. Floor Elevation**	17' NAVD
Proposed # of stories	5 + parking level and rooftop mech.	**Proposed # of Units**	24
# of space	89 parking spaces: 50 in private garages, and 32 visitor spaces for units (3.7 spaces per unit)		
Lot Coverage	Existing: 23.6% (31,198 SF) Proposed: 43.18% (56,895 SF) Permitted: 22% (28,988 SF)	**Floor Area Gross floor area (GSF)**	154,955 SF (not including garage level)
Building Height	Existing: 93'-0" (8 stories) Proposed #1 60'-6" (Overall 73'-6") Proposed #2 67.5' (80.5' Overall) Permitted: 60'-6" | O 65'-6" ***Variances required***	**Building Length**	Proposed: 442'-0" Permitted: 175'-0" ***Variance required***
Fill	Proposed: 12.5' Permitted: 6.1' ***Variance required***	**Overall Landscape Open Space (LOS)**	Existing: 32.9% (43,202 SF) Proposed: 38.17% (50,302 SF) Required: 35% (46,098 SF)
Surrounding Properties / Zoning			
North	Lake Worth Lagoon and natural landscape area 1979 Three (3) Seven-story residential buildings—*"Beach Point 2660 S Ocean Blvd"* / R-D(2)		
South	1969 One (1) Five-story residential building—*"The Regency"* / R-D(2) 1990 Two (2) Six-story residential building—*"2770 South Ocean Condo"* / R-D(2)		
East	Atlantic Ocean		
West	Lake Worth Lagoon		

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

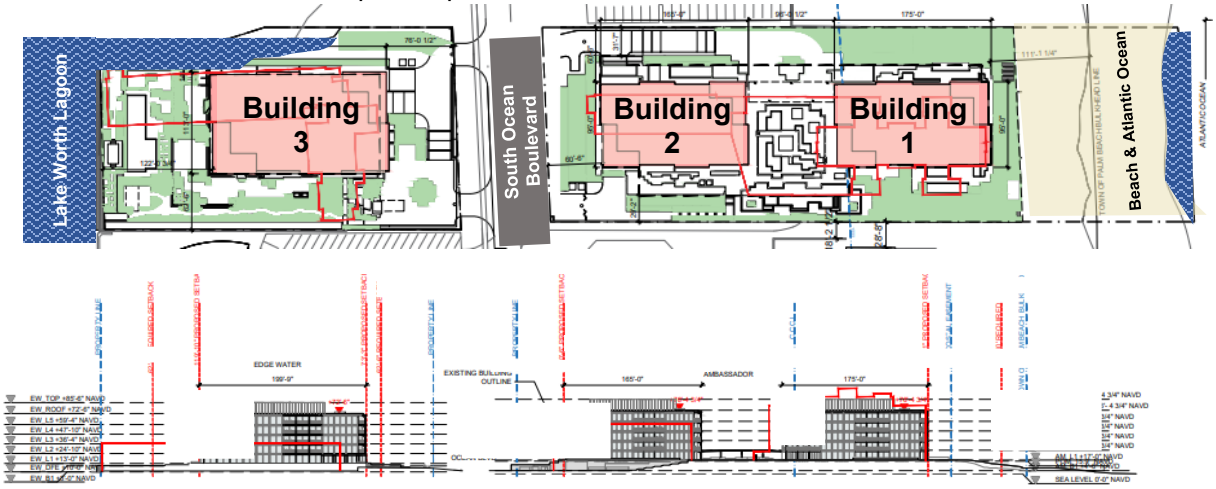
A preliminary review of the project indicates that the **application** for a **residential building** is **consistent** with the **MULTI-FAMILY HIGH DENSITY** designation of the Future Land Use Map of the Comprehensive Plan. The 41 residential unit proposal is below the density threshold allowance of 14.157 du/a which would allow up to 69 residential units on the 4.89-acre site.

STAFF ANALYSIS:



The development site is two parcels located in the south end of the Town, approximately one-half mile north of the Lake Worth Bridge and Lake Worth Casino, beach, pier and park. The development site consists of the Ambassador (east) site which contains approximately 131,764 SF (3.02 acres) of lot area and the Edgewater (west) site with approximately 81,461SF (1.87 acres) of area, located across from one another on South Ocean Boulevard. Both sites are currently improved with buildings and surface parking areas. Between the two buildings there are currently existing residential and condo-hotel units totaling 135 units. This application proposes 41 residential units on the two sites- 17 on the west site and 24 on the east site. The density

permitted under the Zoning Code and Comprehensive Plan density thresholds allows for residential development of up to 69 units; in this regard, the application represents a 59.4% reduction of this development potential.



The site plans and the foundation of the design rely heavily on the raising of the parcel from the road grade elevation to the desired elevations of the finished floors of the buildings, although it must be noted that the FEMA requirements require both sites to have a minimum finished floor elevation at a substantially higher elevation than the road. On the west side of the site, the relatively flat parcel's change of elevation is accommodated through landscape tiered areas that are maximized with fill in all of the required yards. A lower-level parking garage is provided. On the east side, this elevation is accommodated through landscape tiered areas that are maximized with fill in all of the front yard and a portion of the lower lying side yards. This is less significant as the site rises considerably with the naturally elevated dune to the east. A lower level parking garage ("basement") is provided. A separate motor court is provided between the two residential towers that rise from the connected underground garage. Abundant landscaping is provided throughout the sites. Both sides consist of six-level structures, with the lowest level containing "subterranean" parking relying on excess fill to meet the definition of a basement, and therefore not counting as a story.

For zoning purposes, the project is analyzed as two buildings--one on each side of the roadway, i.e. site. But visually the two buildings will appear as three synonymous glass towers aligned on an east-west axis from ocean to lake. The buildings will feature fully glazed curtain walls with deep recessed balconies. Cream colored terracotta fluting and tiling will be applied to the projecting slabs of the floors and underside of the projections that extend from all sides of the buildings, and concave structural columns clad in carved coral that serve as unit dividers. The contemporary glass building may be a departure from the architecture of both the immediate area as there has not been recent residential multifamily new construction in nearly over 20 years and the Town as a whole. To that, the property immediately to the south of the eastern site, 2770 South Ocean, was built in 1990. It consists of two six-story towers with a design composed of solid masonry walls, long recessed balconies and topped by flat roofs. A more recent development, the Bellaria Condominium, built in 2006 immediately to the south of the Lake Worth Casino, has a Mediterranean flavor

with masonry punctuated with balconies and large windows. Additionally barrel tile sloping roof lines and scored stucco is also used in this Neo-Mediterranean complex.



The general architectural parti remains as it was when first presented in March; three similar glass buildings organized over a subterranean parking level. The basic organizational scheme of the building's design remain unchanged, although several iterations, and revisions have occurred to the exterior of the building(s) including modifications to the massing, some floorplates, and volume of the building's predominantly glass cubes. The applicant has engaged in extensive public outreach, and neighboring property owners have expressed their support for the development's layout, massing, and overall site plan—including support for the multiple variance requests.



Current proposal

The applicant has attempted to incorporate the Architectural Commission's comments from three separate presentations, while retaining the overall same siting and general envelope of the buildings that have been benefited with support from the abutting properties and overall community in the south of the Town. The massing, materiality, and façade articulation have been refined to reduce the perceived scale, create a warmer, more residential character than has previously been presented. This has been further realized with the material selection

intended to create a warm residential aesthetic: limestone cladding for solid wall areas; warm bronze window mullions and steel guardrails; and cypress wood soffits for the projecting loggias.

Building volumes have been adjusted in both plan and section to slightly reduce bulk and enhance articulation, resulting in reduced above-grade setback variances.



Existing site plan conditions



Proposed site plan conditions

Staff does have concerns with the overall mass of the penthouse mechanical equipment on all three of the rooftops. Currently, each rooftop projections exceeds the footprint allowed and the maximum height encroachment.



SITE PLAN REVIEW, SPECIAL EXCEPTION, AND VARIANCE REQUESTS

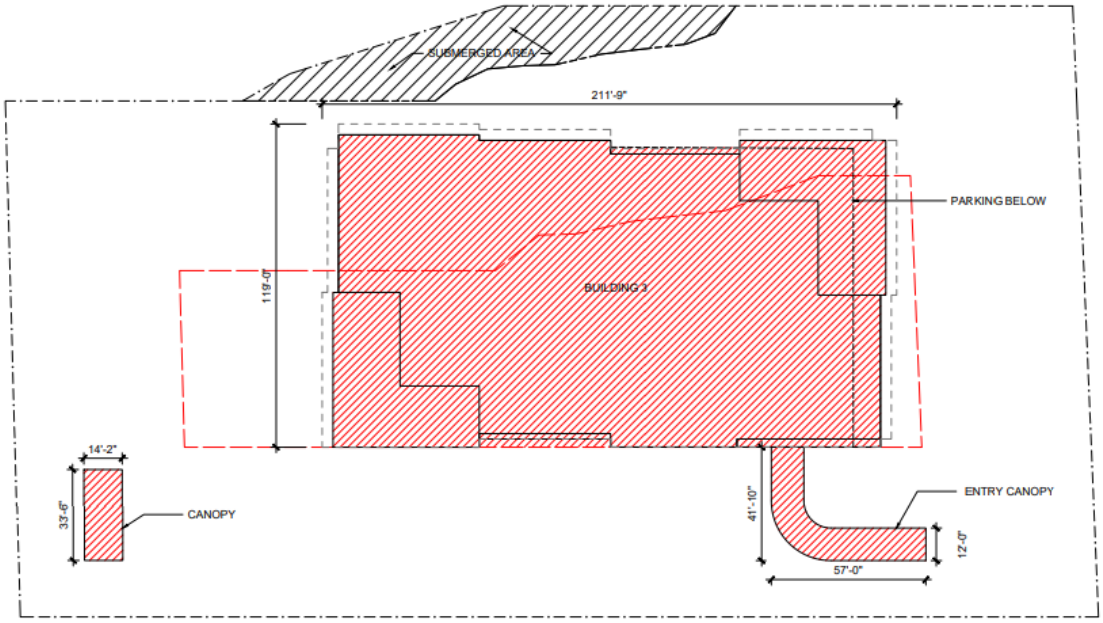
Site Plan Review is required for the development of new multifamily structures.

Special Exception #1 is for a building height of 5-stories in the R-D(2) zoning district. The applicant is proposing two, five-story buildings with below grade parking levels and rooftop mechanical penthouses. Five-story buildings would not be out of character with the south end, or the immediate area. The lakefront Edgewater site contains an existing three-story building and has no abutting neighbors to the north, while the five properties to the south are all five-stories in height, albeit measured from grade. The oceanfront Ambassador site contains an existing five- and eight-story building and the abutting neighbor to the north is seven-stories, while of the five properties to the south two are eight-stories in height, two are

five stories, and one is four-stories high, again measured from grade. The FEMA zone for the lakefront Edgewater site is AE-8 and AE-9, meaning that the finished floor of the residential building must be at minimum grade elevation of 10' NAVD (base flood elevation plus one foot of freeboard). The FEMA zone for the oceanfront site is AE-8 , X and VE-11, meaning that the finished floor of the residential building must be at minimum grade elevation of 10' NAVD west of the CCCL and 15.9 NAVD east of the CCCL. As the buildings in the south end of the Town are redeveloped, the built context of building height will be dramatically different based on these required elevation heights, which are likely, only to increase in the future.

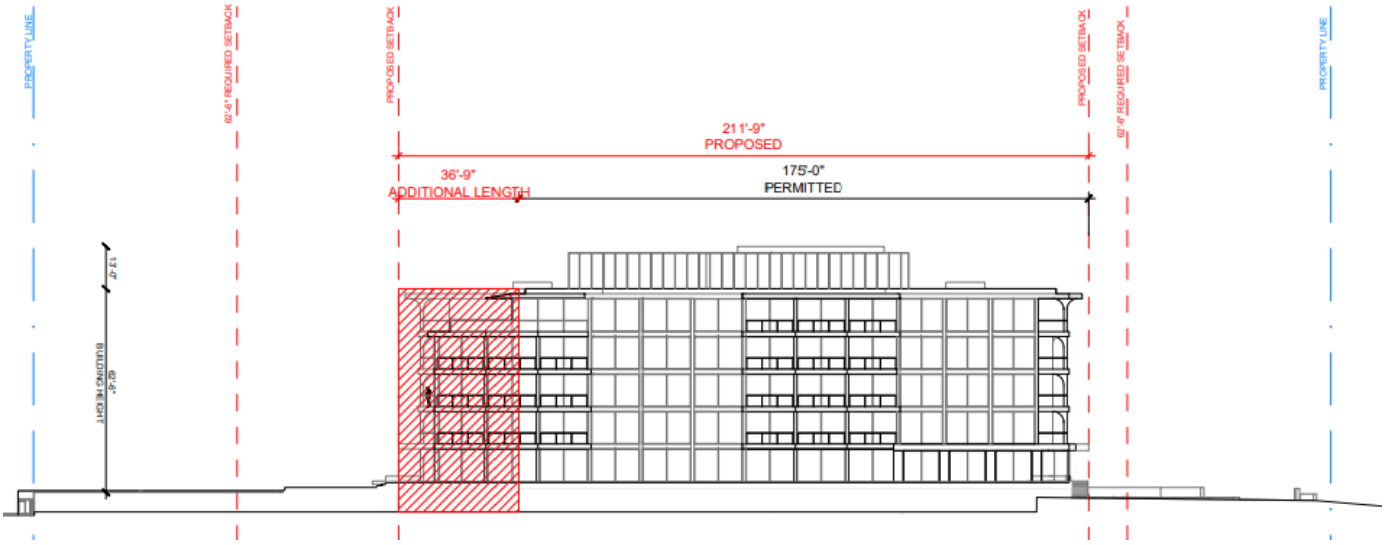
VARIANCES 1 THROUGH 9 APPLY TO THE EDGEWATER PARCEL

Variance #1 is to exceed the maximum lot coverage by 8% for new five-story building with 30% lot coverage in lieu of the 22% permitted inclusive of the subgrade garage and terraces.



What is important to note that the portion of structure above grade is also above the lot coverage at 27.53%. The original request was 31%.

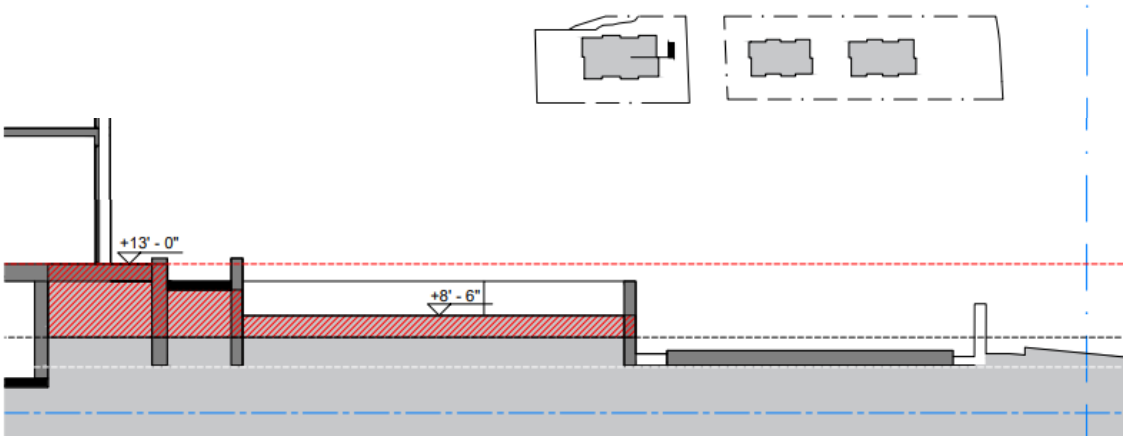
Variance # 2 requests to exceed the maximum building length from 175'-0" to 211'-9" inclusive of the subgrade garage and terraces. This regulation is in place in order to secure mass reduction breaks in the building that reduce the horizontal scale of the building into smaller more discrete sections. In staff's opinion, this standard regulates the amount of length of a building that controlling the overall structures in order to minimize a solid and continuous mass of building on any given site and their potential to infringe upon abutting properties light and air through the regulation preventing a continuous uninterrupted solid wall.



The west site is at the northernmost edge of the R-D(2) zoned land north of Lake Worth Bridge and contains no abutting property to the north. The site is approximately 398'-0" deep is relatively 'flat' with little elevation change from sidewalk to the west edge of the site, with the exception of the man-made seawall. The applicant is also seeking a lot coverage variance (variance #1) which would limit the footprint of the mass on the site. The sole abutting property is the neighboring building to south which has a rather unique site plan, as it contains a serpentine building footprint that matches with its "S" shape five-story form.

Variance #3 is to exceed by 6.4' the maximum amount of fill in required yards to permit 9.0' of max fill in lieu of 4.1' permitted on the lakefront Edgewater parcel. Pursuant to Ord # 19-2021, the code was modified to limit the maximum amount of fill that can be added to a site, specifically within the required yards. Prior to this code amendment, a parcel was required to be filled up to 8" below the design elevation of the first floor. Now, a calculation determines that maximum by taking the values of the highest crown of road and subtracts that from the design floor elevation and then divides that number by 2. In this case, the crown of road is 4.8' NAVD and the finished floor elevation is 13' NAVD. Therefore, the maximum amount of fill (13.00-4.8 = 8.2 / 2) = 4.1'.

The west site is relatively flat, as it generally maintains the same elevation datum from the crown of road (4.8') to the seawall. Current FEMA code was most recently amended with the Dec 20, 2024 adoption of the latest FIRM, and requires that the minimum floor elevation be set at 10' NAVD (BFE+1' freeboard). This creates a 5.2' height difference. The applicant is seeking to place the required parking under the existing building area in order to utilize this interstitial space between grade and design floor elevation and lifting the first design floor elevation to 13' NAVD. In doing so, the design would create a garage parking level that would be considered a story and not a basement, as it would not be below grade. In order to conceal the level underground, the applicant is seeking to bury the parking level by covering it with fill—exceeding what is permissible by code in order to conceal the parking and have it meet the definition of basement.



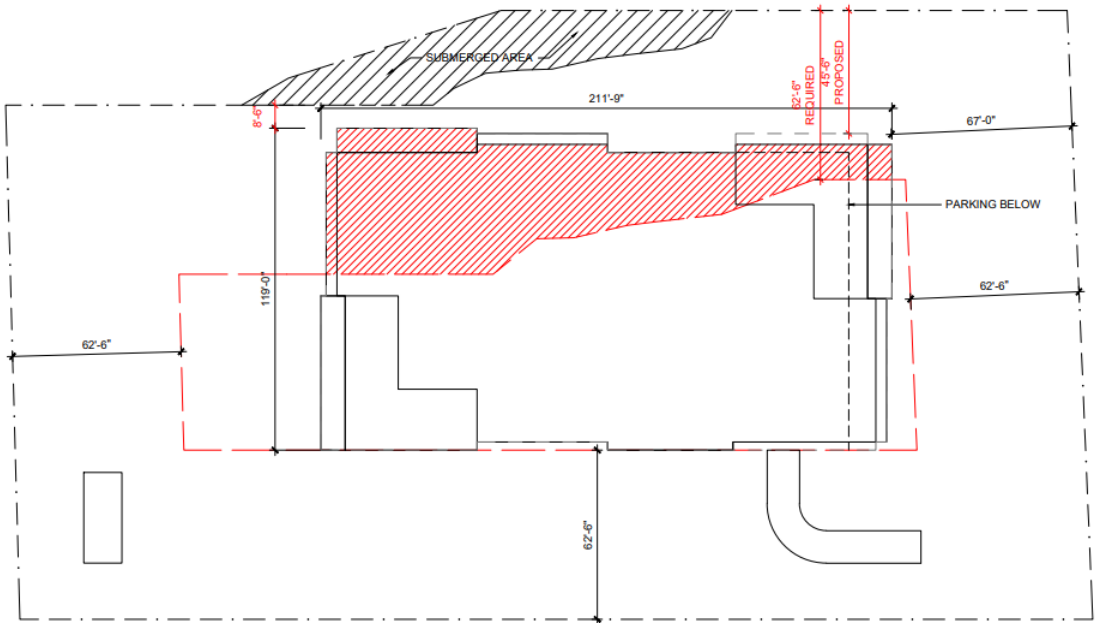
Without the granting of the fill variance, the project would contain an exposed parking level that would qualify it to be a six-story structure. The applicant has submitted a Hold Harmless agreement to the Town (approved by the Town Attorney and Planning Staff) to allow the project to move forward through the land use process.

The current definition of basement and subsequent regulations thereof are strewn with complications, interpretations, inaccuracies and contradictions, and there is no doubt that its future role in the Town in the light of sea level rise and climate change effects, and strengthening storms, this matter will need to be revisited in the code reform. One of the elements that a basement does not consider is the incorporation of FEMA required flood vents, which must be installed along certain building walls at certain elevations and at certain intervals and quantities. And these walls with the vents need to be "exposed". These building code and floodplain management requirements also vary greatly depending on the type of use, mixed use, residential or commercial. While not specific to the project presented here, the role of basements or below grade structures needs to be critically reviewed and the regulations for such need to be revised in the future code rewrite to address and clean up the current requirements.

The current definition of basement and subsequent regulations thereof are strewn with complications, interpretations, inaccuracies and contradictions, and there is no doubt that its future role in the Town in the light of sea level rise, climate change, and the effects of strengthening storms – will need to be revisited during code reform. One of the elements that a basement does not consider is the incorporation of FEMA required flood vents, which must be installed along certain building walls at certain elevations and at certain intervals and quantities. These building code and floodplain management requirements also vary greatly depending on the type of use, mixed use, residential or commercial. While not specific to the project presented here, the role of basements or below grade structures needs to be critically reviewed and the regulations for such need to be revised in the future code rewrite to address and clean up the current requirements.

Variance #4 is to reduce the north side yard at the lakefront Edgewater site. The request to reduce the required minimum **north** side yard setback to 8'-6" in lieu of 62'-6" required is based on the unique-to-the-site scenario where there is no abutting property to the north,

the site has a natural inlet of Lake Worth Lagoon.





Additionally, the subject property's unique jagged edge elicits a setback challenge, as the required 62'-6" tapers inward of the site as it follows the irregular coast line/property line of the subject property. That said, the proposal does not comport with the requirement at the eastern portion of the site where the parcel is rectilinear in shape; the variance setback request varies from 27'-6" to 22'-5" as the building moves westerly. The primary goal of zoning setbacks is to ensure adequate spacing between structures, promote safety, enhance privacy, and improve the aesthetic quality of neighborhoods by regulating building placement and mass/density upon neighboring buildings. Considering there is no impact upon a neighboring property, it would make sense that the setback requirement to the north be reduced. The closest abutting property to the north, a seven-story residential building @ 2560 S Ocean Boulevard, is located over 1,500' away to the north across water and nature preserves. It should be noted that the existing north setback of the Edgewater building is 11'-3" to the north property line. The neighboring building to the south—"The Regency"—contains one nonconforming five-story building with a north setback at its closest point of approximately 10'-0' to its property line as the building form curves around the site.

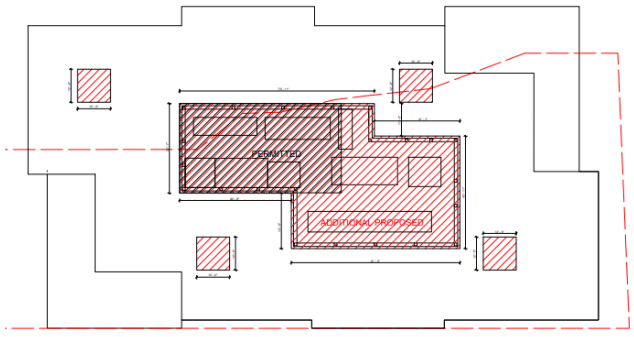
Variance #5 is a variance to permit AC equipment located on the roof of building 3 @ 108" high above roof in lieu of 48" is permitted (at the lakefront Edgewater site). Staff maintains that the most responsible placement of these equipment is on the roofs of the buildings. It is important to note that under Ordinance #09-2025 which passed on second reading at the Oct. 14, 2025 TC meeting, the regulations were modified tomodify the roof top equipment

height to 120".

Variance #6 is a variance to allow generators to be placed on the roofs of the building for the west lakefront (Edgewater) parcel. 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 residential 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. Yet the code is antiquated in the mechanical equipment height projection allowances. In addition to allowing the generator to be placed on roof the request contemplated the increase in the height of generators greater than 100 kw from 84" to 155" and permitted to be mounted on the roof of the building. It is important to note that under Ordinance #09-2025 which passed on second reading at the Oct. 14, 2025 TC meeting, the regulations were modified to permit generators on the roof of commercial or multifamily buildings.

Staff supports this request and maintains that, in general and with proper screening, rooftop locations for mechanical equipment (including AC equipment, **generators**, chillers, and other venting equipment) is the most appropriate location for commercial and larger residential 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. Yet the code is antiquated in the mechanical equipment height projection allowances. In addition to allowing the generator to be placed on roof the request contemplated the increase in the height of generators greater than 100 kw from 84 inches to 155 inches and permitted to be mounted on the roof of the building.

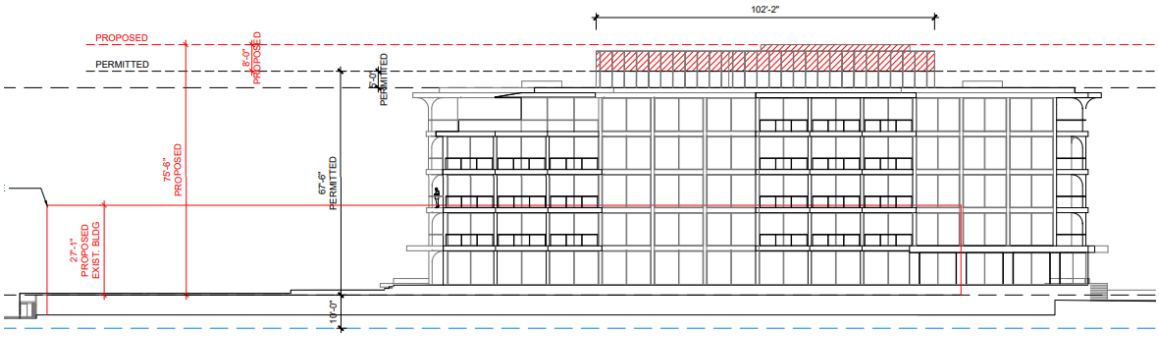
Variance #7 is to exceed by 15.04% the mechanical equipment rooftop area greater than 10% of the total rooftop area, to permit 25.04% for building 3 (on the lakefront Edgewater parcel). The rooftop is the most practical location for air conditioning equipment for any building other than single-family residences.



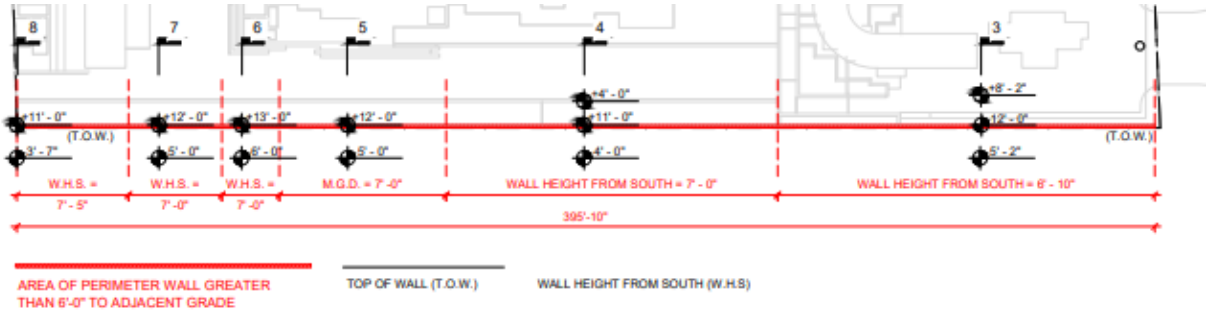
For multifamily buildings, most units would require two pieces of equipment per unit, plus the building itself would require multiple apparatuses such as the chiller, fan intake and exhaust areas. For building 3, the roof has an outline of 19,100 SF of area which would allow a 1,906 SF (10%) area for rooftop equipment. Staff has worked with the applicant in encouraging the reduction of the area, the central location of equipment upon the roof, and the lessoning of the architectural significance of the rooftop screening and features as to

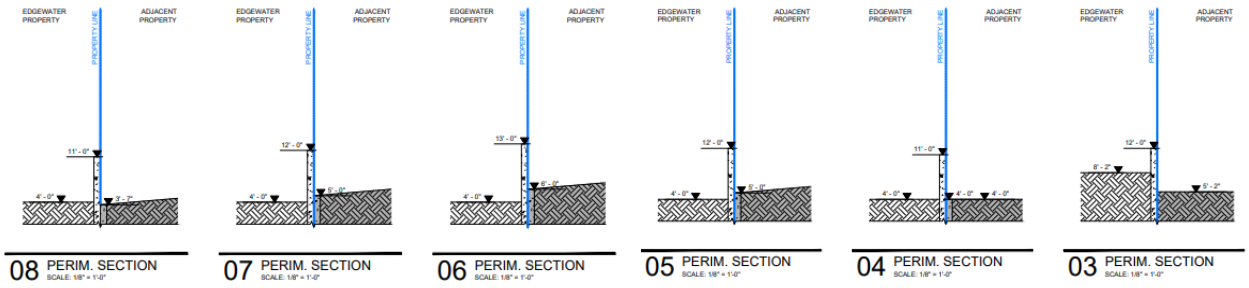
reduce the overall height and magnitude of the area and the appearance of the additional architectural penthouse level. It is important to note that under Ordinance #09-2025 which passed on second reading at the Oct. 14, 2025 TC meeting, the regulations were modified to permit 30% of a rooftop for mechanical equipment areas.

Variance #8 is a request to exceed the overall building height (roof height) by 8'-0" for a height of 75.5' in lieu of the 67.5' of building height permitted, due to elevated finished floor elevation and the height of the rooftop mechanical equipment and related screening (on the lakefront Edgewater site). The finished floor elevation of the site is proposed at +13' NAVD where +10' NAVD is the minimum required. This 3' additional feet in height exacerbates the need for this rooftop variance, as if the site was designed at the minimum finished floor elevation requirement and with the same proposed floor to floor ceiling height, the overall request would be reduced to a 9 ft variance instead of 13 ft. This building height variance is for mechanical equipment screening only.



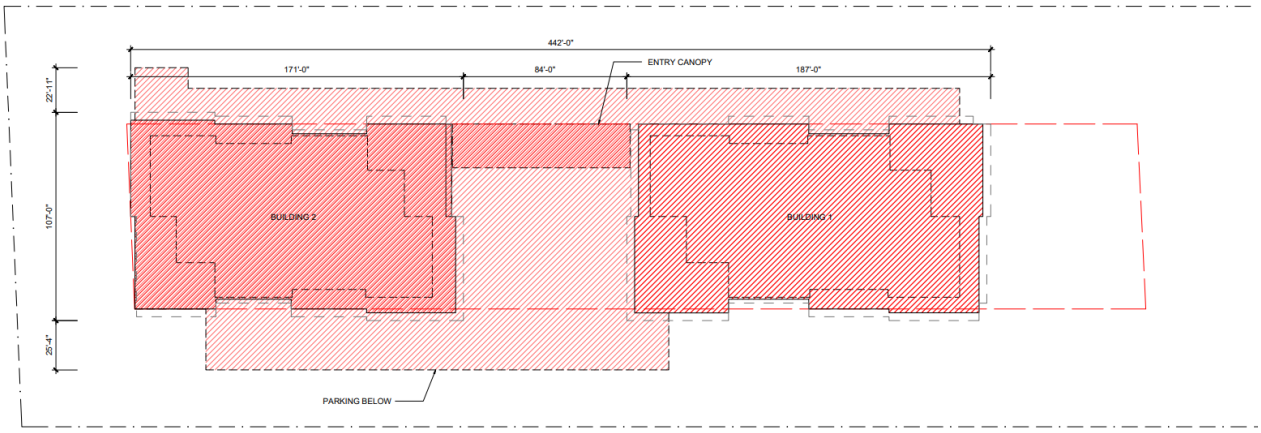
Variance #9 is a variance to allow perimeter walls to exceed by 1'-0" for 6'-10" in front yard and 7'-6" in side yards. Walls located on these property lines must be measured from adjacent grade. Since the applicant is seeking to significantly raise the overall height of the parcel through adding fill to the sides and front and rear yards, the code maximum height does not work. The proposed variance request falls along the south property line and is shown below.



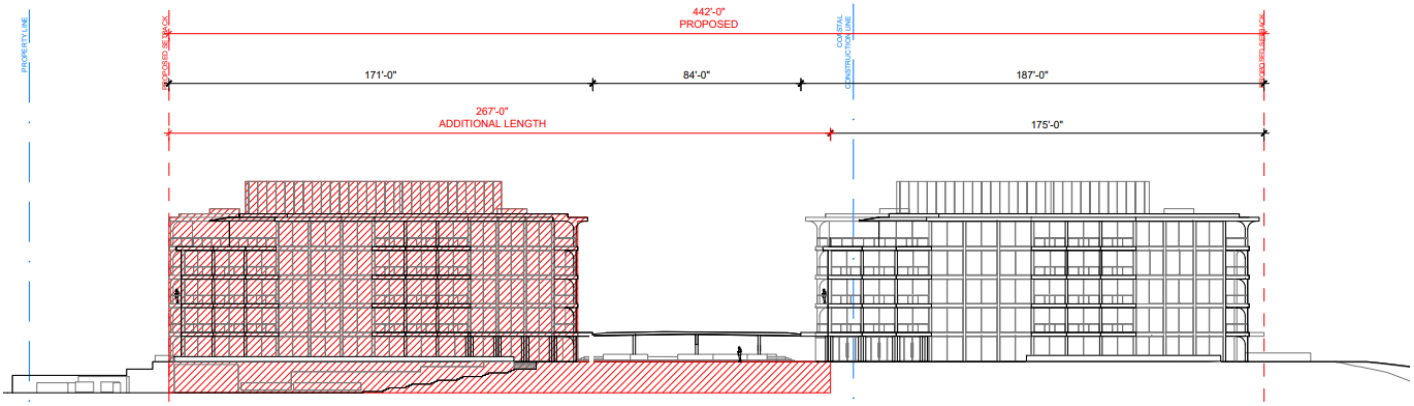


VARIANCES 10 THROUGH 20 APPLY TO THE AMBASSADOR PARCEL

Variance #10 to exceed the maximum lot coverage by 22% for new five-story building with 43.18% in lieu of the 22% permitted, for the east oceanfront (Ambassador) parcel. The underground garage level counts towards the lot coverage, including when it is outside of the building envelope. The garage level measures approximately 155'-3" wide and spans 442'-0" deep into the 709'-0" long site to accommodate 89 parking spaces: 50 in private garages, and 32 visitor parking spaces for the 24 residential units which comes to 3.7 spaces per unit. The slab elevation is set at 4'-6" NAVD, slightly below the 4'-10" NAVD highest point of South Ocean Boulevard. Below is the diagram showing in lighter pink the lot coverage inclusive of the parking level. The total coverage of the parking level and aboveground elements contains 57,935 SF, or 44% lot coverage on the 131,764 SF parcel. What is important to note that the portion of structure above grade (i.e. the two towers) is also above the lot coverage at 24.22%. The original request was 25.8%.

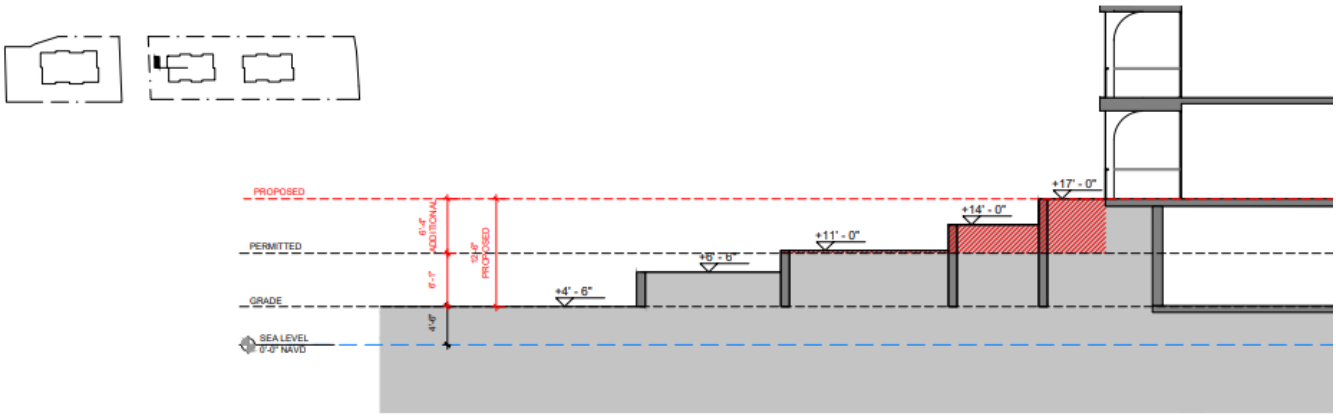


Variance #11 requests to exceed the maximum building length from 175'-0" to 442'-0" inclusive of the subgrade garage and terraces for the east oceanfront (Ambassador) parcel. The Code requires that the maximum dimension of any structure or group of attached structures not exceed 150'-0"; the regulation does not cite aboveground structures, or rather does not exempt basements or subbasements from this rule. Therefore the subterranean parking level of the building(s) does count towards the overall building length. In staff's opinion, this regulation should only pertain to aboveground structures in order to minimize a solid and continuous mass of building on any given site and their potential to infringe upon abutting properties light and air, but the code currently does not distinguish such. It is important to note, that the portion of structure above the adjusted elevation, i.e. aboveground and actually visible to the public, does not exceed 175'-0" in length.



The east site is approximately 709'-0" deep and does contain abutting properties to the north and the south. The site rises dramatically from the edge of the road to the dune as one traverses the site east to west. When viewed above ground, the building is divided into two portions, or towers—building 1 and 2. Building 1 is furthest east and measures 187'-0" in length while building 2 is closest to South Ocean Boulevard and is 171'-0" long. Both "buildings" are separated by a 84'-0" wide courtyard/ north south view corridor. In this regard, with the exception of the connection of the subterranean parking level which spans 442'-0" in length, concealed predominantly in the dune, the design complies with the requirement.

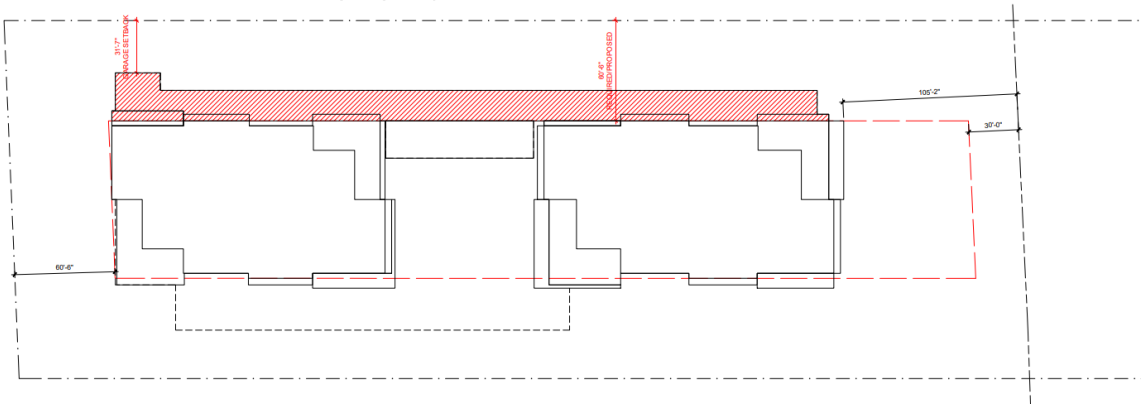
Variance #12 is a variance to exceed by 6.4' the maximum amount of fill in required yards to permit 12.5' of max fill in lieu of 6.1' permitted on the oceanfront Ambassador site. With a finished floor level of 17' NAVD and a Crown of Road at 4.8' NAVD, the maximum amount of fill is half of the difference of these points, or 6.1' of fill.



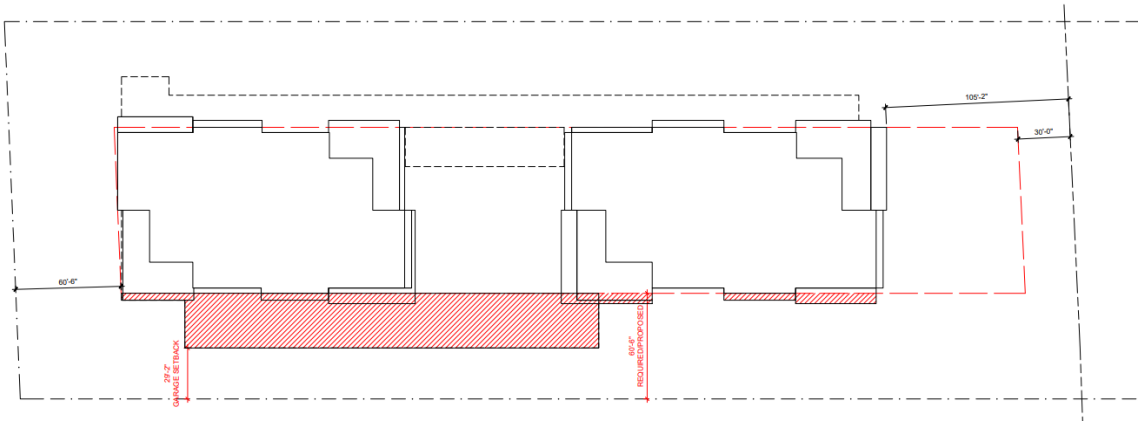
The east site rises dramatically from the crown of road (4.8') to the dune of the ocean. Current FEMA code was most recently amended with the Dec 20, 2024 adoption of the FIRM maps, and requires that the minimum floor elevation be set at 10' NAVD (BFE+1' freeboard) for that portion of the building east of the CCCL (Coastal Construction Control Line) and 15.9' for that portion of the building west of this regulatory line. The applicant is placing both towers

of the building at 15.9' which creates 11.1' height difference. The applicant is seeking to place the required parking under the existing footprint of the building area in order to efficiently utilize this interstitial space between grade and design floor elevation. This is done rather easily with the rising elevation of the site to the dune. However, in the front yard due to the dramatic difference, the applicant is seeking to exceed the maximum amount of fill to conceal the front wall of the parking level.

Variance #13 and Variance #14 are variance requests to reduce both side yard setbacks on the oceanfront Ambassador site. The first request to reduce the required minimum north side yard setback to 31'-7" at its closest underground point although most of it is setback at 42'-2" in lieu of 60'-6" required. This distance is measured to the furthermost northern edge of the underground garage level. The neighboring building to the north—"Beach Point 2660 S Ocean Blvd"—contains three nonconforming seven-story buildings, southernmost building has a setback of 68.3' to its property line.



The other side setback variance to reduce the required minimum south side yard setback to 29'-2" in lieu of 60'-6". This distance is measured to the edge of the underground garage.



The neighboring building to the south—"2770 South Ocean Condo"—contains two nonconforming six-story buildings, northernmost building has a setback of 29.3' to its property line.

Staff does find worth in the idea of having separate setback requirement for underground facilities (basements, subbasements, or below grade parking) versus the above ground, but

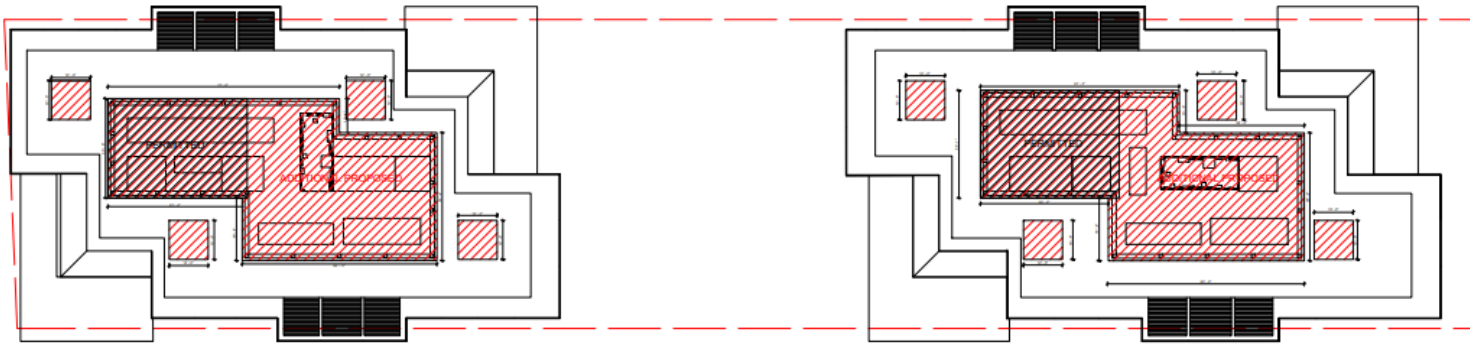
currently the code does not distinguish between above and below grade structures. The applicant maintains that in both directions the proposed setbacks are improvements to the existing south setback of 29'-9" for the eight-story building.

Variance #15 is to exceed the maximum height of AC equipment located on the roof of buildings 1 and 2 (oceanfront Ambassador parcel) @ 108" high above roof in lieu of 48". Staff maintains that the most responsible placement of these equipment is on the roofs of the buildings. It is important to note that under Ordinance #09-2025 which passed on second reading at the Oct. 14, 2025 TC meeting, the regulations were modified tomodify the roof top equipment height to 120".

Variance #16 is a variance to allow generators to be placed on the roofs of the building for the east oceanfront (Ambassador) parcel. It is important to note that under Ordinance #09-2025 which passed on second reading at the Oct. 14, 2025 TC meeting, the regulations were modified to permit generators on the roof of commercial or multifamily buildings.

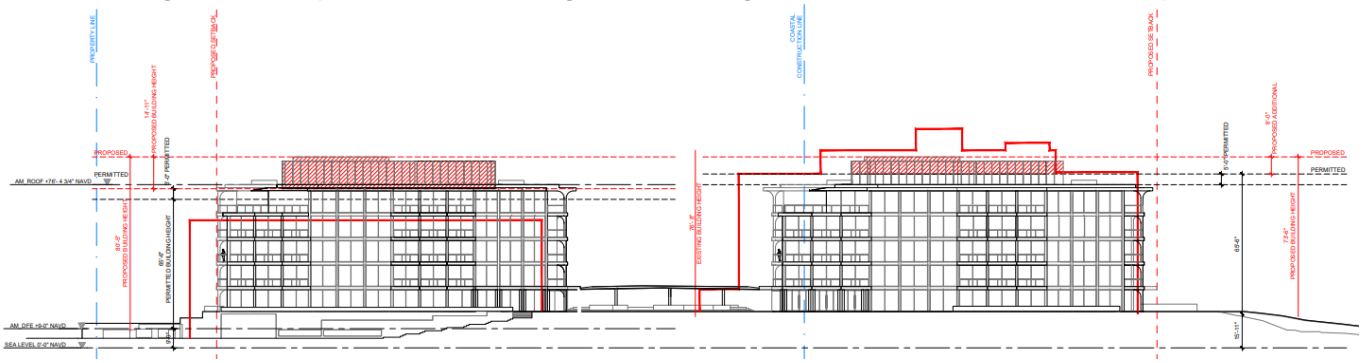
Staff supports this request and maintains that, in general and with proper screening, rooftop locations for mechanical equipment (including AC equipment, **generators**, chillers, and other venting equipment) is the most appropriate location for commercial and larger residential developments such as 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. Yet the code is antiquated in the mechanical equipment height projection allowances. In addition to allowing the generator to be placed on roof the request contemplated the increase in the height of generators greater than 100 kw from 84 inches to 155 inches and permitted to be mounted on the roof of the building.

Variance #17 is to exceed by 24% the mechanical equipment rooftop area greater than 10% of the total rooftop area, to permit 34% for building 2 and to exceed by 22% to permit 32% for building 1 on the oceanfront Ambassador parcel. The rooftop is the most practical location for air conditioning equipment for any building other than single-family residences. For multifamily buildings, most units would require two pieces of equipment per unit, plus the building itself would require multiple apparatuses such as the chiller, fan intake and exhaust areas. For building 2, the roof the irregularly shaped roof contains a fooptprint of 13,309 SF which would allow a 1,309 SF (10%) area for rooftop equipment. The total screened area is 4,510 SF or 33.8%. For building 1, the roof contains 14,310 SF of area which would allow a 1,431 SF (10%) area for rooftop equipment. It is important to note that under Ordinance #09-2025 which passed on second reading at the Oct. 14, 2025 TC meeting, the regulations were modified to permit 30% of a rooftop for mechanical equipment areas.

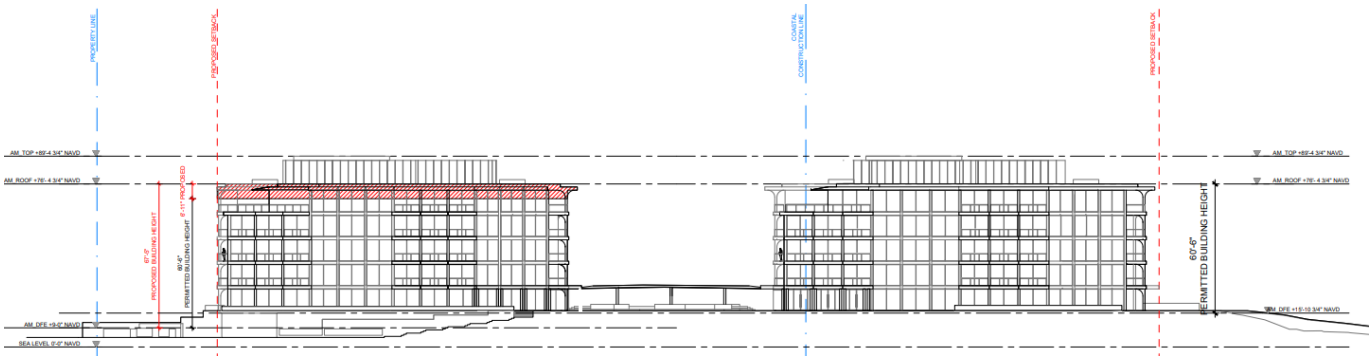


Staff has worked with the applicant in encouraging the reduction of the area, the central location of equipment upon the roof, the screening along all four sides and the lessoning of the architectural significance of the rooftop screening and features as to reduce the overall height and magnitude of the area and the appearance of the additional architectural penthouse levels on these two tower elements of the building on the east site.

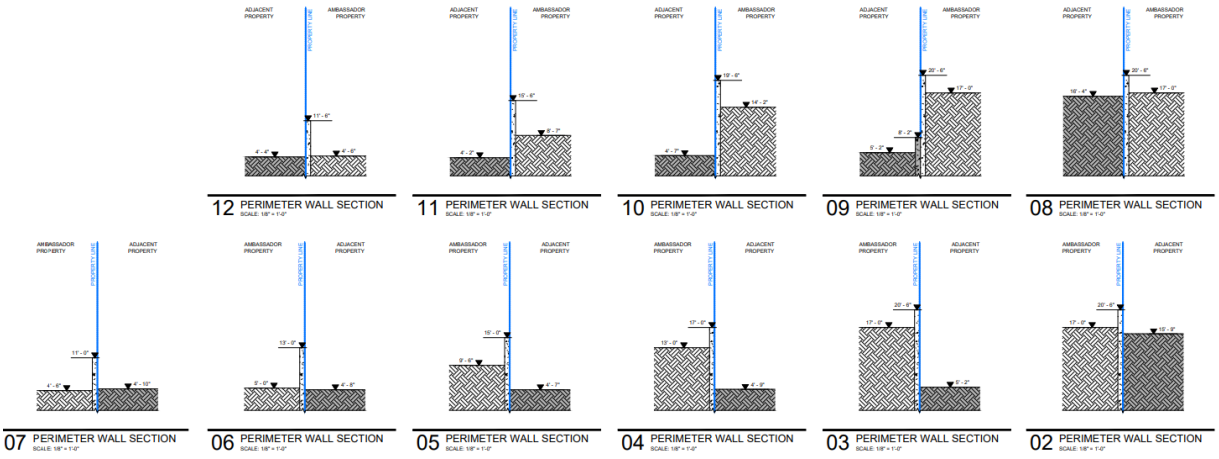
Variance #18 is to exceed the overall building height for the mechanical level by 8’ to 73.5’ for the portion of the building east of the CCL and 14.9” to 80.4’ for the portion of the building west of the CCL in lieu of the permitted 65.5’ for the overall building height. The applicant maintains that the existing eight-story building has a nonconforming building height of 93’-0” and that the request is due to the mechanical screening only. The screening mechanism is to ensure that the new rooftop projections will be visually hidden from view. And has been designed to complement the building while working with staff to minimize its visibility.

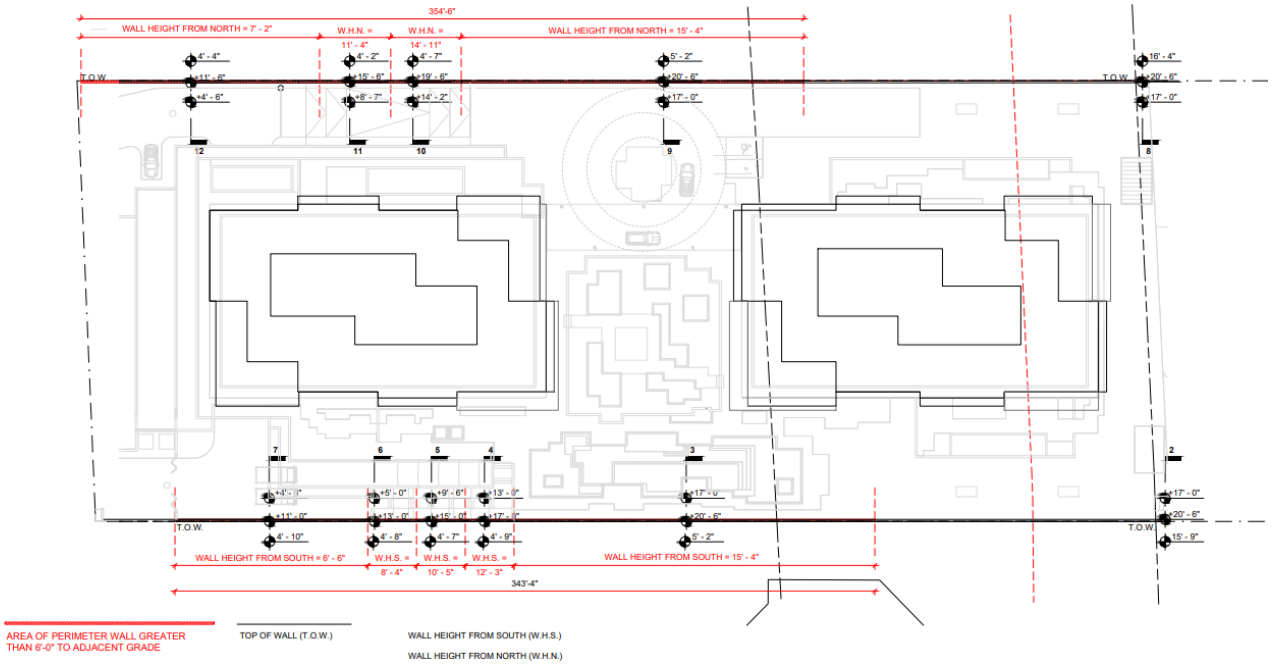


Variance #19 a variance to exceed the overall building height building 2 by 7’-0” in lieu of the permitted from 60’-6” from 9’ NAVD for the portion of the building located east of the CCCL. . The applicant has designed the buildings under the assumption that that point of measurement of 15.9’ for buildings east of the CCCL becomes the de facto measurement for the entirety of the buildings, since both independent towers area connected vis a vis the underground parking level. It is the interpretation of the department that the building contains two points of measurement—east of and west of the CCCL.



Variance #20 variance to exceed by 1'-6" for 7'-2" the maximum height of walls, specifically perimeter walls, in front yard and 8'-6" for 15'-6" in side yards on the oceanfront Ambassador parcel. Walls located on these property lines must be measured from adjacent grade. Since the applicant is seeking to significantly raise the overall height of the parcel through adding fill to the sides and front and rear yards, the code maximum height does not work. The proposed variance request falls within both north and south property line walls as shown below:





SUMMARY

The project's review over the course of a year and a half has demonstrated conflicts with the Code provisions that will be addressed in the Code reform process. The overall proposal is for a building that exceeds lot coverage (above and below grade), reduces setbacks (above and below grade) and requires higher wall heights, mechanical equipment and other rooftop projections. It also pushes the limits on the amount and role of fill on a site.

The Town Council has reviewed the proposal, comprehended the general scope, and opined on the magnitude of the overall variance requests. The Council has also previously provided direction on many of the more critical matters pertaining to this project and the future development of the south end R-D(2), specifically regarding the fill and garage levels. The applicant has reduced many of the original variance requests.

OTHER CONSIDERATIONS:

1. That the applicant coordinate and secure all necessary permits for the planting of canopy shade trees within the landscaped area within the front swale at an occurrence of one for every 30 feet of linear frontage, subject to site plan review and approval by the Planning, Zoning and Building, and Public Works Departments.
2. That the applicant provide for increased drainage storage to comply with capturing a 10-year design storm, as opposed to the current 2". This would be in addition to any South Florida Water Management District and DEP stormwater management requirements, subject to site plan review and approval by the Planning, Zoning and Building, and Public Works Departments.
3. That the applicant achieve a LEED Silver, or better, level of certification (or other nationally-recognized equivalent green building accreditation), demonstrating leadership in sustainability and incorporating cutting-edge green building

technologies. Proof of achievement of such certification shall be needed prior to any form of certificate of occupancy being issued for the buildings.

4. That the applicant submit an application for a Zoning Code text amendment adjusting the definition of 'basements' to allow for exposed walls along a covered and enclosed parking level to accommodate mechanical ventilation as may be required by FEMA or the FBC.
5. That the applicant submit a revised roof plan for all three flat roofs incorporating solar panels, subject to site plan review and approval by ARCOM and the Planning, Zoning and Building Department.
6. That the applicant submit a revised subterranean plan depicting the incorporation of cisterns as part of a stormwater management plan, for stormwater collection and reuse of captured water, subject to site plan review and approval by the Planning, Zoning and Building Department.
7. That the applicant voluntarily offer, proffer and agree to provide an easement for a public pedestrian walkway ("Lake Trail South") west of the existing seawall along the rear of the subject site, subject to site plan review and approval by the Planning, Zoning and Building Department. This is the first set of south-end properties to be subject to redevelopment, and the Town should consider requiring owners of redevelopment projects along the Intracoastal Waterway to provide the easements necessary to later construct a "Lake Trail South" along this portion of the Lake Worth Lagoon. The "Lake Trail South" shall connect directly to any future "Lake Trail South" to the south of the property, as well as connect to the public sidewalk along South Ocean Boulevard on one side of the property.
8. That the applicant explore the incorporation of a combination of natural seawalls, or "living shorelines," in addition to the concrete seawall, in order to offer a resilient and sustainable alternative to traditional concrete seawalls, utilizing natural materials like plants, sand, and reefs to protect coastlines and ecosystems while promoting biodiversity and reducing erosion.
9. That the applicant provide the new or substantially rehabilitated seawalls and tidal flood barriers with a minimum elevation of 5 feet above North American Vertical Datum (NAVD) with an allowance for 4 additional feet until 2035 if designed to accommodate the 5-foot elevation by 2050 elevation of the proposed concrete sea wall in order to meet the minimum standards for elevation, but also plan for future raising of the seawall by providing enough structural foundation to support a raised cap in the future subject to site plan review and approval by the Planning, Zoning and Building and Public Works Departments.
10. That the applicant contribute to a "Town Resiliency Fund" based on the evaluation and assessment of the subject project, the rational nexus between such project and impacts to the resiliency, climate change and sea level rise, and the rational nexus and rough proportionality between the project and impacts to the Town.

CONCLUSION:

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

1. One (1) separate Special Exception requests for five stories;
2. one (1) Site Plan Review; and
3. twenty (20) variances.

WRB:JGM

L E T T E R O F I N T E N T

F I N A L S U B M I T 1 0 / 7 / 2 0 2 5

DATE: October 7, 2025

TO: Town of Palm Beach Planning, Zoning & Building Dept.

RE: 2720-2730 S. OCEAN BLVD. **ARC-24-0090 (ZON-24-0046)**

REQUEST

On behalf of Palm Beach Edgewater Fee Borrower LLC, the owner of the property located at 2720 S. Ocean Blvd., and Palm Beach Ambassador Fee Borrower LLC, the owner of the property located at 2730 S. Ocean Blvd. (collectively the "**Applicant**"), Shutts & Bowen LLP submits this request for Town Council ("**TC**") approval of a Special Exception ("**SE**") with Site Plan Review ("**SPR**") and Variances, and Architectural Commission ("**ARCOM**") review and approval of a Major Project for three multifamily buildings located on the abovementioned properties ("**Site**").

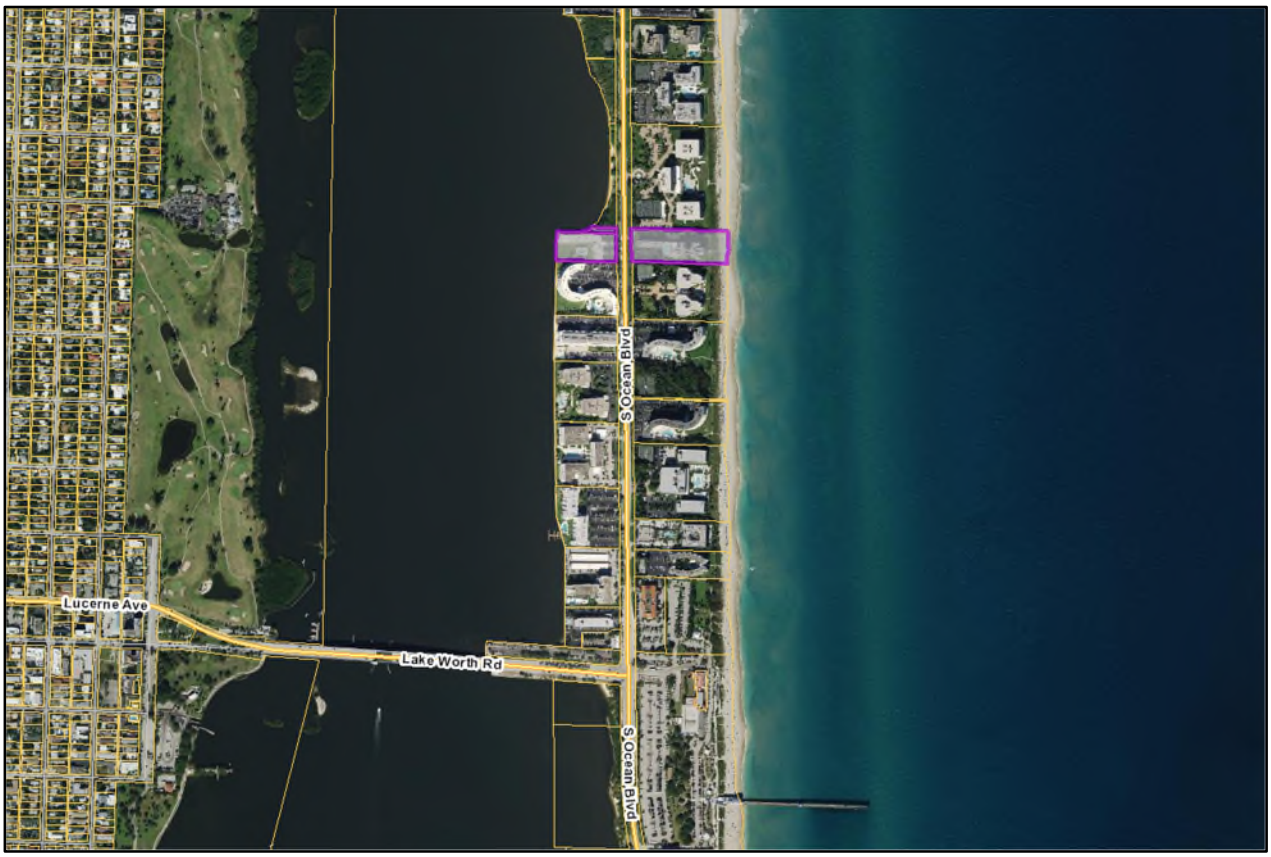


FIGURE 1 – Location map

Future Land Use ("FLU"):	Multi-Family High Density ("**MF**")
Zoning District:	R-D(2) High Density Residential District ("**R-D(2)**")
Municipality:	Town of Palm Beach ("**Town**")

Applicant proposes to redevelop the Site with three multifamily buildings. Specifically, there will be one 5-story building located at 2720 S. Ocean Blvd. with a total of 17 residential units ("**Edgewater**"), two 5-story buildings located at 2730 S. Ocean Blvd. with a total of 24 residential units ("**Ambassador**"), and a total of 126 parking spaces in individual subgrade parking levels, collectively the project ("**Project**").

In order to create a more desirable and attractive development that utilizes innovative land planning, respects surrounding land uses, and enhances the public realm, Applicant is requesting TC approval of the SE, SPR, and Variances, and ARCOM approval of a Major Project, as follows:

- SPR required for multifamily dwelling (Sec. 134-1871).
- SE to allow five stories (Sec. 134-1406(8)).
- Major Project (Sec. 18-205).
- Variances from the Town's Zoning Code of Ordinances ("**Code**") related to building height, building setbacks, building length, lot coverage, max fill, rooftop generators, and rooftop mechanical equipment. See the **Exhibit "C"** of this Letter of Intent for details and analyses.

PROJECT

Ambassador is approximately 3.29-Palm Beach acres and located on the east side of S. Ocean Boulevard. It is proposed to be developed with 24 residential units in two 5-story buildings with a total of 154,955 square ft ("**sq. ft.**"), which is a reduction of 7,515 sq. ft. from 162,470 sq. ft.:

- Building 1 is located along the oceanfront and will be developed with 10 residential units ("**Building 1**"):
  - Reduction from 59,706 sq. ft. to 53,871 sq. ft. of residential.
  - Other reductions throughout.
- Building 2 is located along S. Ocean Boulevard and will be developed with 14 residential units ("**Building 2**"):
  - Reduction from 50,073 sq. ft. to 47,356 sq. ft. of residential.
  - Other reductions throughout.
- Buildings 1 and 2 have 89 parking spaces in a subgrade parking level.

Edgewater is approximately 2.11-Palm Beach acres and located on the west side of S. Ocean Blvd. It is proposed to be developed with 17 residential units in one 5-story building with a total of 108,548 sq. ft. ("**Building 3**"), which is a reduction of 6,815 sq. ft. from 115,363 sq. ft.:

- Reduction from 75,082 sq. ft. to 72,250 sq. ft. of residential
- Other reductions throughout.
- 35 parking spaces in a subgrade parking level.

(Buildings 1-3 are collectively, the "**Buildings**")

ZONING ADJUSTMENTS SUMMARY

Ambassador Site (Buildings 1 and 2):

- The width of Building 2 has been reduced to comply with the minimum required setbacks for both the North and South sides (above grade), with the exception of a portion of the arcades on the ground floor.
- The length of Building 2 has been increased to 171 feet.
- The distance between Buildings 1 and 2 has been reduced to 84 feet.

Edgewater Site (Building 3):

- Building 3 has been shifted 5 feet to the north to comply with the minimum required setback along the south side.
- The total width of Building 3 has been extended to 119 feet.
- The western side of Building 3 has been extended to incorporate decorative eaves and slab extensions for a total length of 211 feet and 9 inches.
- The parking footprint has been adjusted to align with the new footprint of Building 3.

The Project has been revised to present a more residential and contextually appropriate collection of three buildings. Massing, materiality, and façade articulation have been refined to reduce perceived scale, create a warm residential character, and ensure compatibility with the Town's architectural context. Building volumes have been adjusted in both plan and section to reduce bulk and enhance articulation, resulting in reduced above-grade setback variances.

In response to feedback at the August ARCOM Meeting, the Project has been further revised to incorporate decorative arcades on portions of the ground floor of the buildings and decorative cantilever projections at varied sections of the north, southeast, and west sides of Building 1, the north, south, and east sides of Building 2, and at varied sections of the north, east, and west sides of Building 3, which provide architectural articulation and embellishment to these buildings. While the 48-inch cantilever projections protrude slightly beyond the above-ground building footprints, they are not habitable/occupiable and cannot be used as balconies, and therefore they do not count towards lot coverage and setbacks, as non-habitable architectural features may extend up to 48 inches into required setbacks and not count towards lot coverage. *See* Code Sec. 134-1062(1). While the unoccupiable arcades on the ground floor extend 72 inches beyond the above-grade building footprints (24 inches beyond the allowable 48 inches), and therefore are not technically excluded from lot coverage and setback consideration, these arcades are not visible or intrusive to the adjacent properties and have no discernible impact on the massing of the buildings.

Above-grade construction for the Ambassador site (Buildings 1 and 2) now fully complies with required setbacks, with only subgrade parking extending into setback areas, with the exception of the unoccupiable arcades on the ground floor at varied sections of the buildings. On the Edgewater site (Building 3), the above-grade footprint has been shifted north to eliminate any south side-yard setback encroachment and improve its relationship to the neighboring Regency building. Subgrade parking for Building 3 aligns with the above-grade footprint and only requires a side-yard setback variance on the north side.

The Buildings incorporate a five-foot push–pull along the façade to alternate between window bays and loggias. Main living areas feature loggias ten feet deep, while secondary bedrooms feature loggias six feet deep. Arched columns provide privacy, support balconies above, and establish a strong architectural rhythm. Increased penthouse setbacks provide generous terraces, further reducing perceived bulk.

Material selections are intended to create a warm and durable residential expression: limestone cladding for solid wall areas, warm bronze window mullions and glass railings with bronze/wooden handrails, and cypress wood soffits at projecting loggias. Building entries are framed with coral stone or coral stone equivalents and solid wood doors, providing definition and privacy at arrival. Entry and penthouse canopies are lighter in profile, with cypress soffits consistent with the loggia detailing.

SITE / PROJECT BACKGROUND

The Site lies south of Sloan's Curve and north of Lake Worth Road in the "South End," an area characterized by aging condominium buildings and identified by the Town as a priority for zoning reform. Town Council has recognized that the South End will experience substantial change and that its zoning code must be updated to balance redevelopment opportunities with community character.

The existing buildings consist of a 7-story, 91-unit hotel built on the Ambassador site built in 1947 and a 3-story, 36-unit hotel built in 1967 on the Edgewater site. These existing buildings have outdated layouts, limited efficiency, no notable architectural merit, and construction standards that predate current code, windstorm resistance, and climate adaptation requirements. Further, the existing properties are currently dominated by expansive asphalt parking areas and minimal landscaping.

The Project replaces these outdated, inefficient buildings with new structures that meet modern building code requirements, incorporate current technology, and provide amenities consistent with contemporary residential expectations. The Project reduces density from 135 existing hotel units to 41 multifamily dwelling units — a reduction of 94 units (69.5%) — with a corresponding decrease in trip generation. Within the R-D(2) District, zoning permits 13 units/acre for multifamily use (70 units by right), 26 units/acre for hotel use (140 units), and 20 units/acre for condo-hotel use (108 units). The proposed program is 29 units fewer than the multifamily by-right allowance and consists entirely of permanent residences.

Applicant has a proven track record of delivering high-quality residential developments that integrate architectural and landscape design responsive to the Project's location. Applicant has undertaken multiple design iterations to minimize impacts on surrounding properties while respecting view corridors and sight lines. The final design avoids large continuous masses, allows light and air between buildings, and draws from local traditions of façade composition—large windows, balconies, and deep terraces—executed in a contemporary manner appropriate to Palm Beach.

In fact, all of the neighboring buildings, as well as the Citizens' Association of Palm Beach, have fully endorsed the Project, including all of the requested special exceptions and variances. The uniform support of the neighboring properties and South End community is the result of Applicant's proactive efforts to engage the surrounding community and willingness to modify the Project to accommodate the feedback and concerns of the neighboring buildings.

The new landscaping plan provides significant improvements to the existing conditions with the removal of the surface parking. The plan incorporates landscape planters, planted green façades, buffers, open-air gardens, and shade trees throughout the Site, with particular emphasis on the front yard roadside buffer. A landscaped motor court between Buildings 1 and 2 features native plantings and a specimen banyan tree that will provide shade and a clear sense of arrival. Compared to the existing sod and asphalt conditions, the new design markedly improves the exterior environment for residents and the public realm.

OVERALL VIEW OF EXISTING DEVELOPMENT



PROPOSED DEVELOPMENT



PROPOSED DEVELOPMENT (AMBASSADOR ENTRANCE)

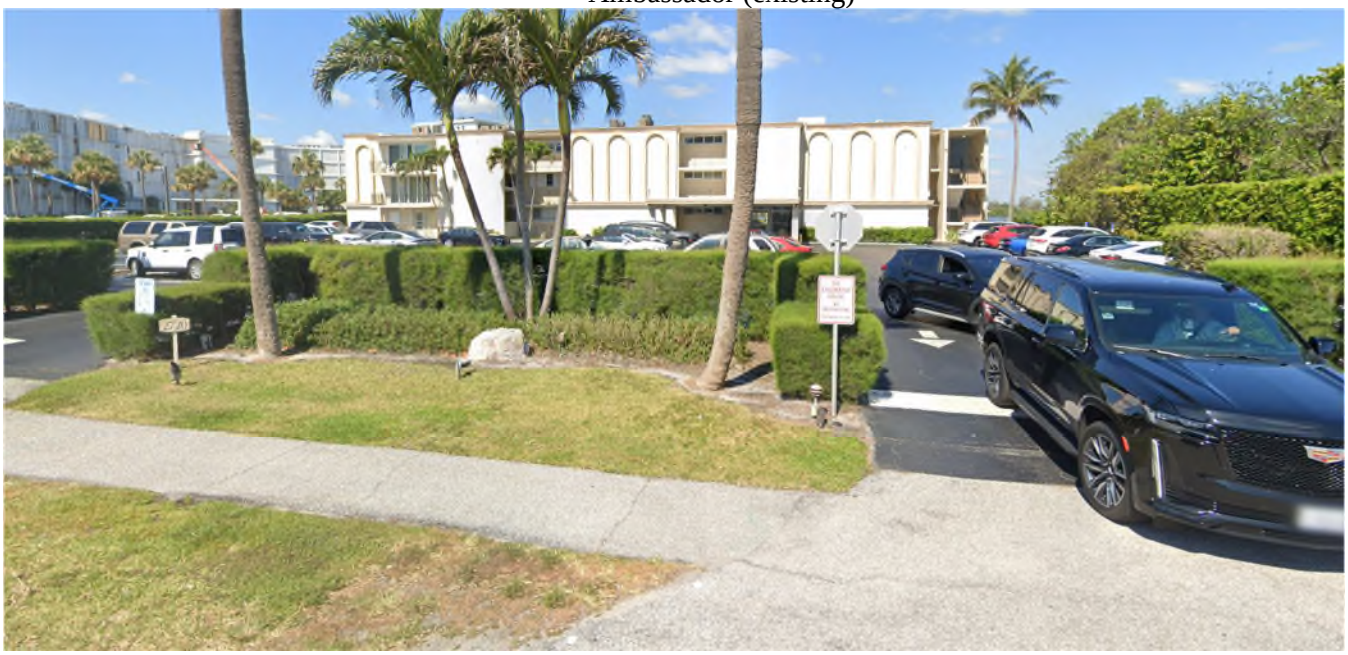




EXISTING TODAY



Ambassador (existing)



Edgewater (existing)

The Project proposes all vehicular parking below grade. Parking entries, garage ventilation, and service areas are located away from primary public views. Where subgrade façades are exposed, live green walls will be installed to visually screen these areas and integrate them into the overall landscape design.

Loading and service functions are also sited to minimize visibility and potential conflicts with resident and guest circulation. On the Ambassador site, the loading zone is positioned at the southwest corner of Building 2, separated from the main arrival court. On the Edgewater site, the loading zone is internal to Building 3, fully contained within the structure. These locations allow for efficient service access while maintaining the quality and character of primary entry experiences.

Given the current zoning framework—and the fact that this is the first new condominium development in the South End in more than two decades—variances are necessary to accommodate contemporary building design, technology, and construction standards until such time as the Code is amended. In addition to the need for code modernization, other factors—such as building age, deferred maintenance, and evolving life-safety requirements—are accelerating the redevelopment of older condominium structures in this area.

CONDO ACT

Condo Act (Prior to Surfside Tragedy)

Prior to 2021, the Florida Condominium Act required condominium associations to maintain reserves for major capital items such as painting, paving, and roof replacement where costs exceeded $10,000. However, associations could vote annually to waive or reduce reserve funding. For oceanfront properties, where exposure to wind, saltwater, and humidity accelerates deterioration, this practice often resulted in millions of dollars in deferred maintenance and insufficient reserves.

In June 2021, the collapse of the Champlain Towers South in Surfside killed 98 people and became one of the deadliest building failures in U.S. history. Investigations determined that severe structural deterioration and prolonged lack of repairs were primary factors. In response, the State amended the Condominium Act to strengthen inspection and reserve requirements, including mandatory “milestone” structural inspections for buildings over 30 years old and three stories or more, conducted by a licensed engineer, and repeated every 10 years.

The Town has adopted its own mandatory milestone inspection program consistent with these requirements. All condominium and cooperative buildings three stories or taller must complete their initial inspection by December 31, 2024.

Within the South End (south of Sloan’s Curve, north of Lake Worth Road):

- All 23 condominium buildings are three stories or more.
- None are under 30 years old.
- 91% (21 of 23) are over 40 years old; the remaining 9% are 34 years old, already exceeding the 30-year inspection threshold.



While intended to improve safety, the new requirements have significant cost implications:

- Associations must fund inspections, reserve studies, and any necessary repairs to remain insurable.
- Substantial special assessments will be required, often creating financial hardship for owners on fixed incomes.
- For many aging buildings, the capital investment needed to comply may not be economically viable given existing conditions, market value, and design limitations.
- In some cases, values may decline as owners and prospective buyers factor in these future costs.

These factors, combined with insurance market pressures and high coastal land values, are accelerating the economic and practical case for redevelopment over repair in much of the South End.

INSURANCE CRISIS

Florida is experiencing a significant insurance market contraction. Fewer carriers are writing policies, and those that remain have substantially increased premiums and deductibles, particularly for coastal properties. In many cases, condominium insurance costs have doubled in recent years. These increases affect both individual unit owners and association master policies, making condominium ownership—especially in oceanfront locations—substantially more expensive.

CONDO REDEVELOPMENT INEVITABLE

The combination of stricter life-safety requirements, escalating maintenance obligations, and rising insurance costs have created strong economic pressures favoring redevelopment over repair. Florida's first generation of condominiums, many now 50–60 years old, are reaching the end of their functional life. In the South End, 92% of condominium buildings are over 40 years old and occupy prime coastal sites. For many of these properties, full redevelopment is becoming more feasible and financially rational than extensive renovation.

PARKING STATEMENT

The Project complies with Section 134-2176(2)(d) of the Town Code, which requires two parking spaces per dwelling unit plus one space per five units for multifamily uses. A total of 91 spaces are required; 124 spaces are provided:

- 89spaces – subgrade parking under Buildings 1 and 2.
- 35parking spaces – subgrade parking under Building 3.

All parking is located below grade to maximize landscaped open space, eliminate surface parking, and fully screen parking from public view. This approach also removes the existing asphalt areas that dominate the current site condition.

SUPPLEMENTAL APPLICATION REQUIREMENTS

As required, attached are the responses to the review standards/guidelines for the SE, SPR, Variances and ARCOM requests:

- **Exhibit A:** Special Exception in accordance with Section 134-229.
- **Exhibit B:** Site Plan Review in accordance with Section 134-329.
- **Exhibit C:** Findings prior to authorization of a Variance Section 134-201.
- **Exhibit D:** Criteria for building permit in accordance with Section 18-205.
- **Exhibit E:** Detailed history in chronological order of all zoning-related requests processed on or after January 1, 1970 specific to the Site.
- **Exhibit F:** Property Info sheet with the Location Map**.**
- **Exhibit G:** Legal Description**.**

EXHIBIT A

Sec. 134-229. Requirements for granting a Special Exception.

The requirements for granting a special exception use under this chapter are as follows:

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

RESPONSE: *The request for 5-story buildings is permitted as a Special Exception ("SE") in the Code. The South End is dominated by existing 5-story structures, and many non-conforming structures greater than 5-stories. As such, the request to allow 5-stories on the Site is not only a permitted SE, but also consistent with all the surrounding properties. The Site is being developed as one development and thus will be tied together via a Covenant in Lieu of Unity of Title and obtain all required governmental agency approvals.*

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

RESPONSE: *The requests will have no adverse effect on the public health, safety, welfare or morals.*

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

RESPONSE: *The Project will not cause substantial injury to the value of other properties in the neighborhood where it is to be located. In fact, improving the Site with a newly constructed development designed by a Pritzker-winning architect is likely to enhance the value of other properties in the neighborhood.*

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

RESPONSE: *The Project is compatible with the adjoining development and the intended purpose of the district in which it is located. The South End is dominated by multifamily type uses.*

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

RESPONSE: *The Project meets all applicable yard, open space, and special requirements outlined in Article VI. In addition, it exceeds minimum standards by introducing abundant landscaping and open space enhancements. The design incorporates landscape planters, planted green facades, layered green buffers, open-air gardens, and mature shade trees throughout the site. The front yard along S. Ocean Boulevard will be significantly upgraded with a dense, lush vegetative buffer, replacing existing plain sod and asphalt areas with a more visually appealing and environmentally beneficial streetscape.*

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

RESPONSE: *The Project complies with all the 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.

RESPONSE: *The Project has been designed and positioned to minimize impacts on adjoining properties and will not create substantial economic, noise, glare, or odor effects within the district. As detailed above, significant effort and investment have been devoted to preserving view corridors and sight lines from neighboring properties. The design employs four-sided, human-scaled architecture consistent with the Town's coastal character, avoids large single massing, and allows for light and air between buildings. Balconies are incorporated in a manner consistent with adjacent developments, and the overall massing is articulated to integrate harmoniously into the surrounding context—supporting, rather than diminishing, neighboring property values.*

(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.

RESPONSE: *Adequate ingress and egress to the Project is being provided. In fact, ingress and egress to the Site is being significantly improved. On the Ambassador site, the existing southern ingress/egress drive aisle— currently located partially on the adjacent property—is being shifted entirely onto the Ambassador site. This relocation improves access for the Project and gives the neighbor the added benefit of replacing asphalt with new landscaping. On the Edgewater site, there are currently three points of ingress/egress which will be reduced to two. This will result in a reduction in vehicular conflict points, provide a better traffic flow in/out of the Site, and reduce asphalt and increase landscaping. Pedestrian safety is also being improved throughout the Site.*

(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.

RESPONSE: *All proposed signs and exterior lighting will 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.

RESPONSE: *The current request does not affect the location, availability or compatibility of utility services.*

(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.

RESPONSE: *The refuse and service areas for the Project will not adversely affect automotive and pedestrian safety and convenience, traffic flow and control, or access in case of fire or catastrophe. The refuse and service areas for the Project have been positioned away from the primary pedestrian areas and have been designed to not inhibit vehicular flow. On the Ambassador site, these areas are located at the southwest corner of Building 2, which is completely separate from the main pedestrian access and vehicular flow. On the Edgewater site, these areas are contained within Building 3 with easy access that does not inhibit normal vehicular flow.*

(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.

RESPONSE: *The Project is a multifamily product that serves townspersons. The units will be sold as fee simple ownership.*

(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.

RESPONSE: *There are no historic specimen trees located on the Site. Notwithstanding, the Project proposes a specimen banyan tree as a centerpiece to the motor court on the Ambassador site.*

(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.

RESPONSE: *The Project does not propose any additional burden on Town Police or Fire Rescue Services. In fact, the current use on the Site is for a total of 135 hotel units and this is being reduced to 41 multifamily units.*

EXHIBIT B

Sec. 134-329. Review by town council for Special Review.

Within 30 days of receipt of the application for site plan review, the town council shall review and consider the application. Before any site plan shall be approved, approved with changes, or denied, the town council shall make a finding that the approval of the site plan will or will not adversely affect the public interest and certify that the specific zoning requirements governing the individual use have or have not been met and that, further, satisfactory provision and an arrangement has or has not been made concerning the following matters, where applicable:

(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.

RESPONSE: *Applicant is the fee simple owner and in control and possession of the entire parcel which is subject of this application. Applicant is responsible for the care and upkeep of the entire site. No maintenance responsibility will become the obligation of 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.

RESPONSE: *The Project proposes a decrease in density from the existing 135 hotel units to 41 dwelling units – a 94 unit or ~70% reduction – which will result in a decrease in the traffic trip generation for the Site. Further, the R-D(2) district allows for a maximum density of 13 units per acre for multifamily uses, which equates to 70 multifamily units. Note that the Code allows for 26 dwelling units per acre for a hotel use and 20 dwelling units per acre for a condo-hotel use and both of these uses provide accommodations for transient guests, which equates to 140 hotel dwelling units and/or 108 condo-hotel dwelling units. However, Applicant is only proposing 41 residential dwelling units for permanent residents, which is 29 units less than what can be developed on the Site.*

(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.

RESPONSE: *Adequate ingress and egress to the Project is being provided. In fact, ingress and egress to the Site is being significantly improved. On the Ambassador site, the existing southern ingress/egress drive aisle— currently located partially on the adjacent property—is being shifted entirely onto the Ambassador site. This relocation improves access for the Project and gives the neighbor the added benefit of replacing asphalt with new landscaping. On the Edgewater site, there are currently three points of ingress/egress which will be reduced to two. This will result in a reduction of vehicular conflict points, provide better traffic flow in/out of the Site, and reduce asphalt and increase landscaping. Pedestrian safety is also being improved throughout the Site.*

The refuse and service areas for the Project do not adversely affect automotive and pedestrian safety and convenience, traffic flow and control, or access in case of fire or catastrophe. The refuse and service areas for the Project have been designed to be situated away from the primary pedestrian areas and to not inhibit vehicular flow. On the Ambassador site, these areas will be located at the southwest corner of Building 2,

completely separated from the main pedestrian access and vehicular flow. On the Edgewater site, these areas will be contained within Building 3 with easy access that does not inhibit normal vehicular flow.

(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.

RESPONSE: *The Project proposes a subgrade-level parking completely concealed from view. Furthermore, the Project proposes to have all "back of house" operations hidden from public view. No pedestrian will ever see or walk past noisy or unsightly parking garages, ventilation systems, utility rooms, or HVAC components.*

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

RESPONSE: *The Project incorporates extensive landscaping and natural buffers to ensure internal and external harmony with surrounding uses. The Project integrates landscape planters, green facades, lush vegetative buffers, open-air gardens, and mature shade trees throughout the Site. The front yard along S. Ocean Boulevard will be transformed with a densely planted roadside buffer, replacing the existing plain sod and expansive asphalt areas with a layered, visually appealing streetscape. Living green walls will be strategically integrated to soften building façades, enhance visual interest, and screen otherwise blank surfaces. Collectively, these elements create a cohesive, garden-like environment that both complements the architectural design and strengthens compatibility with neighboring properties.*

(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.

RESPONSE: *The Project will comply with all drainage requirements of the Town. Conceptual approval has already been obtained from the Town, and the civil plans have been submitted as part of this application for further review by Town staff.*

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

RESPONSE: *Conceptual approval has been obtained from the Town for the hook-in locations and there is sufficient capacity for the Project; however, the civil plans have been submitted as part of this application for further review by Town staff. All hook-in locations for utilities will obtain final Town approval as part of the building permit process.*

(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.

RESPONSE: *The Project does not alter or reduce any existing recreation facilities. With respect to open space, the design fully complies with all applicable requirements and substantially enhances the Site's landscape and open space provisions. The Project introduces abundant greenery through landscape planters, planted green facades, layered vegetative buffers, open-air gardens, and mature shade trees. The front yard along S. Ocean Boulevard will be transformed with a lush, densely planted buffer, replacing plain sod and asphalt with a visually appealing and privacy-enhancing streetscape. These improvements strengthen the relationship to surrounding open spaces while preserving the privacy of adjacent properties.*

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

RESPONSE: *There are no other standards that may be imposed by the Code for the Project.*

(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.

RESPONSE: Not applicable. *The proposed Project is multifamily residential, not a commercial structure. That said, the South End is dominated by existing 5-story structures as well as several non-conforming structures exceeding five stories. Accordingly, the Project's proposed 5-story height is both consistent and compatible among the surrounding properties.*

(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.

RESPONSE: *The massing of the Project compliments the existing buildings adjacent to the Site in composition, design, and bulk. The Applicant devoted significant time and cost to designing and redesigning the Site layout to minimize any impacts to the surrounding properties. Multiple designs were considered prior to the final design selection for the Project. The final design was selected because it maintains the most efficient and innovative use of the land, is respectful of the view corridors and sight lines of the surrounding properties, and incorporates architectural details that make the project feel more domestic and residential in nature. The Project minimizes any interruptions to viewsheds of the adjacent properties, avoids a large single massing, and allows light and air between the Buildings. It also references a strong local treatments of façade features incorporating a variety of elements including large glass windows, balconies, and deep terraces. Finally, the project incorporates additional setbacks on the top penthouse floor to create expansive private terraces for the penthouse owners while also creating compositional and volumetric variety that softens the buildings and make them unmistakably residential in character.*

EXHIBIT C

UPDATED VARIANCES

Code Section	Variance
Edgewater	
Sec. 134-1060(9) Lot Coverage	(V1) To allow an increase in the maximum lot coverage by 7.72% for new five-story building with 29.72% lot coverage in lieu of the 22% permitted. - inclusive of the subgrade garage and terraces. NOTE: Portion of structure above grade is 27.53% lot coverage, with the 5th floor (Penthouse level) at 23.33% lot coverage.
Sec. 134-1060(10) Sec. 134-1874 Maximum Building Length	(V2) To allow an increase in the maximum building length from 175 ft. to 211'-9" ft. - inclusive of the subgrade garage and terraces.
Sec. 134-1600 Maximum Fill	(V3) To permit 9.0 feet of max fill in lieu of 2.60 feet permitted. COR = 4.8 NAVD FFE = 10.00 NAVD (per Point of Measure Definitions) 10.00-4.8 = 5.2 / 2 = 2.60 FEET MAX FILL
Sec. 134-1060(6)(d) Side Yard (North) Setback	(V4) To reduce the required minimum side yard setback to 8'-6" in lieu of 62'-6" required and 11'-3" ft. existing.
Sec. 134-1607(1) Rooftop mechanical equipment	(V5) Allow an increase in height of the rooftop mechanical equipment from 48 inches to 108 inches.
Sec. 134-1729 Generators	(V6) To allow an increase in the height of generators greater than 100 kw from 84 inches to 122 inches and mounted on the roof of the building.
Sec. 134-845 Rooftop Equipment Area	(V7) To exceed by 15.03% the rooftop area greater than 10% of the rooftop area, to permit 25.03% for Building 3.
Sec. 134-1064(b)(3) Overall Building Height	(V8) To increase the overall building height for the mechanical level by 8' to 75.5 ft. in lieu of the permitted 67.5ft. NOTE: Building height is for mechanical equipment screening only.
Sec. 134-1667 Sec. 134-1670(a) Site wall height	(V9) To exceed by 1' for 6'10" in front yard and 7'-6" in side yards.
Ambassador	
Sec. 134-1060(9) Lot Coverage	(V10) To allow an increase in the maximum lot coverage of 22% for 5-story buildings to 43.18% - inclusive of the subgrade garage and terraces. NOTE: Existing Lot Coverage is nonconforming at 24% NOTE: Portion of structure above grade is 24.22% lot coverage, with the 5th floor (Penthouse level) at 20.96% lot coverage.

Sec. 134-1060(10) Sec. 134-1874 Maximum Dimension	(V11) A variance to exceed the maximum building length 442 ft. inclusive of the subgrade garage and terraces. NOTE: Portion of structure above grade does not exceed 175'-0" ft. (Building 2 is 171' long)
Sec. 134-1600 Maximum Fill	(V12) To permit 12.5 feet of max fill in lieu of 6.10 feet permitted. COR = 4.8 NAVD FFE = 17.00 NAVD 17.00-4.8 = 12.2 / 2 = 6.1 FEET MAX FILL
Sec. 134-1060(6)(d) Side Yard (North) Setback	(V13) To reduce the required minimum side yard setback to 31'-7" ft. in lieu of 60'-6" ft. required.
Sec. 134-1060(6)(d) Side Yard (South) Setback	(V14) To reduce the required minimum side yard setback to 29'-2" in lieu of 60'-6" required and 29'-9" existing.
Sec. 134-1607(1) Rooftop mechanical equipment	(V15) Allow an increase in height of the rooftop mechanical equipment from 48 inches to 108 inches.
Sec. 134-1729 Generators	(V16) To allow an increase in the height of generators greater than 100 kw from 84 inches to 122 inches and mounted on the roof of the building.
Sec. 134-845 Rooftop Equipment Area	(V17) To exceed by 23.88% the rooftop area greater than 10% of the rooftop area, to permit 33.88% for building 2 and to exceed by 21.69% to permit 31.69% for Building 1.
Sec. 134-1064(b)(3) Overall Building Height	(V18) To increase the overall building height for the mechanical level by 8' to 73.5' for the portion of the building East of the CCCL and 14.9'' to 80.4' for the portion of the building West of the CCCL in lieu of the permitted from 65.5' for rooftop mechanical equipment screening.
Sec. 134-1060 (8) Height and Overall Height	(V19) To increase the overall building height of Building 2 by 6'-10 3/4" in lieu of the permitted from 60'-6" from 9' NAVD for the portion of the building located west of the CCCL.
Sec. 134-1667 Sec. 134-1670(a) Site wall height	(V20) To exceed by 1-6"' for 7'-2" in front yard and 8'-6" for 15'-4" in side yards.

The Project includes innovative design elements and mitigation features as follows:

1. **Respect for view corridors:** Building placement and orientation preserves surrounding view corridors and sight lines, employing four-sided, human-scaled architecture with design elements rooted in Palm Beach's architectural tradition.
2. **Light, air, and openness**: Massing is broken into smaller volumes to avoid a monolithic appearance, maintain air flow, and minimize view interruptions for neighboring properties.
3. **Contextual balconies:** Building façades incorporate balconies consistent with the architectural character of adjacent properties.
4. **Protection of neighboring values:** Significant design effort and investment have been devoted to reducing view impacts, with the aim of preserving—and potentially enhancing—adjacent property values.
5. **Concealed service functions:** All "back-of-house" operations, including parking garage entries,

ventilation systems, utility rooms, and HVAC equipment, are fully screened from public view.

6. **Fully subgrade parking:** All parking is located below grade and completely concealed from the street.
7. **Massing separation at the Ambassador:** The main drive aisle leads to a landscaped motor court and centrally located lobby between Buildings 1 and 2, visually separating the two buildings and reducing perceived bulk.
8. **Thoughtful circulation:** Centralized motor courts serve each building, with loading zones located discreetly away from primary arrival points.
9. **Code-compliant, resilient construction:** The Project replaces outdated, non-compliant buildings with new structures designed to current building codes, windstorm standards, and climate-resilience requirements.
10. **Extensive landscaping:** The design integrates landscape planters, green façades, layered buffers, open-air gardens, shade trees, and a substantial enhancement of the front yard along S. Ocean Boulevard with a lush vegetative buffer.
11. **Transformation of Site character**: Existing asphalt and sod are replaced with a comprehensive landscape program that improves aesthetics, environmental performance, and resident privacy.

VARIANCE ANALYSES

*****See plan sheets G-015 through G-027 for the details of all requested variances*****

See sheet plans G-016, G-017, G-017b, and G-023

Code Section	Variance
Edgewater	
Sec. 134-1060(9) Lot Coverage	(V1) To allow an increase in the maximum lot coverage of 22% for 5-story buildings to 29.72% - inclusive of the subgrade garage and terraces. NOTE: Portion of structure above grade is 27.53% lot coverage, with the 5th floor (Penthouse level) at 23.33% lot coverage.
Ambassador	
Sec. 134-1060(9) Lot Coverage	(V10) To allow an increase in the maximum lot coverage of 22% for 5-story buildings to 43.18% - inclusive of the subgrade garage and terraces. NOTE: Existing Lot Coverage is nonconforming at 24% NOTE: Portion of structure above grade is 24.22% lot coverage, with the 5th floor (Penthouse level) at 20.96% lot coverage.

Applicant is seeking to increase the lot coverage from 22% to 29.72% (18,601 sq. ft. to 24,212 sq. ft.) on the Edgewater (Building 3) site and from 22% to 43.18% (28,988 sq. ft. to 56,895 sq. ft.) on the Ambassador site (Buildings 1 and 2).

- The main issue is the code definition of a building/structure – which includes any portion of a building that is subgrade (a staff interpretation). Per Sec. 134-1 of the Code, a Principal Structure is defined as the *"main and foremost building or structure located on a lot and in which is conducted the main and foremost use of the lot on which the building or structure is situated."* In the Project, the main structures are the above-grade Buildings and not the subgrade parking level.

- That said, customarily from a zoning perspective, the lot coverage is calculated based on the total square footage or footprint of a structure above grade. However, the Code takes into account all subgrade improvements and factors that square footage into the total lot coverage calculation. The graphics as shown on sheet plans G-016, G-017, G-017b and G-023, indicate the actual footprint of the buildings in red cross hatching and the extent of the subgrade parking level in pink cross hatching – which, on the Ambassador site, extends outside of the building footprint on Building 1 and 2, but emphasis is on the fact that it's located subgrade which is customarily not counted towards lot coverage.
    - Buildings 1 and 2 are actually 34,063 sq. ft. above grade in total, which equates to 25.85% lot coverage, a significant reduction from 43.18% lot coverage and only a 2% increase from existing.
    - Further, Buildings 1 and 2 are actually 31,919 sq. ft. above grade in total excluding entry canopies, which equates to 24.22% lot coverage and only less than 1% increase from existing.

- The departure from the allowable lot coverage on the Edgewater site is the result of an effort to maintain view corridors for the neighbors to the south. The initial design included two 5-story structures, but after numerous discussions with The Regency, it was determined that a single, larger structure was preferred as it could be set back further from the western property line and better preserve the view corridors for neighbors in the north eastern units.

- In response to feedback at the August ARCOM Meeting, the Project has been further revised to incorporate decorative arcades on portions of the ground floor of the buildings and decorative cantilever projections at varied sections of the north, southeast, and west sides of Building 1, the north, south, and east sides of Building 2, and at varied sections of the north, east, and west sides of Building 3, which provide architectural articulation and embellishment to these buildings. While these 48-inch cantilever projections protrude slightly beyond the above-ground building footprints, they are not habitable/occupiable and cannot be used as balconies, and therefore do not count towards lot coverage and setbacks, as non-habitable architectural features may extend up to 48 inches into required setbacks and not count towards lot coverage. *See* Code Sec. 134-1062(1). While the unoccupiable arcades on the ground floor extend 72 inches beyond the above-grade building footprints (24 inches beyond the allowable 48 inches), and therefore a portion of which is not technically excluded from lot coverage and setback consideration, these arcades are not visible or intrusive to the adjacent properties and have no discernible impact on the massing of the buildings.

See sheet plans G-016, G-017, and G-023b

Code Section	Variance
Edgewater	
Sec. 134-1060(10) Sec. 134-1874 Maximum Dimension	(V2) Allow an increase in the maximum building length from 175 ft. to 211'-9" ft. - inclusive of the subgrade garage and terraces.
Ambassador	
Sec. 134-1060(10) Sec. 134-1874 Maximum Dimension	(V11) Allow an increase in the maximum building length from 175 ft. to 442 ft. - inclusive of the subgrade garage and terraces.

	NOTE: Portion of structure above grade does not exceed 175'-0" (Building 2 is 171' long)

Applicant is seeking to allow an increase in the maximum building length from 175 ft. to 211'-9" ft. for Building 3 and from 175 ft. to 442 ft. for the combined Buildings 1 and 2.

- As discussed above, the Code includes the subgrade parking levels as part of the structure regardless of the fact that it is located subgrade to the Site. As such, for the purpose of building length, the total length of the subgrade parking level must be used in determining the applicable building length.

    - Building 3 is actually 211' 9" ft. in length when including the terraces and the subgrade parking. Thus, it is only 37 ft. greater than the Code technically permits. Considering the 397 ft. x 190 ft. lineal configuration of the Edgewater site, Building 3 was designed to comply with the front and rear setbacks and so it was most feasible to provide a slightly longer building, with a 37 ft. length increase being *reasonable*. Additionally, as stated above, a single, longer building was the preferred design of the southern neighbors as it better preserved their view corridors.

    - The same applies to Building 1 (187 ft.) and Building 2 (171 ft.). Again, the 773 ft. x 216 ft. lineal configuration of the Ambassador site was considered when designing the Buildings. The Code requires that the entire building, including the subgrade parking be included in the total building length, which yields the 442 ft. Note that this building length is not visible at all since it is entirely located below grade and only the principal structures are visible. Thus, only the portion of the two buildings above grade are visible and are compliant, including the terraces.

Furthermore, in response to feedback at the August ARCOM Meeting, Applicant incorporated decorative arcades and cantilever projections at varied sections of the Buildings to provide architectural articulation and embellishment to these buildings. While these arcades and cantilever projections protrude slightly beyond the above-ground building footprints, they are not habitable/occupiable and cannot be used as balconies.

See sheet plans G-018 and G-024

Code Section	Variance
Edgewater	
Sec. 134-1600 Maximum Fill	(V3) To permit 9.0 feet of max fill in lieu of 2.60 feet permitted. COR = 4.8 NAVD FFE = 10.00 NAVD (per Point of Measure Definitions) 10.00-4.8 = 5.2 / 2 = 2.60 FEET MAX FILL
Ambassador	
Sec. 134-1600 Maximum Fill	(V12) To permit 12.5 feet of max fill in lieu of 6.10 feet permitted. COR = 4.8 NAVD FFE = 17.00 NAVD 17.00-4.8 = 12.2 / 2 = 6.1 FEET MAX FILL

Based on Florida Department of Environmental Projection ("**DEP**") requirements (Ambassador) the current FEMA FIRM maps (Edgewater), the required Finished Floor Elevation is significantly higher than the existing natural grade. On the Edgewater property the required finished floor elevation (10.00) NAVD is +/- 6 ft higher than the existing natural grade (4.00 NAVD) and 5.2 ft higher than the crown of road (4.80 NAVD). 2.60 feet of fill is permitted per Town of Palm Beach Zoning Code. On the Ambassador property, the required finished floor elevation (17.00 NAVD) is +/- 13 ft higher than the existing natural grade (4.00 NAVD) and 12.2 ft higher than the crown of road (4.80 NAVD). In order to provide pedestrian and vehicular access to the finished floor, fill is required in excess of the code allowances.

See sheet plans G-018, G019, and G-023b

Code Section	Variance
Edgewater	
Sec. 134-1060(6)(d) Side Yard (North) Setback	(V4) To reduce the required minimum side yard setback to 8'-6" in lieu of 62'-6" required and 11'-3" ft. existing.
Ambassador	
Sec. 134-1060(6)(d) Side Yard (North and South) Setback	To allow: (V13) A North Side Yard Setback of 31'-7" in lieu of 60'-6" required. (V14) A South Side Yard Setback of 29'-2" in lieu of 60'-6" required and 29'-9" existing.

Regarding the Ambassador site (Buildings 1 and 2), the requested setback variances only relate to the subgrade parking, as the above-grade potions of Buildings 1 and 2 are fully compliant with the setback requirements under the Town Code, with the exception of the decorative, unoccupiable arcades at varied sections of the buildings. While setbacks customarily pertain to structures above the ground level, the Town Code interpretation is that the setbacks apply to below-grade as well as above-grade structures. Nevertheless, the subgrade parking level that encroaches into the setbacks on the Ambassador site is not visible or intrusive to the adjacent properties – hence meeting the customary purpose and intents of a required setback for a principal structure. In fact, all of neighbors adjacent to the Ambassador site fully supported the Project – including the proposed setback variances.

Regarding the Edgewater site (Building 3), the entire structure has been shifted north to eliminate any south side-yard setback encroachment and improve the relationship to the neighboring Regency building. Subgrade parking for Building 3 aligns with the above-grade footprint and only requires a side-yard variance on the north side.

See sheet plans G-020, G-021, G-025 and G-027

Code Section	Variance
Edgewater	
Sec. 134-1607(1) Rooftop mechanical equipment	(V5) Allow an increase in height of the rooftop mechanical equipment from 48 inches to 108 inches.

Sec. 134-1064(b)(3) Overall Building Height	(V8) To increase the overall building height for the mechanical level by 8’ to 75.5 ft. in lieu of the permitted 67.5ft. **Building height is for mechanical equipment only**.
Ambassador	
Sec. 134-1607(1) Rooftop mechanical equipment	(V15) Allow an increase in height of the rooftop mechanical equipment from 48 inches to 108 inches.
Sec. 134-1064(b)(3) Overall Building Height	(V18) To increase the overall building height for the mechanical level by 8' to 73.5' for the portion of the building East of the CCCL and 14.9'’ to 80.4' for the portion of the building West of the CCCL in lieu of the permitted from 65.5’ for rooftop mechanical equipment screening. **Building height is for mechanical equipment only and is also a decrease in an existing non-conforming building height of 93 ft**.

The Buildings are in compliance with the overall building height requirement of 62.5 ft. However, Applicant must request these variances to allow an increase in height for the rooftop mechanical equipment on the Buildings. The HVAC systems being utilized for the Project require cooling towers that are not of the traditional 48-inch height. They are designed to be highly efficient and environmentally-friendly, thus are taller than the common low efficient units. These newer designed cooling towers are 60 inches taller than the Code allows and require a variance. Consequently, this triggers the need for a second variance related to the overall building height to allow for the rooftop equipment. Pursuant to Sec. 134-1728 and 134-1729, all rooftop mechanical equipment and generators are required to be completely screened from view from the street. Applicant proposes to have all the rooftop mechanical equipment centered on the rooftop and provide four-sided screening. The screening has been specifically designed to work with the architecture of the Buildings.

See sheet plans G-020 and G-025

Code Section	Variance
Edgewater and Ambassador	
Sec. 134-1729 Generators	(V6 and V16) To allow an increase in the height of generators greater than 100 kw from 84 inches to 122 inches and mounted on the roof of the building.

Applicant is requesting a variance to allow an increase in the maximum height of the generators from 84 inches to 122 inches and mounted on the rooftop of the Buildings. This is a 37-inch increase, a *di minimis* request when considering the various generator types. In order to be prepared for natural disasters and due to the increased hurricane activity affecting Florida, Applicant seeks generators large enough to serve the units during any power outages. Weather related outages can last for hours, days, or even weeks. Not having a generator can be a detriment to the safety and welfare of the residents; food can spoil in a matter of hours; certain medical devices require electricity; and some medications require refrigeration. With the generator, the residents would be able to run essential lights and appliances. Being a multifamily building, portable generators are not an option since there are no safe electrical hook-in areas conveniently located, not to mention that portable generators must be placed outdoors and cannot be indoor under any circumstance.

See sheet plans G-021, G-022 and G-027

Code Section	Variance
Edgewater	
Sec. 134-1667 Sec. 134-1670(a) Site wall height	(V9) To exceed by 1’ for 6’10” in front yard and 7’-6” in side yards.
Ambassador	
Sec. 134-1667 Sec. 134-1670(a) Site wall height	(V20) To exceed by 1-6”’ for 7’-2” in front yard and 8’-6” for 15’-4” in side yards.
Sec. 134-1060 (8) Height and Overall Height	(V19) To increase the overall building height building 2 by 6'-10 3/4” in lieu of the permitted from 60’-6” from 9’ NAVD for the portion of the building located west of the CCCL.

Based on DEP requirements and the current FEMA FIRM maps, the required Finished Floor Elevation is significantly higher than the existing natural grade resulting in interior and perimeter site walls in excess of the 6 feet and 7 feet permitted by the zoning code. Furthermore, DEP requires the finished floor elevation of a single building to meet the finished floor that is higher than the point of measure per the Code, thus creating the need for the variances.

See sheet plans G-020 and G-026

Code Section	Variance
Edgewater	
Sec. 134-845 Rooftop Equipment Area	(V7) To exceed by 15.03% the rooftop area greater than 10% of the rooftop area, to permit 25.03% for Building 3.
Ambassador	
Sec. 134-845 Rooftop Equipment Area	(V17) To exceed by 23.88% the rooftop area greater than 10% of the rooftop area, to permit 33.88% for Building 2 and to exceed by 21.69% to permit 31.69% for Building 1.

Because the rooftop mechanical equipment – including the HVAC systems and generators – being utilized for the Project are larger than the traditional mechanical equipment, as detailed above, Applicant is requesting these variances. Applicant has reduced the size of the rooftop mechanical equipment to the minimum extent feasible, and Applicant proposes to have all the rooftop mechanical equipment centered on the rooftop.

Sec. 134-201. Findings prior to authorization.

(a) The town council may authorize upon appeal such variance from the terms of this chapter as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of this chapter will result in unnecessary and undue hardship. In order to authorize any variance from the terms of this chapter, the town council must and shall find the following:

(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.

RESPONSE: *There are existing special conditions and circumstances which are particular to the land, structures and buildings, which are not applicable to other lands, structures or buildings in the same zoning*

district. See above for a full analysis of each variance and how the literal interpretation of the Code has created an undue burden on the Applicant.

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

RESPONSE: *The special conditions and circumstances do not result from the actions of Applicant. See the above for a full analysis of each variance and how the literal interpretation of the Code has created an undue burden on the Applicant.*

(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.

RESPONSE: *The granting of the requested variance will not confer on the Applicant any special privilege that is denied by the Code to other lands, buildings or structures in this same zoning district. In fact, these variances can be requested by any property owner affected by the applicable regulations.*

(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.

RESPONSE: *The literal interpretation of this chapter would deprive 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 Applicant. See the above for a full analysis of each variance and how the literal interpretation of the Code has created an undue burden on Applicant.*

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

RESPONSE: *The requested variances are the minimum variances that will make possible the reasonable use of the land. See above for a full analysis of each variance and the applicability to the use of the land.*

(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.

RESPONSE: *N/A*

(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 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.

RESPONSE: *Granting of the variances will be in harmony with the general intent and purpose of the Code. Additionally, granting of the variances will not be injurious to the area involved or otherwise detrimental to the public welfare.*

EXHIBIT D

Sec. 18-205. Criteria for building permit.

(a) The architectural commission may approve, approve with conditions, or disapprove the issuance of a building permit in any matter subject to its jurisdiction only after consideration of whether the following criteria are complied with:

(1) The plan for the proposed building or structure 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.

RESPONSE: *Applicant considers the plan for the proposed building to be 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 plan for the proposed building or structure 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.

RESPONSE: *The plan for the proposed building is consistent with the surrounding properties relative to reasonable protection against external and internal noise, vibrations, and other factors that may tend to make the environment less desirable.*

(3) The proposed building or structure 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.

RESPONSE: *The exterior materials and details proposed are of high quality and enhance the appearance of the local environment.*

(4) The proposed building or structure 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.

RESPONSE: *The proposed structure is in harmony with the proposed developments on land in the general area.*

(5) The proposed building or structure 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.

RESPONSE: *The proposed building or structure 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. The front and side elevations are not identical to the surrounding structures.

b. The size and arrangement of doors, windows and porches is not identical to the surrounding structures.

c. The proposed materials are consistent with the architectural style and character of the surrounding area while implementing unique detailing.

(6) The proposed building or structure 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.

RESPONSE: *The proposed building or structure 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.*

a. The proposed height of the building is not excessively dissimilar to the surrounding properties or the existing structure.
b. The architectural expression and exterior detailing are consistent with the proposed architectural style and compatible with the adjacent structures.
c. The proposed work is architectural compatibility with the tropical context and the adjacent structures.
d. The arrangements of the components of the structure are compatible with the adjacent structures.
e. The appearance of mass is broken down by the detailing of architectural decorative eaves and projections, varied location of positioning of terraces, and balcony materials. The below grade parking is concealed behind a stepped garden with substantial landscape buffer.
f. While the general architectural approach is consistent with adjacent properties, the detailing and material selection provides diversity of design without becoming excessively dissimilar.
g. The proportions of the design features have been carefully studied
h. Varying terrace depths and substantial landscape buffer protect the privacy of the neighboring property in a manner consistent with the surrounding context.

(7) The proposed addition or accessory structure is subservient in style and massing to the principal or main structure.

RESPONSE: *The proposed accessory structures are subservient in style and massing to the principal or main structure.*

(8) The proposed building or structure 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).

RESPONSE: *The proposed architectural style and materials of the structure are consistent with other structures in the immediate area.*

(9) The proposed development 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.

RESPONSE: *The proposed development 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 protect unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways, and similar features.

RESPONSE: *The Project's location and design are oriented to protect unique Site characteristics. Furthermore, the location of Building 3 on the Edgewater property has been located to enhance the view of the Site's natural surrounding characteristics for the adjacent property.*

EXHIBIT E

SITE HISTORY

Please provide a detailed history of all zoning-related requests applicable to this property processed on or after January 1, 1970, in chronological order, including but not limited to variances, special exceptions, site plan reviews, and existing agreements.

N/A

EXHIBIT F

P R O P E R T Y I N F O R M A T I O N

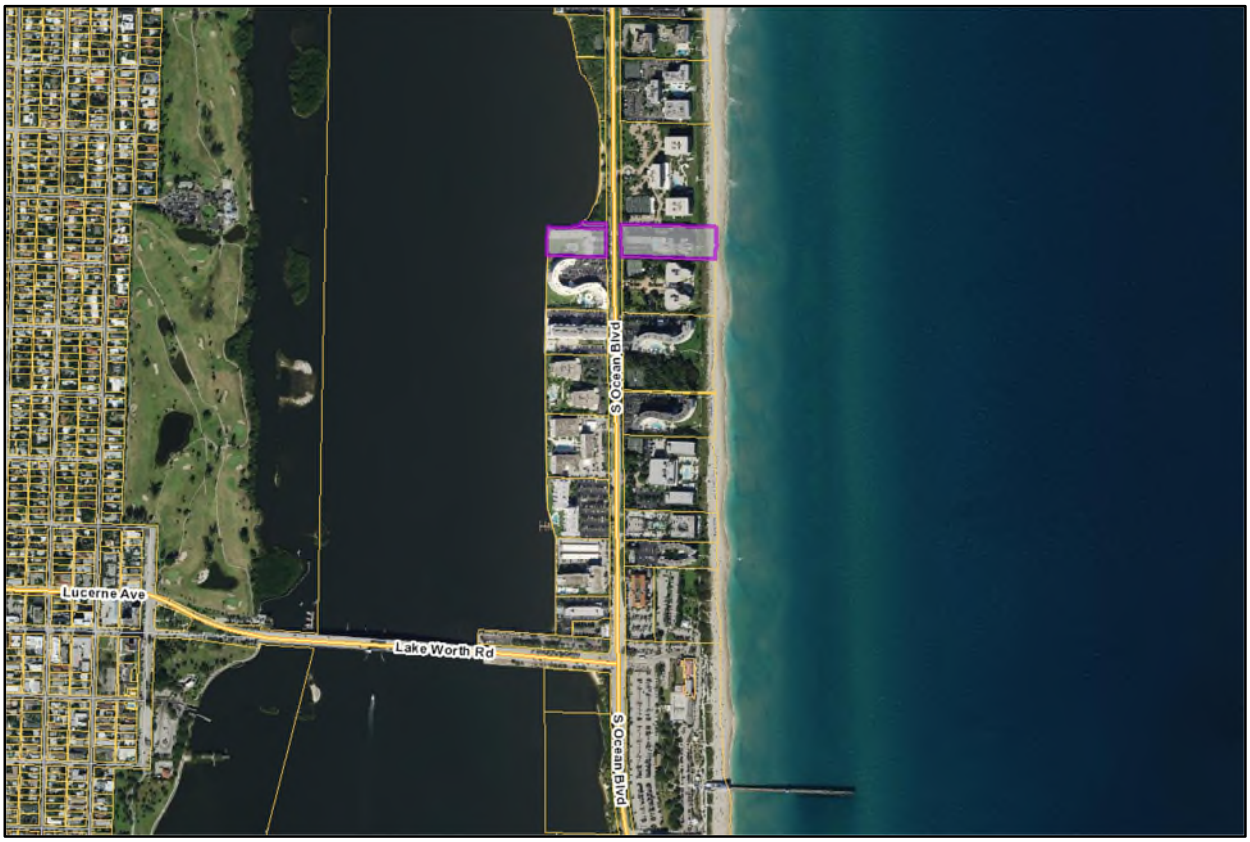


FIGURE 1 – Location map

Future Land Use ("FLU"):	Multi-Family High Density ("**MF**")
Zoning District:	R-D(2) High Density Residential District ("**R-D(2)**")
Property Owner / Address:	Palm Beach Edgewater Fee Borrower LLC, the owner of the property located at 2720 S. Ocean Blvd. (west side of S. Ocean Blvd.). Palm Beach Ambassador Fee Borrower LLC, the owner of the property located at 2730 S. Ocean Blvd. (east side of S. Ocean Blvd.).
Municipality:	Town of Palm Beach ("**Town**")

EXHIBIT G

LEGAL DESCRIPTIONS

EDGEWATER

PROPERTY ADDRESS:
2720 S. Ocean Blvd.
Palm Beach, FL 33480

LEGAL DESCRIPTION:
The land referred to herein below is situated in the County of PALM BEACH, State of Florida, and described as follows:

All that part of the North 190 feet of the South 350 feet of the North 3,000 feet of Section 23, Township 44 South, Range 43 East, Town of Palm Beach, lying between the West Right-of-Way line of State Road A1A on the East and the waters of Lake Worth on the West, together with any riparian rights thereto appertaining.

Parcel 3:
That part of the South 35 feet of the North 150 feet of the South 1000 feet of the North 3500 feet of Section 23, Township 44 South, Range 43 East, Palm Beach County, Florida, lying West of the State Road A-1-A as said road A-1-A is shown on Road Plat Book 1, Page 84, Public Records of Palm Beach County, together with all riparian rights, if any, appertaining thereto.

AMBASSADOR

PROPERTY ADDRESS:
2730 South Ocean Boulevard
Palm Beach, FL 33480

LEGAL DESCRIPTION:
All of the North 181 feet of the South 350 feet of the North 3000 feet of Section 23, Township 44 South, Range 43 East, Palm Beach County, Florida, lying East of State Road A-1-A, and that part of the South 35 feet of the North 150 feet of the South 1000 feet of the North 3500 feet of Section 23, Township 44 South, Range 43 East, Palm Beach County, Florida, lying East of the right of way of State Road A-1-A as shown on Road Plat Book 1, Page 84, of the Public Records of Palm Beach County, Florida.

Ambassador

2720 & 2730 S. Ocean Blvd.
Palm Beach, FL 33480

GENERAL SCOPE OF WORK INCLUDES:

-DEMOLITION OF EXISTING 113,115 SF BUILDING ON 2730 SOUTH OCEAN BOULEVARD.

-DEMOLITION OF EXISTING 61,758 SF BUILDING ON 2720 SOUTH OCEAN BOULEVARD.

-CONSTRUCTION OF 2 NEW 5-STORY MULTI-UNIT RESIDENTIAL BUILDINGS TOTALING 154,955 SF ON 2730 SOUTH OCEAN BOULEVARD.

-CONSTRUCITON OF 1 NEW 5-STORY 108,548 SF MULTI-UNIT RESIDENTIAL BUILDING ON 2720 SOUTH OCEAN BOULEVARD.

-ASSOCIATED SITE INCLUDING LANDSCAPE & HARDSCAPE, BELOW GRADE PARKING, AND NEW ACCESS DRIVES ON BOTH SITES.

FINAL SUBMITTAL 10-07-2025

ARC-24-0090 **ZON-24-0046**

LANDSCAPE ARCHITECT
NEVERA WILLIAMS DESIGN
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CIVIL ENGINEER
KIMLEY-HORN
1920 WEKIVA WAY
ROYAL PALM BEACH, FL 33411
T: 561 845 0665

MECHANICAL ENGINEER
FELLER ENGINEERING
500 NORTHEAST 3RD AVENUE
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OMA

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DRAWING LIST

DWG NO.	DRAWING TITLE
G-001	COVER SHEET & DRAWING LIST
G-002	TOPOGRAPHIC SURVEY
G-003	ZONING DATA
G-004	AMBASSADOR ZONING DATA
G-005	EDGEWATER ZONING DATA
G-006	CONTEXT LOCATION PLAN
G-007	AERIAL VIEWS
G-008	EYE LEVEL VIEWS
G-009	CURRENT VS. PROPOSAL COMPARISON
G-010	EXISTING CONDITIONS - AMBASSADOR
G-011	EXISTING CONDITIONS - EDGEWATER
G-012	PROPOSED CONDITIONS - AMBASSADOR
G-013	PROPOSED CONDITIONS - EDGEWATER
G-014	AREA SUMMARY
G-014b	CUT & FILL SUMMARY
G-015	VARIANCE SUMMARY
G-016	VARIANCE DIAGRAMS AM
G-017	VARIANCE DIAGRAMS AM
G-017b	VARIANCE DIAGRAMS AM
G-018	VARIANCE DIAGRAMS AM
G-019	VARIANCE DIAGRAMS AM
G-020	VARIANCE DIAGRAMS AM
G-021	VARIANCE DIAGRAMS AM
G-022	VARIANCE DIAGRAMS AM
G-023	VARIANCE DIAGRAMS EW
G-023b	VARIANCE DIAGRAMS EW
G-024	VARIANCE DIAGRAMS EW
G-025	VARIANCE DIAGRAMS EW
G-026	VARIANCE DIAGRAMS EW
G-027	VARIANCE DIAGRAMS EW
A-010	SITE PLAN
A-011	MANEUVERING PLANS 1
A-012	MANEUVERING PLANS 2
A-100a	PLAN B1 BLDG 1 & 2
A-101a	PLAN GF BLDG 1 & 2
A-102a	PLAN F2 BLDG 1 & 2
A-103a	PLAN TYP F3 & F4 BLDG 1 & 2
A-104a	PLAN F5 BLDG 1 & 2
A-105a	PLAN ROOF BLDG 1 & 2
A-100b	PLAN B1 BLDG 3
A-101b	PLAN GF BLDG 3
A-102b	PLAN F2 BLDG 3
A-103b	PLAN TYP F3 & F4 BLDG 3
A-104b	PLAN F5 BLDG 3
A-105b	PLAN ROOF BLDG 3
A-111	BLDG 1 ROOF LEVEL
A-111.1	BLDG 1 ROOF AXON VIEW W MECHANICAL SCREEN
A-112	BLDG 2 ROOF LEVEL
A-112.1	BLDG 2 ROOF AXON VIEW W MECHANICAL SCREEN
A-113	BLDG 3 ROOF LEVEL
A-113.1	BLDG 3 ROOF AXON VIEW W MECHANICAL SCREEN
A-201	ELEVATIONS AMBASSADOR
A-211	ENLARGED ELEVATIONS AM -1
A-211R	ENLARGED ELEVATIONS AM -1
A-212	ENLARGED ELEVATIONS AM -1
A-212R	ENLARGED ELEVATIONS AM -1
A-213	ENLARGED ELEVATIONS AM -2
A-213R	ENLARGED ELEVATIONS AM -2
A-214	ENLARGED ELEVATIONS AM -2
A-214R	ENLARGED ELEVATIONS AM -2
A-215	ENLARGED ELEVATIONS EW
A-215R	ENLARGED ELEVATIONS EW
A-216	ENLARGED ELEVATIONS EW
A-216R	ENLARGED ELEVATIONS EW
A-301	OVERALL SECTION
A-311	WALL SECTION BLDG 1 NORTH
A-312	WALL SECTION BLDG 2 NORTH
A-313	WALL SECTION BLDG 1 SOUTH
A-314	WALL SECTION BLDG 2 SOUTH
A-315	WALL SECTION BLDG 2 WEST
A-316	WALL SECTION BLDG 3 NORTH POOL
A-317	WALL SECTION BLDG 3 NORTH
A-318	WALL SECTION BLDG 3 SOUTH
A-319	WALL SECTION BLDG 3 EAST
A-320	WALL SECTION AMBASSADOR @ MOTORCOURT
A-321	WALL SECTION @ COURTYARD
A-322	WALL SECTION BLDG 1 REAR YARD
A-323	WALL SECTION BLDG 2 COURTYARD
A-324	WALL SECTION BLDG 3 REAR YARD
A-325	WALL SECTION BLDG 1 NORTH
A-602	FAÇADE MATERIALS
A-604	FAÇADE TYPICAL DETAILS
A-607	MECHANICAL SCREEN DETAILS
A-608	PARKING EXHAUST VENT DETAIL
R-01	RENDERED VIEWS
R-02	RENDERED VIEWS
R-03	RENDERED VIEWS
R-04	RENDERED VIEWS
R-05	RENDERED VIEWS
R-06	RENDERED VIEWS
R-07	RENDERED VIEWS
R-08	RENDERED VIEWS
R-09	RENDERED VIEWS
R-010	RENDERED VIEWS
M-01	MOODBOARD

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Submittal for:
Ambassador
2720 S. Ocean Blvd &
2730 S. Ocean Blvd
Palm Beach, Florida 33480

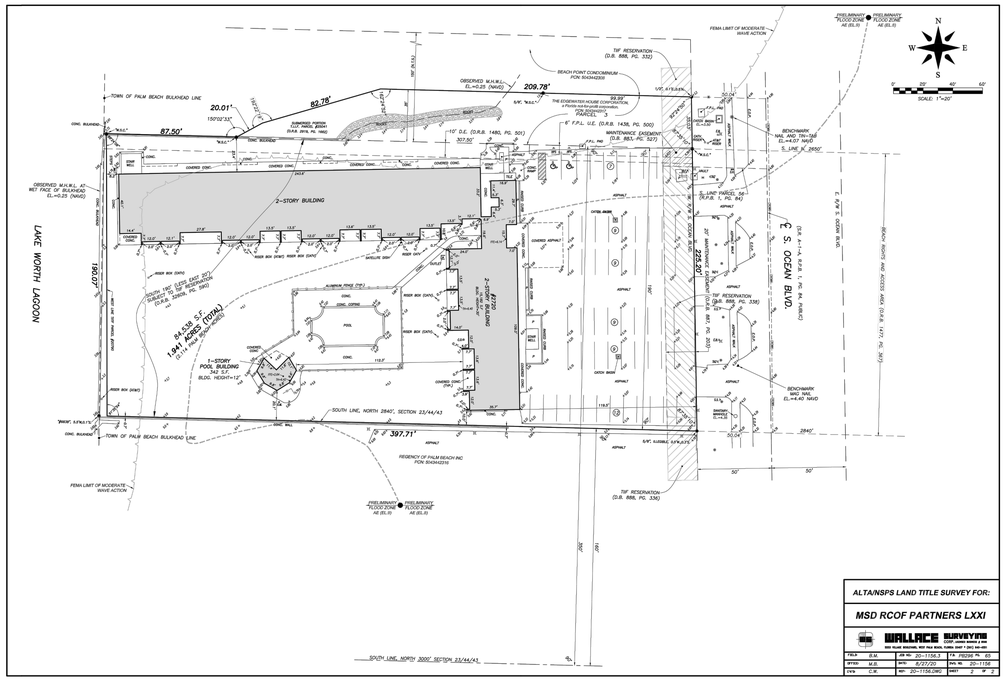
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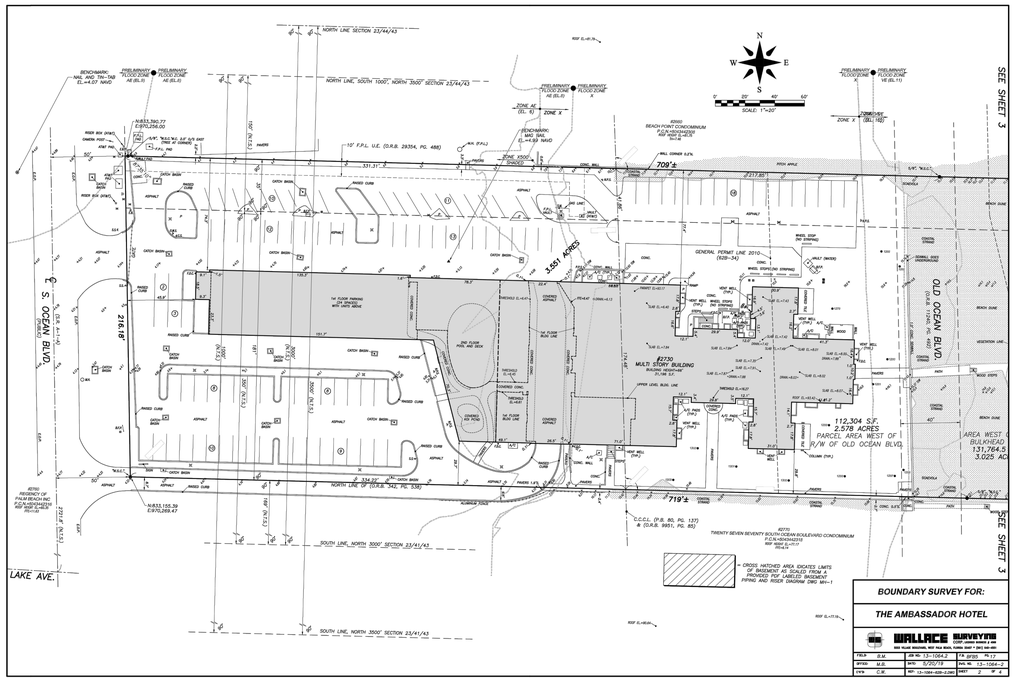
Revisions:
FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

G-001

COVER SHEET




S. OCEAN BLVD.
LAKE AVE.
NORTH LINE SECTION 23/44/43
SOUTH LINE, NORTH 3000' SECTION 23/41/43
NORTH LINE, SOUTH 1000', NORTH 3500' SECTION 23/44/43
REGENCY OF PALM BEACH INC. PCN 50434042010 REF. RIGHT-OF-WAY MAP
BENCHMARK NAIL AND TAG EL.=4.07 NAVD
BENCHMARK MAG NAIL EL.=4.59 NAVD
N:833,590.77 E:970,256.00
N:833,155.39 E:970,269.47
RIDGE BOX (SKW)
RIDGE BOX (DKW)
10' F.P.L. U.E. (O.R.B. 29354, PG. 486)
709'±
719'±
331.31'
334.22'
217.85'
216.18'
3.551 ACRES
112,304 S.F. 2.578 ACRES PARCEL AREA WEST OF R/W OF OLD OCEAN BLVD.
AREA WEST OF BULKHEAD 131,764.5 S.F. 3.025 AC
87730 MULTI STORY BUILDING
1ST FLOOR PARKING WITH UNITS ABOVE
2ND FLOOR POOL AND DECK
3RD FLOOR BUILDING LINE
UPPER LEVEL BUILDING LINE
GENERAL PERMIT LINE 2010 (529-34)
WHEEL STOP (NO SHOWN)
WHEEL STOP(CMU STRIPING)
VAULT (W/SGS)
SCROLL SIGN (UNDERGROUND)
VENT WELL (TYP.)
A/C UNIT (TYP.)
VOLUME (TYP.)
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THRESHOLD EL=93.00
THRESHOLD EL=93.08
THRESHOL



01 TOWN OF PALM BEACH ZONING MAP
NOT TO SCALE



02 FEMA FIRM PANEL 12099C0781G
NOT TO SCALE

285 BANYAN BLVD
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561.684.6844 • Fax: 561.684.3594
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Submittal for:
Ambassador
2720 S. Ocean Blvd &
2730 S. Ocean Blvd
Palm Beach, Florida 33480

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Revisions:
FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

G-003

ZONING DATA

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:**	2730 South Ocean Blvd		
2	**Zoning District:**	R-D(2): Heavy Density Residential		
3	**Lot Area (sq. ft.):**	131,764 sq. ft.		
4	**Lot Width (W) & Depth (D) (ft.):**	216' (W) x 719' (D)		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	Multi-Family		
6	**FEMA Flood Zone Designation:**	AE8		
7	**Zero Datum for point of meas. (NAVD)**	+17.00'		
8	**Crown of Road (COR) (NAVD)**	+4.78'		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	28,988 sqft / 22%	31,198 sqft / 23.6%	56,895 sqft / 43.18%
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	18,601 sqft	113,115 sqft	154,955 sqft
12	*Front Yard Setback (Ft.)	60'-6"	45'-11"	60'-6"
13	* Side Yard Setback (1st Story) (Ft.)	60'-6"	N Side: 75'-4"	S Side: 29'-2" (to below grade basement)
14	* Side Yard Setback (2nd Story) (Ft.)	60'-6"	S Side: 29'-9"	54'-6"
15	*Rear Yard Setback (Ft.)	N/A	120'-0"	105'-0"
16	Angle of Vision (Deg.)	N/A	N/A	N/A
17	Building Height (Ft.)	60'-6"+ 5' for flat roofs	+/- 93'-0"	60'-6"
18	Overall Building Height (Ft.)	65'-6"	+/- 93'-0"	73'-6"
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/A	N/A
20	** Max. Fill Added to Site (Ft.)	+6.10'	+1.61'	+12.5'
21	Finished Floor Elev. (FFE)(NAVD)	+17.00'(NAVD)	+/- 8.00' (NAVD)	+17.00'(NAVD)
22	Base Flood Elevation (BFE)(NAVD)	+7.00'(NAVD)	+7.00'(NAVD)	BFE=8FTNAVD DFE=9ft NAVD
23	Landscape Open Space (LOS) (Sq Ft and %)	46,098 sqft / 35%	43,302 sqft. / 32.9%	50,302 sqft. / 38.17%
24	Perimeter LOS (Sq Ft and %)	N/C	N/C	N/C
25	Front Yard LOS (Sq Ft and %)	N/C	N/C	N/C
26	*** Native Plant Species %	*Please refer to TOPB Landscape Legend.*		

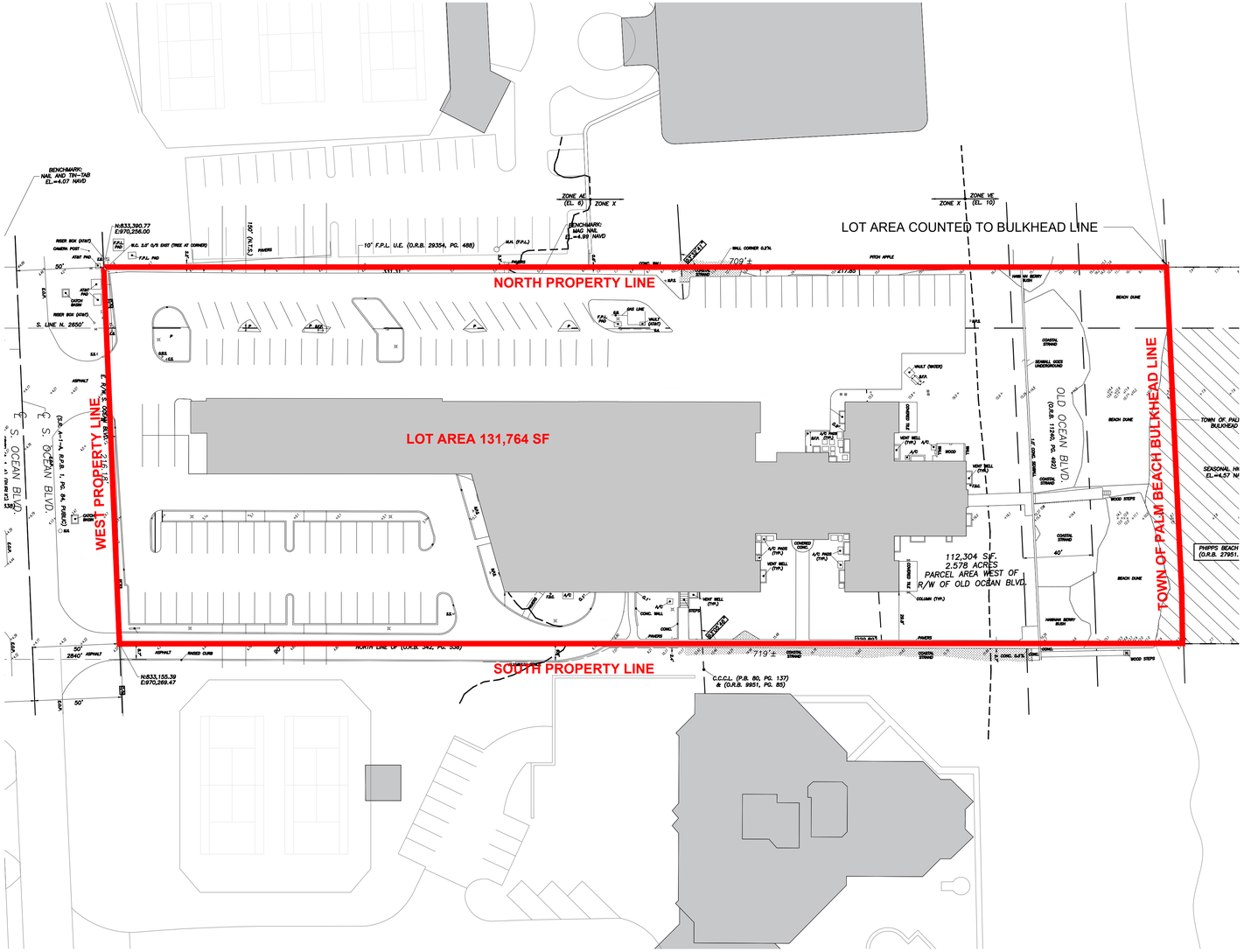
** Indicate each yard area with cardinal direction (N,S,E,W)*

*** 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.

REV BF 20230626


LOT AREA COUNTED TO BULKHEAD LINE
NORTH PROPERTY LINE
LOT AREA 131,764 SF
WEST PROPERTY LINE
EAST PROPERTY LINE
TOWN OF PALM BEACH BULKHEAD LINE
SOUTH PROPERTY LINE
112,304 SF.
2.578 ACRES
PARCEL AREA WEST OF
R/W OF OLD OCEAN BLVD.
709'±
719'±
217.30'
OLD OCEAN BLVD.
(S.R. A-1-A, P.B. 1, PG. 94, PUBLIC)
S. OCEAN BLVD.
BENCHMARK: NAIL AND TIN-TAB EL.=4.07 NAVD
BENCHMARK: MAG NAIL EL.=4.99 NAVD
N:833,390.77 E:970,256.00
N:833,155.39 E:970,289.47
ZONE AE (EL. 6)
ZONE X
ZONE VE (EL. 10)
10' F.P.L. U.E. (O.R.B. 29354, PG. 488)
N.L. (P.&L.)
F.P.L. PED
WALL CORNER 0.3'N.
SIGNED
PITCH APPLE
BEACH DUNE
COASTAL STRAND
SEAWALL (GOOD CONDITION)
TOWN OF PALM BEACH BULKHEAD
SEASONAL HI EL.=4.57 NA
PHIPPS BEACH (O.R.B. 27951,
WOOD STEPS
HAWAIIAN BERRY BUSH
A/C PADS (TYP.)
VENT WELL (TYP.)
CONCRETE CURB
CONC. WALL
FENCE
WOOD
TRIANGLE CORD AT
NORTH LINE OF (O.R.B. 3442, PG. 1336)
C.C.C.L. (P.B. 80, PG. 137) & (O.R.B. 9951, PG. 85)
S. LINE N. 2650'
50'
2840'
ASPHALT
RAISED CURB
CONC. SLAB
CONC. SLAB
WALL (TYP.)
SIGN LINE
F.F.L. PAD
F.F.L. TAD
P.
P. A/C
A/C
A/C

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:**	2720 South Ocean Blvd		
2	**Zoning District:**	R-D(2): Heavy Density Residential		
3	**Lot Area (sq. ft.):**	81,461 sq. ft.		
4	**Lot Width (W) & Depth (D) (ft.):**	225' (W) x 398' (D)		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	Multi-Family		
6	**FEMA Flood Zone Designation:**	AE6		
7	**Zero Datum for point of meas. (NAVD)**	+10.00'		
8	**Crown of Road (COR) (NAVD)**	+4.78'		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	18,601 sqft / 22.8%	20,886 sqft / 25.6%	24,212 sqft / 29.72%
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	18,601 sqft	61,758 sqft	108,548 sqft
12	*Front Yard Setback (Ft.)	62'-6"	88'-4"	66'-11"
13	* Side Yard Setback (1st Story) (Ft.)	62'-6"	N11'-3" / S 9'-0"	N 8'-6" / S 62'-6"
14	* Side Yard Setback (2nd Story) (Ft.)	62'-6"	N11'-3" / S 9'-0"	N 8'-6" / S 62'-6"
15	*Rear Yard Setback (Ft.)	62'-6"	7'-0"	113'-3"
16	Angle of Vision (Deg.)	N/A	N/A	N/A
17	Building Height (Ft.)	62'-6"+5' for flat roofs	+/- 30'-0"	62'-6"
18	Overall Building Height (Ft.)	67'-6"	+/- 30'-0"	75'-6"
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/A	N/A
20	** Max. Fill Added to Site (Ft.)	+2.61'	+0.81'	+9.0'
21	Finished Floor Elev. (FFE)(NAVD)	+10.00'(NAVD)	+7.00'(NAVD)	+13.00'(NAVD)
22	Base Flood Elevation (BFE)(NAVD)	+6.00'(NAVD)	+6.00'(NAVD)	BFE=9FT NAVD DFE=10FT NAVD
23	Landscape Open Space (LOS) (Sq Ft and %)	29,593 sq ft / 35%	37,313 sqft. / 45.8%	29,834 sqft. / 36.6%
24	Perimeter LOS (Sq Ft and %)	N/C	N/C	N/C
25	Front Yard LOS (Sq Ft and %)	N/C	N/C	N/C
26	*** Native Plant Species %	*Please refer to TOPB Landscape Legend.*		

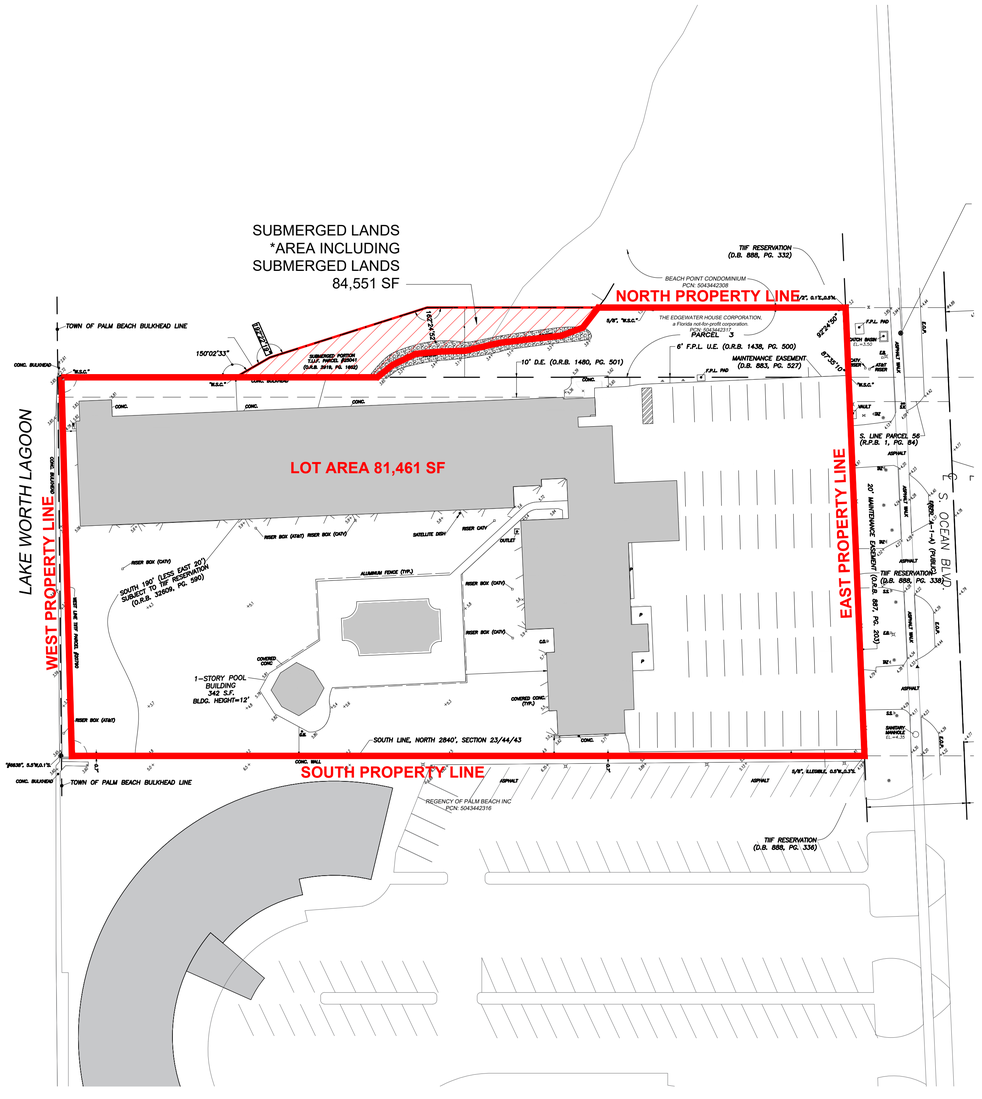
** Indicate each yard area with cardinal direction (N,S,E,W)*

*** 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.

REV BF 20230626



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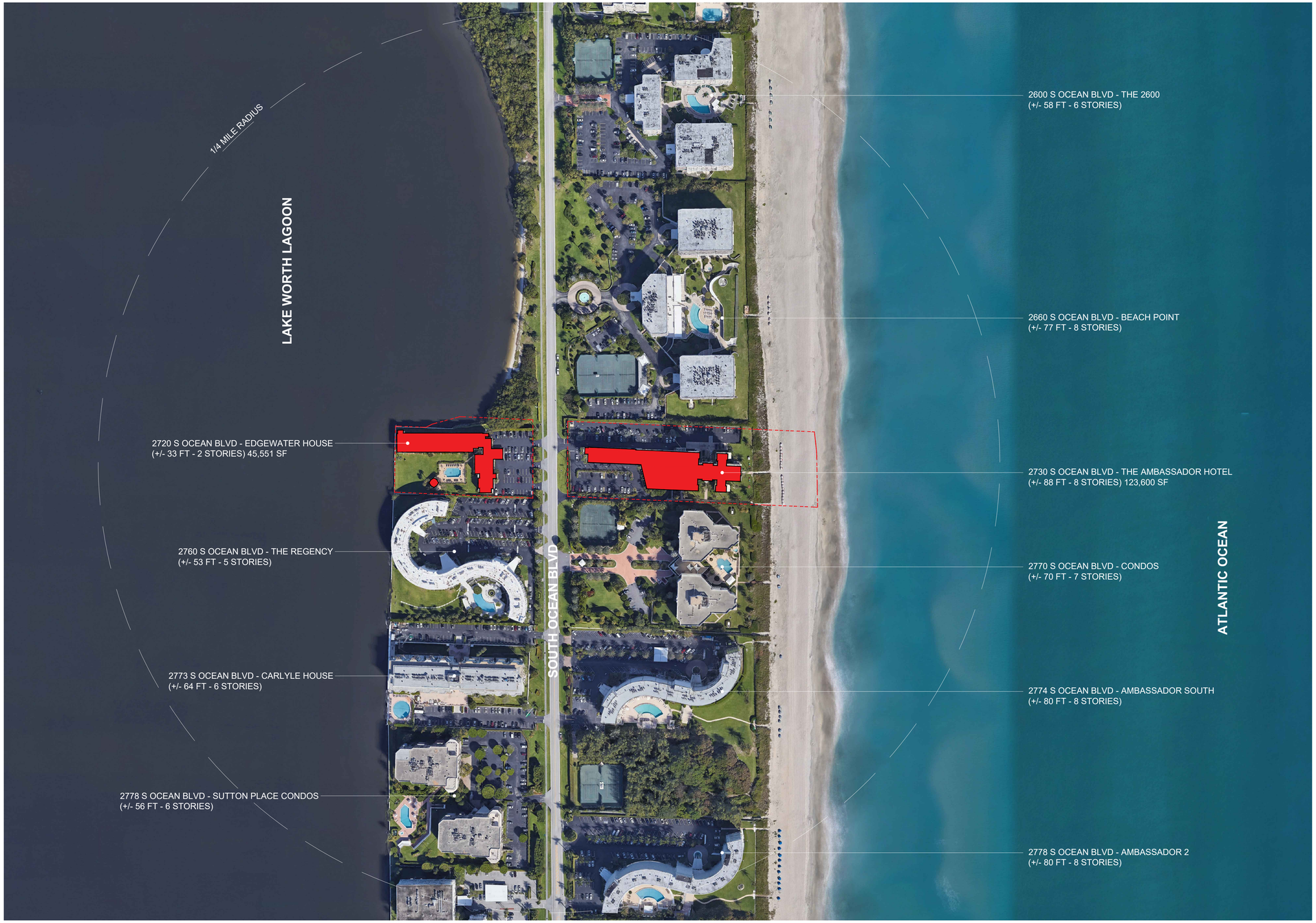
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Revisions:
FINAL SUBMITTAL 10-07-2025

Project no: 22049
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Drawn by: Author
Project Architect: Checker

G-005

ZONING DATA



01 SITE AERIAL
NOT TO SCALE

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Project Architect:	Checker

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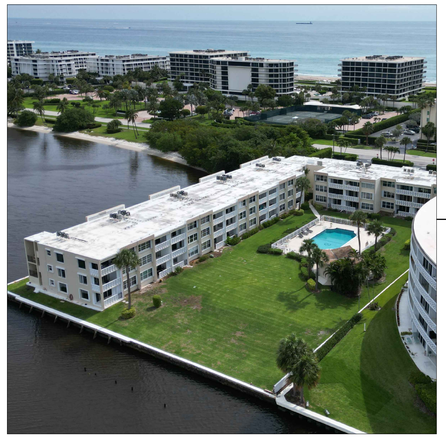
CONTEXT LOCATION PLAN



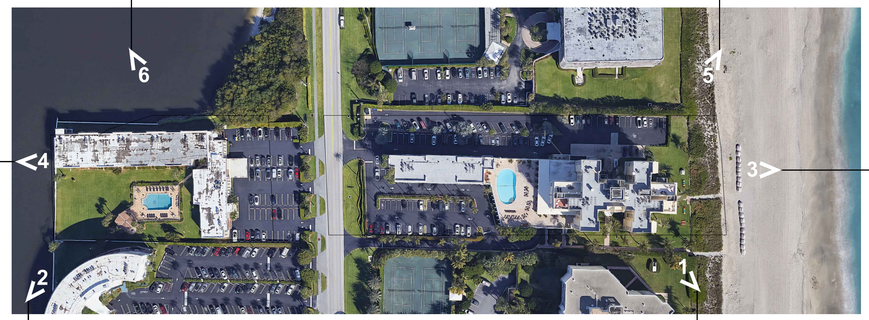
6 NORTHWEST LAGOON VIEW
16/01/2024

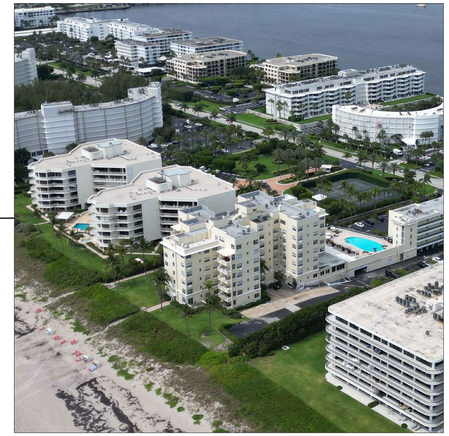


4 FRONTAL LAGOON VIEW
16/01/2024



2 SOUTHWEST LAGOON VIEW
16/01/2024

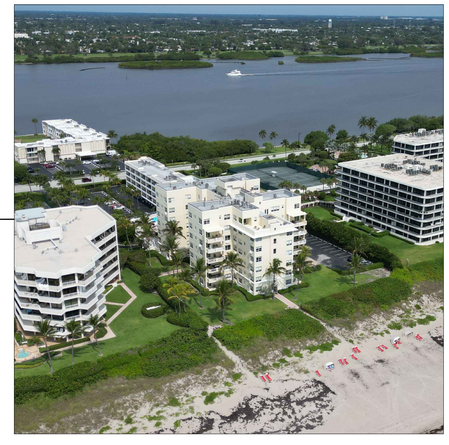




5 NORTHEAST BEACH VIEW
16/01/2024



3 FRONTAL BEACH VIEW
16/01/2024



1 SOUTHEAST BEACH VIEW
16/01/2024

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Revisions:
FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

G-007

AERIAL VIEWS



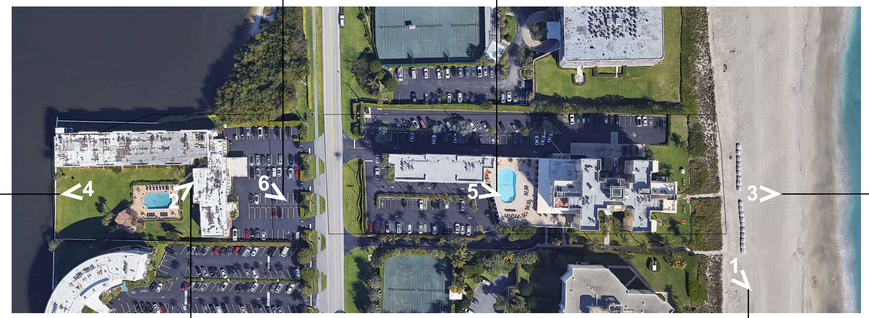
6 PARKING LOT VIEW
16/01/2024

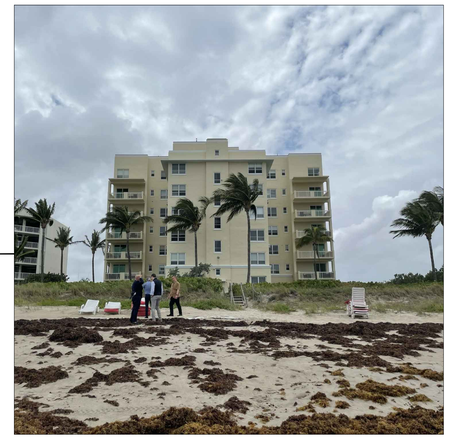


5 POOL PARKING VIEW
16/01/2024



4 LAGOON LAWN VIEW
16/01/2024





3 FRONTAL BEACH VIEW
16/01/2024



2 SOUTHWEST LAGOON VIEW
16/01/2024



1 SOUTHEAST BEACH VIEW
16/01/2024

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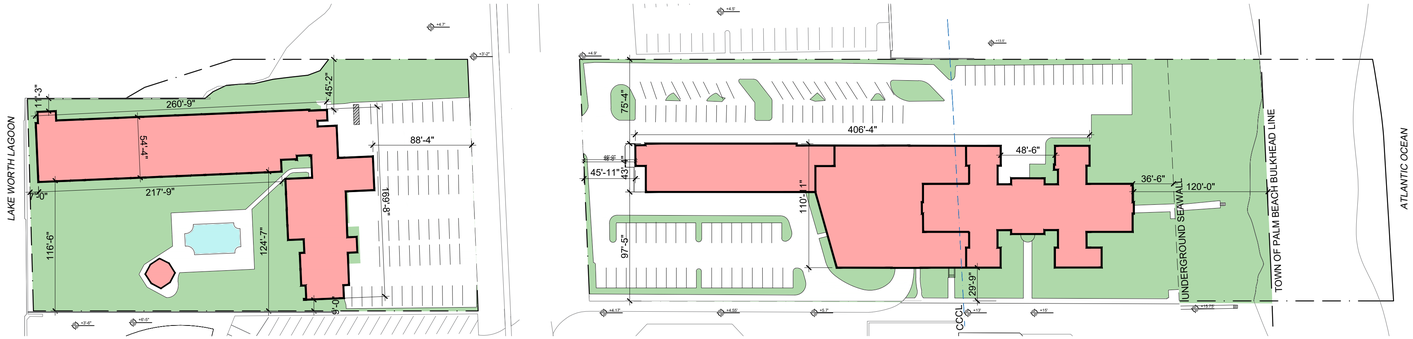
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Revisions:
FINAL SUBMITTAL 10-07-2025

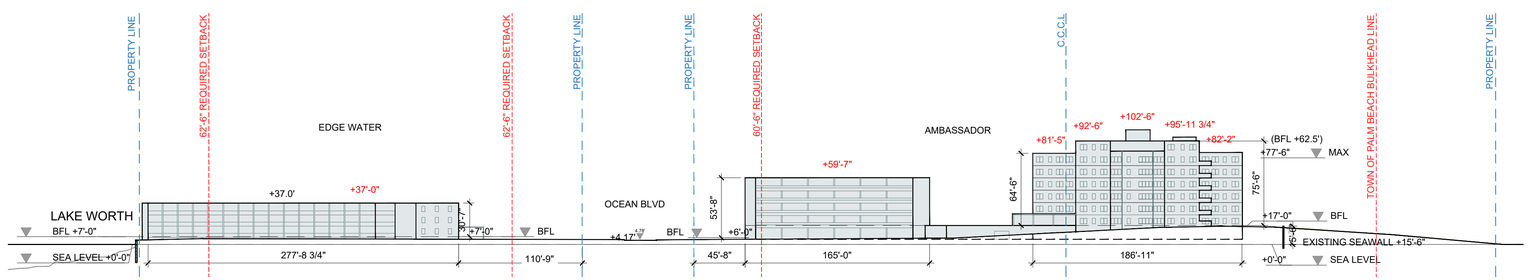
Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

G-008

EYE LEVEL VIEWS



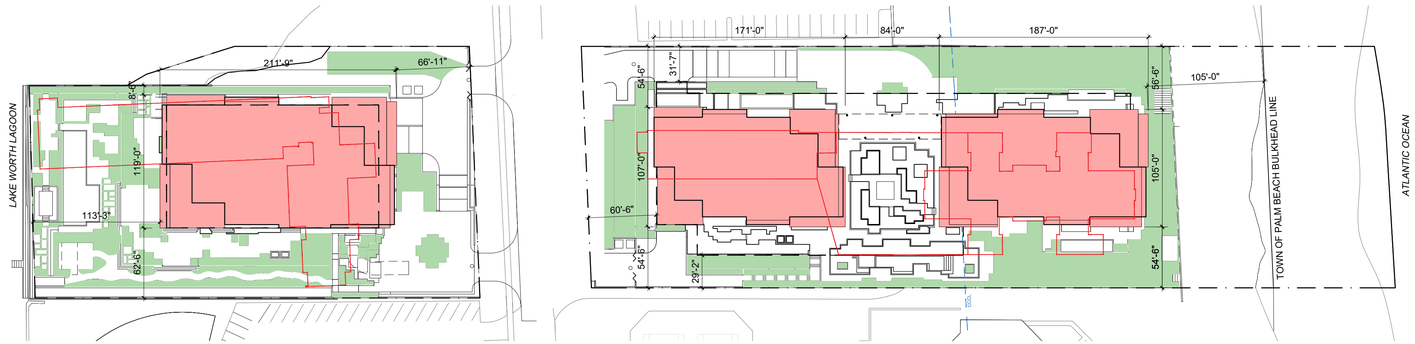
04 EXISTING SITE PLAN
SCALE: 1/64" = 1'-0"



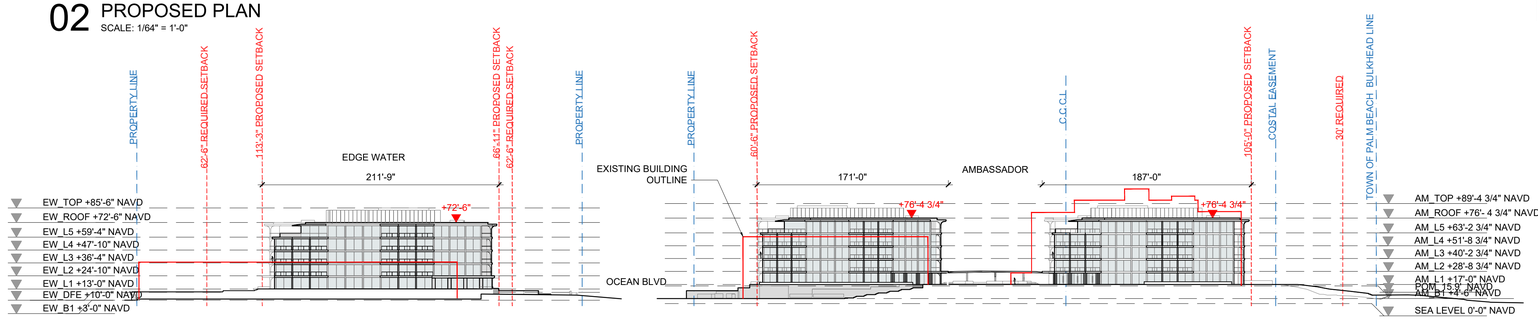
03 EXISTING SITE SECTION
SCALE: 1/64" = 1'-0"



EXISTING AERIAL VIEW



02 PROPOSED PLAN
SCALE: 1/64" = 1'-0"



01 PROPOSED SITE ELEVATION
SCALE: 1/64" = 1'-0"



PROPOSED AERIAL VIEW

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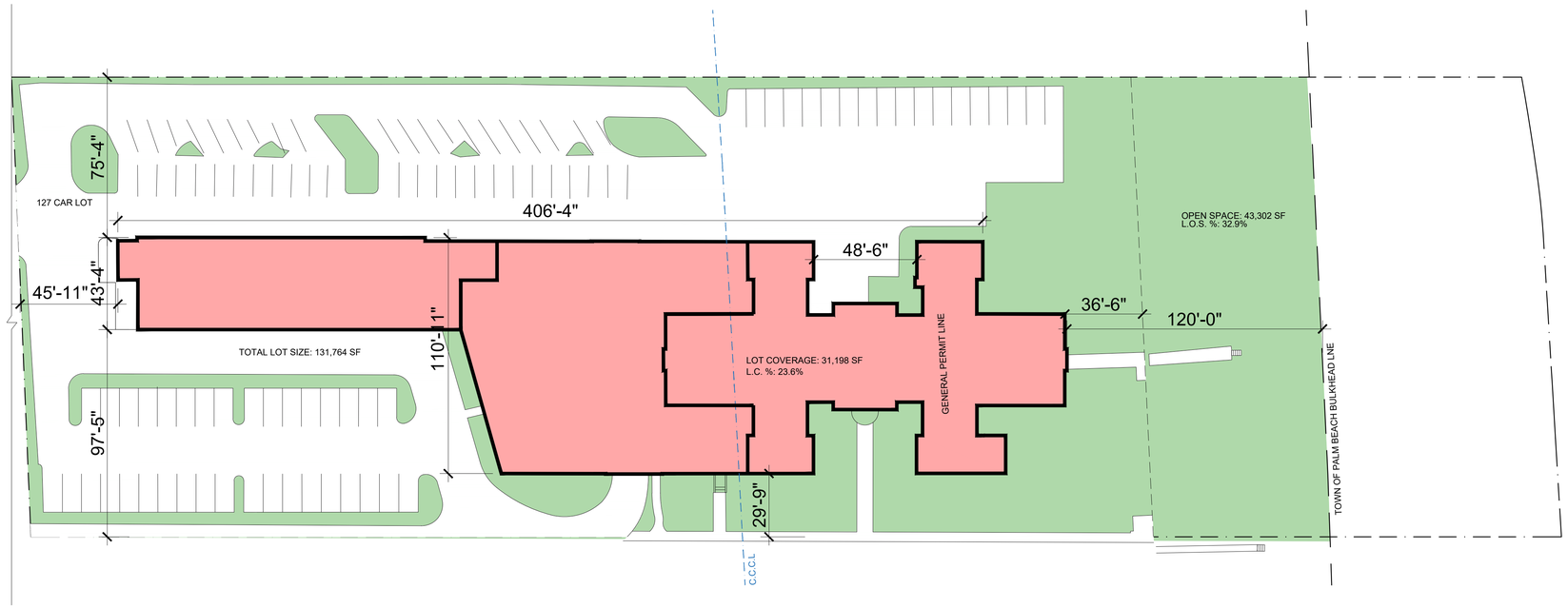
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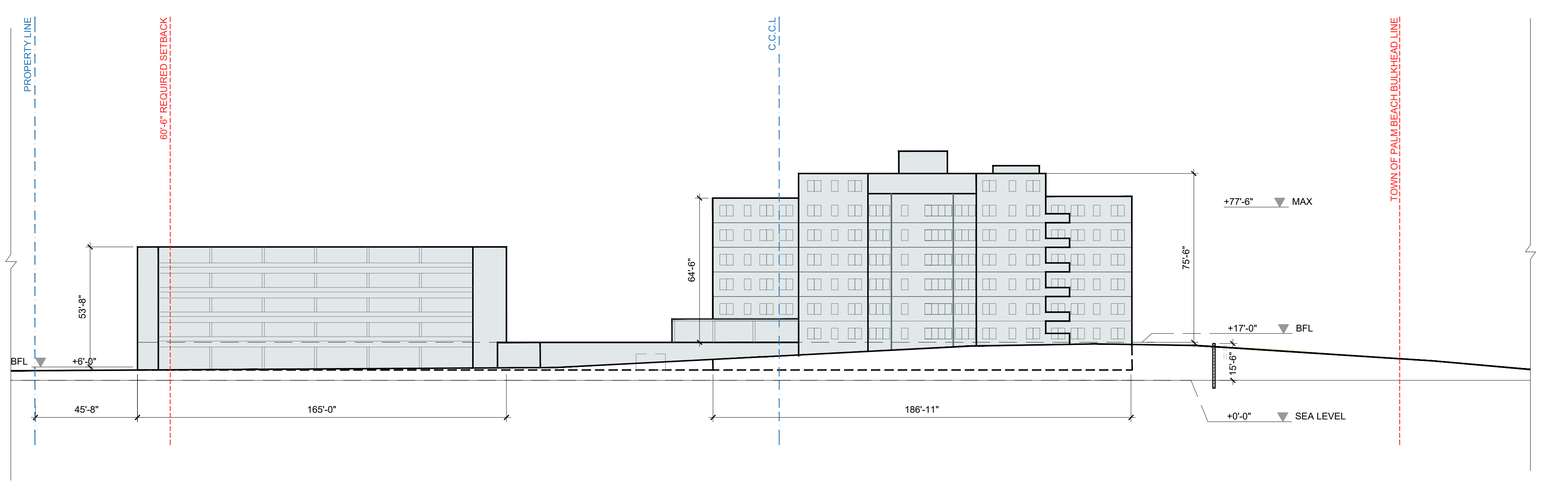
Revisions:
FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

G-009

CURRENT VS. PROPOSAL COMPARISON





FLOOR	FtF (ft)
Roof	
7	11'-0"
6	11'-0"
5	11'-0"
4	11'-0"
3	11'-0"
2	11'-0"
1	11'-0"
AMBASSADOR TOTAL	
LOT COVERAGE %	

BLDG 1& 2
GSF (sf)
2,000
4,535
18,466
18,466
18,466
19,984
31,198
113,115
23.7%

General	Site Area sf	131,764	
	Lot Coverage sf	31,198	23.7%
	Open Space	43,302	32.9%
	Number of Units	91	
Setback	Front	45'-11"	
	Rear	120'-0"	
	N Side	75'-4"	
	S Side	29'-9"	
Building	Height	77'-0"	
	Stories	7 stories	
	Length	443'-0"	

285 BANYAN BLVD
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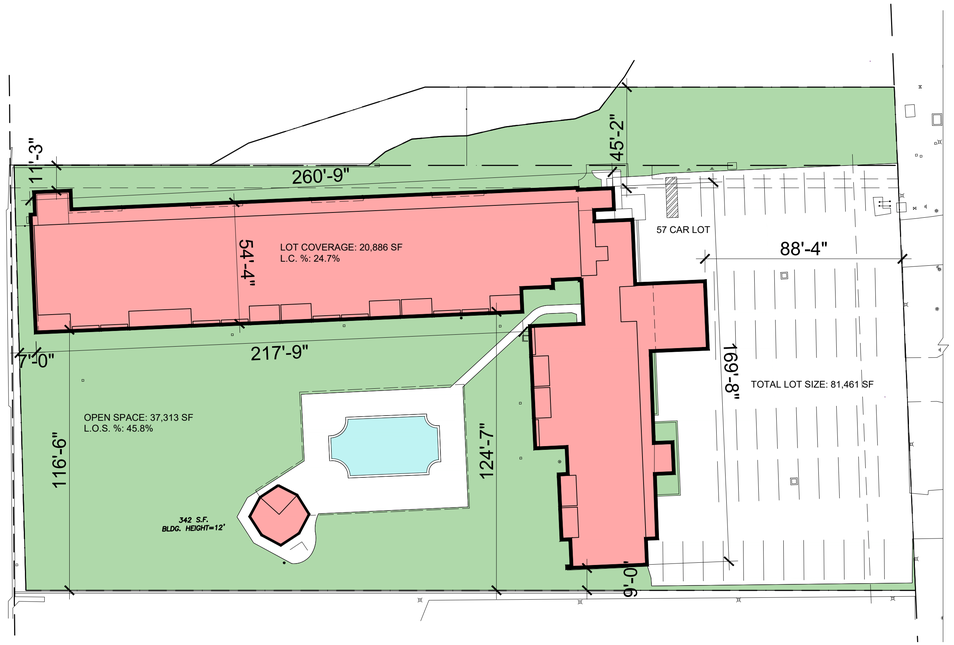
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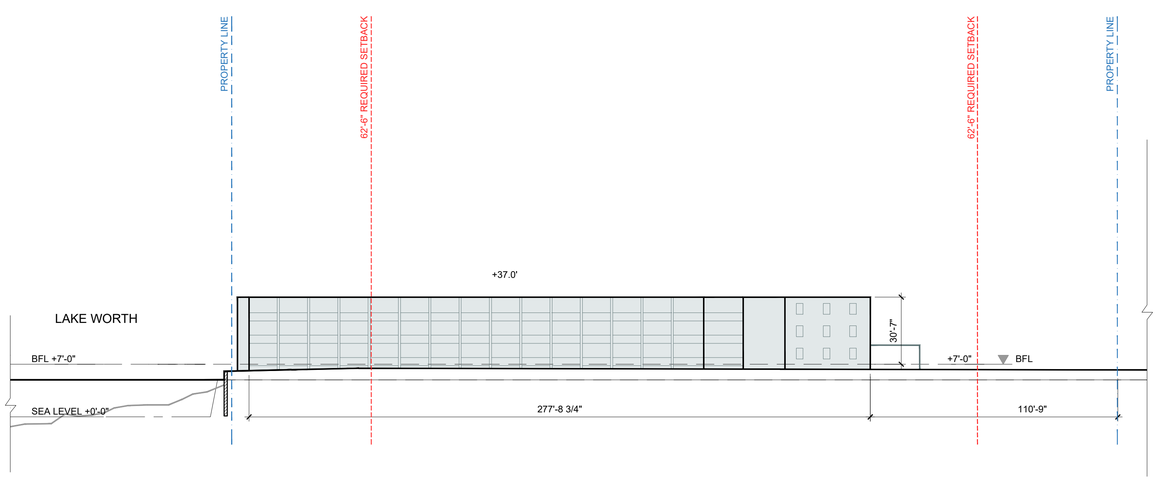
FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

G-010

EXISTING CONDITIONS - AMBASSADOR





FLOOR	FtF (ft)
Roof	
3	10'-0"
2	10'-0"
1	10'-0"
EDGEWATER TOTAL	
LOT COVERAGE %	

BLDG 3
GSF (sf)
20,436
20,436
20,886
61,758
25.6%

General	Site Area sf	81,461	
	Lot Coverage sf	20,886	25.6%
	Open Space	37,313	45.8%
	Number of Units	36	
Setback	Front	88'-4"	
	Rear	7'-0"	
	N Side	11'-13"	
	S Side	9'-0"	
Building	Height	30'-0"	
	Stories	3 stories	
	Length	299'-0"	

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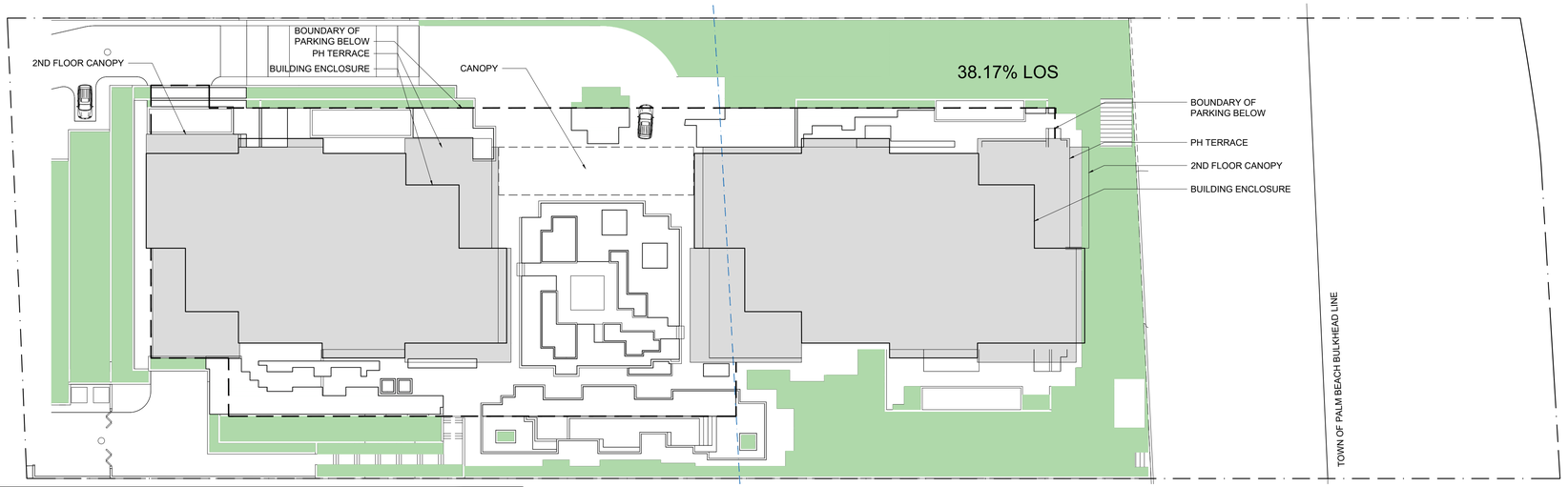
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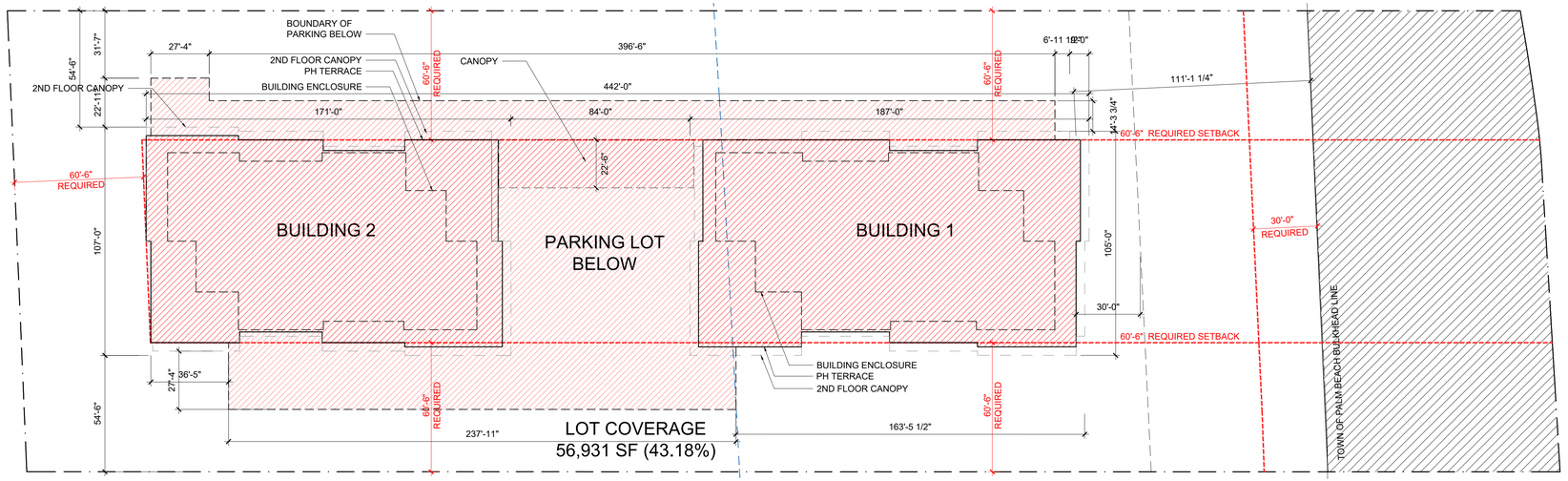
G-011

EXISTING CONDITIONS - EDGEWATER



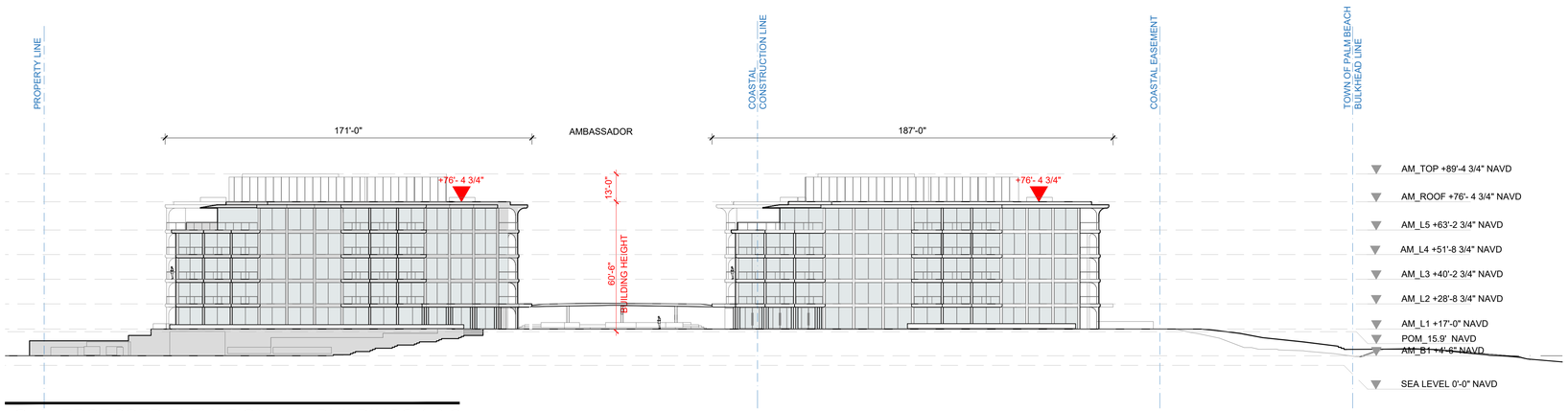
03 PROPOSED LANDSCAPE OPEN SPACE - AMBASSADOR

SCALE: 1/32" = 1'-0"



02 PROPOSED LOT COVERAGE - AMBASSADOR

SCALE: 1/32" = 1'-0"



01 PROPOSED ELEVATION AM - BUILDINGS 1 & 2

SCALE: 1/32" = 1'-0"

FLOOR	FtF (ft)
Roof	
5	13'-2"
4	11'-6"
3	11'-6"
2	11'-6"
1	11'-8 3/4"
TOTAL	

BLDG 1	
GSF Floor (sf)	GSF Enclosed(sf)
15,640	10,746
14,981	13,206
14,981	13,206
17,294	13,206
17,294	13,639
80,190	**64,003**

FLOOR	FtF (ft)
Roof	
5	13'-2"
4	11'-6"
3	11'-6"
2	11'-6"
1	11'-8 3/4"
TOTAL	

BLDG 2	
GSF Floor (sf)	GSF Enclosed(sf)
14,737	9,893
14,090	12,221
14,090	12,221
15,924	12,221
15,924	12,956
74,765	**59,512**

AMBASSADOR TOTAL	**154,955**	**123,515**

	Area	Percentage	
COVERAGE			
LOT COVERAGE	56,895	43.18%	
ABOVE GRADE	34,063	25.85%	*including entry canopy
ABOVE GRADE BUILDING COVERAGE*	31,919	24.22%	*excluding entry canopy & park

General	Site Area sf		131,764
	Lot coverage	56,895	43.18%
	Open Space	50,302	38.18%
	Number of Units		24
Setback	Front		60' - 6"
	Rear		N/A
	N Side		31' - 7"
	S Side		29' - 2"
Building	Height		60' - 6"
	Stories		5
	Length		442'-0"

04 AREA TABLE: BUILDINGS 1&2

NOT TO SCALE

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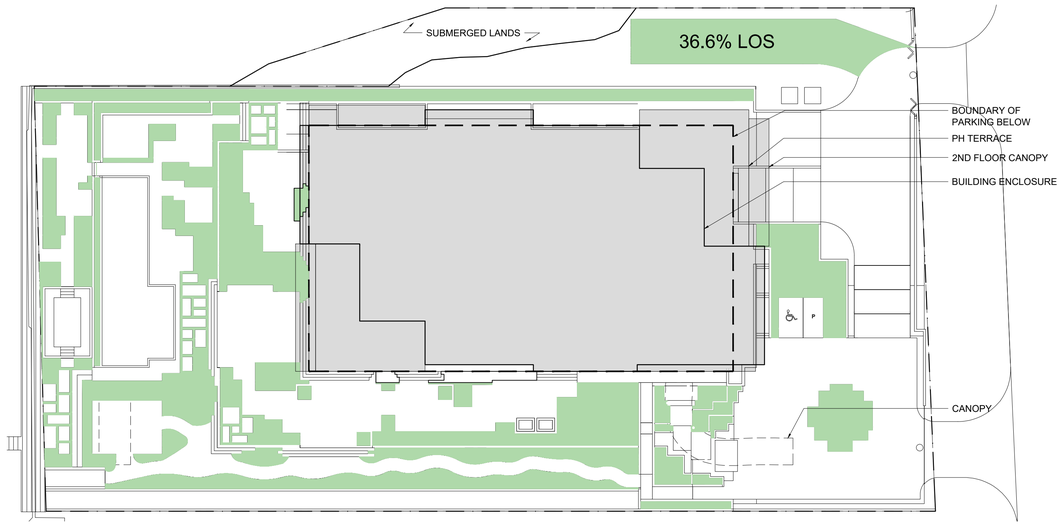
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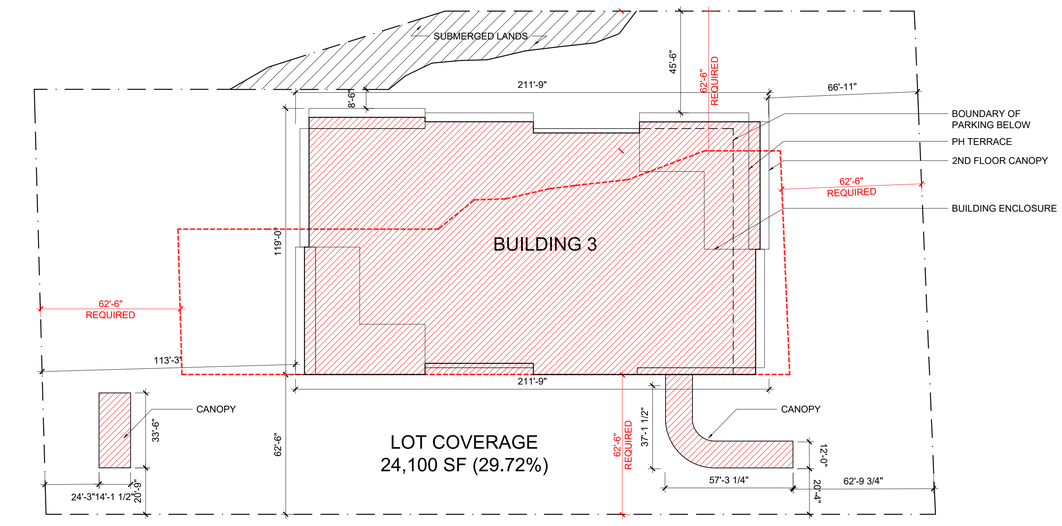
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FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

G-012

PROPOSED CONDITIONS - AMBASSADOR







FLOOR	FtF (ft)
Roof	
5	13'-1"
4	11'-6"
3	11'-6"
2	11'-6"
1	11'-10"
EDGEWATER TOTAL	

BLDG 3	
GSF Floor (sf)	GSF Enclosed(sf)
21,220	14,892
20,671	18,195
20,671	18,195
22,993	18,195
22,993	18,958
108,548	**88,435**

COVERAGE	Area	Percentage	
LOT COVERAGE	24,212	29.72%	
ABOVE GRADE	24,212	29.72%	*including canopies
ABOVE GRADE BUILDING COVERAGE*	22,424	27.53%	*excluding canopies & parking

General	Site Area sf		81,461
	Lot coverage sf	24,212	29.7%
	Open Space	29,834	36.6%
	Number of Units		17
Setback	Front		66' - 11"
	Rear		103'-3"
	N Side		8'-6"
	S Side		62'-6"
Building	Height		62' - 6"
	Stories		5
	Length		211' - 9"

04 AREA TABLE: BUILDING 3
NOT TO SCALE

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Revisions:
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Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

G-013

PROPOSED CONDITION - EDGEWATER

FLOOR	FtF (ft)
Roof	
5	13'-2"
4	11'-6"
3	11'-6"
2	11'-6"
1	11'-8 3/4"
TOTAL	

BLDG 1

GSF Floor (sf)	GSF Enclosed(sf)	Residential (sf)	Amenity (sf)	Core (sf)	Exterior(sf)	Units	2BD	3BD	4BD	4BD+	PH
15,640	10,746	9,866	0	880	4,894	2	0	0	0	0	1
14,981	13,206	12,326	0	880	1,775	2	0	0	0	2	0
14,981	13,206	12,326	0	880	1,775	2	0	0	0	2	0
17,294	13,206	12,326	0	880	4,088	2	0	0	0	2	0
17,294	13,639	7,027	3,693	2,919	3,655	2	0	1	1	0	0
80,190	**64,003**	**53,871**	**3,693**	6,439	16,187	**10**	**0**	1	1	6	1

FLOOR	FtF (ft)
Roof	
5	13'-2"
4	11'-6"
3	11'-6"
2	11'-6"
1	11'-8 3/4"
TOTAL	

BLDG 2

GSF Floor (sf)	GSF Enclosed(sf)	Residential (sf)	Amenity (sf)	Core (sf)	Exterior (sf)	Units	2BD	3BD	4BD	4BD+	PH
14,737	9,893	8,428	0	1,465	4,844	3	0	3	0	0	2
14,090	12,221	10,755	0	1,466	1,869	3	0	3	0	0	0
14,090	12,221	10,755	0	1,466	1,869	3	0	3	0	0	0
15,924	12,221	10,755	0	1,466	3,703	3	0	3	0	0	0
15,924	12,956	6,663	3,294	2,999	2,968	2	1	1	0	0	0
74,765	**59,512**	**47,356**	3,294	8,862	15,253	**14**	**1**	13	0	0	2

AMBASSADOR TOTAL	**154,955**	**123,515**	**101,227**	6,987	15,301	31,440	**24**	**1**	14	1	6	3

COVERAGE	Area	Percentage	
LOT COVERAGE	56,895	43.18%	
ABOVE GRADE	34,063	25.85%	*including entry canopy
ABOVE GRADE BUILDING COVERAGE*	31,919	24.22%	*excluding entry canopy & parking

01 AREA TABLE: BUILDINGS 1&2
NOT TO SCALE

FLOOR	FtF (ft)
Roof	
5	13'-1"
4	11'-6"
3	11'-6"
2	11'-6"
1	11'-10"
EDGEWATER TOTAL	

BLDG 3

GSF Floor (sf)	GSF Enclosed(sf)	Residential (sf)	Amenity (sf)	Core (sf)	Exterior (sf)	Units	2BD	3BD	4BD	4BD+	PH
21,220	14,892	13,427	0	1,465	6,328	3	0	0	0	0	2
20,671	18,195	16,729	0	1,466	2,476	4	0	0	4	0	0
20,671	18,195	16,729	0	1,466	2,476	4	0	0	4	0	0
22,993	18,195	16,729	0	1,466	4,798	4	0	0	4	0	0
22,993	18,958	8,636	3,508	6,814	4,035	2	0	2	0	0	0
108,548	**88,435**	**72,250**	3,508	12,677	20,113	**17**	**0**	2	12	0	2

COVERAGE	Area	Percentage	
LOT COVERAGE	24,212	29.72%	
ABOVE GRADE	24,212	29.72%	*including canopies
ABOVE GRADE BUILDING COVERAGE*	22,424	27.53%	*excluding canopies & parking

02 AREA TABLE: BUILDING 3
NOT TO SCALE

TOTAL

GSF Floor (sf)	GSF Enclosed(sf)	Residential (sf)	Amenity (sf)	Core (sf)	Terraces (sf	Units	2BD	3BD	4BD	4BD+	PH
263,503.0	**211,950**	**173,477**	10,495	27,978	51,553	**41**	1	16	13	6	5

TOTAL SELLABLE	**183,972**

TOTAL COVERAGE	Area	Percentage	
BUILDING COVERAGE*	54,343	25.49%	*excluding canopies & parking
LOT COVERAGE	81,107	38.04%	

	AREA (sf)	SPOTS	UNITS	SPOTS/UNIT
PARKING AMBASSADOR	51,673	89	24	3.7
PARKING EDGEWATER	20,872	35	17	2.1
PARKING TOTAL	72,545	**124**	41	3.0

03 AREA SUMMARY + PARKING
NOT TO SCALE

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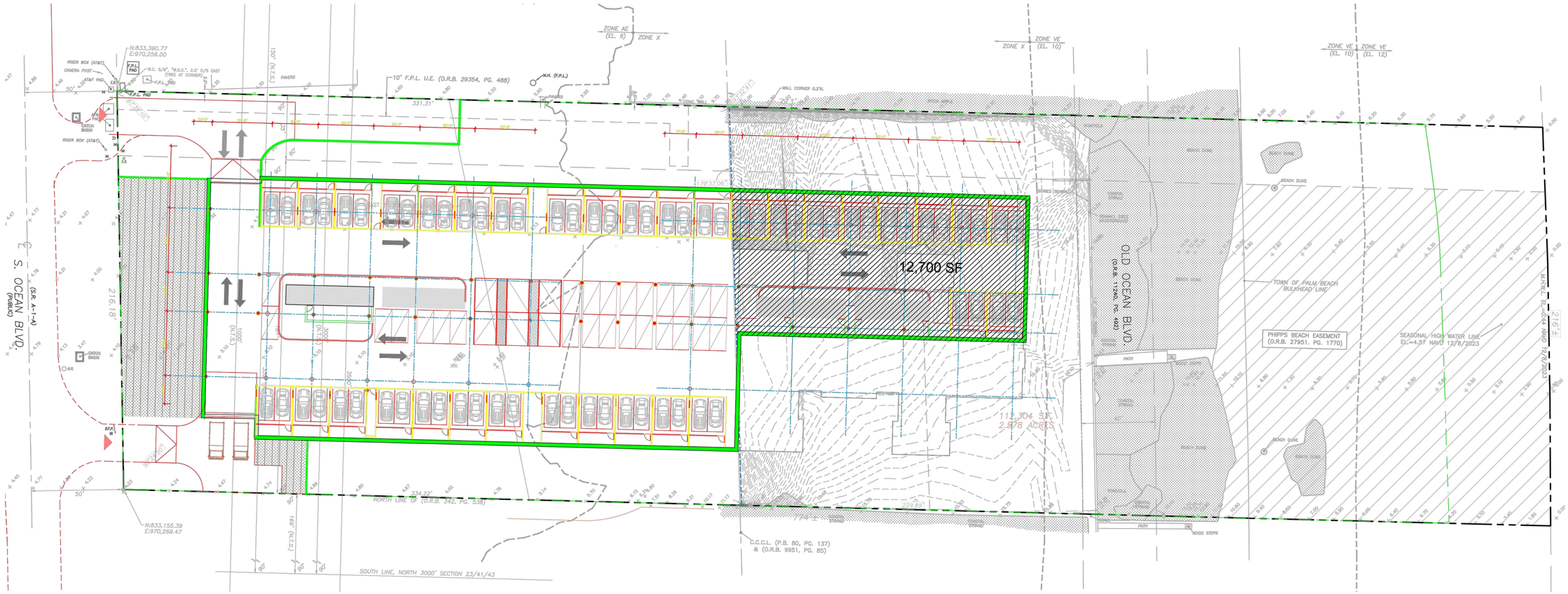
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Drawn by: Author
Project Architect: Checker

G-014

AREA SUMMARY



Cut/Fill Summary						
Name	Cut Factor	Fill Factor	2D Area	Cut	Fill	Net
Volume	1	1	0.96 Acres	4089.16 Cu. Yd.	3769.40 Cu. Yd.	319.76 Cu. Yd. <Cut>

01 CUT/FILL SUMMARY
NOT TO SCALE

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Project Architect: Checker

G-014b

CUT & FILL SUMMARY

EDGEWATER VARIANCE SUMMARY

Number	Site	Sheet	Topic	Issue		Requirement	Request	Notes
1	Edgewater	G-023	Lot Coverage	**Relief from maximum lot coverage**	**Sec. 134-1060 (9)**	Max 22% lot coverage	To exceed the maximum lot coverage by 8% for new five-story building with 29.72% lot coverage in lieu of the 22% permitted.	Portion of structure above grade is 27.53% lot coverage.
2	Edgewater	G-023b	Building Length	**Relief from maximum building length**	**Sec. 134-1060 (10) Sec. 134-1874**	175'	To exceed the maximum building length from 175 ft. to 211'-9" ft.	Inclusive of the subgrade garage and terraces.
3	Edgewater	G-024	Fill	**Relief from Fill Permitted**	**Sec. 134-1600**	Max Fill	To exceed by 6'-5" the maximum amount of fill in required yards to permit 9.0 ft. of max fill in lieu of 2.60 ft. permitted.	COR = 4.8 NAVD FFE = 10.00 NAVD (per Point of Measure Definitions) **10.00-4.8 = 5.2 / 2 = 2.60 FEET MAX FILL**
4	Edgewater	G-023b	Setbacks	**Relief from Side Yard Setback North**	**Sec. 134-1060 (6)(d)**	Minimum Setback of 62'-6"	To reduce the required minimum side yard setback to 8'-6" in lieu of 62'-6" required and 11'-3" ft. existing.	
5	Edgewater	G-025	Other	**Rooftop mechanical equipment**	**Sec. 134-1607(1)**	Max Height	To allow an increase in height of the rooftop mechanical equipment from 48 inches to 108 inches.	Screening provided
6	Edgewater	G-025	Other	**Rooftop generator**	**Sec. 134-1729**	Max Height Rooftop Location Exceed 100 KW	To allow generators on roofs and to increase in the height of generators greater than 100 kw from 84 inches to 138 inches and permitted to be mounted on the roof of the building.	Screening provided
7	Edgewater	G-026	Other	**Mechanical Equipment Area**	**Sec. 134-845**	Max Area	To exceed by 15.04% the rooftop area greater than 10% of the rooftop area, to permit 25.04% for building 3.	Screening provided
8	Edgewater	G-027	Other	**Overall Building Height**	**Sec. 134-1064 (b)(3)**	5'-0" above permitted buiding height for flat roof	To increase the overall building height for the mechanical level by 8' to 75.5 ft. in lieu of the permitted 67.5ft. (Building height is for mechanical equipment screening only)..	Additional Overall building height is for mechanical equipment screening only.
9	Edgewater	G-027	Other	**Perimeter Wall Height**	**Sec. 134-1667 Sec. 134-1670 (a)**	6'-0" above permitted above adjacent grade	To exceed by 1' for 6'10" in front yard and 7'-6" in side yards.	Hedges and additional planting provided

AMBASSADOR VARIANCE SUMMARY

Number	Site	Sheet	Topic	Issue		Requirement	Request	Notes
10	Ambassador	G-016, G-017, G-017b	Lot Coverage	**Relief from maximum lot coverage**	**Sec. 134-1064 (9)**	Max 22% lot coverage	To exceed the maximum lot coverage by 21.2% for new five-story building with 43.18% in lieu of the 22% permitted-inclusive of the subgrade garage and terraces.	Portion of structure above grade is 24.22% lot coverage.
11	Ambassador	G-016	Building Length	**Relief from maximum building length**	**Sec. 134-1060 (10) Sec. 134-1874**	175'	To exceed the maximum building length from 175 ft. to 442' ft. inclusive of the subgrade garage and terraces.	Portions of the structure above grade does not exceed 175' (Building #2 @ 171')
12	Ambassador	G-018	Fill	**Relief from Fill Permitted**	**Sec. 134-1600**	Max Fill	to exceed by 6.4 the maximum amount of fill in required yards to permit 12.5 ft. of max fill in lieu of 6.1 ft permitted.	COR = 4.8 NAVD FFE = 17.00 NAVD **17.00-4.8 = 12.2 / 2 = 6.1 FEET MAX FILL**
13	Ambassador	G-018	Setbacks	**Relief from Side Yard Setback North**	**Sec. 134-1060 (6)(d)**	Minimum Setback of 60'-6"	To reduce the required minimum side yard setback to 31'-7" ft. in lieu of 60'-6" ft. required.	
14	Ambassador	G-019	Setbacks	**Relief from Side Yard Setback South**	**Sec. 134-1060 (6)(d)**	Minimum Setback of 60'-6"	To reduce the required minimum side yard setback to 29'-2" in lieu of 60'-6" required and 29'-9" existing.	
15	Ambassador	G-20	Other	**Rooftop mechanical equipment**	**Sec. 134-1607(1)**	Max Height	To allow an increase in height of the rooftop mechanical equipment from 48 inches to 108 inches.	Screening provided
16	Ambassador	G-20	Other	**Rooftop generator**	**Sec. 134-1729**	Max Height Rooftop Location Exceed 100 KW	To allow generators on roofs and to increase in the height of generators greater than 100 kw from 84 inches to 138 inches and permitted to be mounted on the roof of the building.	Screening provided
17	Ambassador	G-20	Other	**Mechanical Equipment Area**	**Sec. 134-845**	Max Area	To exceed by 23.8% the rooftop area greater than 10% of the rooftop area, to permit 33.8% for building 2 and to exceed by 21.7% to permit 31.7% for building 1.	Screening provided
18	Ambassador	G-021	Other	**Overall Building Height**	**Sec. 134-1064 (b)(3)**	5'-0" above permitted buiding height for flat roof	To increase the overall building height for the mechanical level by 8' to 73.5' for the portion of the building East of the CCCL and 14.9'' to 80.4' for the portion of the building West of the CCCL in lieu of the permitted from 65.5' for rooftop	Additional Overall building height is for mechanical equipment screening only. Difference East and West of the CCCL is due to varying point of measure.
19	Ambassador	G-021	Other	**Building Height**	**Sec. 134-1060 (8)**	60'-6" Building Max Height	To increase the overall building height building 2 by 6'-10 3/4" in lieu of the permitted from 60'-6" from 9' NAVD for the portion of the building located west of the CCCL.	There is no change to the elevation of the top of the building. The Point of measure for this portion of the building is 9.00 NAVD in lieu of 15.90 NAVD for the portion East of the CCCL.
20	Ambassador	G-022	Other	**Perimeter Wall Height**	**Sec. 134-1667 Sec. 134-1670 (a)**	6'-0" at front yard setback 7'-0" within 10 ft of side property line permitted wall	To exceed by 1-6"' for 7'-2" in front yard and 8'-6" for 15'-4" in side yards.	Hedges and additional planting provided

01 VARIANCE SUMMARY
SCALE: N.T.S.

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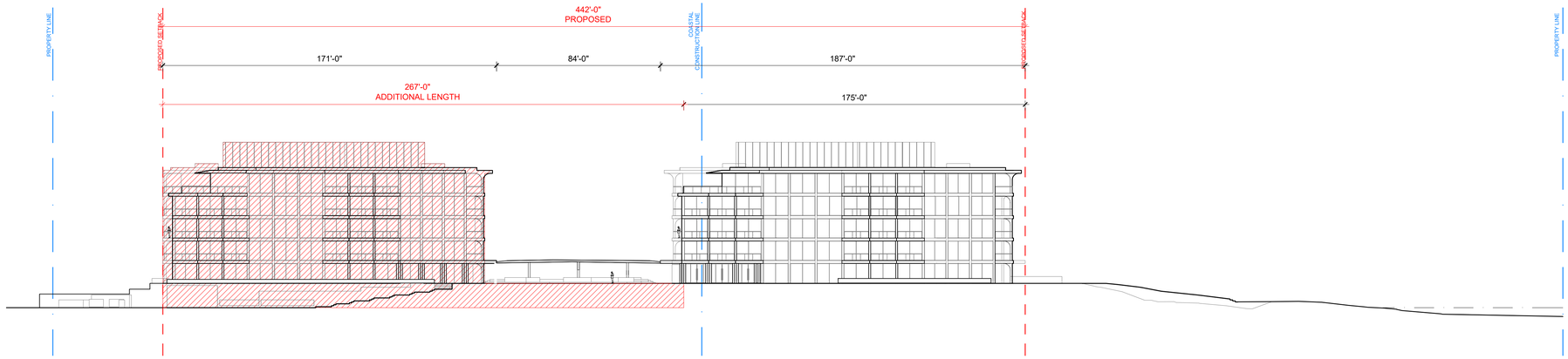
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Project Architect: Checker

G-015

VARIANCE SUMMARY

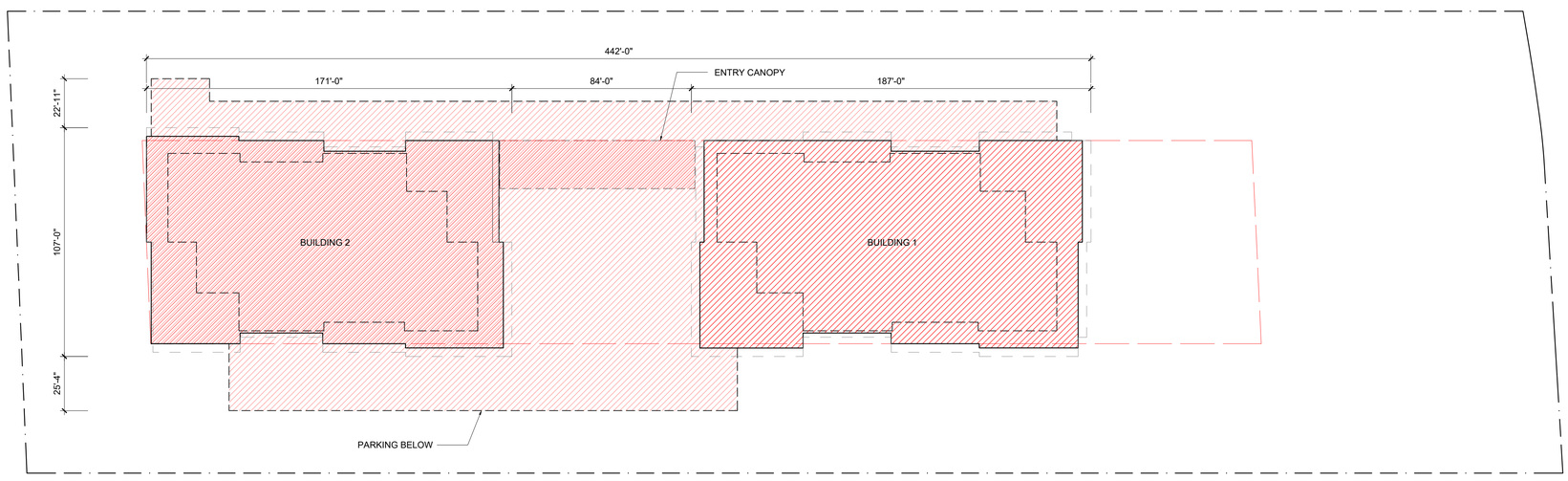


02 VARIANCE #11 - RELIEF FROM MAXIMUM BUILDING LENGTH

SCALE: 1/32" = 1'-0"

PERMITTED = 175'-0"

PROPOSED = 442'-0"



01 VARIANCE #10 - RELIEF FROM MAXIMUM LOT COVERAGE

SCALE: 1/32" = 1'-0"

PERMITTED = 22%

PROPOSED = 43.18%

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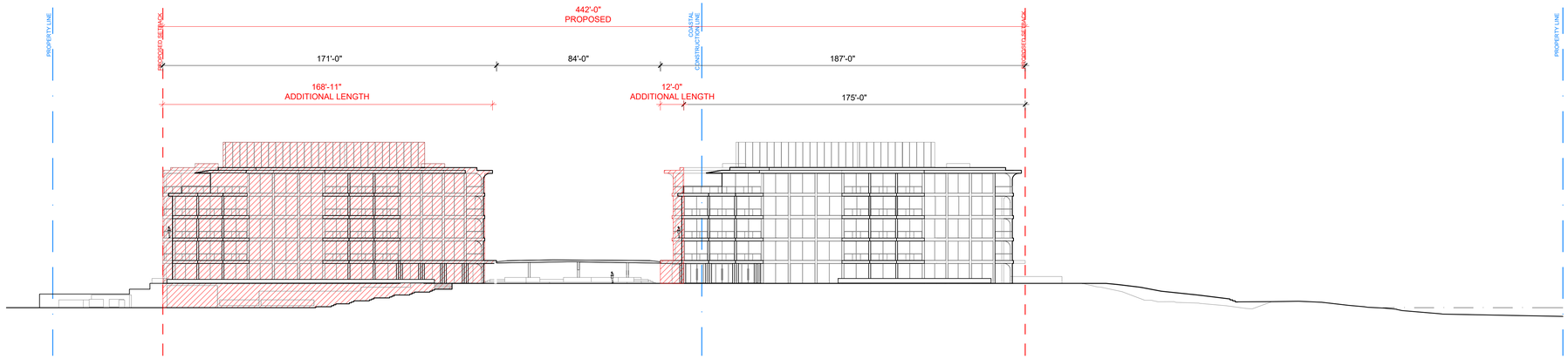
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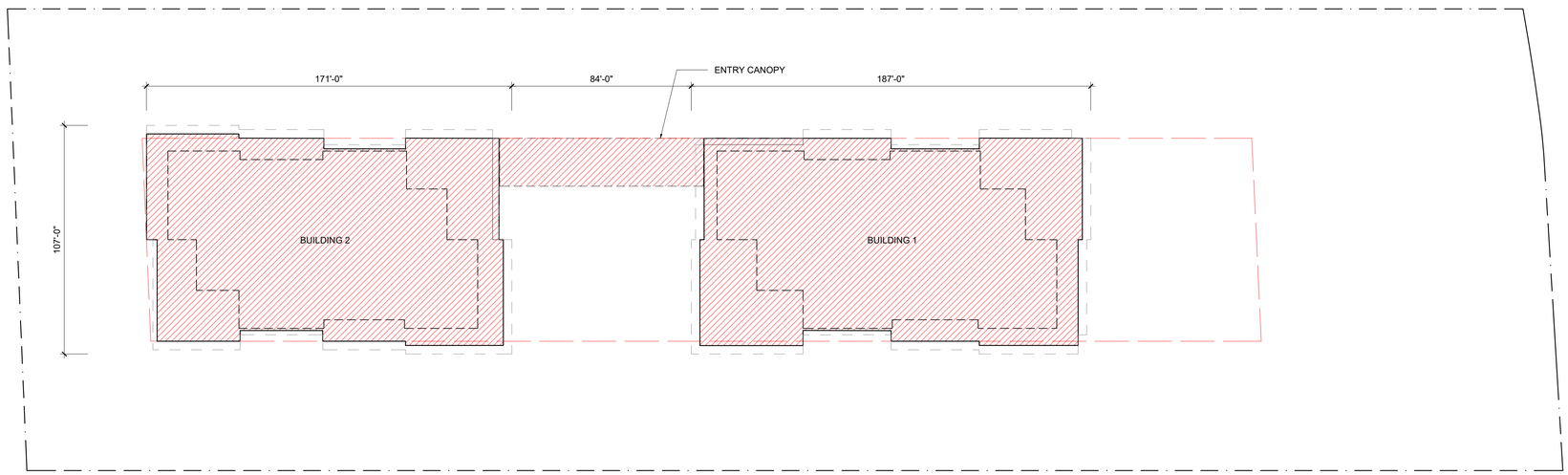
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Project Architect: Checker

G-016

VARIANCE DIAGRAMS - AM



02 VARIANCE #11 - RELIEF FROM MAXIMUM BUILDING LENGTH, ABOVE GRADE
SCALE: 1/32" = 1'-0"
PERMITTED = 175'-0"
PROPOSED = 442'-0"



01 VARIANCE #10 - REFLIEF FROM MAXIMUM LOT COVERAGE - ABOVE GRADE
SCALE: 1/32" = 1'-0"
PERMITTED = 22%
PROPOSED = 25.85%

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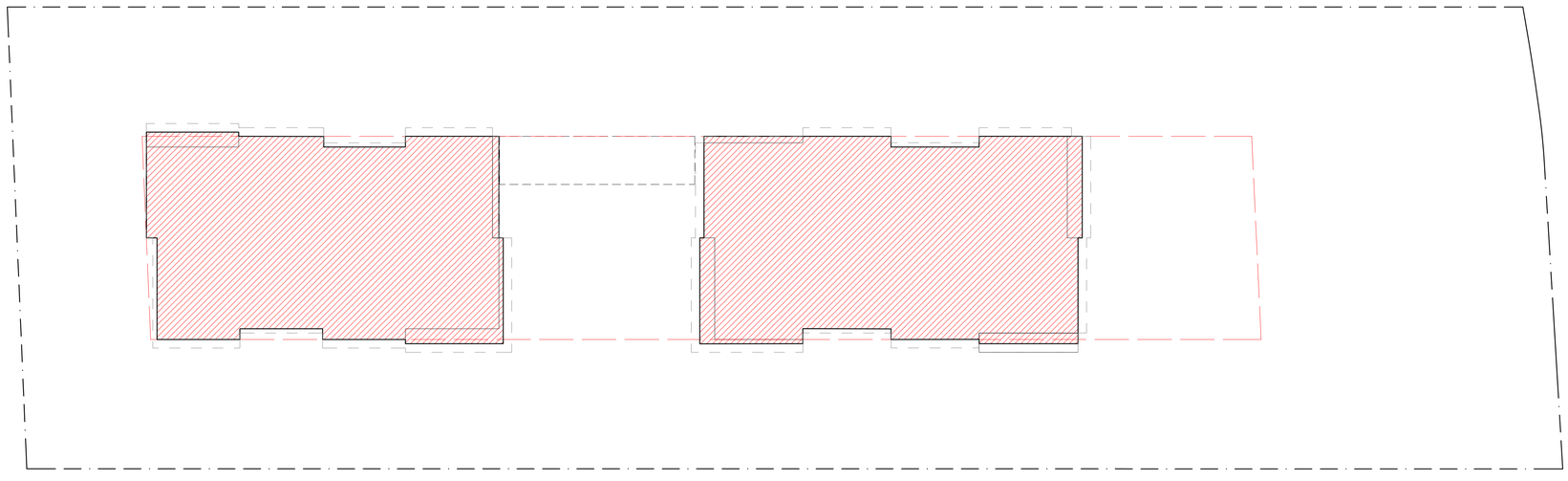
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G-017

VARIANCE DIAGRAMS - AM



01 VARIANCE #10 - REFLIEF FROM MAXIMUM LOT COVERAGE - ABOVE GRADE - BUILDING COVERAGE EXCLUDING CANOPY
SCALE: 1/32" = 1'-0"

PERMITTED = 22%
PROPOSED = 24.22%

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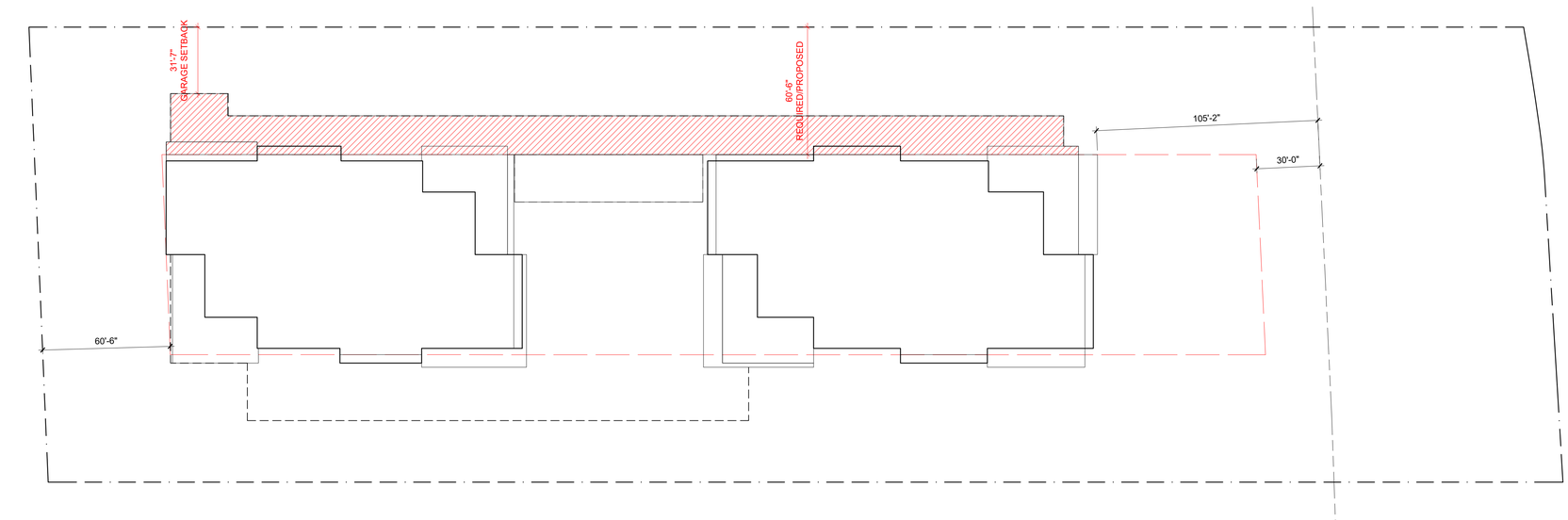
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G-017b

VARAINCE DIAGRAMS - AM

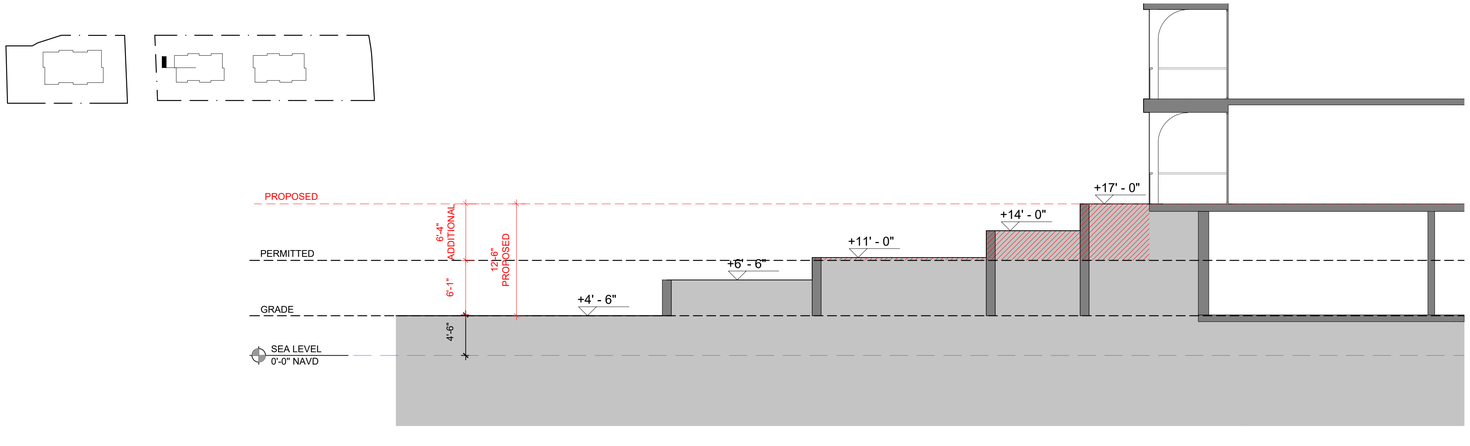


02 VARIANCE #13 - RELIEF FROM SIDE YARD SETBACK NORTH

SCALE: 1/32" = 1'-0"

REQUIRED = 60'-6"

PROPOSED = 31'-7"



01 VARIANCE #12 - RELIEF FROM FILL PERMITTED

SCALE: 1/8" = 1'-0"

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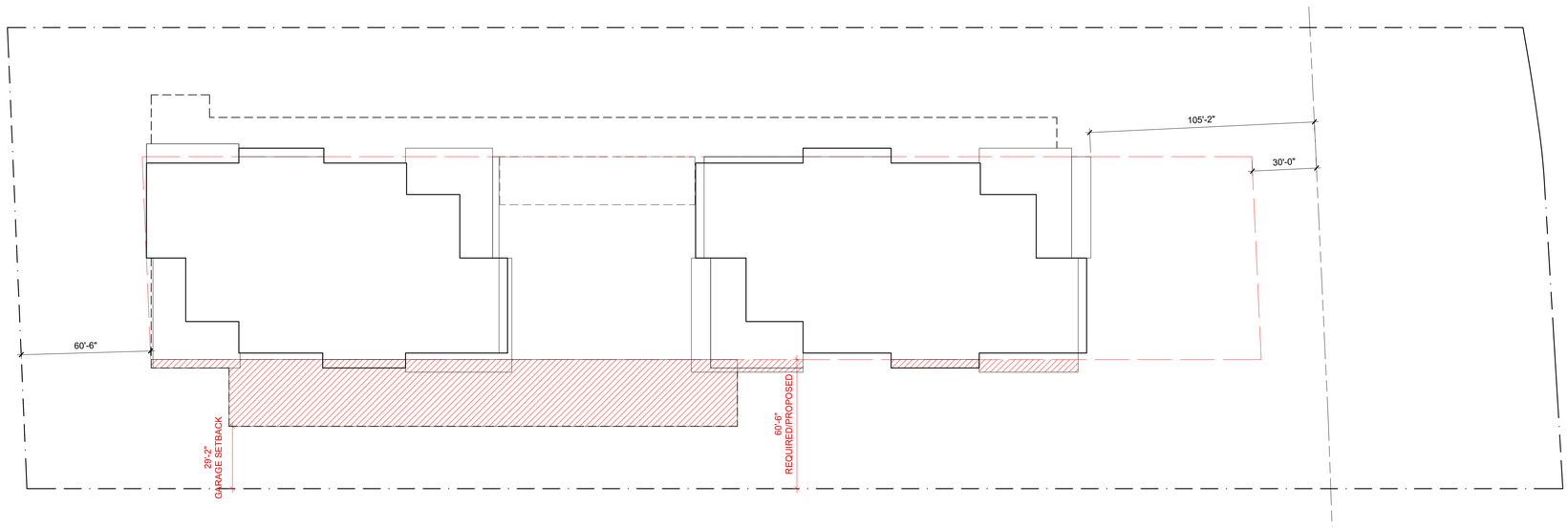
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G-018

VARIANCE DIAGRAMS - AM



01 VARIANCE #14 - RELIEF FROM SIDE YARD SETBACK SOUTH

SCALE: 1/32" = 1'-0"

REQUIRED = 60'-6"

PROPOSED = 29'-2"

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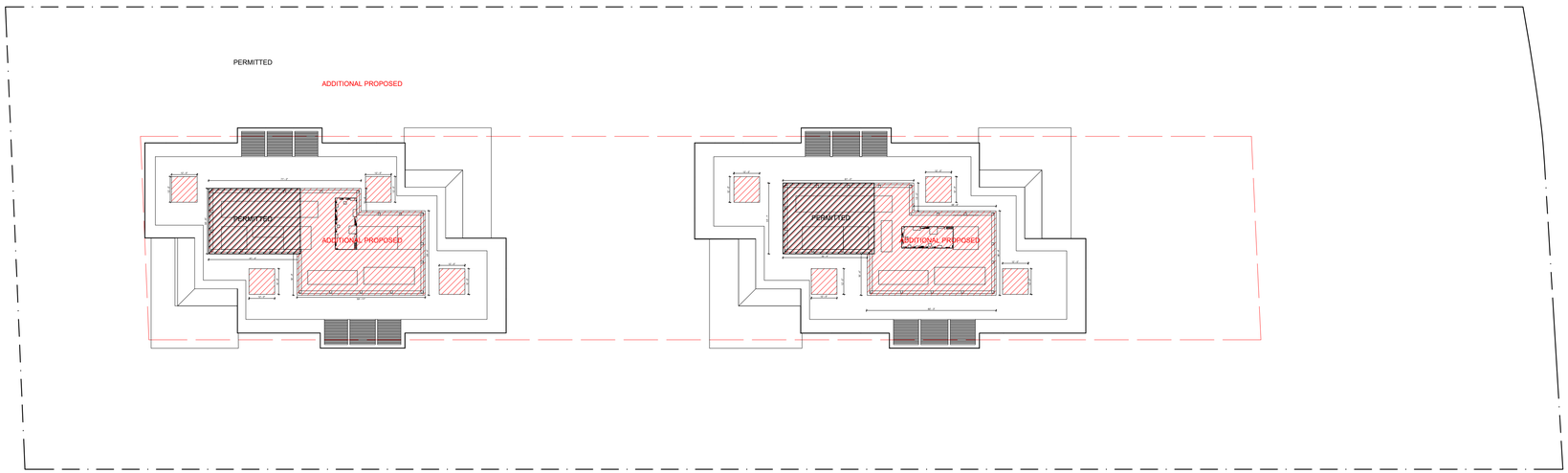
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VARIANCE DIAGRAMS - AM



BUILDING 2 ROOF AREA = 13,309 SF
PERMITTED = 10% (1,309 SF)
ADDITIONAL PROPOSED = 3,201 SF
TOTAL PROPOSED = 33.8% (4,510 SF)

BUILDING 1 ROOF AREA = 14,310 SF
PERMITTED = 10% (1,431 SF)
ADDITIONAL PROPOSED = 3,104 SF
TOTAL PROPOSED = 31.69% (4,535 SF SF)

02 VARIANCE #17 - MECHANICAL EQUIPMENT AREA
SCALE: 1/32" = 1'-0"



02 VARIANCE #16 - ROOFTOP GENERATOR
SCALE: 1/16" = 1'-0"

PERMITTED = 7'-0" (84"')
PROPOSED = 11'-6" (138")



01 VARIANCE #15 - ROOFTOP MECHANICAL EQUIPMENT
SCALE: 1/16" = 1'-0"

PERMITTED = 4'-0" (48"')
PROPOSED = 9'-0" (108")

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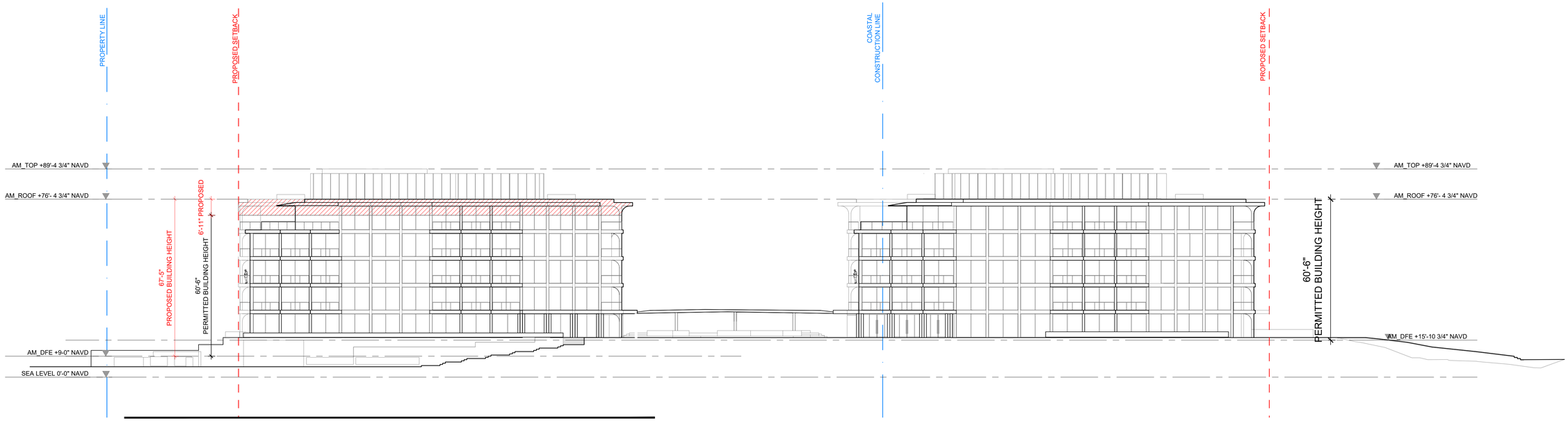
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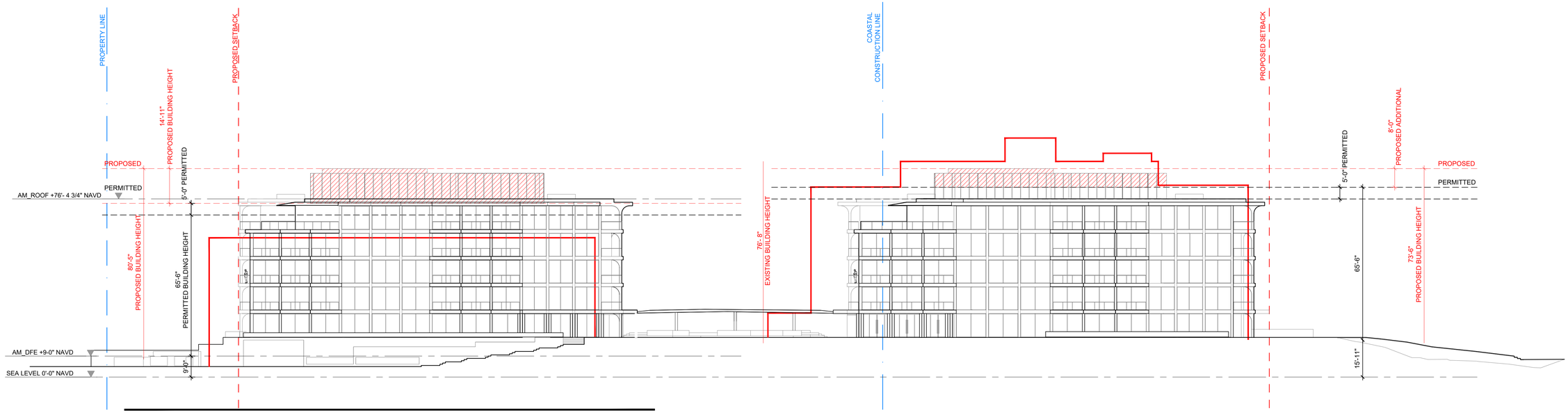
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G-020

VARIANCE DIAGRAMS - AM



02 VARIANCE #19 - BUILDING HEIGHT
SCALE: 3/64" = 1'-0"



01 VARIANCE #18 - OVERALL BUILDING HEIGHT
SCALE: 3/64" = 1'-0"

PERMITTED = 65'-6" (65.5')
PROPOSED = EAST OF CCL: 73'-6" (73.5'), WEST OF CCL 80'-4 3/4" (80.4')

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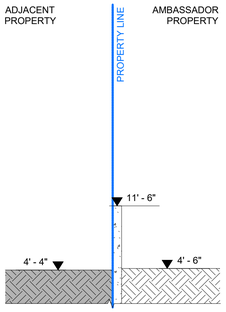
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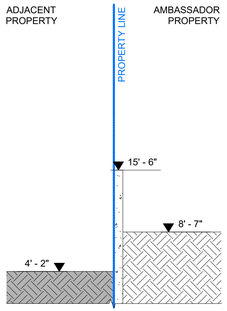
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G-021

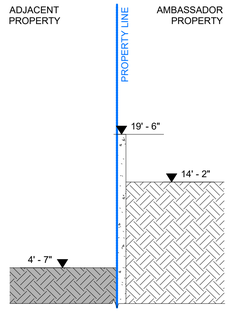
VARIANCE DIAGRAMS - AM



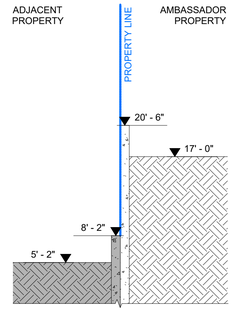
12 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



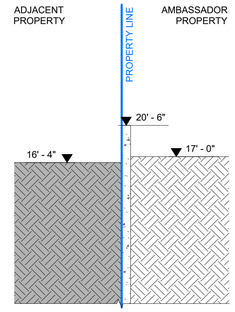
11 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



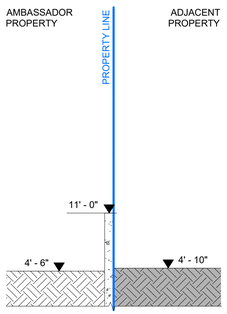
10 PERIMETER WALL SECTION
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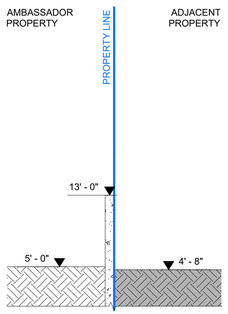
09 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



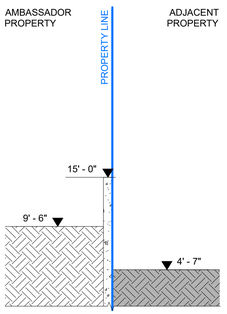
08 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



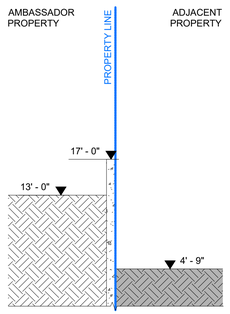
07 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



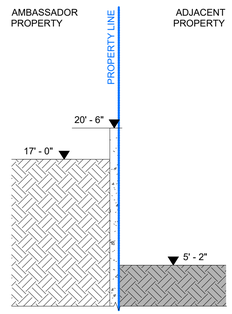
06 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



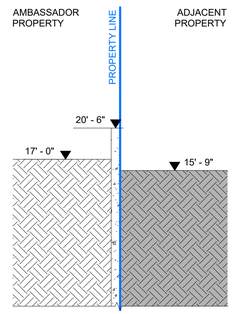
05 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



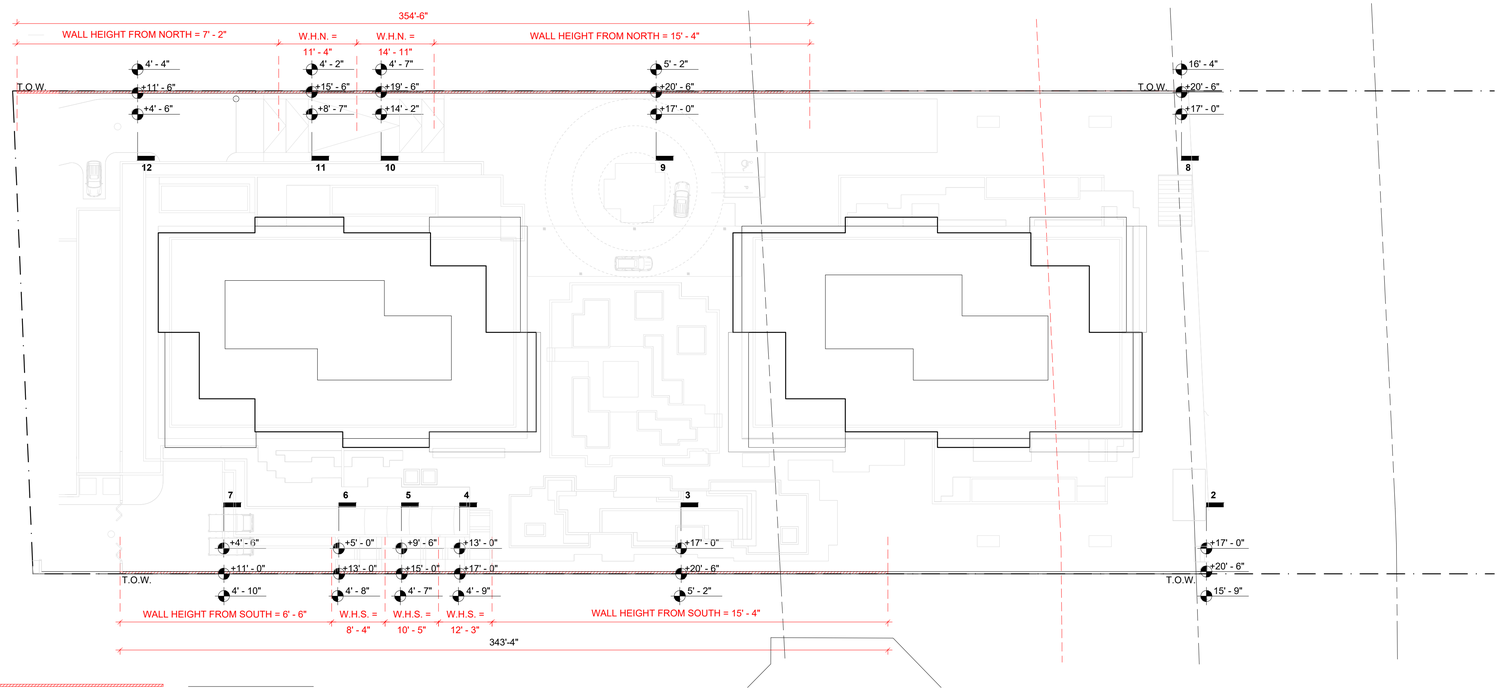
04 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



03 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



02 PERIMETER WALL SECTION
SCALE: 1/8" = 1'-0"



AREA OF PERIMETER WALL GREATER THAN 6'-0" TO ADJACENT GRADE

TOP OF WALL (T.O.W.)

WALL HEIGHT FROM SOUTH (W.H.S.)

WALL HEIGHT FROM NORTH (W.H.N.)

01 VARIANCE #20 - PERIMETER WALL HEIGHT
SCALE: 1/32" = 1'-0"

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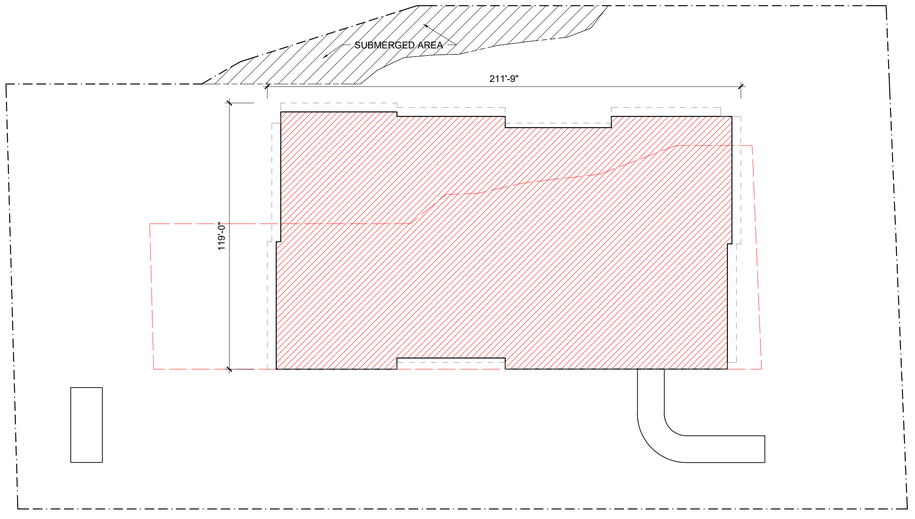
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VARIANCE DIAGRAMS - AM

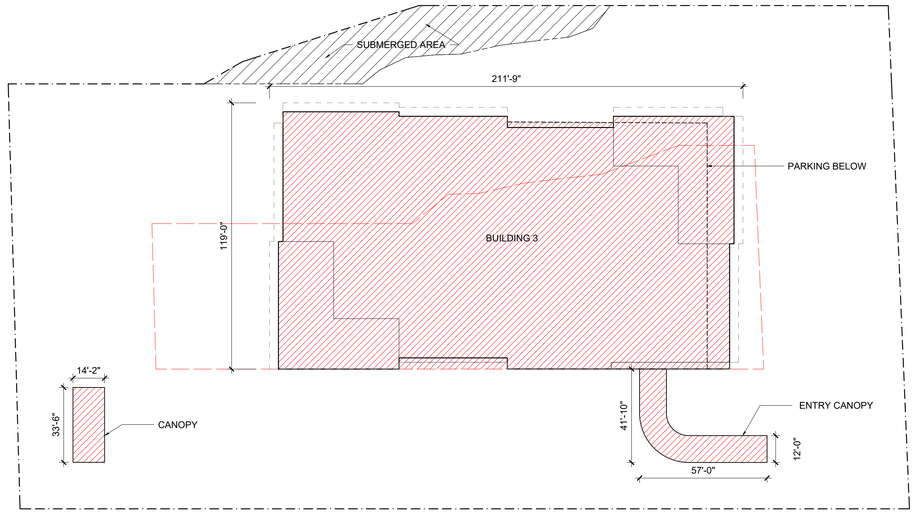


02 VARIANCE #1 - RELIEF FROM MAXIMUM LOT COVERAGE - ABOVE GRADE - BUILDING COVERAGE EXCLUDING CANOPIES

SCALE: 1/32" = 1'-0"

PERMITTED = 22%

PROPOSED = 27.53%



01 VARIANCE #1 - RELIEF FROM MAXIMUM LOT COVERAGE

SCALE: 1/32" = 1'-0"

PERMITTED = 22%

PROPOSED = 29.72%

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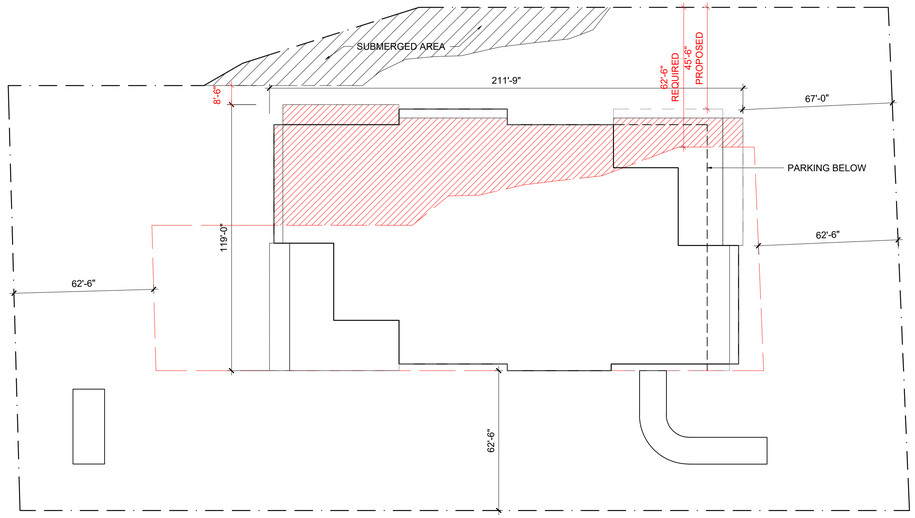
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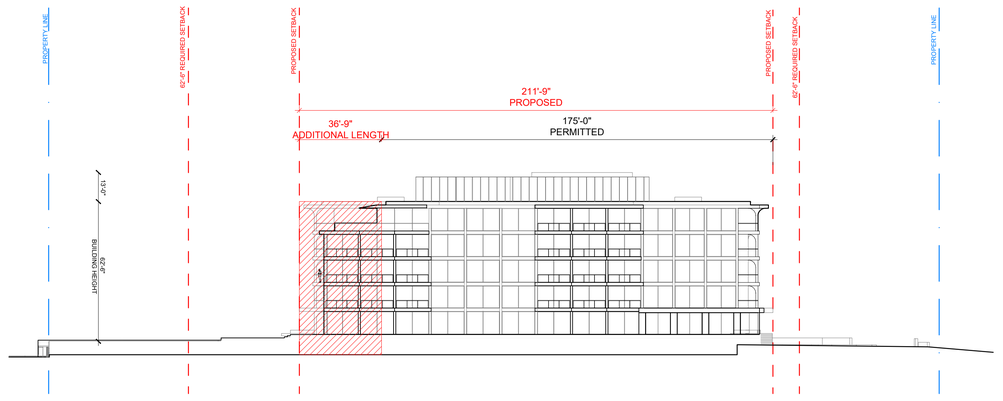
G-023

VARIANCE DIAGRAMS - EW



02 VARIANCE #4 - RELIEF FROM SIDE YARD SETBACK NORTH
SCALE: 1/32" = 1'-0"

REQUIRED = 62'-6" (EXISTING NORTH 11'-3")
PROPOSED = NORTH 8'-6"



01 VARIANCE #2 - RELIEF FROM MAXIMUM BUILDING LENGTH
SCALE: 1/32" = 1'-0"

PERMITTED = 175'-0"
PROPOSED = 211'-9"

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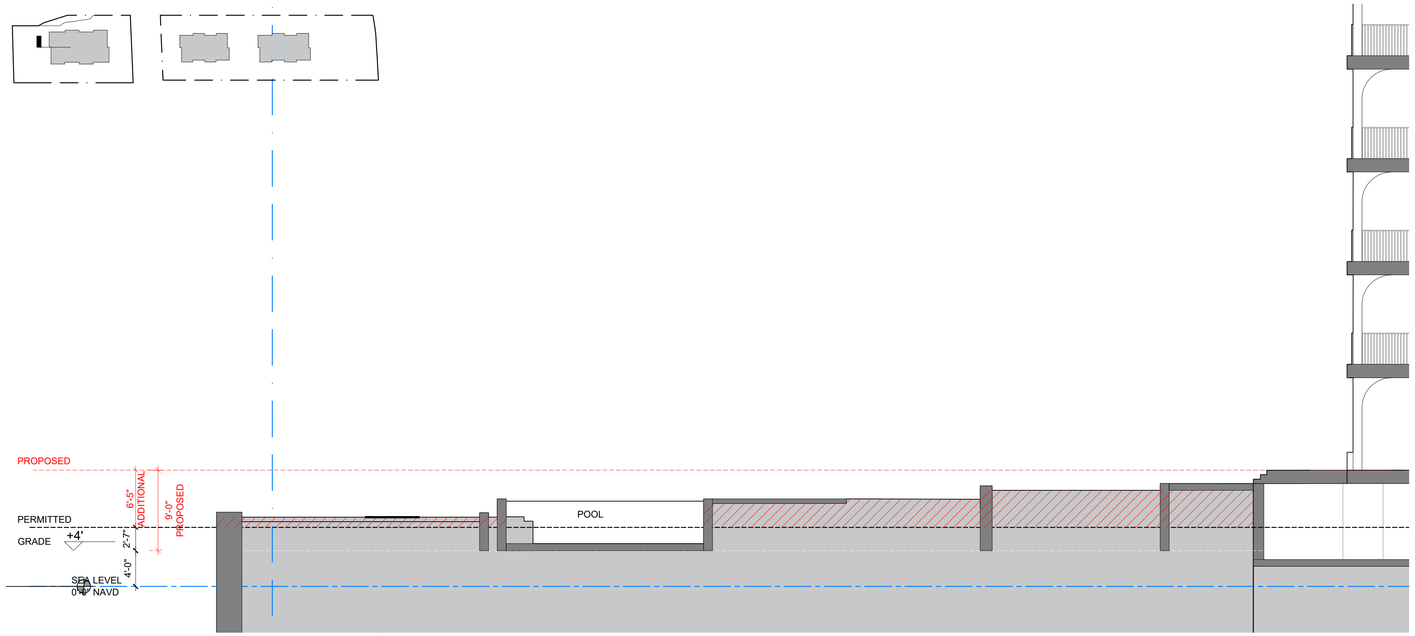
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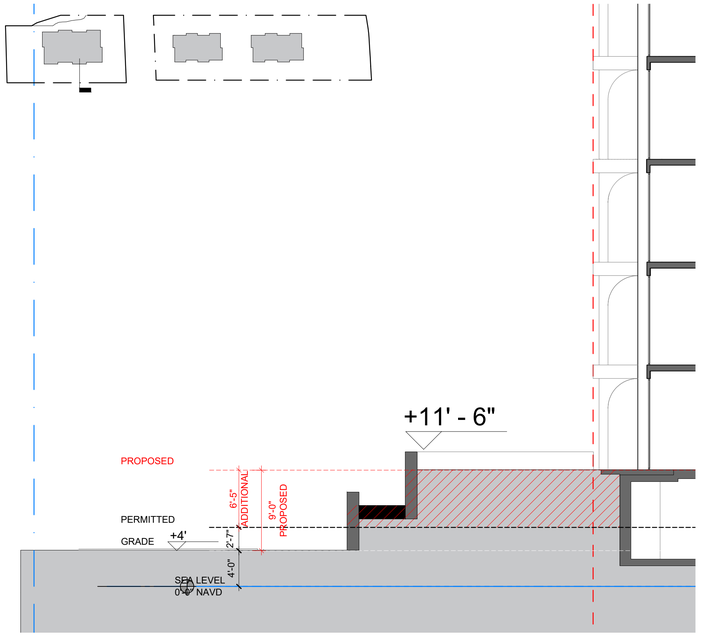
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Date: 10-07-25
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G-023b

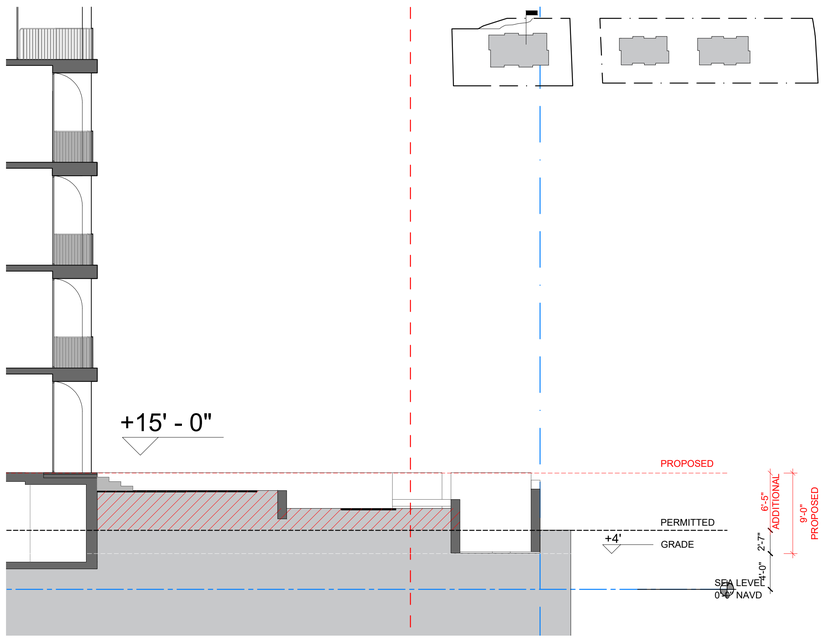
VARIANCE DIAGRAMS - EW



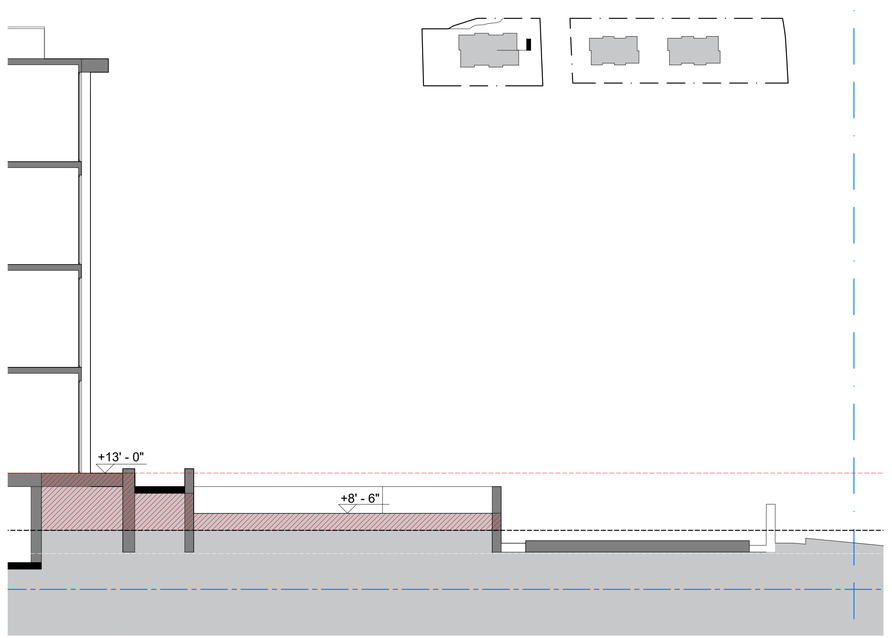
04 VARIANCE #3 - RELIEF FROM FILL PERMITED - REAR YARD
SCALE: 1/8" = 1'-0"



03 VARIANCE #3 - RELIEF FROM FILL PERMITED - SOUTH YARD
SCALE: 1/8" = 1'-0"



02 VARIANCE #3 - RELIEF FROM FILL PERMITED - NORTH YARD
SCALE: 1/8" = 1'-0"



01 VARIANCE #3 - RELIEF FROM FILL PERMITED - FRONT YARD
SCALE: 1/8" = 1'-0"

PERMITTED = 2'-7 1/4" (2.6')
PROPOSED = 9'-0" (9.0')

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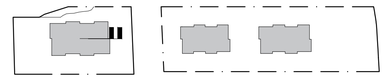
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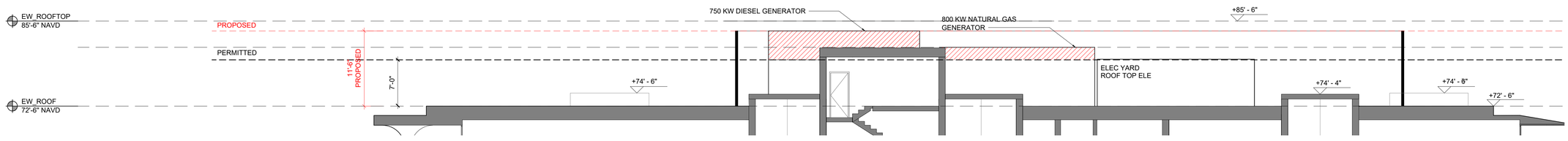
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G-024

VARIANCE DIAGRAMS - EW





02 VARIANCE #6 - ROOFTOP GENERATOR

SCALE: 1/8" = 1'-0"

PERMITTED = 7'-0" (84'")
PROPOSED = 11'-6" (138")



01 VARIANCE #5 - ROOFTOP MECH. EQUIPMENT

SCALE: 1/8" = 1'-0"

PERMITTED = 4'-0" (48'")
PROPOSED = 9'-0" (108")

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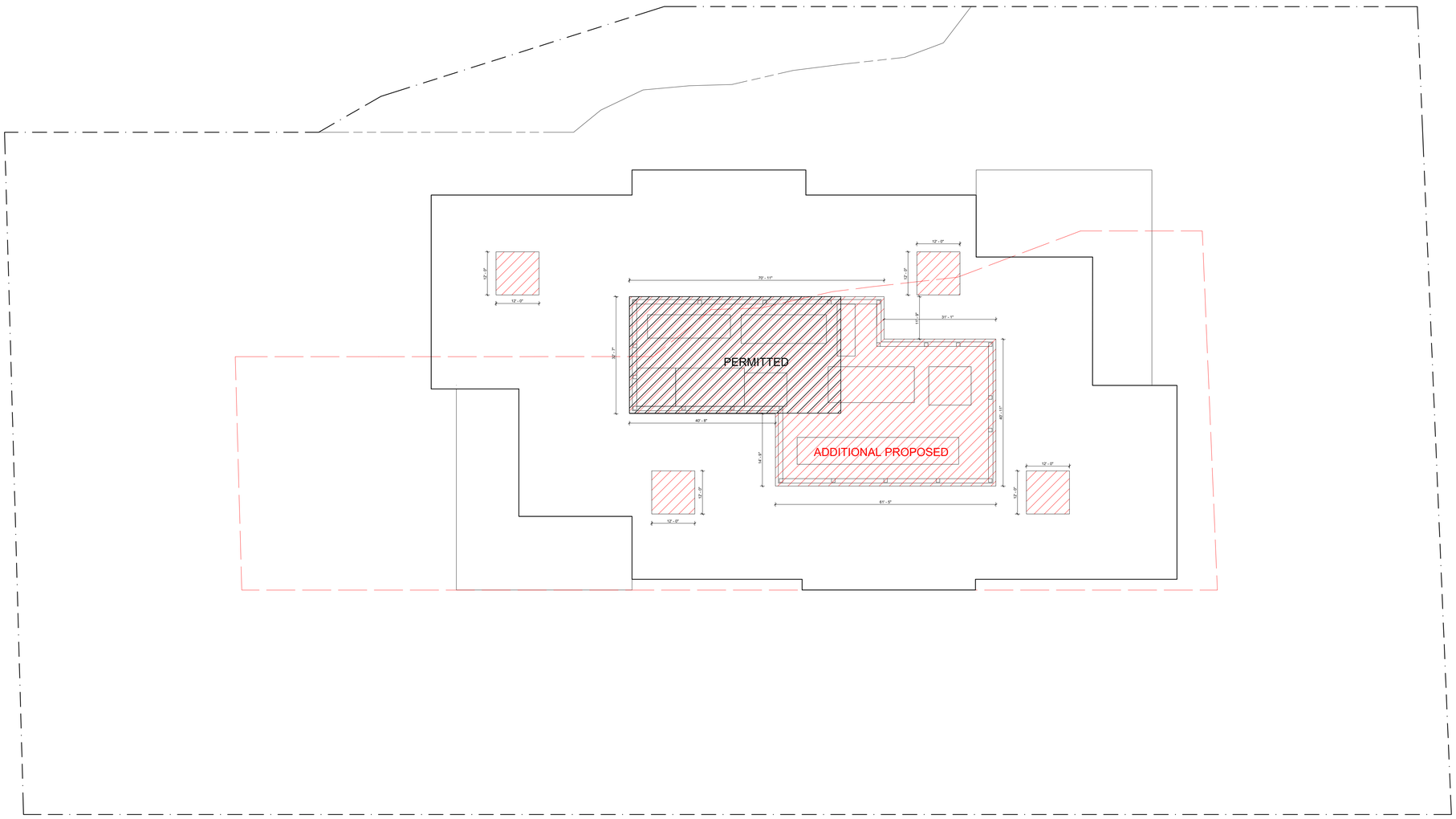
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VARIANCE DIAGRAMS - EW



BUILDING 3 ROOF AREA = 19,061 SF
PERMITTED = 10% (1,906 SF)
ADDITIONAL PROPOSED = 2,867 SF
TOTAL PROPOSED = 25.04% (4,773 SF)

03 VARIANCE #7 - MECHANICAL EQUIPMENT AREA

SCALE: 1/16" = 1'-0"

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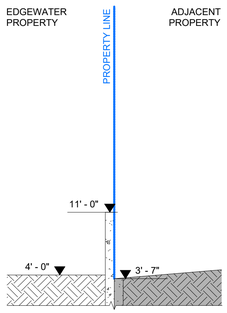
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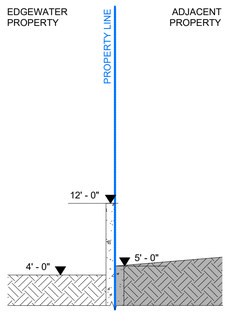
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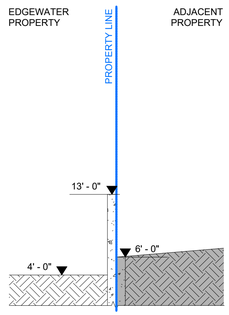
VARIANCE DIAGRAMS EW



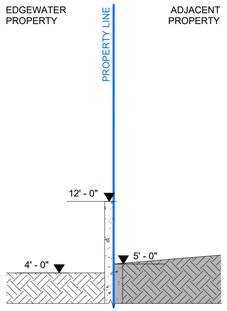
08 PERIM. SECTION
SCALE: 1/8" = 1'-0"



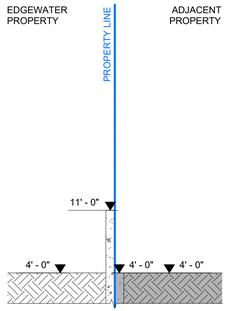
07 PERIM. SECTION
SCALE: 1/8" = 1'-0"



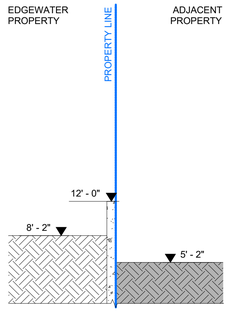
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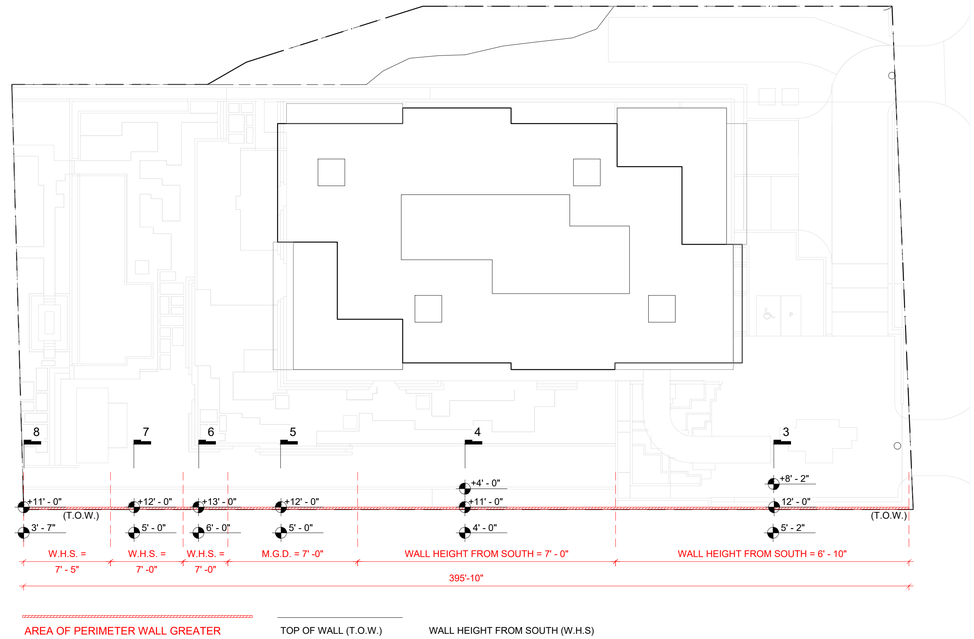
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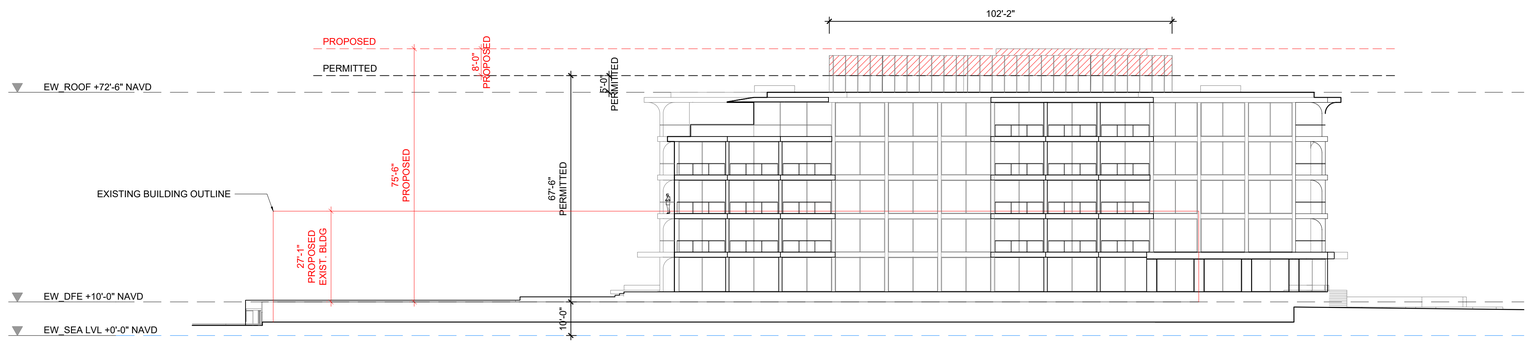
04 PERIM. SECTION
SCALE: 1/8" = 1'-0"



03 PERIM. SECTION
SCALE: 1/8" = 1'-0"



02 VARIANCE #9 - PERIMETER WALL HEIGHT
SCALE: 1/32" = 1'-0"



01 VARIANCE #8 - OVERALL BUILDING HEIGHT
SCALE: 1/32" = 1'-0"
PERMITTED = 67'-6"
PROPOSED = 75'-6"

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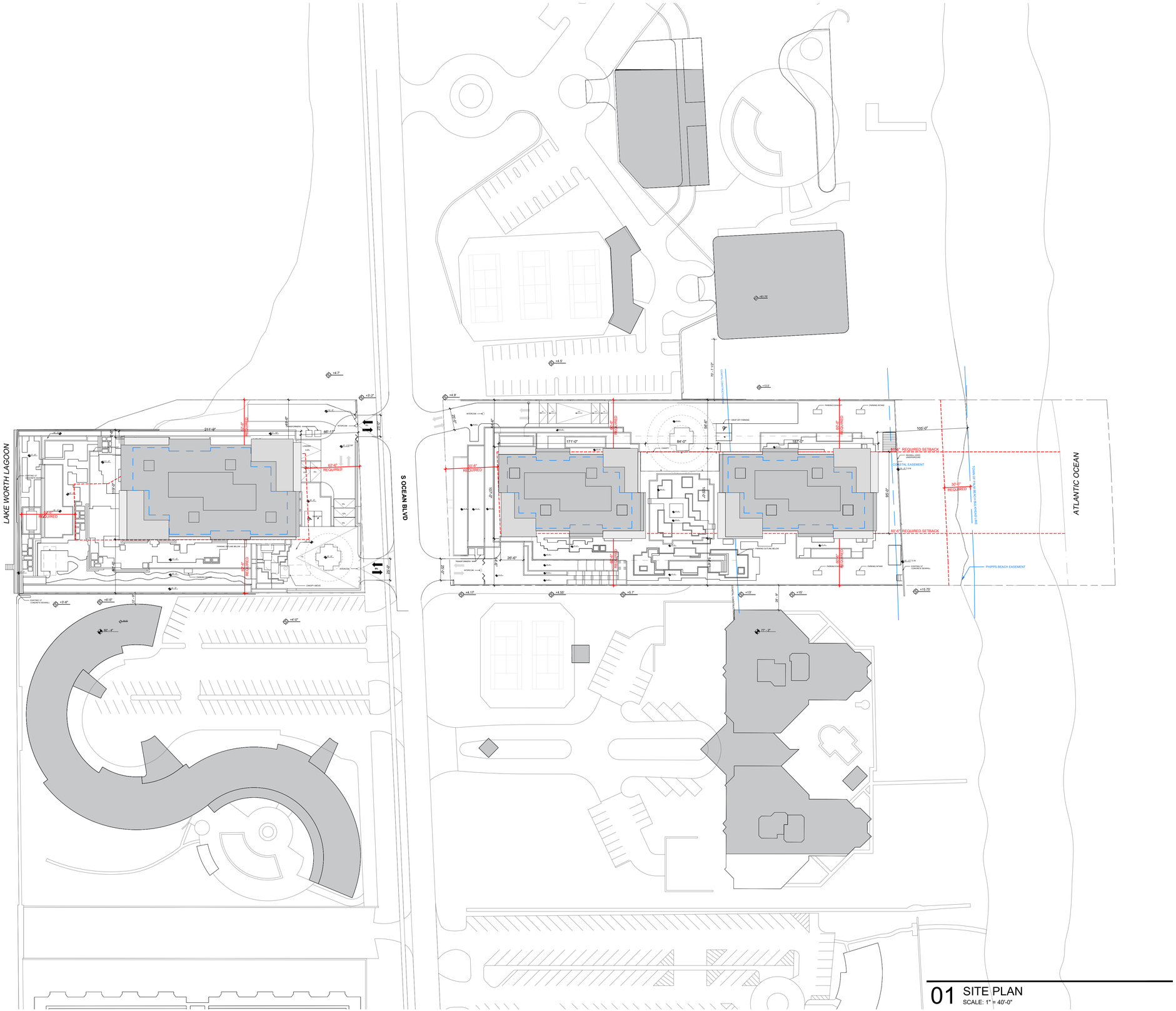
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G-027

VARIANCE DIAGRAMS - EW



01 SITE PLAN
SCALE: 1" = 40'-0"

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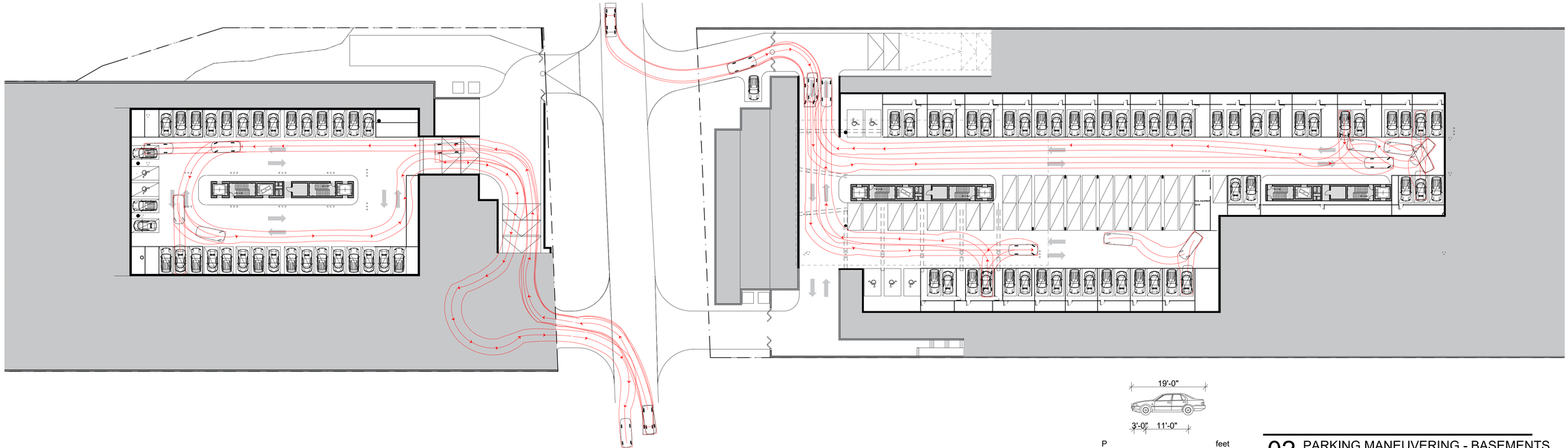
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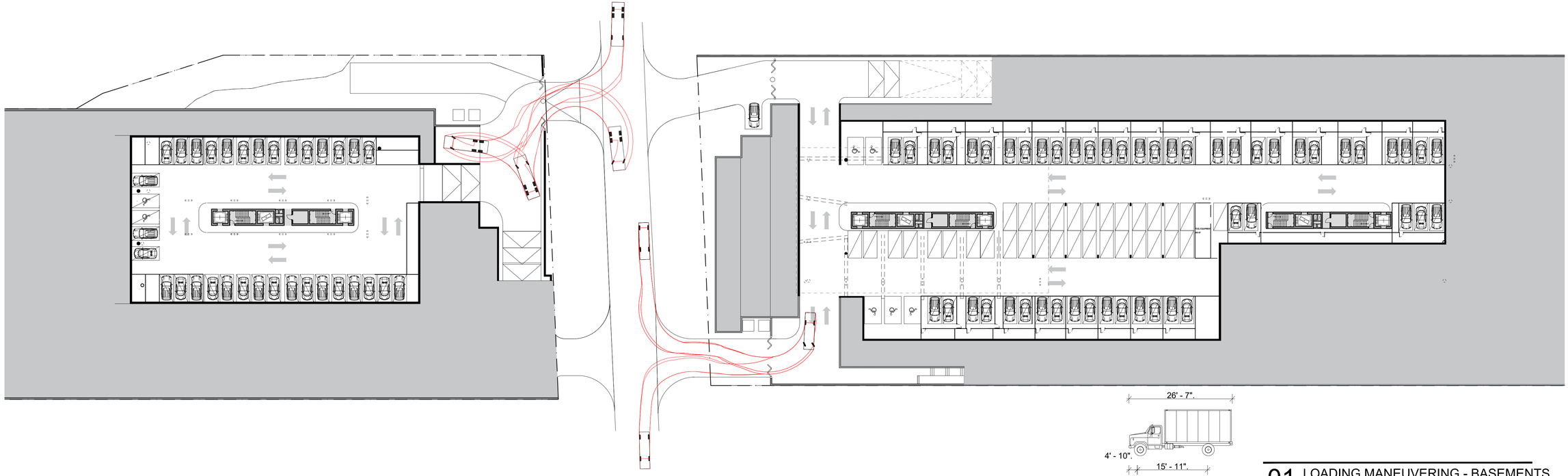
A-010

SITE PLAN



P	feet
WIDTH	: 7.00
TRACK	: 6.00
LOCK TO LOCK TIME	: 6.00
STEERING ANGLE	: 31.0

02 PARKING MANEUVERING - BASEMENTS
SCALE: 1/32" = 1'-0"



RIGID VAN 17T	feet
WIDTH	: 8.20
TRACK	: 8.20
LOCK TO LOCK TIME	: 6.00
STEERING ANGLE	: 38.8

01 LOADING MANEUVERING - BASEMENTS
SCALE: 1/32" = 1'-0"

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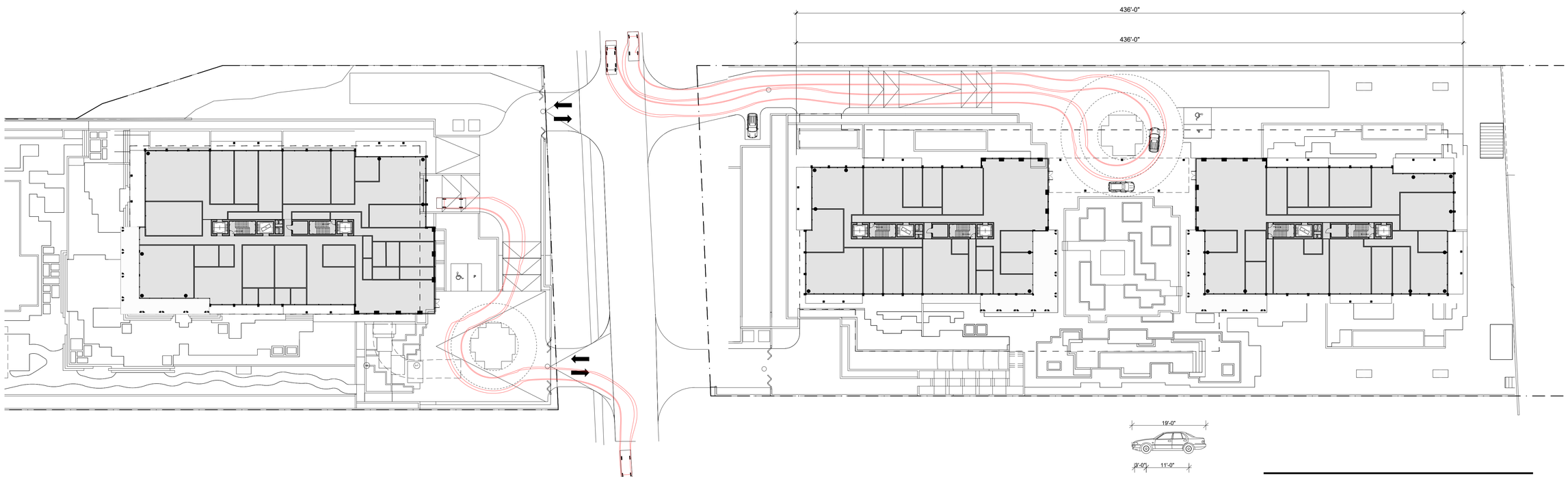
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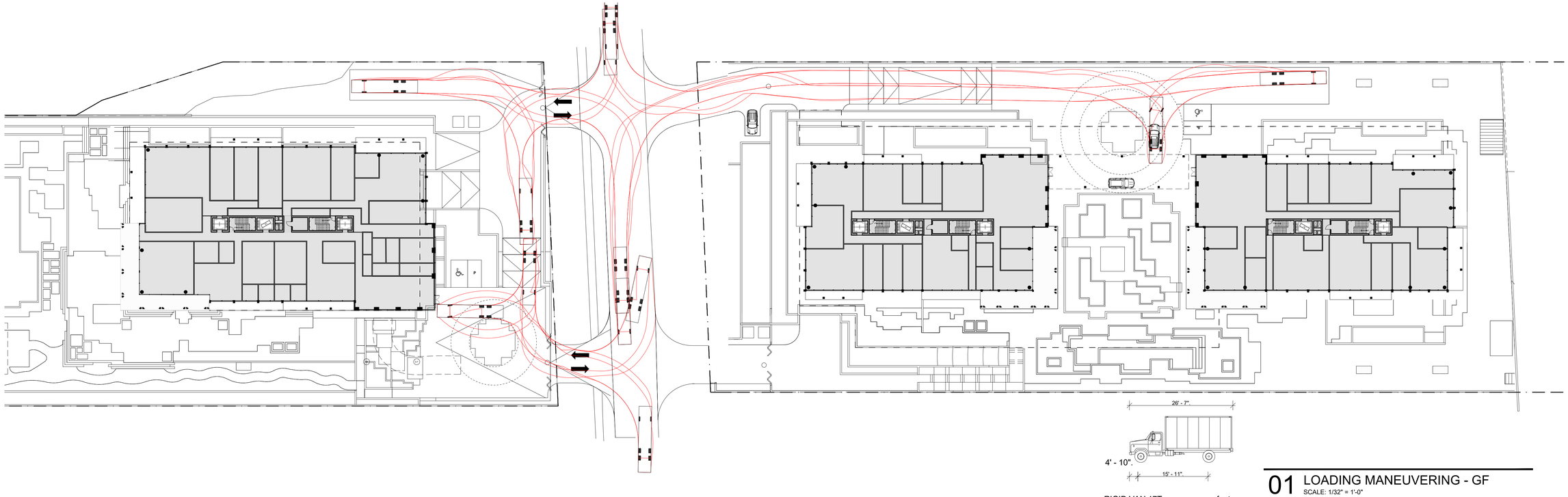
MANEUVERING PLANS 1



P	feet
WIDTH	: 7.00
TRACK	: 6.00
LOCK TO LOCK TIME	: 6.00
STEERING ANGLE	: 31.0

02 PARKING MANEUVERING - GF

SCALE: 1/32" = 1'-0"



RIGID VAN 17T	feet
WIDTH	: 8.20
TRACK	: 8.20
LOCK TO LOCK TIME	: 6.00
STEERING ANGLE	: 38.8

01 LOADING MANEUVERING - GF

SCALE: 1/32" = 1'-0"

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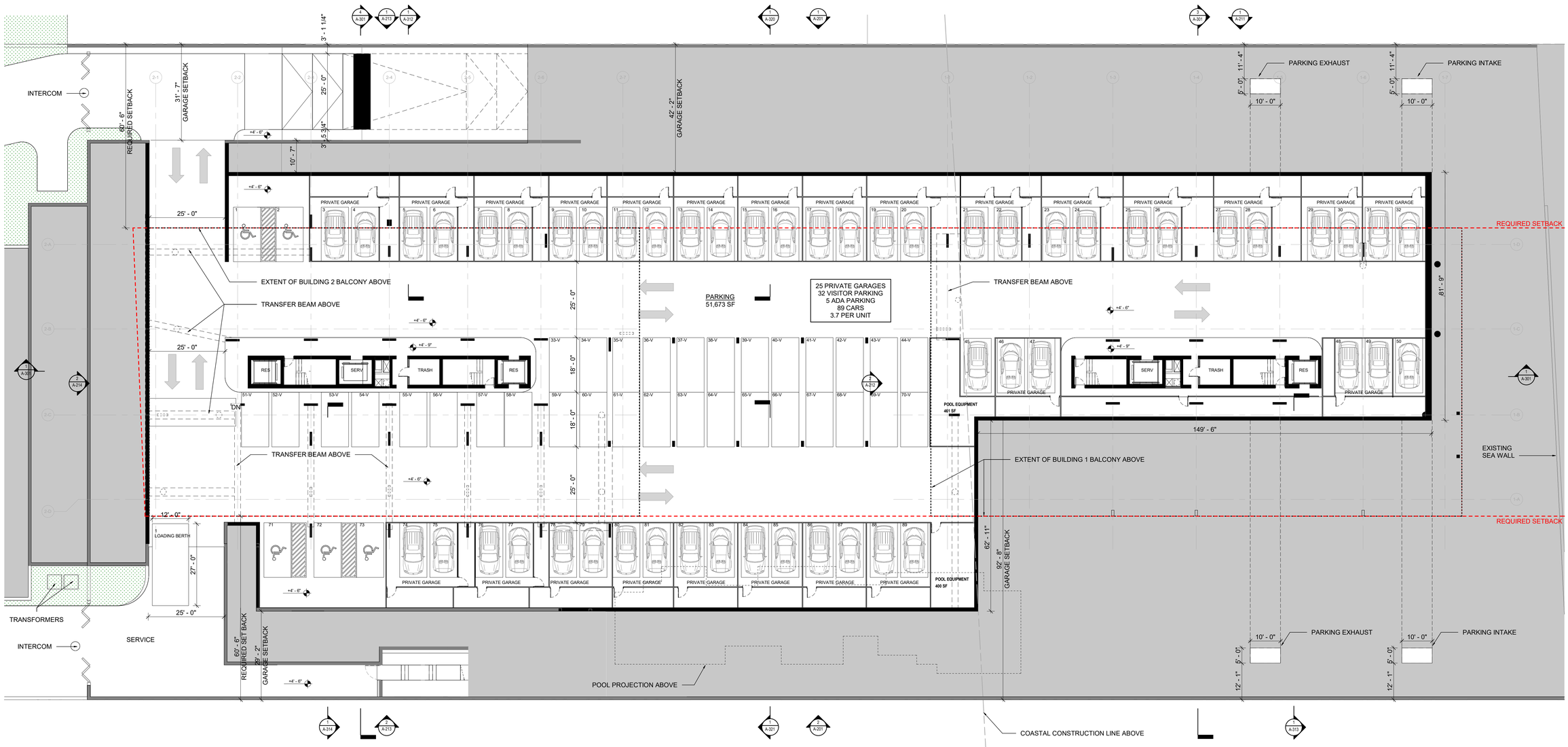
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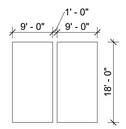
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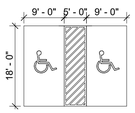
A-012

MANEUVERING PLANS 2





3 TYP. STANDARD PARKING
SCALE: 1/16" = 1'-0"



2 TYP. ADA PARKING
SCALE: 1/16" = 1'-0"

1 BLDG 1&2 B1 FLOOR PLAN
SCALE: 1/16" = 1'-0"

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BLDG 1 & 2 LEVEL B01



1 BLDG 1&2 GROUND FLOOR PLAN

SCALE: 1/16" = 1'-0"

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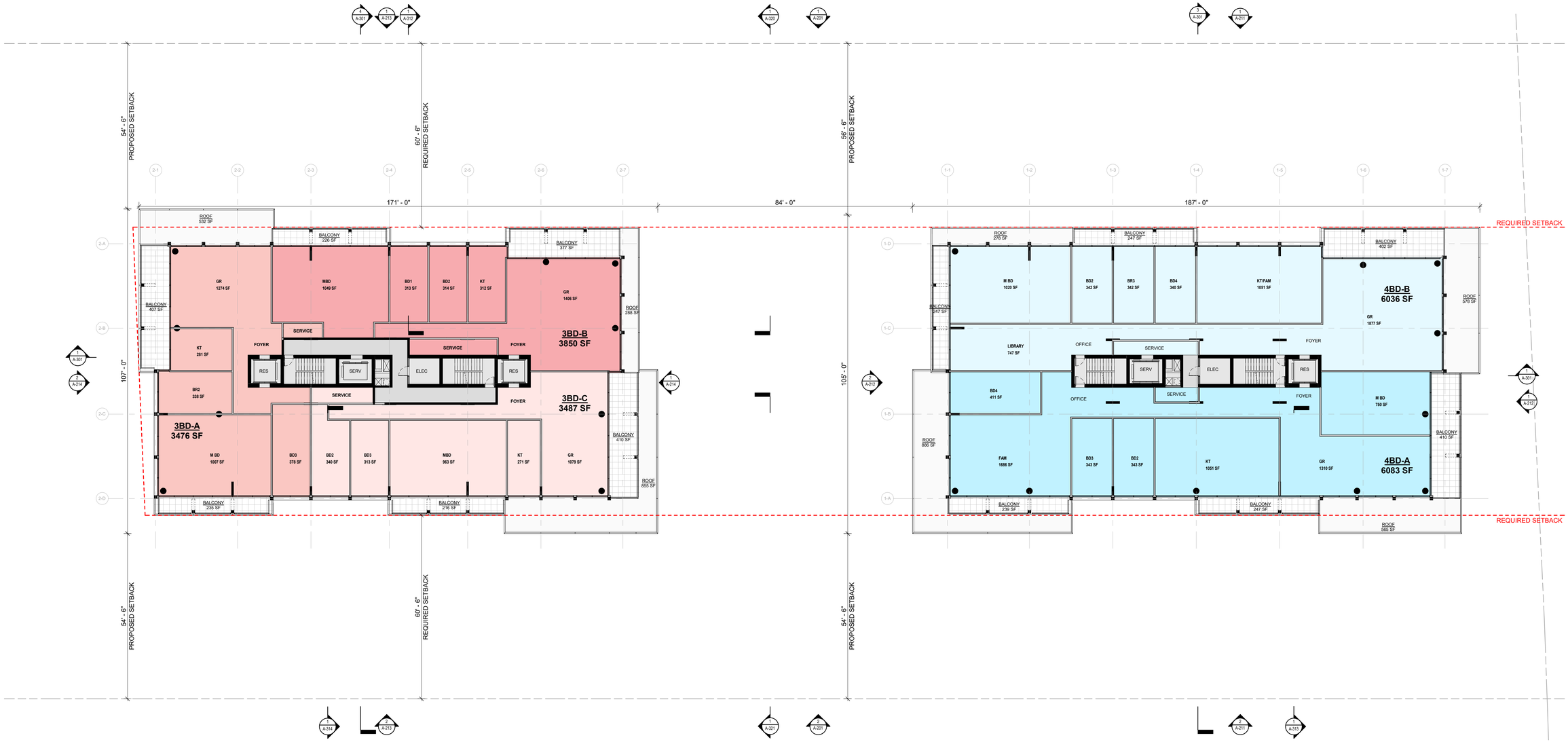
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BLDG 1 & 2 GROUND FLOOR



1 BLDG 1&2 LEVEL 2 PLAN
SCALE: 1/16" = 1'-0"

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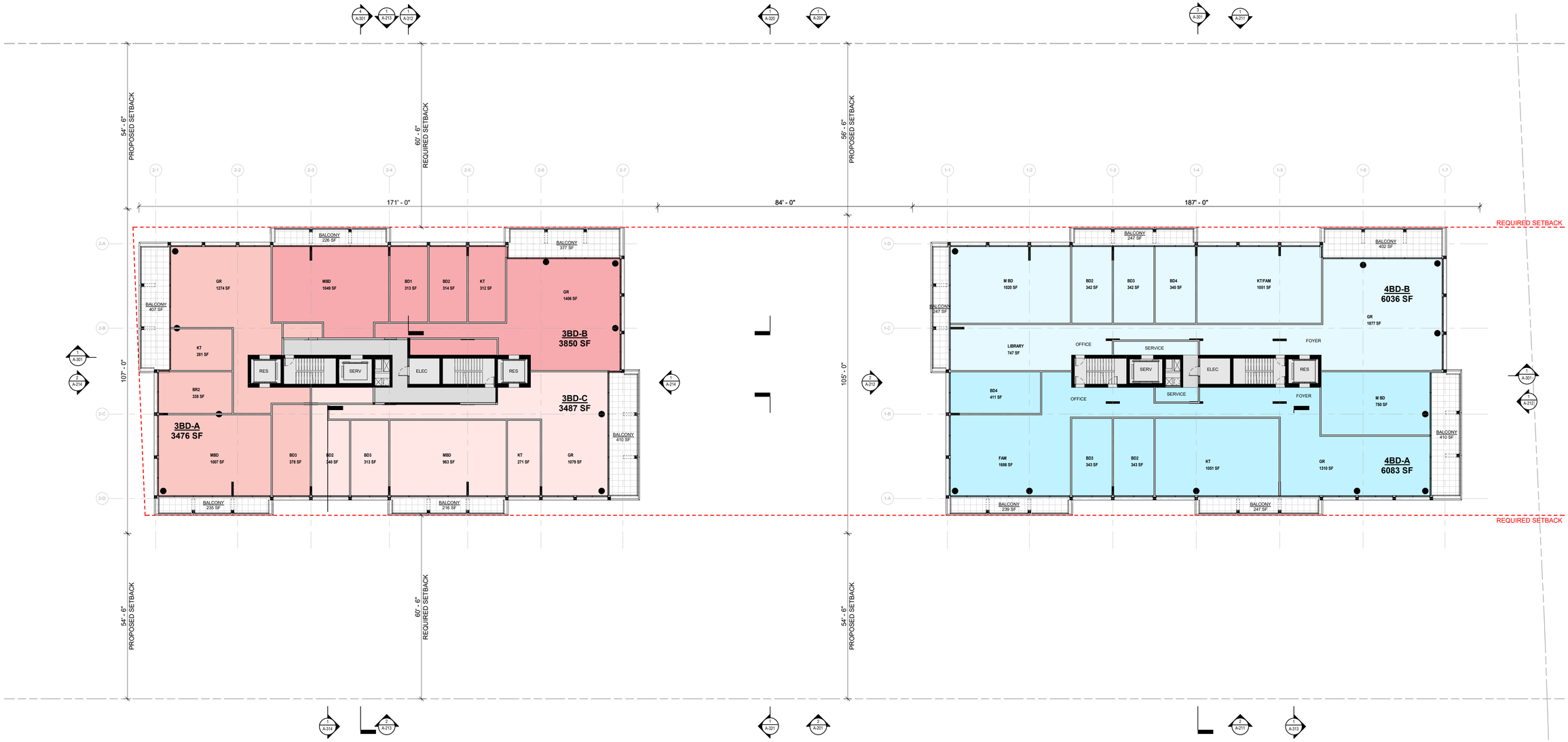
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Date:	10.07.25
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Project Architect:	Checker

A-102a

BLDG 1 & 2 LEVEL 02



1 BLDG 1&2 LEVEL 3 & 4 PLAN
SCALE: 1/16" = 1'-0"

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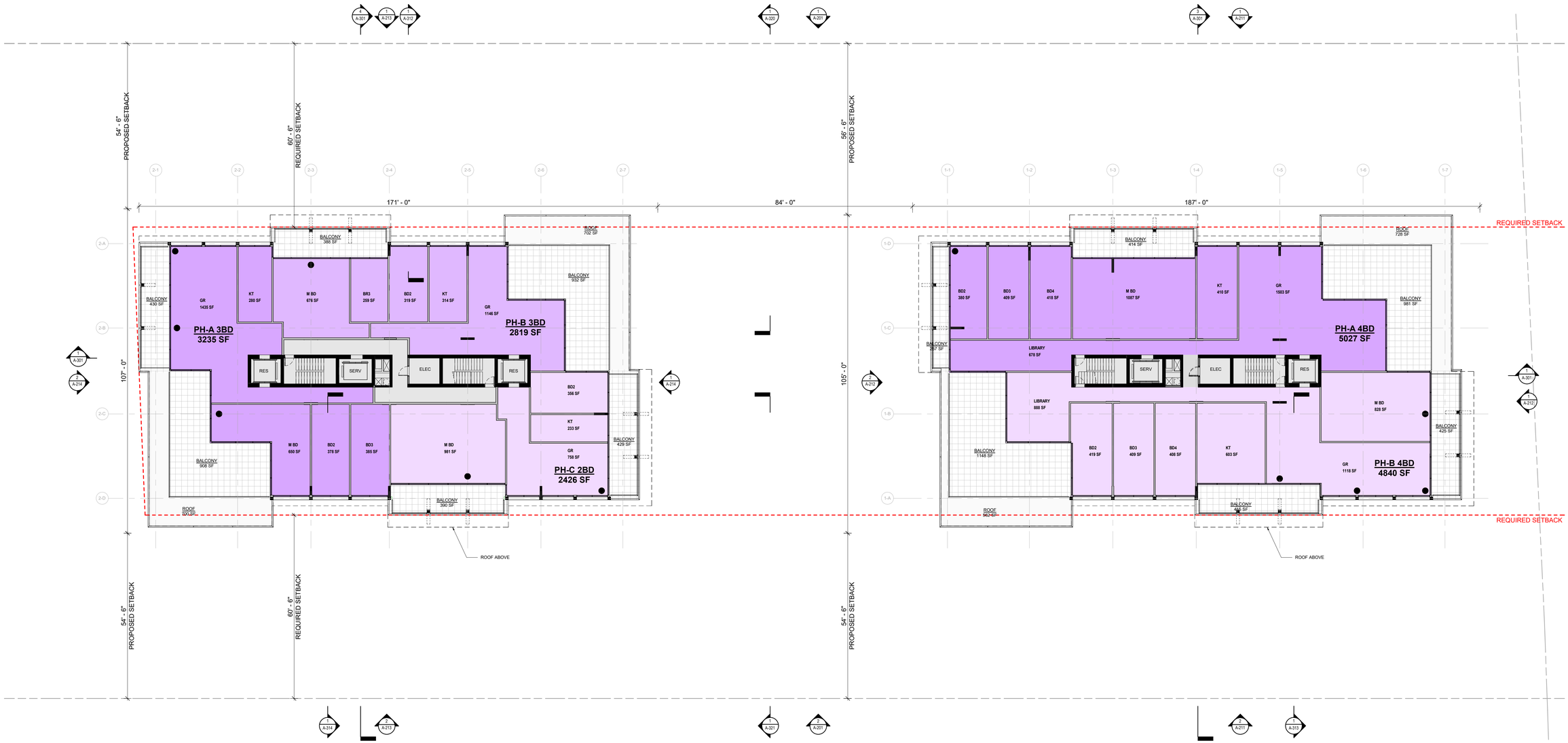
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BLDG 1 & 2 TYP. LEVEL 03 & 04



1 BLDG 1&2 LEVEL 5 PLAN
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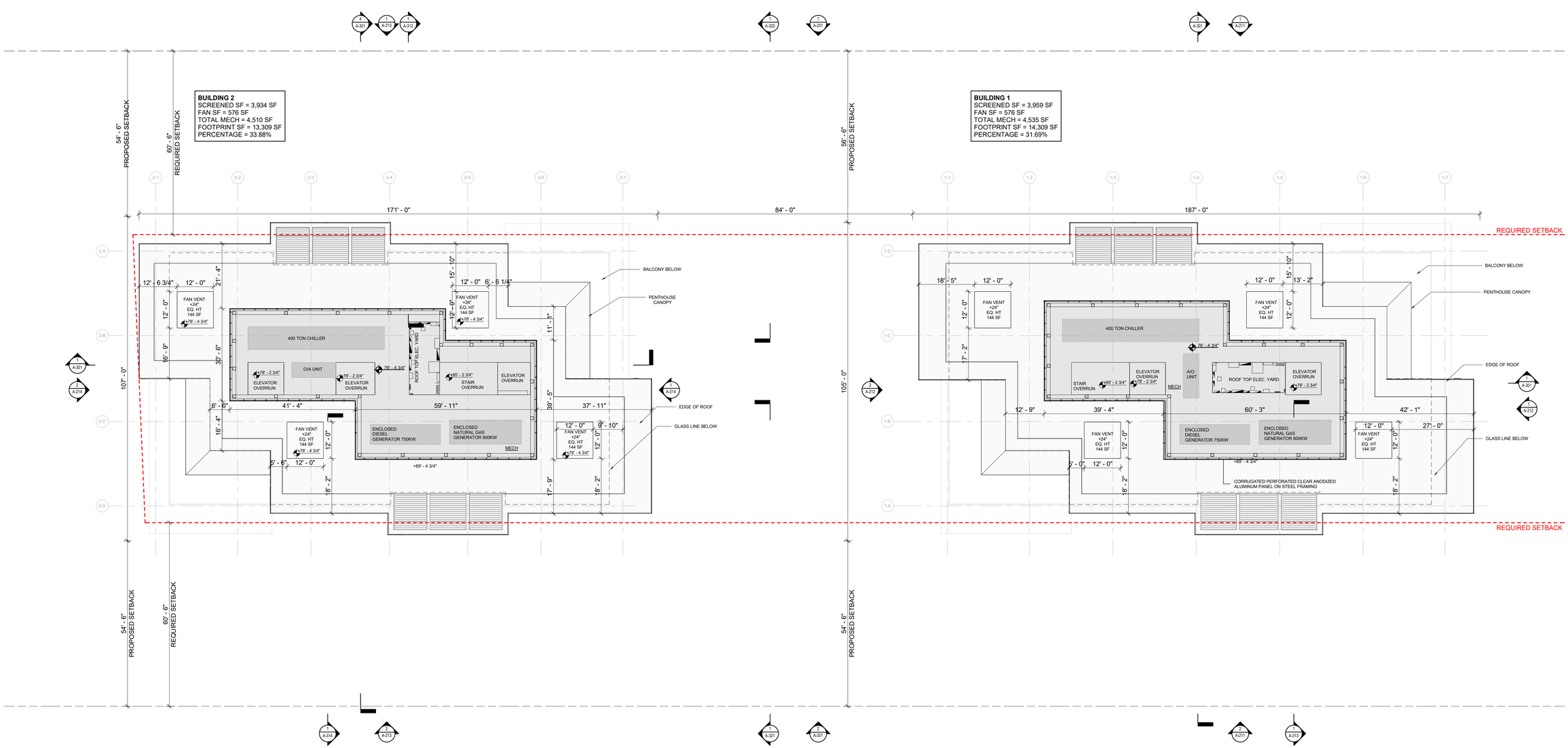
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BLDG 1 & 2 LEVEL 5



MECHNICAL EQUPIMENT SCHEDULE

	L x W x H
1. NATURAL GAS GENERATOR 800kW	23'-1" x 6'-6" x 9'-0"
2. DIESEL GENERATOR 750kW	23'-9" x 8'-0" x 11'-6"
3. O/A UNIT	14'-6" x 5'-0" x 10'-6"
4. 400 TON CHILLER	45'-0" x 7'-6" x 13'-0"
5. ROOF TOP ELECTRICAL YARD	24'-0" x 10'-8" x 8'-0"

1 BLDG 1&2 ROOF PLAN
SCALE: 1/16" = 1'-0"

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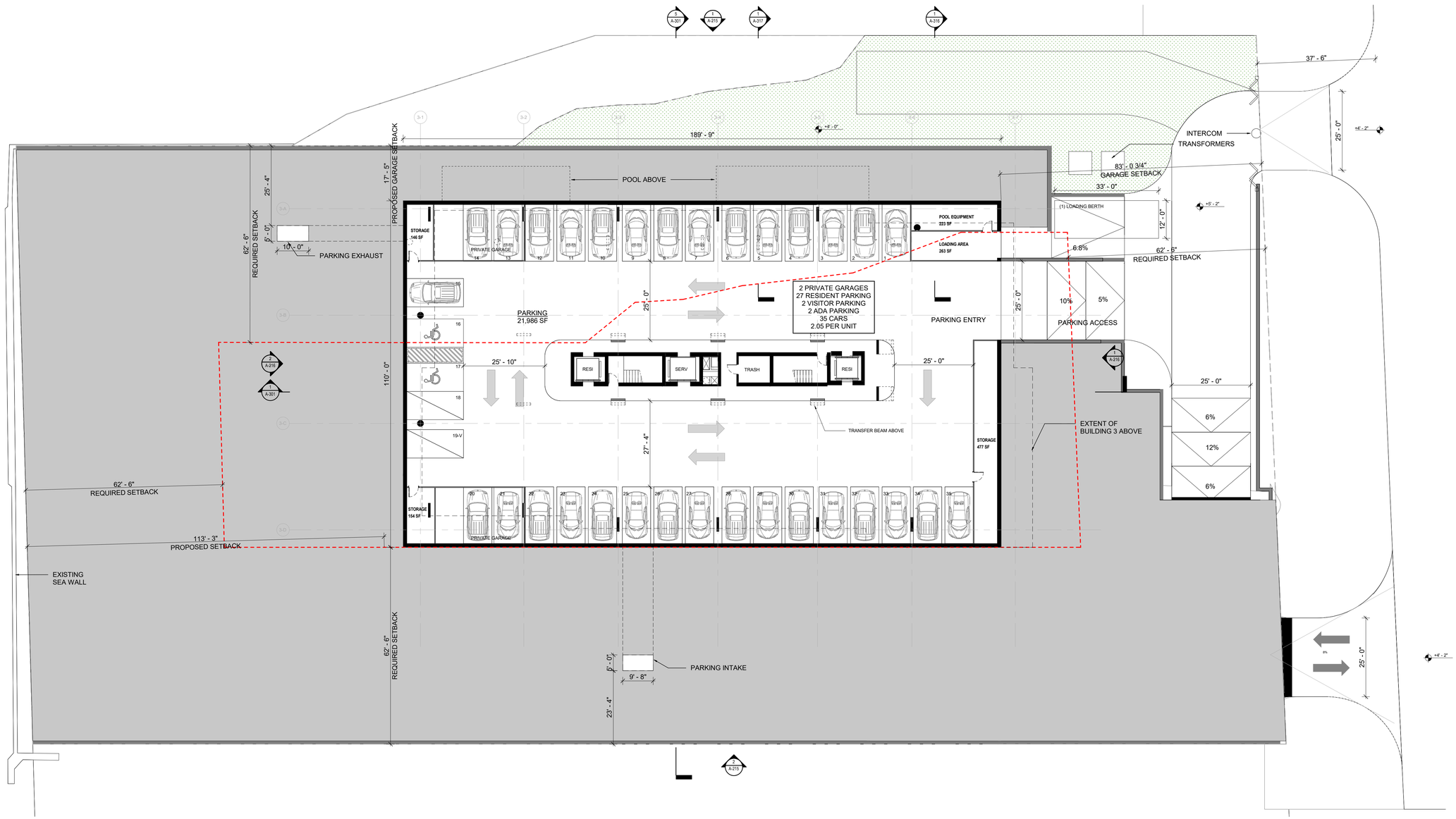
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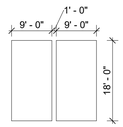
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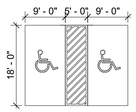
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A-105a
BLDG 1 & 2 ROOF LEVEL





3 TYP. STANDARD PARKING
SCALE: 1/16" = 1'-0"



2 TYP. ADA PARKING
SCALE: 1/16" = 1'-0"

1 BLDG 3 B1 FLOOR PLAN
SCALE: 1/16" = 1'-0"

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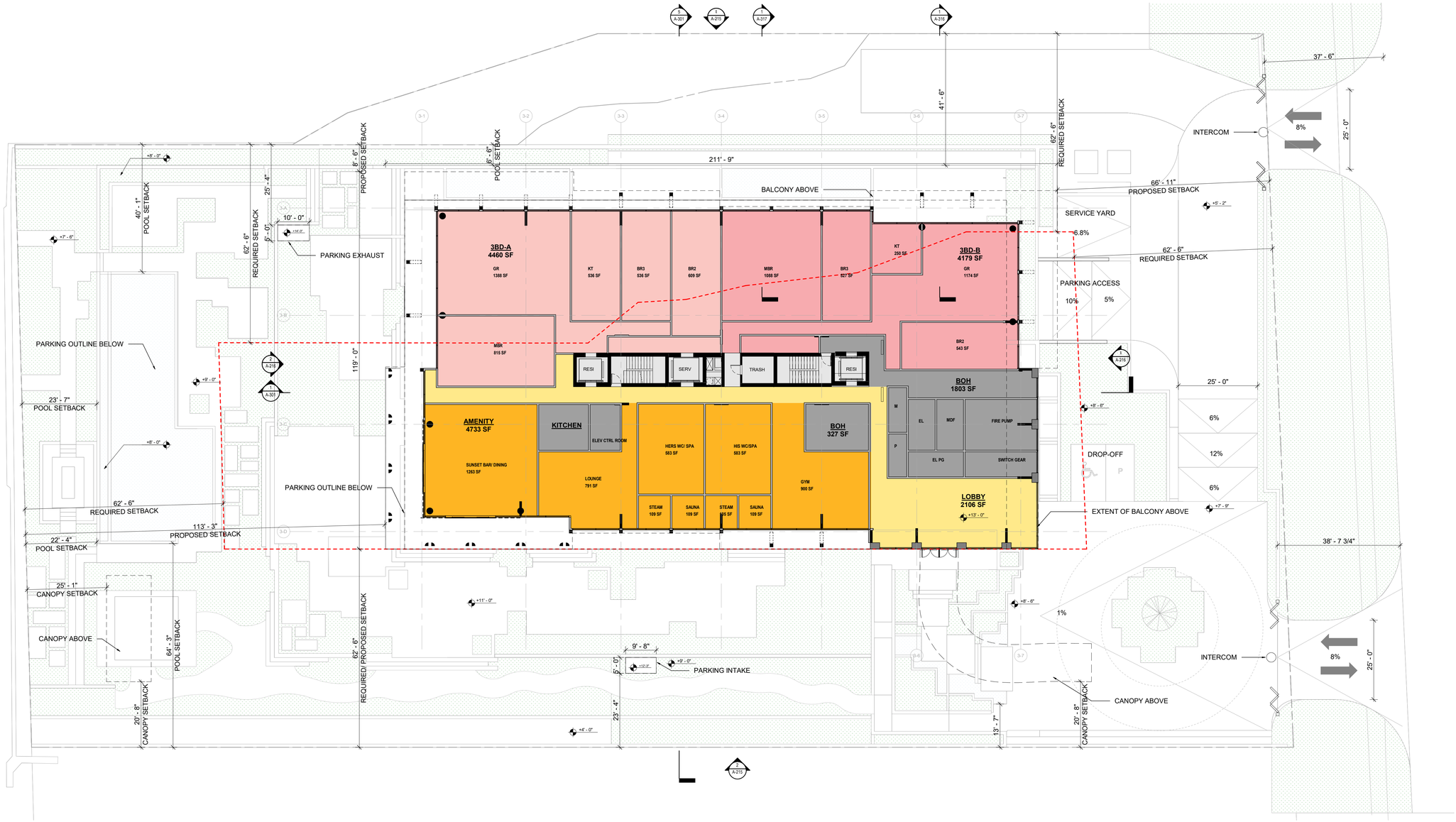
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A-100b

BLDG 3 LEVEL B01



1 BLDG 3 GROUND FLOOR PLAN
SCALE: 1/16" = 1'-0"

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A-101b
BLDG 3 GROUND FLOOR



1 BLDG 3 LEVEL 2 PLAN
SCALE: 1/16" = 1'-0"

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BLDG 3 LEVEL 02



1 BLDG 3 LEVEL 3 & 4 PLAN
SCALE: 1/16" = 1'-0"

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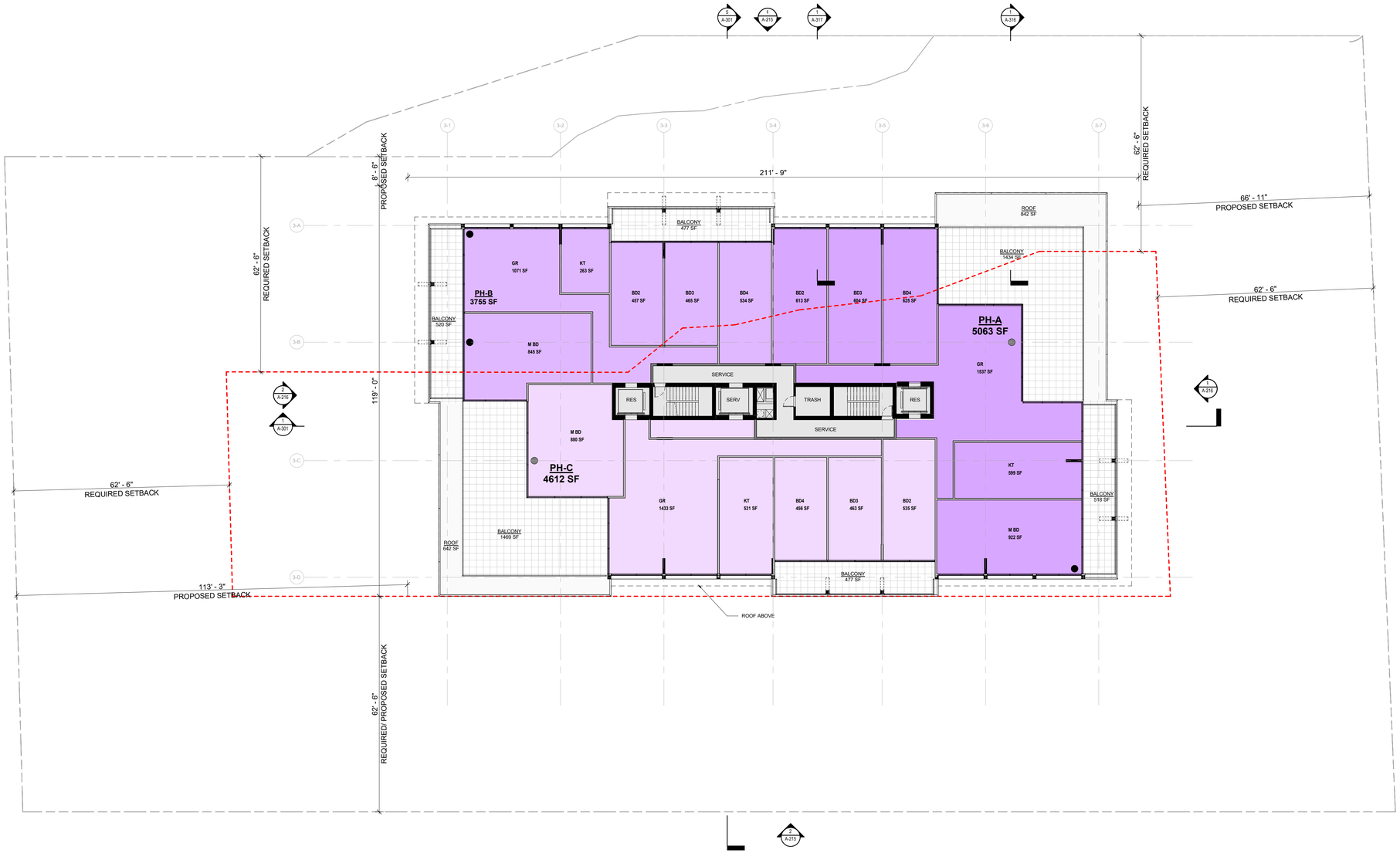
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BLDG 3 TYP. LEVEL 03 & 04



1 BLDG 3 LEVEL 5 PLAN
SCALE: 1/16" = 1'-0"

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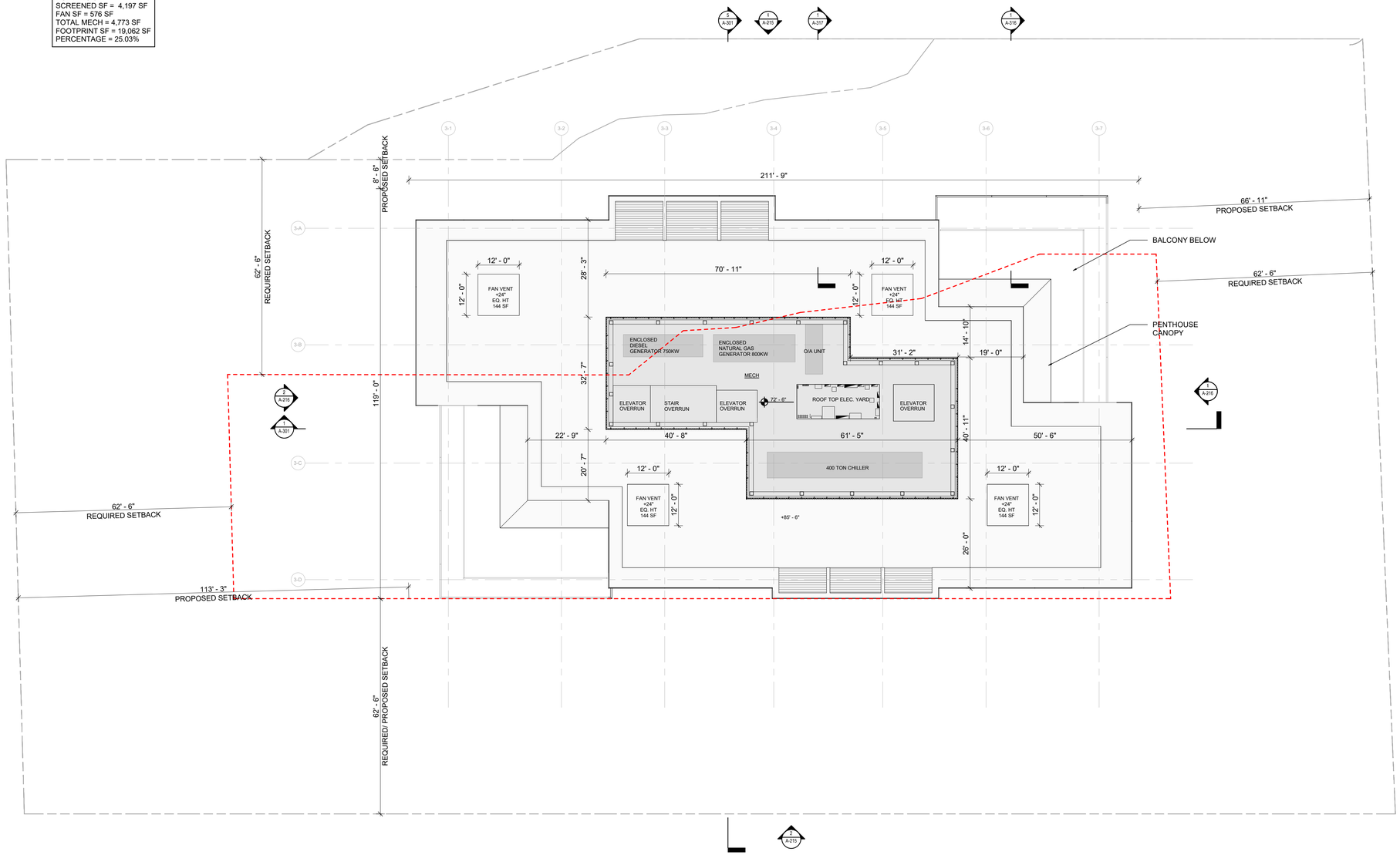
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A-104b

BLDG 3 LEVEL 05

BUILDING 3
SCREENED SF = 4,197 SF
FAN SF = 576 SF
TOTAL MECH = 4,773 SF
FOOTPRINT SF = 19,062 SF
PERCENTAGE = 25.03%



MECHNICAL EQUIPMENT SCHEDULE

	L x W x H
1. NATURAL GAS GENERATOR 800kW	23'-1" x 6'-6" x 9'-0"
2. DIESEL GENERATOR 750kW	23'-9" x 8'-0" x 11'-6"
3. O/A UNIT	14'-6" x 5'-0" x 10'-6"
4. 400 TON CHILLER	45'-0" x 7'-6" x 13'-0"
5. ROOF TOP ELECTRICAL YARD	24'-0" x 10'-8" x 8'-0"

1 BLDG 3 ROOF PLAN
SCALE: 1/16" = 1'-0"

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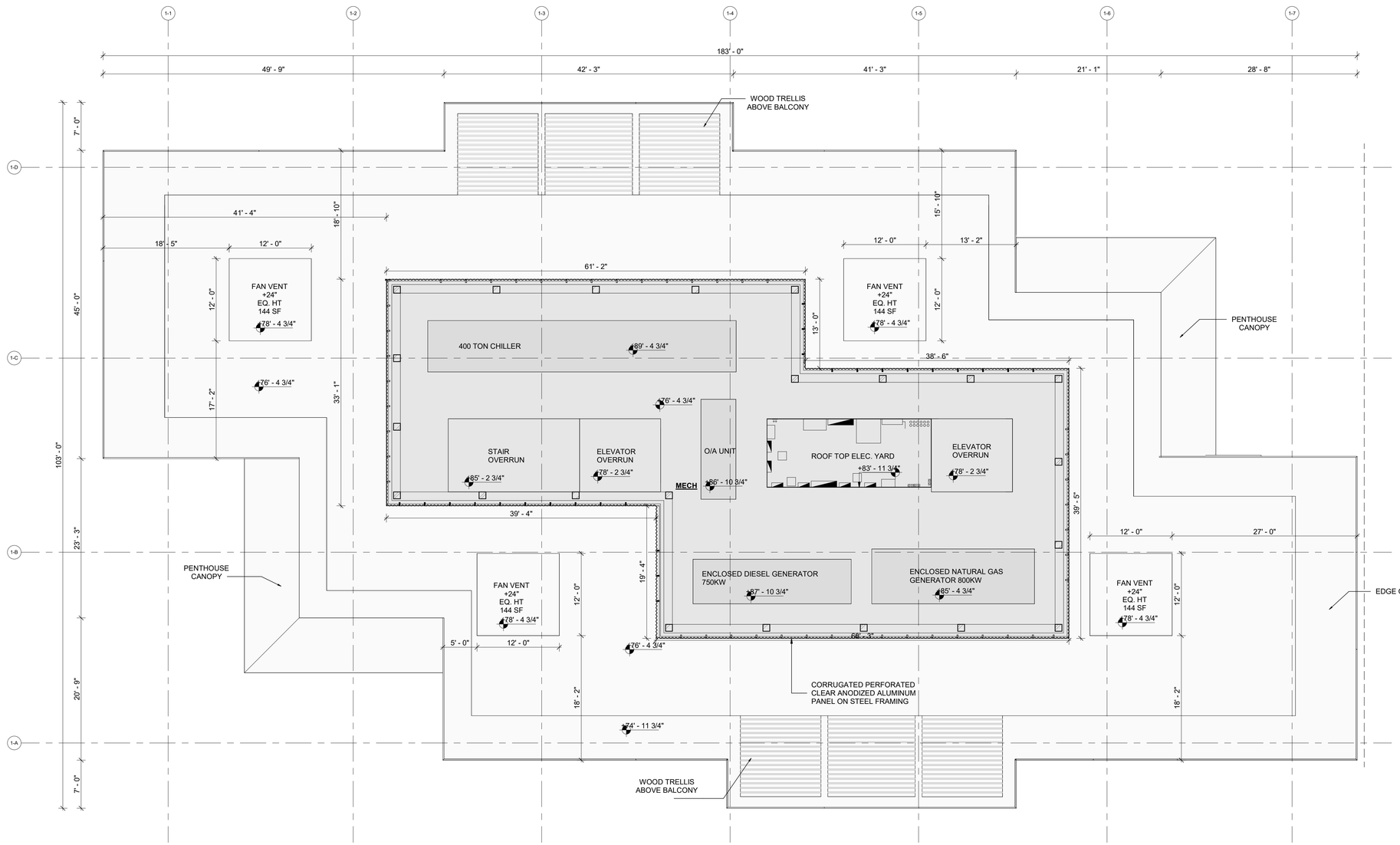
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BLDG 3 ROOF LEVEL



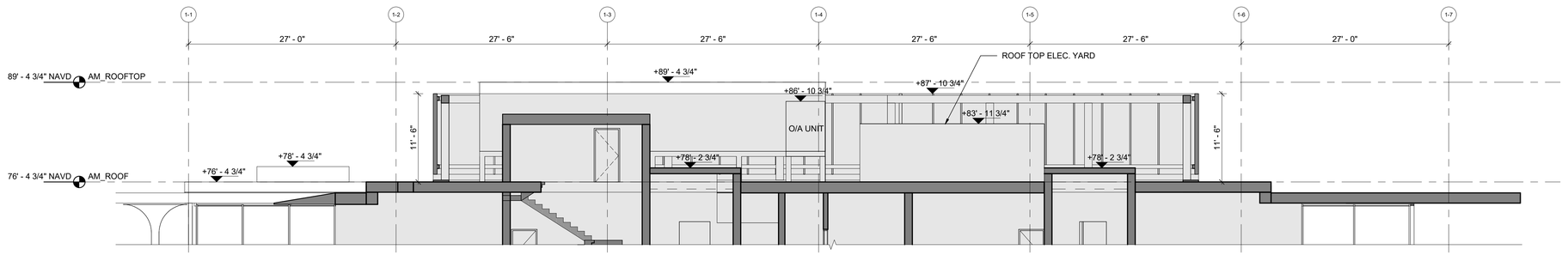
2 BLDG 1 ROOF PLAN

SCALE: 1/8" = 1'-0"

BUILDING 1
SCREENED SF = 3,959 SF
FAN SF = 576 SF
TOTAL MECH = 4,535 SF
FOOTPRINT SF = 14,309 SF
PERCENTAGE = 31.69%

MECHNICAL EQUPIMENT SCHEDULE

	L x W x H
1. NATURAL GAS GENERATOR 800kW	23'-1" x 6'-6" x 9'-0"
2. DIESEL GENERATOR 750kW	23'-9" x 8'-0" x 11'-6"
3. O/A UNIT	14'-6" x 5'-0" x 10'-6"
4. 400 TON CHILLER	45'-0" x 7'-6" x 13'-0"
5. ROOF TOP ELECTRICAL YARD	24'-0" x 10'-8" x 8'-0"



1 BLDG 1 ROOF SECTION

SCALE: 1/8" = 1'-0"

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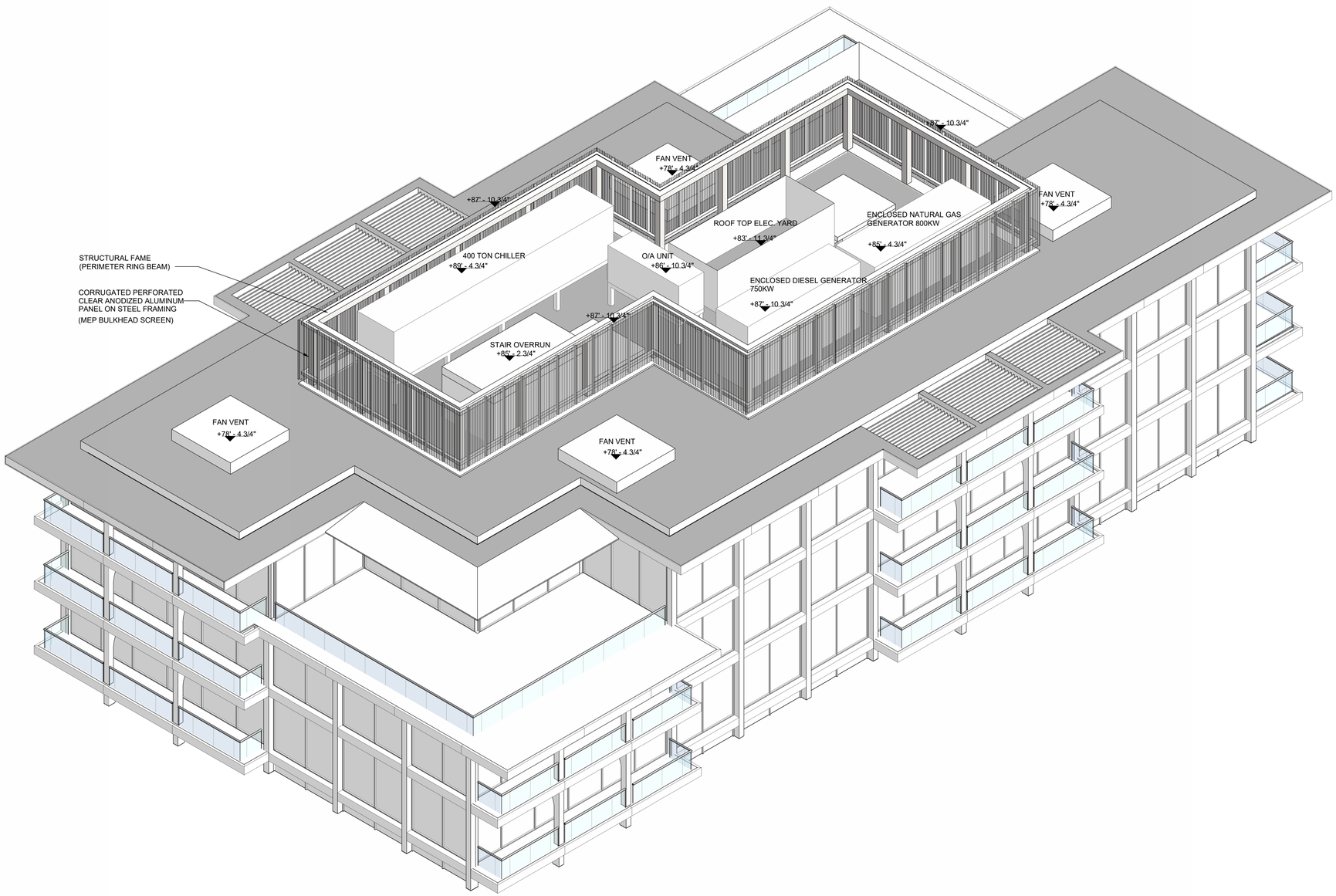
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BLDG 1 ROOF LEVEL



1 BLDG 1 ROOF AXON VIEW W MECHANICAL SCREEN
SCALE:

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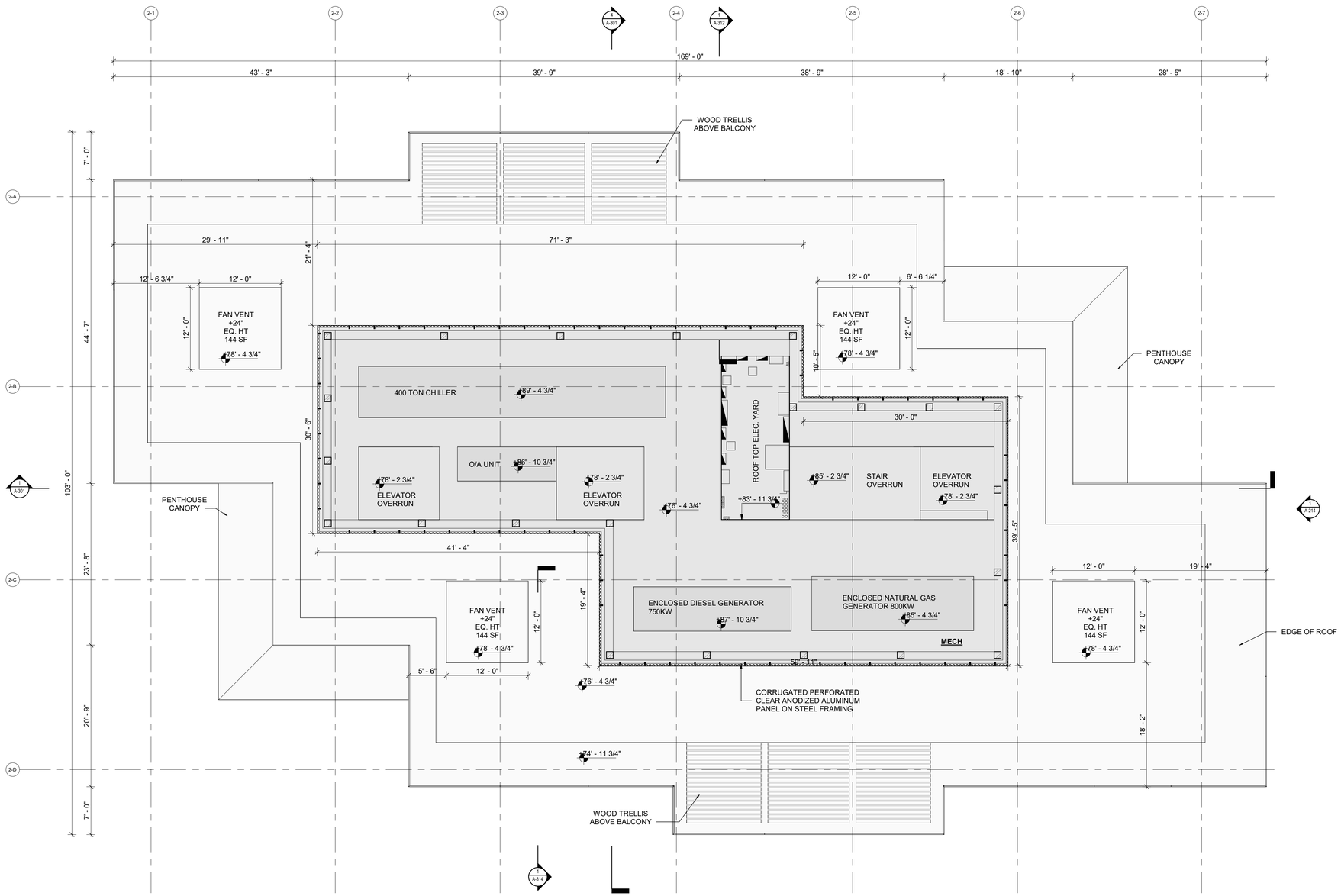
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BLDG 1 ROOF AXON VIEW W MECHANICAL SCREEN



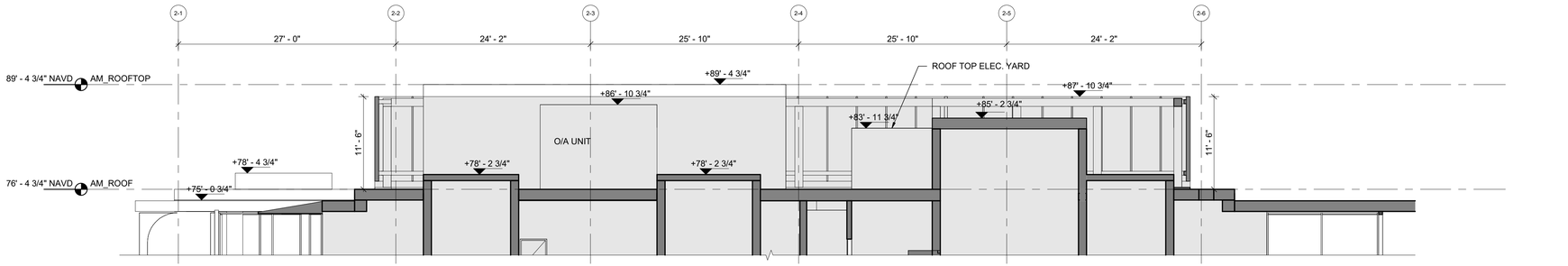
2 BLDG 2 ROOF PLAN

SCALE: 1/8" = 1'-0"

BUILDING 2
SCREENED SF = 3,934 SF
FAN SF = 576 SF
TOTAL MECH = 4,510 SF
FOOTPRINT SF = 13,309 SF
PERCENTAGE = 33.88%

MECHNICAL EQUPIMENT SCHEDULE

	L x W x H
1. NATURAL GAS GENERATOR 800kW	23'-1" x 6'-6" x 9'-0"
2. DIESEL GENERATOR 750kW	23'-9" x 8'-0" x 11'-6"
3. O/A UNIT	14'-6" x 5'-0" x 10'-6"
4. 400 TON CHILLER	45'-0" x 7'-6" x 13'-0"
5. ROOF TOP ELECTRICAL YARD	24'-0" x 10'-8" x 8'-0"



1 BLDG 2 ROOF SECTION

SCALE: 1/8" = 1'-0"

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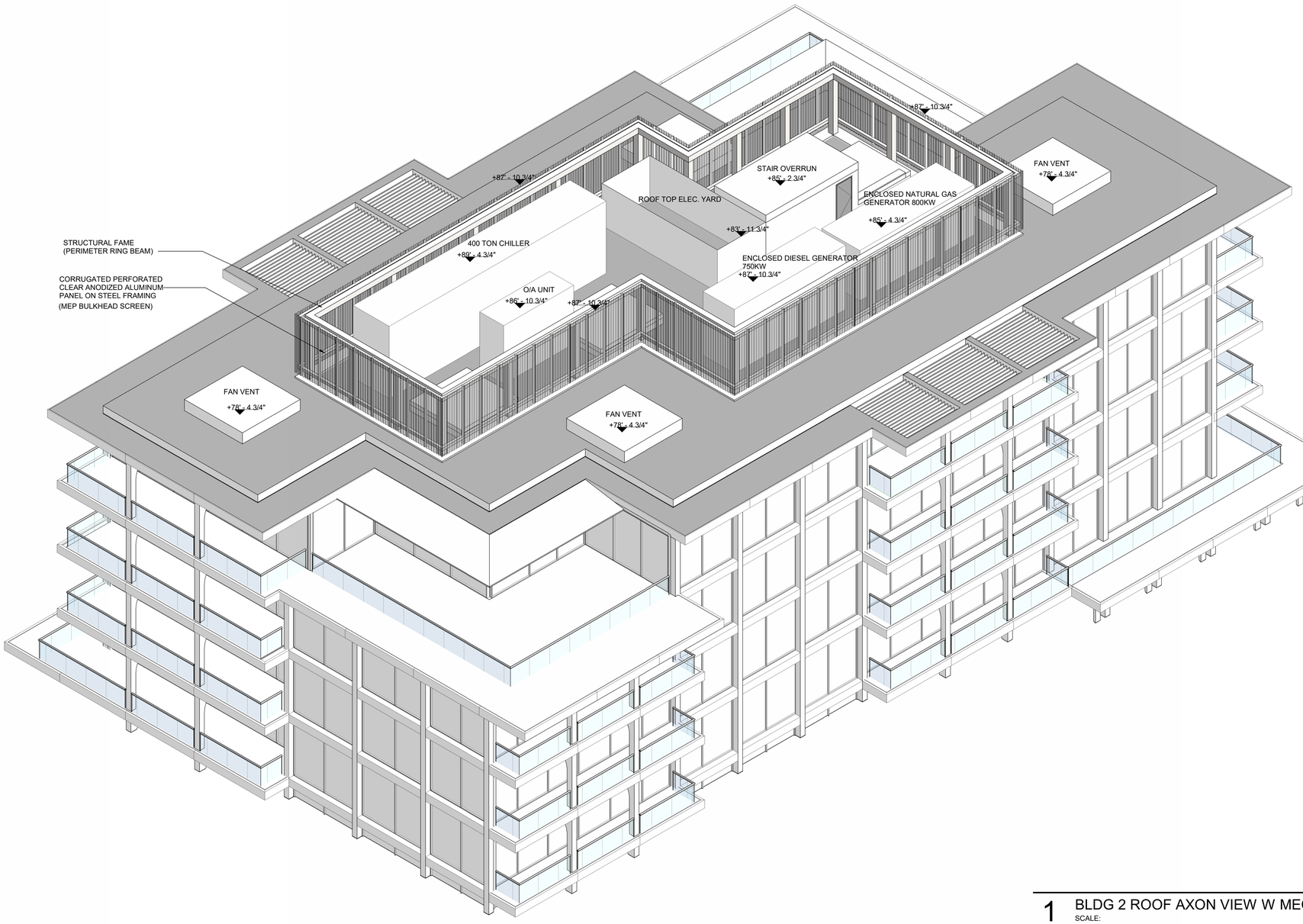
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BLDG 2 ROOF LEVEL



1 BLDG 2 ROOF AXON VIEW W MECHANICAL SCREEN
SCALE:

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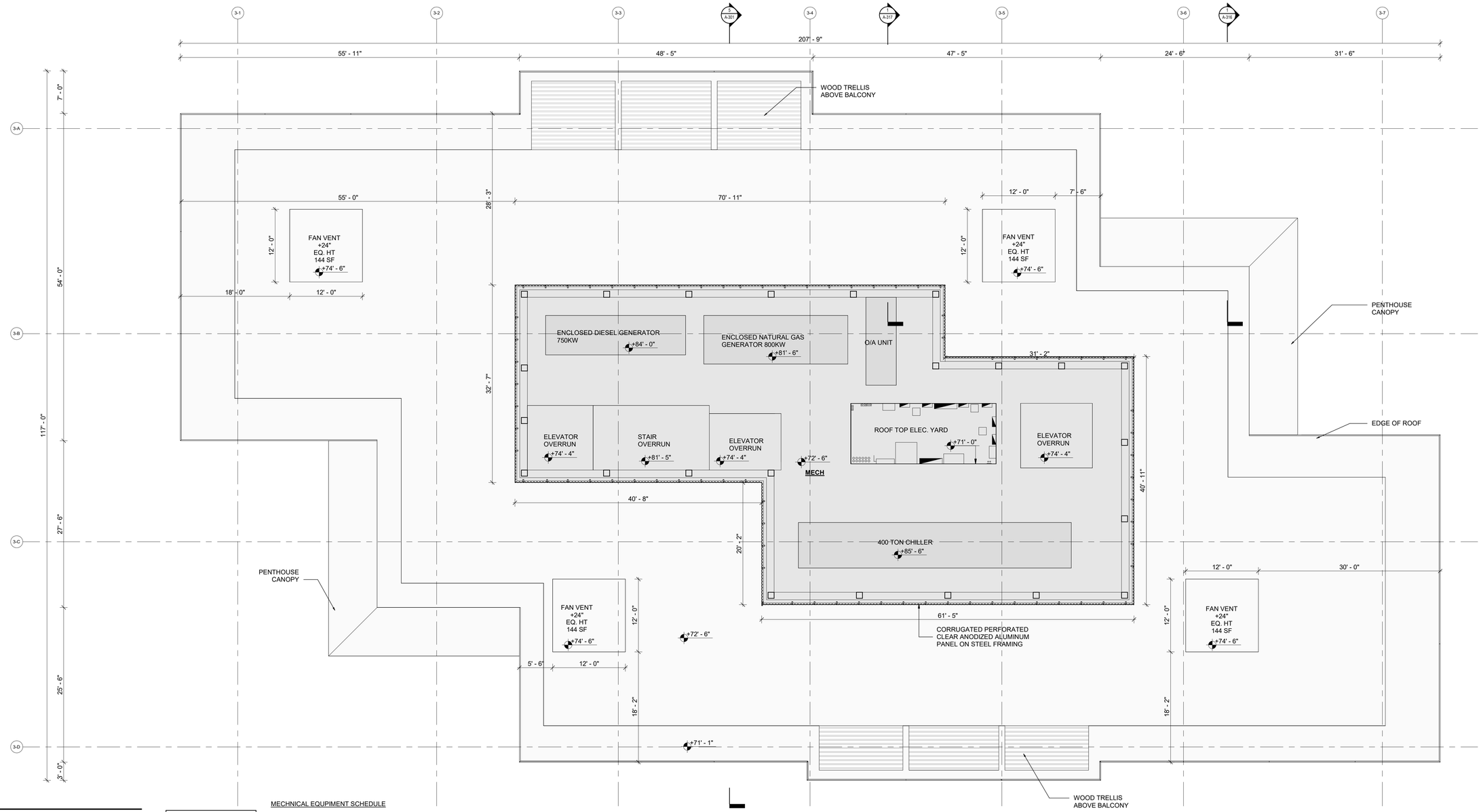
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Date:	10.07.25
Drawn by:	Author
Project Architect:	Checker

A-112.1

BLDG 2 ROOF AXON VIEW W MECHANICAL SCREEN



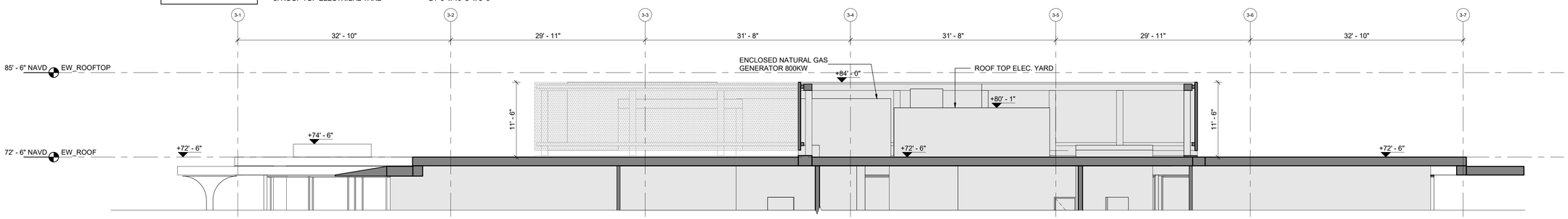
2 BLDG 3 ROOF PLAN

SCALE: 1/8" = 1'-0"

BUILDING 3
SCREENED SF = 4,197 SF
FAN SF = 576 SF
TOTAL MECH = 4,773 SF
FOOTPRINT SF = 19,062 SF
PERCENTAGE = 25.03%

MECHNICAL EQUPIMENT SCHEDULE

	L x W x H
1. NATURAL GAS GENERATOR 800kW	23'-1" x 6'-6" x 9'-0"
2. DIESEL GENERATOR 750kW	23'-9" x 8'-0" x 11'-6"
3. O/A UNIT	14'-6" x 5'-0" x 10'-6"
4. 400 TON CHILLER	45'-0" x 7'-6" x 13'-0"
5. ROOF TOP ELECTRICAL YARD	24'-0" x 10'-8" x 8'-0"



1 BLDG 3 ROOF SECTION

SCALE: 1/8" = 1'-0"

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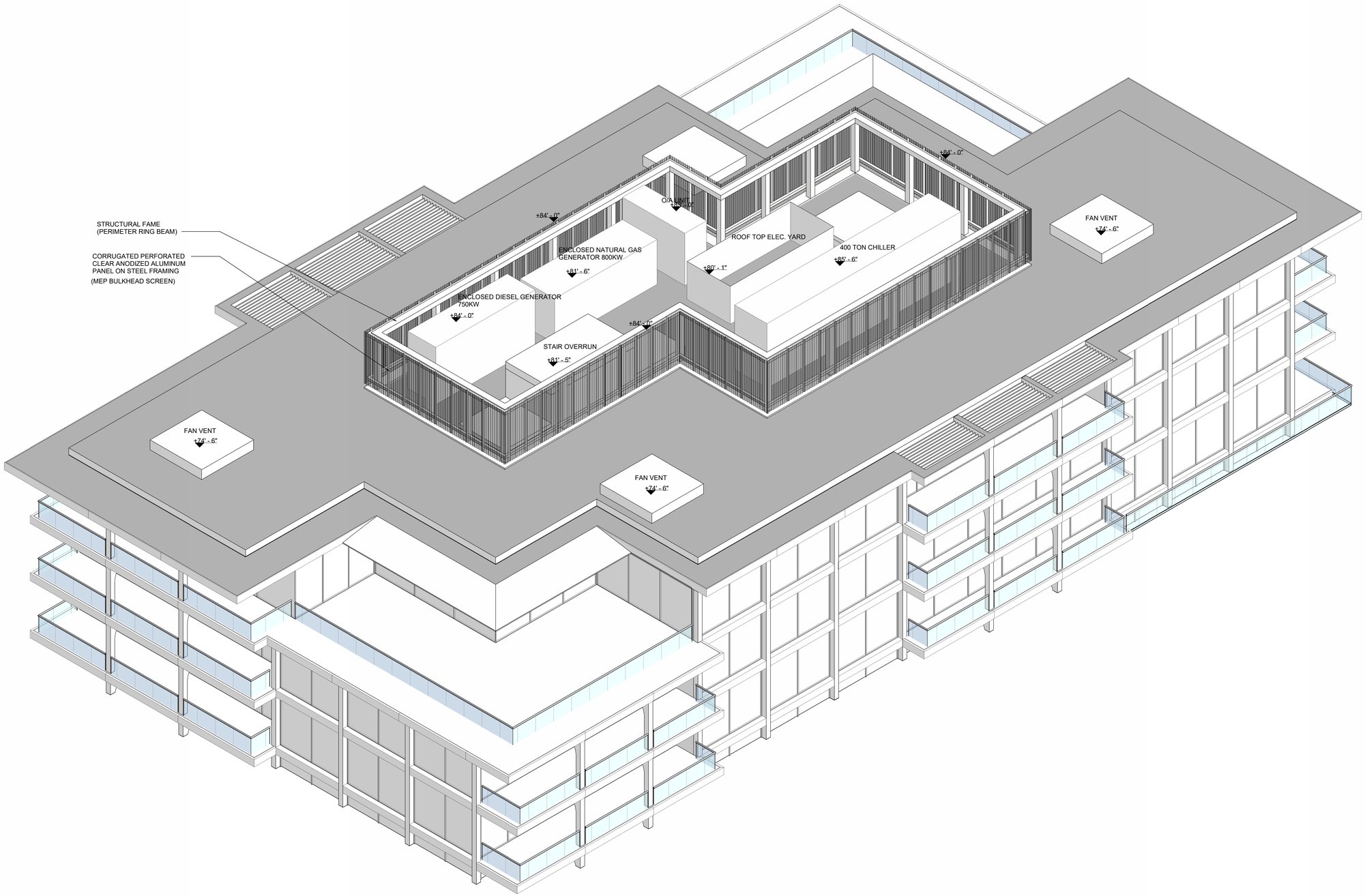
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A-113

BLDG 3 ROOF LEVEL



1 BLDG 3 ROOF AXON VIEW W MECHANICAL SCREEN
SCALE:

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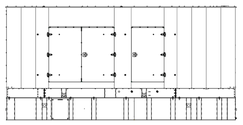
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BLDG 3 ROOF AXON VIEW W MECHANICAL SCREEN

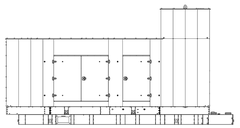
KOHLER.

Industrial Generator Set Accessories

Sound Enclosure and Subbase Fuel Tank Package



Level 1 and Level 2 Sound Enclosure with Subbase Fuel Tank



Level 3 Sound Enclosure with Discharge Section and Subbase Fuel Tank

Enclosure and Subbase Fuel Tank Combinations

Three enclosure configurations are available with the subbase fuel tanks:

- Sound Enclosure Level 1
- Sound Enclosure Level 2
- Sound Enclosure Level 3

Available Approvals and Listings

- ❑ UL 2200 Listing
- ❑ UL142 Listing (fuel tanks)
- ❑ CSA Approval
- ❑ cUL Listing (fuel tanks only)
- ❑ Hurricane Rated Enclosure - Available on aluminum Sound Level 2 and sound level 3 enclosures, KD700- KD750 models
  (Impact rated for Large Missile Level E and Wind load rated per Florida Building Code, testted to TAS201- 94, TAS202- 94 and TAS203- 94 standards)

NOTE: Hurricane rated enclosures are not available with emergency stop switch.

NOTE: Some models may have limited third-party approvals; see your local distributor for details.

Applicable to the following models:
KD700 - KD750

Sound Level 1 Enclosure Standard Features

- Internal silencers with flexible exhaust connectors and exhaust elbows.
- Optional subbase fuel tank.
- Aluminum construction with six large, hinged doors for easy maintenance.
- Fade-, scratch-, and corrosion-resistant Kohler® Power Armor™ automotive-grade textured finish.
- Lockable, flush-mounted door latches.
- Air inlet louvers to reduce rain and snow entry.
- Acoustic insulation that meets UL 94 HF1 flammability classification.
- Vertical outlet hood with 90 degree angles to redirect air and reduce noise.
- Steel weather enclosure is analyzed to150 mph (241 kph) wind load rating.

Sound Level 2 Enclosure Standard Features

- Includes all of the sound level 1 enclosure features with the addition of up to 51 mm (2 in.) acoustic insulation material, intake sound baffles, secondary silencers, and vertical air discharge with rain caps.
- Sound level 2 enclosure is certified to 200 mph (322 kph) wind load rating for KD700- KD750 models.

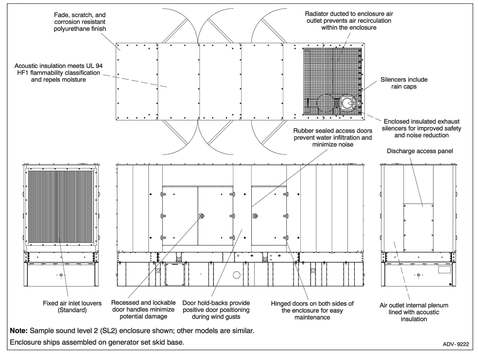
Sound Level 3 Enclosure Standard Features

- Includes all of the sound level 1 and sound level 2 enclosure features.
- Sound level 3 enclosure has extended intake baffles, extended discharge with sound baffles.

Subbase Fuel Tank Features

- The fuel tank has a Power Armor Plus™ textured epoxy-based rubberized coating.
- The above-ground rectangular secondary containment tank mounts directly to the generator set, below the generator set skid (subbase).
- Both the inner and outer tanks have UL-listed emergency relief vents.
- Flexible fuel lines are provided with subbase fuel tank selection.
- The containment tank's construction protects against fuel leaks or ruptures. The inner (primary) tank is sealed inside the outer (secondary) tank. The outer tank contains the fuel if the inner tank leaks or ruptures.
- The above ground secondary containment subbase fuel tank meets UL 142 requirements.
- State tanks with varying capacities are available. Florida Dept. of Environmental Protection (FDEP) File No. EQ-634 approved.

Aluminum Sound Enclosures



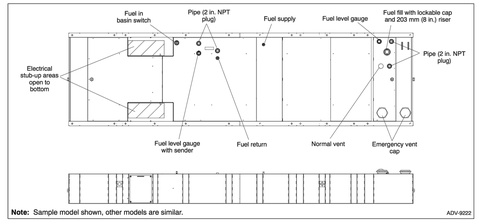
Note: Sample sound level 2 (SL2) enclosure shown; other models are similar.
Enclosure ships assembled on generator set skid base.

ADV- 9222

Level 1 and Level 2 Sound Enclosure Features

- Heavy-duty formed panels, solid construction. Preassembled package offering corrosion resistant, dent resilient structure mounting directly to lift base or fuel tank.
- Power Armor™ automotive-grade finish resulting in advanced corrosion and abrasion protection as well as enhanced edge coverage and color retention.
- Internal exhaust silencers offering maximum component life and operator safety.
- Service access. Multiple personnel doors on both sides for easy access to generator set control and servicing of the fuel fill, fuel gauge, oil fill, and battery.
- Interchangeable modular panel construction. Allows complete serviceability or replacement without compromising enclosure design.
- Bolted panels facilitate service, future modification upgrades, or field replacement.
- Cooling/combustion air intake. Fixed air intake louvers.
- Sound-attenuating design using additional secondary silencers and up to 51 mm (2 inches) of added acoustic insulation, UL 94 HF1 listed for flame resistance.
- Vertical air discharge. Vertical air discharge design that redirects exhaust and cooling air up and above the enclosure to reduce noise.

Subbase Fuel Tank



Note: Sample model shown, other models are similar.

ADV-9222

Subbase Fuel Tank Standard Features

- Extended operation. State tanks with various capacities for multiple hour requirements.
- UL listed. Secondary containment generator set base tank meeting UL 142 requirements.
- NFPA compliant. Designed to comply with the installation standards of NFPA 30 and NFPA 37.
- Integral external lift lugs. Enables crane with spreader-bar lifting of the complete package (empty tank, mounted generator set, and enclosure) to ensure safety.
- Emergency pressure relief vents. Vents ensure adequate venting of inner and outer tank under extreme pressure and/or emergency conditions.
- Normal vent with cap. Vent is raised above lockable fuel fill.
- Fuel level gauge with sender.
- Mechanical fuel level gauge.
- Leak detection switch. Annunciates a contained primary tank fuel leak condition at generator set control.
- Electrical stub-up area open to bottom.
- Additional 2 in. NPT fittings for optional accessories.

Subbase Fuel Tank Options

Bottom Clearance

❑ I-beams, provide 102 mm (4 in.) of ground clearance

Fuel in Basin Options

❑ Fuel in basin switch, Florida Dept. of Environmental Protection (FDEP) File No. EQ-682 approved
❑ 100% engine fluid containment

Fuel Supply Options

❑ Fire safety valve (installed on fuel supply line)
❑ Ball valve (installed on fuel supply line)

Fuel Fill Options

❑ Fill pipe extension to within 152 mm (6 in.) of bottom of fuel tank
❑ 18.9 L (5 gallon) spill containment
❑ 18.9 L (5 gallon) spill containment with 95% shutoff
❑ 18.9 L (5 gallon) spill containment fill to within 152 mm (6 in.) of bottom of fuel tank
❑ 28.4 L (7.5 gallon) spill containment, Florida Dept. of Environmental Protection (FDEP) File No. EQ-345 approved
❑ 28.4 L (7.5 gallon) spill containment with 90% shutoff, Florida Dept. of Environmental Protection (FDEP) File No. EQ-345/EQ-257 approved
❑ 28.4 L (7.5 gallon) spill containment with 95% shutoff, Florida Dept. of Environmental Protection (FDEP) File No. EQ-345/EQ-257 approved

High Fuel Level Switch

❑ High fuel level switch, 24V
❑ High fuel level switch, 24V, Florida Dept. of Environmental Protection (FDEP) File No. EQ-682 approved
❑ Fuel tank panel, 3 alarm, 24 V
❑ Fuel tank panel, 3 alarm, 24 V, Florida Dept. of Environmental Protection (FDEP) File No. EQ-682 approved

Normal Vent Options

❑ 3.7 m (12 ft.) above grade (without spill containment)
❑ 3.7 m (12 ft.) above grade (with spill containment)

Freestanding Stairs

❑ Stairs with catwalk, full length of enclosure

Tank Marking Options

❑ Decal, Combustible Liquids - Keep Fire Away (qty. 2)
❑ Decal, NFPA 704 identification (qty. 2)
❑ Decal, tank number and safe fuel fill height (qty. 2)

02 750K DIESEL GENERATOR SPECS
SCALE: N.T.S

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BLUE STAR Power Systems

Gaseous Product Line

NG800-01

800 kWe

208-4160 Volt

60 Hz / 1800 RPM

Standby

Ratings

	208V	240V	480V	600V	4160V
Phase	3	3	3	3	3
PF	0.8	0.8	0.8	0.8	0.8
Hz	60	60	60	60	60
Generator Model	S6L1D-D	S6L1D-D	S6L1D-C	S6L1D-C	MVWI734E
Connection	12 LEAD WYE	12 LEAD DELTA	12 LEAD WYE	4 LEAD WYE	6 LEAD WYE
kWe Nat (LP)	800 (475)	800 (475)	800 (475)	800 (475)	800 (475)
AMPS Nat (LP)	2779 (1650)	2408 (1430)	1204 (715)	963 (572)	139 (83)
Temp Rise	125°C / 40°C	125°C / 40°C	125°C / 40°C	125°C / 40°C	125°C / 40°C

Standard Equipment

Engine
- Radiator Cooled Unit Mounted (50°C)
- Radiator Duct Flange (OPU Only)
- Blower Fan & Fan Drive
- Starter & Alternator
- Oil Pump & Filter
- Oil Drain Extension w/Valve
- Governor - Electronic Isochronous
- 24V Battery System & Cables
- Air Cleaner (Dry Single Stage)
- Catalyst / Silencer Mounted
- Flexible Fuel Connector
- EPA Certified

Generator
- Brushless Single Bearing
- Automatic Voltage Regulator
- ± 0.50% Voltage Regulation
- 4 Pole, Rotating Field
- 125°C Standby Temperature Rise
- 100% of Rated Load - One Step
- 5% Maximum Harmonic Content
- NEMA MG 1, IEEE and ANSI Standards Compliance for Temperature Rise

Additional
- Single Source Supplier
- UL 2200 & cUL Listed through 600VAC
- CSA Certified through 600VAC
- Seismic Certified to IBC 2021
- NFPA 110 / CSA C282 Compliant
- Microprocessor Based Digital Control Panel Mounted in NEMA 12 Enclosure
- Base - Structural Steel
- Main Line Circuit Breaker Mounted & Wired
- Battery Charger 24V 5 Amp
- Jacket Water Heater (Qty 2) -20°F 6000W 240V w/Isolation Valves
- Vibration Isolation Mounts (Pad Type)
- 2 Year / 2000 Hour Standby Warranty
- Standard Colors - White / Gray

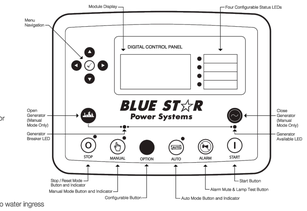
BLUE STAR Power Systems

Gaseous Product Line

800 kWe

DCP7310 Control Panel

Standard Features
- Digital Metering
- Engine Parameters
- Generator Protection Functions
- Engine Protection
- CAN Bus (J1939) ECU Communications
- Windows-Based Software
- Multilingual Capability
- Remote Communications to DSE2548 Remote Annunciator
- 8 Programmable Contact Inputs
- 10 Contact Outputs
- RS485 Communicator Interface
- cULus Listed, CE Approved
- Event Recording
- IP 65 rating (with supplied gasket) offers increased resistance to water ingress
- NFPA 110 Level 1 Compatible

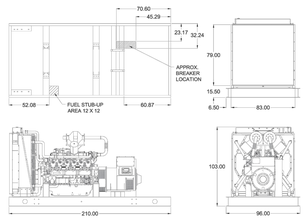


Weights / Dimensions / Sound Data

	L x W x H	Weight lbs
OPU	210 x 96 x 103 in	16,975
Level 1	210 x 96 x 108 in	18,225
Level 2	210 x 96 x 108 in	18,425
Level 3	285 x 96 x 108 in	19,875

Please allow 6-12 inches for height of exhaust stack.

	No Load	Full Load
OPU	87 dBA	90 dBA
Level 1	85 dBA	88 dBA
Level 2	80 dBA	83 dBA
Level 3	75 dBA	78 dBA



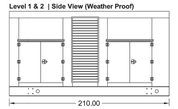
BLUE STAR Power Systems

Gaseous Product Line

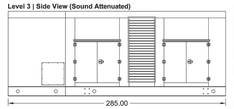
800 kWe

Enclosures

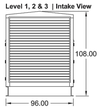
Level 1 & 2 | Side View (Weather Proof)



Level 3 | Side View (Sound Attenuated)



Level 1, 2 & 3 | Intake View



- All enclosure models are 200 MPH wind rating certified in accordance with IBC2021 and ASCE/SEI 7-16 standards.
- Level 2 & 3 enclosures include sound attenuation foam
- Level 3 enclosure includes frontal sound & exhaust hood.
- Enclosure height does not include exhaust stack.

Notes
- All specification sheet dimensions are represented in inches.
- All drawings based on standard 480 volt standby generator. Lengths may vary with other voltages. All drawings and dimensions subject to change without notice.
- All enclosures are based on the standard unit configuration. Any requested deviation can change dimensions.
- Sound data is measured at 23 feet (7 meters) in accordance with ISO 8528-10.
- All materials and specifications subject to change without notice.

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A DEUTZ COMPANY

01 800K NATURAL GAS GENERATOR SPECS
SCALE: N.T.S

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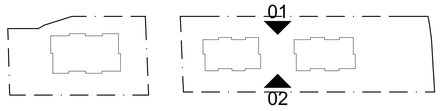
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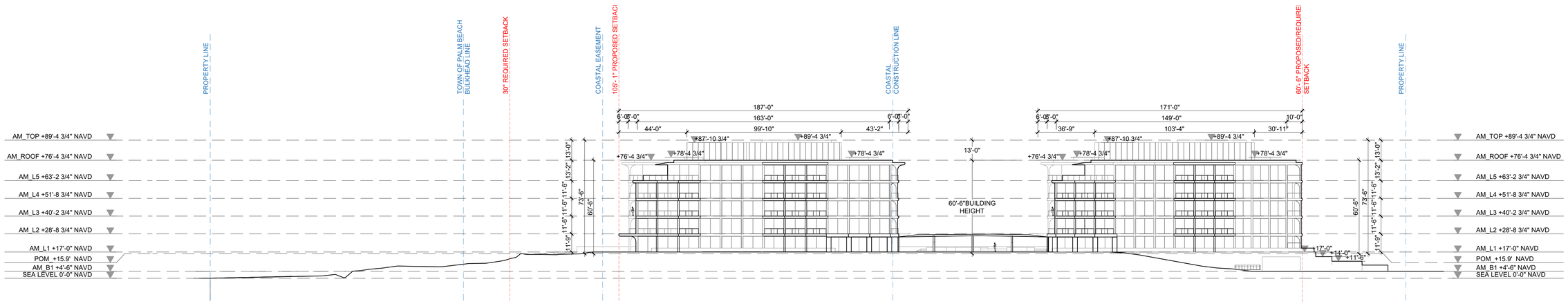
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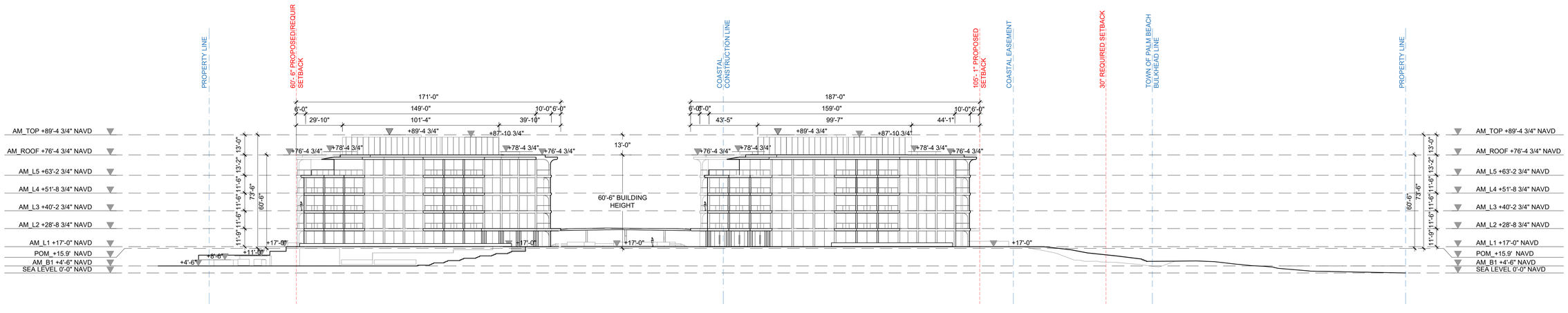
A-114

GENERATOR SPEC SHEET





01 AMBASSADOR ELEVATION NORTH
SCALE: 1/32" = 1'-0"



02 AMBASSADOR ELEVATION SOUTH
SCALE: 1/32" = 1'-0"

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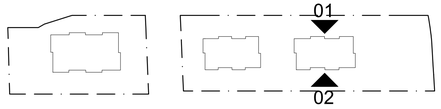
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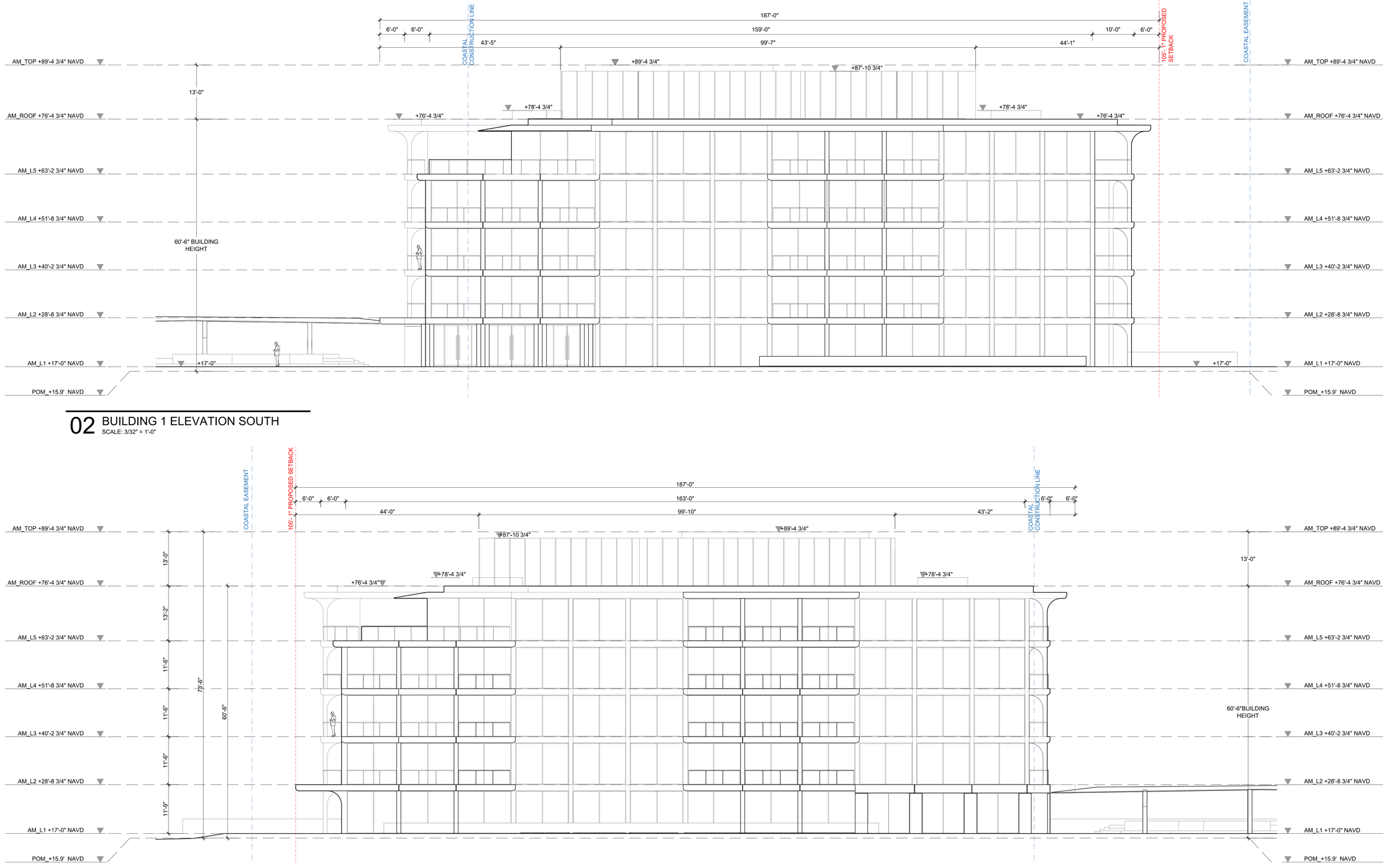
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A-201

PROJECT ELEVATIONS





02 BUILDING 1 ELEVATION SOUTH

SCALE: 3/32" = 1'-0"

01 BUILDING 1 ELEVATION NORTH

SCALE: 3/32" = 1'-0"

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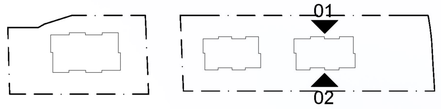
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A-211

ENLARGED ELEVATIONS - AM 1





02 BUILDING 1 ELEVATION SOUTH

SCALE: 3/32" = 1'-0"



01 BUILDING 1 ELEVATION NORTH

SCALE: 3/32" = 1'-0"

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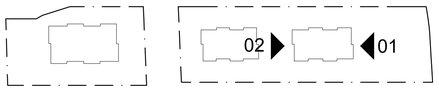
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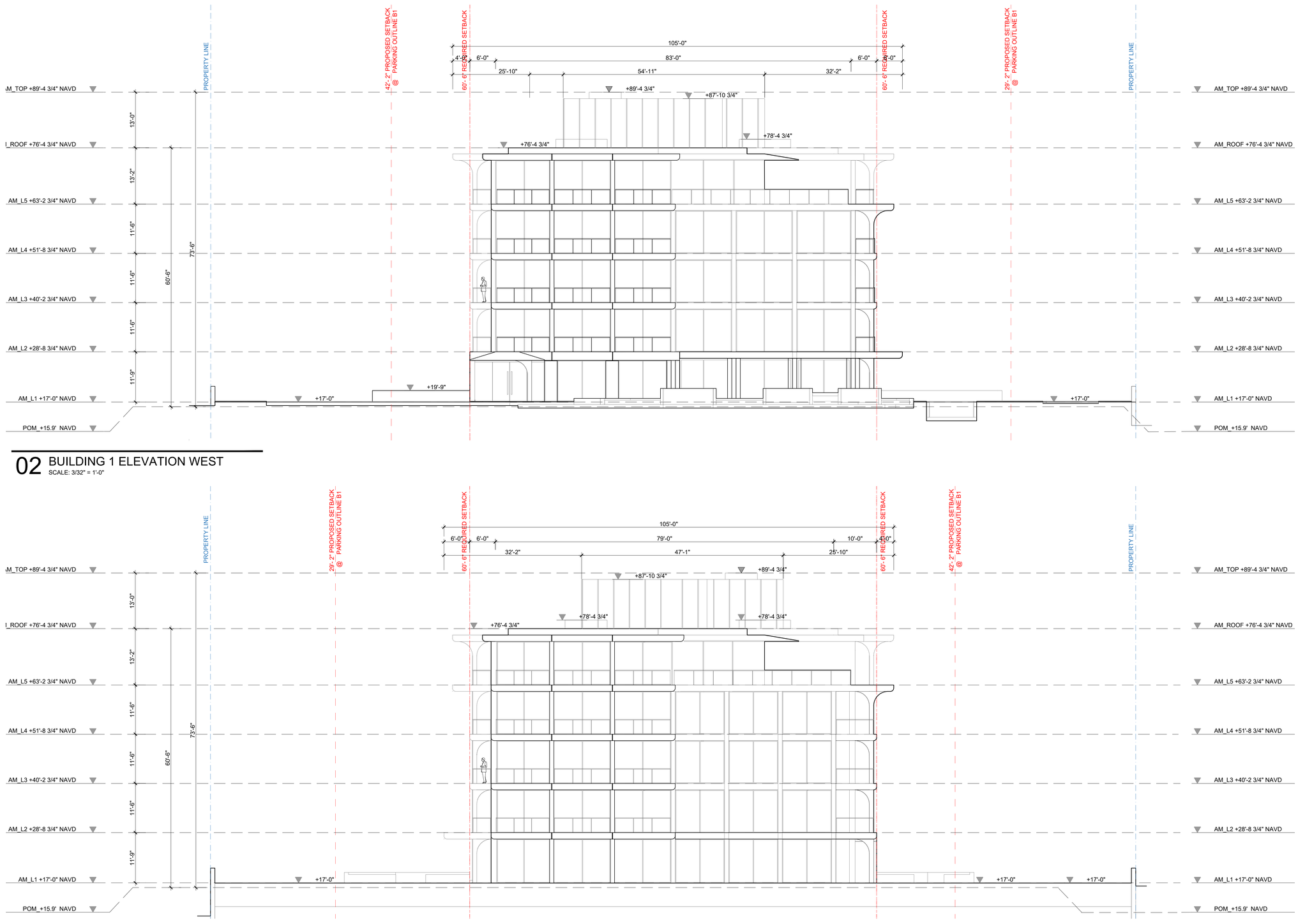
Revisions:
FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

A-211R

RENDERED ELEVATIONS - AM 1





02 BUILDING 1 ELEVATION WEST
SCALE: 3/32" = 1'-0"

01 BUILDING 1 ELEVATION EAST
SCALE: 3/32" = 1'-0"

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Submittal for:
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2730 S. Ocean Blvd
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Project no: 22049
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Project Architect: Checker

A-212

ENLARGED ELEVATIONS - AM 1



02 BUILDING 1 ELEVATION WEST
SCALE: 3/32" = 1'-0"

01 BUILDING 1 ELEVATION EAST
SCALE: 3/32" = 1'-0"

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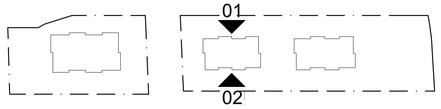
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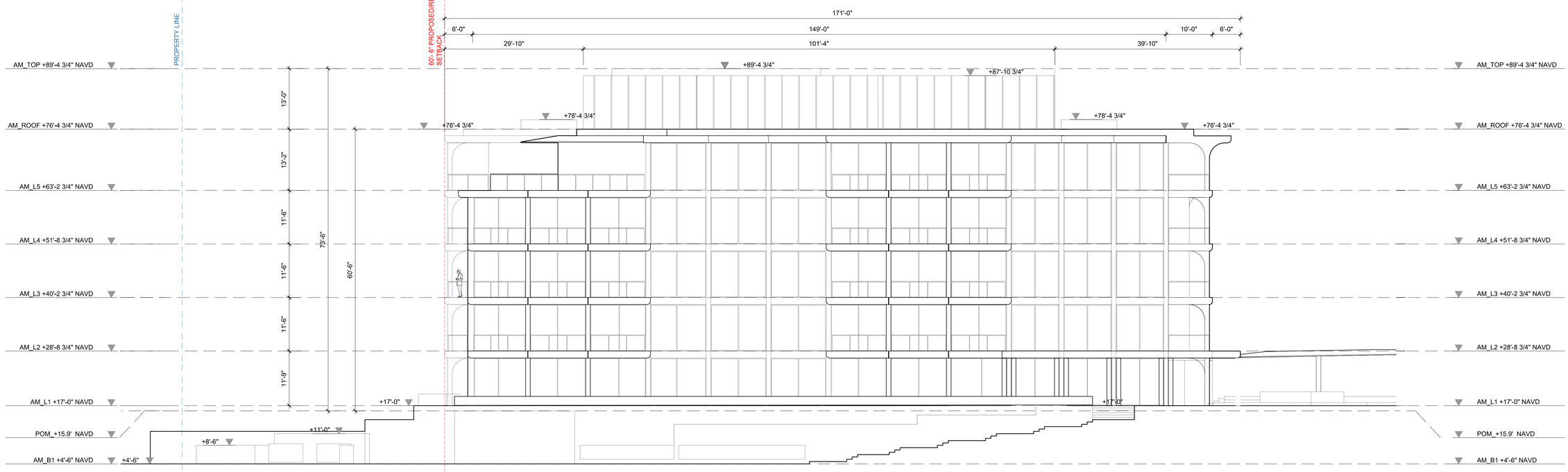
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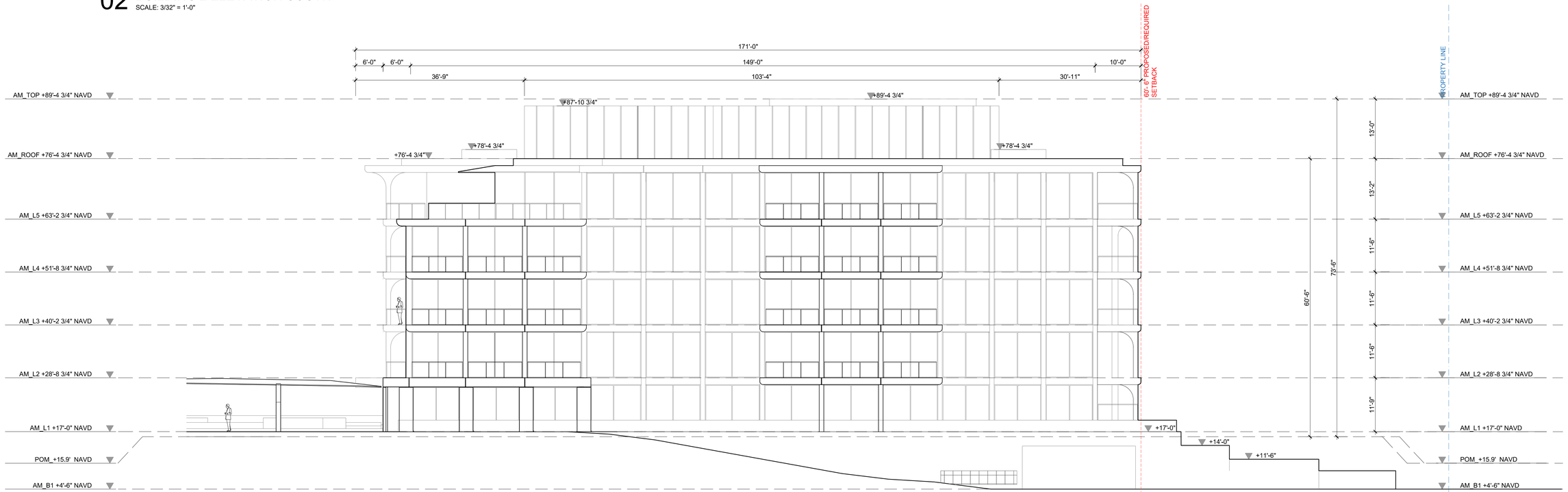
A-212 R

RENDERED ELEVATIONS - AM 1





02 BUILDING 2 ELEVATION SOUTH
SCALE: 3/32" = 1'-0"



01 BUILDING 2 ELEVATION NORTH
SCALE: 3/32" = 1'-0"

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Project Architect: Checker

A-213

ENLARGED ELEVATIONS - AM 2



02 BUILDING 2 ELEVATION SOUTH

SCALE: 3/32" = 1'-0"



01 BUILDING 2 ELEVATION NORTH

SCALE: 3/32" = 1'-0"

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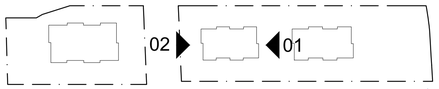
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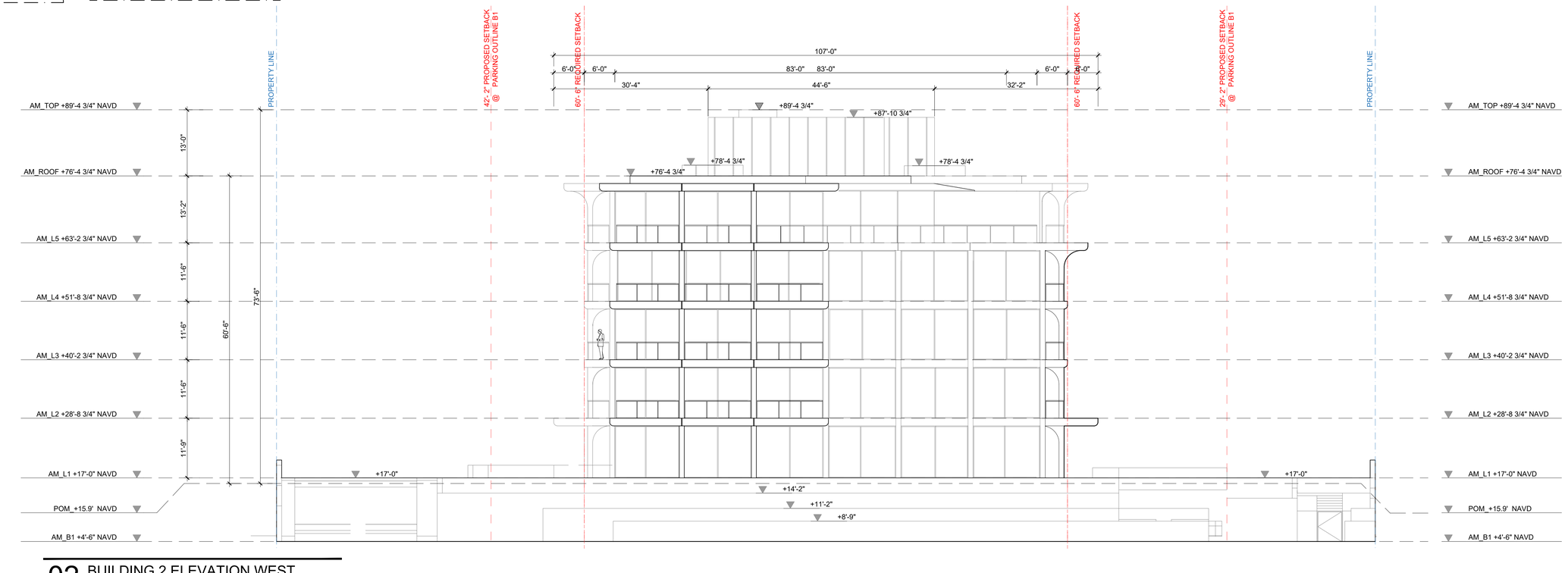
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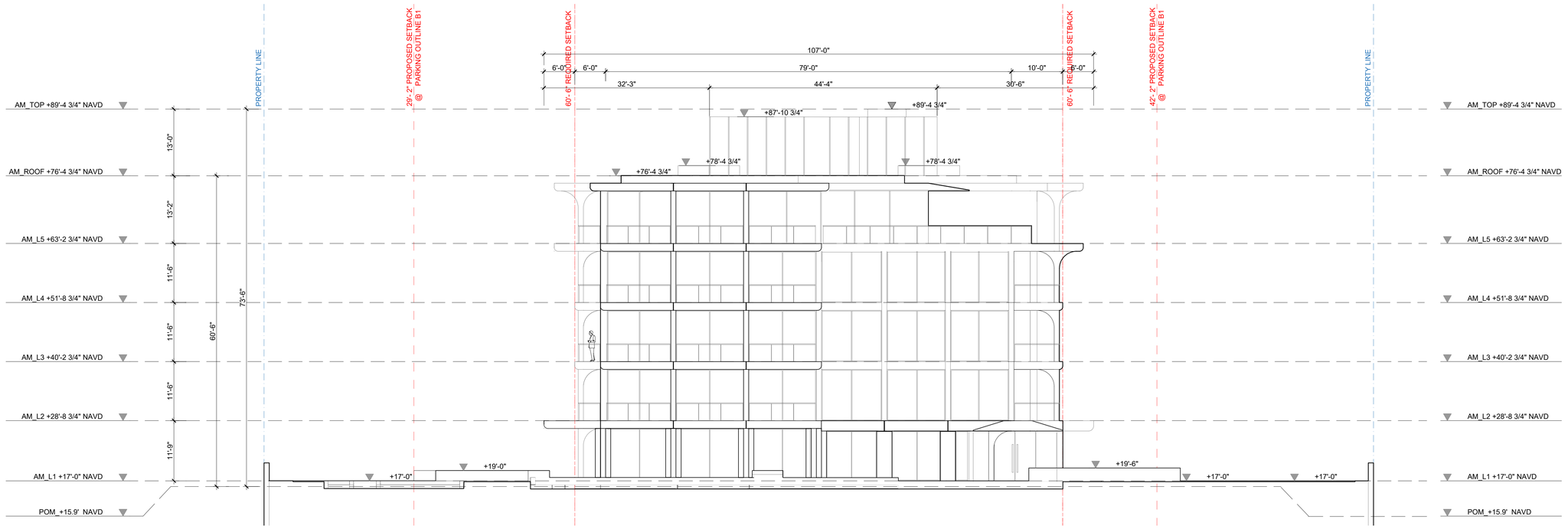
A-213 R

RENDERED ELEVATIONS - AM 2





02 BUILDING 2 ELEVATION WEST
SCALE: 3/32" = 1'-0"



01 BUILDING 2 ELEVATION EAST
SCALE: 3/32" = 1'-0"

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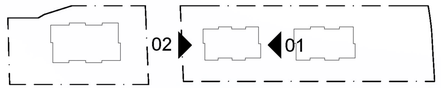
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A-214

ENLARGED ELEVATIONS - AM 2





02 BUILDING 2 ELEVATION WEST
SCALE: 3/32" = 1'-0"



01 BUILDING 2 ELEVATION EAST
SCALE: 3/32" = 1'-0"

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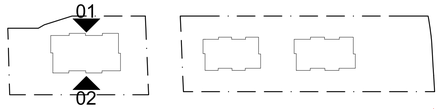
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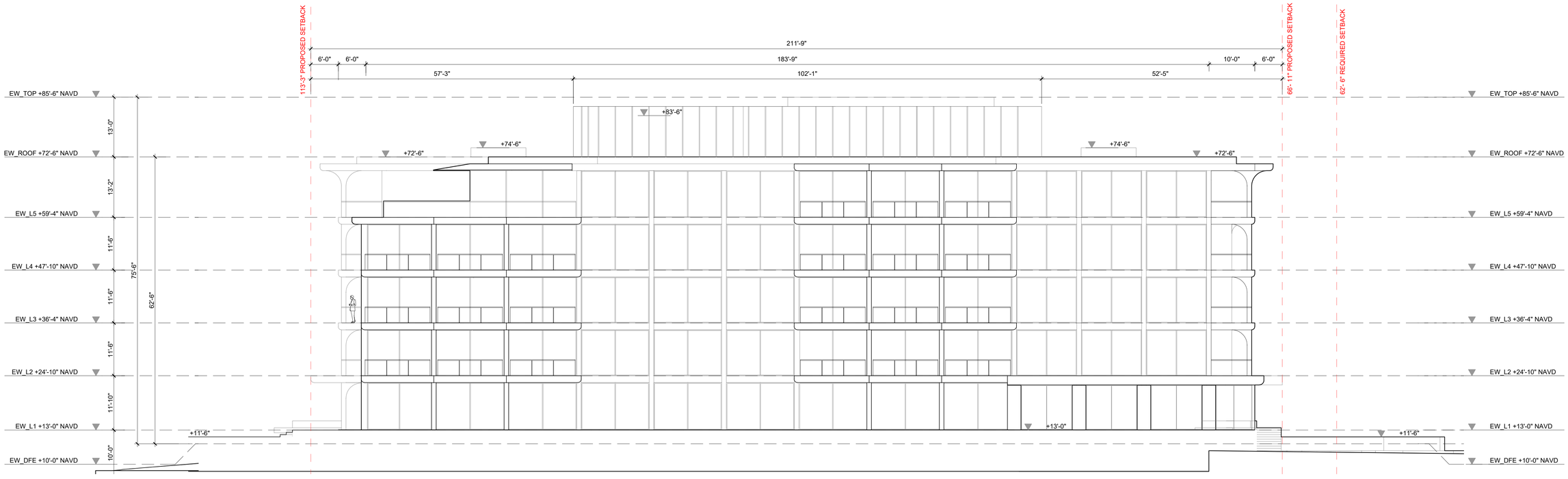
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A-214 R

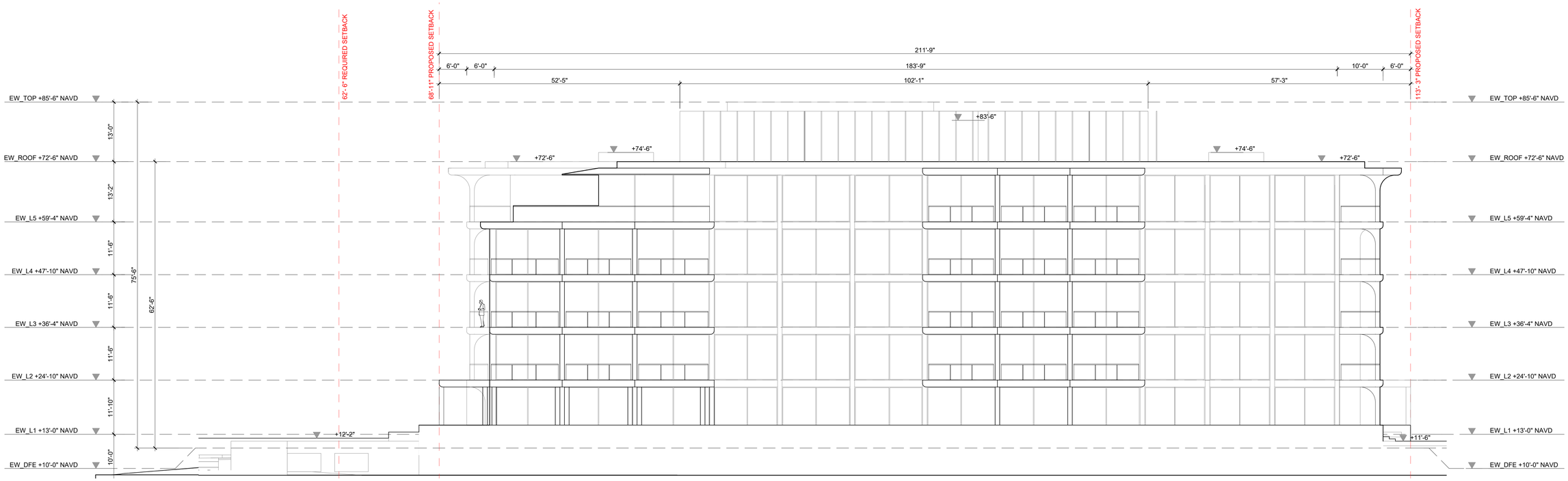
RENDERED ELEVATIONS - AM 2





02 EDGEWATER ELEVATION SOUTH

SCALE: 3/32" = 1'-0"



01 EDGEWATER ELEVATION NORTH

SCALE: 3/32" = 1'-0"

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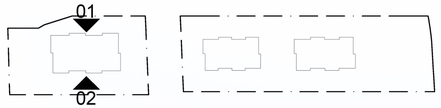
Revisions:

FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

A-215

ENLARGED ELEVATIONS - EW





02 EDGEWATER ELEVATION SOUTH
SCALE: 3/32" = 1'-0"



01 EDGEWATER ELEVATION NORTH
SCALE: 3/32" = 1'-0"

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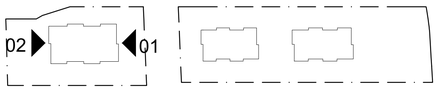
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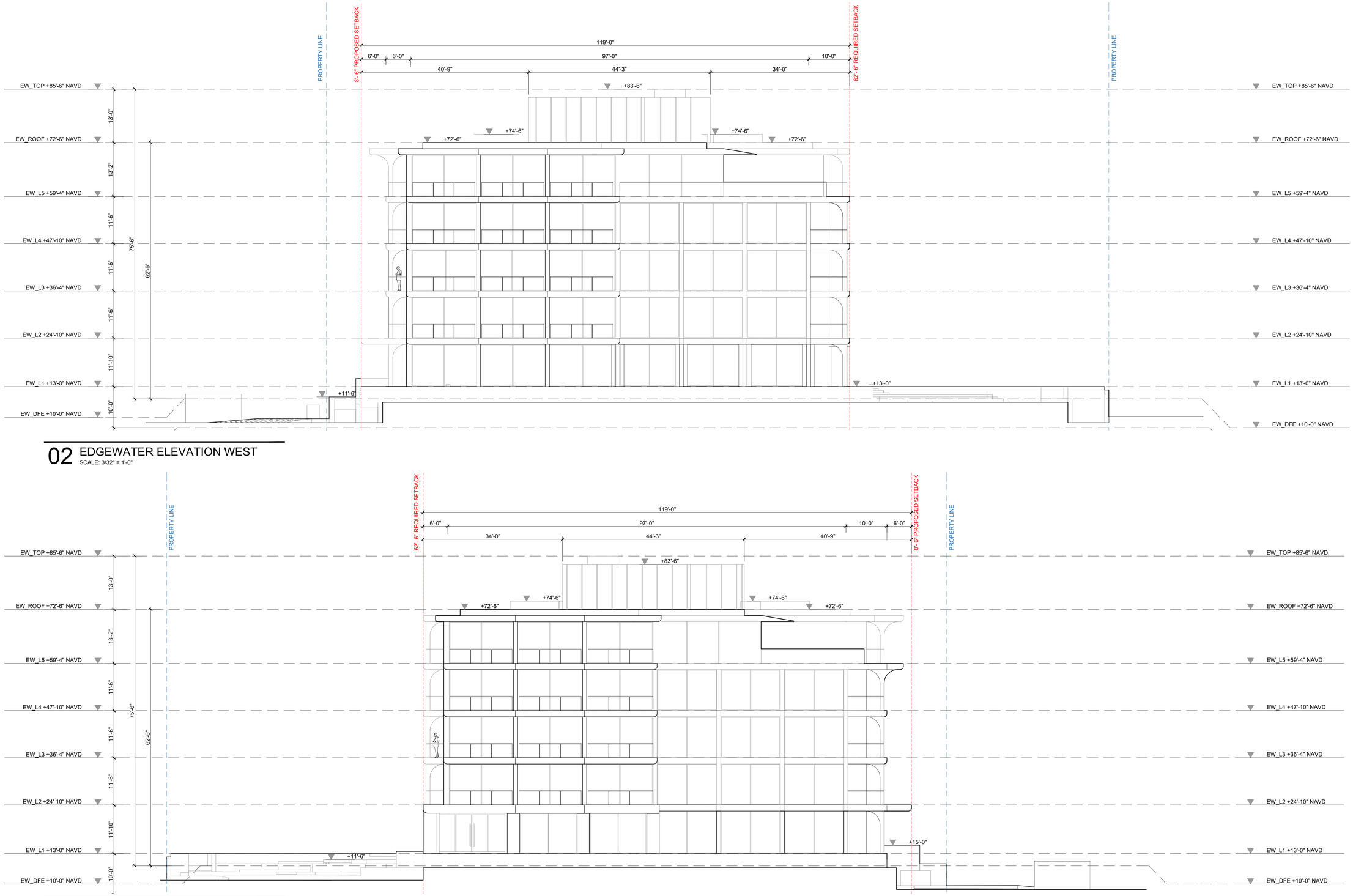
Revisions:
FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

A-215 R

RENDERED ELEVATIONS - EW





02 EDGEWATER ELEVATION WEST

SCALE: 3/32" = 1'-0"

01 EDGEWATER ELEVATION EAST

SCALE: 3/32" = 1'-0"

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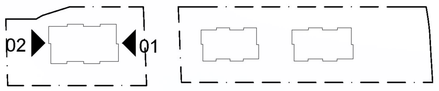
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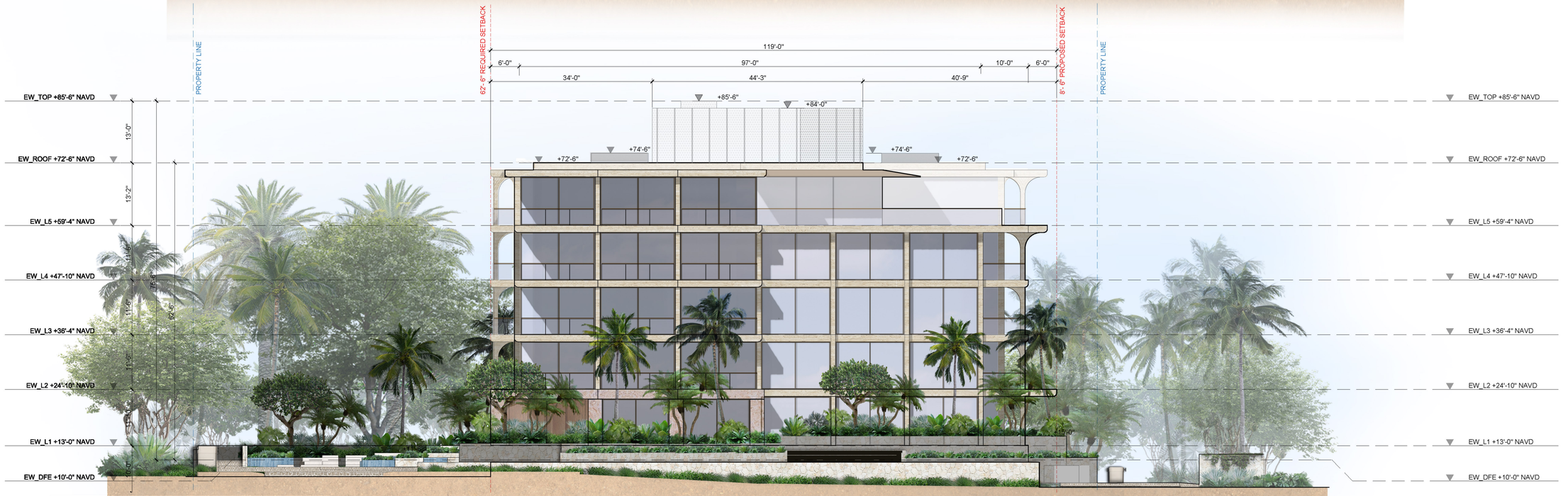
A-216

ENLARGED ELEVATIONS - EW





02 EDGEWATER ELEVATION WEST
SCALE: 3/32" = 1'-0"



01 EDGEWATER ELEVATION EAST
SCALE: 3/32" = 1'-0"

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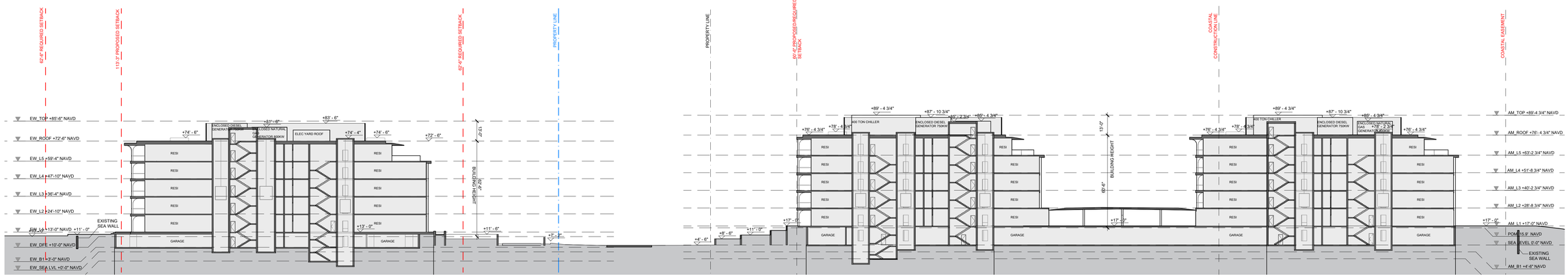
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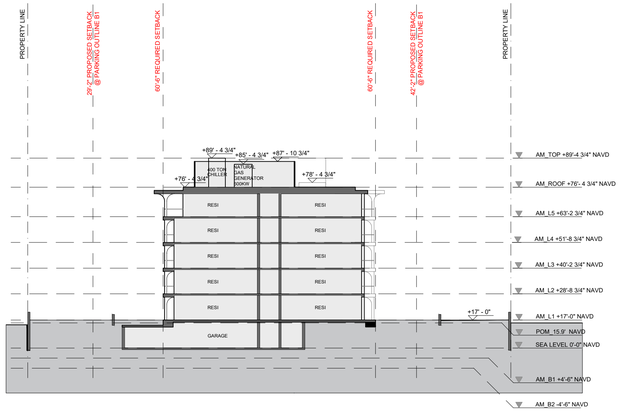
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A-216 R

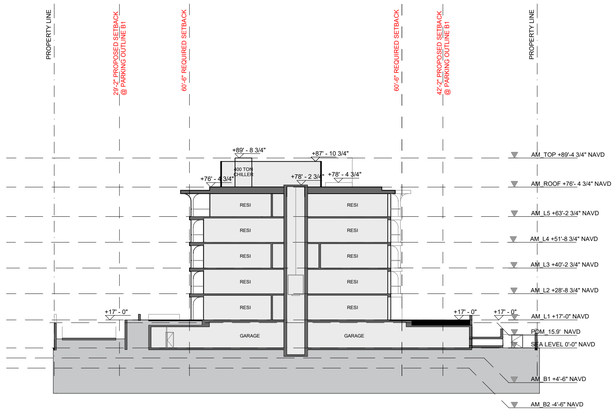
RENDERED ELEVATIONS - EW



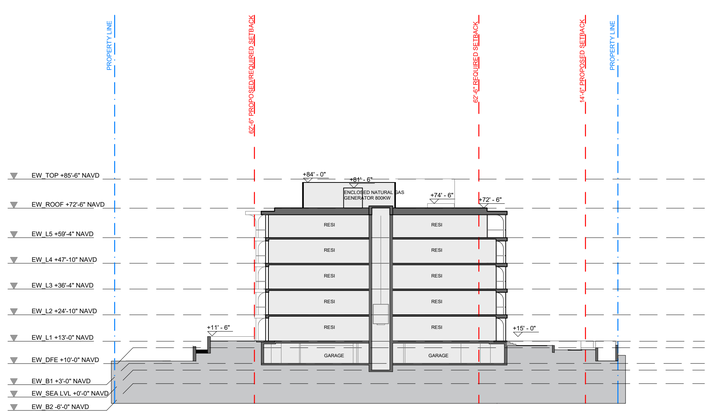
04 SECTION EW @ CORES
SCALE: 1/32" = 1'-0"



03 SECTION N-S: BUILDING 1
SCALE: 1/32" = 1'-0"



02 SECTION N-S: BUILDING 2
SCALE: 1/32" = 1'-0"



01 SECTION N-S: BUILDING 3
SCALE: 1/32" = 1'-0"

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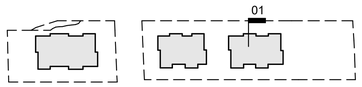
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A-301

OVERALL SECTIONS



PROPERTY LINE

GARAGE SETBACK

PROPOSED SETBACK

REQUIRED SETBACK

1-D

60' - 6" REQUIRED SETBACK

56' - 6" PROPOSED SETBACK

42' - 2" GARAGE SETBACK

4' - 0"

400 TON CHILLER

CORRUGATED PERFORATED CLEAR ANODIZED ALUMINUM PANEL ON STEEL FRAMING

ROOF

NATURAL STONE PANEL HORIZONTALLY MOUNTED

NATURAL CYPRESS WOOD TRELLIS

CUSTOM PROFILE NATURAL STONE ON ARCHED NON-STRUCTURAL COLUMN, TYP.

NATURAL CYPRESS WOOD PANELING MOUNTED HORIZONTALLY AT UNDERSIDE OF SLAB

NATURAL STONE PANEL ON RAISED PEDESTAL SYSTEM

NATURAL STONE PANEL HORIZONTALLY MOUNTED WITH INTEGRATED BALCONY DRAINAGE

INSULATED GLASS UNITS WITH HIGH PERFORMANCE LOW-E COATING ON THIN PROFILE BRONZE ANODIZED ALUMINUM FRAMING WITH INTEGRAL OPERABLE PANELS AND FLUSH SILL

PAVER AREA

FIRE LANE W/ GRASS AND STABILIZER SYSTEM. SEE LANDSCAPE DWGS

BALCONY

RESIDENTIAL UNIT

TERRACE

PRIVATE GARAGE

GARAGE

+62' - 11 3/4"

+63' - 3"

+51' - 5 3/4"

+51' - 9"

+39' - 11 3/4"

+40' - 3"

+28' - 5 3/4"

+28' - 9"

+20' - 6"

+19' - 6"

+16' - 9"

+17' - 0"

+4' - 6"

10' - 5"

10' - 7"

0' - 3"

9' - 4"

8' - 0"

13' - 0"

13' - 2"

11' - 6"

11' - 9"

12' - 6"

4' - 6"

73' - 6" OVERALL BUILDING HEIGHT

AM_ROOFTOP 89' - 4 3/4" NAVD

AM_ROOF 76' - 4 3/4" NAVD

AM_L5 63' - 2 3/4" NAVD

AM_L4 51' - 8 3/4" NAVD

AM_L3 40' - 2 3/4" NAVD

AM_L2 28' - 8 3/4" NAVD

AM_L1 17' - 0" NAVD

PoM 15' - 10 3/4" (15.9') NAVD

AM_DEP 13' - 9" NAVD

AM_DFE 9' - 0" NAVD

AM_BFE 8' - 0" NAVD

AM_B1 4' - 6" NAVD

SEA LEVEL 0' - 0" NAVD

0' 2' 5' 10' 20'

1 WALL SECTION - BLDG 1 NORTH

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

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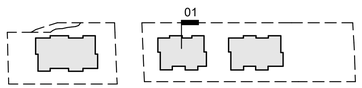
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WALL SECTION - BLDG 1 - NORTH



PROPERTY LINE

GARAGE SETBACK

PROPOSED SETBACK

REQUIRED SETBACK

60' - 6" REQUIRED SETBACK

54' - 6" PROPOSED SETBACK

42' - 2" GARAGE SETBACK

6' - 0"

CORRUGATED PERFORATED CLEAR ANODIZED ALUMINUM PANEL ON STEEL FRAMING

NATURAL STONE PANEL HORIZONTALLY MOUNTED

INSULATED GLASS UNITS WITH HIGH PERFORMANCE LOW-E COATING ON THIN PROFILE BRONZE ANODIZED ALUMINUM FRAMING

CUSTOM PROFILE NATURAL STONE ON ARCHED NON-STRUCTURAL COLUMN, TYP.

NATURAL STONE PANEL HORIZONTALLY MOUNTED WITH INTEGRATED BALCONY DRAINAGE

NATURAL STONE PANEL HORIZONTALLY MOUNTED

PAVER AREA, TOPPING SLAB W/ KNEE WALL

ROOF

RESIDENTIAL UNIT

BALCONY

TERRACE

GARAGE

PRIVATE GARAGE

DRIVE WAY

AM_ROOFTOP 89' - 4 3/4" NAVD

AM_ROOF 76' - 4 3/4" NAVD

AM_L5 63' - 2 3/4" NAVD

AM_L4 51' - 8 3/4" NAVD

AM_L3 40' - 2 3/4" NAVD

AM_L2 28' - 8 3/4" NAVD

AM_L1 17' - 0" NAVD

PoM 15' - 10 3/4" (15.9') NAVD

AM_DEP 13' - 9" NAVD

AM_DFE 9' - 0" NAVD

AM_BFE 8' - 0" NAVD

AM_B1 4' - 6" NAVD

SEA LEVEL 0' - 0" NAVD

+62' - 11 3/4" +63' - 3"

+51' - 5 3/4" +51' - 9"

+39' - 11 3/4" +40' - 3"

+28' - 5 3/4" +28' - 9"

+16' - 9" +17' - 0"

+19' - 6"

+17' - 0"

+4' - 6"

14' - 5"

13' - 0"

13' - 2"

11' - 6"

11' - 6"

11' - 6"

11' - 9"

12' - 6"

4' - 6"

10' - 7"

10' - 7"

10' - 7"

10' - 7"

10' - 10"

11' - 7"

8' - 0"

4' - 9"

9' - 4"

60' - 6" BUILDING HEIGHT

73' - 6" OVERALL BUILDING HEIGHT

0' 2' 5' 10' 20'

1 WALL SECTION - BLDG 2 NORTH

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

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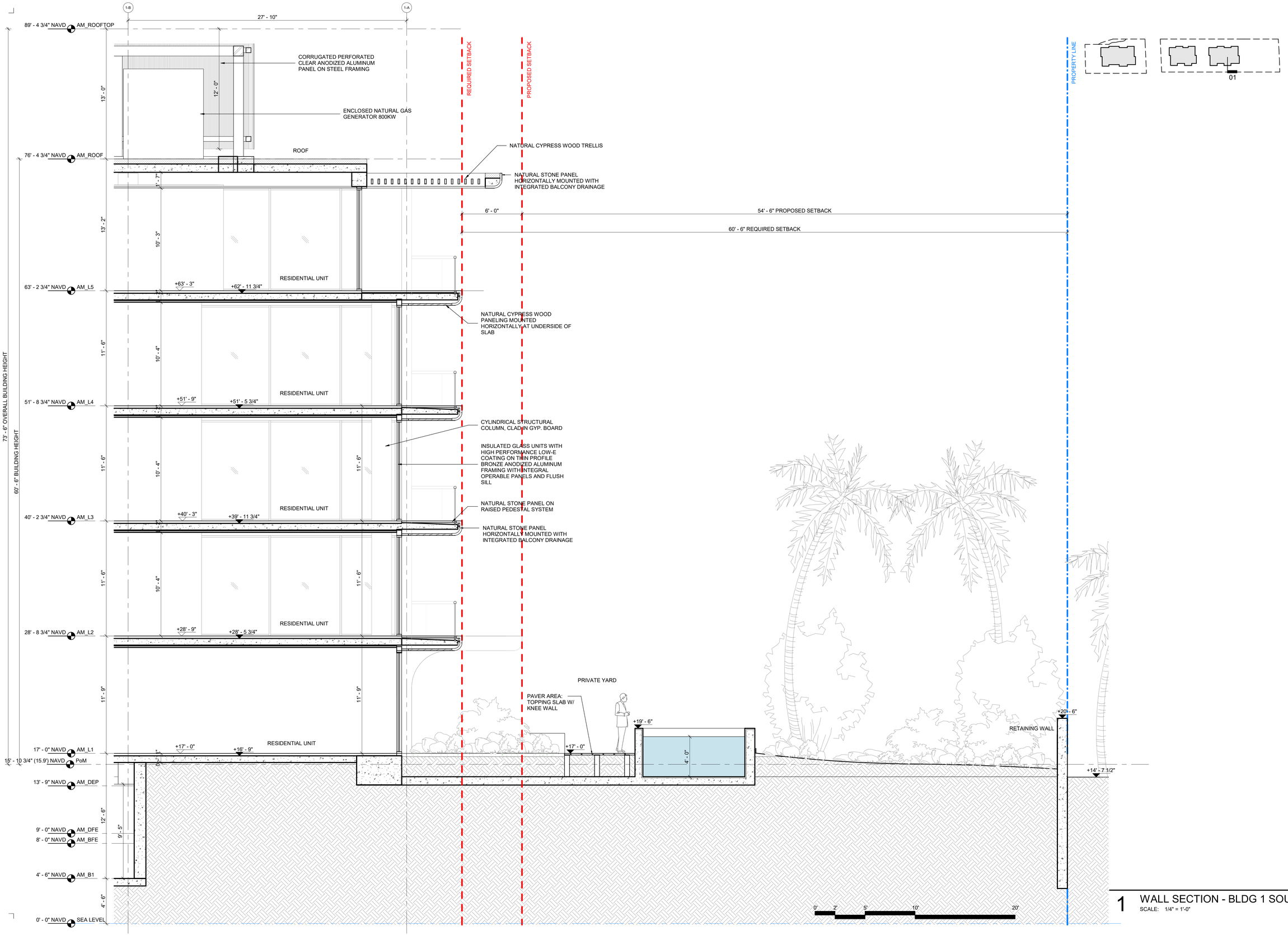
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WALL SECTION - BLDG 2 - NORTH



1 WALL SECTION - BLDG 1 SOUTH
SCALE: 1/4" = 1'-0"

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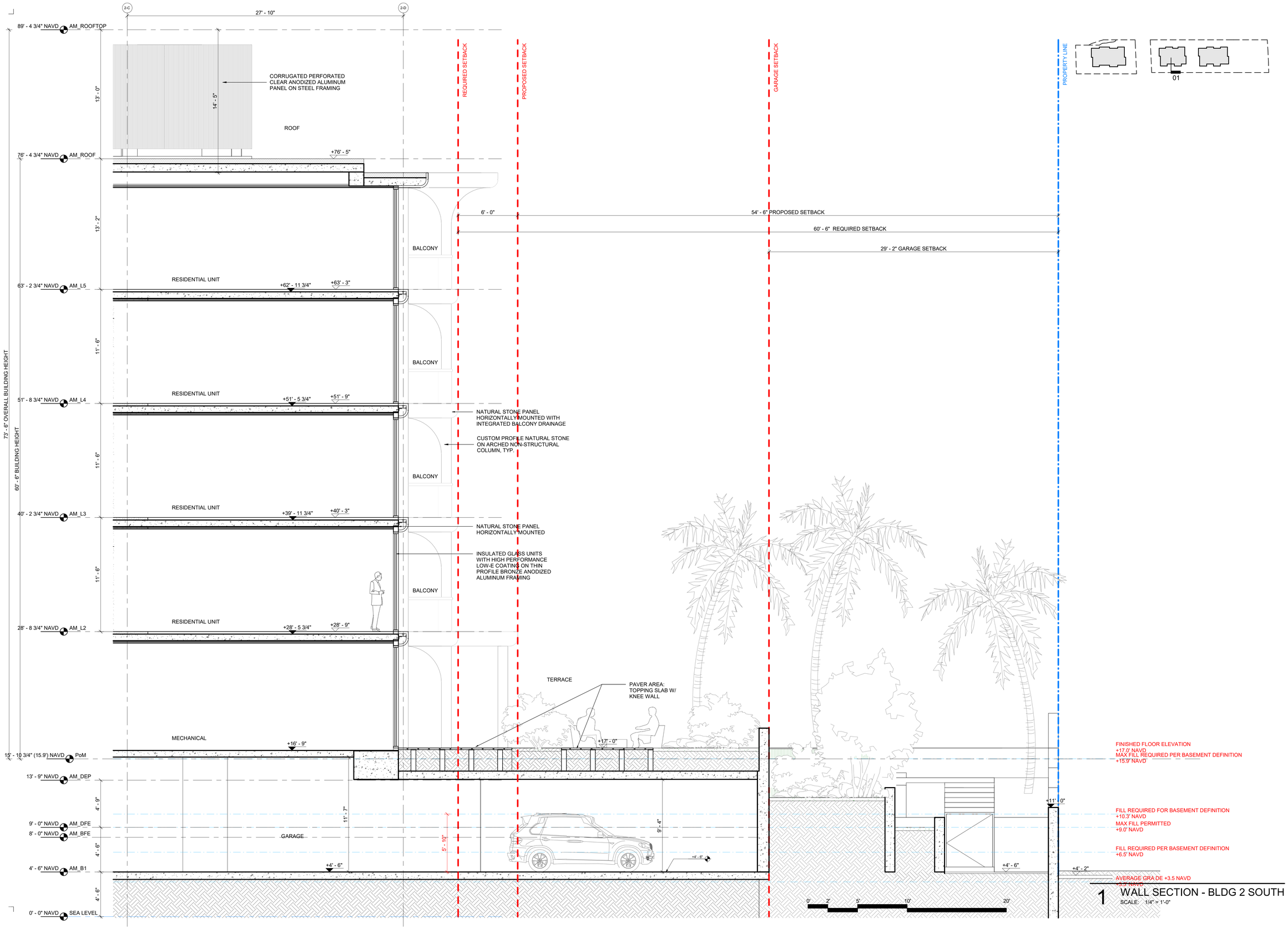
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WALL SECTION - BLDG 1 - SOUTH



1 WALL SECTION - BLDG 2 SOUTH
SCALE: 1/4" = 1'-0"

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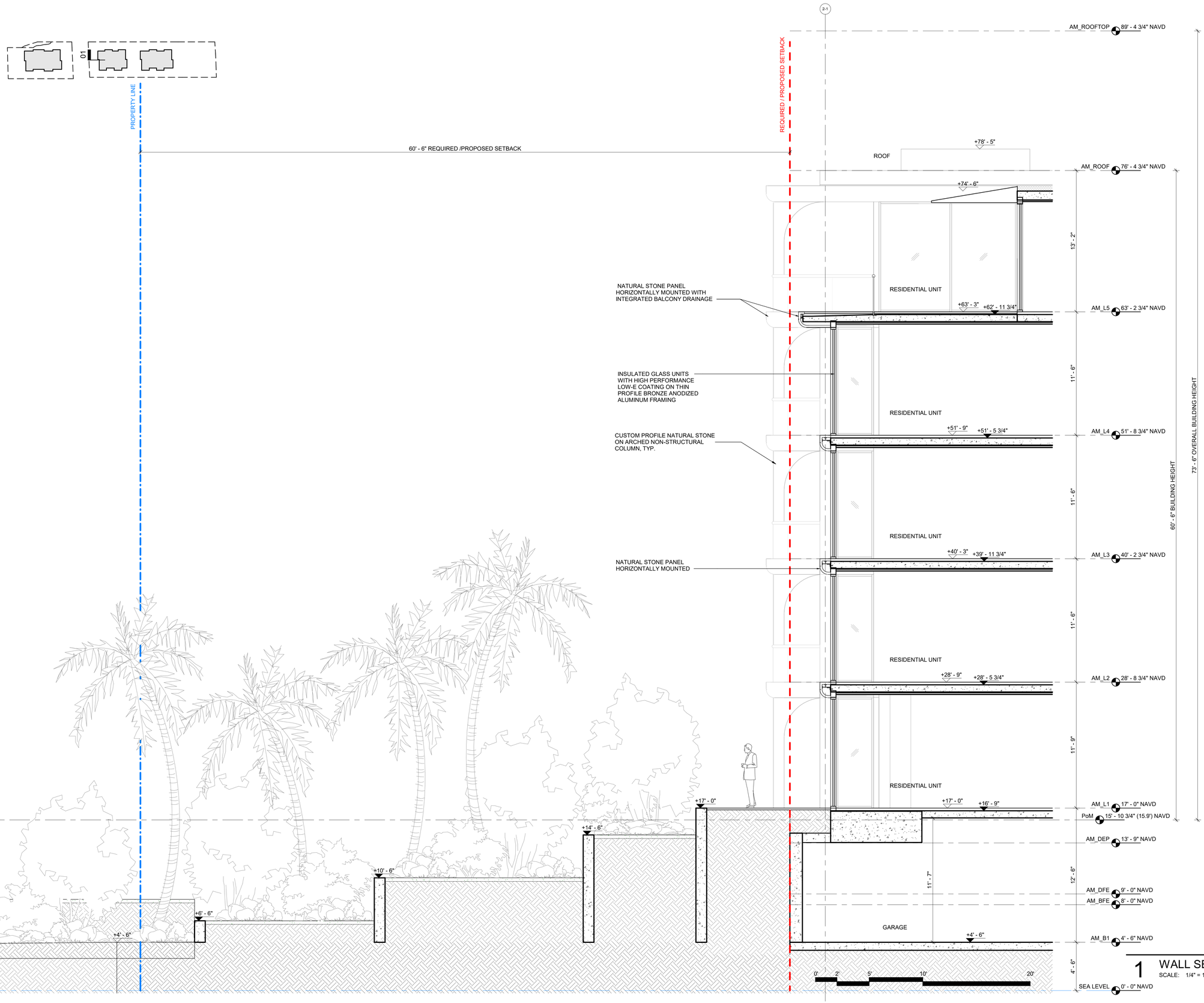
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WALL SECTION - BLDG 2 - SOUTH



1 WALL SECTION - BLDG 2 WEST
SCALE: 1/4" = 1'-0"

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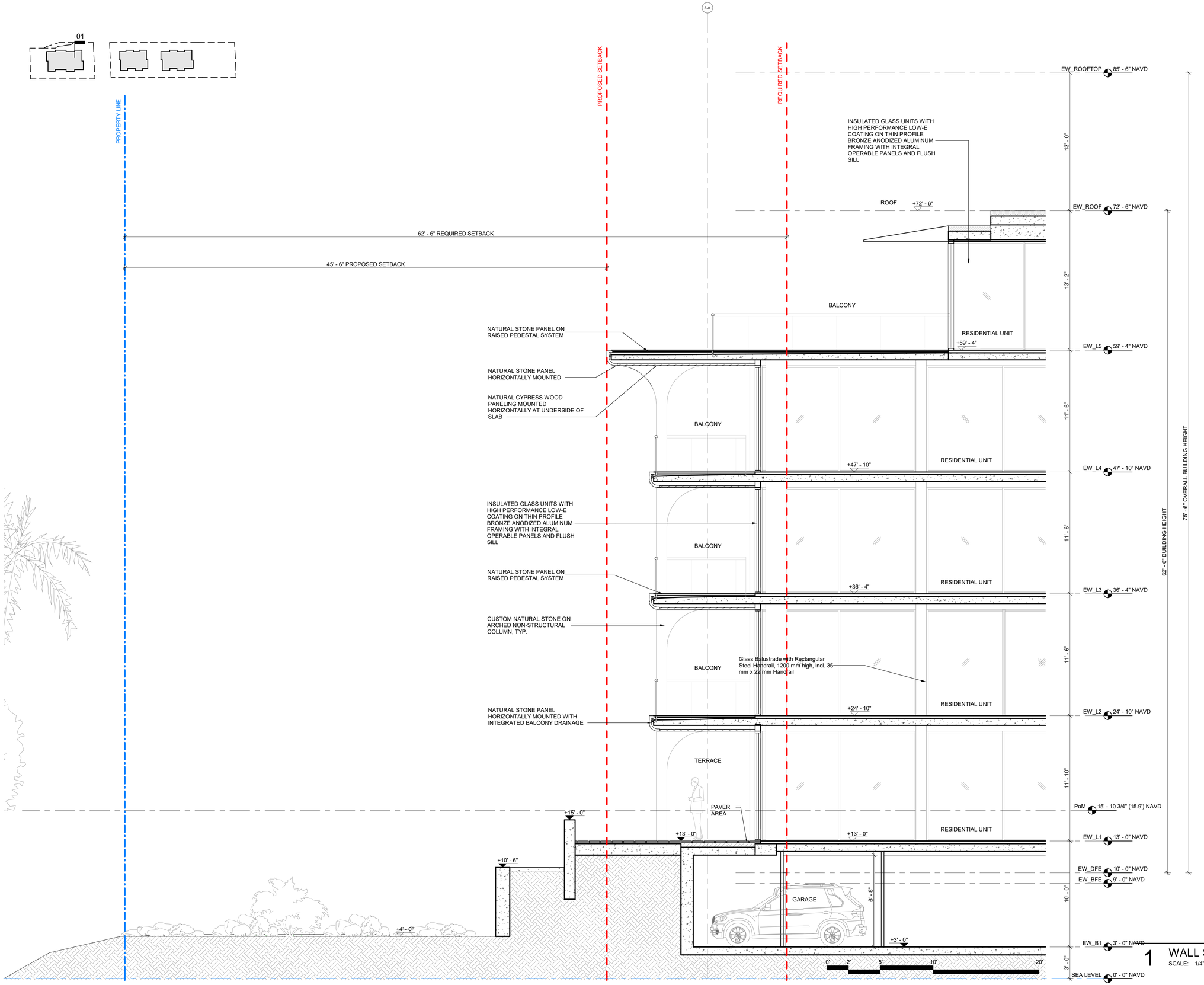
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WALL SECTION - BLDG 2 - WEST



1 WALL SECTION - BLDG 3 NORTH
SCALE: 1/4" = 1'-0"

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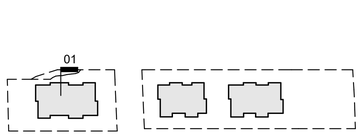
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WALL SECTION - BLDG 3 - NORTH POOL



3-A

PROPERTY LINE

62' - 2" REQUIRED SETBACK

45' - 6" PROPOSED SETBACK

REQUIRED SETBACK

EW_ROOFTOP 85' - 6" NAVD

ROOF

EW_ROOF 72' - 6" NAVD

RESIDENTIAL UNIT +59' - 4"

EW_L5 59' - 4" NAVD

RESIDENTIAL UNIT +47' - 10"

EW_L4 47' - 10" NAVD

INSULATED GLASS UNITS WITH HIGH PERFORMANCE LOW-E COATING ON THIN PROFILE BRONZE ANODIZED ALUMINUM FRAMING

NATURAL STONE PANEL HORIZONTALLY MOUNTED

RESIDENTIAL UNIT +36' - 4"

EW_L3 36' - 4" NAVD

RESIDENTIAL UNIT +24' - 10"

EW_L2 24' - 10" NAVD

POOL AREA

PAVER AREA

RESIDENTIAL UNIT +13' - 0"

EW_L1 13' - 0" NAVD

EW_DFE 10' - 0" NAVD

EW_BFE 9' - 0" NAVD

GARAGE

+3' - 0"

EW_B1 3' - 0" NAVD

SEA LEVEL 0' - 0" NAVD

13' - 0"

13' - 2"

11' - 6"

11' - 6"

11' - 6"

11' - 10"

10' - 0"

3' - 0"

62' - 6" BUILDING HEIGHT

72' - 6" OVERALL BUILDING HEIGHT

FILL REQUIRED TO CONCEAL BASEMENT +11.0'

FEMA DFE +10' NAVD

FILL REQUIRED PER BASEMENT DEFINITION +7.5' NAVD

MAX FILL PERMITTED +6.5' NAVD

FILL REQUIRED PER BASEMENT DEFINITION +5.0' NAVD

AVERAGE GRADE +4.0' NAVD

0' 2' 5' 10' 20'

1 WALL SECTION - BLDG 3 NORTH

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

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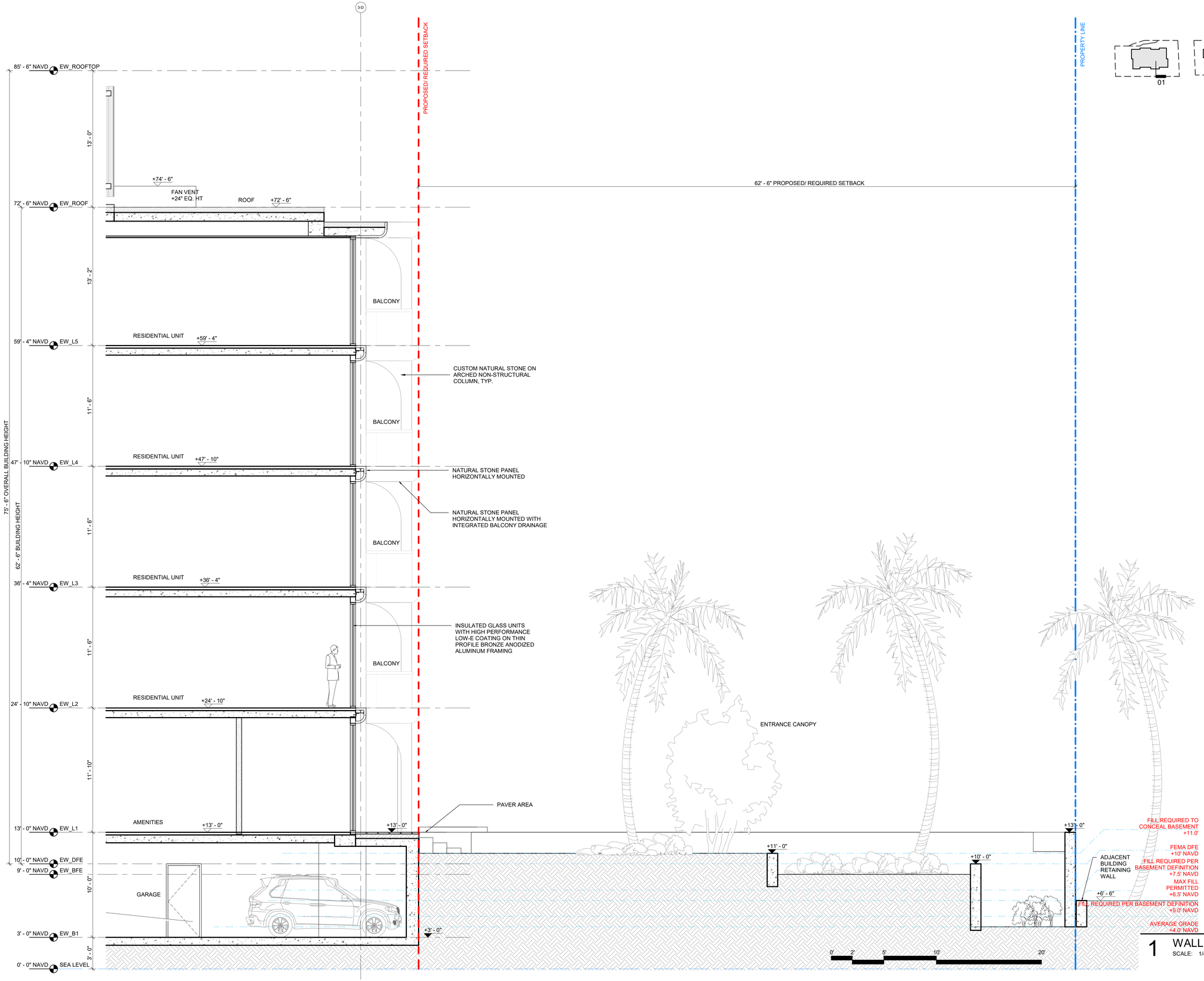
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WALL SECTION - BLDG 3 - NORTH



1 WALL SECTION - BLDG 3 SOUTH
SCALE: 1/4" = 1'-0"

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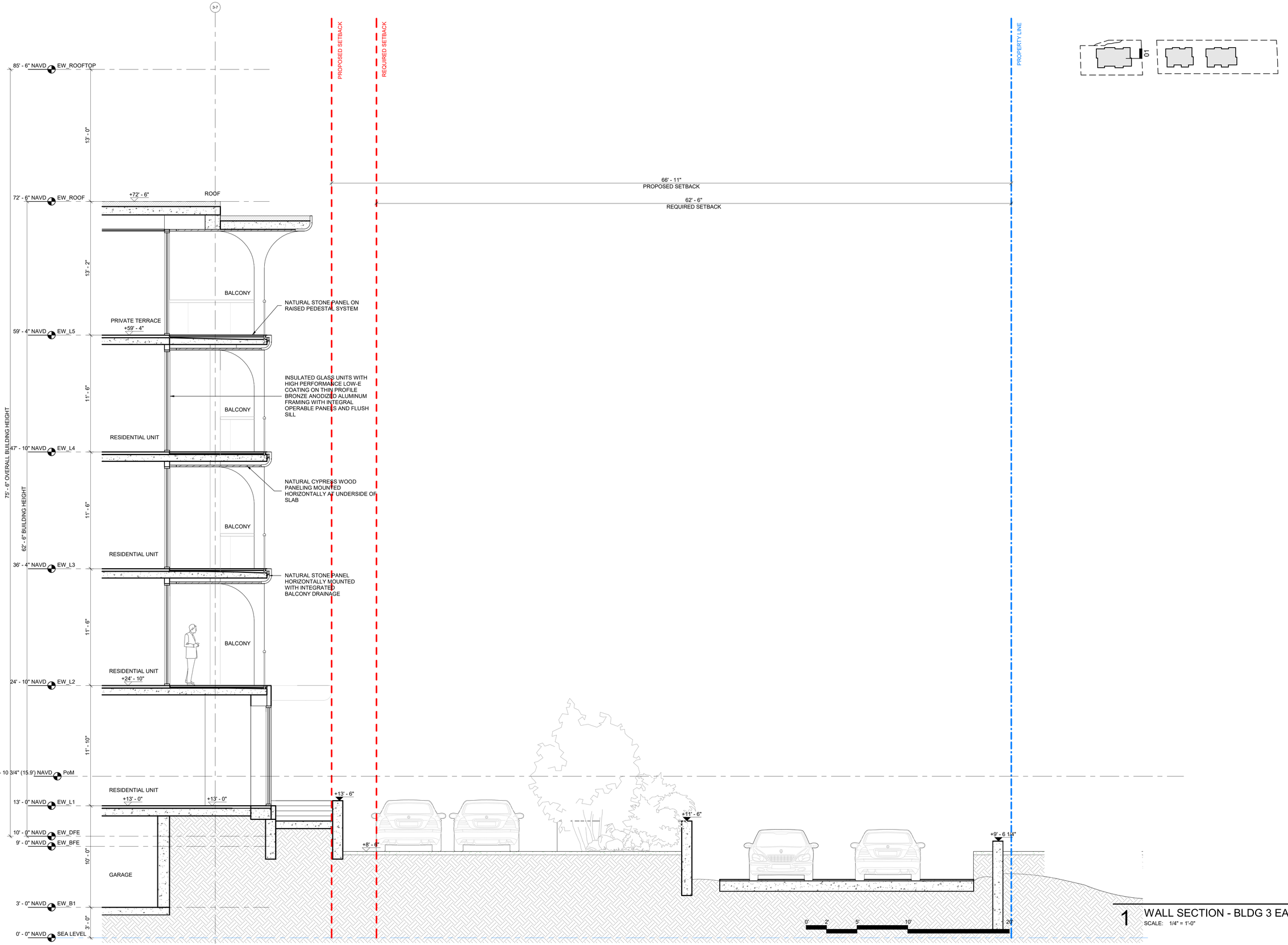
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WALL SECTION - BLDG 3 - SOUTH



1 WALL SECTION - BLDG 3 EAST
SCALE: 1/4" = 1'-0"

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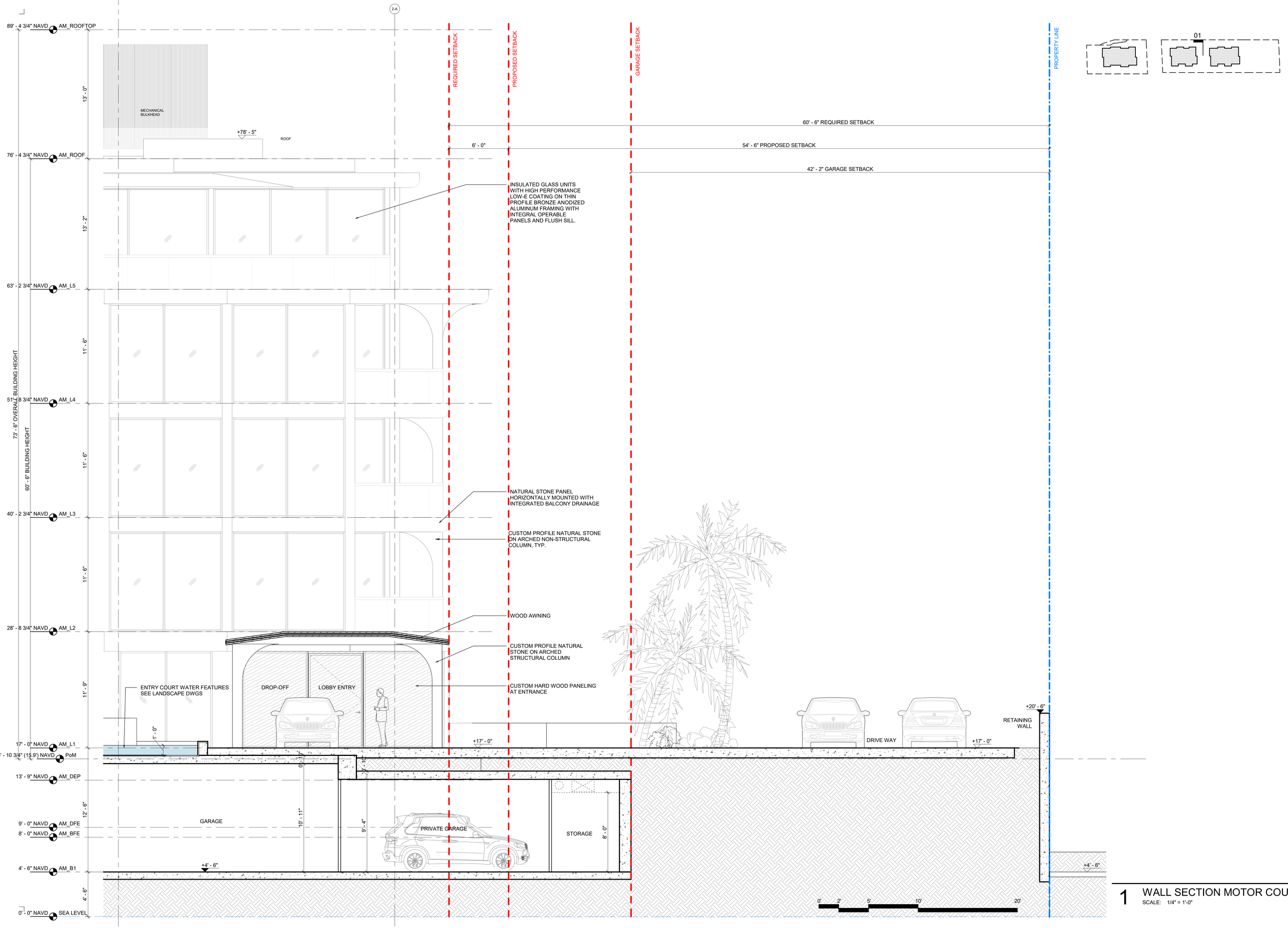
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WALL SECTION - BLDG 3 - EAST



1 WALL SECTION MOTOR COURT
SCALE: 1/4" = 1'-0"

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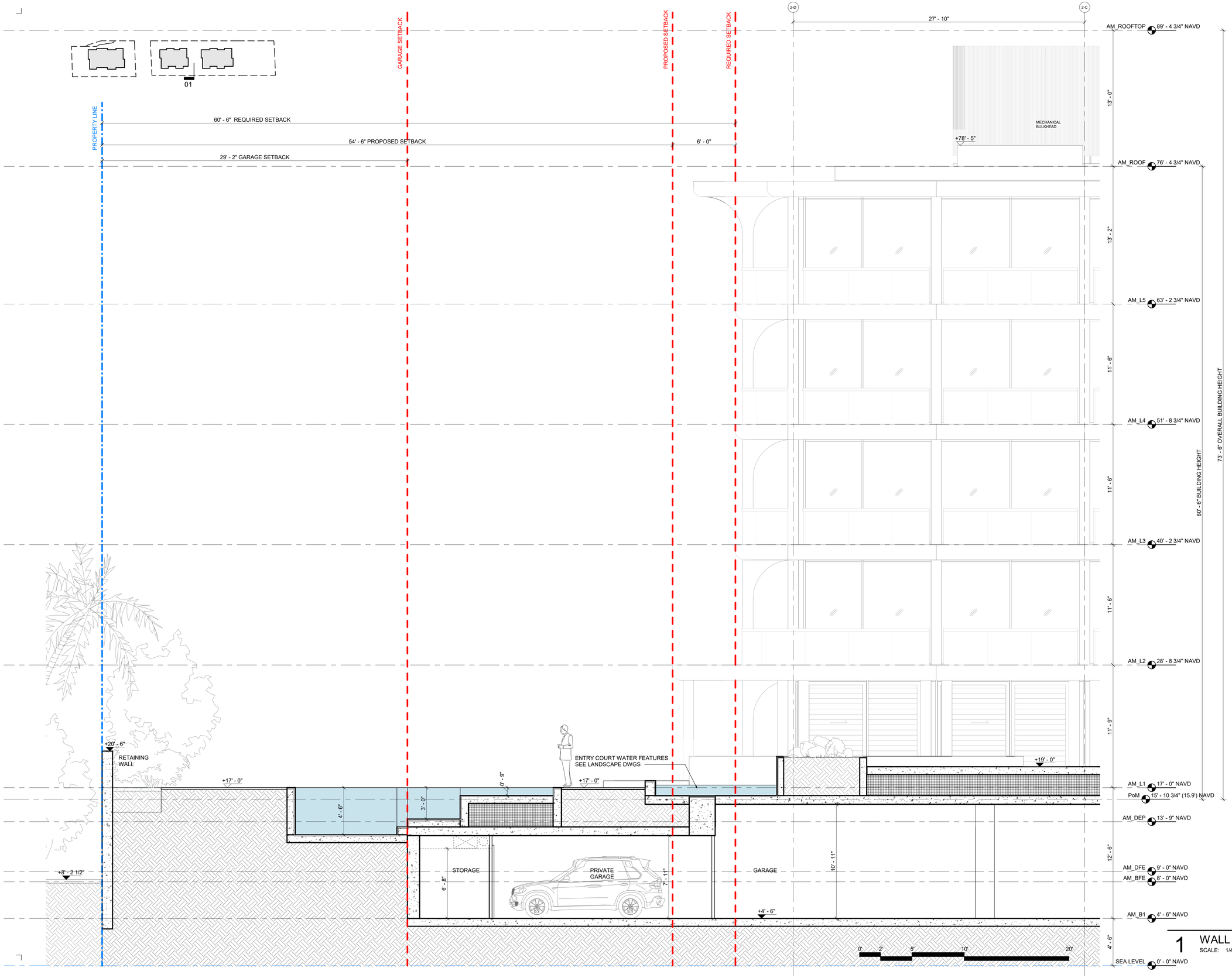
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WALL SECTION
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1 WALL SECTION - COURTYARD
SCALE: 1/4" = 1'-0"

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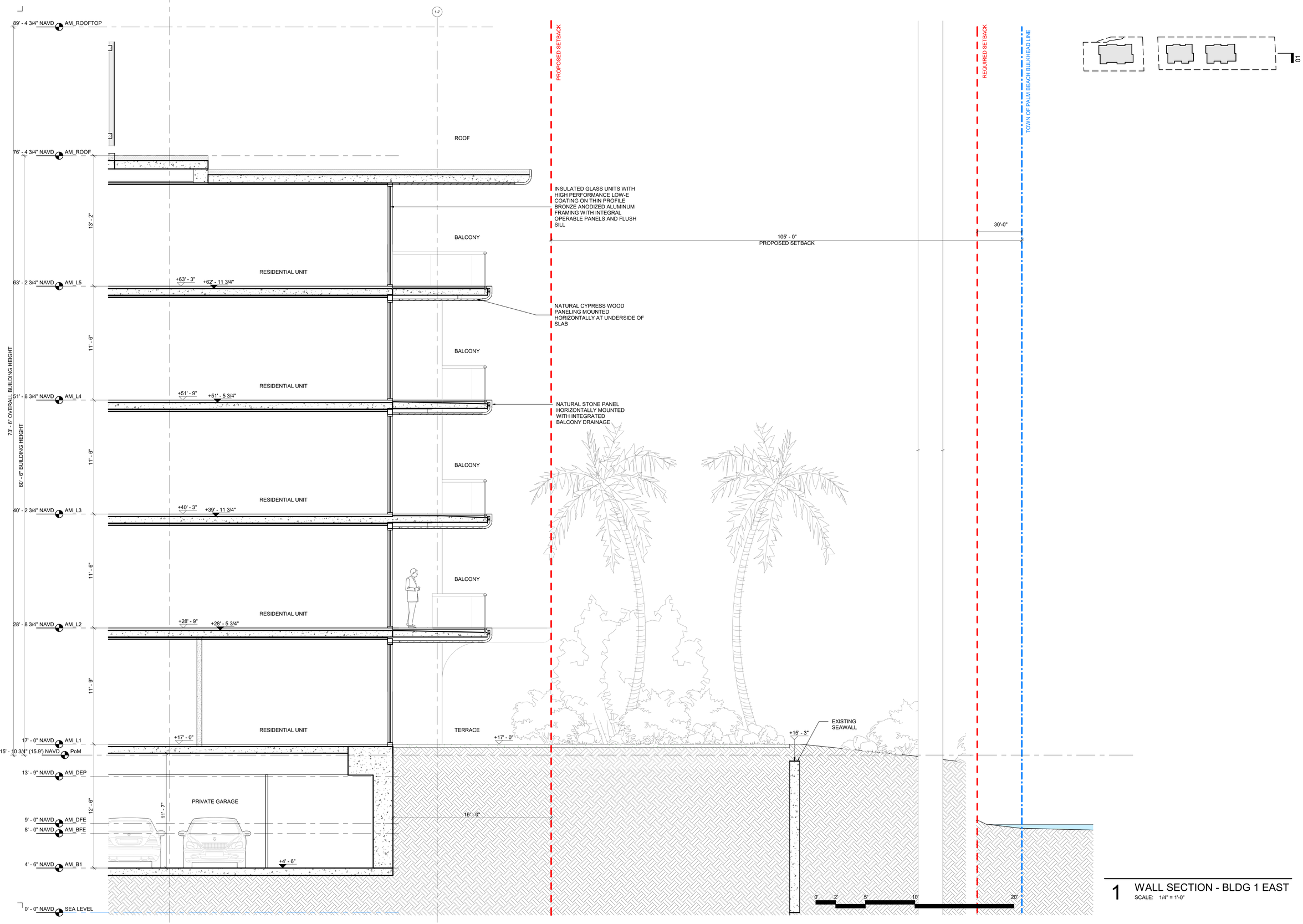
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WALL SECTION @ COURTYARD



1 WALL SECTION - BLDG 1 EAST
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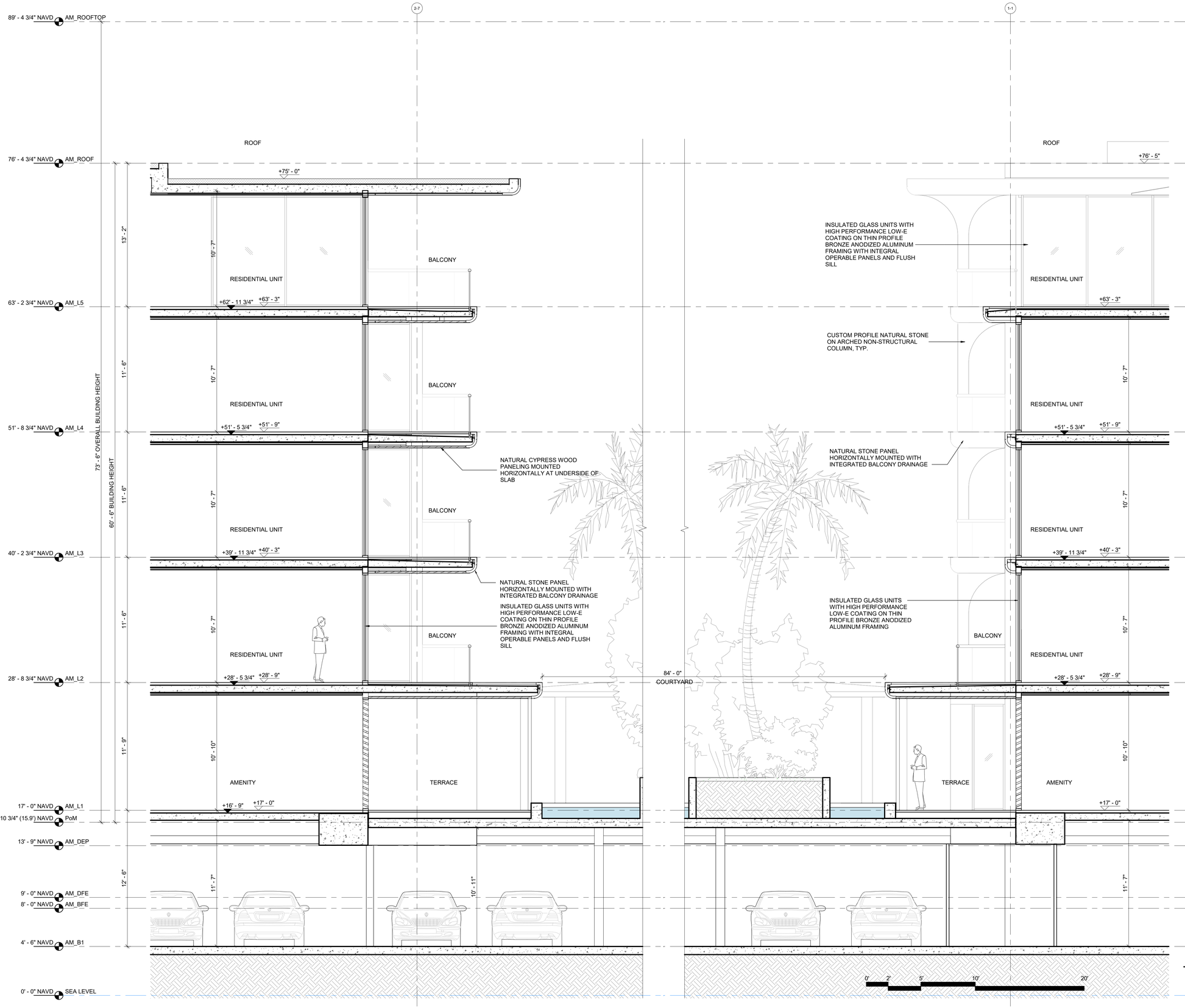
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WALL SECTION - BLDG 1 - REAR YARD



1 WALL SECTION - BLDG 1/2 EAST
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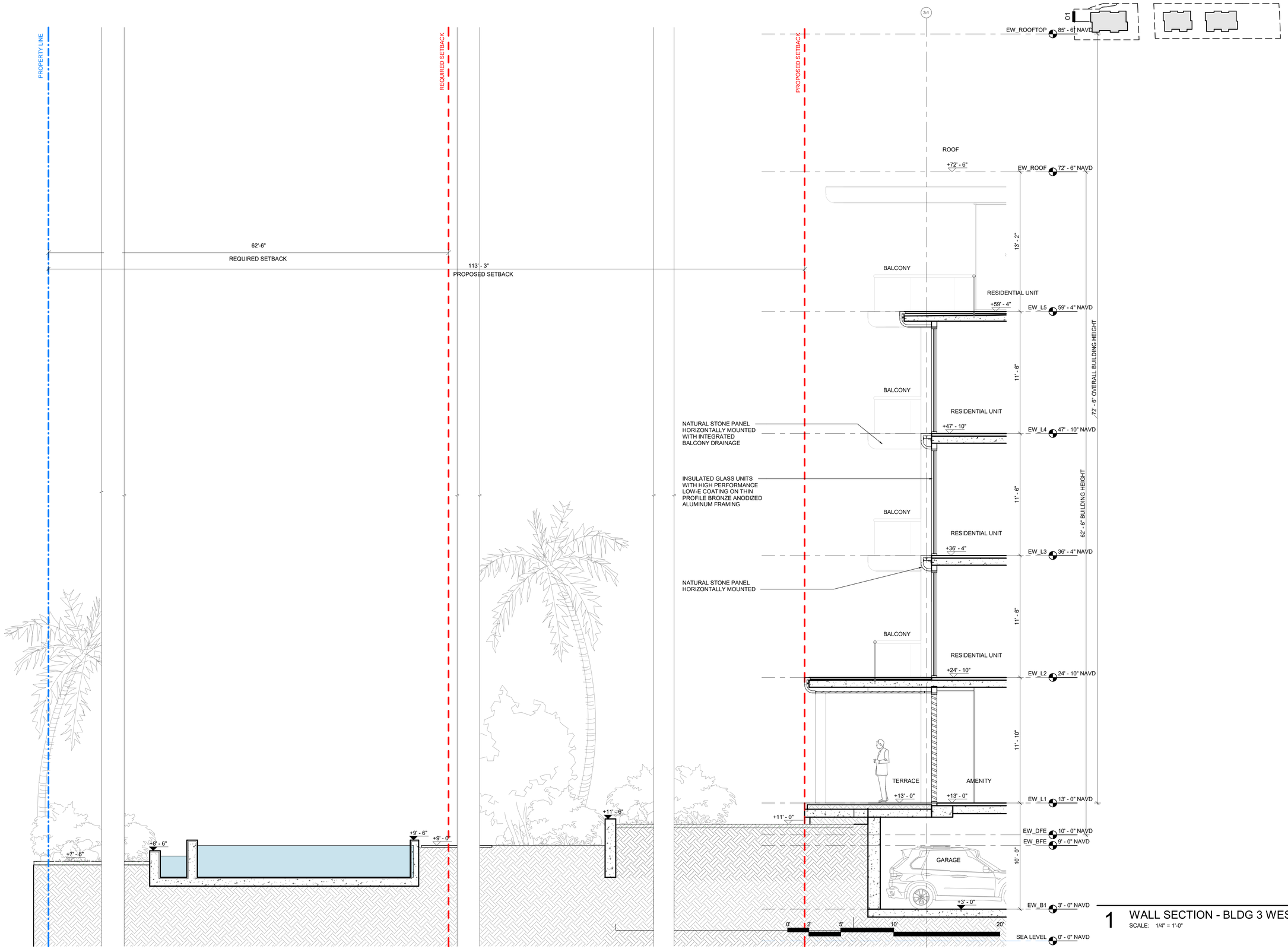
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WALL SECTION - BLDG 2 - COURTYARD



1 WALL SECTION - BLDG 3 WEST
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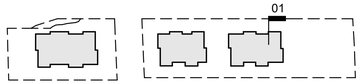
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Ambassador
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2730 S. Ocean Blvd
Palm Beach, Florida 33480

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Revisions:
FINAL SUBMITTAL 10-07-2025

Project no:	22049
Date:	10.07.25
Drawn by:	Author
Project Architect:	Checker

A-324
WALL SECTION - BLDG 3 - REAR YARD



PROPERTY LINE

GARAGE SETBACK

PROPOSED SETBACK

REQUIRED SETBACK

1-0

60' - 6" REQUIRED SETBACK

56' - 6" PROPOSED SETBACK

4' - 0"

42' - 2" GARAGE SETBACK

NATURAL STONE PANEL HORIZONTALLY MOUNTED

CUSTOM PROFILE NATURAL STONE ON ARCHED NON-STRUCTURAL COLUMN, TYP.

INSULATED GLASS UNITS WITH HIGH PERFORMANCE LOW-E COATING ON THIN PROFILE BRONZE ANODIZED ALUMINUM FRAMING

NATURAL STONE PANEL HORIZONTALLY MOUNTED WITH INTEGRATED BALCONY DRAINAGE

PARKING VENT

5'-0"

3' - 3"

PAVER AREA

ROOF

BALCONY

10' - 5"

RESIDENTIAL UNIT

10' - 7"

PRIVATE GARAGE

GARAGE

8' - 0"

9' - 4"

TERRACE

AM_ROOFTOP	89' - 4 3/4" NAVD	13' - 0"
AM_ROOF	76' - 4 3/4" NAVD	13' - 2"
AM_L5	63' - 2 3/4" NAVD	11' - 6"
AM_L4	51' - 8 3/4" NAVD	11' - 6"
AM_L3	40' - 2 3/4" NAVD	11' - 6"
AM_L2	28' - 8 3/4" NAVD	11' - 9"
AM_L1	17' - 0" NAVD	
PoM	15' - 10 3/4" (15.9') NAVD	
AM_DEP	13' - 9" NAVD	12' - 6"
AM_DFE	9' - 0" NAVD	
AM_BFE	8' - 0" NAVD	
AM_B1	4' - 6" NAVD	4' - 6"
SEA LEVEL	0' - 0" NAVD	

+63' - 3" · +51' - 9" · +40' - 3" · +28' - 9" · +17' - 0" · +4' - 6"

+20' - 6" · +20' - 3" · +19' - 6" · +17' - 0"

73' - 6" OVERALL BUILDING HEIGHT

0' 2' 5' 10' 20'

1 WALL SECTION - BLDG 1 NORTH
SCALE: 1/4" = 1'-0"

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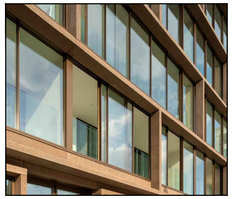
A-325

WALL SECTION - BLDG 1 - NORTH



GLAZING

Insulated glass units with high performance low-e coating



SLAB EDGE

Natural stone panel horizontally mounted



PLANTERS

Custom metal planter box floor mounted with integrated balcony drainage



BALCONY SOFFIT

Natural cypress wood paneling mounted horizontally on underside of slab



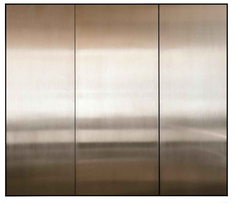
BALCONY EDGE

Natural stone panel horizontally mounted with integrated balcony drainage



MULLIONS

Thin profile bronze anodized aluminum framing with integral operable panels and flush sill



GUARDRAIL

wooden cap with glazing guardrail system set into terrace floor.



TERRACE FLOOR

Natural stone panel on raised pedestal system



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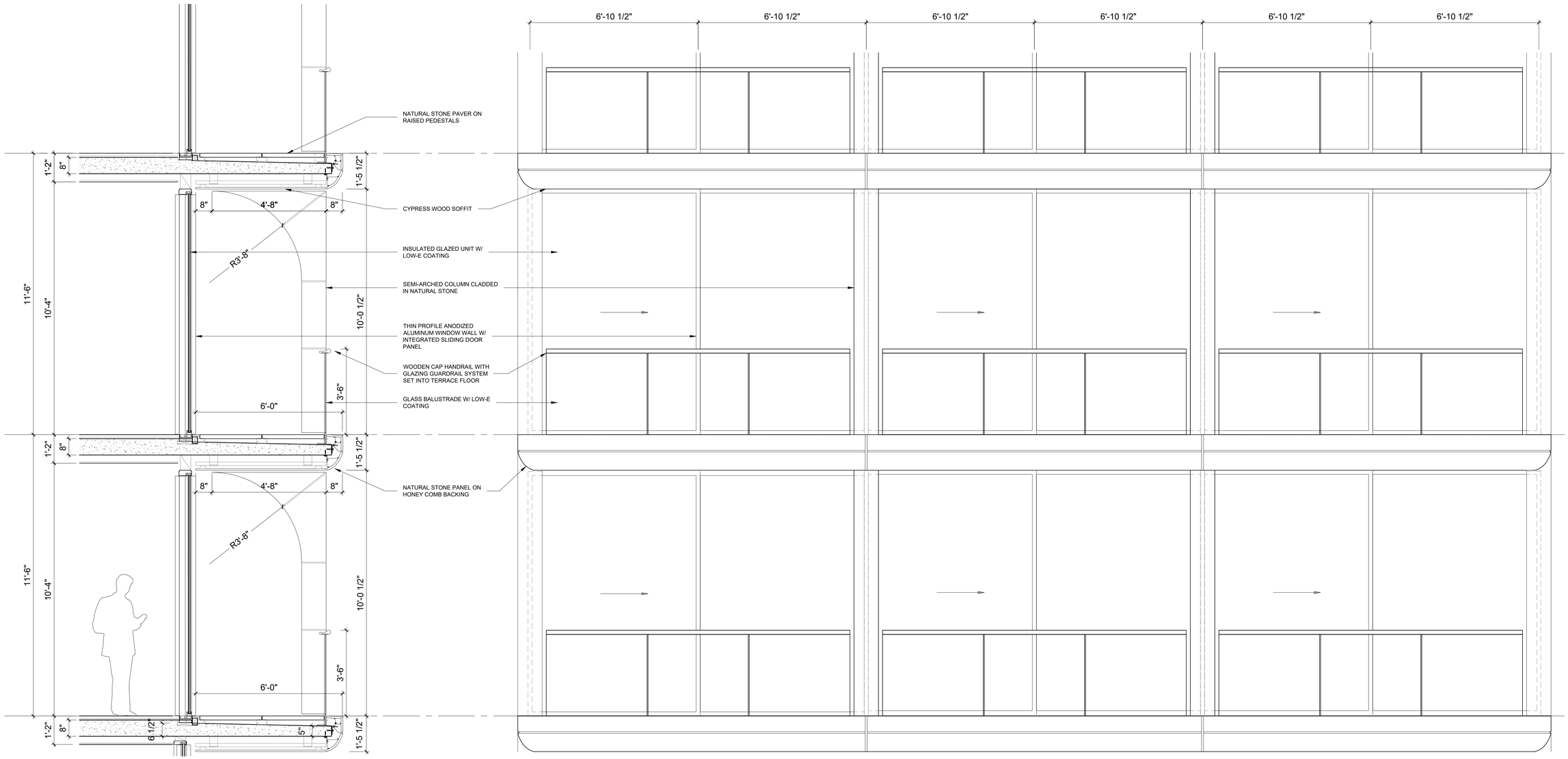
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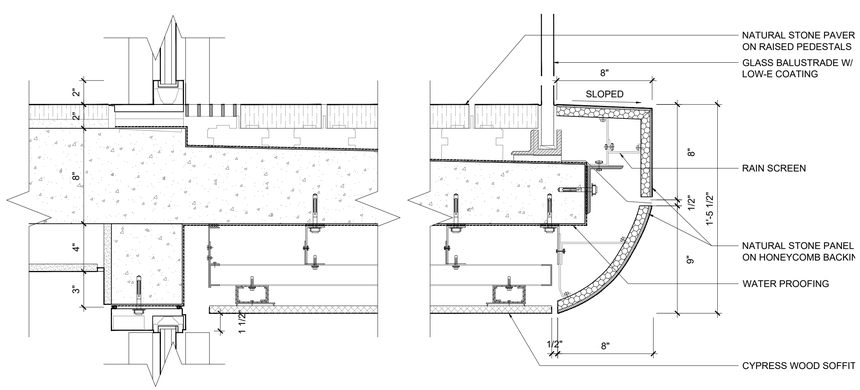
A-602

FACADE MATERIALS

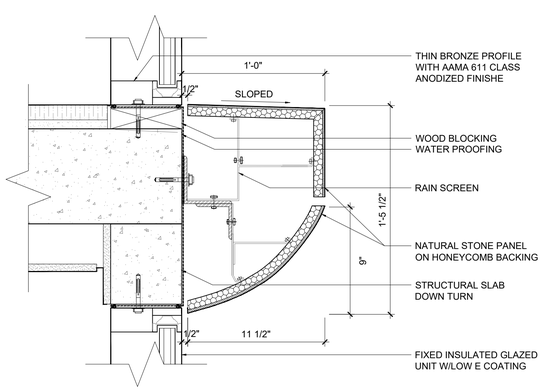


04 6' BALCONY SECTION
SCALE: 1/2" = 1'-0"

03 6' BALCONY ELEVATION
SCALE: 1/2" = 1'-0"



02 SECTION DETAIL
SCALE: 2" = 1'-0"



01 SECTION DETAIL
SCALE: 2" = 1'-0"

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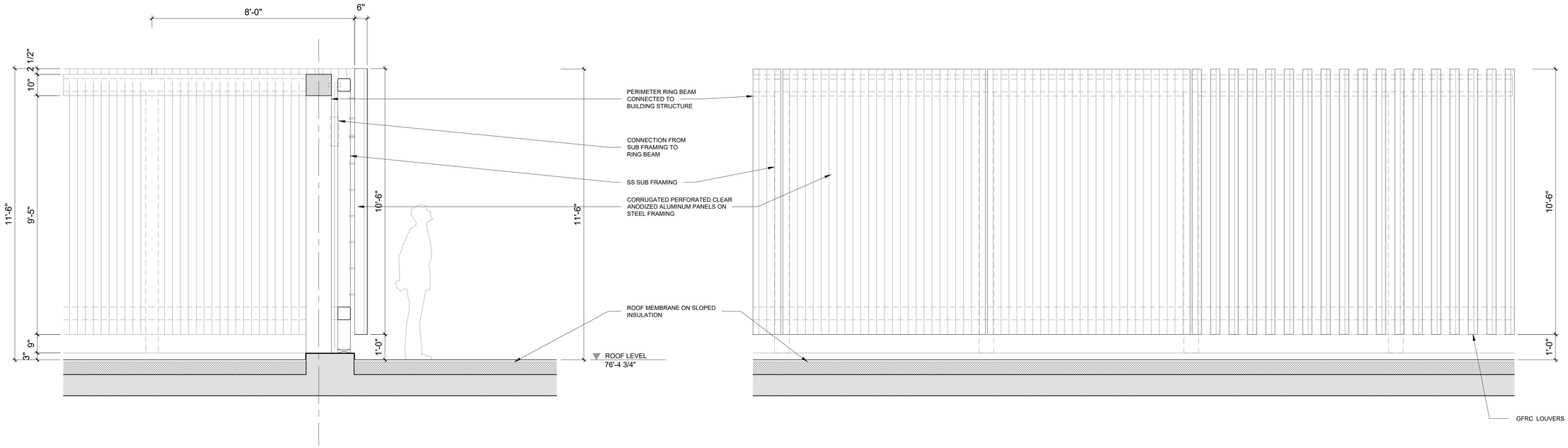
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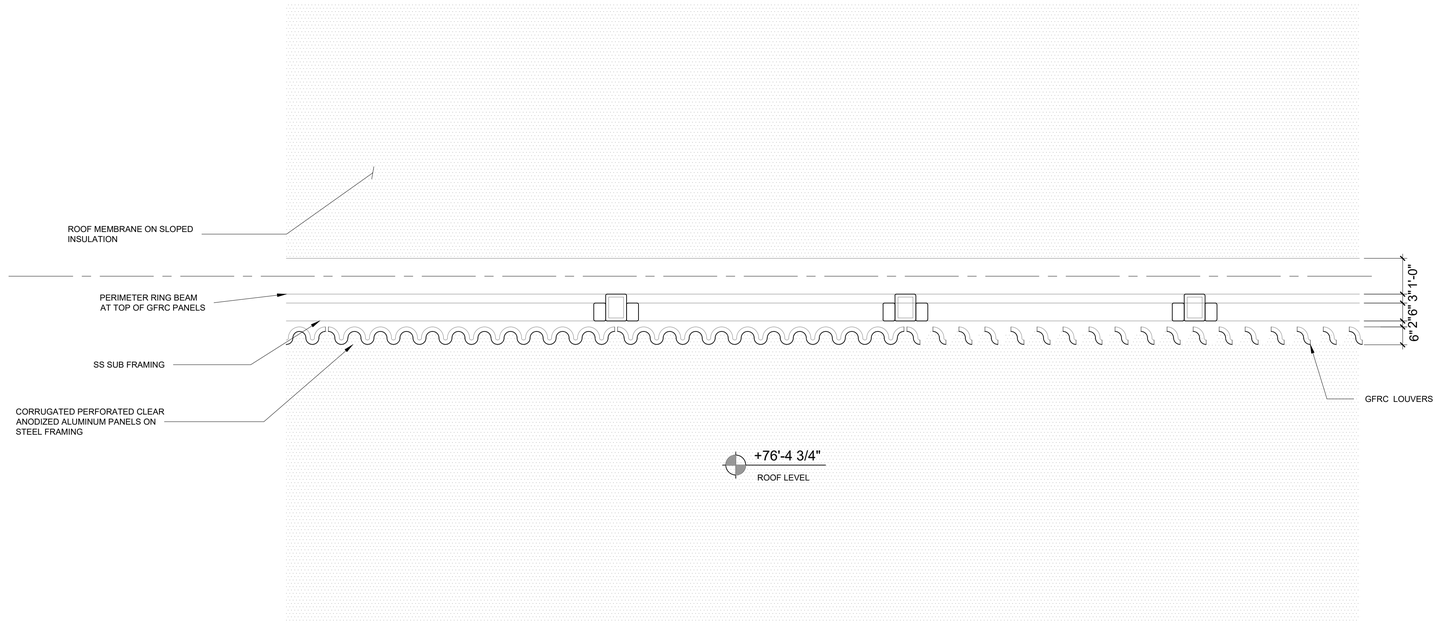
A-604

FACADE TYPICAL DETAILS



03 SECTION
SCALE: 1/2" = 1'-0"

01 ELEVATION
SCALE: 1/2" = 1'-0"



02 PARTIAL PLAN
SCALE: 1/2" = 1'-0"

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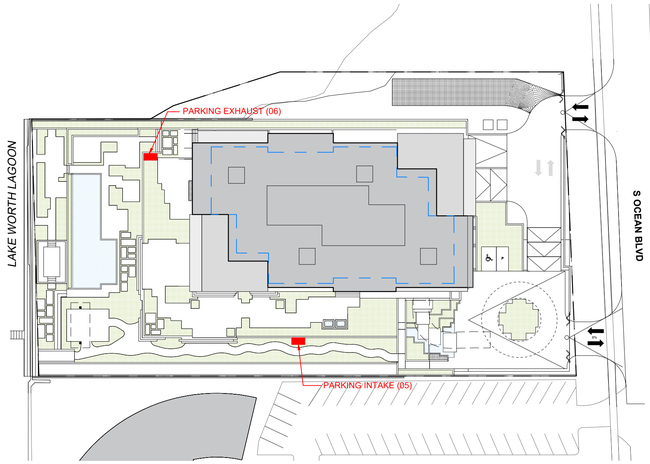
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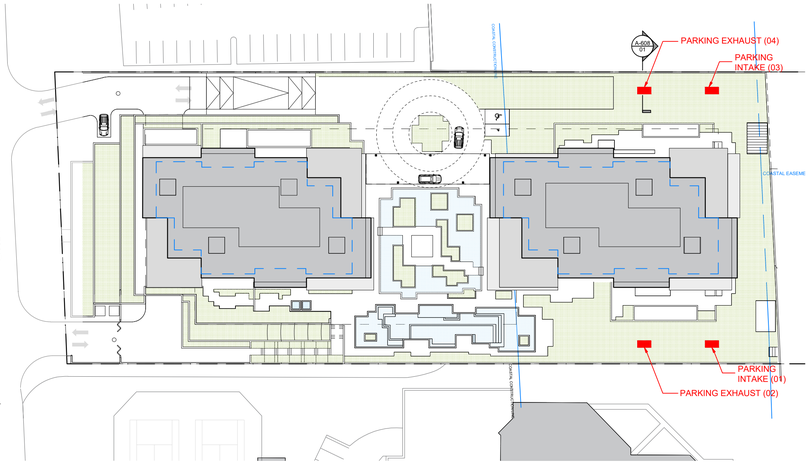
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A-607

MECHANICAL SCREEN DETAIL





03 PARKING VENTS KEY PLAN
SCALE: N.T.S.

PERFORMANCE DATA

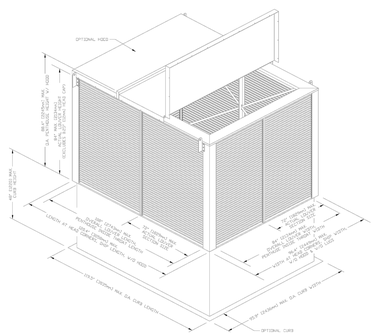
EHH-601PD
Miami-Dade and Florida Product Approved
Extruded Aluminum, Louvered Penthouse

Performance data shown herein is a result of in-house airflow resistance testing procedures in an AMCA Accredited Laboratory. The static pressure drops shown at given throat velocities include the pressure drop through the throat of the product as well as through the louvers themselves. The recommended height shown herein allows for equal to or greater than effective louver free area to that of the penthouse inside throat area. Increasing the product height will have minimal affect on the static pressure drop. The static pressure drops shown do not include the effects of bird screen, insect screen or any other appurtenance.

		Intake CFM (SAI)				Exhaust CFM (SAE)			
		Pressure Drop in. wg (Pa				Pressure Drop in. wg (Pa			
		0.082	0.165	0.333		0.037	0.086	0.152	0.239
		(20)	(41)	(83)		(9.209)	(21.400)	(37.800)	(59.500)
		Intake Throat Velocities				Exhaust Throat Velocities			
Throat W x L in. (mm)	Recommended Louver Height in.	Louver Throat Area sq. ft.	400 fpm (1.100 mps	600 fpm (3.050 mps	800 fpm (4.216 mps	400 fpm (1.100 mps	600 fpm (3.050 mps	800 fpm (4.070 mps	1000 fpm (5.470 mps
12 x 12	**12**	**0.8**	**320**	**480**	**640**	**320**	**480**	**640**	**800**
305 x 305	305	0.07	0.15	0.22	0.30	0.15	0.23	0.30	0.38
12 x 24	**16**	**1.6**	**700**	**1,050**	**1,440**	**720**	**1,080**	**1,440**	**1,800**
305 x 610	406	0.17	0.34	0.51	0.68	0.34	0.51	0.68	0.86
24 x 24	**16**	**3.7**	**1,480**	**2,220**	**2,960**	**1,440**	**2,200**	**2,960**	**3,700**
610 x 610	406	0.34	0.70	1.05	1.40	0.70	1.05	1.40	1.75
24 x 48	**20**	**7.9**	**3,000**	**4,500**	**6,000**	**3,000**	**4,500**	**6,000**	**7,500**
610 x 1219	508	0.70	1.40	2.10	2.83	1.40	2.12	2.83	3.54
36 x 36	**20**	**8.5**	**3,400**	**5,100**	**6,800**	**3,400**	**5,100**	**6,800**	**8,500**
914 x 914	508	0.79	1.60	2.41	3.21	1.60	2.41	3.21	4.01
36 x 72	**24**	**17.3**	**6,920**	**10,380**	**13,840**	**6,920**	**10,380**	**13,840**	**17,300**
914 x 1829	610	1.61	3.27	4.90	6.53	3.27	4.90	6.53	8.16
48 x 48	**24**	**15.3**	**6,120**	**9,180**	**12,240**	**6,120**	**9,180**	**12,240**	**15,300**
1219 x 1219	610	1.42	2.89	4.32	5.78	2.89	4.33	5.78	7.22
60 x 60	**32**	**31.0**	**10,400**	**15,600**	**24,000**	**15,400**	**16,600**	**24,000**	**31,000**
1219 x 2438	813	2.88	5.80	8.70	11.70	5.80	8.78	11.70	14.65
60 x 96	**28**	**24.2**	**8,000**	**14,520**	**19,360**	**9,680**	**14,520**	**19,360**	**24,200**
1524 x 1524	711	2.25	4.27	6.65	9.14	4.57	6.85	9.14	11.42
62 x 96	**44**	**28.8**	**10,320**	**15,480**	**20,640**	**10,320**	**15,480**	**20,640**	**25,800**
1575 x 2184	1118	2.40	4.87	7.31	9.74	4.87	7.31	9.74	12.18
60 x 108	**36**	**43.0**	**17,520**	**26,280**	**35,040**	**17,520**	**26,280**	**35,040**	**43,800**
1524 x 2743	914	4.07	8.27	12.40	16.54	8.27	12.40	16.54	20.67
72 x 72	**32**	**30.0**	**14,000**	**21,000**	**28,000**	**14,000**	**21,000**	**28,000**	**35,000**
1829 x 1829	813	3.35	6.81	9.91	13.21	6.61	9.91	13.21	16.52
72 x 96	**40**	**40.0**	**16,720**	**25,080**	**37,440**	**16,720**	**25,080**	**37,440**	**49,800**
1829 x 2438	1016	4.28	8.83	13.23	17.67	8.83	13.25	17.67	23.55
84 x 84	**40**	**47.8**	**19,120**	**28,680**	**38,240**	**19,120**	**28,680**	**38,240**	**47,800**
2134 x 2134	1016	4.44	9.02	13.54	18.06	9.02	13.54	18.06	22.56
84 x 96	**40**	**54.0**	**21,920**	**32,880**	**43,840**	**21,920**	**32,880**	**43,840**	**54,800**
2134 x 2438	1016	5.09	10.35	15.52	20.69	10.35	15.52	20.69	25.86
84 x 108	**44**	**61.7**	**24,680**	**37,020**	**49,360**	**24,680**	**37,020**	**49,360**	**61,700**
2134 x 2743	1118	5.73	11.65	17.47	23.30	11.65	17.47	23.30	29.12

DETAILS

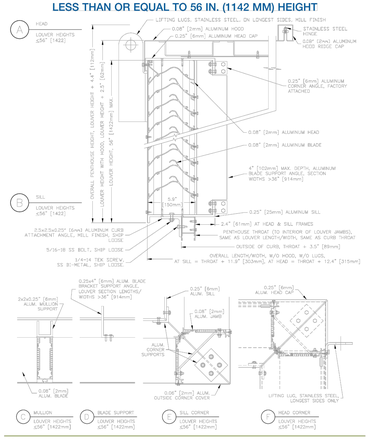
EHH-601PD
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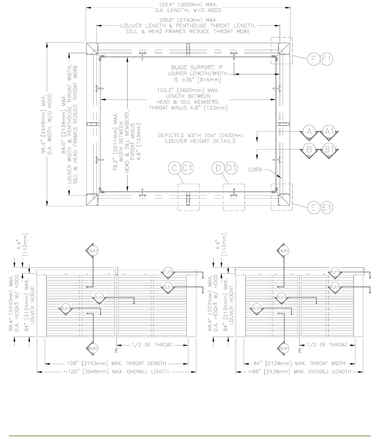
LESS THAN OR EQUAL TO 56 IN. (1142 MM) HEIGHT



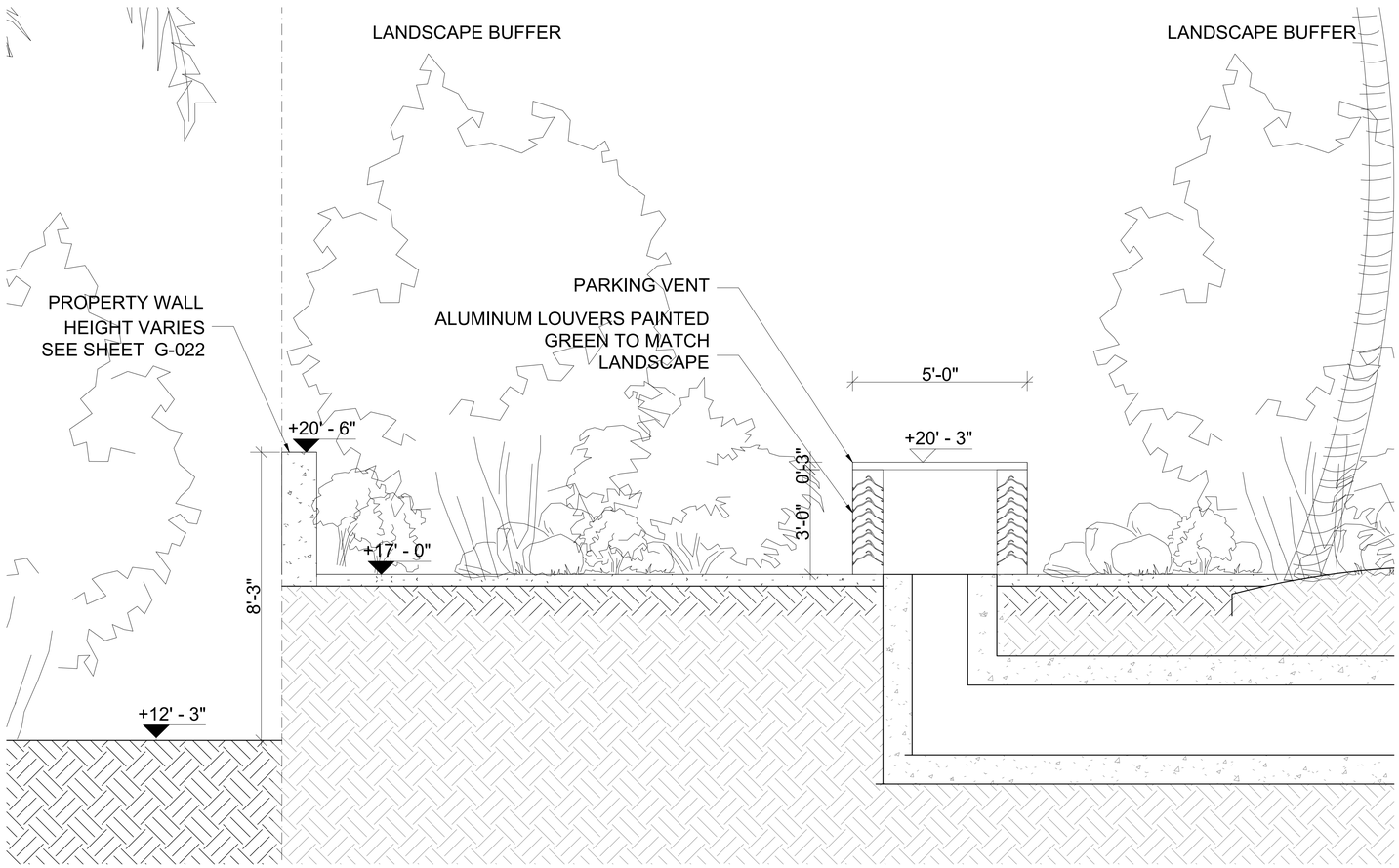
DETAILS

EHH-601PD
Miami-Dade and Florida Product Approved
Extruded Aluminum, Louvered Penthouse

TWO SECTION-WITHOUT HOOD



02 PARKING VENTS CUTSHEET
SCALE: N.T.S



01 PARKING INTAKE VENT 04
SCALE: 1/2" = 1'-0"

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A-608

PARKING EXHAUST VENT DETAIL



01 DROP OFF
SCALE: N.T.S.

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R-01

RENDERED VIEWS



01 AMBASSADOR AMENITY GROUND FLOOR
SCALE: N.T.S.

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R-02

RENDERED VIEWS



01 AMBASSADOR AMENITY GF ZOOM
SCALE: N.T.S.

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R-03

RENDERED VIEWS



01 NORTH FACADE
SCALE: N.T.S.

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T: 561 659 2820

Submittal for:
Ambassador
2720 S. Ocean Blvd &
2730 S. Ocean Blvd
Palm Beach, Florida 33480

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Revisions:
FINAL SUBMITTAL 10-07-2025

Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

R-04

RENDERED VIEWS



01 AMBASSADOR OCEAN LOGGIA
SCALE: N.T.S.

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Project Architect:	Checker

R-05

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Project no: 22049
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Project Architect: Checker

R-06

RENDERED VIEWS



01 LOGGIA FACADE CLOSE UP
SCALE: N.T.S.

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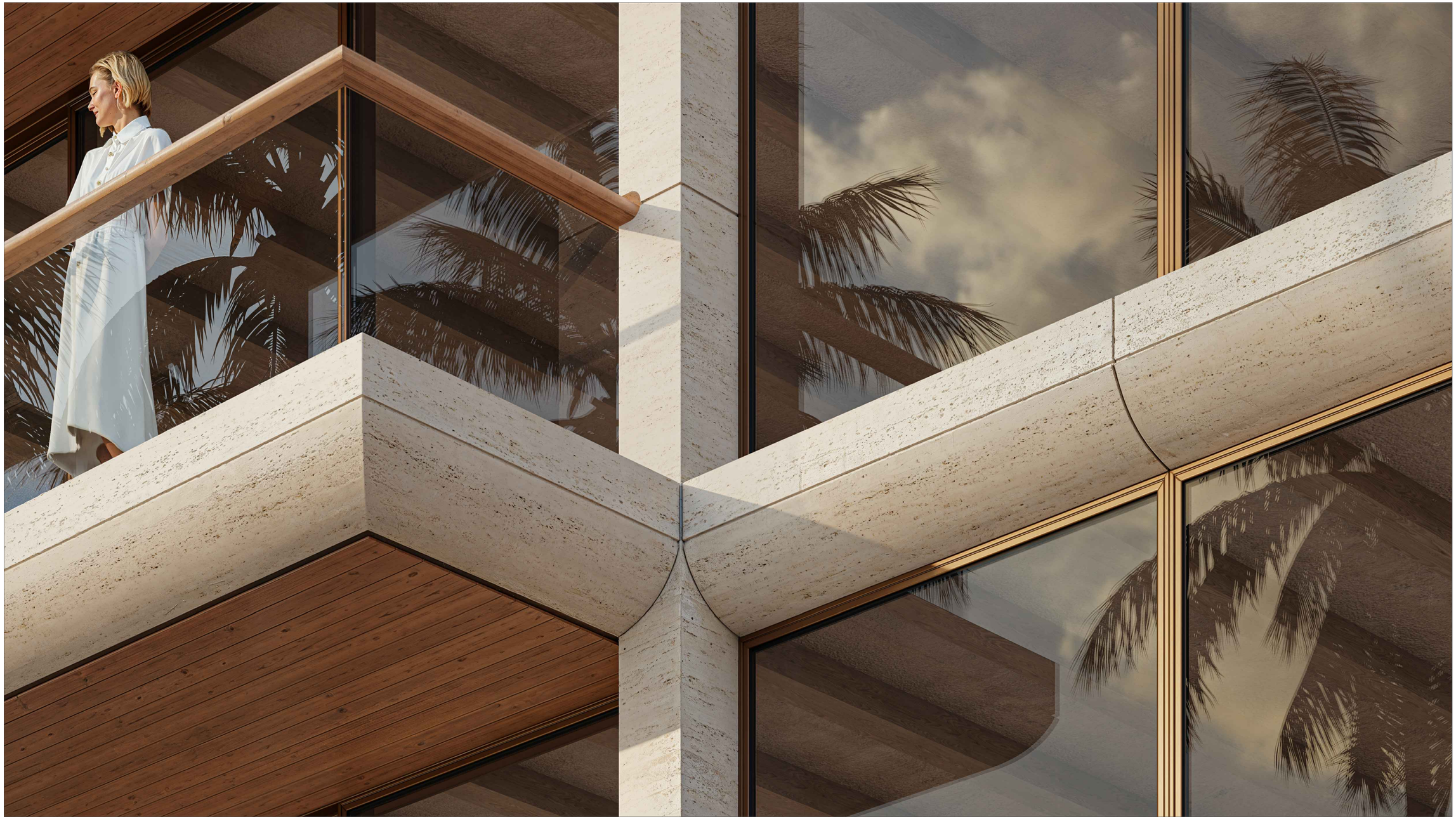
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Date: 10-07-25
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Project Architect: Checker

R-07

RENDERED VIEWS



01 FACADE CLOSE UP
SCALE: N.T.S.

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R-08

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SCALE: N.T.S.

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Project no: 22049
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Project Architect: Checker

R-09

RENDERED VIEWS



01 EDGEWATER ENTRANCE
SCALE: 1/16" = 1'-0"

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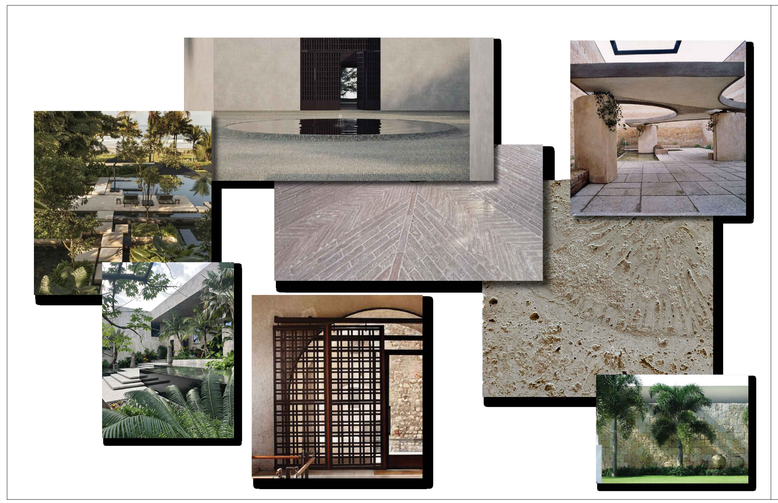
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Project no:	22049
Date:	10-07-25
Drawn by:	Author
Project Architect:	Checker

R-10

RENDERED VIEWS



01 ARRIVAL EXTERIOR



02 ARRIVAL



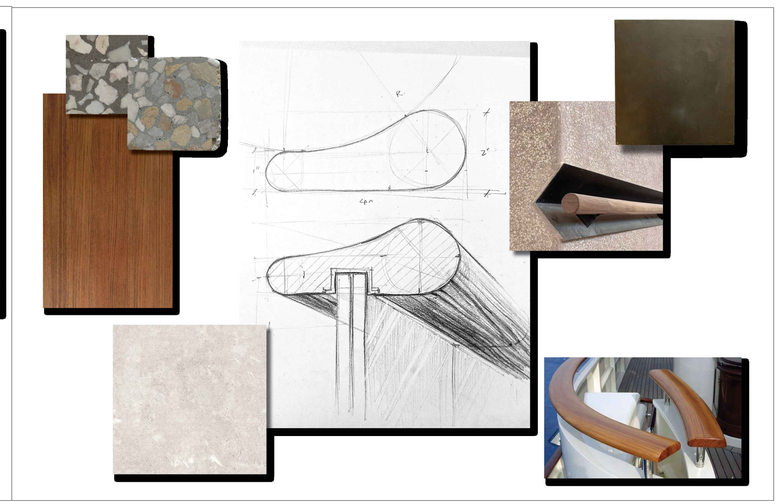
03 ENTRANCE DOOR



04 AMENITIES



05 FACADE



06 LOGGIA

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Revisions:

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Project no: 22049
Date: 10-07-25
Drawn by: Author
Project Architect: Checker

M-01

MOODBOARD

date:	October 21, 2025
to:	James Murphy, AICP, Assistant Director of Planning, Zoning and Building, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	2720-2730 South Ocean Blvd Traffic Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services of the Traffic Impact Analysis and Parking Evaluation for the redevelopment of the two properties located at 2720 to 2730 South Ocean Boulevard, Palm Beach, Florida. The following are the traffic review comments based on the 09/15/25 resubmittal:

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for this redevelopment to the updated Traffic Impact Statement Appendix.

   Kimley Horn and Associates, Inc.'s 12/26/24 Response: TPS approval letter is attached in the appendix of the updated report.

   TCG 02/20/25 Response: Addressed. Please provide an updated version of the Palm Beach County TPS letter which reflects the 41 proposed dwelling units instead of the previously proposed 49 dwelling units.

2. Please provide a copy of the FDOT pre-application meeting letter that resulted from the pre-application meeting held on 05/23/24. This letter should provide for any conditions related to the planned site access connections to State Road A1A/South Ocean Boulevard.

Kimley Horn and Associates, Inc.'s 12/26/24 Response: Applicant is continuing to coordinate with FDOT on the issuance of the letter and it will be provided upon receipt.

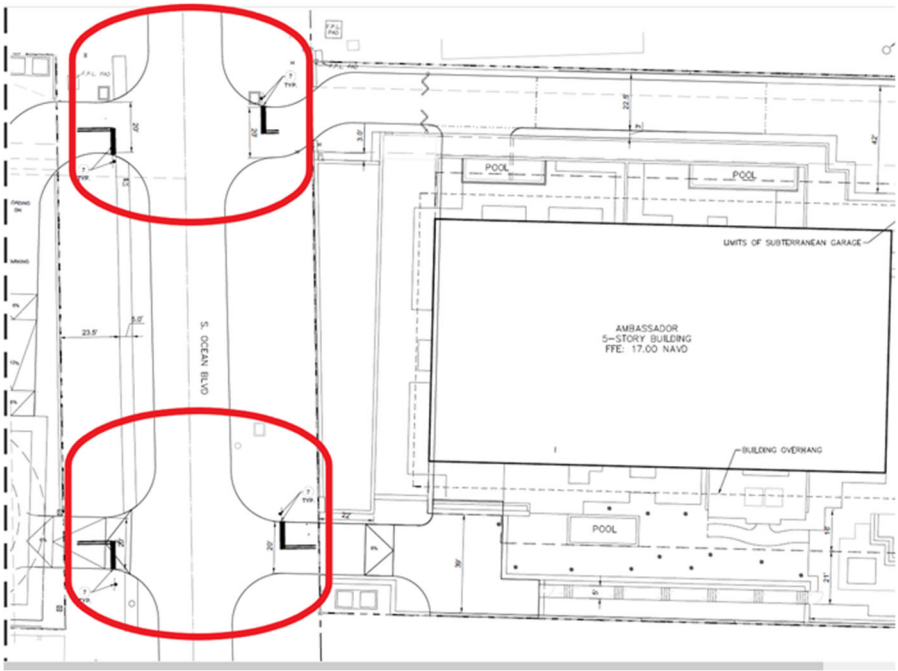
TCG 02/20/25 Response: This item is still pending. Please send letter when available.

3. Please provide a section in the traffic impact study that summarizes the development's compliance with the traffic concurrency as defined in the Town of Palm Beach Code of Ordinances Chapter 30 and the level of service standards as defined in the Town of Palm Beach Code Comprehensive Plan Transportation Element (Policy 2.1). Please use the Generalized LOS Volumes from the FDOT 2020 LOS Handbook. Please provide footnotes to the relevant tables referencing these standards/criteria.

   Kimley Horn and Associates, Inc.'s 12/26/24 Response: This section has been added to the updated analysis.

   TCG 02/20/25 Response: Addressed.

4. Please provide a geometric design for the driveway connections to State Road A1A/South Ocean Boulevard per the design parameters outlined in the FDOT Multimodal Access Management Guidebook dated October 2023. For example, the minimum driveway width for a Type B driveway is 24' in width. The current pavement marking, and signage plans depict a 20' driveway width for each site driveway access connection.



Kimley Horn and Associates, Inc.'s 12/26/24 Response: Applicant is coordinating with FDOT regarding driveway design parameters.

TCG 02/20/25 Response: This item is still pending. When available, please provide more details regarding the agreed-upon FDOT driveway design parameters.

5. Please provide sight visibility triangles on the site plan at each of the driveway connections to State Road A1A/South Ocean Boulevard. The sight triangles should also be depicted on the landscape plans and the pavement marking and signage plan. The sight triangles along State Road A1A/South Ocean Boulevard should meet FDOT criteria as outlined in the FDOT Design Manual (Section 212.11).

   Kimley Horn and Associates, Inc.'s 12/26/24 Response: The updated plans now include sight visibility triangles.

   TCG 02/20/25 Response: Addressed.

6. Please confirm that sufficient separation is being provided between the proposed driveway connections to the 2720-2730 South Ocean Boulevard redevelopment and the adjacent development driveways.

   Kimley Horn and Associates, Inc.'s 12/26/24 Response: Driveway separation is being reviewed by FDOT as part of the preapplication process. The site will be consistent in terms of driveway separation with the parameters approved by FDOT.

   TCG 02/20/25 Response: This item is still pending. When available, please provide more details regarding the FDOT-approved driveway separation.

7. Please confirm if valet parking will be provided for the proposed residential use. Please provide a valet parking analysis if valet parking is going to be provided.

   Kimley Horn and Associates, Inc.'s 12/26/24 Response: A valet evaluation is included in the updated analysis.

   TCG 02/20/25 Response: Addressed. Please see comment #10.

8. Please confirm if the proposed redevelopment at 2720 and 2730 South Ocean Boulevard will meet the required number of parking spaces per the Town of Palm Beach Code of Ordinances.

   Kimley Horn and Associates, Inc.'s 12/26/24 Response: Confirmed. Proposed Parking meets TOPB parking requirements.

   TCG 02/20/25 Response: Addressed.

9. Please add a volume to capacity (v/c) column to Tables 2 and 3. Please also add a footnote to the tables that specifies that the LOS capacities were taken from the 2020 FDOT QLOS Handbook.

   TCG 10/21/25 Response: No response provided. This item is still pending.

10. Please update the growth rate calculation for SR A1A/S. Ocean Boulevard south of Via Pelicano to include the 2024 count from the Town of Palm Beach 2024 Annual Traffic Count Report. Please also remove the 2020 traffic volume in this calculation because of the COVID-19 pandemic. The traffic volumes from the annual traffic count reports for 2022 and 2023 should be cross-checked as well to see if the traffic volumes are higher or lower than the tube count volumes taken from count station 930724.

    TCG 10/21/25 Response: No response provided. This item is still pending.

11. The LOI and the architectural site plans indicate that there is amenity space of up to 17,240 square feet combined in the three proposed buildings. Please confirm if there will be any special events held in this amenity space. If so, please provide an additional valet parking operations analysis that covers the additional vehicles and traffic for these special events.

    TCG 10/21/25 Response: No response provided. This item is still pending.

12. 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 Ambassador redevelopment located at 2720-2730 South Ocean Boulevard is fully operational. The field valet queuing study should include field data collection for two days including one weekend day during the identified peak periods. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.

    TCG 10/21/25 Response: No response provided. This item is still pending.

August 1, 2024
Updated January 28, 2025

Eric Czerniejewski, P.E.
The Corradino Group
5200 NW 33rd Avenue, Suite 203
Fort Lauderdale, Florida 33309

RE: ***Ambassador Residential***
Traffic Evaluation
Palm Beach, Florida
Kimley-Horn #140802001

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 2720 and 2730 S Ocean Boulevard in the Town of Palm Beach, Florida (see Figure 1). The site is currently contains hotel uses in multiple buildings comprising a total of 135 rooms. The site is proposed to be redeveloped with 41 condominium units. The Parcel Control Numbers (PCN) for the project site are 50-43-44-23-00-001-0020 and 50-43-43-26-00-001-0010. This analysis was conducted to evaluate 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) and the Transportation Element of the Town of Palm Beach Comprehensive Plan (Policy 2.1). A letter confirming compliance with Palm Beach County TPS requirements has been issued and is attached to this letter for reference.

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. Rates and equations published by the Palm Beach County Traffic Division (which are generally based on the rates published by the Institute of Traffic Engineers (ITE) in the *Trip Generation Manual, 11th Edition)* were used to calculate the daily, AM peak hour, and PM peak hour trip generation calculations for the existing and proposed site. Table 1 summarizes the trip generation calculations for the proposed redevelopment. As shown in Table 1, the proposed redevelopment of the site results in a reduction 785 net new external trips, a reduction of 41 net new external AM peak hour trips (-28 inbound, -13 outbound), and a reduction of 56 net new external PM peak hour trips (-27 inbound, -29 outbound).

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								
Hotel	135 Rooms	1,079	62	35	27	80	41	39
	Subtotal	*1,079*	*62*	*35*	*27*	*80*	*41*	*39*
Driveway Volumes		1,079	62	35	27	80	41	39
Net New External Trips		971	56	31	25	72	37	35
Proposed Scenario								
Multifamily Mid-Rise	41 DU	186	15	3	12	16	10	6
	Subtotal	*186*	*15*	*3*	*12*	*16*	*10*	*6*
Driveway Volumes		186	15	3	12	16	10	6
Net New External Trips		186	15	3	12	16	10	6
Proposed Net External Trips-Existing Net New External Trips		-785	-41	-28	-13	-56	-27	-29

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Hotel	7.99 trips/Rooms	0.46 trips/Rooms (56% in, 44% out)	0.59 trips/Rooms (51% in, 49% out)	10.0%
Multifamily Mid-Rise	4.54 trips/DU	0.37 trips/DU (23% in, 77% out)	0.39 trips/DU (61% in, 39% out)	0.0%



NORTH

LEGEND

Site Location

Figure 1
Ambassador Residential
KH #140802001
Site Location

Kimley»Horn

TEST 1 / TEST 2 ANALYSIS

Based on the reduction in trips on a daily, AM peak hour and PM peak hour basis, no Test 1 or Test 2 analysis is required.

TOWN OF PALM BEACH ROADWAY ANALYSIS (COMPREHENSIVE PLAN – TRANSPORTATION ELEMENT POLICY 2.1)

In addition to the evaluation conducted to determine compliance with the County's Traffic Performance Standards, the following additional analysis has been prepared to determine the LOS for affected road segments in the Town in comparison to the Town's Comprehensive Plan Transportation Element. As noted, this application results in a reduction in trip generation potential compared to existing development. Therefore, this evaluation only addresses the directly accessed segment of SR A1A adjacent to the site.

Peak Hour volumes were taken from the Town of Palm Beach 2024 Annual Traffic Count report. The relevant tables from that report are attached for reference. The LOS capacities were obtained from the FDOT QLOS Handbook (2020). The closest count station is on SR A1A south of Via Pelicano.

As summarized in these tables, the segment of SR A1A is projected to meet the Town's two-way peak hour LOS standard identified in the Comprehensive Plan Standards during future background and total future conditions. The project does not create any new roadway link deficiencies on the surrounding transportation network.

Table 2: AM Peak Hour LOS Analysis

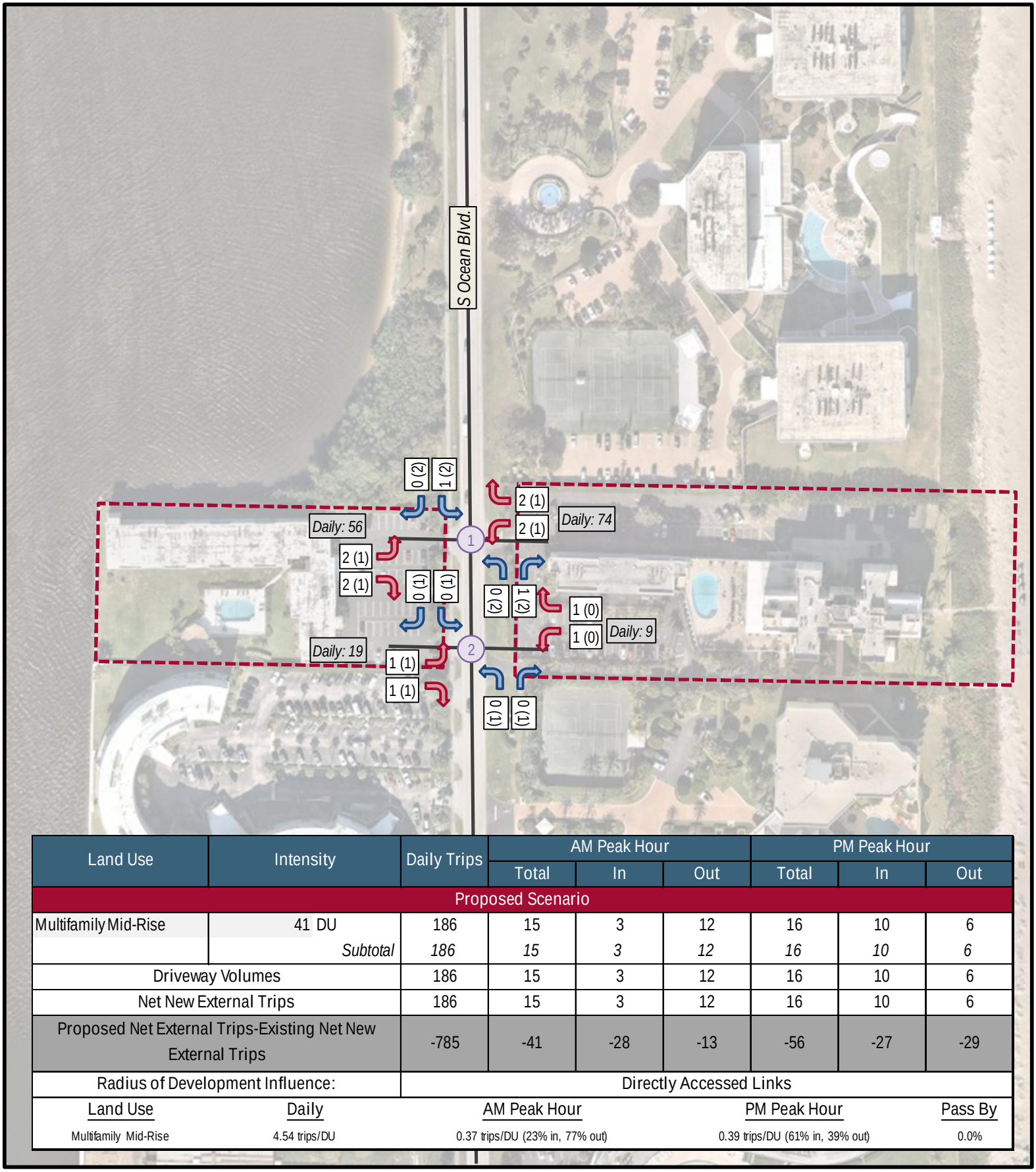
ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	TWO-WAY LOS D GENERAL SVC. VOLUME	ROADWAY LOS ANALYSIS								
					PROJECT % ASSIGNMENT	2024 EXISTING		GROWTH RATE	2029 BACKGROUND		PROJECT TRIPS	2029 TOTAL	
						VOLUME (vph)	LOS		VOLUME (vph)	LOS		VOLUME (vph)	LOS
S Ocean Blvd.	Lake Worth Road	Project	2L	1,330	50%	821	D	1.00%	863	D	-21	842	D
S Ocean Blvd.	Project	Southern Blvd.	2L	1,330	50%	821	D	1.00%	863	D	-21	842	D

Table 3: PM Peak Hour LOS Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	TWO-WAY LOS D GENERAL SVC. VOLUME	ROADWAY LOS ANALYSIS								
					PROJECT % ASSIGNMENT	2024 EXISTING		GROWTH RATE	2029 BACKGROUND		PROJECT TRIPS	2029 TOTAL	
						VOLUME (vph)	LOS		VOLUME (vph)	LOS		VOLUME (vph)	LOS
S Ocean Blvd.	Lake Worth Road	Project	2L	1,330	50%	1,099	D	1.00%	1,155	D	-28	1,127	D
S Ocean Blvd.	Project	Southern Blvd.	2L	1,330	50%	1,099	D	1.00%	1,155	D	-28	1,127	D

DRIVEWAY ACCESS

Access to the site is currently provided via three full-access driveways on the west side of SR A1A and two full-access driveways on the east side of SR A1A which is under the jurisdiction of the Florida Department of Transportation (FDOT). The number of access driveways on the west side of SR A1A will be reduced to two driveways, and the number of the east side will remain at two driveways, with the locations adjusted so that both driveways on each side of SR A1A aligned with the corresponding driveways on the other side of SR A1A. A preapplication meeting was held with FDOT on May 23, 2024 to review the driveway access locations and parameters. The pre-application letter is still pending and will be provided upon receipt. Permitting approval for the driveway connections will occur under the jurisdiction of FDOT. No exclusive turn lanes are proposed at the driveways. For reference, the driveway volumes are shown in Figure 2.



Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Scenario								
Multifamily Mid-Rise	41 DU	186	15	3	12	16	10	6
	Subtotal	*186*	*15*	*3*	*12*	*16*	*10*	*6*
Driveway Volumes		186	15	3	12	16	10	6
Net New External Trips		186	15	3	12	16	10	6
Proposed Net External Trips-Existing Net New External Trips		-785	-41	-28	-13	-56	-27	-29
Radius of Development Influence:		Directly Accessed Links						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Multifamily Mid-Rise	4.54 trips/DU	0.37 trips/DU (23% in, 77% out)	0.39 trips/DU (61% in, 39% out)	0.0%

NORTH

LEGEND

Site Location

XX (XX) AM (PM) Peak Hour Volumes

Figure 2
Ambassador Residential
KH #140802001
Driveway Volumes

Kimley»Horn

VALET OPERATIONAL ANALYSIS

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

West Side:

The valet stand for the west side of the site is to be located within the vehicular circulation loop near the southeast side of the property. Vehicle routes associated with patron arrival are illustrated in Figure 3 and a narrative is provided below. Vehicle routes associated with patron departure are illustrated in Figure 4 and a narrative is provided below. Valet service will be provided in continuous operation.

Valet Route

Visitor arrival: Visitor vehicles will arrive via either driveway on SR A1A and proceed to the valet stand within the pick-up/drop-off loop. At the valet stand, the visitor will exit the vehicle and the valet operator will proceed to park the vehicle within the valet parking lot. (see routes outlined in in Figure 3).

Visitor departure: The valet operator will retrieve the visitor vehicle from parking area to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the site onto SR A1A (see routes outlined in Figure 4).

Valet Queuing Calculations

Calculations have been undertaken for this side of the site and are included in Table A-1 in the Appendix. Following is further detail of the calculations undertaken.

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: 8 (total: 5 vph arriving; 3 vph departing)*

Percent valet: *33% (3 total vehicles)*

Assumed average vehicle dwell time for passenger loading/unloading: *75 seconds / vehicle*

Number of valet positions used for patron loading/unloading: *1 valet position*

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

Total: 1 vehicle

Therefore, the 95th percentile queue of vehicles at the valet stand is anticipated to be one vehicle or fewer.

East Side:

The valet stand for the east side of the site is to be located within the vehicular circulation loop near the northeast side of the property. Vehicle routes associated with patron arrival are illustrated in Figure 3 and a narrative is provided below. Vehicle routes associated with patron departure are illustrated in Figure 4 and a narrative is provided below. Valet service will be provided in continuous operation.

Valet Route

Visitor arrival: Visitor vehicles will arrive via the north driveway on SR A1A and proceed to the valet stand within the pick-up/drop-off loop. At the valet stand, the visitor will exit the vehicle and the valet operator will proceed to park the vehicle within the valet parking lot. (see routes outlined in in Figure 3).

Visitor departure: The valet operator will retrieve the visitor vehicle from parking area to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the site onto SR A1A (see routes outlined in Figure 4).

Valet Queuing Calculations

Calculations have been undertaken for this side of the site and are included in Table A-1 in the Appendix. Following is further detail of the calculations undertaken.

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: 8 (total: 5 vph arriving; 3 vph departing)*

Percent valet: *33% (3 total vehicles)*

Assumed average vehicle dwell time for passenger loading/unloading: *75 seconds / vehicle*

Number of valet positions used for patron loading/unloading: *1 valet positions*

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

Total: 1 vehicle

Therefore, the 95th percentile queue of vehicles at the valet stand is anticipated to be one vehicle or fewer.

VALET SERVICE TIMES

Calculations were also undertaken to outline the valet attendant service times (time it takes to/from the site from/to the valet lot), in order to determine the number of valet staff needed at the site. Following is a summary of the parameters undertaken for this analysis:

West Side:

Valet Park/Retrieval

Vehicle route: Customer arrives at valet stand on site. Customer exits vehicle, valet attendant takes vehicle and proceeds to parking area. For the purposes of the time it takes to traverse this route, an average travel speed of 8 MPH was used for the full route within the site. The route between the valet stand site to the furthest parking spaces is approximately 450 feet. Assuming an average travel speed of 11.7 feet per second, it would take 39 seconds to travel to the parking space. The distance for the valet attendant to traverse the distance between the furthest parking spaces and valet stand by foot is approximately 400 feet. Assuming a travel speed of 4 ft/sec, the return time on foot is approximately 100 seconds

Calculation:

Maximum number of vehicles serviced by 1 attendant per hour: 3600 sec / (39 + 100 sec) = 25.9 vehicles

Therefore, one attendant is needed at this stand.

East Side:

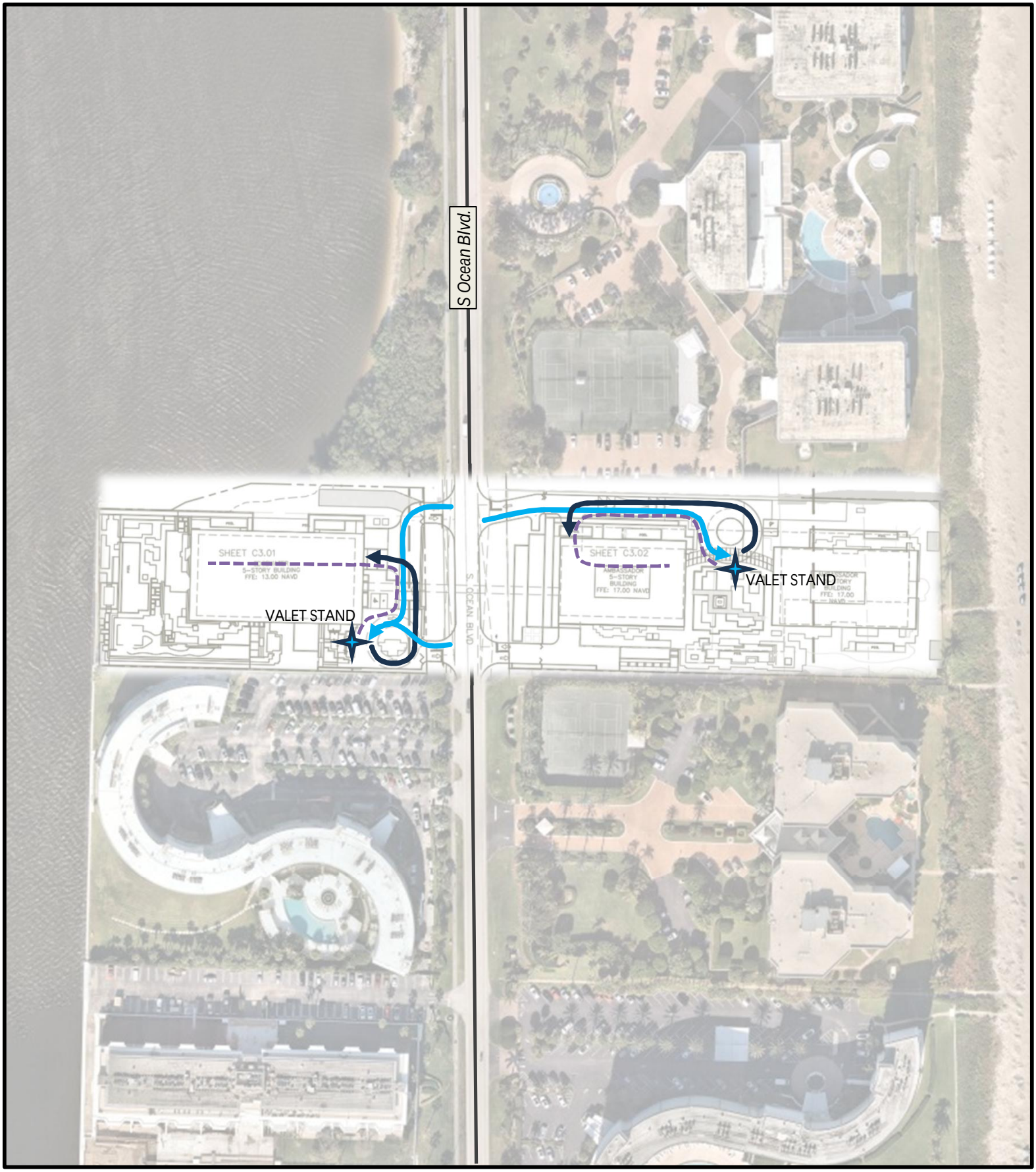
Valet Park/Retrieval

Vehicle route: Customer arrives at valet stand on site. Customer exits vehicle, valet attendant takes vehicle and proceeds to parking area. For the purposes of the time it takes to traverse this route, an average travel speed of 8 MPH was used for the full route within the site. The route between the valet stand site to the furthest parking spaces is approximately 480 feet. Assuming an average travel speed of 11.7 feet per second, it would take 47 seconds to travel to the parking space. The distance for the valet attendant to traverse the distance between the furthest parking spaces and valet stand by foot is approximately 550 feet. Assuming a travel speed of 4 ft/sec, the return time on foot is approximately 120 seconds

Calculation:

Maximum number of vehicles serviced by 1 attendant per hour: 3600 sec / (47 + 120 sec) = 21.5 vehicles

Therefore, one attendant is needed at this stand.



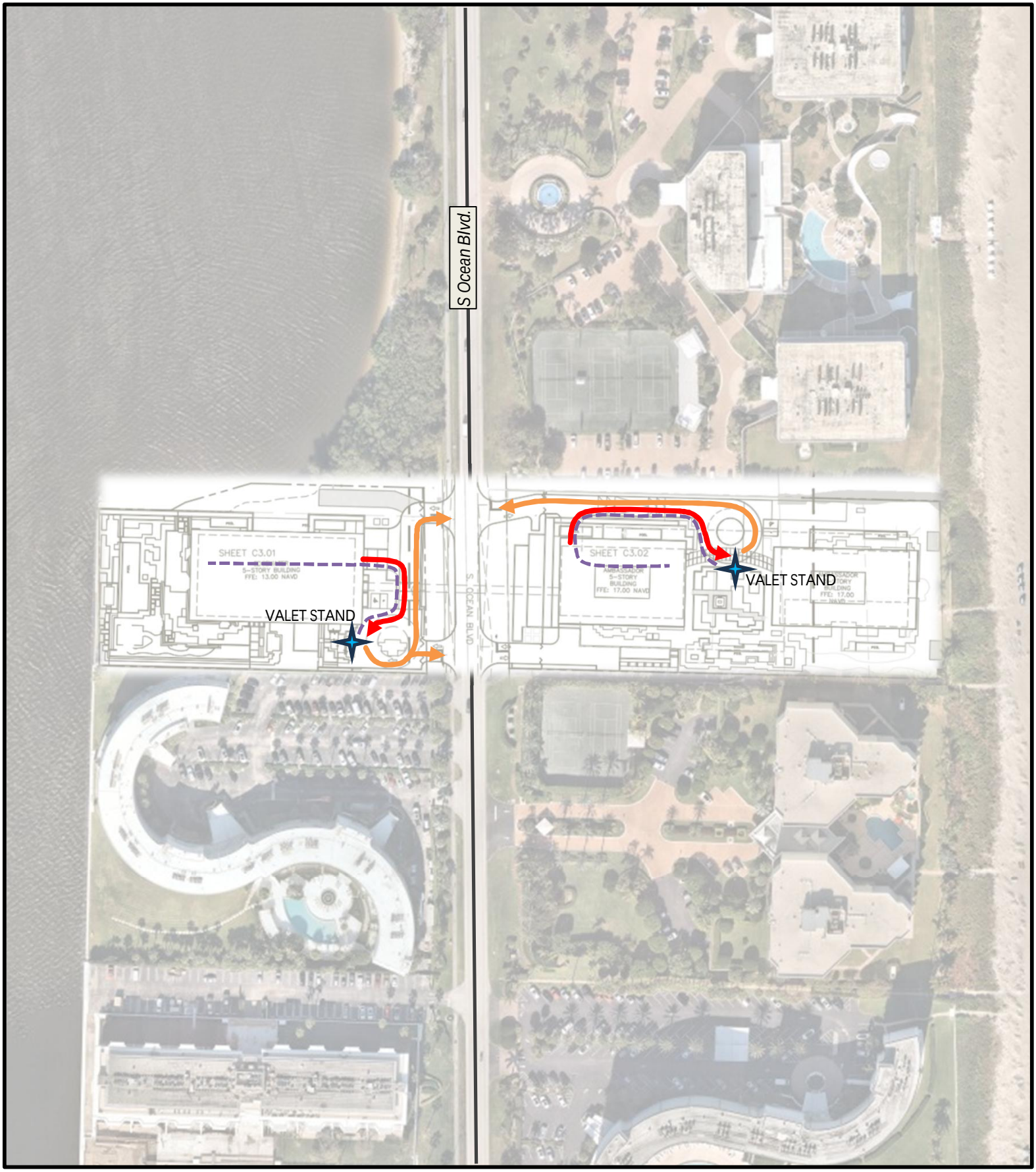
NORTH

LEGEND

- Patron Arrival Route to Valet Stand
- Valet Driver Route to Parking
- Valet Attendant Route (on foot)

Figure 3
Ambassador Residential
KH #140802001
Valet Routing (Patron Arrival)

Kimley»Horn



NORTH

LEGEND

- Valet Driver Route from Parking
- Patron Departure Route from Valet Stand
- Valet Attendant Route (on foot)

Figure 4
Ambassador Residential
KH #140802001
Valet Routing (Patron Departure)

Kimley»Horn

CONCLUSION

Kimley-Horn and Associates, Inc. has prepared a traffic study to evaluate the potential traffic impacts associated with redevelopment of the project site located at 2720 and 2730 S Ocean Boulevard in the Town of Palm Beach, Florida. The site currently contains a hotel with 135 rooms. The proposed redevelopment plan is the construction of 41 dwelling units of multifamily mid-rise apartments.

As shown in the analysis, the redevelopment plan results in a decrease in trip generation potential for the site, and therefore no further analysis is required to demonstrate compliance with the TPS requirements defined in Article 12 of the Palm Beach County Unified Land Development Code. Driveway access approval and permitting is under the jurisdiction of the FDOT as the site driveways are located on SR A1A. The proposed access plan results in a reduction the number of access driveways on the west side of SR A1A (from three existing driveways to two driveways) and adjusts the driveway locations such that the remaining two driveways on each side of SR A1A are aligned with one another. No exclusive turn lanes are warranted at any of the site driveways.

A review of valet operations demonstrates that the 95th percentile queue at each stand is one vehicle, and one attendant would be needed at each stand.

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 electronic copies.

Digitally signed by Christopher W Heggen
Date: 2025.01.28 09:53:39 -05'00'

Attachments

k:\wpd_tpto\140802001 - ambassador residential\2025-01-28 ambassador residential tps.docx

APPENDIX

Property Detail

Parcel Control Number:	50-43-44-23-00-001-0010	Location Address:	2730 S OCEAN BLVD		
Owners:	PALM BEACH AMBASSADOR FEE BORROWER LLC	Municipality:	PALM BEACH		
Mailing Address:	4100 NE 2ND AVE STE 307, , MIAMI FL 33137 3525				
Last Sale:	OCT-2022	Book/Page#:	33898 / 00160	Price:	$10
Property Use Code:	3900 - MOTEL	Zoning:	NZ - NOT ZONED		
Legal Description:	23-44-43, S 47 FT OF GOV LT 1 LYG E OF & ADJ TO S OCEAN BLVD R/W & N 169 FT OF GOV LT 2 LYG E OF & ADJ TO S OCEAN BLVD R/W	Total SF:	113115	Acres	3.1782



2023 Values

Improvement Value	$11,177,002
Land Value	$28,551,600
Total Market Value	$39,728,602
Assessed Value	$39,728,602
Exemption Amount	$0
Taxable Value	$39,728,602

All values are as of January 1st each year.

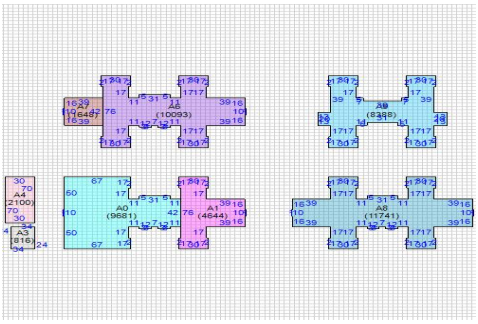
2023 Taxes

Ad Valorem	$596,430
Non Ad Valorem	$58,594
Total Tax	$655,024

2023 Qualified Exemptions

Applicants

Building Footprint (Building 1)



Subarea and Square Footage (Building 1)

Description	Area Sq. Footage
WAREHOUSE	2100
HOTEL HIGH RISE	8388
HOTEL HIGH RISE	58705
BANQUET ROOM	1648
HOTEL HIGH RISE	10093
HOTEL LOBBY	816
HOTEL LOBBY	9681
WAREHOUSE	4644

Total Square Footage : 113115

Extra Features

Description	Year Built	Unit
Paving- Asphalt	1947	37646
Swimming Pool Commercial	1947	1388
Paving- Asphalt	1947	3056
Walkway-Concrete	1947	1287
Patio	1947	7280

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

Structural Details (Building 1)

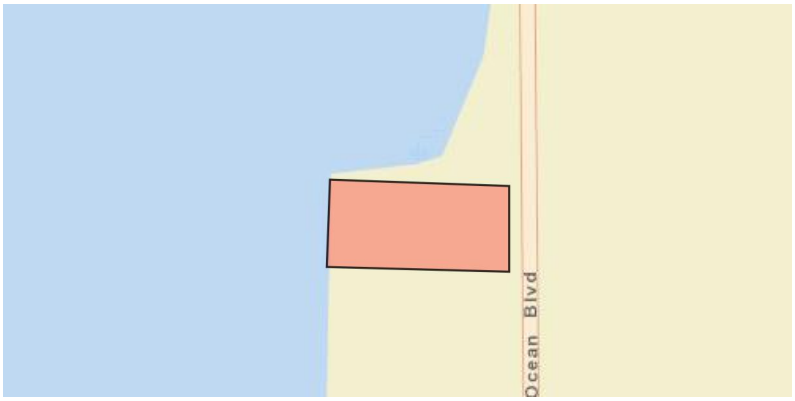
	Description	
1	Year Built	1947
2	HOTEL- HI RISE	96075

Building Footprint (Building 2)

Subarea and Square Footage (Building 2)

Property Detail

Parcel Control Number:	50-43-44-23-00-001-0020	Location Address:	2720 S OCEAN BLVD		
Owners:	PALM BEACH EDGEWATER FEE BORROWER LLC	Municipality:	PALM BEACH		
Mailing Address:	4100 NE 2ND AVE STE 307, , MIAMI FL 33137 3525				
Last Sale:	SEP-2022	Book/Page#:	33898 / 00184	Price:	$10,226,052
Property Use Code:	3900 - MOTEL	Zoning:	NZ - NOT ZONED		
Legal Description:	23-44-43, S 12 FT OF GOV LT 1 LYG W OF & ADJ TO S OCEAN BLVD R/W & N 178 FT OF GOV LT 2 LYG W OF & ADJ TO S OCEAN BLVD R/W	Total SF:	42942	Acres	1.7401



2023 Values

Improvement Value	$3,830,516
Land Value	$5,716,500
Total Market Value	$9,547,016
Assessed Value	$9,547,016
Exemption Amount	$0
Taxable Value	$9,547,016

All values are as of January 1st each year.

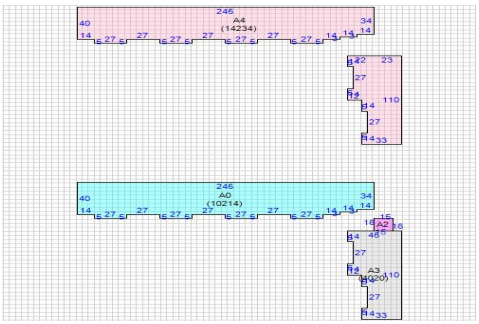
2023 Taxes

Ad Valorem	$143,326
Non Ad Valorem	$10,159
Total Tax	$153,485

2023 Qualified Exemptions

Applicants

Building Footprint (Building 1)



Subarea and Square Footage (Building 1)

Description	Area Sq. Footage
HOTEL LOW-RISE	10214
HOTEL LOBBY	240
HOTEL LOW-RISE	4020
HOTEL LOW-RISE	28468
Total Square Footage :	42942

Extra Features

Description	Year Built	Unit
Paving- Asphalt	1967	18347
Walkway-Concrete	1967	248
Patio	1967	2980
Swimming Pool Commercial	1967	1007
Cabana/Pool House	1967	310
Fence- Wrought Iron	1967	1008

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

Structural Details (Building 1)

	Description	
1	Year Built	1967
2	HOTEL/MOTEL LO RISE	42942

Owner : PALM BEACH EDGEWATER FEE BORROWER LLC PCN: 50434423000010020 1 of 1

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"

printed on sustainable and recycled paper

August 15, 2024

Adam B. Kerr, P.E.
Kimley-Horn and Associates, Inc.,
477 S Rosemary Ave, Suite 215
West Palm Beach, FL 33401

RE: Ambassador Residential
Project #: 240805
Traffic Performance Standards (TPS) Review

Dear Mr. Kerr:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Study, dated August 1, 2024, 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:	W of S Ocean Dr, 0.5 mi N of Lake Worth Rd
PCN:	50-43-44-23-00-001-0020, 50-43-43-26-00-001-0010
Access:	Two full each on west and east side of S Ocean Dr (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Use:	Hotel = 135 Rooms
Proposed Use:	Redevelop the site with: Multi-Family Mid-Rise = 49 DU
Net Daily Trips:	-749
Net Peak Hr Trips:	-38 (-27/-11) AM; -53 (-25/-28) PM
Proj Daily Trips:	222
Proj Pk Hr Trips:	18 (4/14) AM; 19 (12/7) PM
Build-out:	December 31, 2027

Based on our review, the Traffic Division has determined that the redevelopment plan of the existing site will result in decrease in trips and no detailed traffic analysis is required.

A conceptual driveway approval letter from FDOT for access on S Ocean Blvd is required.

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 QBari@pbc.gov

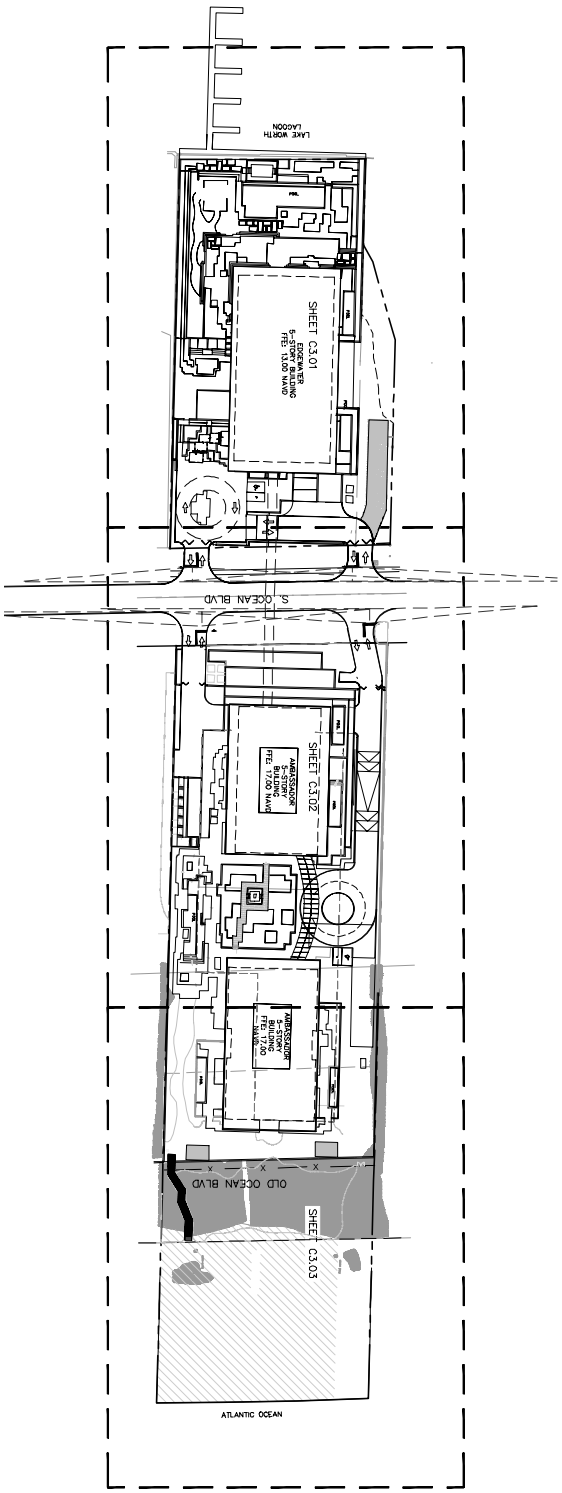
Sincerely,

Quazi Bari, P.E., PTOE
Manager – Growth Management
Traffic Division

QB:jb
ec: Addressee
Paul Castro, Zoning Administrator, Town of Palm Beach
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2024\240805 - AMBASSADOR RESIDENTIAL.DOCX;

Plotted By:Elmeus, Many Sheet Set:AMBASSADOR EDGEWATER Layout:C3.00 OVERALL HORIZONTAL CONTROL, PAVEMENT MARKING AND SIGNAGE PLAN January 22, 2025 08:08:35pm K:\bed_ch3\140802001 – ambassador edgewater_CADD\plansheets\C3.00 OVERALL HORIZONTAL CONTROL, PAVEMENT MARKING AND SIGNAGE PLAN.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



KEY NOTE LEGEND

①	CONCRETE WHEEL STOP (TYP.). SEE DETAIL SHEET.
②	ACCESSIBLE PARKING SPACE w/ SIGNAGE (TYPICAL). SEE DETAIL SHEET FOR ADDITIONAL INFORMATION.
③	CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH LOCAL FPL FOR DETAILS.
④	TYPE "D" CURB TRANSITION.
⑤	PEDESTRIAN WALKWAY. SEE DETAIL SHEET.
⑥	CURB RAMP PER FDOT INDEX 304.
⑦	24" STOP BAR w/ "STOP" SIGN. SEE SIGNAGE DETAIL LEGEND.
⑧	PROPOSED GATE.
⑨	PROPOSED LIGHT POLE. SEE PHOTOMETRIC PLAN.
⑩	PROPERTY LINE
⑪	FLUSH SIDEWALK.
⑫	DUMPSTER ENCLOSURE AREA W/ HEAVY DUTY CONCRETE PAD.

HORIZONTAL CONTROL NOTES

1. ALL CURBING IS TYPE "D" OR "F" UNLESS OTHERWISE STATED.
2. TYPE "D" CURB AND TYPE "F" CURB AND GUTTER SHALL BE CONSTRUCTED PER FDOT INDEX 300. ALL TYPE "D" CURB SHALL HAVE A 3' STRAIGHT TRANSITION AT BEGINNING AND ENDING POINTS WHEN NOT CONNECTING TO TYPE "F" CURB AND GUTTER.
3. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB FOR TYPE "D" OR "F" CURB OR EDGE OF PAVEMENT FOR NO CURB UNLESS OTHERWISE NOTED.
4. ALL CURB RAMPS AND SIDEWALK ENTERING PARKING OR TRAVEL WAYS SHALL HAVE TRUNCATED DOMES PANELS IN ACCORDANCE WITH FDOT DESIGN STANDARDS INDEX 522-002.
5. ALL RADII ARE 3' UNLESS OTHERWISE NOTED.
6. ALL STOP BARS AND CROSSWALKS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS ARE PAINTED, UNLESS OTHERWISE NOTED.
7. REFER TO LANDSCAPE PLANS FOR PLANTING AND DETAILS.

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988. NAVD '88 ELEV. + 1.59' = NGVD '29 ELEVATION

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED DURING CONSTRUCTION. DESIGNS SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW!
DIAL 811
Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

SHEET NUMBER	C3.00
AMBASSADOR EDGEWATER	
PREPARED FOR	OKO GROUP
PALM BEACH COUNTY	FL
OVERALL HORIZONTAL CONTROL, PAVEMENT MARKING AND SIGNAGE PLAN	
KHA PROJECT	140802001
DATE	JAN. 2025
SCALE	AS SHOWN
DESIGNED BY	MXE
DRAWN BY	MXE
CHECKED BY	JDH

LICENSED PROFESSIONAL
JOSHUA D. HORNING
FL LICENSE NUMBER
67505
DATE: _____

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
1615 S. CONGRESS AVE, SUITE 201,
DELRAY BEACH, FL 33445
PHONE: 561-330-2345 FAX: 561-863-8175
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

No.	REVISIONS	DATE	BY

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

TABLE 2

EXISTING 2024 AM PEAK HOUR PEAK SEASON COUNTS

TOWN OF PALM BEACH

(Counts collected between Tuesday, March 12 to Thursday, March 14, 2024)

Location No.	Street Segment	Facility Type	AM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	Southern Blvd	2L ART	-	1,212	1,147	1,180
	(Just West of SR-A1A)	Undivided				
2	SR A1A	2L ART	1,177	1,272	1,241	1,230
	(North of Via Del Lago)	Undivided				
3	SR A1A	2L ART	803	852	808	821
	(South of Via Pelicano)	Undivided				
4	Ocean Boulevard	2L COLL	837	902	857	865
	(North of El Vedado Road)	Undivided				
5	South County Road	4L ART	789	830	843	821
	(North of Royal Palm Way)	Undivided				
6	North County Road	4L ART	1,239	1,329	1,319	1,296
	(North of Breakers Row)	Undivided				
7	North County Road	4L ART	1,576	1,642	1,565	1,594
	(North of Royal Poinciana Way)	Undivided				
8	Cocoanut Row	2L COLL	691	684	731	702
	(South of Seabreeze Avenue)	Undivided				
9	Cocoanut Row	2L COLL	729	732	789	750
	(North of Whitehall Way)	Undivided				
10	Bradley Place	2L COLL	1,223	1,306	1,219	1,249
	(North of Royal Poinciana Way)	Undivided				
11	Royal Palm Way	4L ART	1,182	1,320	1,356	1,286
	(East of Hibiscus Avenue)	Divided				
12	Royal Palm Way	4L ART	1,298	1,435	1,471	1,401
	(West of Hibiscus Avenue)	Divided				
13	Royal Poinciana Way	4L ART	1,764	1,911	1,718	1,798
	(West of Cocoanut Row)	Divided				
14	Royal Poinciana Way	4L ART	1,296	1,348	1,276	1,307
	(West of County Road)	Divided				

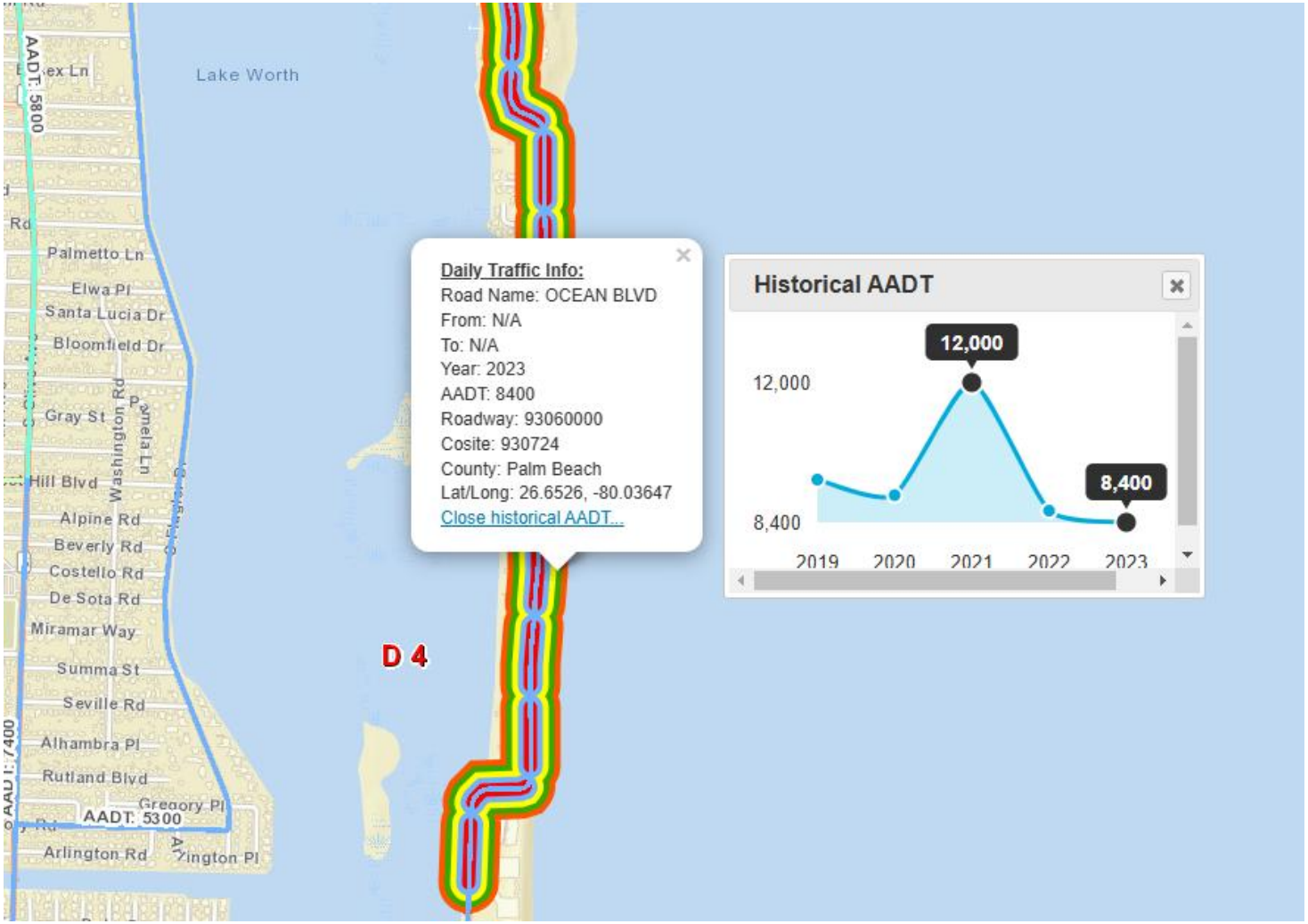
TABLE 3

EXISTING 2024 PM PEAK HOUR PEAK SEASON COUNTS

TOWN OF PALM BEACH

(Counts collected between Tuesday, March 12 to Thursday, March 14, 2024)

Location No.	Street Segment	Facility Type	PM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	Southern Blvd	2L ART	-	1,486	1,369	1,428
	(Just West of SR-A1A)	Undivided				
2	SR A1A	2L ART	1,398	1,484	1,491	1,458
	(North of Via Del Lago)	Undivided				
3	SR A1A	2L ART	1,076	1,125	1,097	1,099
	(South of Via Pelicano)	Undivided				
4	Ocean Boulevard	2L COLL	951	1,001	1,322	1,091
	(North of El Vedado Road)	Undivided				
5	South County Road	4L ART	902	913	931	915
	(North of Peruvian Avenue)	Undivided				
6	North County Road	4L ART	1,298	1,646	1,341	1,428
	(North of Breakers Row)	Undivided				
7	North County Road	4L ART	1,427	1,552	1,480	1,486
	(North of Royal Poinciana Way)	Undivided				
8	Cocoanut Row	2L COLL	709	759	818	762
	(South of Seabreeze Avenue)	Undivided				
9	Cocoanut Row	2L COLL	804	843	889	845
	(North of Whitehall Way)	Undivided				
10	Bradley Place	2L COLL	1,264	1,259	1,256	1,260
	(North of Royal Poinciana Way)	Undivided				
11	Royal Palm Way	4L ART	1,553	1,499	1,526	1,526
	(East of Hibiscus Avenue)	Divided				
12	Royal Palm Way	4L ART	1,668	1,642	1,651	1,654
	(West of Hibiscus Avenue)	Divided				
13	Royal Poinciana Way	4L ART	2,205	2,183	2,119	2,169
	(West of Cocoanut Row)	Divided				
14	Royal Poinciana Way	4L ART	1,314	1,347	1,314	1,325
	(West of County Road)	Divided				



SOURCE:
FDOT
Florida Traffic Online

Growth Rate Calculation

Year	Site Location & Number SR A1A FDOT REF# 930724	Total Average
2023	8400	8400
2022	8700	8700
2021	12000	12000
2020	9100	9100
2019	9500	9500
Growth Rate	-2.89%	-2.89%

Note that calculated growth rate is negative; therefore 1% growth rate used in the calculations in Tables 2 and 3

TABLE A-1 : CALCULATIONS - Valet Stand (East and West)
Valet Queuing Analysis

Assumptions:
1 valet position

Valet Stand

Assumptions:
Service Rate = 75 seconds per vehicle
Volume = 0.33*(16 PM Peak Hour Inbound Vehicles) = 3 veh/hr

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1.25 \text{ min/veh}} = 48 \text{ veh/hr}$$

$$\rho = \frac{3 \text{ veh/hr}}{48 \text{ veh/hr}} = 0.06$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.06)}{LN(0.06)}\right] = 0.065 \text{ veh}$$

K:\WPD_TPTO\140802001 - Ambassador Residential\[2025-01-23 Ambassador Tripgen.xlsx]Queue

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via:

From: Wayne Bergman, Director of Planning, Zoning, & Building
Joanne O'Connor, Jones Foster, Town Attorney

Re: ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES The applicant, WEG Paramount LLC, has revised its previously filed application requesting Town Council review and approval for a Special Exception with Site Plan Review for the renovation and adaptive re-use of an existing Landmarked theater structure, now including Special Exception requests (1) to permit Private Club use in the C-TS district, (2) for a café use in the C-TS district, (3) for Outdoor café seating use associated with a café and a private club in the C-TS district, (4) for on-site shared parking between a private social club use and church use in the C-TS district, and (5) for a modification/ratification to a previously approved Special Exception for Churches, synagogues, or houses of worship. The applicant is also seeking Site Plan Review for site plan changes on properties not zoned single-family residential. Additionally, the applicant is seeking the review and approval for Variances to: (1) allow a generator on a roof, and (2) exceed the maximum height of a screening wall for mechanical equipment on a roof. The application also consists of a proposed Declaration of Use Agreement. The Landmarks Preservation Commission will perform the design review. This matter is being heard in connection with related agenda items arising out of a Special Magistrate Report and Recommendation entered pursuant to Florida's Land Use and Environmental Dispute Resolution Act (Fla. Stat. 70.51).
TIME CERTAIN: 11:00 AM

Date: 11/3/2025

ATTACHMENTS

Staff Report
Letter of Intent- Shubin
Letter of Intent - Gunster
Plans
Landscape
Special Magistrate Report
Joint Motion 3623 Paramont

Draft DOUA
Simmons & White 9-29-25 Traffic & Parking Study
Corradino 10-21-25 Peer Review of the Traffic & Parking Study
Simmons & White 10-27-25 Traffic Response to Corradino
Revised Simmons & White 10-27-25 Traffic & Parking Study

STRATEGIC PLAN
Strategic Priorities:
Safe and Resilient Community, Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
Emergency Management
Quality of Life
Community Preservation
On-island Mobility

FUNDING
No Fiscal Impact

ZON-23-020 (COA-23-003) 139 N COUNTY RD - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES. The applicant, WEG Paramount LLC, has revised its previously filed application requesting Town Council review and approval for a Special Exception with Site Plan Review for the renovation and adaptive re-use of an existing Landmarked theater structure, now including Special Exception requests (1) to permit Private Club use in the C-TS district, (2) for a café use in the C-TS district, (3) for Outdoor café seating use associated with a café and a private club in the C-TS district, (4) for on-site shared parking between a private social club use and church use in the C-TS district, and (5) for a modification / ratification to a previously approved Special Exception for Churches, synagogues, or houses of worship. The applicant is also seeking Site Plan Review for site plan changes on properties not zoned single-family residential. Additionally, the applicant is seeking the review and approval for Variances to: (1) allow a generator on a roof, and (2) exceed the maximum height of a screening wall for mechanical equipment on a roof. The application also consists of a proposed Declaration of Use Agreement. The Landmarks Preservation Commission will perform the design review. This matter is being heard in connection with related agenda items arising out of a Special Magistrate Report and Recommendation entered pursuant to Florida's Land Use and Environmental Dispute Resolution Act (Fla. Stat. 70.51).

Applicant:	WEG Paramount LLC (Lester Woerner)
Professional:	RAMSA and REG Architects
Representative:	James Crowley, Esq.

HISTORY:

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

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

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

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

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

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

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

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

- **TC JULY 2024**
  - 475 member private club
  - 200 member church
  - Off-site supplemental parking
  - Future retail options 2,338 SF | 6,797 SF
  - At the 07-10-2024 Town Council meeting, the Town Council denied special exception #1 for a private club use (475 members) in the C-TS zoning district for failure to meet section 134-229 4 and 6. (3-2, TC & LC). Given the denial of special exception #1, special exceptions 3 and 4 were denied as moot. The Town Council approved special exception #5: modification to previously approved SE (#27-93) for churches, synagogues, or other houses of worship for worship space from 105 seats to 200 seats. The applicant shall submit an administrative site plan review

application for the expanded church use. The applicant withdrew special exceptions #2, #6 and variance #3. No action was taken on variances 1 and 2. (4-1, JA)

THE PROJECT:

The applicant has submitted plans entitled "PARAMOUNT THEATER" as prepared by **RAMSA and REG Architects** date received by the Town, 10-27-25.

Since the July 10, 2024 denial, the applicant has filed under Florida Land Use and Environmental Dispute Resolution Act ("FLUEDRA") and worked on a proposal relating to same. The proposed application consists of the following program:

- Private social club within a portion of the ground floor of the Paramount building with a maximum membership of 175 people.
- Expanded church space for Sunday services up to 200 seats is also proposed to occupy a portion of the ground floor.
- Public restaurant within a portion of the ground floor of the Paramount building with a maximum seating for 80 seats.
- Retail uses in the existing "liner" building along N County Road and Sunrise Avenue.
- Private residence occupying the entirety of the second and third floors of the Paramount building

SPECIAL EXCEPTION REQUESTS + SITE PLAN REVIEW

- **SITE PLAN REVIEW**: Sec. 134-1112: Site Plan Review for new building(s) or for changes in permitted use in the C-TS zoning district.
- **SPECIAL EXCEPTION #1**: Sec. 134-1109(a)(3): Special Exception for a private social club use (175 members) in the C-TS zoning district.
- **SPECIAL EXCEPTION #2**: Sec. 134-1109(a)(21): Special Exception for a public restaurant use (50 inside seats and 30 outdoor seats) in the C-TS zoning district.
- **SPECIAL EXCEPTION #3**: Sec. 134-1109(a)(14): Special Exception for outdoor café seating in the C-TS zoning district for both the public restaurant use (30 seats) and the private social club use (40 seats).
- **SPECIAL EXCEPTION #4**: Sec. 134-2182(b): Special Exception for shared parking.
- **SPECIAL EXCEPTION #5**: Revesting of previously approved modification to previously approved SE for churches, synagogues or other houses of worship, for worship space for 200 patrons.

VARIANCE REQUESTS

- **VARIANCE #1.** Section 134-1729(2)(j) Variance to permit a generator on a roof.
- **VARIANCE #2**: Variance to permit open air mechanical enclosure located on the roofs (item J) @ 114" high and 98" above roof in lieu of 48" is permitted.

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

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

Site Data			
Zoning District	C-TS	**Future Land Use**	COMMERCIAL
Lot Size (SF)	58,098 SF 34,001 SF (theater site) 24,097 SF (parking lot)	**Finished Floor Elevation**	12' NAVD (theater) 8.5' NAVD (retail liner)
Total Building Size	+/- 41,270 SF	**Courtyard Area**	4,460 SF (ground floor)
Crown of Road	7.37' NAVD	**FLOOD ZONE**	X
Year Constructed	1926	**Architect**	Josef Urban
Landmark Designation	09/14/82	**Nat'l Register District**	12/12/73
Private Club	175 members 150 seats (40 outdoor)	**Church** (Sunday service only)	Prior: 105 people Approved: 200 people
Public Restaurant	50 dining interior seats + 30 outdoor seats	**Retail**	5,420 SF
Surrounding Properties / Zoning			
North	One-story commercial / C-TS and R-C		
South	Three-story residential w/ ground floor retail / C-TS and R-C		
East	1950 Six-story condominium *SUN & SURF Condominium* / R-C		
West	One-story commercial / C-TS		

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

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.

STAFF ANALYSIS:

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

PARKING ANALYSIS AND PROGRAM

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

Existing Uses / Parking Principle of Equivalency (PoE) credits = **133** parking credits

General Office = 14,745 SF (59 spaces)

General Retail = 9,683 SF (48 spaces)

Church =-105 seat church via SE 22-96 (26 spaces) in 3,820 SF space.

When reviewing the uses proposed in the Paramount building, a deficit of 33 parking spaces is attributed, outlined below:

175 member club: 43.75 spaces space

50 Public Indoor Café seats: 16.6 parking spaces.

30 Public Outdoor Café seats:10 parking spaces.

3,241 SF Café BOH: 10.8 parking spaces

200 patron Church; 50 parking spaces

5,420 SF Retail: 27.1 parking spaces
Residence 2 + SF: 7.3 parking spaces

Total parking requirement 165.55, 166 parking spaces.
Required parking exceeds PoE credit of 133 parking spaces. The applicant is seeking a special exception for shared parking to satisfy this.

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

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

That said, should the Town Council find justification for the denying of the shared parking request (**Special Exception #4**), the applicant would need to lower the patronage request for either special exception (Private Social Club or Church use), as the current proposal would then require a parking variance for the deficit of 33 parking spaces.

SITE PLAN REVIEW AND SPECIAL EXCEPTION, AND VARIANCE REQUESTS

Site Plan Review is required for changes in permitted use in the C-TS zoning district.

As it pertains to the **Special Exception #1** to permit a private social club in an adaptive reuse plan for the landmarked structure, predominantly located within 5,000 SF of area in the ground floor of the western portion of the paramount theater. The proposal is for a membership of 175 members, dining areas for 150 seats, and has proffered that the maximum occupancy at any given time will not exceed 225 people which presumably includes employees. The following are the proposed operational conditions regarding hours of operation:

Monday through Friday
6:00 pm to 12:00 am
Saturday
12:00 pm to 12:00 am
Sunday
12:00 pm to 11:00 pm

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

As it pertains to the **Special Exception #2** to permit a public restaurant use in the C-TS zoning district, the introduction of this use was incorporated into the application after hearing feedback from council members about the lack of a public element in a formerly very public building. The use is predominantly located within the ground floor of the eastern portion of

the paramount theater. The proposal is for a restaurant that will have a seating plan for 50 inside seats and 30 outdoor seats. The following are the proposed operational conditions regarding hours of operation:

Monday through Saturday
7:00 am to 4:00 pm

Both the private social club use and the public restaurant use will share the same back of house kitchen and storage areas. Deliveries for both uses will also occur at the same location in the service bay also in the eastern portion of the site.

As it pertains to the **Special Exception #3** to permit outdoor café seating in connection with the private dining component of the private club, as well as the public dining component. The plans indicate outdoor dining activation within the courtyard space: 40 outdoor café seats in the western portion of the courtyard and 30 outdoor café seats located in the eastern portion of the courtyard. The Special Exception request is for the 70 total outdoor seats.

As it pertains to the **Special Exception #4** to allow for shared parking, the applicant is proposing to have private club use and the religious service uses for the project. The applicant has proffered that the religious services will be limited during the daytime of Sundays only will not coincide with the standard operating hours for the private club use.

The applicant is seeking **Special Exception #5** to modify the prior Special Exception (SE #22-96) that granted approval for church use for 105 people in a 3,820 SF space. The applicant is seeking to expand that use for a house of worship services with 200 seats patronage. This special exception request was approved at the 07/10/24 Town Council meeting, but as the entire application is before the Town Council again, the request should be revested. The following are the proposed operational conditions regarding hours of operation:

Sunday
Church service for 200 people until 11:00 am
***

Variance #1 is to permit a generator on the roof of the building. The applicant is proposing a new generator on the roof on the Paramount building. Staff supports this request and maintains that, in general, rooftop locations for mechanical equipment (including AC equipment, generators, chillers, and other venting equipment) is the most appropriate location for commercial and larger mixed-use developments such as this, as it provides opportunities for green space and moves the potentially noisy and unsightly equipment typically delegated to side yards furthest away from abutting property owners.

Variance #2 is to permit the open air mechanical equipment (referred to as OPEN AIR MECHANICAL ENCLOSURE, Item J) located on the roof of the Paramount building to be 114" in lieu of 48". The screening mechanism is to ensure that the new rooftop projections will be visually hidden from view.

It should be noted that the adoption of Ord. 09-2025, effective November 14, 2025, would render both variance requests moot, as the Council has endorsed changes to the regulations pertaining to rooftop equipment in commercial districts.

RETAIL AND RESTAURANT USES

The applicant has introduced retention of the existing retail liner building along N County Road and Sunrise Ave in a response to certain commentary from the public and Town Council members concerns and requests. They are providing retention of the smaller retail bays totaling 5,420 SF. Also, the applicant is proposing a public restaurant / café in a portion of the interior of the Paramount theater with additional outdoor seating in the courtyard area. The introduction of more public uses would certainly align with the overall purpose of the C-TS zoning district, which is to *Create, preserve and enhance areas of attractive, small-scale, retail, personal and professional/business services to be developed either as a unit or in individual parcels, providing for the frequently recurring needs of townpersons and Enhance the general character of the district and its compatibility with its residential surroundings*.

EXISTING PARKING LOT

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

Additionally, staff recommends that the applicant explore the installation of native canopy shade trees along S County Road as well as the frontage along Sunrise Avenue, in order to provide shade along the sidewalks, subject to the review and approval of the Public Works and Planning, Zoning and Building Departments.

HISTORIC PRESERVATION ANALYSIS

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

CONCLUSION:

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

- one (1) Site Plan Review; and
- five (5) separate Special Exception requests; and
- two (2) Variance requests.
- One (1) Declaration of Use Agreement(s).

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

WRB:JGM

Shubin Law Group
PROFESSIONAL ASSOCIATION

June 26, 2025

VIA EMAIL

Joanne O'Connor
Town of Palm Beach Attorney
505 South Flagler Drive, Suite 1100
West Palm Beach, FL 33401
joconnor@jonesfoster.com

Re: Letter of Intent for Paramount Theater Revised Development Concept

Dear Joanne:

On behalf of this firm's client, WEG Paramount LLC, and its principals, Lester Woerner and Trent Woerner (collectively, "WEG" or "Applicant"), please let this correspondence serve as a letter of intent in connection with Applicant's revised proposal relating to its pending Request for Relief under the Florida Land Use and Environmental Dispute Resolution Act, as set forth at Fla. Stat. 70.51 ("FLUEDRA") pertaining to real property located at 139 North County Road, Palm Beach, FL 33480 (the "Property" or the "Paramount").

The Revised Concept

The following materials are being submitted simultaneously herewith: (1) concept plans prepared by REG Architects (the "Revised Concept"), and (2) a Traffic Comparison Letter prepared by Simmons & White Civil & Traffic Engineering.

The Revised Concept was developed following as part of the FLUEDRA process, and incorporates feedback provided by the Town Council during prior public hearings. Importantly, the Revised Concept **significantly de-intensifies** the project, while also providing opportunities for the public to access this landmarked community treasure. A table below provides a comparison between the plan that was denied 3-2 by the Council on July 2024 (the "2024 Application") and the Revised Concept:

	2024 Application	**Revised Concept**
Club Size (Sq. Ft.)	~40,000 sf	5,000 sf (+ portion of courtyard space)
Club Members	475	175

Club Dining Seats	363	150
Club Max Occupancy	412	225
Club Hours of Operation	7AM to midnight daily (with occupancy caps during certain hours)	Mon – Fri = 6pm to midnight Sat – Sun = Noon to midnight
Retail open to Public	Not included though Applicant expressed willingness	Yes; 5,420 sf broken up into smaller retail spaces
Café open to Public	No	Yes
Church	Yes (approved for 200 seats)	Same
Use of 2nd/3rd Floor	Private Club	A Single-Family Residence
Parking Requirement	133 (+ Shared Parking for Church)	102 (+ Shared Parking for Church)
Traffic Generated	1,088 trips per day AM – 43 peak hour trips PM – 116 peak hour trips	873 trips per day AM – 29 peak hour trips PM – 52 peak hour trips

The Revised Concept was developed in consultation with our clients' traffic engineer, design team, and local land use counsel in order to address concerns raised by the Town Council and the public during prior public meetings on the project. Specifically, Council members commented that they would like to see the exterior retail remain, they would like to have a public component of the renovated building, they would like to see a residential component to the project, and they would like to have a small café for the benefit of the neighborhood.

In addition, Town Council members and public commenters argued that the size of the club (both physically and in terms of the membership capacity) was excessive and inconsistent with the purpose of the C-TS zoning district. To address those concerns, we have dramatically reduced the size of the club from approximately 40,000 square feet to 5,000 square feet, and we have reduced the number of proposed members from 475 to 175 members. Importantly, the private club would not be open before 6:00 PM on weekdays,

which further reduces the impacts on the Town transportation network and results in a project that has fewer trips than the current uses at the Property.

The relevant Town Code provisions relating to this Revised Concept are set forth below:

- **Special Exceptions**:
  - (i) a private social club of 175 members in the Town's C-TS zoning district (Code 134-1109(a)(3));
  - (ii) for a café (Code 134-1109(a)(22));
  - (iii) for outdoor seating use associated with the private social club (Code 134-1109(a)(14));
  - (iv) for shared parking between a private social club use and a church use (Code 134-2182(b));
- **Variances** (only to the extent viewed as positive by the Town)
  - to permit a generator and certain other mechanical equipment on the roof (see Variance Requests #1 and #2 of 2024 Application);
- **Site Plan Review**
  - for site plan changes on properties not zoned single-family residential (Code 134-1112).

The Alternative

It has been our client's sincere intent to utilize the FLUEDRA process to work with the Town in good faith to see if we can find a mutually beneficial development concept for the Paramount that both protects our clients established property rights and furthers the best interests of the Town and its residents. If, however, the Town Council remains steadfast in its denial of any private club at the Property (even one at this significantly reduced capacity), WEG will pursue: (1) its pending legal challenges, including a contested hearing in the FLUEDRA proceeding and its pending certiorari proceeding (*see* Case No. 2024-CA-007599-XXXA-MB (Fla. 15th Cir. Ct., Appellate Div.), and (2) by-right uses of the Property that inevitably will be more intense and likely less desirable from the perspective of some of the neighbors.

For example, converting a majority of the Paramount to a mall (with as many as 65 boutique retail stores all under 3,000 square feet) would be permitted in the C-TS zoning district. Another option includes a significant expansion in the operation of the existing church use, including for large-scale events and weddings. WEG views the current proposal as a better fit for the Town, and one that the neighbors would likely prefer over the alternative by-right uses.

FLUEDRA Settlement Process

If the Town determines that the Revised Concept is worthy of formal consideration, its approval could be incorporated into a settlement agreement and statutory development agreement, the approval of which, of course, would require additional public hearings and review process.

"FLUEDRA expressly provides a mechanism by which a local government may ratify a settlement that fails to replicate the applicable land-use approval process." *Miami Design Preservation League, Inc. v. City of Miami Beach*, 2015 WL 3514866 (2015); *see also* Fla. Stat. 70.51(19)(c) ("This subsection does not prohibit the owner and governmental entity from entering into an agreement as to the permissible use of the property prior to the special magistrate entering a recommendation. An agreement for a permissible use must be incorporated in the special magistrate's recommendation."). Additionally, local governments are afforded substantial discretion in determining when, and on what terms, to settle disputes. Accordingly, the Town could vote on a settlement agreement that would include/incorporate the following concepts:

- WEG would be required to submit a Declaration of Use for the Private Social Club for review and approval by the Town, which shall include the all operational conditions imposed by the Town for similar uses.

- Because the settlement contemplates an amendment to the 2024 Application, the Code of Ordinances and Comprehensive Plan in place at the time of filing the 2024 Application shall continue to govern the Town's review of the Revised Application. Accordingly, the Town's Zoning in Progress (Resolution No. 069-2024), which was adopted after the pendency of the 2024 Application and previously determined to be inapplicable to the 2024 Application, will continue to be inapplicable to the Revised Development Concept.

- The Town Council would find that the Revised Concept – significantly scaled down from the 2024 Application – is consistent with all applicable Code and Comprehensive Plan provisions.

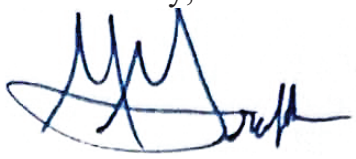
- Modifications to the exterior and interior of the landmarked structure would be reviewed for comment by the Landmarks Preservation Commission.

- The settlement and approval of the Revised Concept would be memorialized in a statutory development agreement.

- WEG would dismiss its legal challenges with prejudice, and be deemed to have released any and all claims raised against the Town.

Should you have any questions or wish to discuss this matter further, please do not hesitate to reach out to me.

Sincerely,



John K. Shubin, Esq.
Mark E. Grafton, Esq.
For the Firm

cc: Seth Behn, Esq.
Wayne Bergman
James Crowley, Esq.

Gunster

.Our File Number: 53286-00001
Writer's Direct Dial: (561) 650-0633
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October 27, 2025

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

Re: Supplemental LOI for 139 N. County Road - COA-23-003 (ZON-23-020)

We are pleased to submit the accompanying documents and drawings in connection with our combination application for Certificate of Appropriateness, Site Plan, Special Exception, and Variance Approval (the "Application") for the adaptive reuse of the Landmarked property located at 139 North County Road, Palm Beach, FL ("Property"). A conceptual presentation was made to the Town Council at its July 8, 2025, meeting in an attempt to settle pending litigation. This submittal formalizes the plan that received favorable direction from the Town Council at that meeting and provides additional detail on the minor alterations to the historic building and the proposed retail, church, club, and residential uses at the Property. This letter of intent (LOI) supplements the LOI submitted by Shubin Law Group, dated June 26, 2025, and will be explained in further detail at the meetings before the Town Council and the Landmarks Preservation Commission ("LPC") during formal review of the updated development program.

The revised development program addresses concerns raised by neighbors and the Town Council during public hearings on prior versions of the Application, which has been pending for several years. The most important thing to note as it pertains to the revised Application is that the resulting redevelopment program will lead to a reduction in traffic during the daytime when compared to the existing uses at the Property. This reduction in traffic is achieved by converting the second-story uses from commercial to residential and by opening the private club at 6:00 p.m. on weekdays. Our traffic and parking studies document this reduction in traffic in more detail.

No variances are necessary except for those required to screen rooftop equipment. It is important to note that the Town Council recently adopted changes to the Code that would eliminate this variance, but the ordinance has not yet become effective because it was adopted on second reading less than 30-days ago. Parking is being addressed through a request for onsite shared parking and through the equivalent parking credits that are vested at the Property pursuant to Sections 134-2175 (b), (c), (d) and (e) of the Code, which establish the process for applying parking credits to changes in use and exempt commercial landmarked buildings from most parking requirements when increased use or occupancy is proposed.

In addition to Certificate of Appropriateness approval from the LPC, the revised Application requires approval of the following as it pertains to zoning approval from the Town Council:

a. Special Exception for a private club use (175 members) in the C-TS zoning district, per Section 134-1109(a)(3) of the Town of Palm Beach Code of Ordinances.

b. Special Exception for restaurant use in the C-TS zoning district for a café with 50 indoor seats and 30 outdoor seats (80 seats total), per Section 134-1109(a)(21) of the Town of Palm Beach Code of Ordinances

c. Special Exception for outdoor café seating in the C-TS zoning district with 30 outdoor seats for the restaurant/café use, and up to 40 outdoor seats for the private club use when weather permits = total 70 outdoor seats, per Section 134-1109(a)(14) of the Town of Palm Beach Code of Ordinances.

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

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

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

Please note the following as it relates to this application:

1. Criteria for Development Order Approval

A. 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 the proposed modifications to the historic resource are minor, they will help to restore Urban's original vision for the Property and enhance access from the existing parking area on the south side of the Property.

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

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

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

(2) Intensity of use and/or purpose of the proposed development in relation to adjacent and nearby properties and the effect thereon; provided, however, that nothing in this subsection shall be construed as granting the town

council the authority to reduce residential densities below that permitted by the use regulations in article VI of this chapter.

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

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

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

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

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

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

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

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

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

The request for the renovation and restoration of the Paramount Building meets all of the criteria for Site Plan Approval set forth in Section 134-329 that apply to this Application. The warranty deed for the property establishes that the owner of the Property is WEG Paramount LLC, which has the authority to files this Application. Furthermore, the proposed site plan will not adversely affect the public interest,

and the existing theatre building and proposed club use and residential use (1 residential unit) 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 after the Paramount building was constructed. The massing of the existing Paramount building will remain virtually unchanged and will remain compatible with the surrounding neighborhood. As stated previously, the existing ingresses and egresses on Sunrise Avenue and Sunset Avenue will be maintained. Pedestrian walkways will be upgraded to promote walkability along the perimeter of the Property, and within the Property itself. The design of the traffic circulation on the Property, the parking and the pedestrian walkways have been carefully studied by our civil and traffic engineers in order to create a safe environment for both vehicular and pedestrian uses on and adjacent to the Property. As part of the revised design for the Project, the parking lot has been redesigned to increase the parking from 46 spaces to 50 spaces, and to eliminate the nonconforming drive aisles, which have been widened to meet code. Our traffic engineer, Simmons and White, developed this program in consultation with the Town's traffic consultant and has verified that the revised development program will lead to a reduction in vehicular trips compared to the existing commercial development at 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 enhanced with additional materials. The height of the existing Paramount Building will be maintained, and not altered. The Paramount Building will remain significantly lower than the adjacent Sun and Surf Condominium buildings, and completely compatible with the heights of the other nearby residential structures. The design of the Project maintains appropriate massing and rhythm of buildings along the adjacent roadways in order to ensure compatibility with the surrounding area in terms of size and architectural style.

C. 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 (175 members) in the C-TS zoning district, per Section 134-1109(a)(3) of the Town of Palm Beach Code of Ordinances.

B. Request for Special Exception for restaurant use in the C-TS zoning district for a café with 50 indoor seats and 30 outdoor seats (80 seats total), per Section 134-1109(a)(21) 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 30 outdoor seats for the restaurant/café use, and up to 40 outdoor seats for the private club use when weather permits = total 70 outdoor seats, per Section 134-1109(a)(14) of the Town of Palm Beach Code of Ordinances.

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

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 for 175 members is consistent with other recently-approved club uses in the C-TS zoning district and will enable the Property owners to ensure that club membership exceeds and exceeds the Town serving requirement set forth in Chapter 134 of the Town Code. The club use is also ideal for a portion of Town that experiences high traffic volumes during peak traffic hours, as the demand for club uses is very low during these times. In addition, the applicant has agreed to open the club beginning at 6:00 p.m. on weekdays to ensure there is no negative impact to peak hour traffic. The minimal impact of private clubs on the Town's traffic network has been demonstrated by another club use in the C-TS zoning district, Carriage House, which recently received approval for additional members after receiving more initial scrutiny than any other commercial use in recent memory.

The private club will have a maximum of 150 seats for dining, of which up to 40 of the seats may be located in the outdoor courtyard area when the weather permits outdoor seating. Outdoor club dining seating will be deducted from the indoor private club dining seating available; therefore, if all 40 outdoor seats for the private club are used in the courtyard area, the maximum number of indoor dining seating that the private club can have will be 110 seats. During inclement weather, all of the private club dining seating will be indoors, and will not exceed 150 total seats.

The Special Exception for the restaurant/café use is a typical request in the Town and was requested by Town Council in previous reviews of the Project. The Property has throughout its history offerede restaurant and entertainment uses, and these uses fdorm part of the justification for including the Property in the Town's Lansmarks program. The café proposed by this Application will be small in scale and have limited hours of operation that are outlined in the Declaration of Use that has been submitted. The Special Exception for the proposed outdoor café seating includes some seating for the café use, and some for the private 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 special exception for the on-site shared parking is to allow the existing parking on the property to be used by both the Church and the Private Club because these uses will not be active at the same time. Shared parking has been approved for numerous commercial properties in Town where, as here, the uses will never be conducted at the same time and there will never be a conflict between the uses requesting shared parking. A shared parking study has been included in this submittal, which includes the following calculations and information explaining how the overlapping of the uses will be minimized or not occur at all, thereby justifying the approval for this Special Exception:

Shared Parking Calculations - Weekday

Use	Weekday Before 4 PM	Weekday 4:00-6:00 PM	Weekday After 6:00 PM
Retail**	27	27	8
Club	0	0	44
Church*	3	3	0
Café	37	0	0
Residence	7	7	7
Total =	**74**	**37**	**59**

*Church parking assumes just administrative parking during the week (5% of parking requirement)
**1600 SF of retail is proposed to remain open after 6:00 PM

Shared Parking Calculations - Weekend

Use	Saturday Before 12:00 PM	Saturday After 12:00 PM	Saturday After 6:00 PM	Sunday Before 12:00 PM	Sunday After 12:00 PM	Sunday After 6:00 PM
Retail**	27	27	8	27	27	8
Club	0	44	44	0	44	44
Church	0	0	0	50	0	0
Café	37	37	0	37	37	0
Residence	7	7	7	7	7	7
Total =	**71**	**115**	**59**	**121**	**115**	**59**

**1600 SF of retail is proposed to remain open after 6:00 PM

In should be noted that we are not requesting a Special Exception for a modification to a previously approved Special Exception for churches, synagogues or other houses of worship to allow for the theatre building to have space for 200 seats to be used for religious purposes, because this Special Exception was approved by Town Council in 2024 with the review of the previous approval for this Project. It is also important to note that the church use has been in existence at the Property since the 1990s, and while there are currently no restrictions on the time church services can occur, we are limiting the use to Sunday mornings in an effort to further ensure there is no increased traffic during peak weekday traffic volumes. The church use has proven to be compatible with the surrounding neighborhood at all times during its existence.

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

I. Variance Criteria:

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

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

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

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

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

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

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

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

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

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

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

II. Variances Requested:

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

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

III. Justification for Variances Requested:

The variances for the roof-mounted generator and height of the roof mechanical enclosure required to screen the roof-mounted equipment will allow for the relocation of the equipment away from the perimeters of the Property, which would have a greater impact on our neighbors, and the equipment will be screened from view, so the roof location for the equipment is the most logical place. This was also a request from Town staff in the design of the Project. The legal hardship for this request is that the equipment cannot be manufactured at a height that would meet the outdated requirements of the Code, and it is important to recognize that similar variance requests are routinely granted by the Town Council for this type of equipment. As stated above, the Town Council recently approved an ordinance that allows for generators on the rooftops of commercial buildings and allows for additional height of screen walls. This ordinance, while approved, has not yet become effective, so we are requesting variances as a technicality.

2. Site History

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

From the time of its opening until 1968, the Paramount Theatre was the cultural epicenter of the Town, hosting live stage productions and movie screenings. According to a 1982 article in the Palm Beach Post, the theatre showcased personalities including Will Rogers,

W.C. Fields, and Babe Ruth. During the 1930s and ‘40s, Big Bands featuring Duke Ellington and Glen Miller would grace the stage. In later years, the Theatre would host rock acts such as Electric Light Orchestra, Ted Nugent and The James Gang, as well as comedy acts like The National Lampoon Touring Show. During the 1970s, jazz and blues acts like Dave Brubeck and B.B. King would perform.

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

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

After the adoption of the Town’s Landmarks ordinance in 1979, the Property became a topic of conversation as a candidate for historic designation. During this time, the Property owner agreed to voluntarily accept the landmarking of the Property on the condition that the Town accept an adaptive reuse plan to be presented to ARCOM and LPC. Handwritten notes on the LPC Property File Form provide as follows: “voluntary designation a[s] part of the Agreement made between the owners and the Town Council in the “adaptive reuse package.”

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

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

Although the adaptive reuse plan never came to fruition, it was clearly the basis for the agreement to voluntarily designate the Property as an historic Landmark. And while the plans were well received by both ARCOM and LPC, economic conditions during the early

1980s prevented the ambitious plans from being implemented. Our original submittal sought to attempt to finally implement restoration, redevelopment and adaptive reuse plans that were fifty years in the making; however, we have revised the scope of the Project to maintain the existing parking area with some minor modifications detailed earlier, and simply focus on the restoration and adaptive reuse of the existing theatre building, and restore it to its former grandeur.

Sincerely,



James M. Crowley

JMC/jl

FINAL SUBMISSION - SEPTEMBER 9,2025

APPLICATON #COA-23-003 (ZON-23-020)

Historic Paramount Theater Adaptive Reuse

139 N COUNTY RD
PALM BEACH, FL 33480

REG PROJECT #:24019
9/08/2025



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ARCHITECTURAL	
Sheet Number	Sheet Name
00	COVER PAGE
A-1	VINCINITY MAP
A-2	SUBJECT PROPERTY & CONTEXT IMAGES
A-3	SUBJECT PROPERTY & CONTEXT IMAGES
A-4	SUBJECT PROPERTY & CONTEXT IMAGES
A-5	SUBJECT PROPERTY & CONTEXT IMAGES
A-6	SUBJECT PROPERTY & CONTEXT IMAGES
A-7	SUBJECT PROPERTY & CONTEXT IMAGES
A-8	SUBJECT PROPERTY & CONTEXT IMAGES
A-9	SUBJECT PROPERTY & CONTEXT IMAGES
A-10	ZONING LEGEND
A-11	ZONING MAP
A-12	ZONING DIAGRAMS
A-13	ZONING DIAGRAMS
A-14	ZONING DIAGRAMS - SETBACKS
A-15	EQUIPMENT LOCATION - KEY PLAN
A-15.1	EQUIPMENT LOCATION - THEATER ROOF
A-15.2	ROOF ENCLOSURE ELEVATIONS/SECTIONS
A-15.3	EQUIPMENT LOCATION - SERVICE COURT

ARCHITECTURAL	
Sheet Number	Sheet Name
B-1	EXISTING SITE PLAN
B-2	MATERIAL REMOVAL SITE PLAN
B-3	EXISTING FLOOR PLAN - LEVEL 01
B-4	MATERIAL REMOVAL FLOOR PLAN - LEVEL 01
B-5	EXISTING FLOOR PLAN - LEVEL - 02
B-6	MATERIAL REMOVAL FLOOR PLAN - LEVEL 02
B-7	EXISTING FLOOR PLAN - LEVEL 03
B-8	MATERIAL REMOVAL PLAN - LEVEL 03
B-9	EXISTING FLOOR PLAN - ROOF
B-10	MATERIAL REMOVAL FLOOR PLAN - ROOF
B-11	MATERIAL REMOVAL FACADE ANALYSIS

ARCHITECTURAL	
Sheet Number	Sheet Name
C-2.2	PROPOSED SITE PLAN & ROOF PLAN
C-3.1	PROPOSED PLAN - GROUND FLOOR
C-7	PROPOSED FENCE, GARDEN WALLS & GATES
C-8.1	PROPOSED SEATING PLAN - GROUND FLOOR
C-8.2	PROPOSED SEATING PLAN - SECOND FLOOR
C-9	FIRST FLOOR LIFE SAFETY PLAN

ARCHITECTURAL	
Sheet Number	Sheet Name
C-10	SECOND FLOOR LIFE SAFETY PLAN
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 (ANNOTED 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	ENLARGED ELEVATIONS - NORTH WEST
D-6.1	ENLARGED ELEVATIONS - WEST
D-6.2	ENLARGED ELEVATIONS - SOUTH
D-7	SITE SECTION DIAGRAM - WEST
D-9	ENLARGED ELEVATIONS - SOUTH WEST
D-10	ENLARGED ELEVATIONS - PATIO FACADE RESTORATION
D-11	EXTERIOR DETAILS - TRIPLED ARCHED WINDOW OPENING
D-12	EXTERIOR DETAILS - TRIPLED ARCHED WINDOW
D-13	EXTERIOR DETAILS - TYPICAL WINDOW
D-14	EXTERIOR DETAILS - COURTYARD WINDOW
D-15	EXTERIOR DETAILS - TYPICAL EXTERIOR DOOR
D-16	EXTERIOR DETAILS - CANOPY
D-17	EXTERIOR DETAILS - AWNINGS
D-18	EXTERIOR DETAILS - PLANTERS
D-19	EXTERIOR DETAILS - APARTMENT TERRACE
D-20	EXTERIOR DETAILS - THEATER ENTRY ARCH
D-21	EXTERIOR DETAILS - SOUTHERN ENTRY
D-22	EXTERIOR DETAILS - EASTERN EDGE EXIT DRIVE
D-23	EXTERIOR MATERIALS

ARCHITECTURAL	
Sheet Number	Sheet Name
E-1.1	AERIAL RENDERING
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	N COUNTY ROAD VIEW (EXISTING)
E-4.2	N COUNTY ROAD VIEW (PROPOSED)
E-5.1	VIEW FROM SUNSET AVENUE (EXISTING)
E-5.2	VIEW FROM SUNSET AVENUE (PROPOSED)
E-6.1	VIEW ALONG NORTH COUNTY ROAD (EXISTING)
E-6.2	VIEW ALONG NORTH COUNTY ROAD (PROPOSED)

LANDSCAPE	
Sheet Number	Sheet Name
L0	OVERALL HARDSCAPE PLAN
L1	HARDSCAPE PLAN - GROUND FLOOR
L2	HARDSCAPE PLAN - EAST ACCESS
L3	HARDSCAPE PLAN - GROUND FLOOR
L4	LANDSCAPE PLAN - SECOND FLOOR
LP0	OVERALL LANDSCAPE PLAN
LP1	LANDSCAPE PLAN - GROUND FLOOR
LP2	LANDSCAPE PLAN - EAST ACCESS
LP3	LANDSCAPE PLAN - GROUND FLOOR
LP4	LANDSCAPE PLAN - SECOND FLOOR
LP5	PLAN LIST AND DETAILS
OS1	OPEN SPACE DIAGRAM
OS2	FRONT OPEN SPACE DIAGRAM
CSP	CONSTRUCTION LOGISTICS

CIVIL	
Sheet Number	Sheet Name
C-1	SITE PLAN / SERVICE YARD DIAGRAM

SCOPE OF WORK
THE PROPOSED WORK INCLUDES THE RENOVATION AND RESTORATION OF THE EXISTING HISTORIC LANDMARKED PARAMOUNT THEATER, A MULTISTORY MIXED USE BUILDING (34,265 SQUARE FOOT); AND LANDSCAPE UPGRADES WITHIN THE EXISTING PARKING LOT.

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Historic Paramount Theater Adaptive Reuse

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

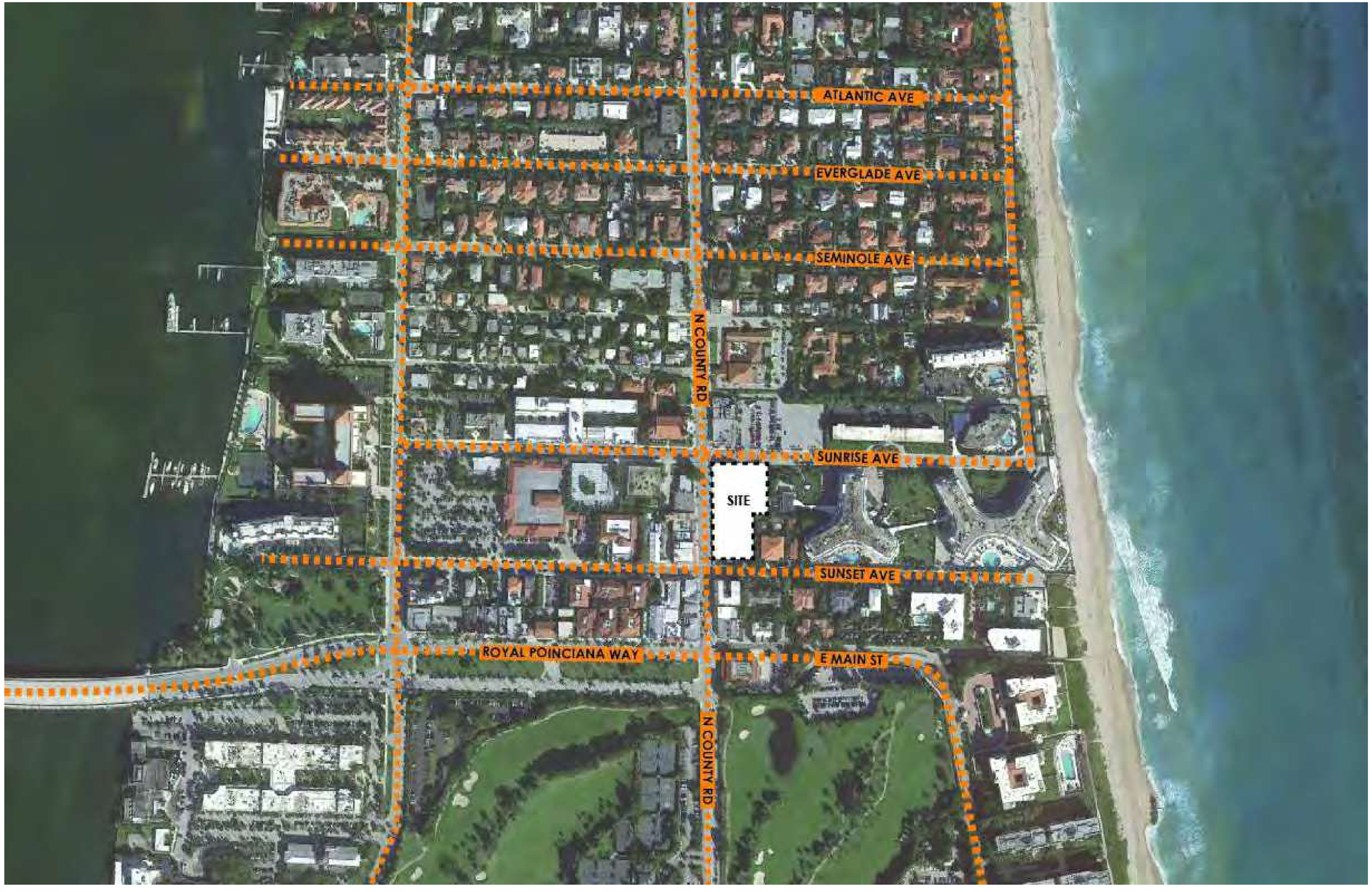
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COVER PAGE

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1 VICINITY MAP
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
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Historic Paramount Theater

139 N COUNTY RD
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WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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VINCINITY MAP

A-1



1 CONTEXT PLAN
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SUJECT PROPERTY & CONTEXT IMAGES

A-2



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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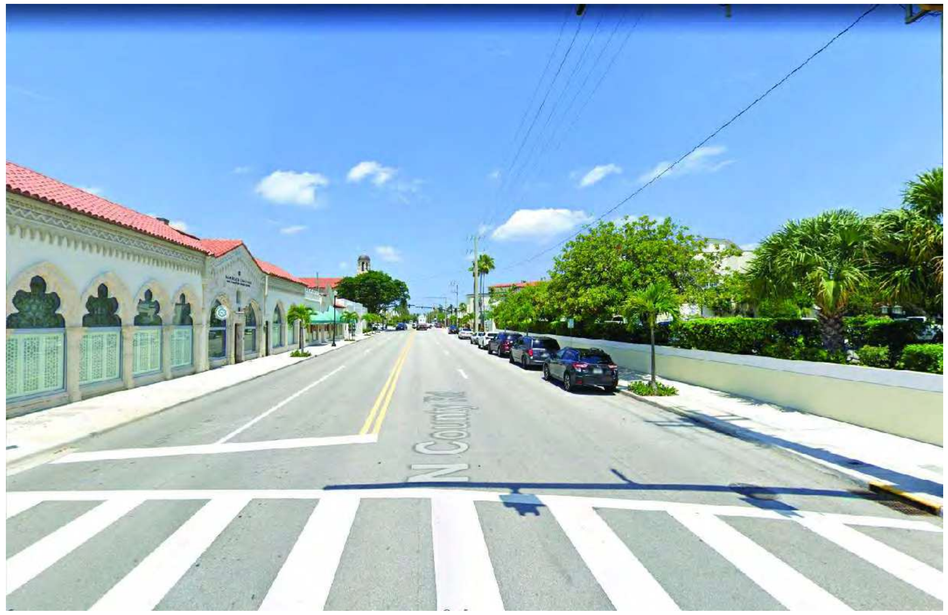
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SUJECT PROPERTY & CONTEXT IMAGES

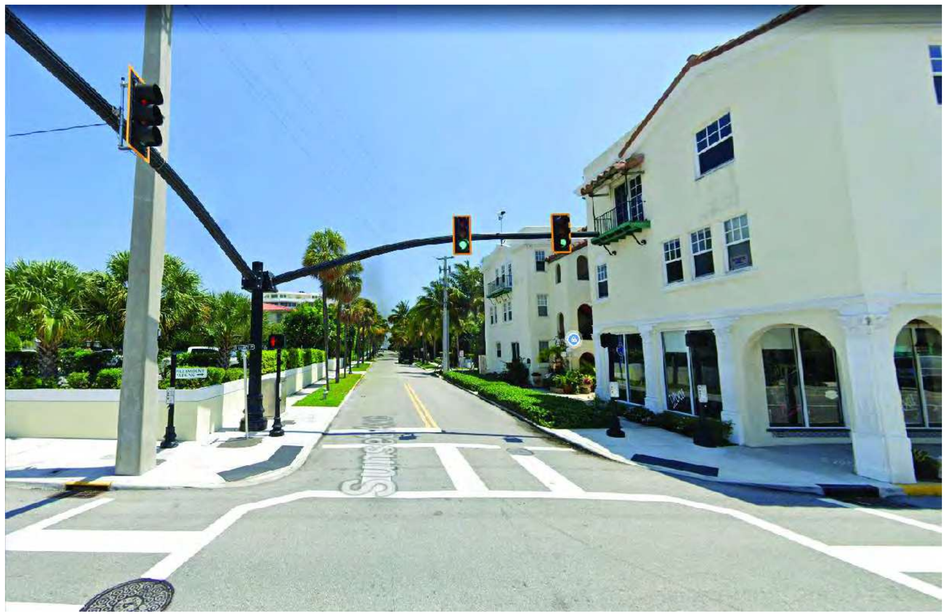
A-3



E) SUNRISE AVE TO EAST ALLEY



F) N COUNTY RD TO NORTH



G) SUNSET AVE TO EAST



H) SUNSET AVE TO WEST

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Historic Paramount Theater

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WEG PARAMOUNT, INC

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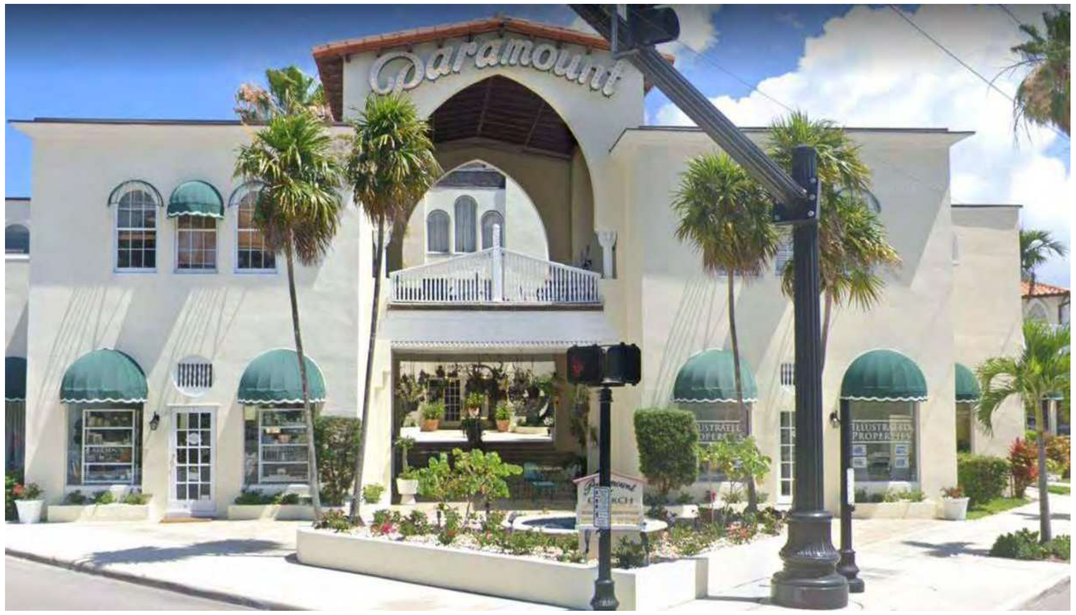
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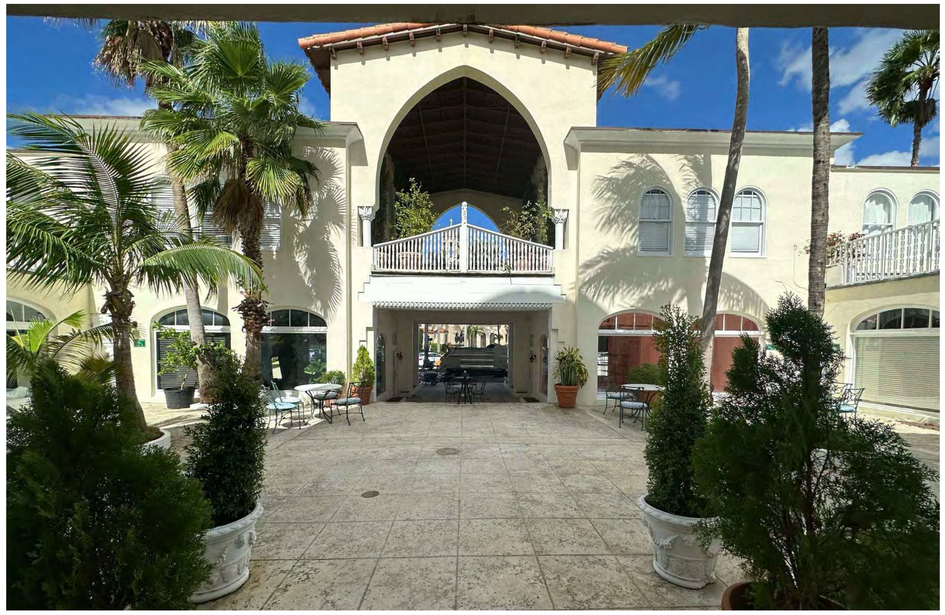
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SUJECT PROPERTY & CONTEXT IMAGES

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

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Historic Paramount Theater

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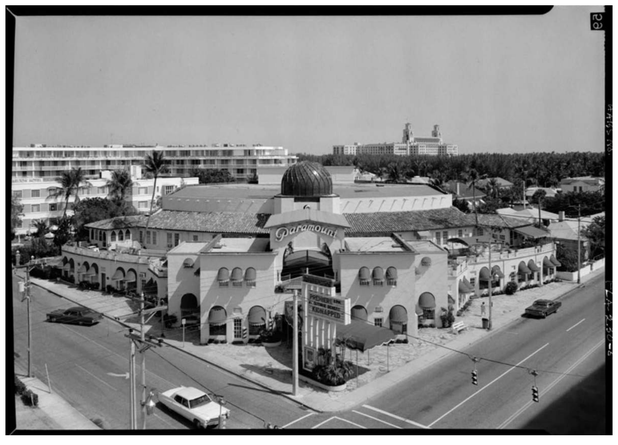
A-5







PAST REFERENCE IMAGES - 1930s













PAST REFERENCE IMAGES - 1970s

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SUJECT PROPERTY & CONTEXT IMAGES

A-6











PAST REFERENCE IMAGES - 1970s

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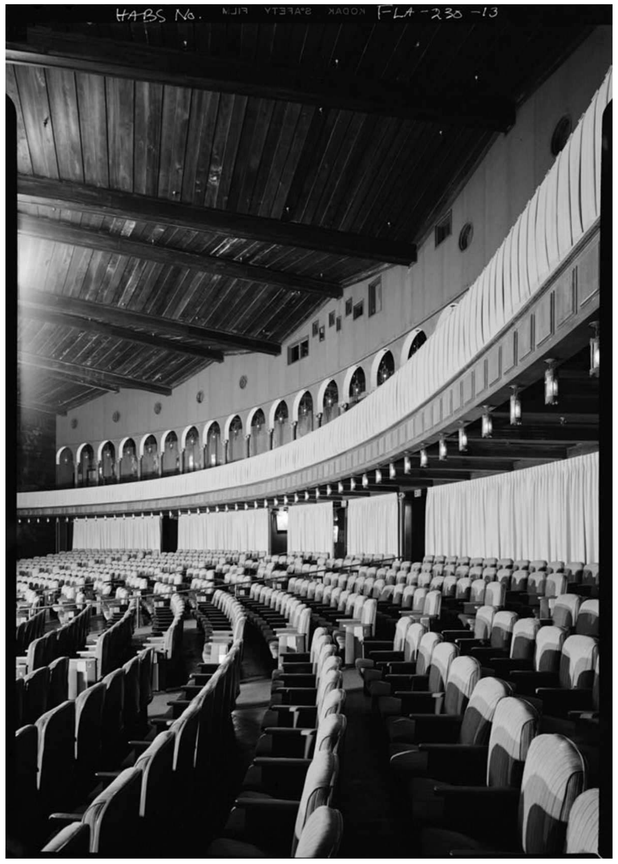
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SUJECT PROPERTY & CONTEXT IMAGES

A-7











PAST REFERENCE IMAGES - 1970s, THEATER INTERIORS

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Historic Paramount Theater

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SUJECT PROPERTY & CONTEXT IMAGES

A-8

















PAST REFERENCE IMAGES - 1980s, RENOVATION PROCESS

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Historic Paramount Theater

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WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

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SUJECT PROPERTY & CONTEXT IMAGES

A-9

Town of Palm Beach

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

Zoning Legend

Line #				
1	**Property Address:**	139 N County RD, #29, Palm Beach, FL 33480		
2	**Zoning District:**	C-TS (Commercial Town Serving)		
3	**Structure Type:**	Theater, Club		
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)	23,922 SQFT (41%)	23,922 SQFT (41%)
9	Enclosed Square Footage (Basement, 1st Fl, 2nd Fl,, Accesory Structues, etc)	15,000 sqft min (2-story)	45,184 SQFT SEE REFERENCED BREAKDOWN CALC 1 FOR MORE INFO	44,477.37 SQFT SEE REFERENCED BREAKDOWN CALC 2 FOR MORE INFO
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	N/A
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"	N/A
14	*Rear Yard Setback (Ft.)	Theater - 22'-0" Residential - 16'-9"	Varies, Max setback 53'-3 3/4"	N/A
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
17	Overall Building Height (Ft.)		53'-4" Including Dome	Theater - N/C
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	N/A
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	N/A
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

BREAKDOWN CALC 1	
EXISTING FIRST FLOOR:	23,922 SQFT
EXISTING SECOND FLOOR:	19,524 SQFT
EXISTING THIRD FLOOR:	1,738 SQFT
TOTAL:	45,184 SQFT

BREAKDOWN CALC 2	
PROPOSED FIRST FLOOR:	23,922 SQFT
PROPOSED SECOND FLOOR:	20,556 SQFT
TOTAL:	44,478 SQFT

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Historic Paramount Theater

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WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION
1	9/28/25	PRE-APP COMMENTS

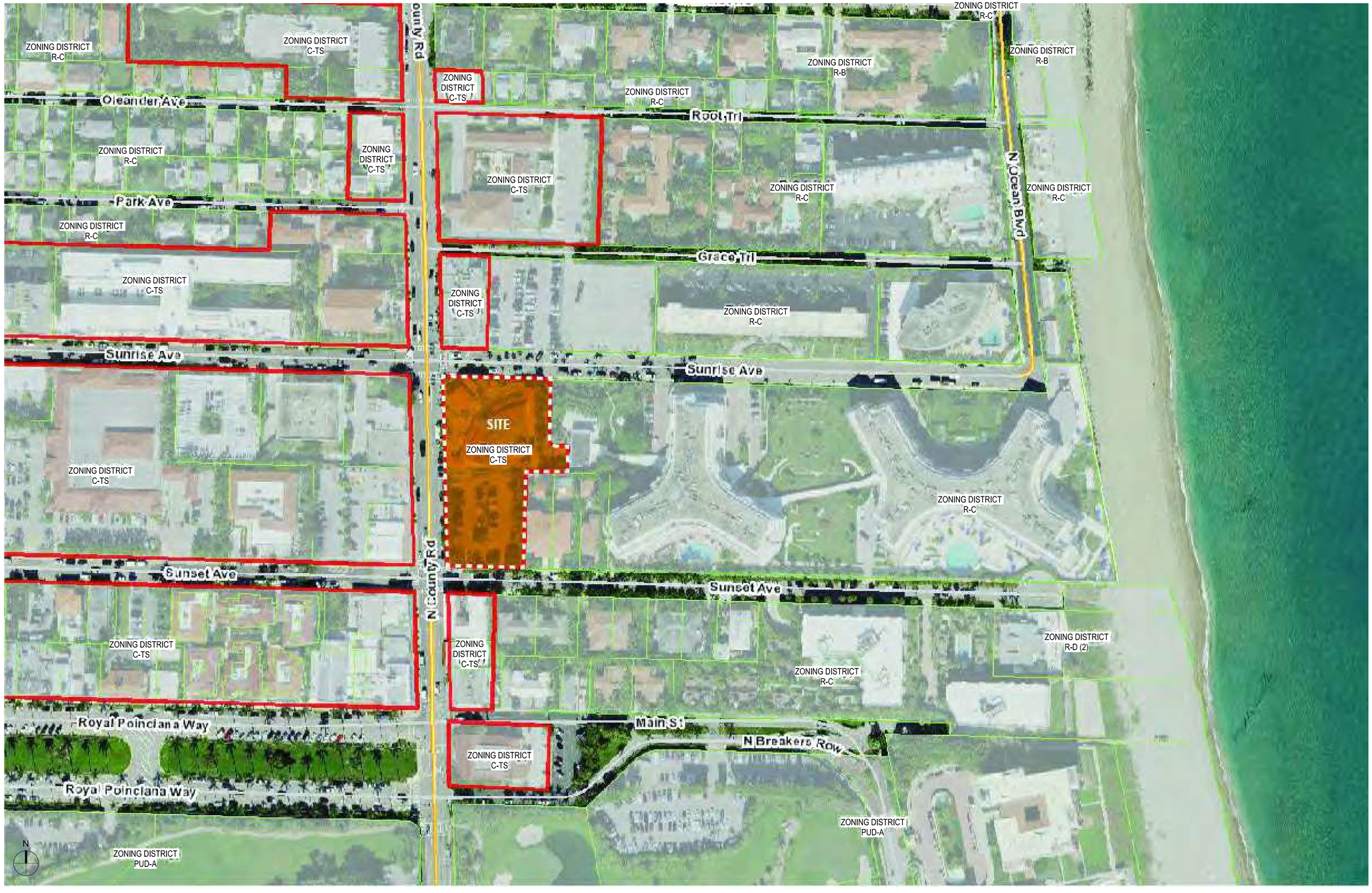
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ZONING LEGEND

A-10



1 ZONING MAP
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
Note: When printed on 11 x 17 paper scale is half

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

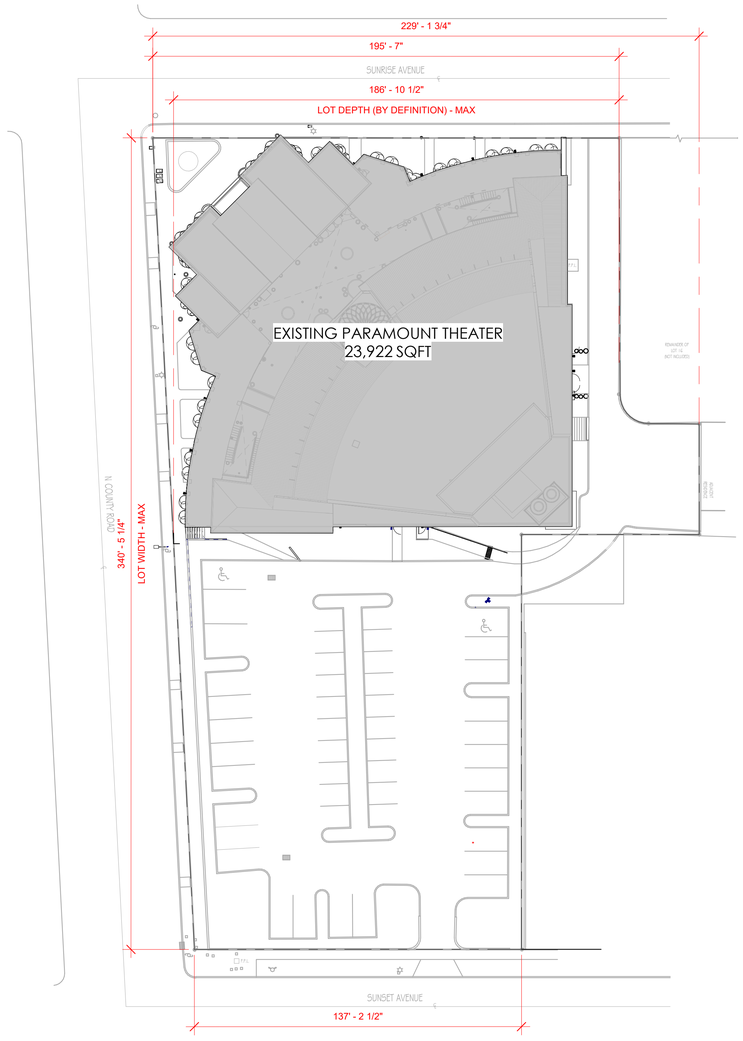
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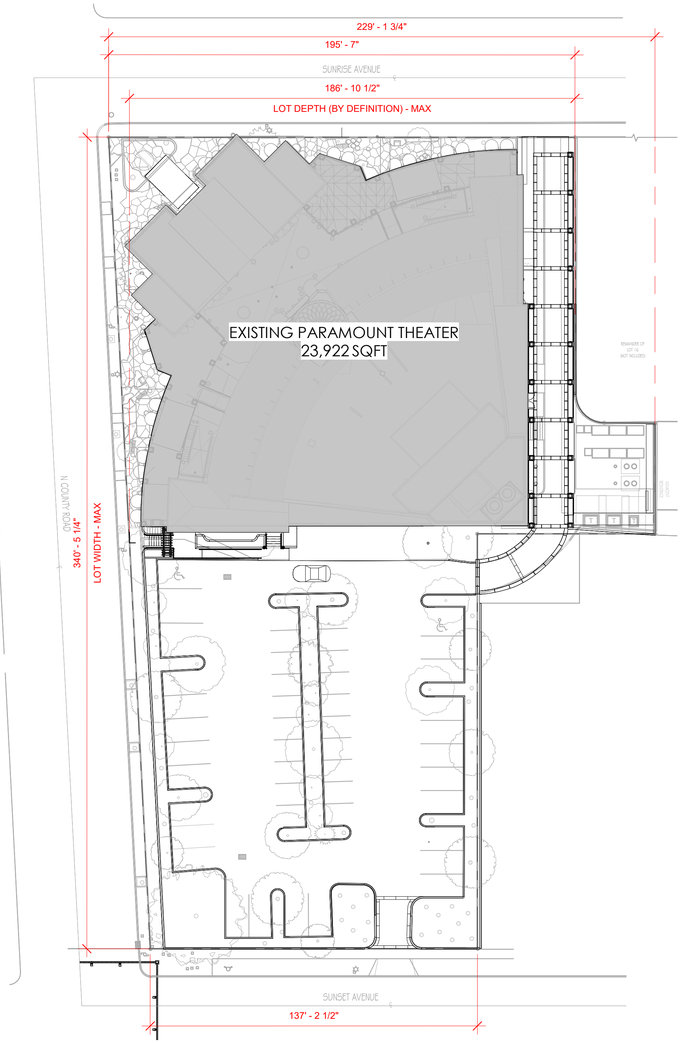
ZONING MAP

A-11



1 LOT COVERAGE - EXISTING
1" = 30'-0"

EXISTING LOT COVERAGE
23,922 SQFT (41%)



2 LOT COVERAGE - PROPOSED
1" = 30'-0"

PROPOSED LOT COVERAGE
23,922 SQFT (41%)

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NO.	DATE	DESCRIPTION
1	9/28/25	PRE-APP COMMENTS

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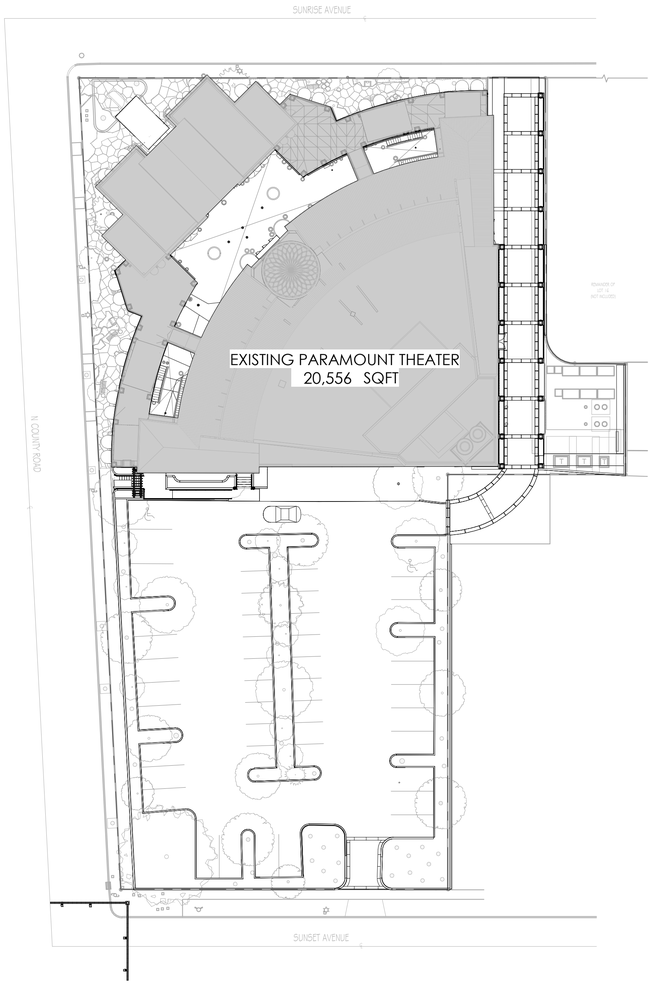
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ZONING DIAGRAMS - LOT COVERAGE

A-12



1 ENCLOSED SQUARE FOOTAGE - EXISTING
1" = 30'-0"



2 ENCLOSED SQUARE FOOTAGE - PROPOSED
1" = 30'-0"

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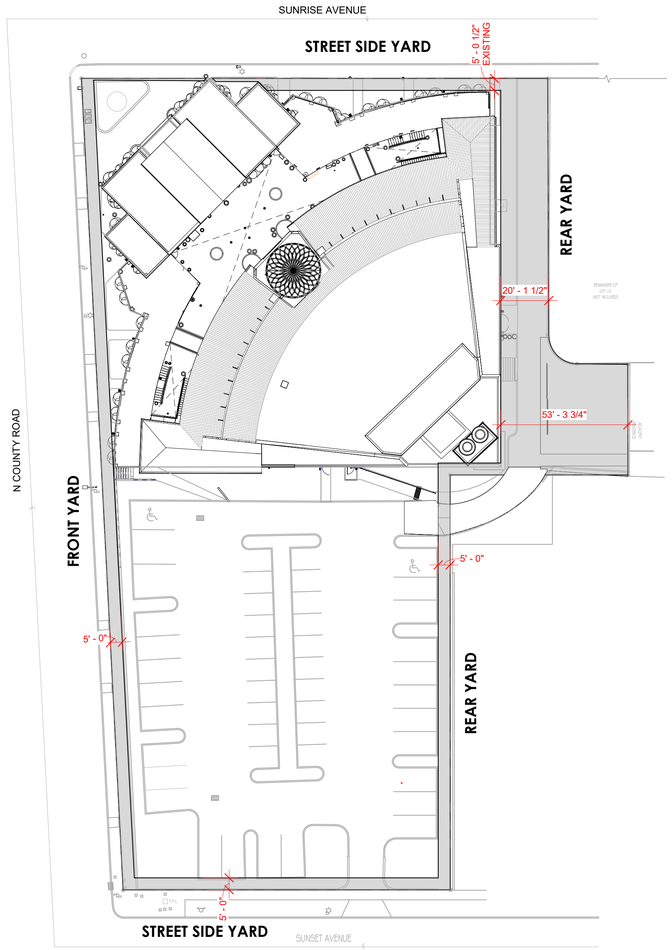
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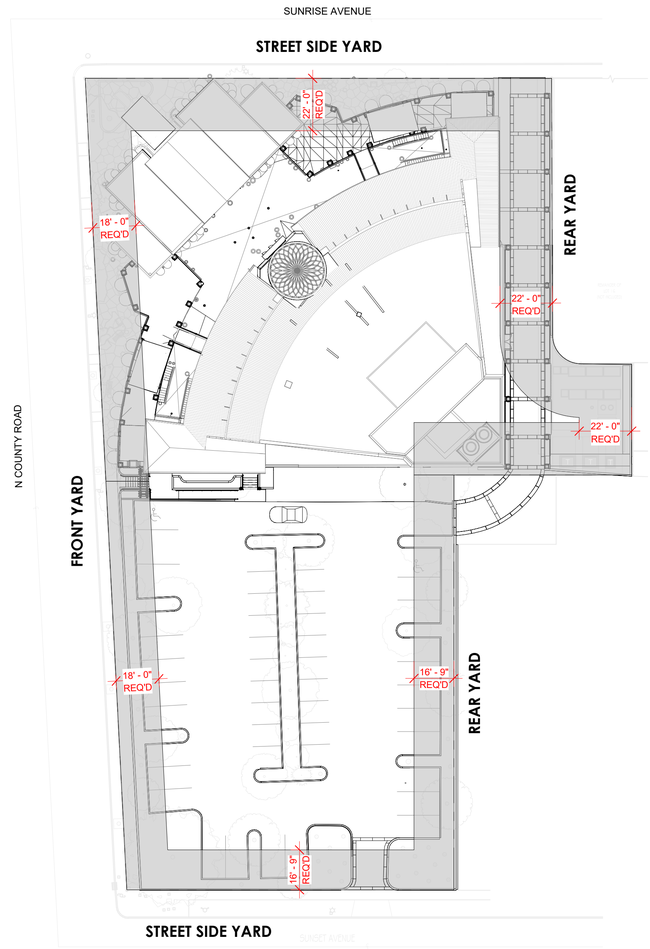
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ZONING DIAGRAMS -
ENCLOSED SQUARE FOOTAGE

A-13



1 SETBACKS - EXISTING
1" = 30'-0"



2 SETBACKS - PER ZONING REQUIREMENTS
1" = 30'-0"

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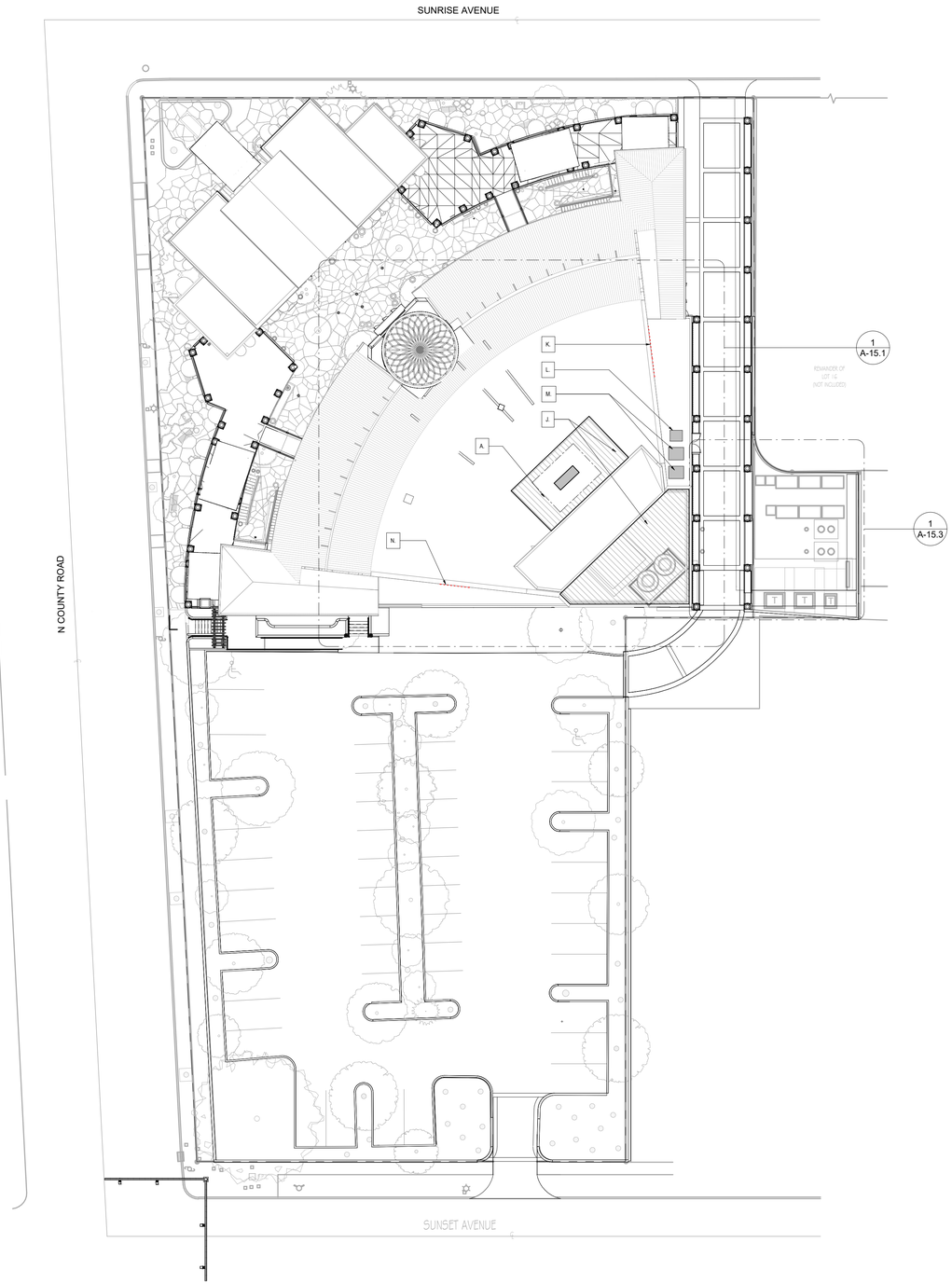
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ZONING DIAGRAMS - SETBACKS

A-14



1 EQUIPMENT LOCATION - KEY PLAN
3/64" = 1'-0"

EQUIPMENT KEYNOTE

SERVICE COURT:

B. PROPOSED ELECTRICAL PANEL - 84" W x 99" L

C. TRASH BINS* - 48" W x 84" L
** 96" HIGH ENCLOSURE REQUIRED*

D. 90 GALLON RECYCLE BINS* - 36" W x 36" L
** 96" HIGH ENCLOSURE REQUIRED*

E. 3-PH FPL TRANSFORMER - 64" W x 48" L

F. 1-PH FPL TRANSFORMER - 36" W x 39" L

G. GREASE TRAP* - 58" H x 73 3/4" W x 92" L
**(2) TANKS BURIED BELOW GRADE*

H. FUTURE TRANSFORMER - 64" x48" L

THEATER ROOF[2]:

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. BANQUET/KITCHEN EXHAUST - 30" H x 192" L WALL MOUNTED LOUVER
Refer to sheet A-17.1 for additional information

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 - 30" H x 114" L WALL MOUNTED LOUVER
Refer to sheet A-17.1 for additional information

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 ROOF TO BE SCREENED WITH WALL, LOUVER, OR LANDSCAPE ENCLOSURES.

LEGEND

DESIGNATED CLEARANCE SPACE AROUND EQUIPMENT

PROPOSED EQUIPMENT

EXTENT OF EQUIPMENT/TANKS BURIED BELOW GRADE

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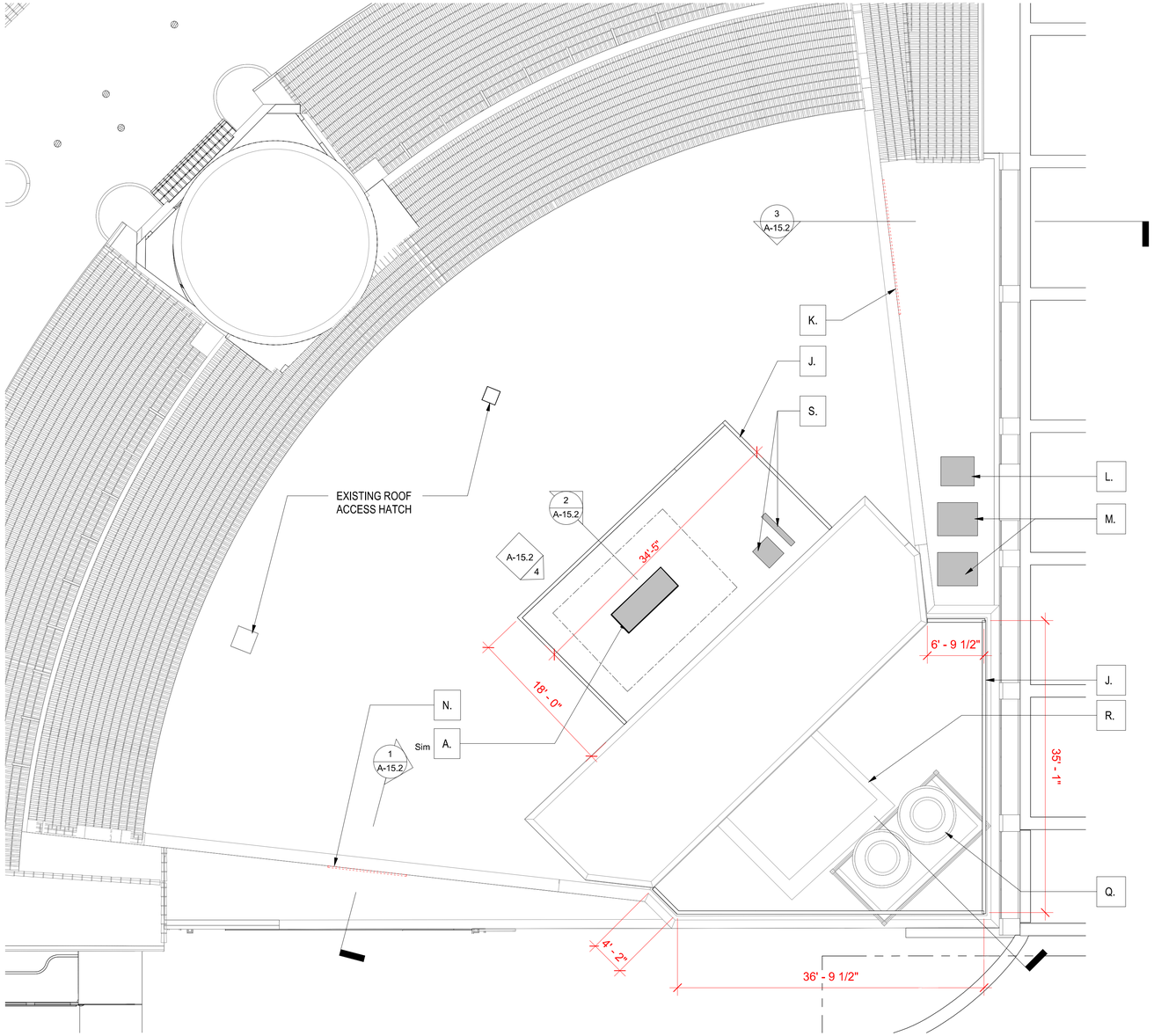
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EQUIPMENT LOCATION - KEY PLAN

A-15



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

THEATRE ROOF KEYNOTES

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

EXISTING PHOTOS - THEATRE ROOF

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



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



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



IMAGE 4 - THEATRE ROOF:
PANORAMA VIEW OF EXISTING ROOF



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

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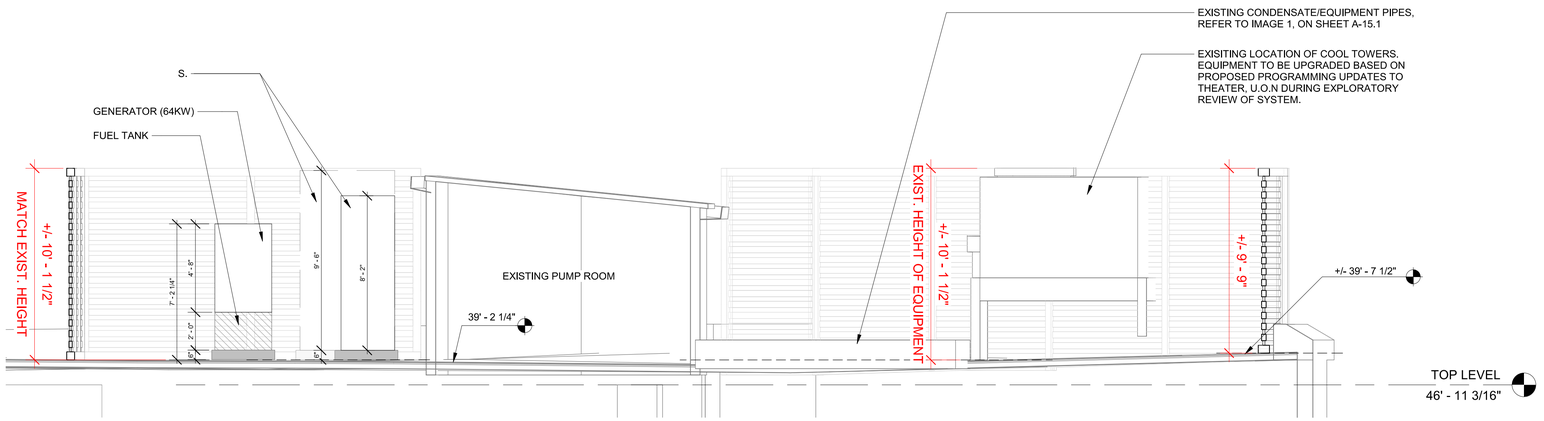
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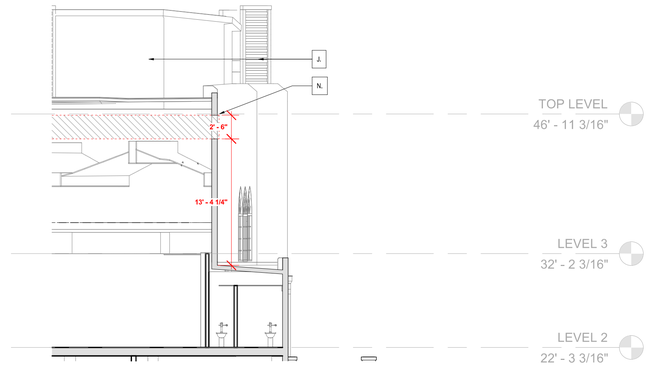
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EQUIPMENT LOCATION - THEATER ROOF

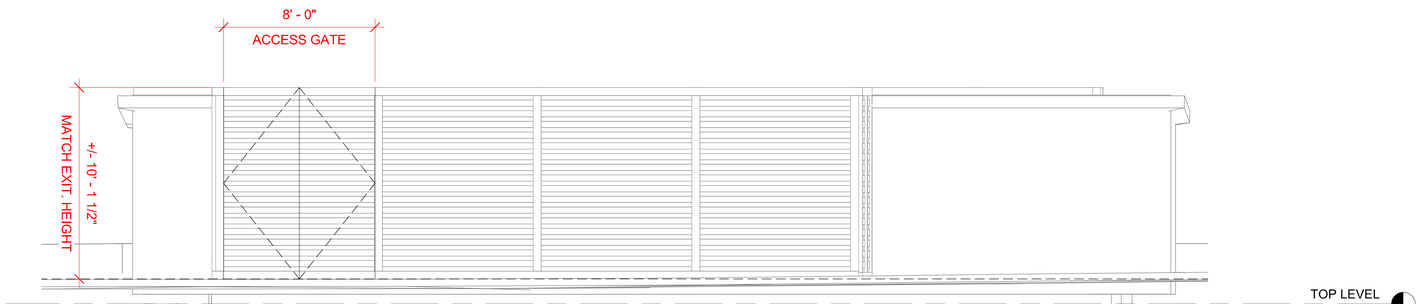
A-15.1



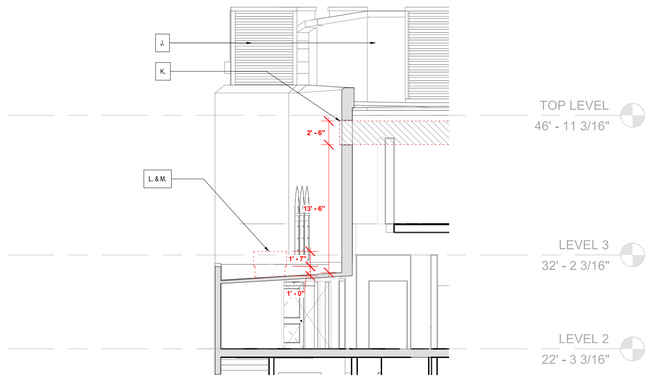
2 SECTION - THEATRE ROOF
1/4" = 1'-0"



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



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



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

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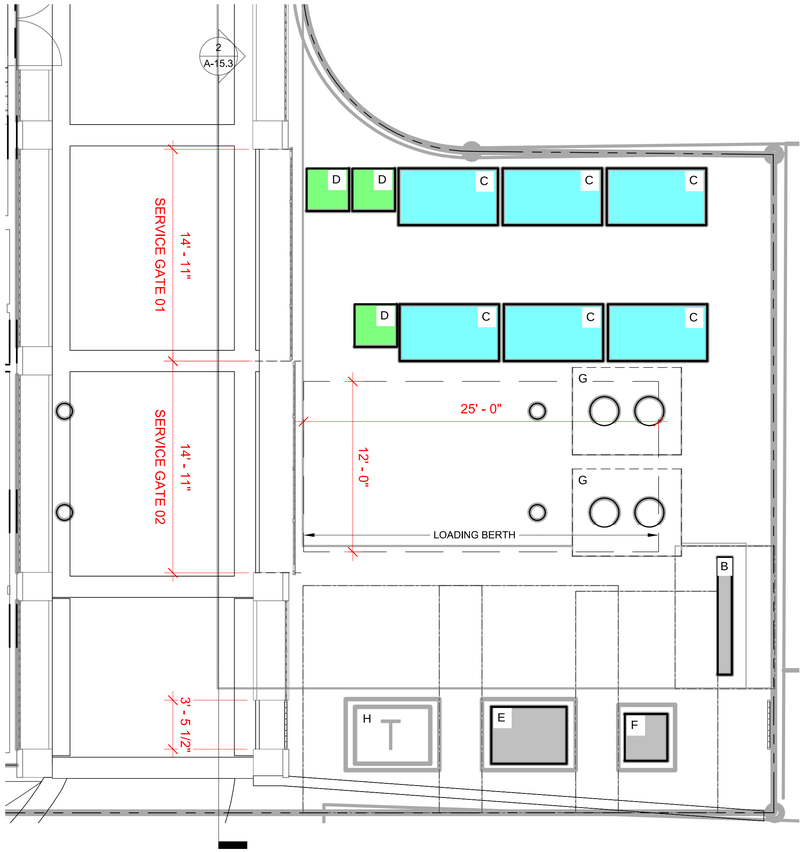
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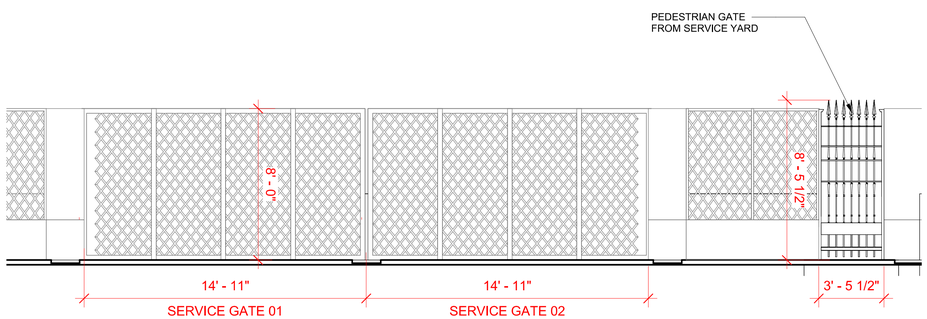
ROOF ENCLOSURE
ELEVATIONS/SECTIONS

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

A-15.2



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

B. PROPOSED 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. 3-PH FPL TRANSFORMER	-	64" W x 48" L
F. 1-PH FPL TRANSFORMER	-	36" W x 39" L
G. GREASE TRAP* **(2) TANKS BURIED BELOW GRADE*	-	58" H x 73 3/4" W x 92" L
H. FUTURE TRANSFORMER	-	64" W x 48" L

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2. ALL MECHANICAL EQUIPMENT LOCATED ON THEATER ROOF TO BE SCREENED WITH WALL, LOUVER, OR LANDSCAPE ENCLOSURES.

LEGEND

- DESIGNATED CLEARANCE SPACE AROUND EQUIPMENT
- PROPOSED EQUIPMENT
- EXTENT OF EQUIPMENT/TANKS BURIED BELOW GRADE

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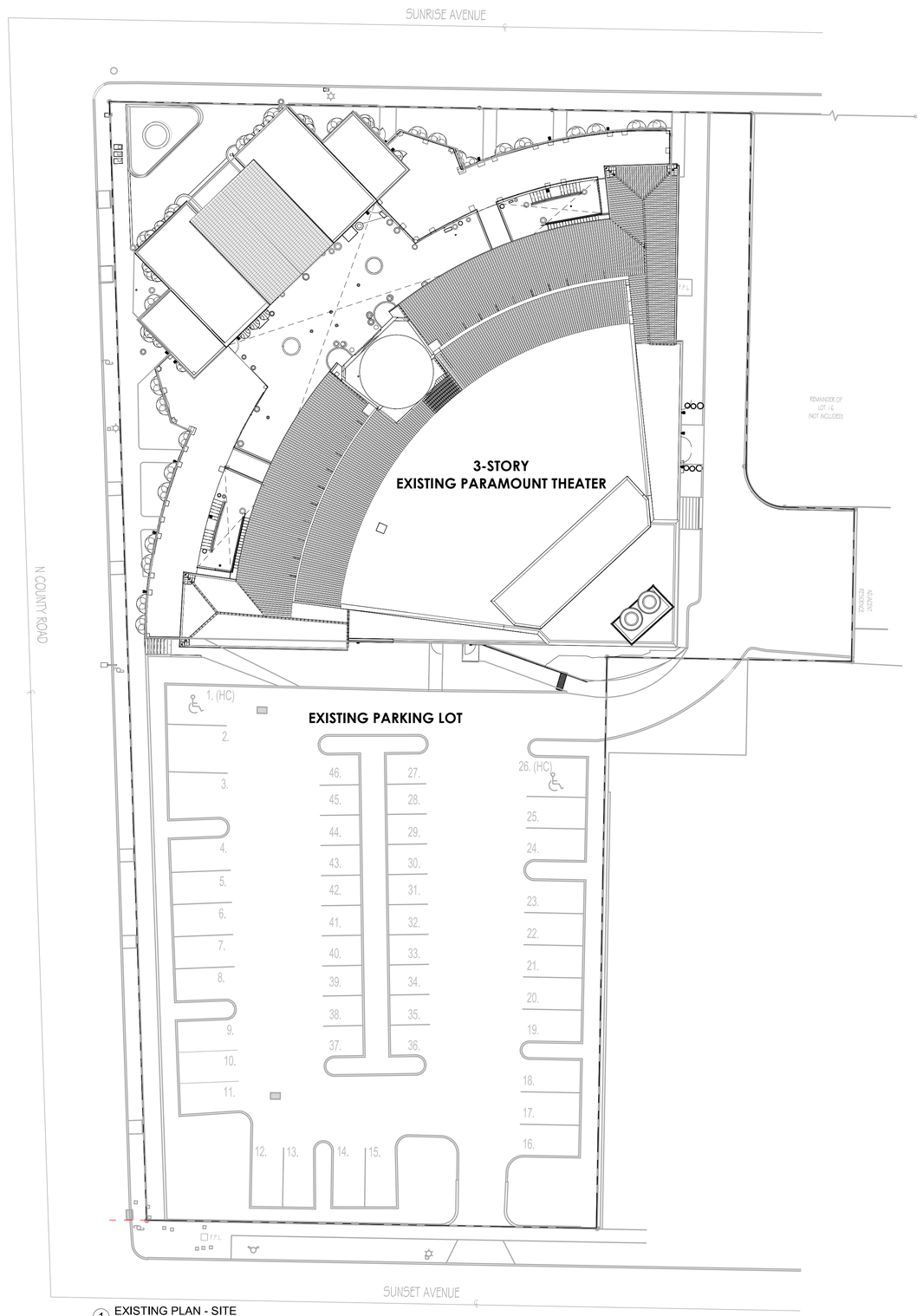
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EQUIPMENT LOCATION - SERVICE COURT

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

A-15.3



1 EXISTING PLAN - SITE
1" = 20'-0"

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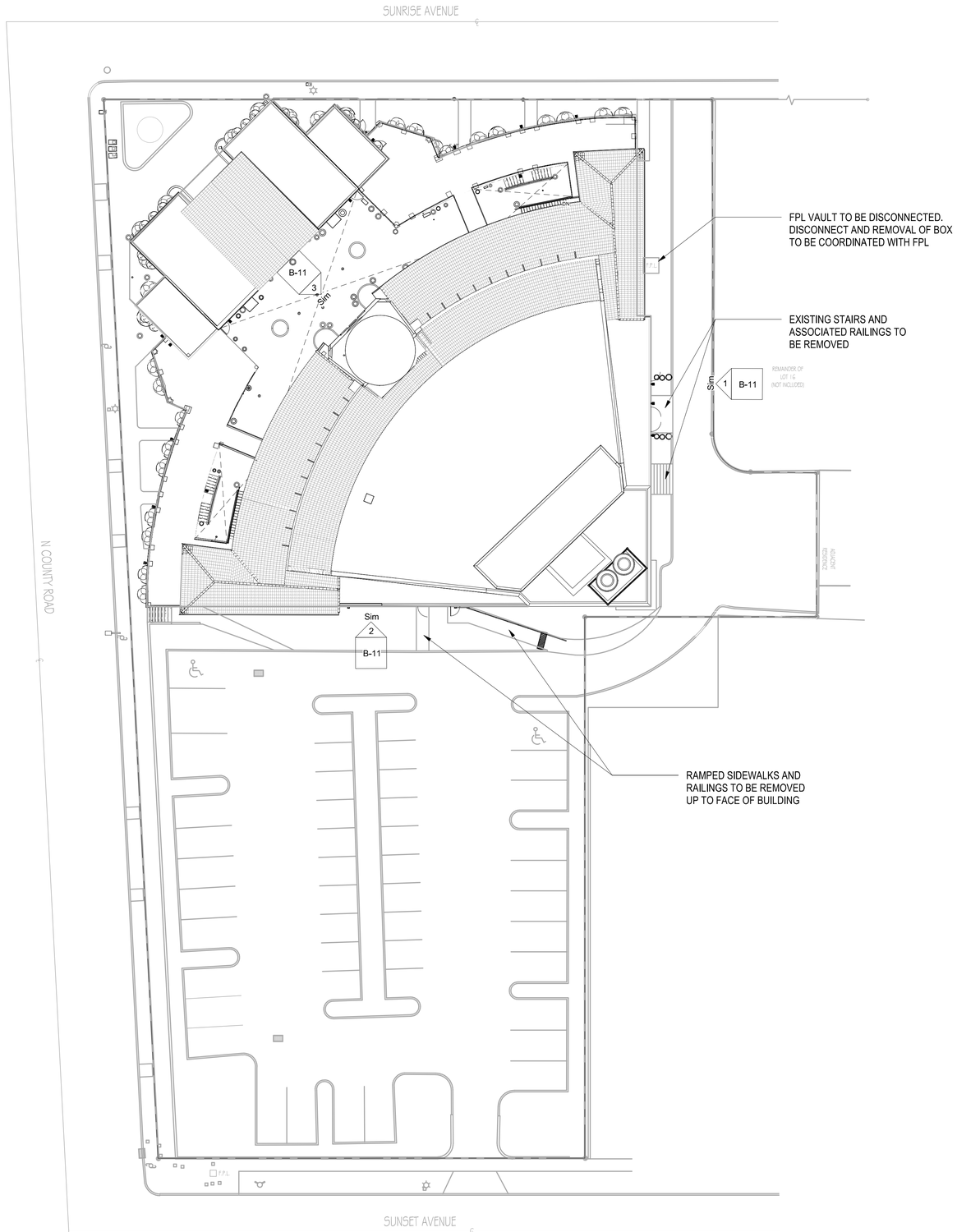
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EXISTING SITE PLAN

B-1

Scale: 1" = 20'-0"
Note: When printed on 11 x 17 paper scale is half



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 NECESSARY MATERIALS 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.

REG ARCHITECTS
since 1988

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Date: 2025.08.29 09:40:39-04'00'

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

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MATERIAL REMOVAL SITE PLAN

B-2

Scale: 1" = 20'-0"
Note: When printed on 11 x 17 paper scale is half



1 EXISTING - FIRST FLOOR
3/32" = 1'-0"

TOTAL FIRST FLOOR AREAS: 23,922 SF

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ARCHITECTS
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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION
1	9/28/25	PRE-APP COMMENTS

DATE	9/08/2025
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PROJECT #	24019

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EXISTING FIRST FLOOR PLAN

B-3



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 NECESSARY MATERIALS 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.

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.

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 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 PROPOSE 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.

LEGEND

- EXISTING THEATER WALLS TO BE REMOVED, REFER TO ELEVATION B-11 FOR ELEVATION ANALYSIS
- NEW OPENING TO BE MADE WITHIN EXISTING EXTERIOR WALLS
- EXISTING STAIRS & ELEVATORS TO BE REMOVED
- EXISTING SUSPENDED DRYWALL TO BE REMOVED FOR NEW STAIRS AND OPENINGS/ELEVATORS
- EXISTING BARREL ROOF TILE TO BE REMOVED AND REPLACED WITH LUDOWICI'S ROOF OR EQUAL TILES, IN "BARREL PALM BEACH STYLE", COLOR TO MATCH EXISTING BARREL ROOF TILES

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION
1	9/28/25	PRE-APP COMMENTS

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

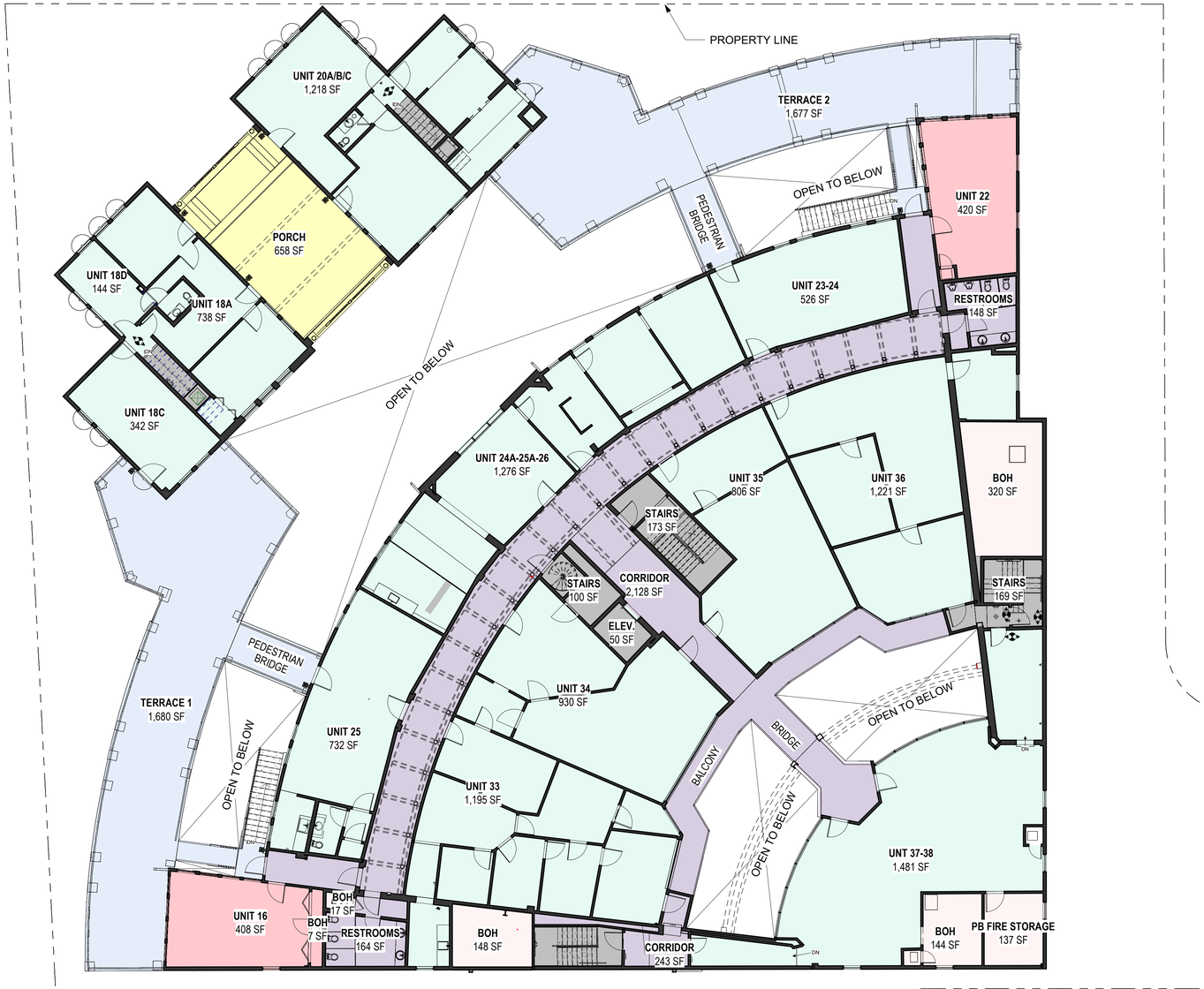
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MATERIAL REMOVAL FLOOR PLAN - LEVEL 01

B-4

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



1 EXISTING - SECOND FLOOR PLAN
3/32" = 1'-0"

TOTAL SECOND FLOOR AREAS: 19,524 SF

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Historic Paramount Theater

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PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

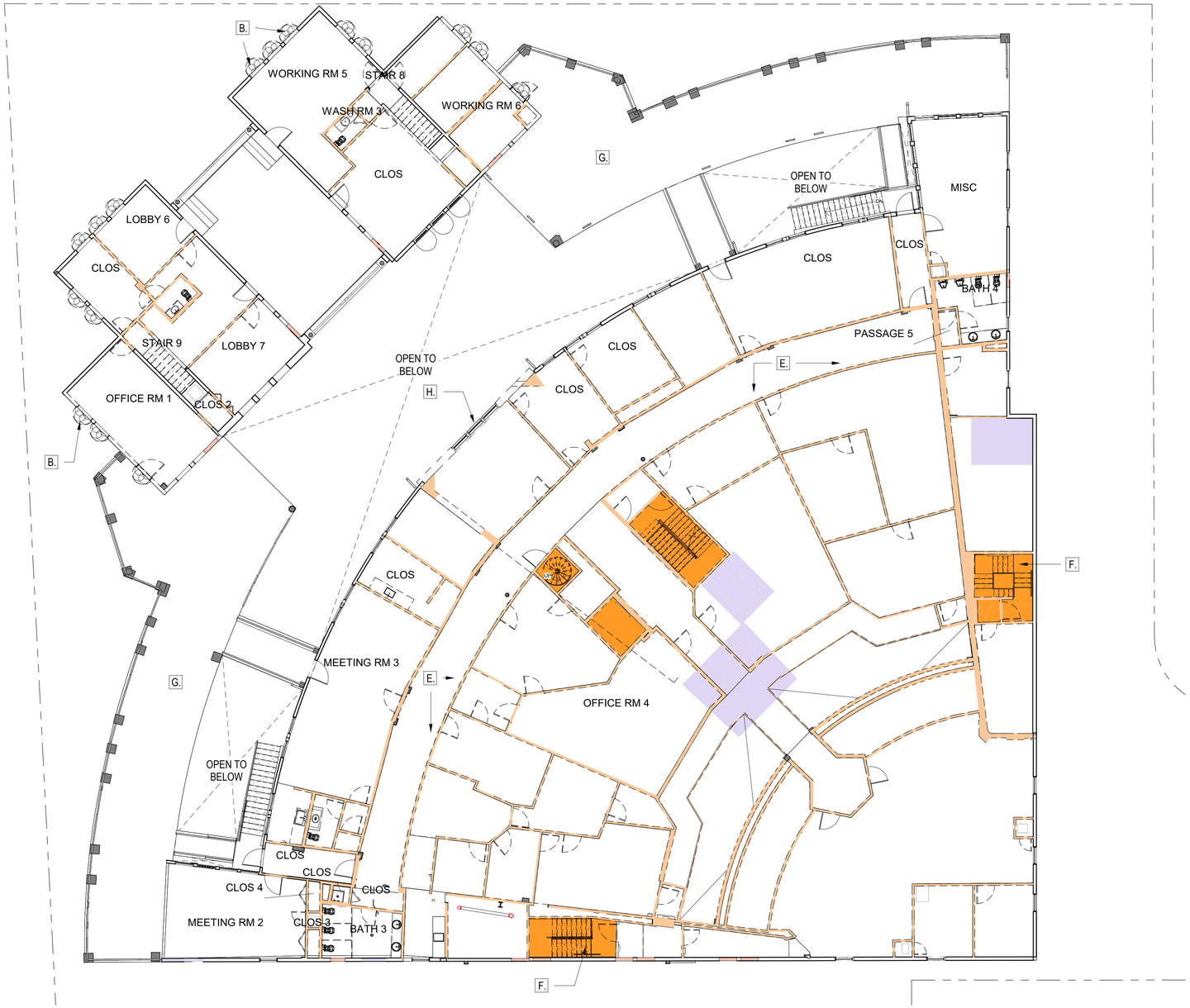
DATE	9/08/2025
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EXISTING SECOND FLOOR PLAN

B-5



1 MATERIAL REMOVAL PLAN - LEVEL 02 - 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.
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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 NECESSARY MATERIALS TO ALLOW NEW CONSTRUCTION TO BE ACCOMPLISHED. SEE DRAWINGS SHOWING PROPOSED NEW CONSTRUCTION.

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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.
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.

LEGEND

- EXISTING THEATER WALLS TO BE REMOVED, REFER TO ELEVATION B-11 FOR ELEVATION ANALYSIS
- NEW OPENING TO BE MADE WITHIN EXISTING EXTERIOR WALLS
- EXISTING STAIRS & ELEVATORS TO BE REMOVED
- EXISTING SUSPENDED DRYWALL TO BE REMOVED FOR NEW STAIRS AND OPENINGS/ELEVATORS
- EXISTING BARREL ROOF TILE TO BE REMOVED AND REPLACED WITH LUDOWICI'S ROOF OR EQUAL TILES, IN "BARREL PALM BEACH STYLE", COLOR TO MATCH EXISTING BARREL ROOF TILES

REG ARCHITECTS
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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION
1	9/28/25	PRE-APP COMMENTS

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

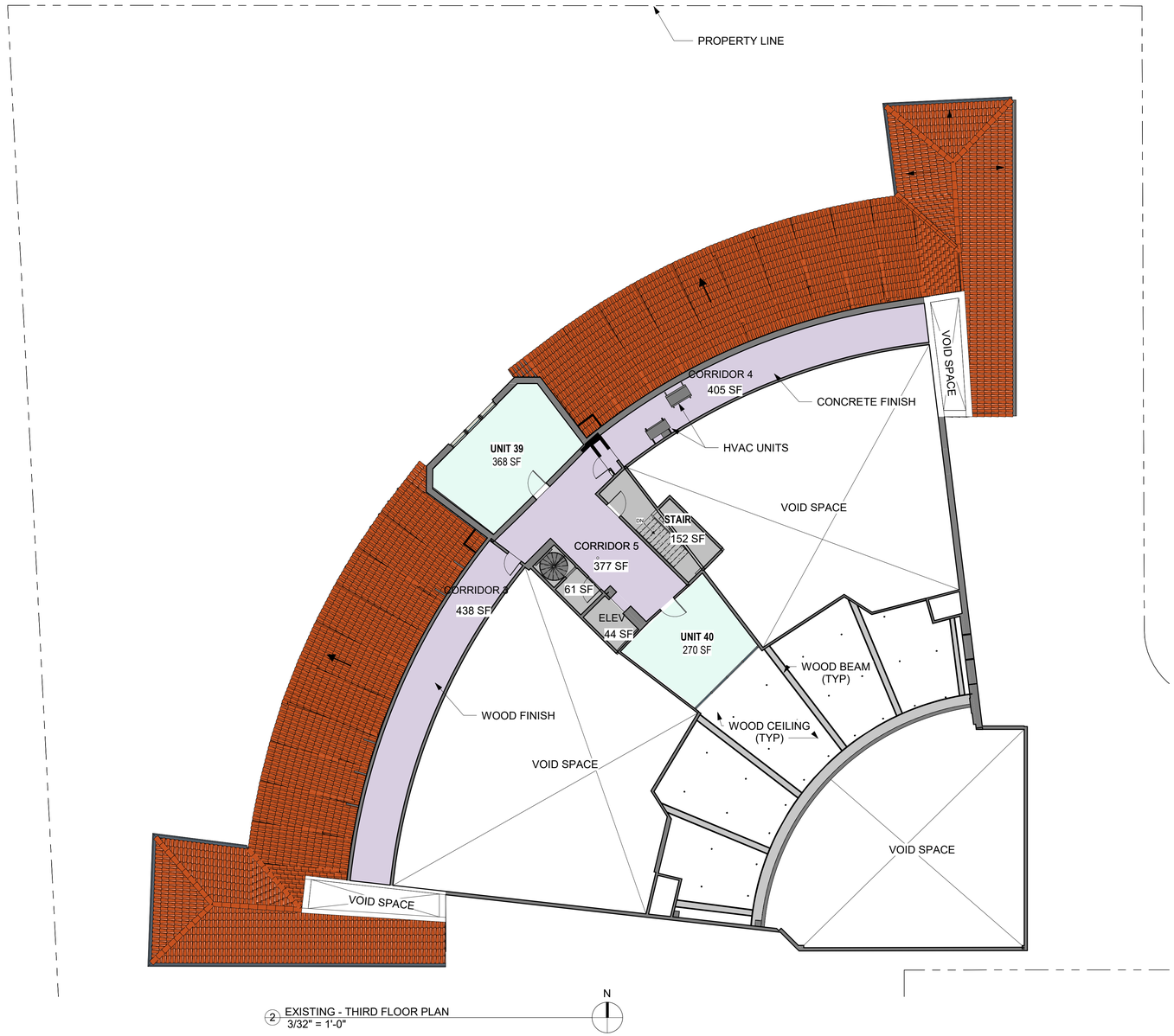
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MATERIAL REMOVAL FLOOR PLAN - LEVEL 02

B-6

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



2 EXISTING - THIRD FLOOR PLAN
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	843 SF
OFFICE	638 SF
ROOF	N/A
VERTICAL CIRCULATION	257 SF
TOTAL THIRD FLOOR AREAS	1,738 SF

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

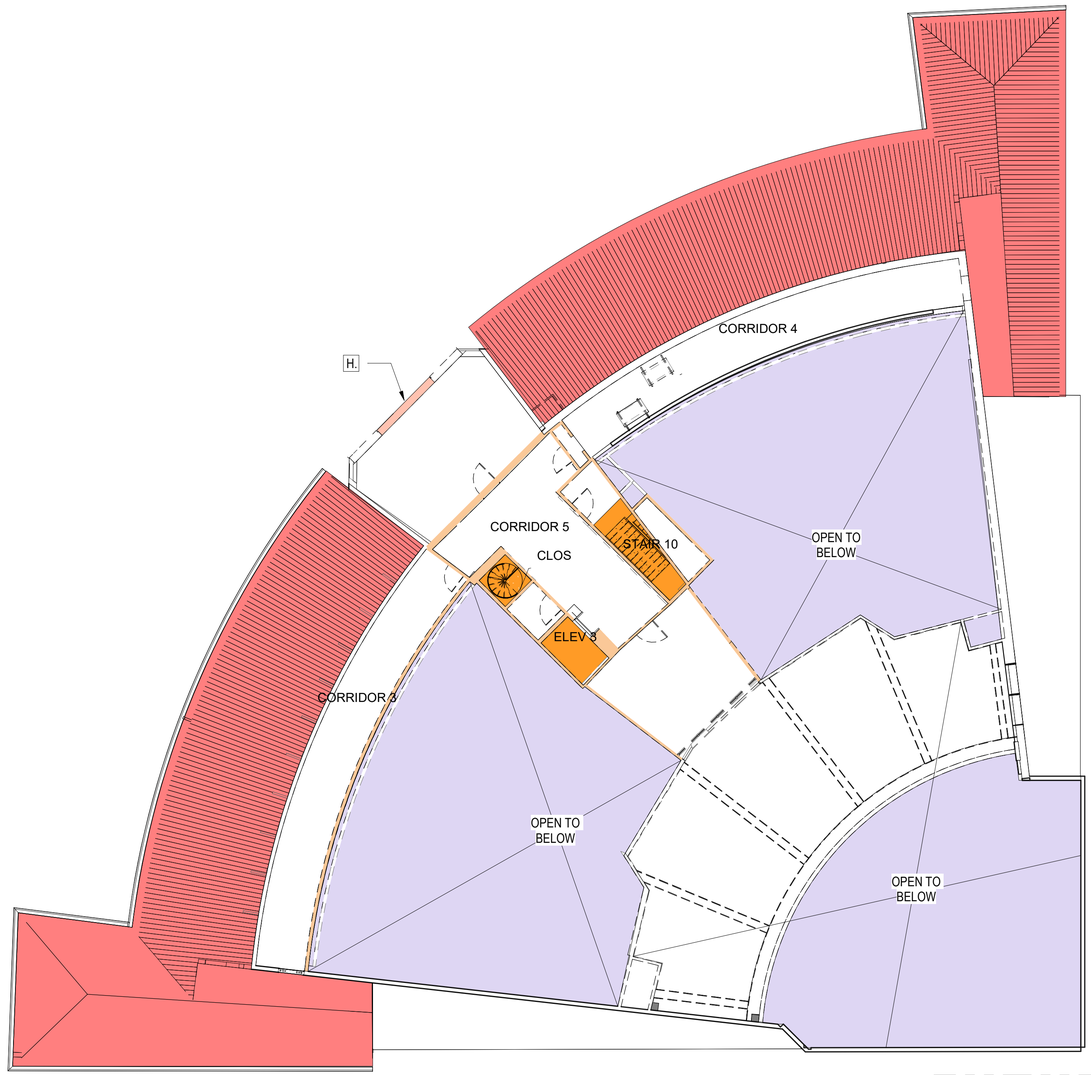
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EXISTING THIRD FLOOR PLAN

B-7



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.

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 NECESSARY MATERIALS 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.

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.

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.
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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.
G. EXISTING ROOFING TO BE REMOVED. ROOF TO BE ALTERED IN ORDER TO ACCOMMODATE PAVERS AND PLANTERS AS SHOWN ON PROPOSED FLOOR PLANS.
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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 ELEVATION B-11 FOR ELEVATION ANALYSIS
- NEW OPENING TO BE MADE WITHIN EXISTING EXTERIOR WALLS
- EXISTING STAIRS & ELEVATORS TO BE REMOVED
- EXISTING SUSPENDED DRYWALL TO BE REMOVED FOR NEW STAIRS AND OPENINGS/ELEVATORS
- EXISTING BARREL ROOF TILE TO BE REMOVED AND REPLACED WITH LUDOWICI'S ROOF OR EQUAL TILES, IN "BARREL PALM BEACH STYLE", COLOR TO MATCH EXISTING BARREL ROOF TILES

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

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MODELED	SR
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PROJECT #	24019

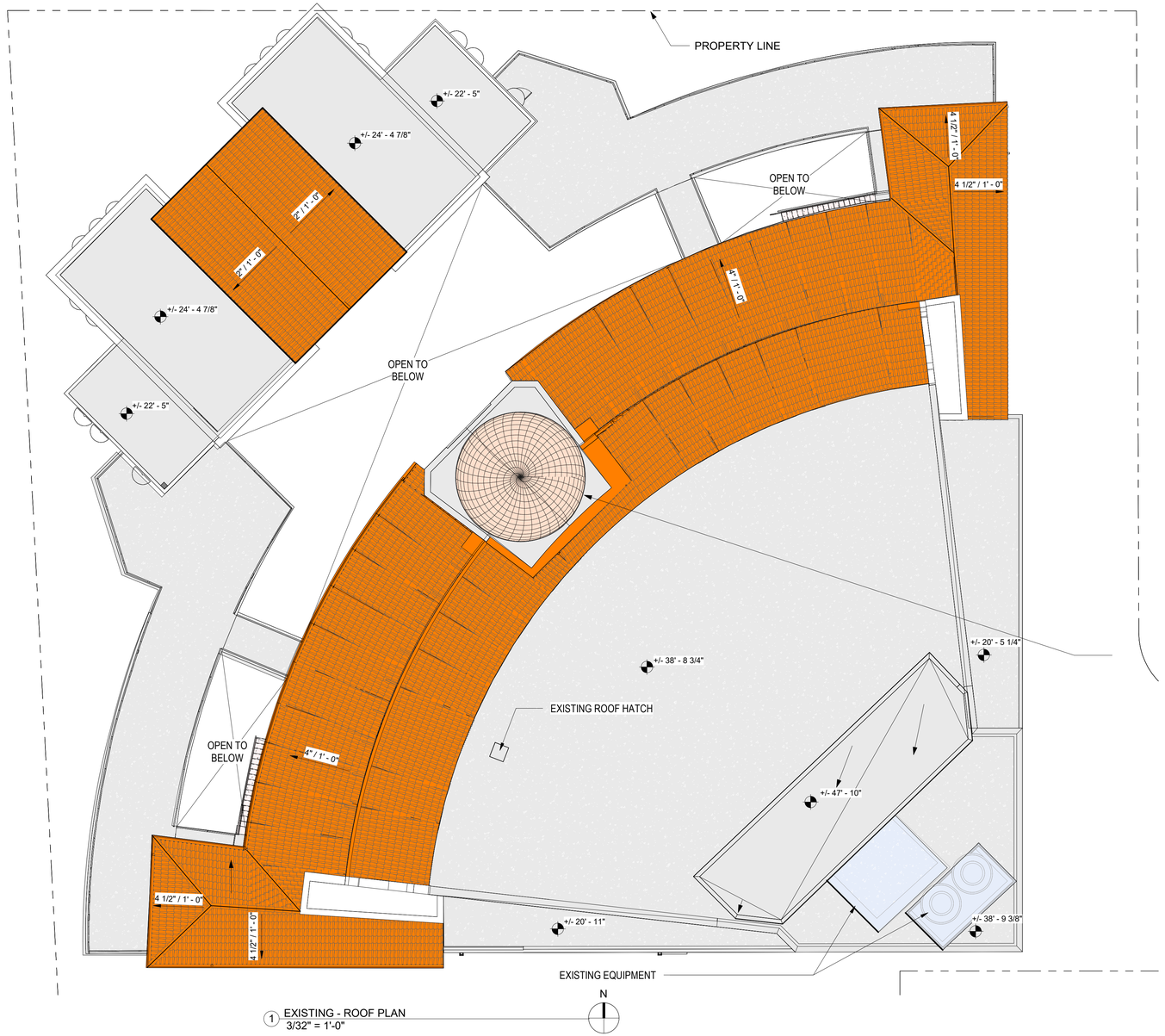
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MATERIAL REMOVAL FLOOR PLAN - LEVEL 01

B-8

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



1 EXISTING - ROOF PLAN
3/32" = 1'-0"

PLANNING MATRIX

- ROOF (BARREL ROOF TILE)
- ROOF (BUILT UP)
- DOME (COPPER)
- MECHANICAL



PROJECT DOME
NTS

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

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EXISTING ROOF PLAN

B-9



1 MATERIAL REMOVAL PLAN - ROOF
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 NECESSARY MATERIALS 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.

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.

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 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 PROPOSE 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.

LEGEND

- EXISTING THEATER WALLS TO BE REMOVED, REFER TO ELEVATION B-11 FOR ELEVATION ANALYSIS
- NEW OPENING TO BE MADE WITHIN EXISTING EXTERIOR WALLS
- EXISTING STAIRS & ELEVATORS TO BE REMOVED
- EXISTING SUSPENDED DRYWALL TO BE REMOVED FOR NEW STAIRS AND OPENINGS/ELEVATORS
- EXISTING BARREL ROOF TILE TO BE REMOVED AND REPLACED WITH LUDOWICI'S ROOF OR EQUAL TILES, IN "BARREL PALM BEACH STYLE", COLOR TO MATCH EXISTING BARREL ROOF TILES

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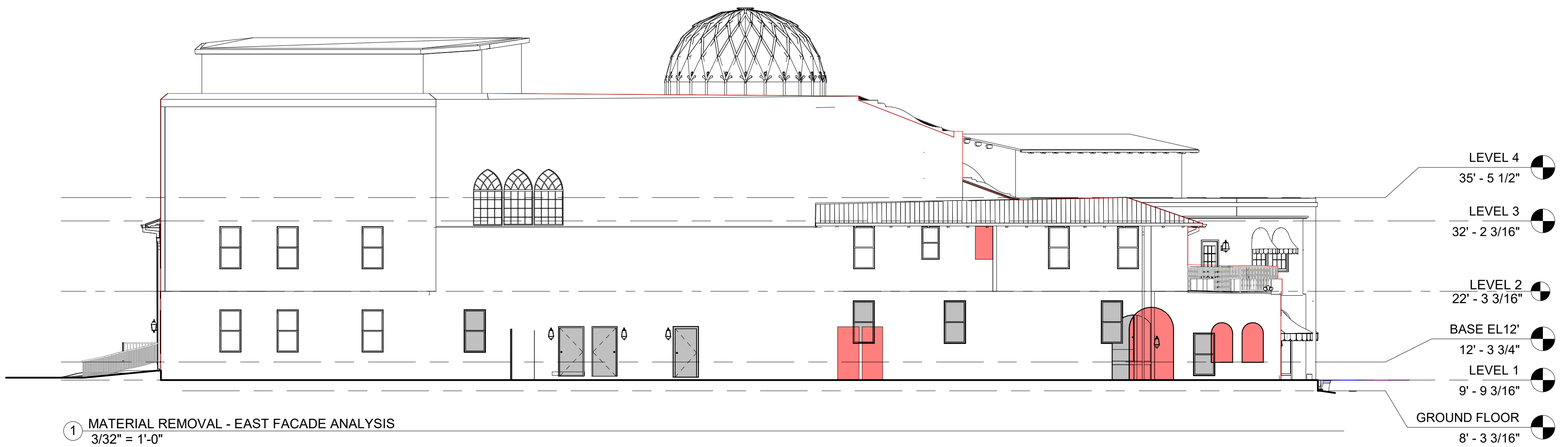
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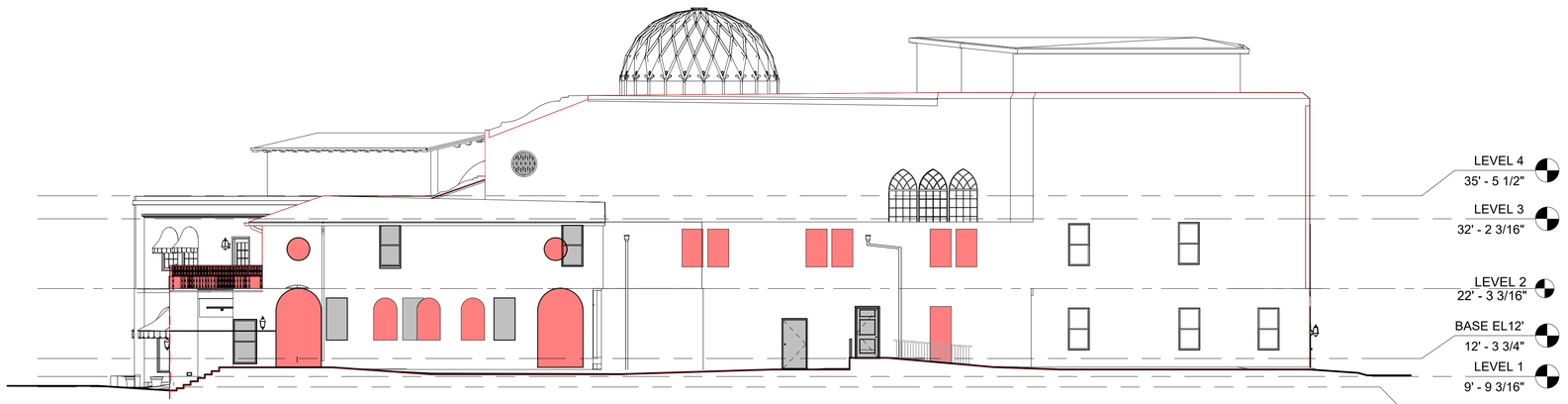
MATERIAL REMOVAL FLOOR PLAN - ROOF

B-10

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



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:	238 SQFT		
ESTIMATED SQUARE FOOTAGE BEING FILLED:	284 SQFT		
TOTAL PERCENTAGE OF MATERIAL REVISION	522 SQFT / 5,516 SQFT	-	9.5%

SOUTH FACADE CALCULATION

TOTAL FACADE SQUARE FOOTAGE:	5,540 SQFT		
	@ 50%	-	2,770 SQFT
ESTIMATED SQUARE FOOTAGE OF MATERIAL BEING REMOVED:	320 SQFT		
ESTIMATED SQUARE FOOTAGE BEING FILLED:	122 SQFT		
TOTAL PERCENTAGE OF MATERIAL REVISION	442 SQFT / 5,540 SQFT	-	8%

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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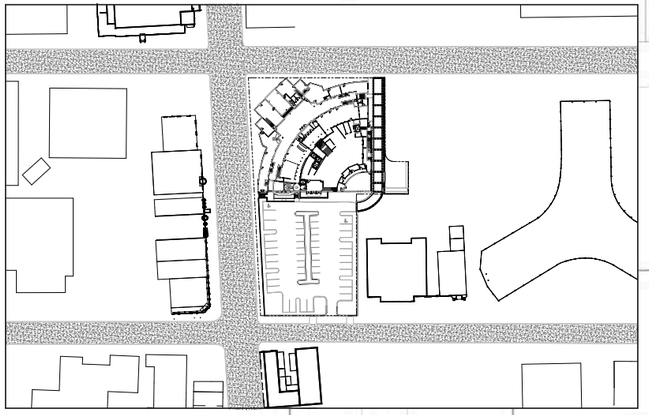
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MATERIAL REMOVAL FACADE ANALYSIS

B-11

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

LOCATION MAP



PROPOSED SITE PLAN

SCALE: 1" = 40'

0' 20' 40'

NOTES

1. Existing wall
2. New service gate
3. Theatre service court
4. Theatre mechanical roof enclosure

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ROBERT A.M. STERN ARCHITECTS

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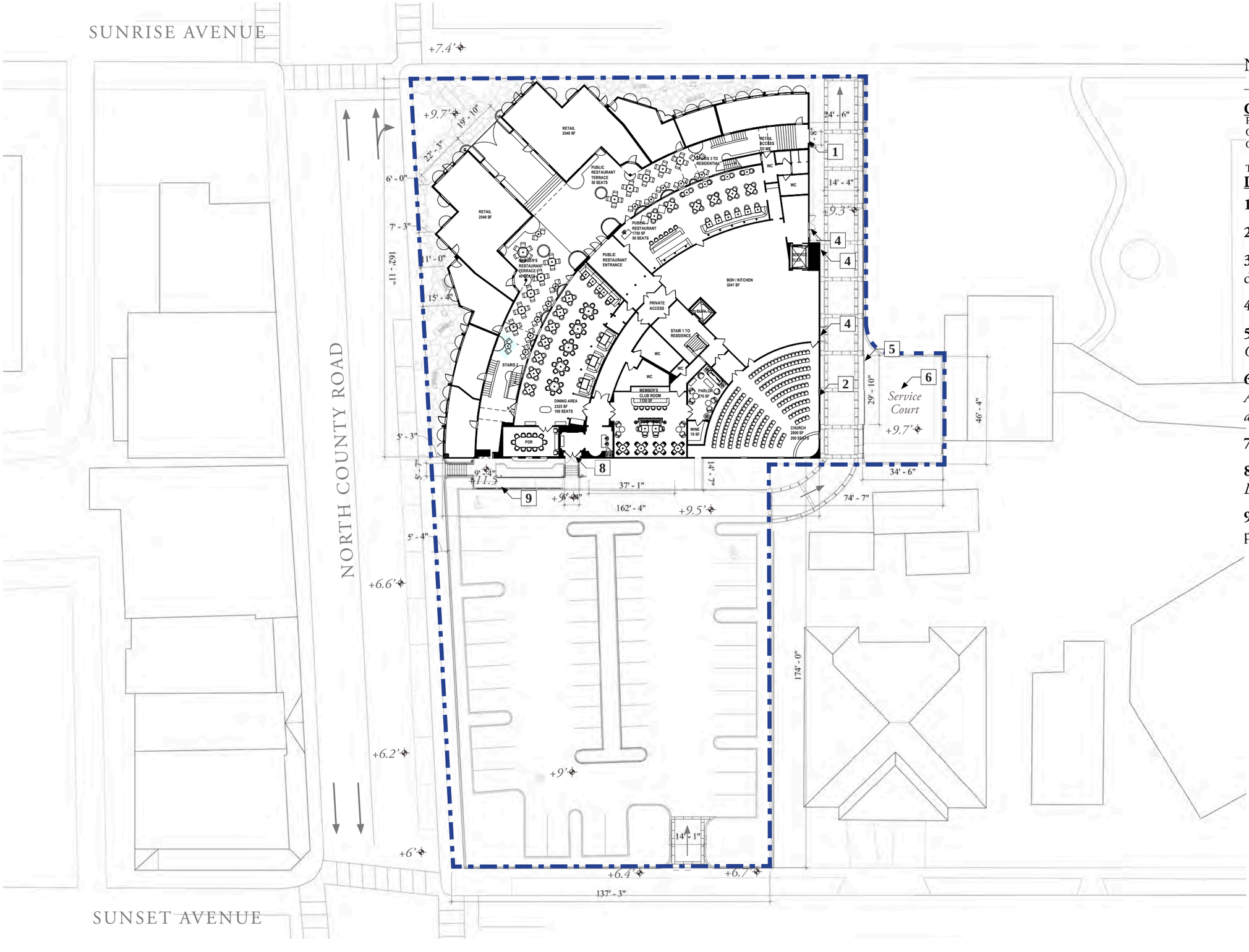
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PROPOSED SITE PLAN & ROOF PLAN

C-2.2



PROPOSED PLAN: GROUND FLOOR

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

NOTES

GROUND FLOOR AREA:

RETAIL:	5,409 SF
COURTYARD:	4,816 SF
CHURCH/CLUB/CAFE:	13,697 SF
TOTAL:	23,922 SF

DESIGN NOTES:

1. Widen existing portals

2. ADA access to patio

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

4. New service/egress doors

5. Service gate *C-7)*

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

7. Restore historic colonnade

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

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

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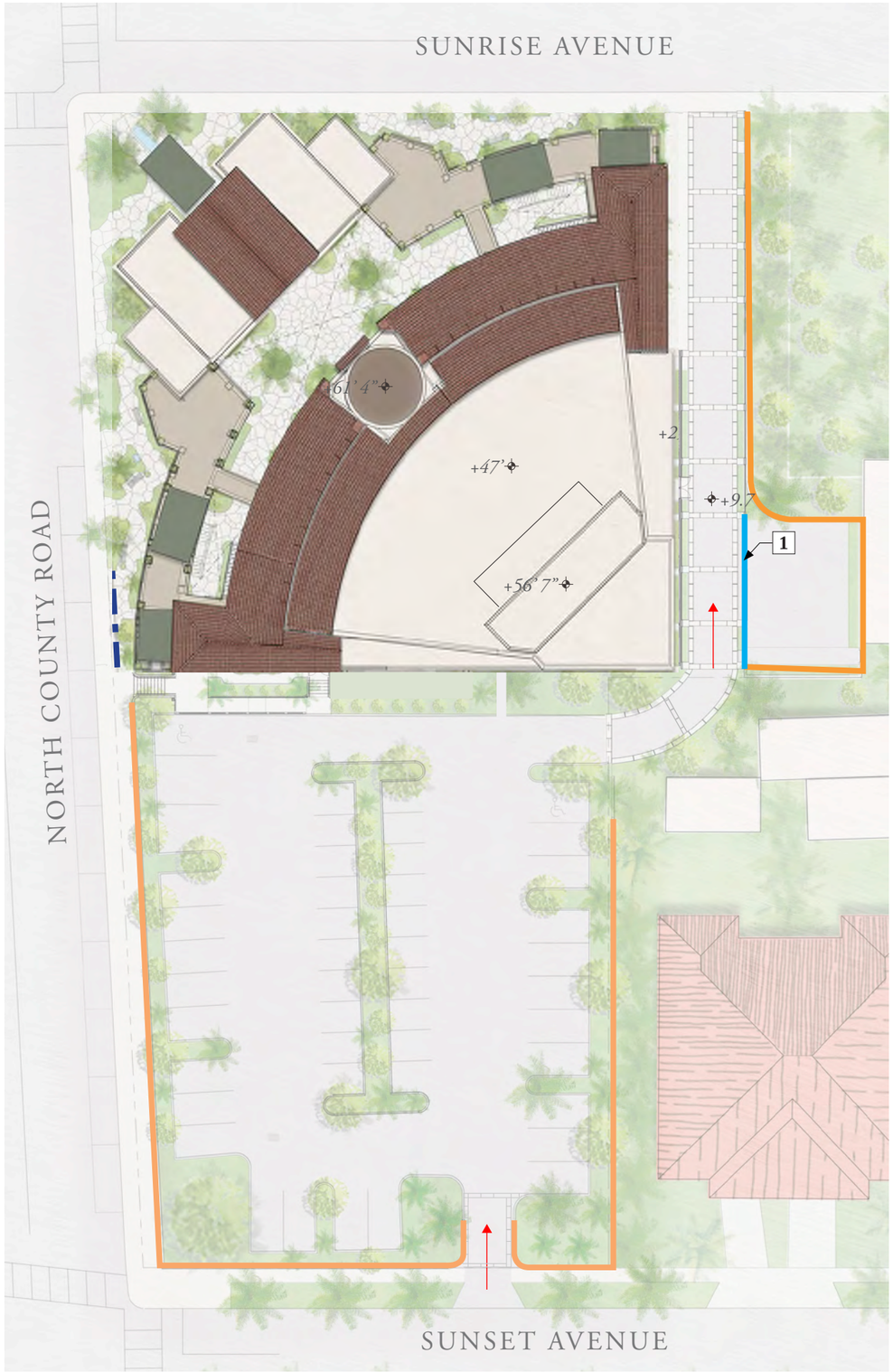
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PROPOSED PLAN - GROUND FLOOR

C-3.1



SCALE: 1" = 40'
0’ 20’ 40’
N



1. East Service Gate
(Service gates to slide back and stack for service vehicle entry)

LEGEND

- Gates
- 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

PROPOSED FENCES, GARDEN WALLS & GATES

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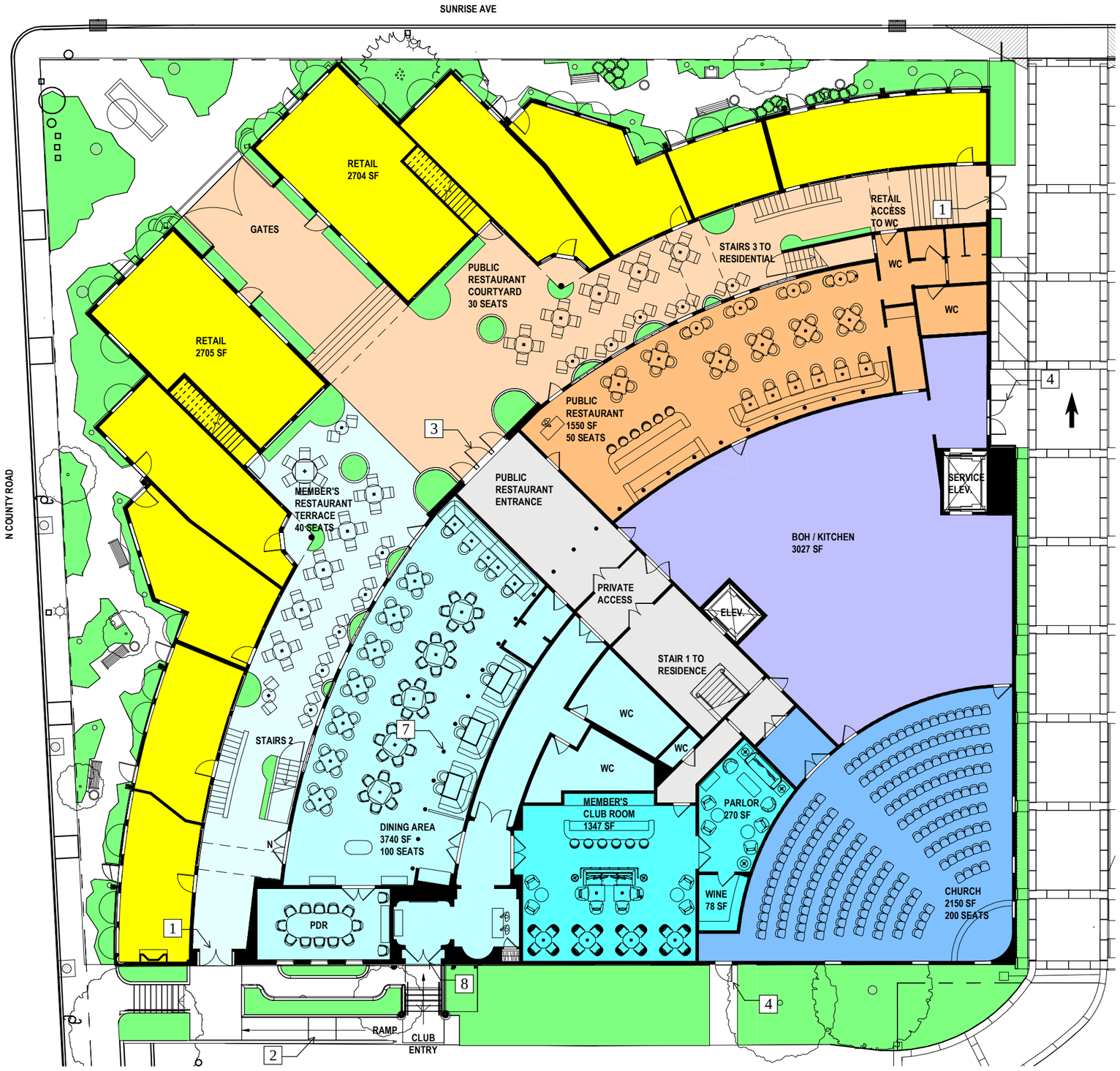
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PROPOSED FENCE, GARDEN WALLS & GATES

C-7



1 PROPOSED - FIRST FLOOR
1" = 20'-0"

AREA CALCULATIONS

RETAIL 5,420SF/30 =	181 OCC
*CAFE 1,550SF/15 =	104 OCC
BOH 3,027SF/300 =	11 OCC
**SOCIAL CLUB DINNING 3,740SF	225 OCC
** MEMBERS CLUB/PARLOR 1,346SF	
CHURCH 2,149SF/30	72 OCC
CIRCULATION 1,381SF	

TOTAL OCCUPANCY 1ST FLOOR = 593

*RESTROOMS REMOVED FROM AREA SF OF OCCUPANCY CALCULATIONS
**POSTED MAXIMUM OCCUPANCY LIMITED TO 225 OCCUPANTS

PARKING CALCULATIONS

RETAIL 5,420 SF/200 =	27.1 SPACES
CAFE 1,550 SF/ (50 FIXED SEATS)/3 =	16.66 SPACES
BOH 2,871 SF/300 =	9.57 SPACES
SOCIAL CLUB 175 MEMBERS/4 = (DINING & LOUNGE)	43.75 SPACES
*CHURCH 200 SEATS /4 =	50 SPACES
RESIDENTIAL (AC) 16,486 SF = 2 PER 3,000 SF + 1 FOR EACH ADDITIONAL 3,000 SF	6.49 SPACES

TOTAL REQ. PARKING = 105.08 SPACES

TOTAL PARKING PROVIDED = 133 SPACES

*CHURCH OPERATIONS IS NOT CONCURRENT WITH SOCIAL CLUB HOURS.

PLUMBING FIXTURE CALCULATIONS

BUILDING / OCCUPANCY	WATER CLOSETS		LAVATORIES		DRINKING FOUNTAIN	SERVICE SINK
TABLE 403.1 PLUMBING	MALE	FEMALE	MALE	FEMALE		
CLUB/BAR 225 OCC	2.81	4.66	1.5	1.5	.45	
CAFE 104 OCC	1.44	1.44	.26	.26	.21	
CHURCH 72 OCC	.24	.48	.18	.18	.072	
RETAIL 181 OCC	.181	.181	.12	.12	.181	
TOTAL REQUIREMENTS	4.671	6.761	2.06	2.06	.913	1
TOTAL PROVIDED	5	7	3	3	1	1

DESIGN NOTES:

1. Widen existing portals add new gates
2. ADA access to courtyard
3. Reintroduce historic front doors
4. New service/egress doors
5. Service gate (Not Shown)
6. Service court (Not Shown)
7. Restore historic colonnade
8. New southern entry

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PROPOSED SEATING PLAN - GROUND FLOOR

C-8.1



1 PROPOSED - SECOND FLOOR
1" = 20'-0"

AREA CALCULATIONS

	RESIDENTIAL 16,486 SF/200 = (2ND FLOOR)	85 OCC
	TERRACE 4,069 SF/200 =	22 OCC
	TOTAL OCCUPANCY 2ND FLOOR = 107	

DESIGN NOTES:

1. Reintroduce historic fabric canopies and awnings

2. Reintroduce historic exterior fireplace/chimney

3. Reintroduce historic railings and planter boxes

4. Reintroduction of landscaped terraces

5. New residential stair case

6. Restore courtyard elevation

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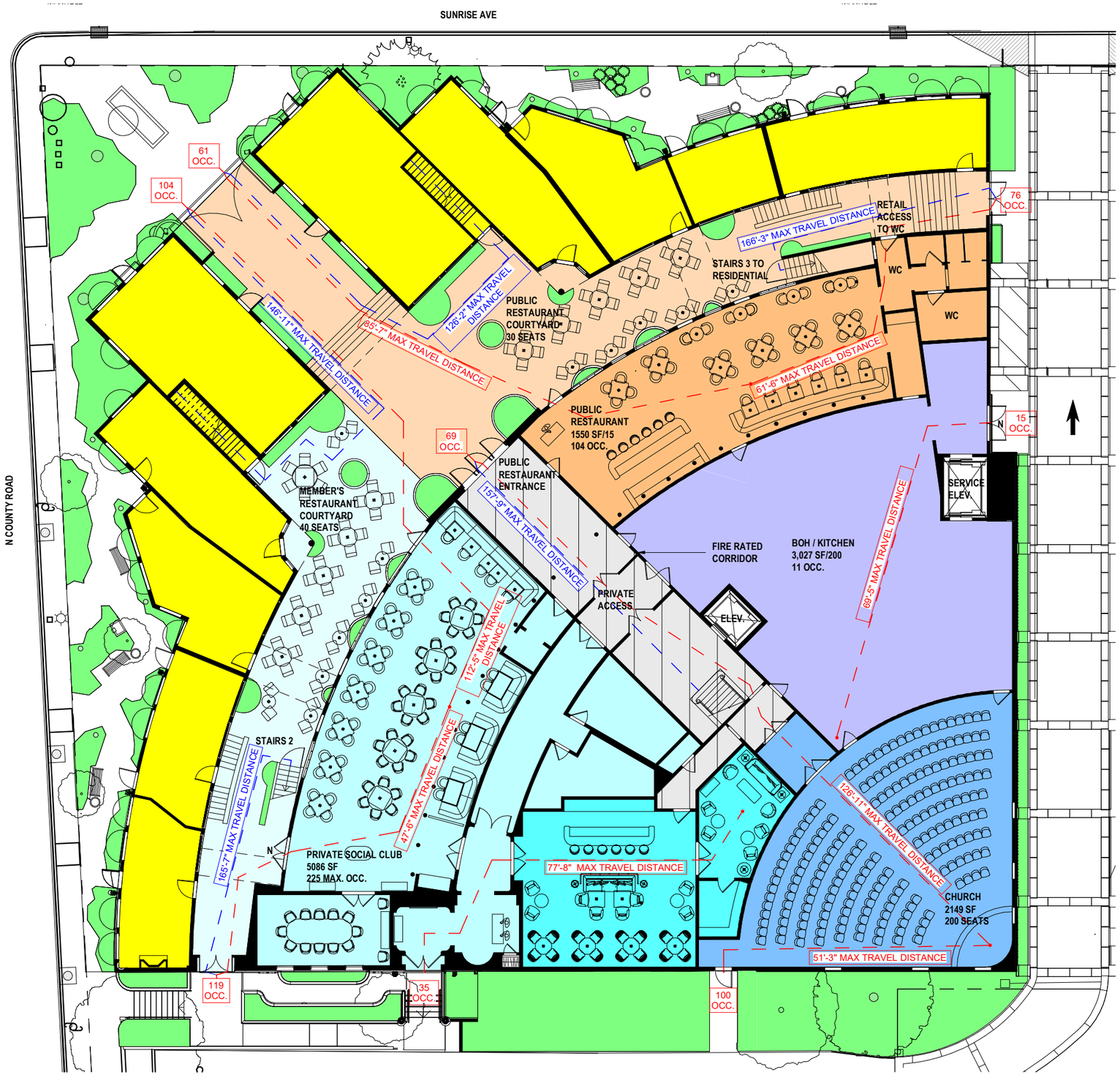
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PROPOSED SEATING PLAN - SECOND FLOOR

C-8.2



1 FIRST FLOOR LIFE SAFETY PLAN
1" = 20'-0"

LIFE SAFETY CODE TABULATION

MAXIMUM TRAVEL DISTANCE

OCCUPANT LOAD — XXX OCC.

TRAVEL DISTANCE FROM UPPER LEVEL

TYPE OF CONSTRUCTION
TYPE IIIB SPRINKLERED

MAXIMUM TRAVEL DISTANCE = 250'-0"

REQUIRED SEPERATION OF OCCUPANCIES ASSEMBLY AND RESIDENTIAL 1 HOUR

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (HOURS) EXTERIOR BEARING WALLS 2 HOURS

NUMBER OF EXIT REQUIRED GROUND FLOORS = 3 PROVIDED 6

NUMBER OF EXIST REQUIRED SECOND FLOOR = 2 PROVIDED 3

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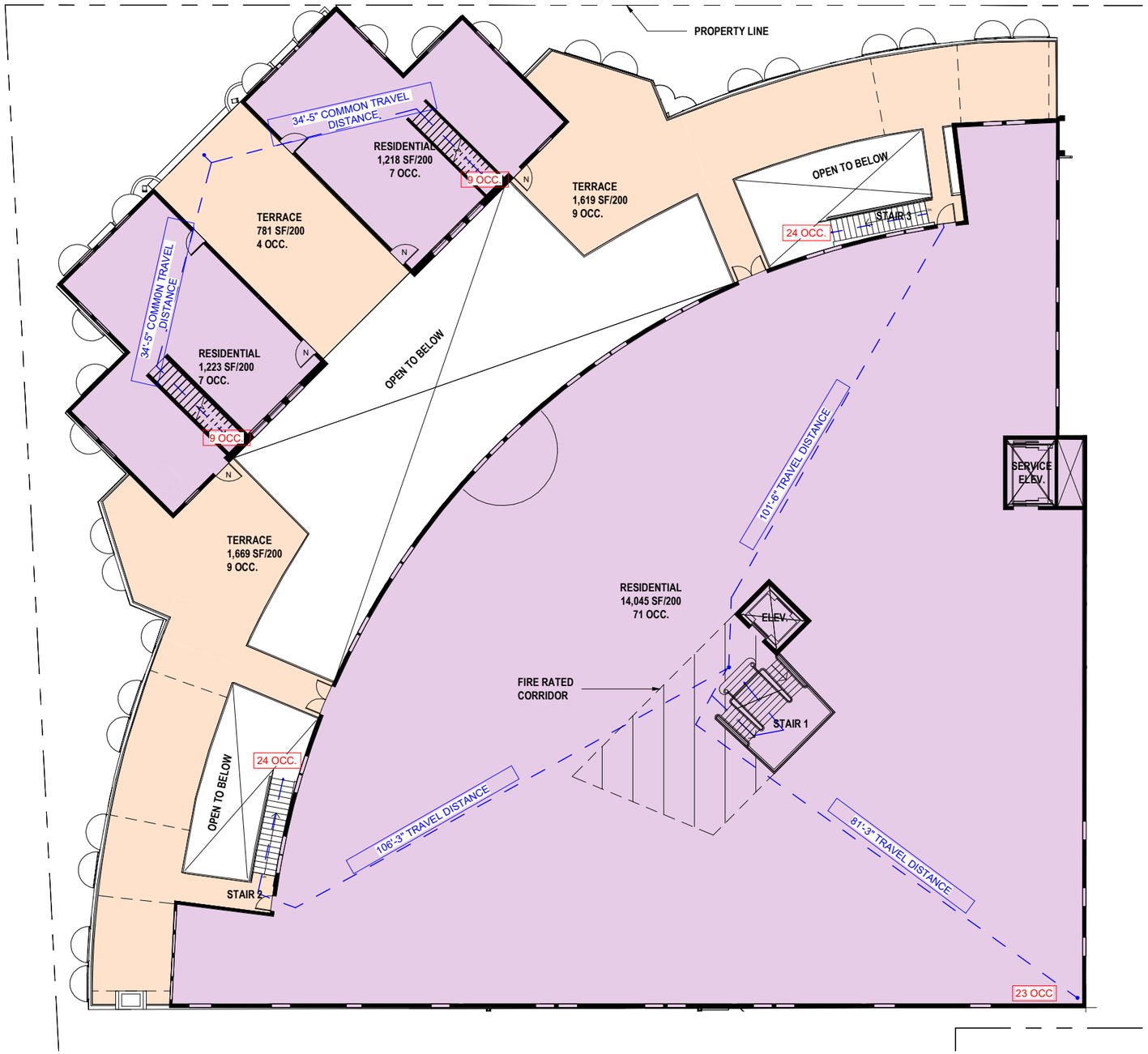
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FIRST FLOOR LIFE SAFETY PLAN

C-9



1 SECOND FLOOR LIFE SAFETY PLAN
1" = 20'-0"

LIFE SAFETY CODE TABULATION

MAXIMUM TRAVEL DISTANCE

OCCUPANT LOAD — XXX OCC.

TRAVEL DISTANCE FROM UPPER LEVEL

TYPE OF CONSTRUCTION
TYPE IIIB SPRINKLERED

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NUMBER OF EXIT REQUIRED GROUND FLOORS = 3 PROVIDED 6

NUMBER OF EXIST REQUIRED SECOND FLOOR = 2 PROVIDED 3

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SECOND FLOOR LIFE SAFETY PLAN

C-10



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

EXISTING



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

PROPOSED

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

STREET ELEVATION: NW CORNER

REG ARCHITECTS
since 1988

Rick Gonzalez, AIA
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Date: 2025.09.29 09:46:30-04'00'

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

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NORTH WEST STREET ELEVATIONS (RENDERED)

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

D-1.1



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

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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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

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NORTH WEST STREET ELEVATIONS (ANNOTATED B&W, NO LANDSCAPE)

D-1.2



EXISTING



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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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

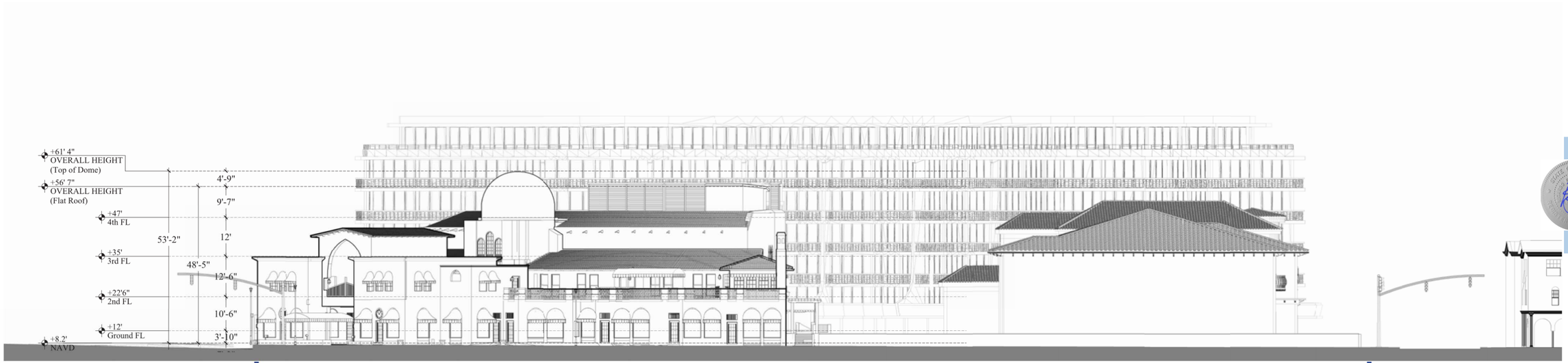
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WEST STREET ELEVATIONS (RENDERED)

D-2.1



151 N. County rd

Sunrise Ave.

PARAMOUNT THEATER

Sunset Ave.

113 N. County rd

PROPOSED

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: WEST ALONG N. COUNTY ROAD

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

REG ARCHITECTS
since 1988

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Historic Paramount Theater

139 N COUNTY RD
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RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

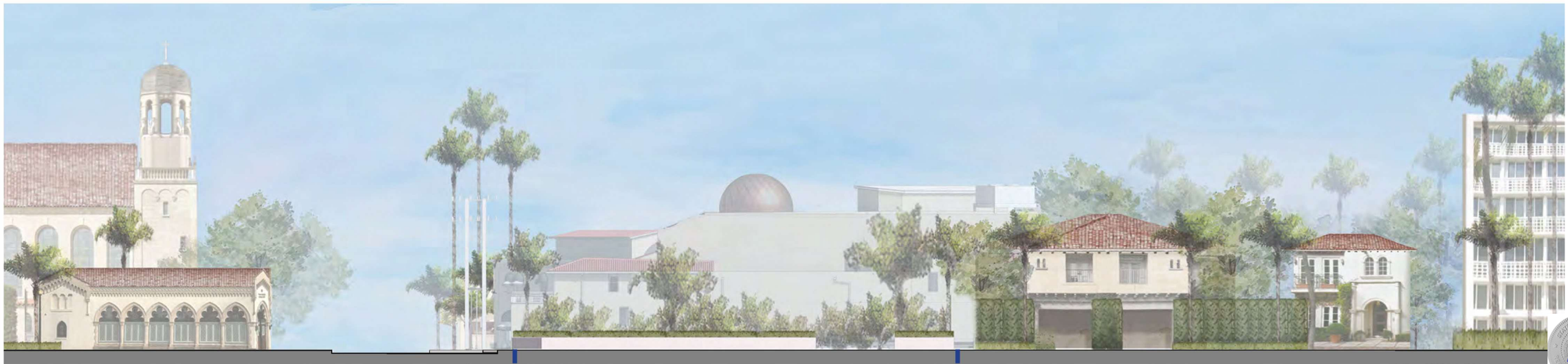
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WEST STREET ELEVATIONS (ANNOTATED B&W, NO LANDSCAPE)

D-2.2



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 | 175 & 173 Sunset Av. | 159 Sunset Av.

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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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

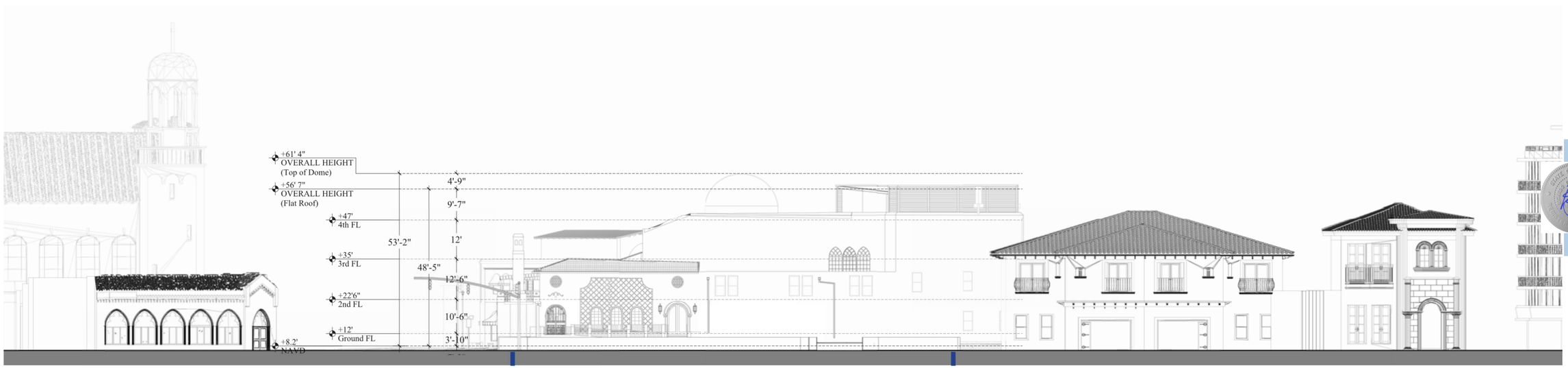
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SOUTH STREET ELEVATIONS (RENDERED)

D-3.1



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

PROPOSED

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: SOUTH ALONG SUNSET AVENUE

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

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

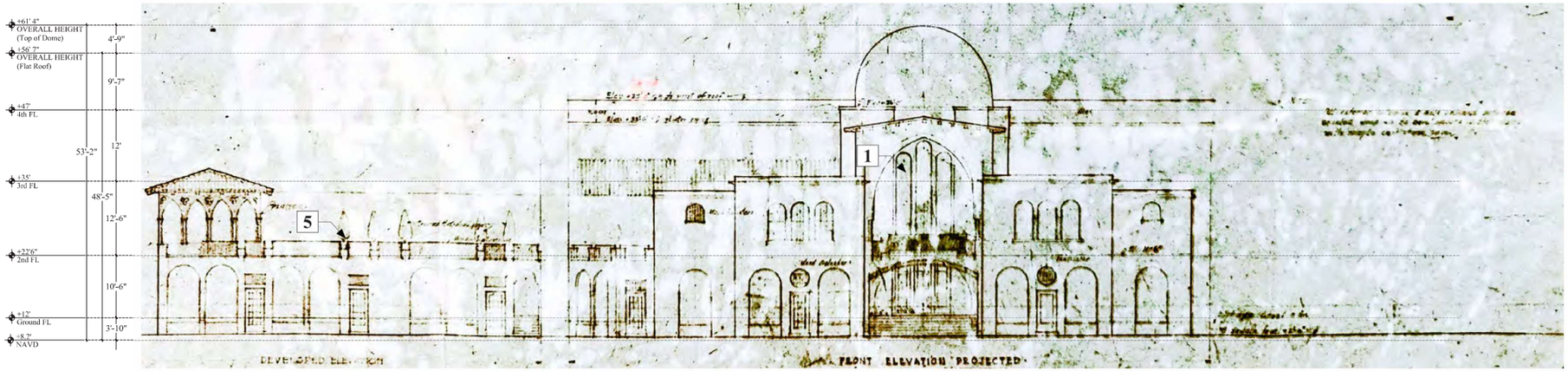
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SOUTH STREET
ELEVATIONS (ANNOTATED
B&W, NO LANDSCAPE)

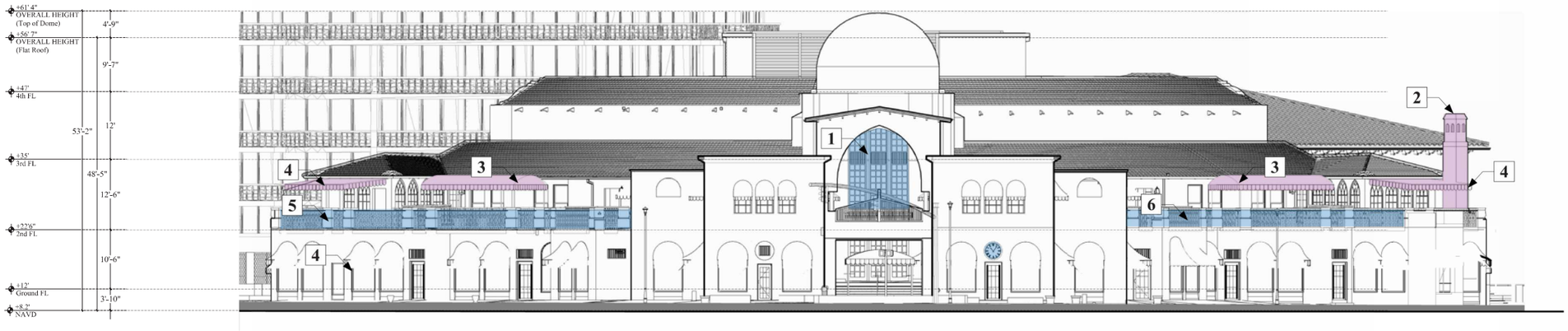
D-3.2



1926 - *Original Joseph Urban Drawing*



EXISTING



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 & D-11)*

2. Historic chimney reintroduced *(see sheet A-6)*

3. Historic canopies reintroduced *(see sheet D-16)*

4. Historic awnings reintroduced *(see sheet D-17)*

5. Historic planters reintroduced *(see sheet D-18)*

6. Railings restored *(see sheet D-18)*

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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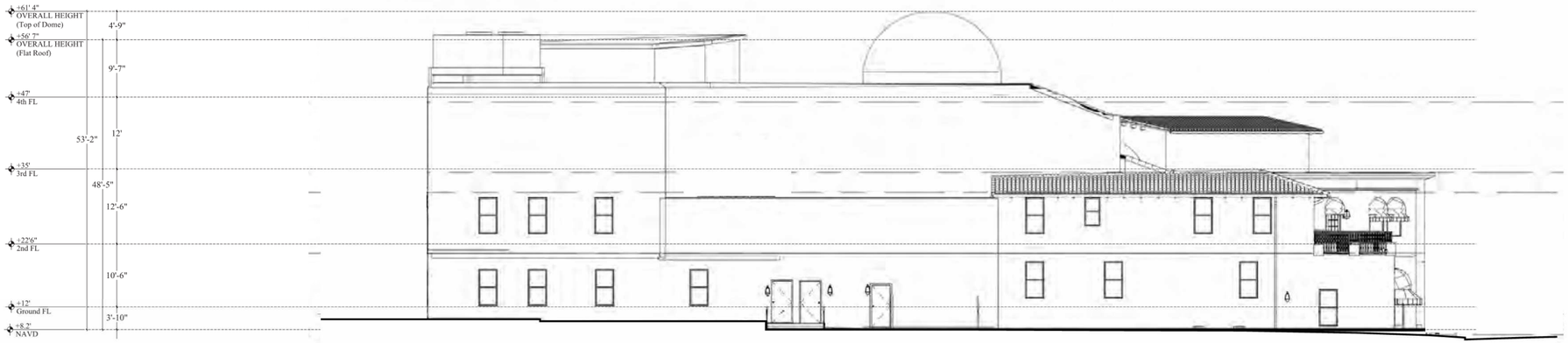
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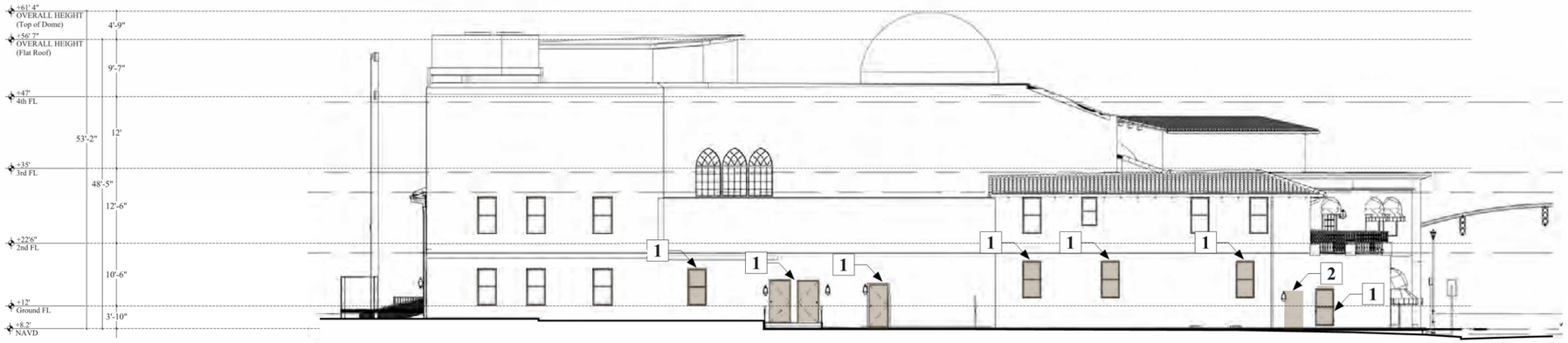
THEATER HISTORIC COMPARISON - NORTH WEST

EXISTING COND. SET - CONCEPTUAL

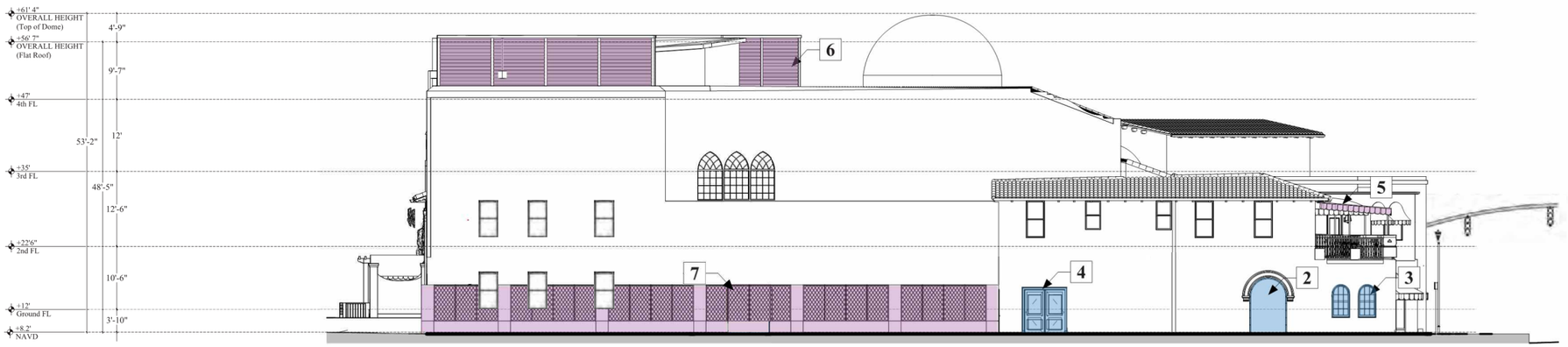
D-4.1



1927 - *Approximate Elevation, pending further archival information*



EXISTING



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

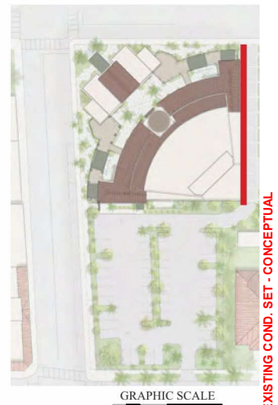
4. Door to be constructed

5. Historic canopies reintroduced *(sheet D-16)*

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

7. New lattice to support greenery *(sheet D-21)*

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

REG ARCHITECTS
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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

DATE	9/08/2025
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CHECKED	JT/REG
PROJECT #	24019

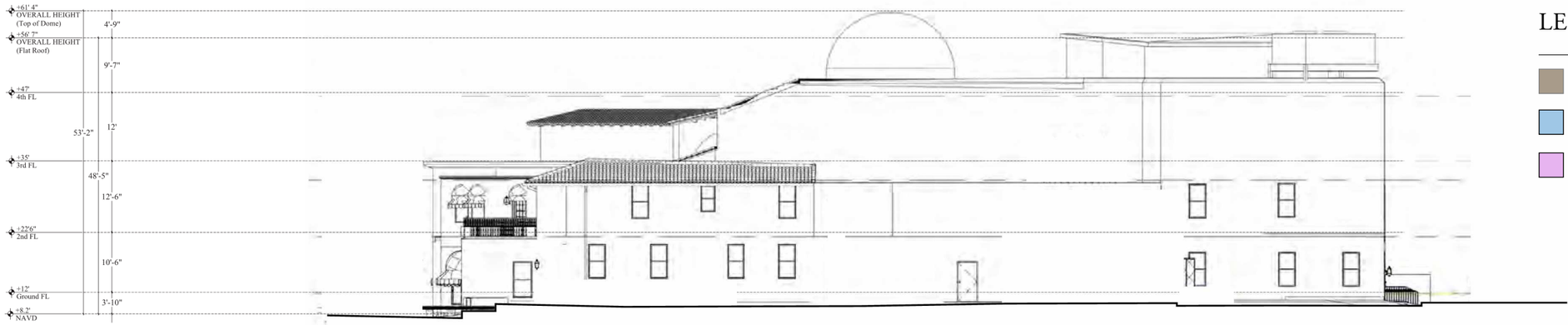
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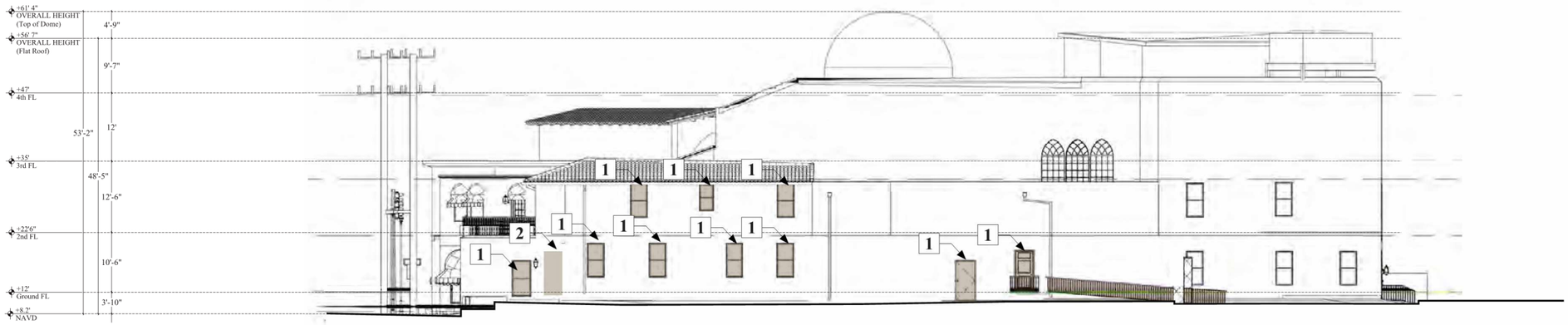
THEATER HISTORIC COMPARISON - EAST

EXISTING COND. SET - CONCEPTUAL

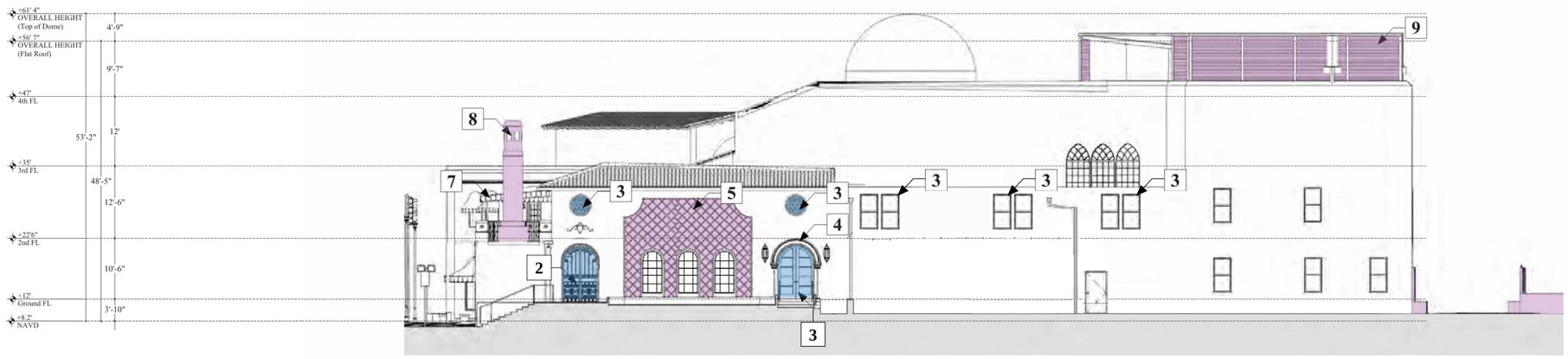
D-4.2



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 *(sheet D-20)*

3. Window/door to be constructed

4. New fabric canopy o Club entry

5. New lattice to support greenery *(sheet D-21)*

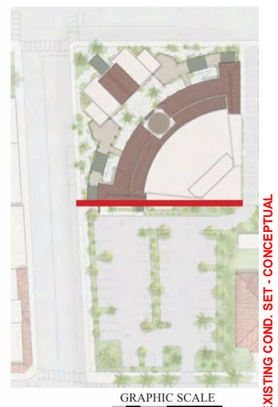
6. NOT USED

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

8. Reintroduce historic chimney *(sheet A-6)*

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

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

EXISTING COND. SET - CONCEPTUAL

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since 1988

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Historic Paramount Theater

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WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

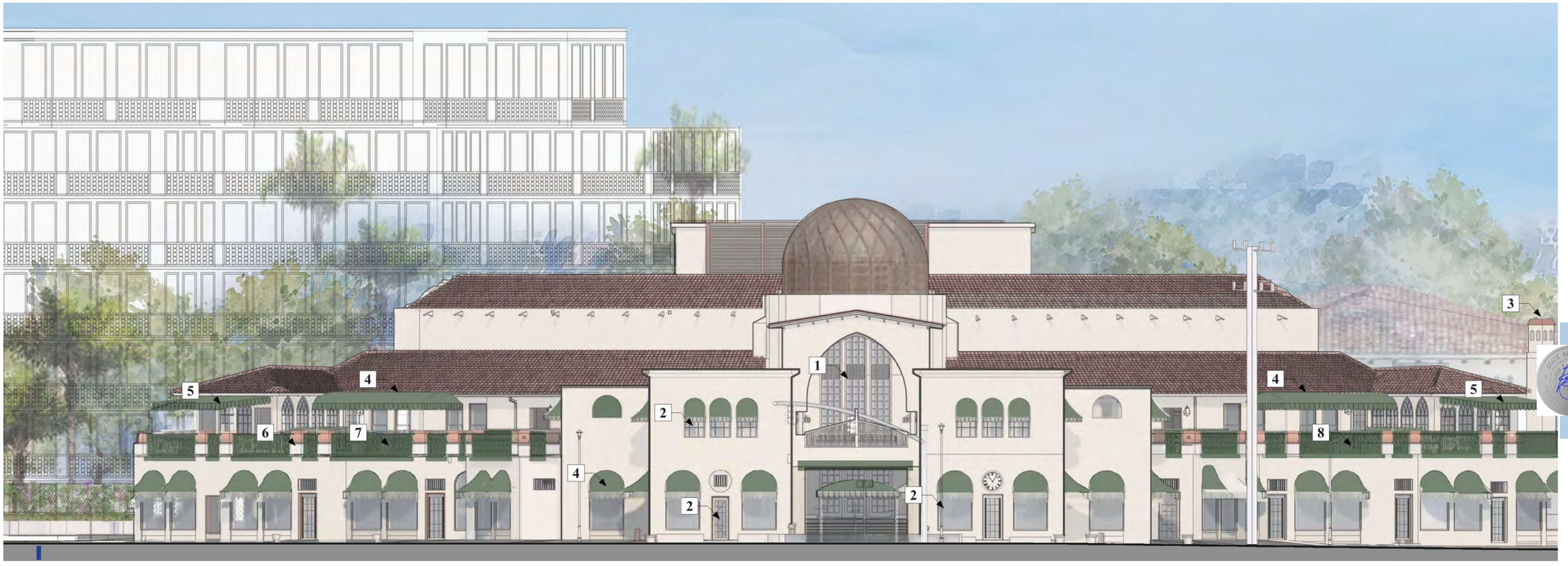
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THEATER HISTORIC COMPARISON - SOUTH

D-4.3



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

2. Window/door replacement to meet code

3. Historic chimney reintroduced

4. Historic canopies reintroduced

5. Historic awnings reintroduced

6. Historic planters reintroduced

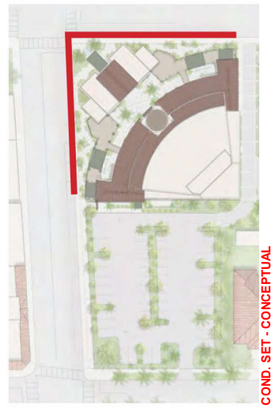
7. Historic railings reintroduced

8. Rehabilitated terrace space

LEGEND

Property Line

KEY PLAN



SCALE: 1/16 = 1’

0’ 8’ 16’

PROPOSED NW ELEVATION

REG ARCHITECTS
since 1988

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
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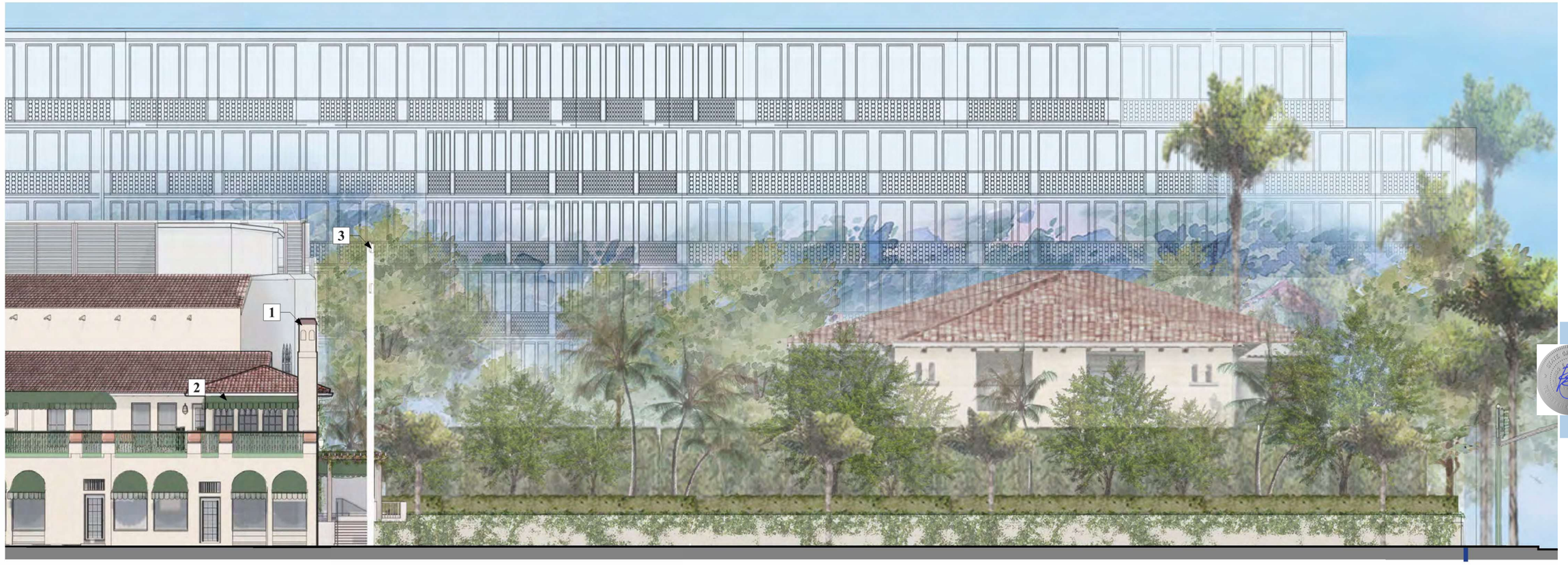
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ENLARGED ELEVATIONS - NORTH WEST

EXISTING COND. SET - CONCEPTUAL

D-5



PROPOSED ELEVATION

Proposed landscape omitted for drawing clarity, please refer to Landscape drawings

NOTES

1. Historic chimney reintroduced

2. Historic awnings reintroduced

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

LEGEND

Property Line

Sunset Avenue

KEY PLAN



SCALE: 1/16 = 1’

0’ 8’ 16’

PROPOSED WEST ELEVATION

REG ARCHITECTS
since 1988

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PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

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ENLARGED ELEVATIONS - WEST

D-6.1



N. County Road

175 Sunset Av.

PROPOSED ELEVATION WITH LANDSCAPE

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

NOTES

1. Entry to Theater Courtyard

2. Parking Lot entry

3. Historic chimney reintroduced

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

5. New Southern Entry with ADA Access

6. NOT USED

7. Mechanical enclosure

8. Fabric canopy over club entrance

9. NOT USED

LEGEND

Property Line

KEY PLAN



SCALE: 1/16 = 1'

0' 8' 16'

PROPOSED SOUTH ELEVATION

REG ARCHITECTS
since 1988

Rick Gonzalez, AIA
President
FL License AR0014172
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West Palm Beach, FL 33401
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www.regarchitects.com

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DN: C=US, E=rick@regarchitects.com, O="REG Architects, Inc.", CN="Rick Gonzalez, AIA"
Date: 2025.09.29 09:47:04-04'00'

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

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ENLARGED ELEVATIONS - SOUTH

D-6.2



KEY

- CHURCH
- CAFE
- CLUB
- RESIDENTIAL
- RETAIL

KEY PLAN



SCALE: 1/32 = 1'

0' 16' 32'

SITE SECTION LOOKING WEST

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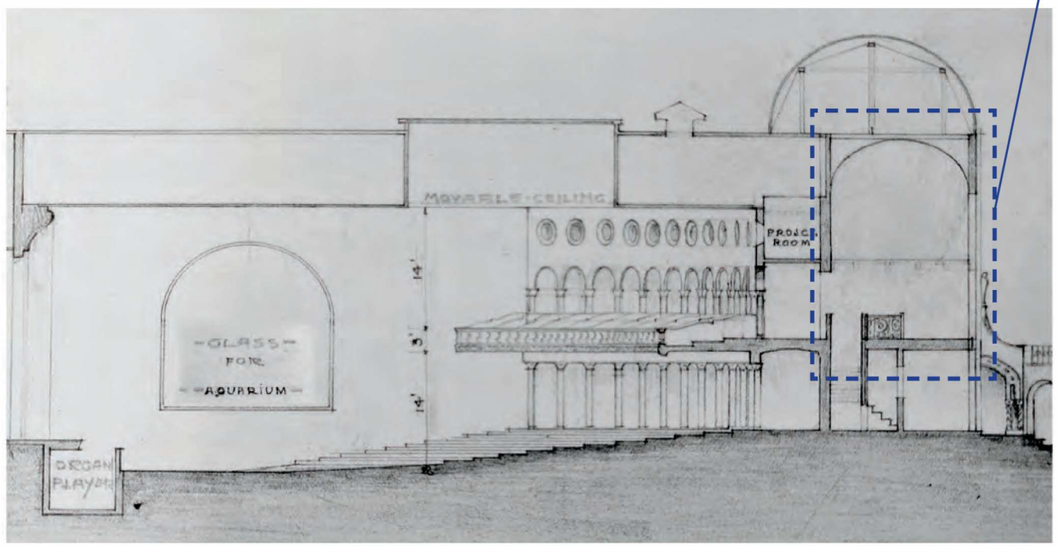
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SITE SECTION DIAGRAM - WEST

D-7



175 & 173 SUNSET AV.



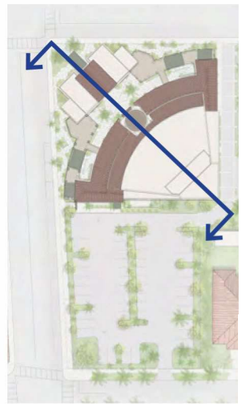
REINTRODUCTION OF DOUBLE HEIGHT ROOM BASED ON JOSEPH URBAN DRAWING (1925)

SITE SECTION LOOKING SOUTH WEST

KEY

- CHURCH
- CAFE
- CLUB
- RESIDENTIAL
- RETAIL

KEY PLAN



SCALE: 1/32 = 1'

0' 16' 32'

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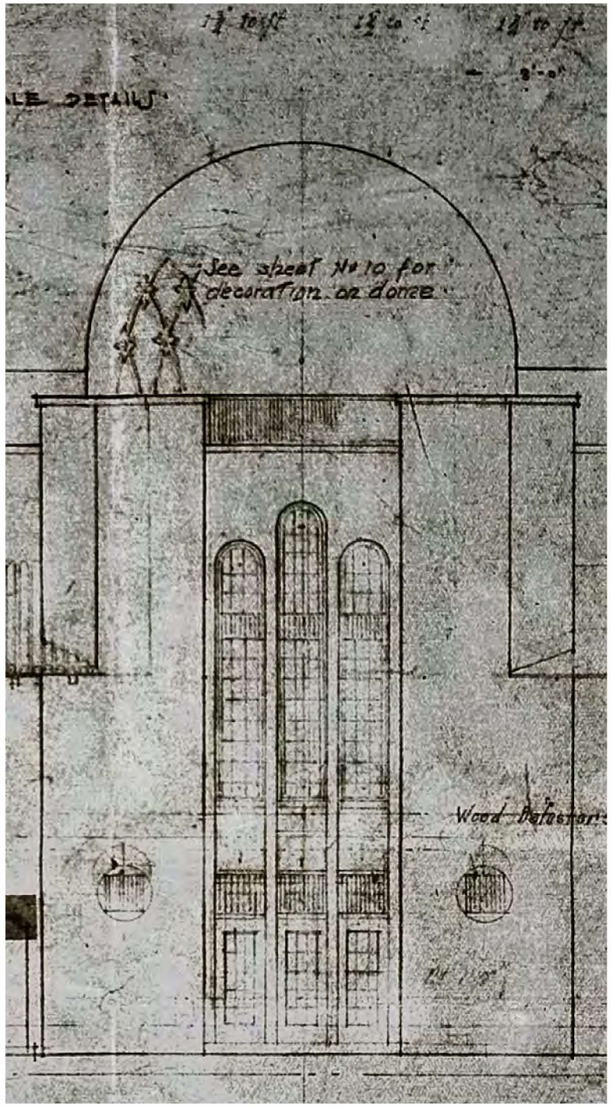
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ENLARGED ELEVATIONS - SOUTH WEST

D-9

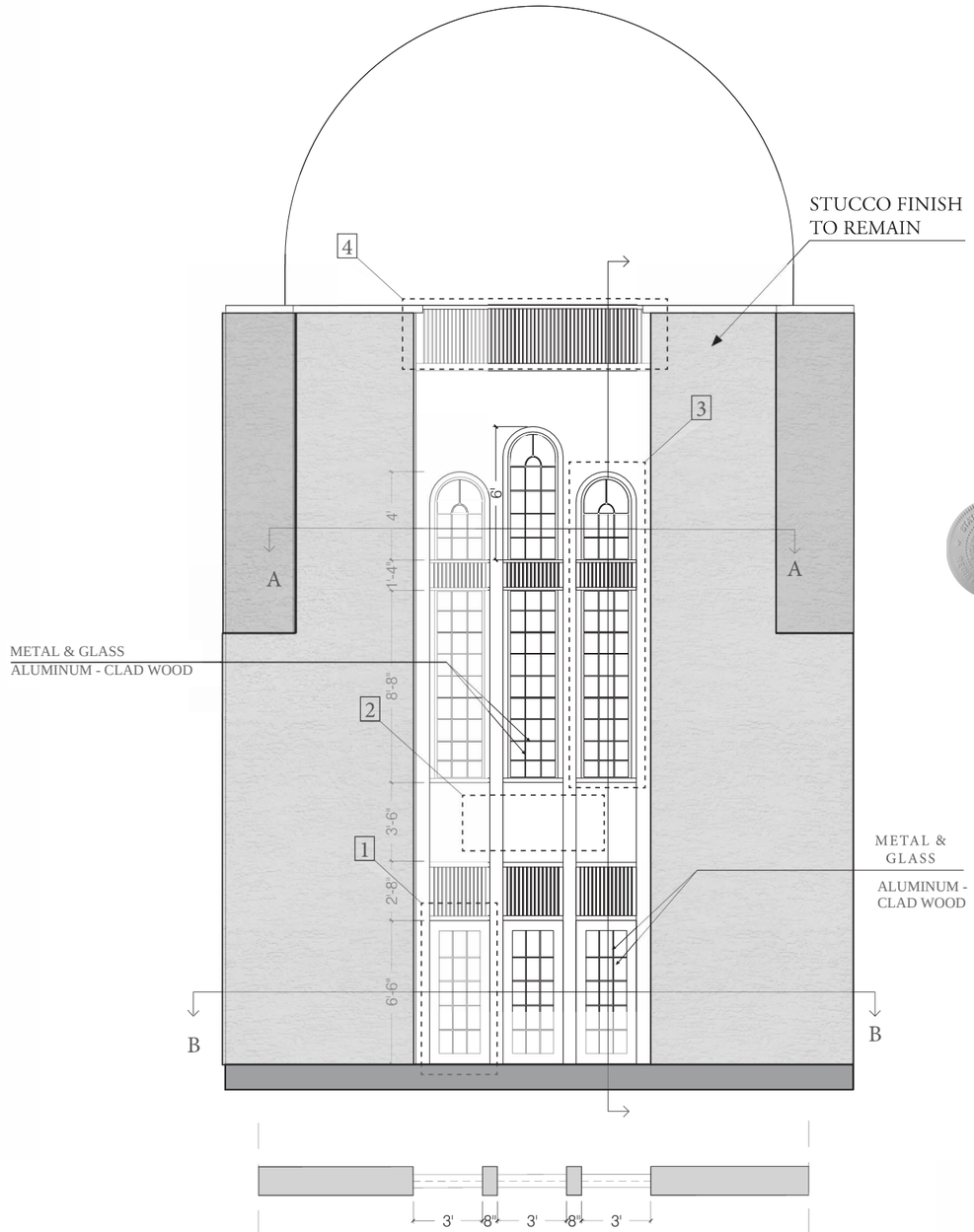


JOSEPH URBAN ELEVATION (1926)



EXISTING CONDITION

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



SECTION A-A

SECTION B-B

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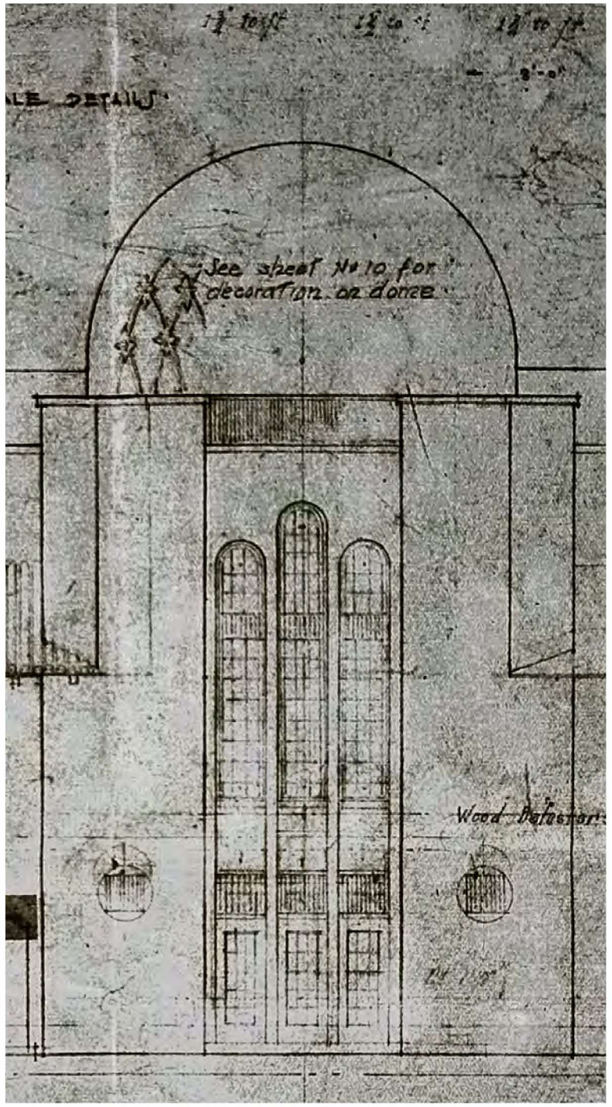
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ENLARGED ELEVATIONS - PATIO FACADE RESTORATION

D-10

PATIO FACADE RESTORATION

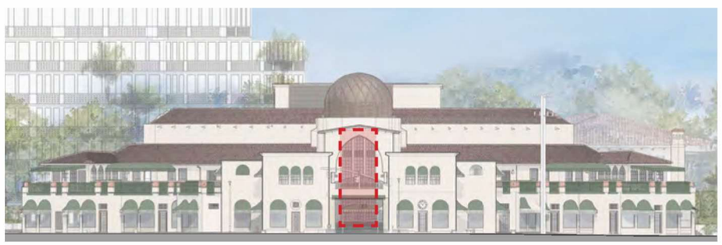


JOSEPH URBAN ELEVATION (1926)

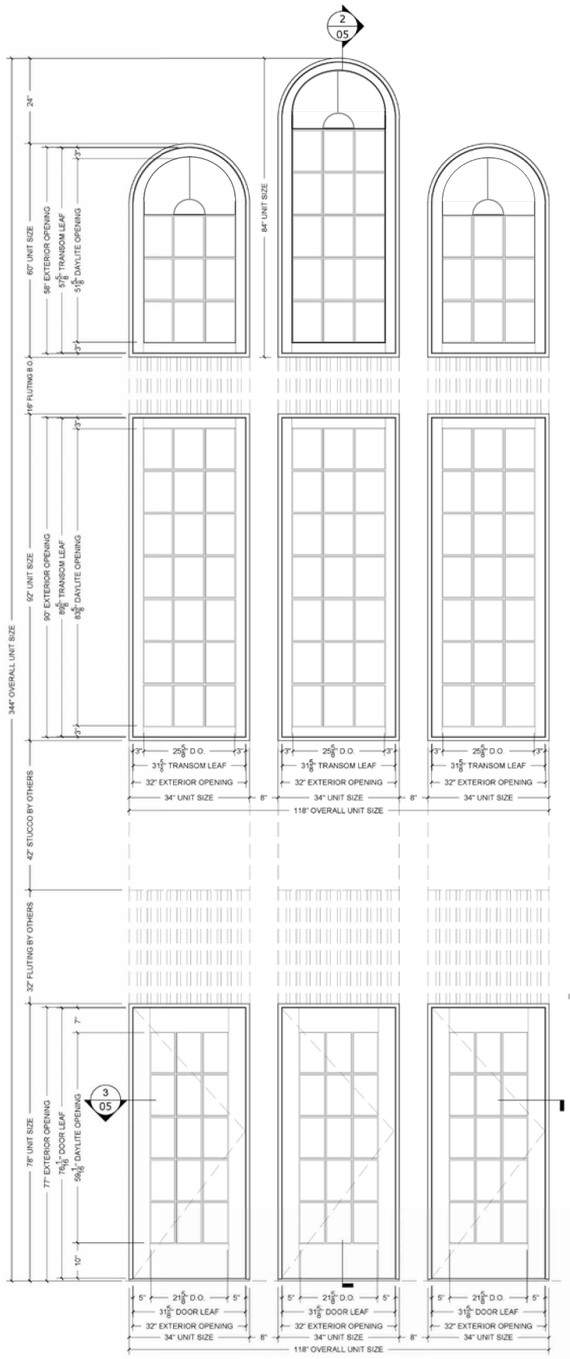


MAIN ENTRANCE WINDOWS (1939)

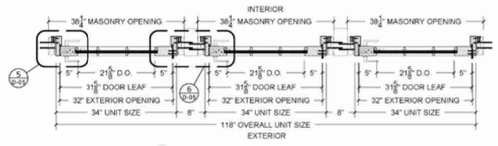
KEY ELEVATION

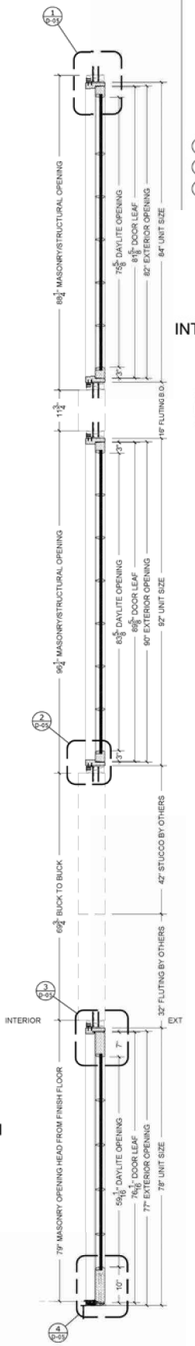


**Exact dimensions of masonry openings to be verified in filed*



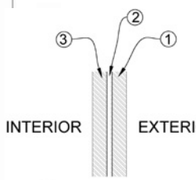
ALUMINUM - CLAD WOOD





TRIPLE ARCHED OPENING

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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EXTERIOR DETAILS - TRIPLED ARCHED WINDOW OPENING

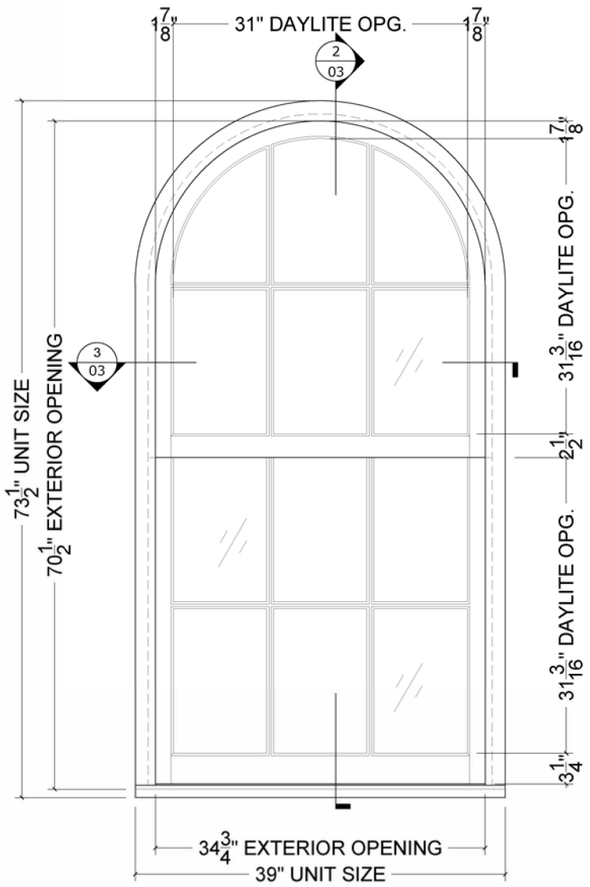
D-11



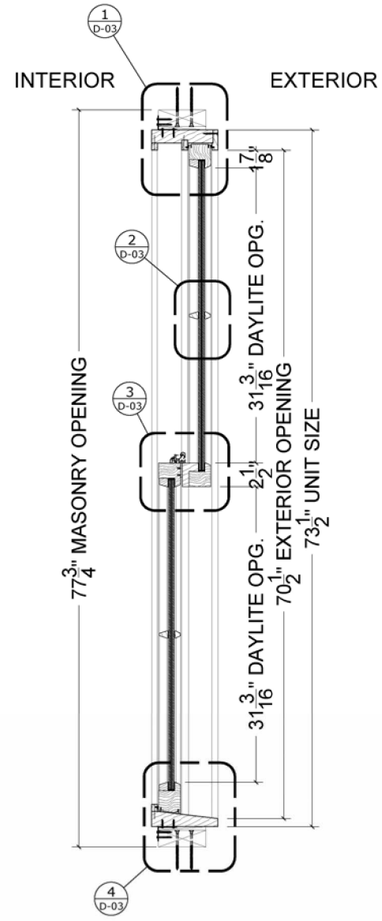
ARCHED WINDOWS (1929)



ARCHED WINDOWS TODAY

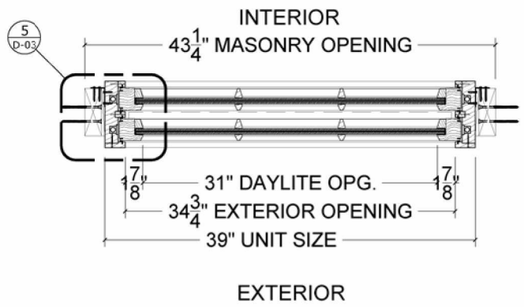


ELEVATION



SECTION

ALUMINUM - CLAD WOOD



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

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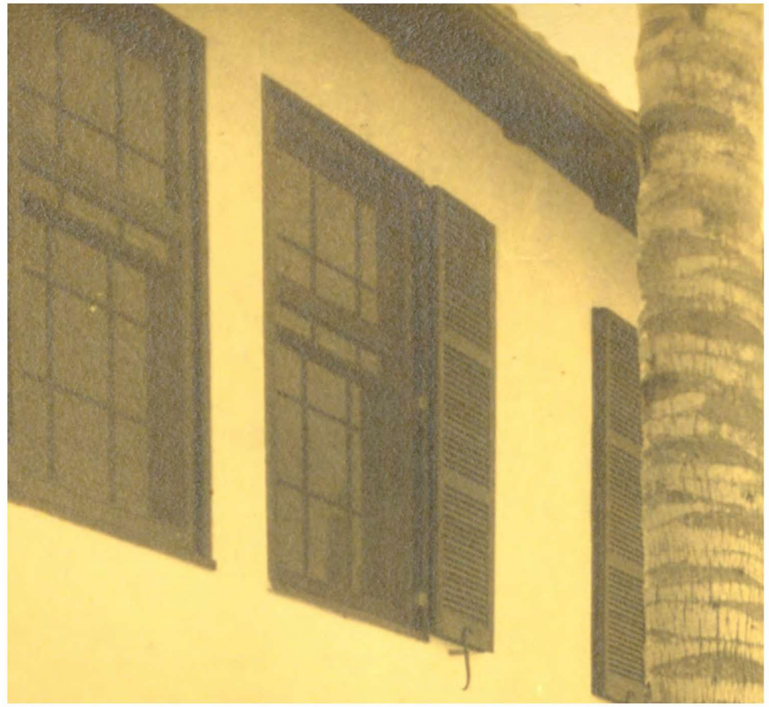
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EXTERIOR DETAILS - TRIPLED ARCHED WINDOW

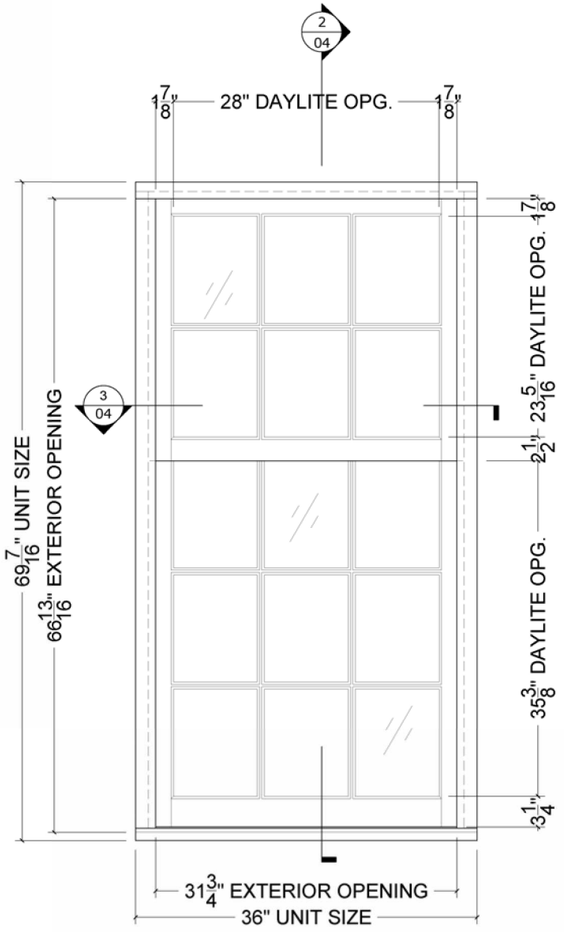
D-12



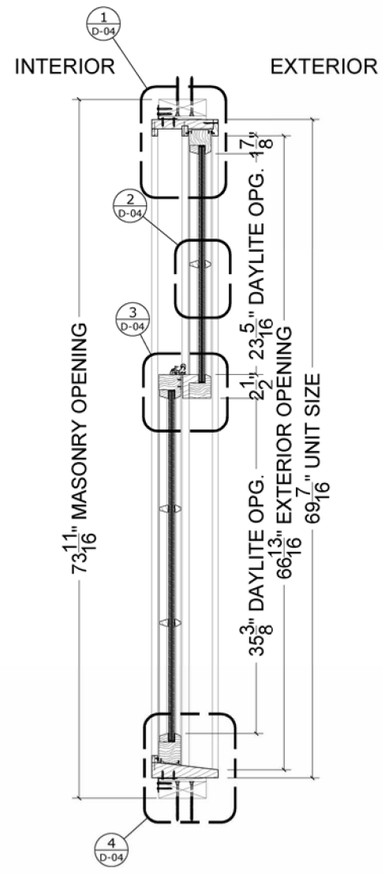
COURTYARD SECOND FLOOR WINDOWS (1928)



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

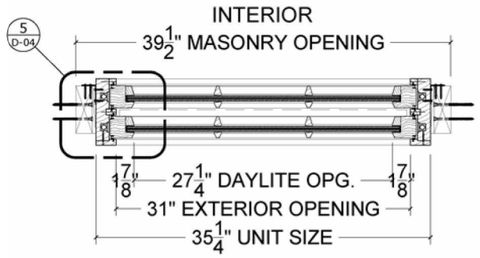


ELEVATION



SECTION

ALUMINUM - CLAD WOOD



PLAN

TYPICAL WINDOW

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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EXTERIOR DETAILS - TYPICAL WINDOW

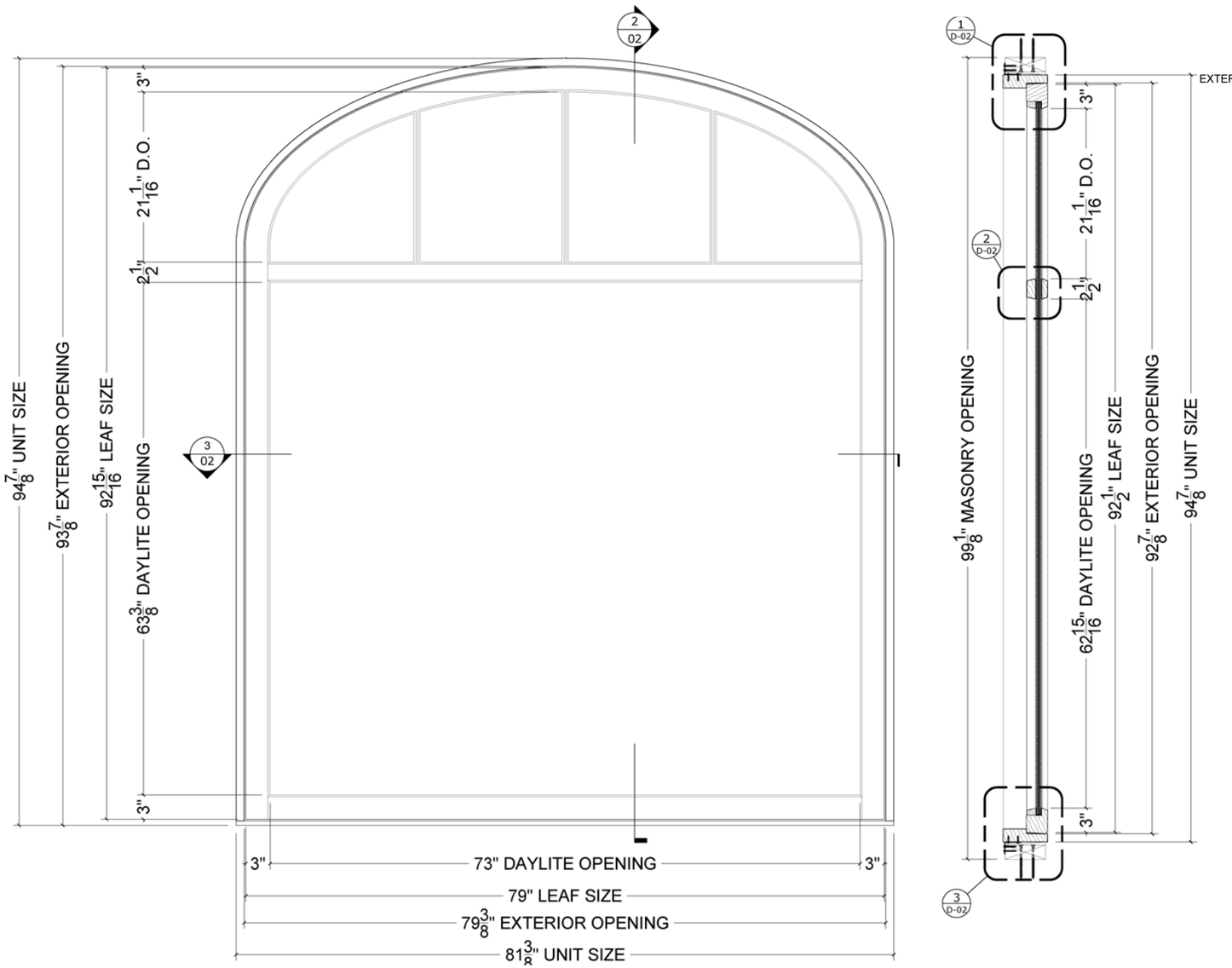
D-13



COURTYARD WINDOW (1928)



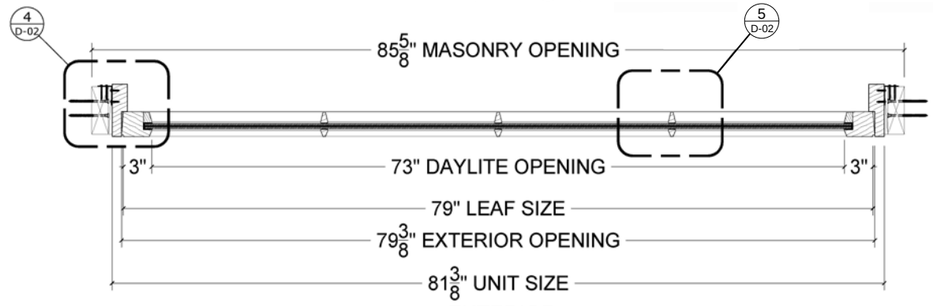
COURTYARD WINDOW TODAY



ELEVATION

SECTION

ALUMINUM - CLAD WOOD



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

COURTYARD WINDOW

SCALE: 3/4" = 1'

0' 2/3' 1 1/3'

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EXTERIOR DETAILS - COURTYARD WINDOW

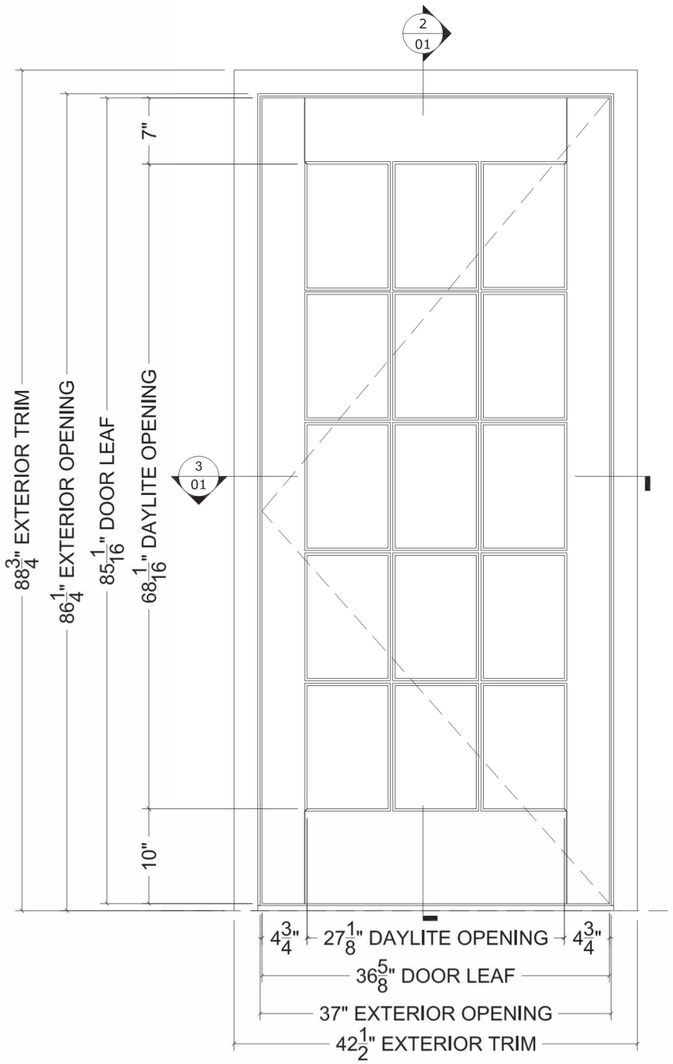
D-14



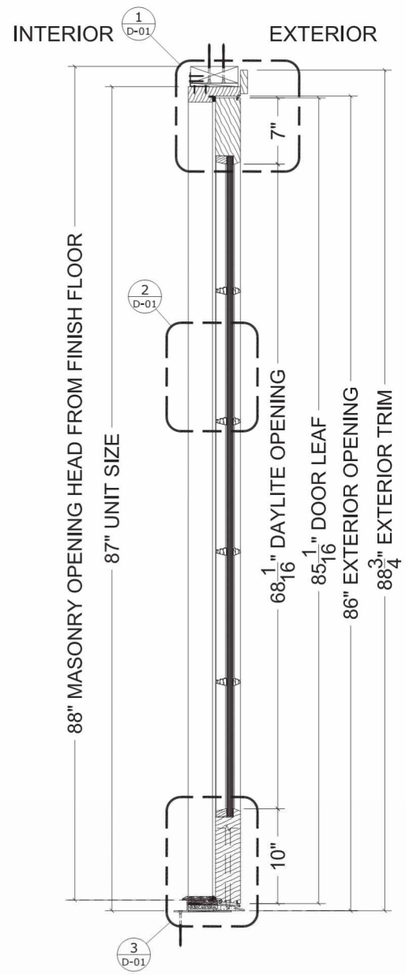
EXTERIOR DOOR (H.A.B.S. 1971)



EXTERIOR DOOR TODAY

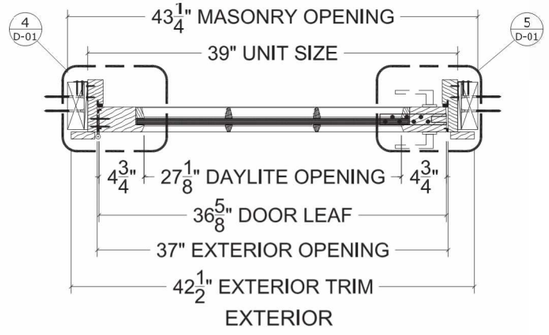


ELEVATION



SECTION

ALUMINUM - CLAD WOOD



PLAN

KEY ELEVATION



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SCALE: 3/4" = 1'

0' 2/3' 1 1/3

TYPICAL EXTERIOR DOOR

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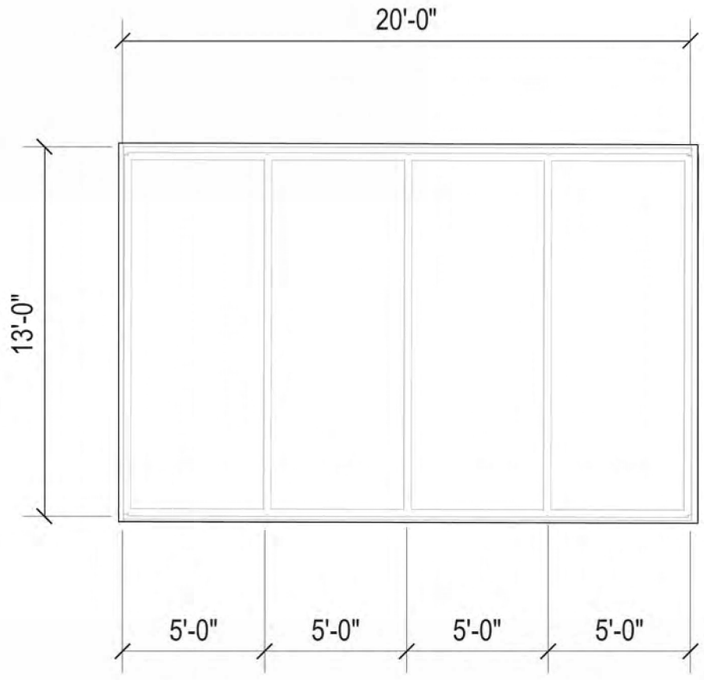
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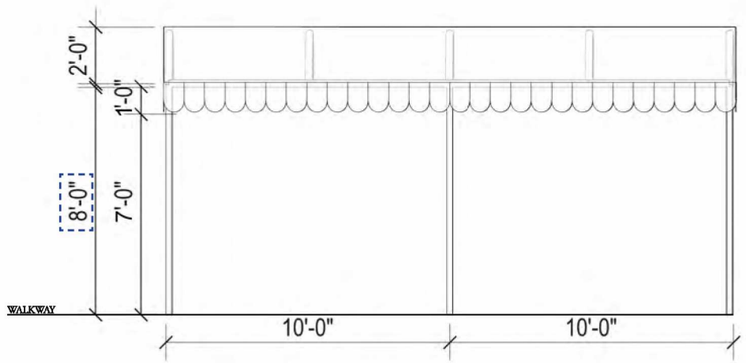
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EXTERIOR DETAILS - TYPICAL EXTERIOR DOOR

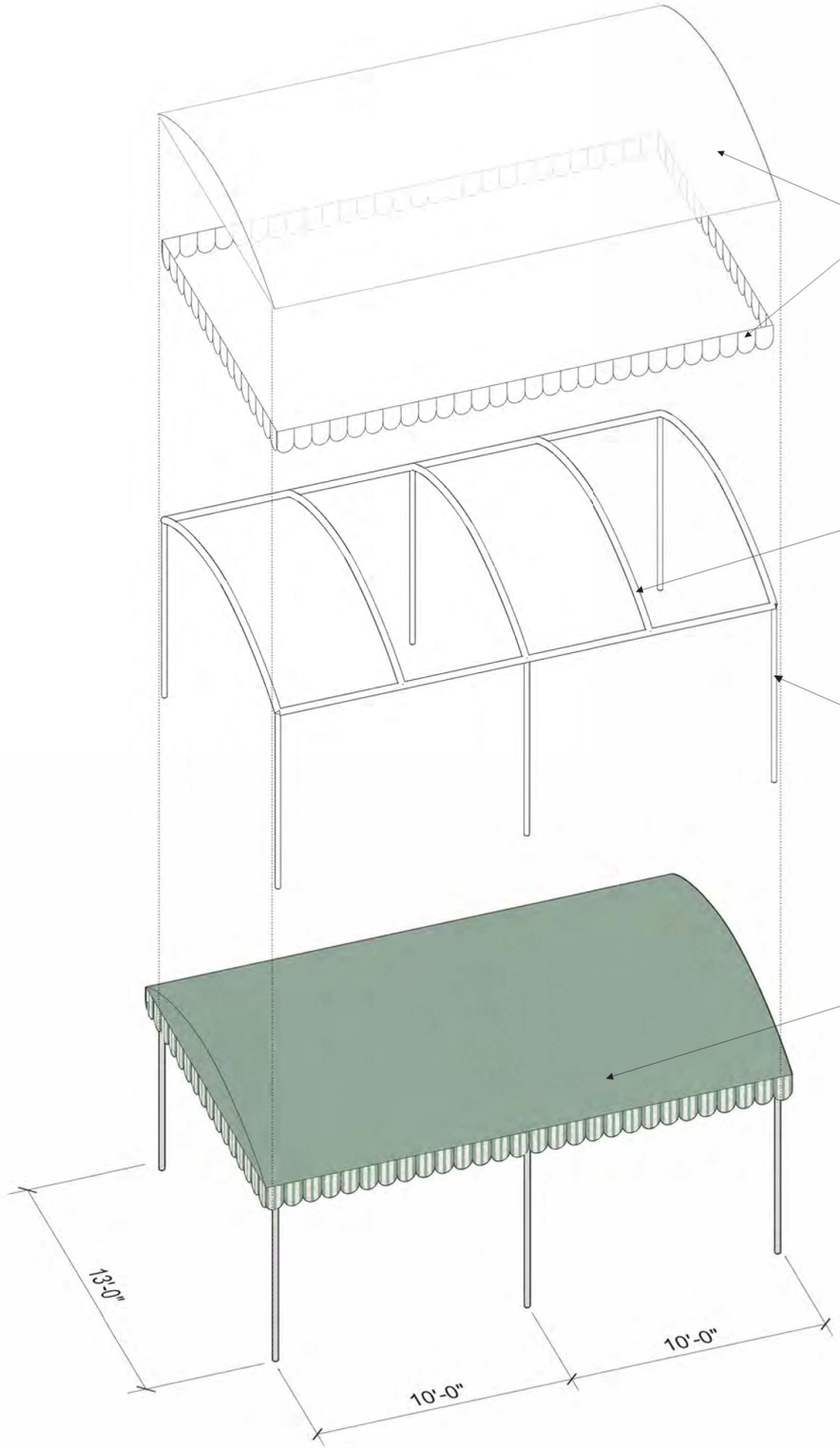
D-15



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'

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

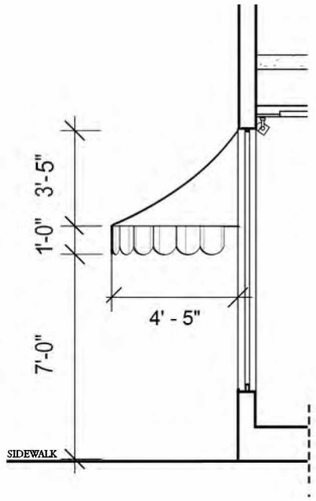
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PROJECT #	24019

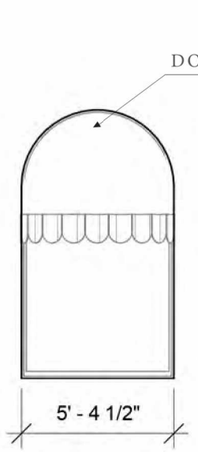
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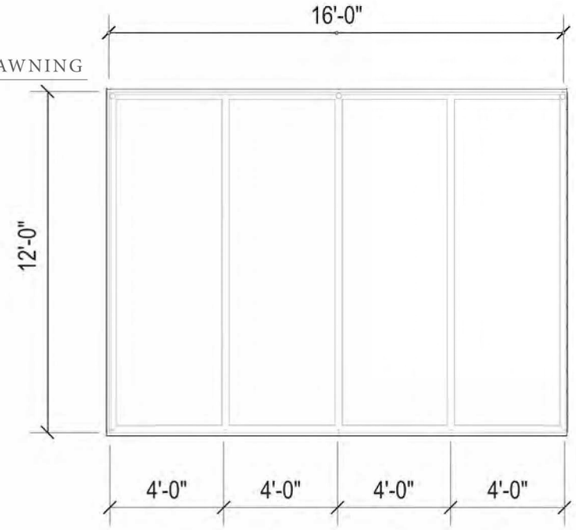
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EXTERIOR DETAILS - CANOPY

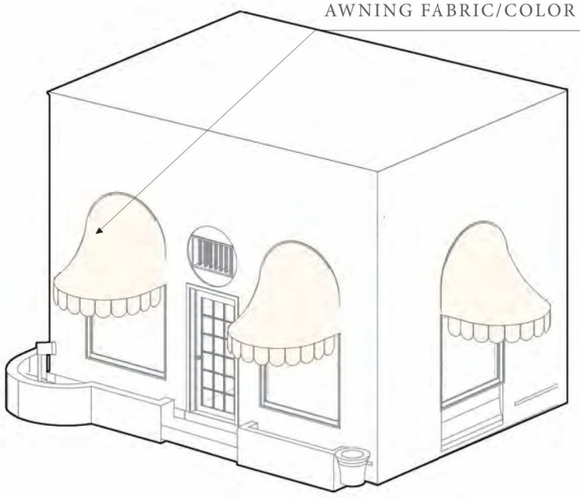
D-16

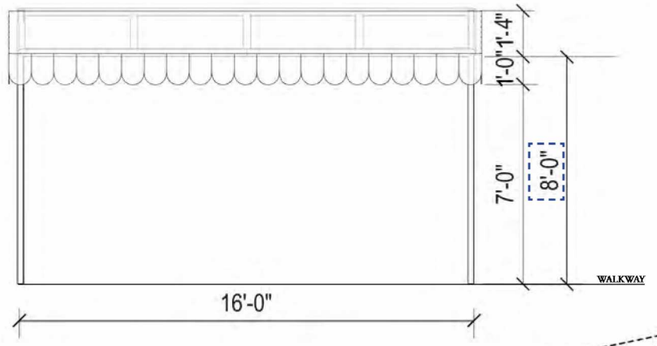






PLAN VIEW





FRONT ELEVATION



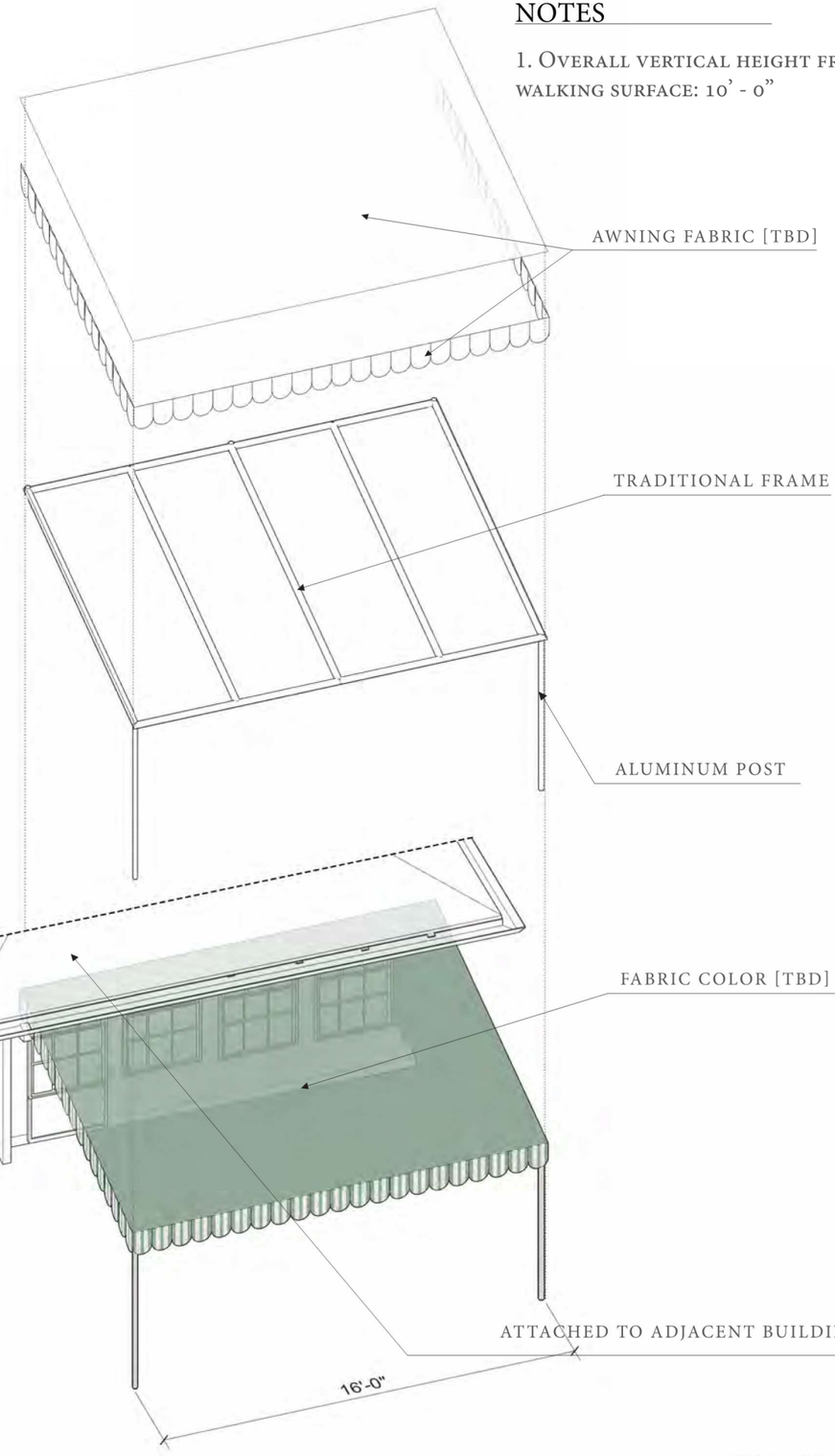
VIEW FROM NORTH COUNTY ROAD,
H.A.B.S 1972



AERIAL VIEW, 1939

NOTES

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



AWNING DETAIL

SCALE: 3/16" = 1'

0’ 2.5’ 5

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WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

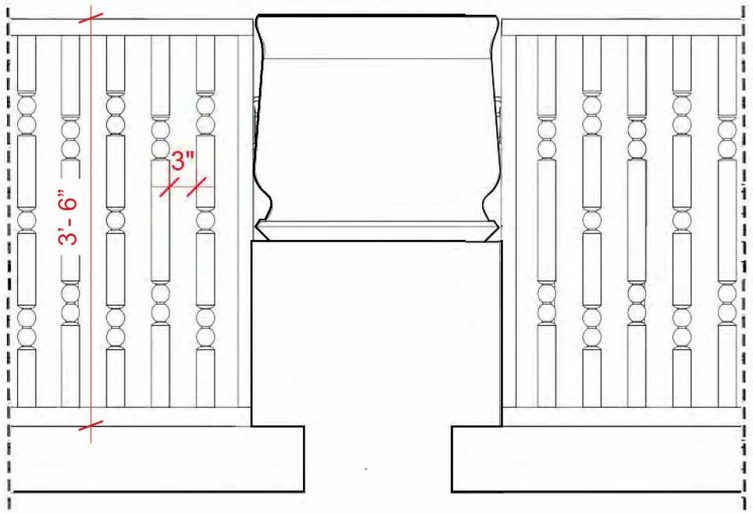
DATE	9/08/2025
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EXTERIOR DETAILS - AWNINGS

D-17



FRONT ELEVATION



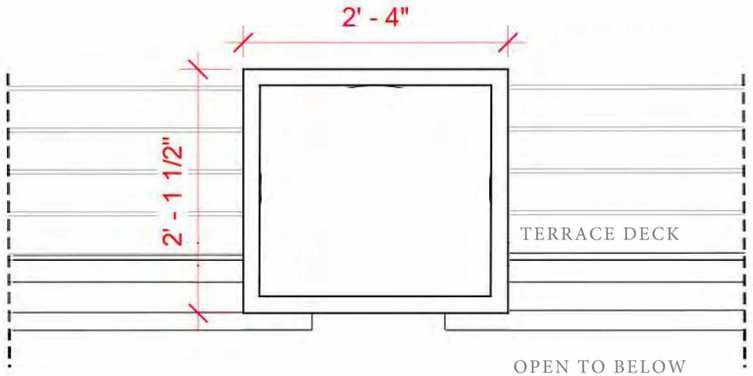
JOSEPH URBAN'S DRAWING, 1926



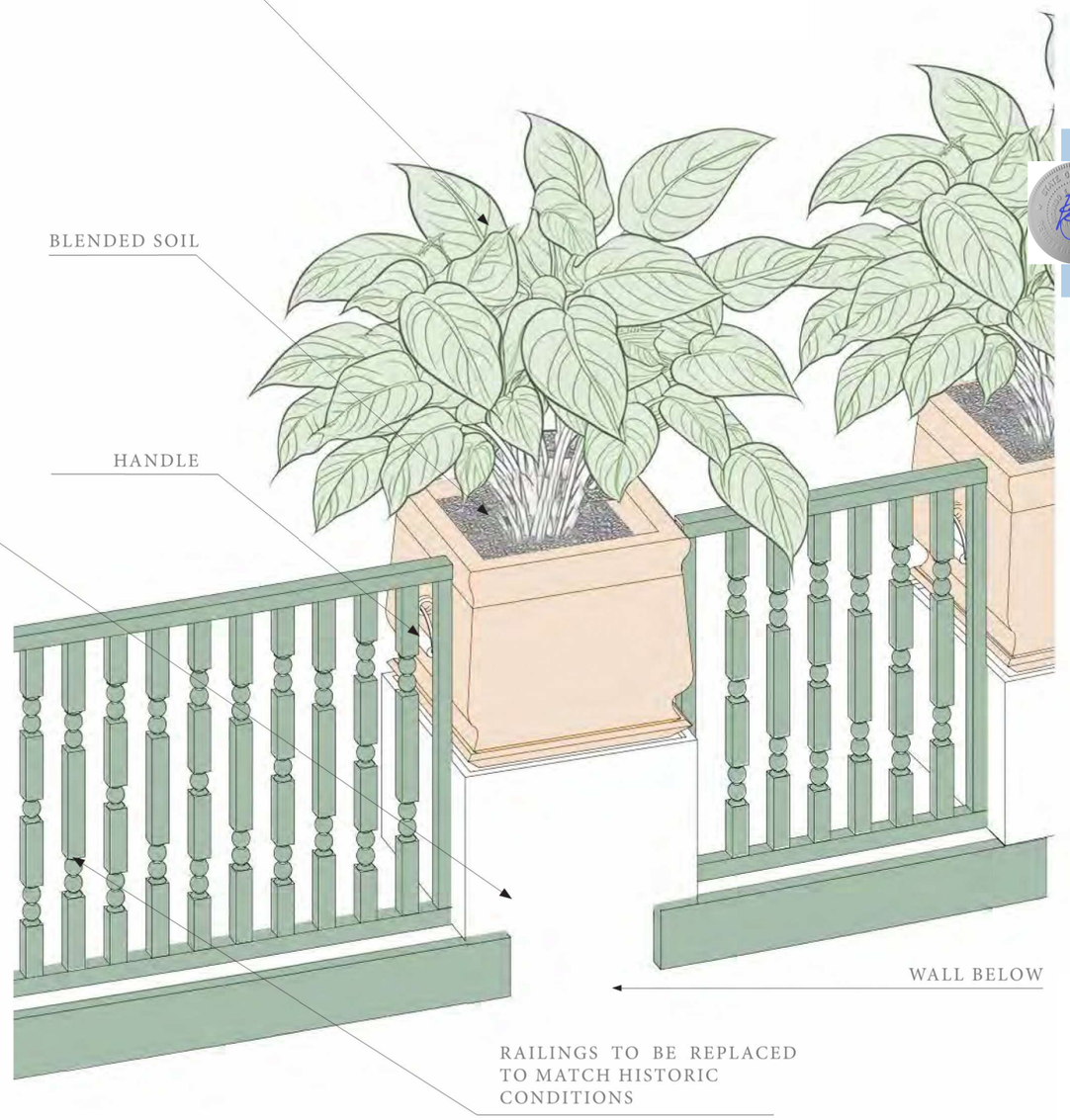
PLANTER STAND WITH STUCCO FINISH ON TERRACE FACING SUNRISE AVENUE, APPROX. YEAR: 1960's-1970's



PHOTO OF HISTORIC RAILINGS, COLUMBIA ARCHIVES, 1920s



PLAN VIEW



PLANTER DETAIL

SCALE: 3/4" = 1'

0' 3/8' 3/4

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EXTERIOR DETAILS - PLANTERS

D-18

FINISH MATERIALS



CANOPY FABRIC



HISTORIC WOOD



RAILINGS



1. EXISTING CONDITION

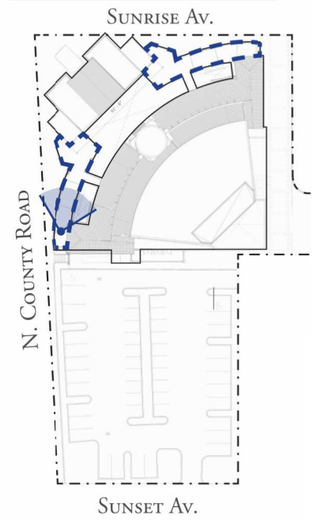


2. PROPOSED CONDITION



3. HISTORIC PHOTO OF THEATRE TERRACE, H.A.B.S., 1971

KEY PLAN



PRIVATE APARTMENT TERRACE

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NO.	DATE	DESCRIPTION

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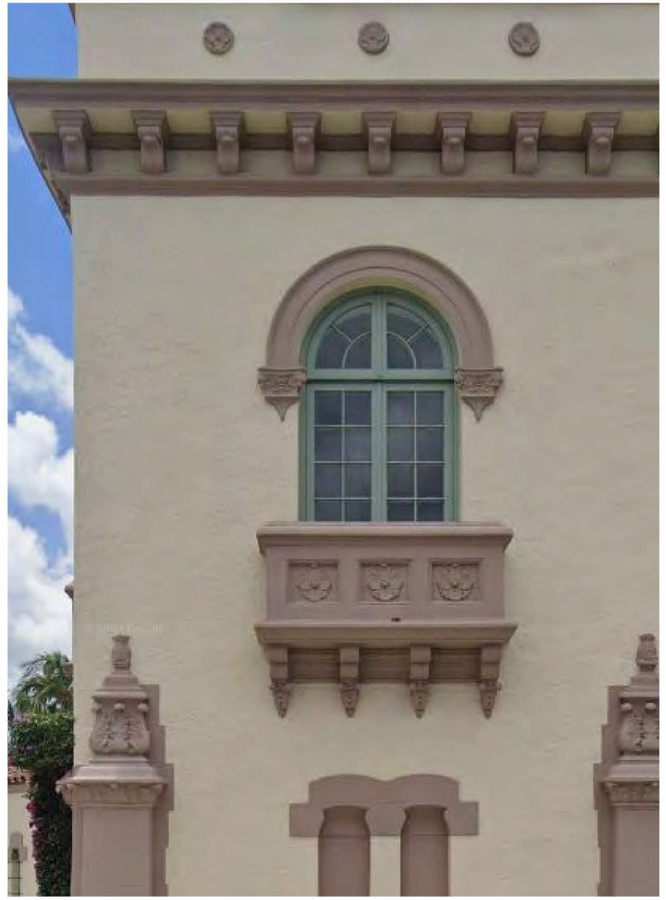
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EXTERIOR DETAILS - APARTMENT TERRACE

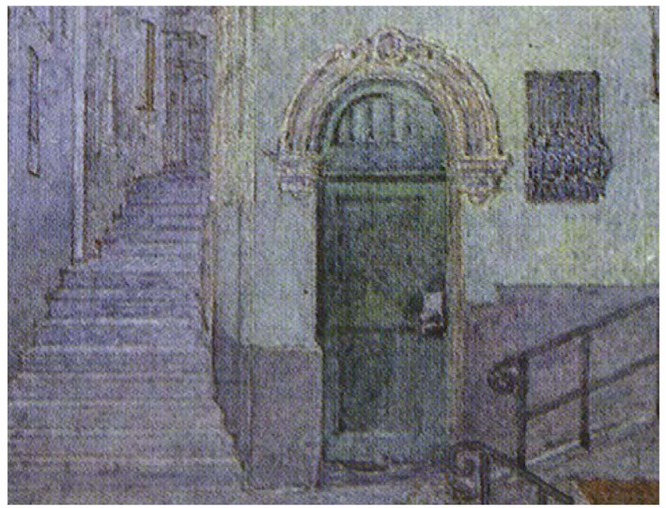
D-19



CLUB PASEO ENTRANCE **PROPOSED**



PALM BEACH TOWN HALL, HARVEY & CLARKE(1925)



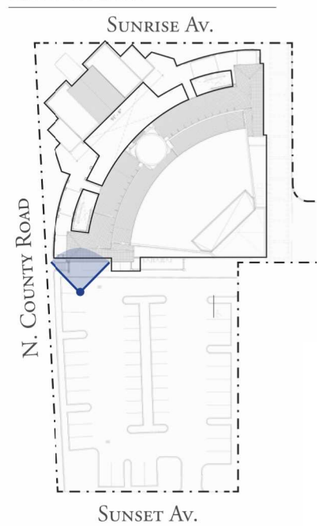
DRAWING BY JOSEPH URBAN (1912)



CURRENT CONDITION

THEATRE ENTRY ARCH

KEY PLAN



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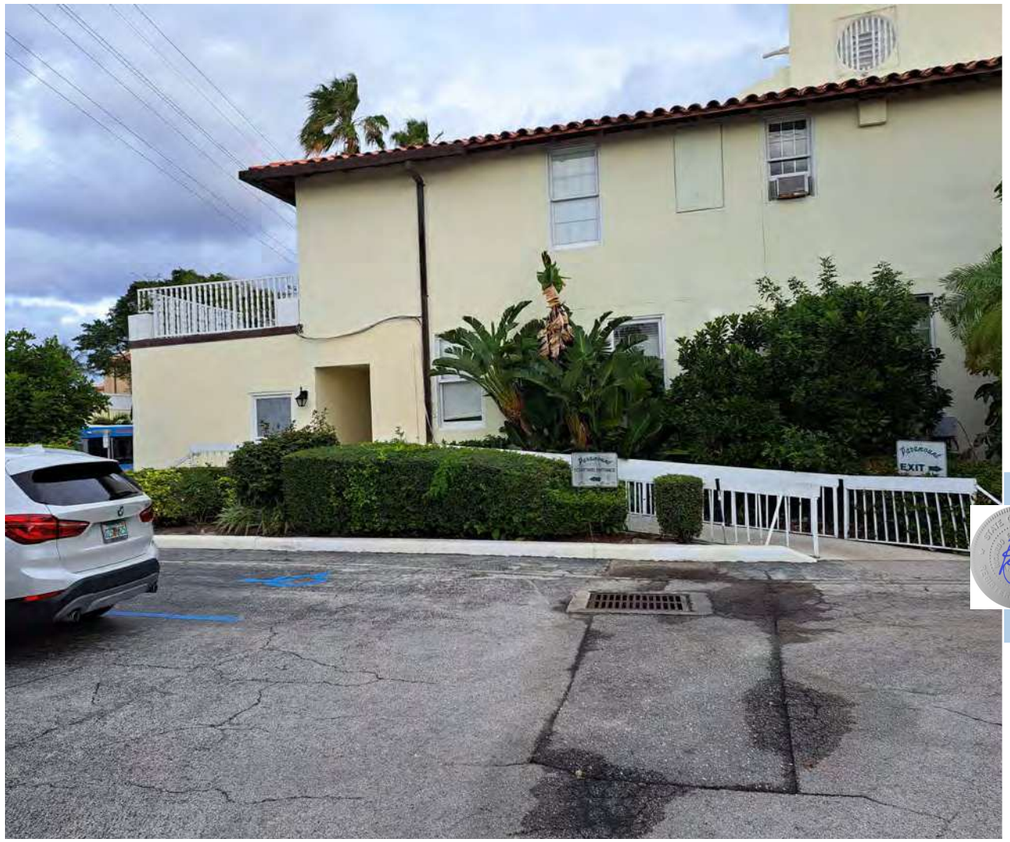
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EXTERIOR DETAILS -
THEATER ENTRY ARCH

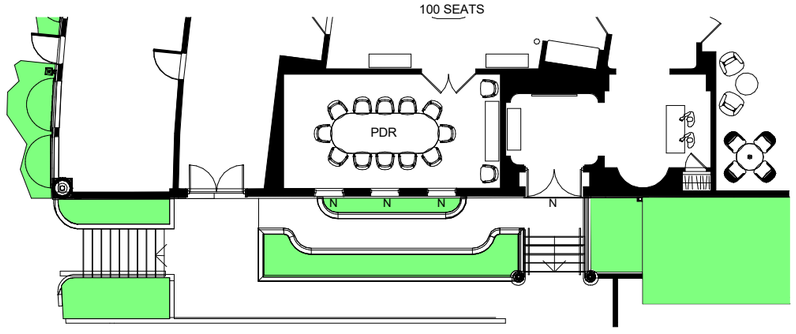
D-20



AERIAL VIEW



EXISTING CONDITION



PARTIAL PLAN DETAIL

SOUTHERN ENTRY

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EXTERIOR DETAILS - SOUTHERN ENTRY

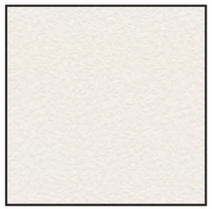
D-21



EXISTING PHOTOS OF EASTERN DRIVEWAY



PAVING MATERIALS



YELLOW STUCCO



CORAL STONE



TABBY CONCRETE



BRICK DETAILING



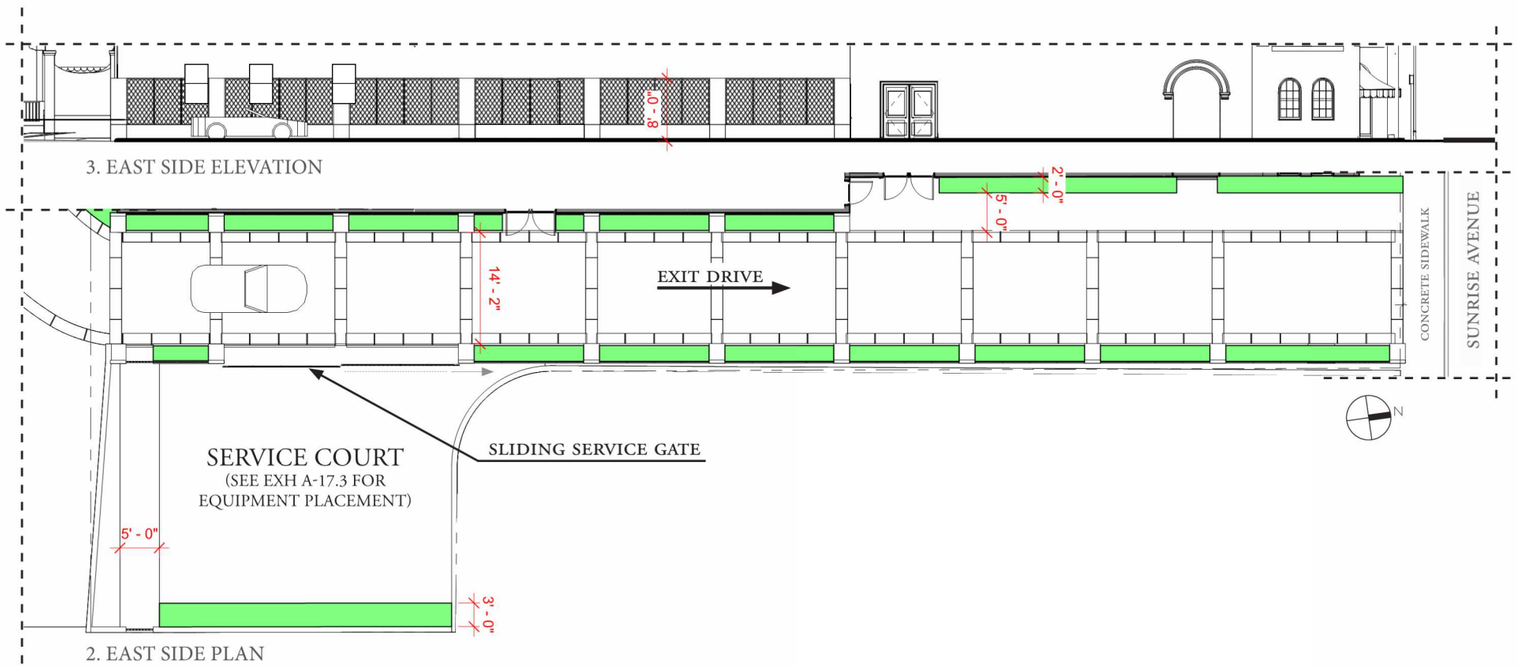
WROUGHT IRON



VERTICAL PLANTING



PROPOSED RENDERING OF EASTERN DRIVEWAY



EASTERN EDGE EXIT DRIVE

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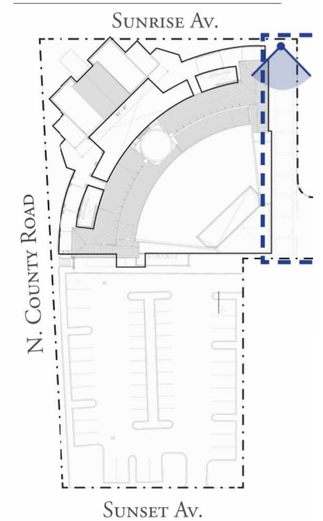
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WEG PARAMOUNT, INC

KEY PLAN



RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

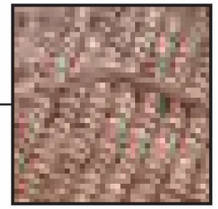
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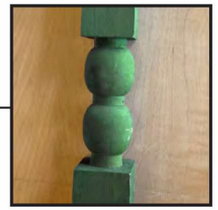
EXTERIOR DETAILS -
EASTERN EDGE EXIT DRIVE

D-22

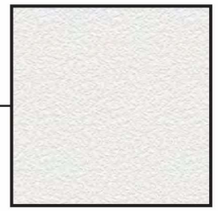




DARK RED BARREL CLAY
TILED ROOF



GREEN WOODEN
RAILINGS TO MATCH
HISTORIC SAMPLE

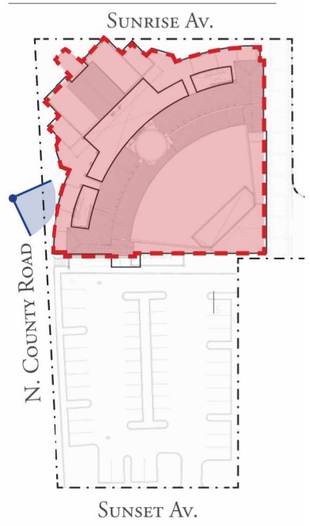


CREAM STUCCO



GREEN METAL AT
DOORS & WINDOWS
ALUMINUM - CLAD
WOOD

KEY PLAN



MATERIALS - THEATER

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WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION
1	9/25/25	PRE-APP COMMENTS

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EXTERIOR MATERIALS

D-23



PROPOSED

AERIAL VIEW

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AERIAL RENDERING

E-1



EXISTING

KEY PLAN



VIEW FROM NORTH WEST CORNER

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VIEW FROM NW CORNER
(EXISTING)

E-2.1



PROPOSED

VIEW FROM NORTH WEST CORNER

KEY PLAN



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VIEW FROM NW CORNER
(PROPOSED)

E-2.2



EXISTING

KEY PLAN



VIEW FROM SOUTH WEST CORNER

REG
ARCHITECTS
since 1988

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VIEW FROM SW CORNER
(EXISTING)

E-3.1



PROPOSED

VIEW FROM SOUTH WEST CORNER

KEY PLAN



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ARCHITECTS
since 1988

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DN: C=US, E=rick@regarchitects.com, O="REG Architects, Inc.", CN="Rick Gonzalez, AIA"
Date: 2025.09.29 09:48:10-04'00'

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

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VIEW FROM SW CORNER
(PROPOSED)

E-3.2



EXISTING

KEY PLAN



NORTHERN VIEW FROM NORTH COUNTY ROAD

REG ARCHITECTS
since 1988

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Date: 2025.09.29 09:48:14-04'00'

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
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PROJECT #	24019

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N COUNTY ROAD VIEW
(EXISTING)

E-4.1



PROPOSED

NORTHERN VIEW FROM NORTH COUNTY ROAD

KEY PLAN



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since 1988

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Date: 2025.09.29 09:48:17-04'00'

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
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N COUNTY ROAD VIEW
(PROPOSED)

E-4.2



EXISTING

VIEW FROM SUNSET AVENUE

KEY PLAN



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since 1988

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Date: 2025.09.29 09:48:20-04'00'

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

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VIEW FROM SUNSET AVENUE (EXISTING)

E-5.1



PROPOSED

KEY PLAN



VIEW FROM SUNSET AVENUE

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Date: 2025.09.29 09:48:23-04'00'

Historic Paramount Theater

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PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

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VIEW FROM SUNSET AVENUE (PROPOSED)

E-5.2



EXISTING

VIEW ALONG NORTH COUNTY ROAD

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Historic Paramount Theater

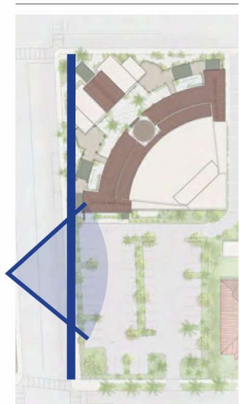
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PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

KEY PLAN



DATE	9/08/2025
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VIEW ALONG NORTH
COUNTY ROAD (EXISTING)

E-6.1



PROPOSED

VIEW ALONG NORTH COUNTY ROAD

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ARCHITECTS
since 1988

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Date: 2025.09.29 09:48:30-04'00'

Historic Paramount Theater

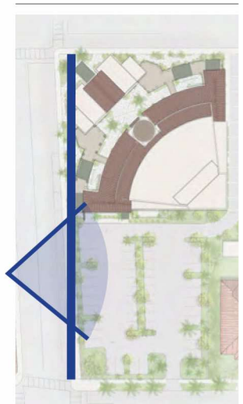
139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

KEY PLAN



DATE	9/08/2025
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VIEW ALONG NORTH COUNTY ROAD (PROPOSED)

E-6.2



0 4 8 16 32 FEET
SCALE: 1/16" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

OVERALL HARDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" = 1'-0"

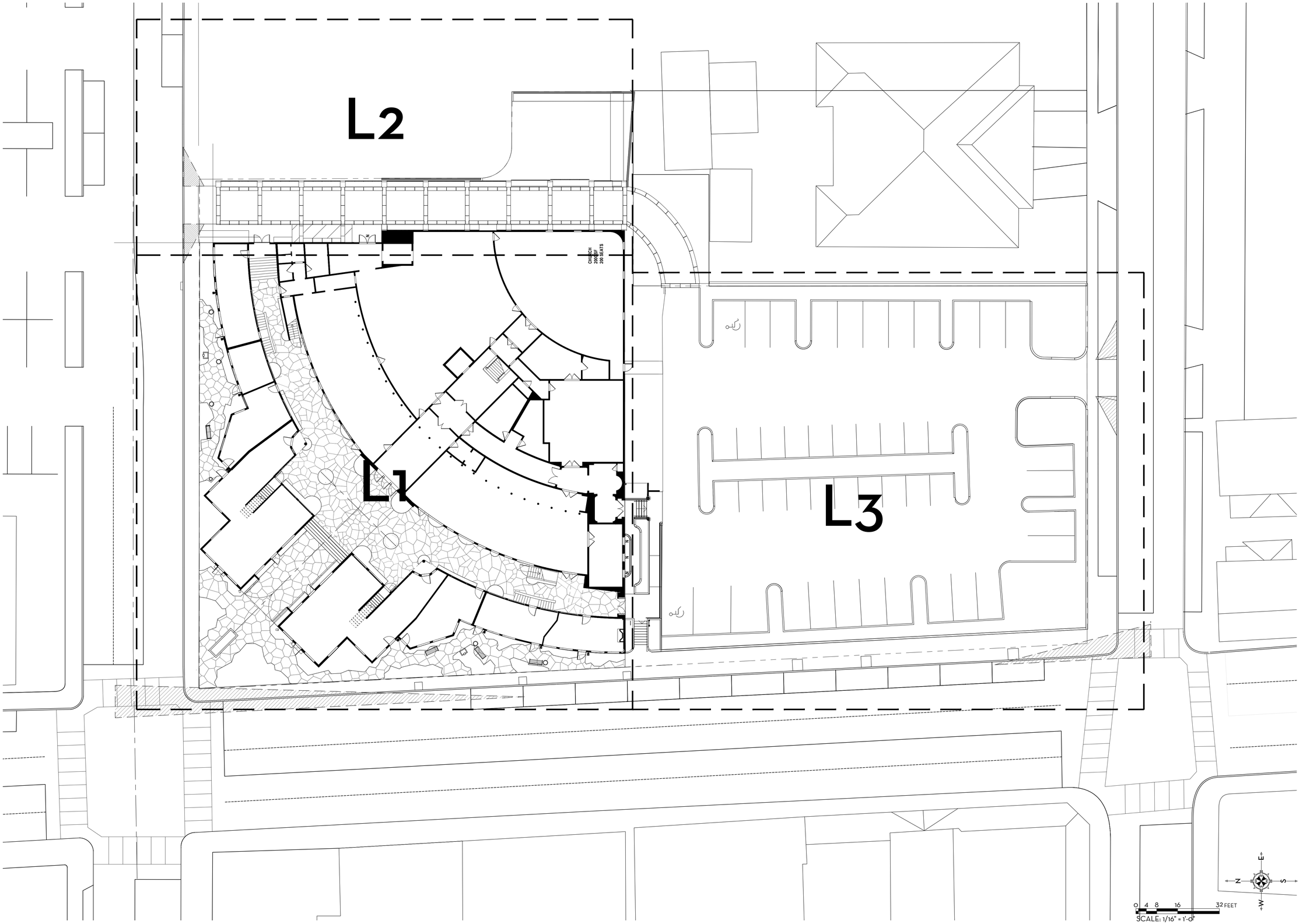
05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

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West Palm Beach, FL 33401
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F: 561-659-2113

NIEVERAWILLIAMS.COM

Lo



MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SCALE: 1/8" = 1'-0"

OVERALL HARDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

05 SEPTEMBER 2025

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Lo

DOG FOUNTAIN

BENCH BY OWNER

CORAL TREADS AND RISERS

CORAL FLAGGING

CONC. SIDEWALK

LOW FOUNTAIN

CORAL FLAGGING

CONC. SIDEWALK

CORAL FLAGGING

EX. CONC. CURB

PROPOSED STEPS,
SEE ARCHITECTURAL DRAWINGS

PROPOSED RAMP,
SEE ARCHITECTURAL DRAWINGS

PROPOSED STEPS,
SEE ARCHITECTURAL DRAWINGS

0 1 4 8 16 FEET

SCALE: 1/8" = 1'-0"

MARIO F. NIEVERA

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Landscape Architect
Registration No.
6666856

HARDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" = 1'-0"

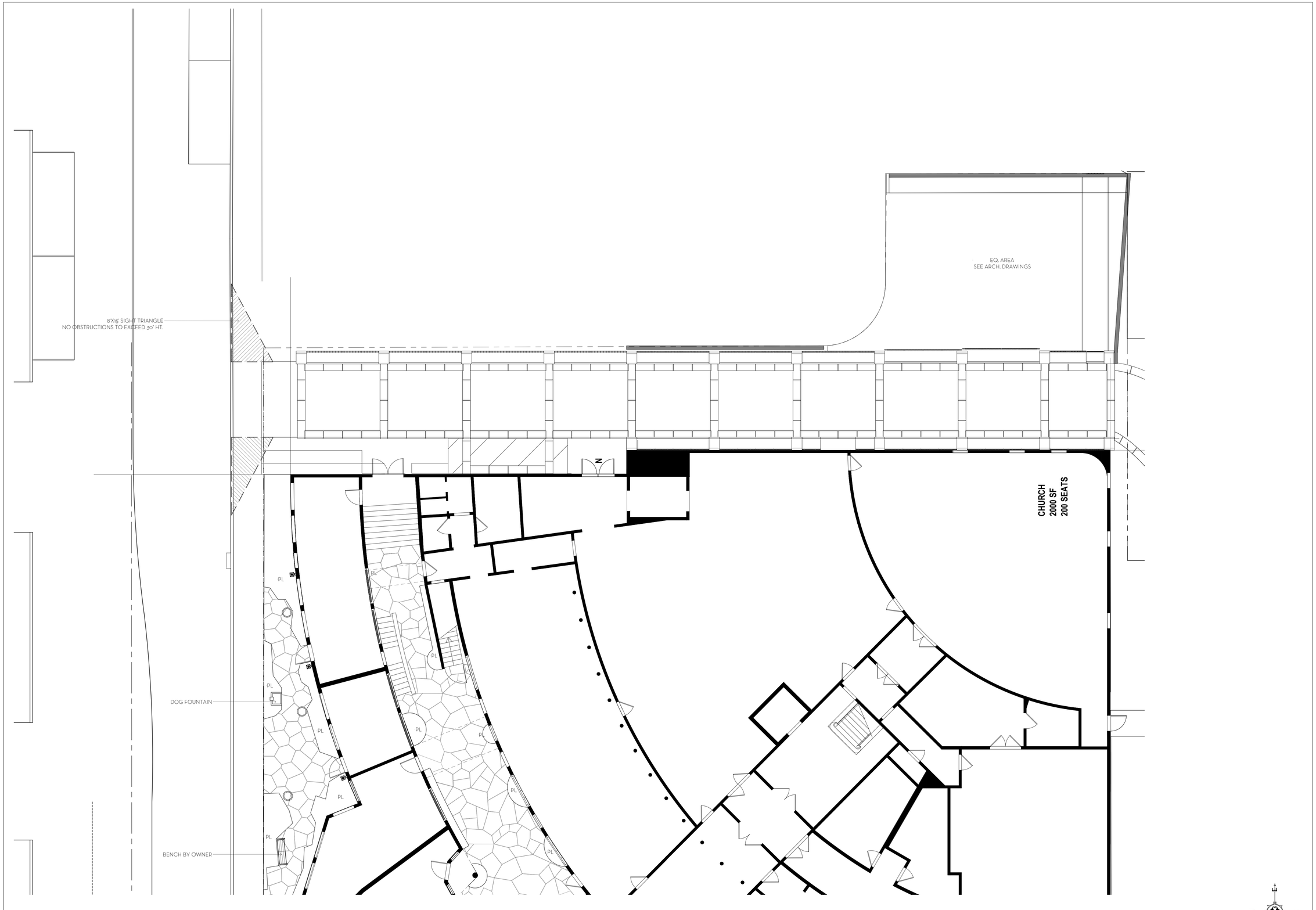
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L1



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SCALE: 1/8" = 1'-0"

HARDSCAPE PLAN - EAST ACCESS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

05 SEPTEMBER 2025

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EXISTING PLANTING AREA

EXISTING PARK LOT TO REMAIN

EXISTING PLANTING AREA

PROPOSED STEPS,
SEE ARCHITECTURAL DRAWINGS

PROPOSED RAMP,
SEE ARCHITECTURAL DRAWINGS

PROPOSED STEPS,
SEE ARCHITECTURAL DRAWINGS

EXISTING PARK LOT TO REMAIN

EXISTING PLANTING AREA

SUNSET AVE.

N. COUNTY RD

PL

N

MARIO F. NIEVERA

State of Florida
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Registration No.
6666856

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

HARDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

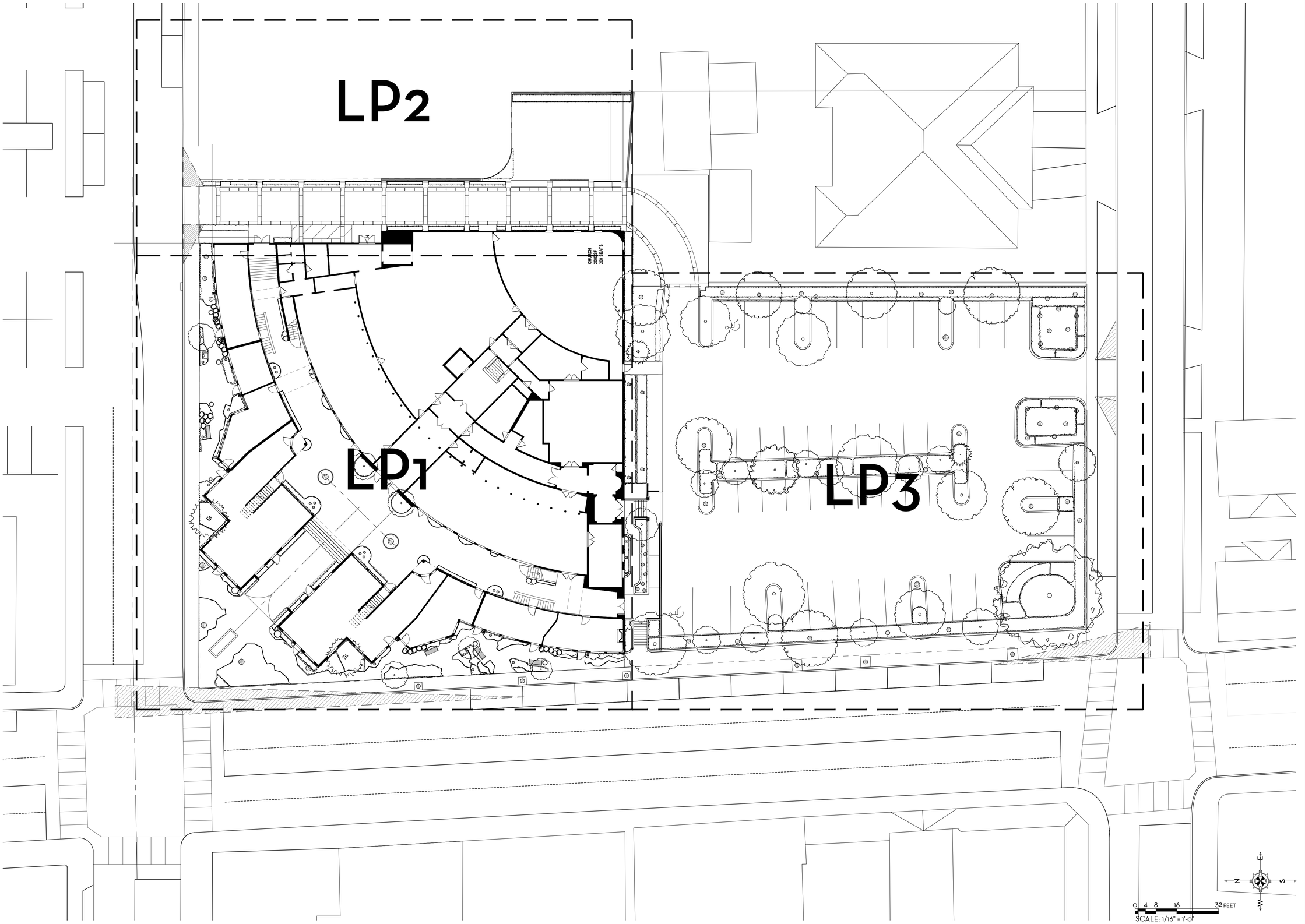
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Registration No.
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OVERALL LANDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" = 1'-0"

05 SEPTEMBER 2025

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LP0

(3) COCONUT PALMS, 18' G.W.
(15) FIRE BUSH, 7 GAL.
(6) CHINESE FAN PALMS, 3 GAL.
(9) THRINAX PALMS, 14'-16' HT.
(6) ZAMIA, 7 GAL.
(1) YLANG YLANG TREE, 12' HT.
(5) CHINESE FAN PALMS, 3 GAL.
(15) GREEN COCOPLUM, 7 GAL.
(10) SAW PALMETTO, 7 GAL.
(7) ZAMIA, 7 GAL.
(15) SHELL GINGER, 7 GAL.
(9) SAW PALMETTO, 7 GAL.
(10) FIRE BUSH, 3 GAL.
(15) COFFEE PLANT, 7 GAL.
(10) COCOPLUM, 7 GAL.
(15) COFFEE PLANT, 7 GAL.
(1) RECLINATA PALM, 15' HT., ' MULTI TRUNK'
(60) MINIMA, 4' POTS.
(50) HIBISCUS, 3 GAL.
(4) DATE PALMS, 18-20' HT.
(30) ANNUALS, TBD.
(2) GARDENIA SPHERES, 3'X3'.
(30) MINIMA, 4' POTS.
(5) SAW PALMETTO, 7 GAL.
(30) HIBISCUS, 3 GAL.
(8) SAW PALMETTO, 7 GAL.
(3) SHELL GINGER, 7 GAL.
(2) BOUGAINVILLEA VINE, ESP. TO WALL. 6'-8' HT.
(12) ILEX, 3 GAL.
(4) GARDENIA SPHERE, 3'X3'.
(40) MINIMA, 4' POTS
(1) DOUBLE ROBELLINI PALM, 8' C.T., CURVED.
(17) BLUE SALVIA, 3 GAL.
(28) WHITE PLUMBAGO, 3 GAL.
(2) DATE PALMS, 18'-20' HT. UNDERPLANTED W/ (14) GREEN ISLAND FICUS, 3 GAL.
(1) TRIPLE ROBELLINI PALMS, 10'-12' HT.
(60) BLUE PLUMBAGO, 3 GAL.
(10) RHAPIS PALM, 3' HT.
(2) SEAGRAPE TREES, 15' HT.
(40) FOXTAIL FERNS, 3 GAL.
(20) WHITE PLUMBAGO, 3 GAL.
(8) ILEX, 3 GAL .
(2) GARDENIA SPHERE, 3'X3'.
(2) BOUGAINVILLEA VINE, ESP. TO WALL. 6'-8' HT.
(17) BLUE SALVIA, 3 GAL.
(5) CHINESE FAN PALMS, 3 GAL.
(1) YLANG YLANG TREE, 18' HT.
(10) ZAMIA, 7 GAL.
(4) SHELL GINGER, 7 GAL.
(7) THRINAX PALMS, 14'-16' HT.
(10) ZAMIA, 7 GAL.
(10) COFFEE PLANT, 7 GAL.
(1) RECLINATA PALM, 15' HT., ' MULTI TRUNK'
(60) MINIMA, 4' POTS.
(40) MINIMA, 4' POTS
(1) DOUBLE ROBELLINI PALM, 8' C.T., CURVED.
(4) SHELL GINGER, 7 GAL.
(5) COFFEE PLANT, 7 GAL.
(5) CHINESE FAN PALMS, 3 GAL.
(35) GREEN ISLAND FICUS, 3 GAL.
(5) SHELL GINGER, 7 GAL.
(4) SAW PALMETTO, 3 GAL.
(1) YLANG YLANG TREE, 12' HT.
(5) CHINESE FAN PALMS, 3 GAL.
(6) COFFEE PLANT, 7 GAL.
(4) SAW PALMETTO, 3 GAL.
(4) SHELL GINGER, 7 GAL.
(10) ZAMIA, 7 GAL.
(1) YLANG YLANG TREE, 18' HT.
(5) COFFEE PLANT, 7 GAL.
(4) COCONUT PALMS, 14' G.W.
(1) PINK TABEBUIA 18' HT.
(25) BLUE PLUMBAGO 3 GAL.
(5) YLA 16' HT.
(90) GI 3 GAL.
(30) SILVER SAW PALMETTO 3 GAL.
LAWN
(1) WHITE GIEGER 16' HT.
(40) NATIVE ILEX 3 GAL.
(1) PINK TABEBUIA 16' HT.
(1) MACARTHUR CLUSTER 16' HT.
(6) CONFEDERATE JASMINE 10' HT.
(25) HIBISCUS 3 GAL.
(80) NATIVE ILEX 3 GAL.
LAWN
(4) ALEXANDER PALMS 15' CT. W/ (4) BLEEDING HEART VINE 6' HT.
LAWN
(1) GREEN BUTTONWOOD 15'X15'
(7) THRINAX PALMS 12'-14' C.T.
(115) FAKAHATCHEE GRASS 3 GAL.
(26) WHITE PLUMBAGO 3 GAL.
CHURI
2000 S
200 SE
0 1 4 8 16 FEET
SCALE: 1/8" = 1'-0"
N
E
S
W

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SCALE: 1/8" = 1'-0"

LANDSCAPE PLAN - GROUND FLOOR
PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

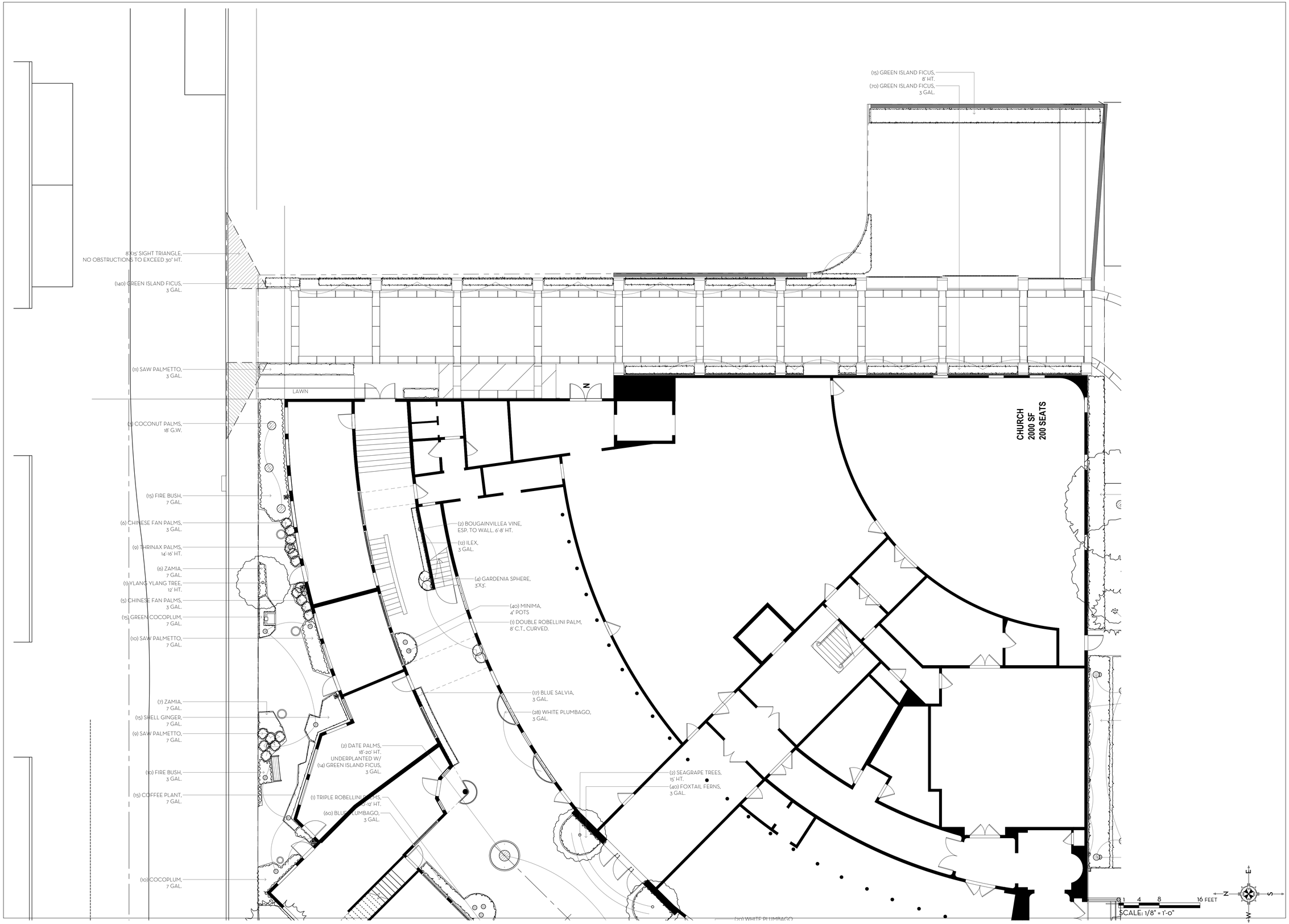
05 SEPTEMBER 2025

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LANDSCAPE PLAN - EAST ACCESS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" = 1'-0"

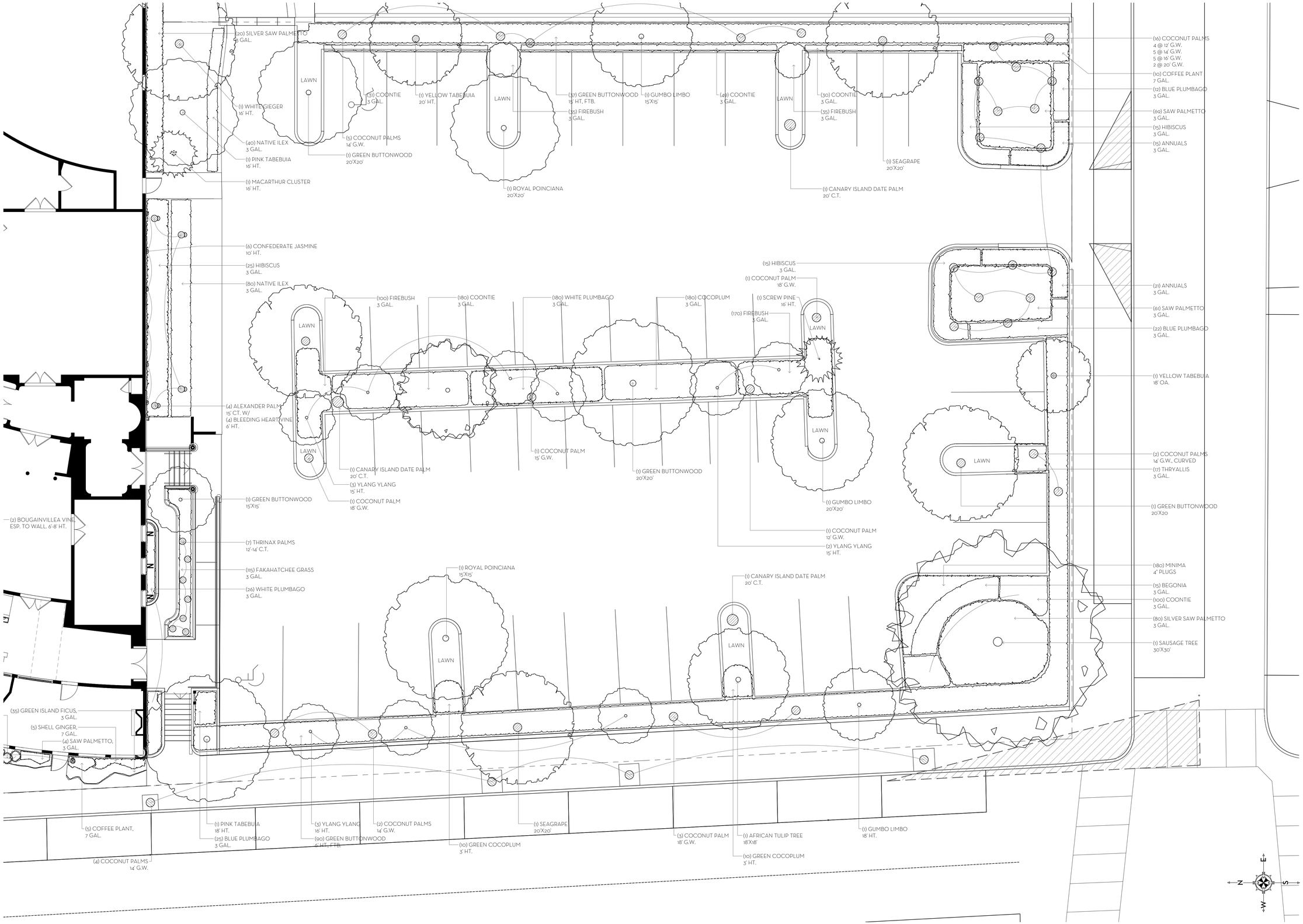
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Registration No.
6666856

LANDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

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

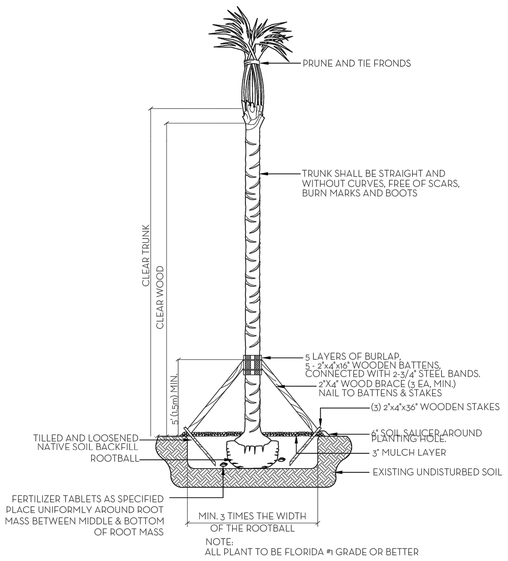
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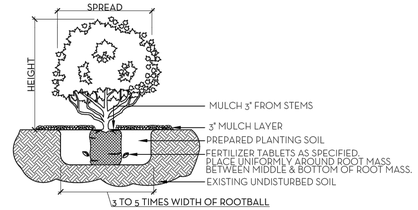
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LP3



NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

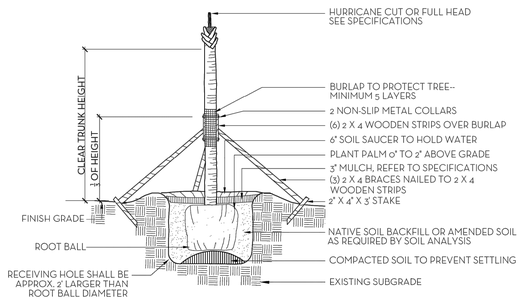
PALM PLANTING DETAIL
N.T.S.



NOTE:
ALL MATERIAL TO BE FLORIDA #1 OR BETTER

SHRUB & GROUNDCOVER PLANTING DETAIL
N.T.S.

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
N.T.S.

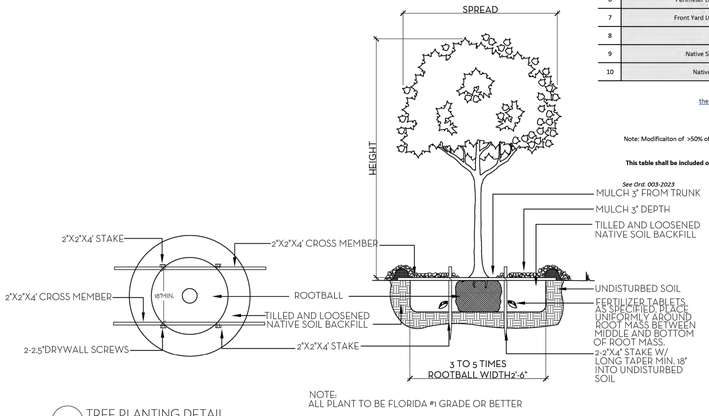
FERTILIZATION

SHRUBS AND TREES
ALL TREES AND SHRUBS SHALL BE FERTILIZED WITH "AGRIFORM" 20-15-5 PLANTING TABLETS AT TIME OF INSTALLATION AND PRIOR TO COMPLETION OF PIT BACKFILLING. TABLETS SHALL BE PLACED UNIFOMLY 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 1/2" OF CALIPER
PALMS:	7 - 21 GRAM TABLETS

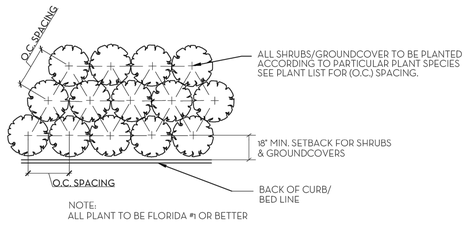
GROUNDCOVER AREAS
ALL GROUNDCOVER AREAS SHALL RECEIVE FERTILIZATION WITH "OZMOCOTE" TIME RELEASE FERTILIZER AS PER MANUFACTURER'S SPECIFICATIONS.

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, ROPES, 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.



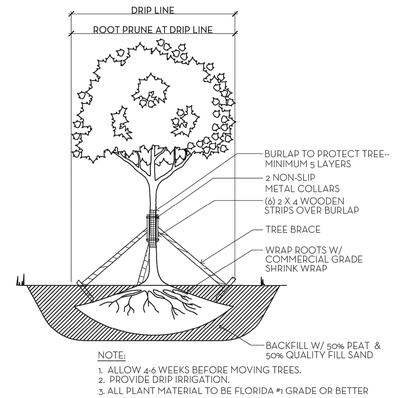
NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

TREE PLANTING DETAIL
N.T.S.



NOTE:
ALL PLANT TO BE FLORIDA #1 OR BETTER

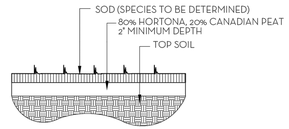
PLANT SPACING DETAIL
N.T.S.



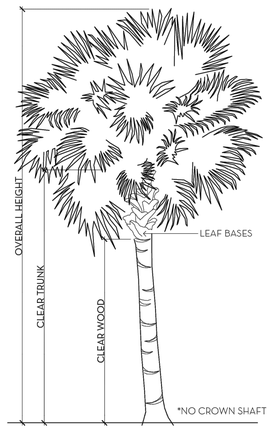
NOTE:
1. ALLOW 4-6 WEEKS BEFORE MOVING TREES.
2. PROVIDE DRIP IRRIGATION.
3. ALL PLANT MATERIAL TO BE FLORIDA #1 GRADE OR BETTER

TREE ROOT PRUNING DETAIL
N.T.S.

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, 2" MIN.
4. AFTER LAYING SOD APPLY NECESSARY PESTICIDES AND FUNGICIDES.
5. IRRIGATE REGULARLY, REFER TO IRRIGATION DRAWINGS



SOD PLANTING DETAIL
N.T.S.



PALM SPECIFICATION DETAIL
N.T.S.

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 SF.		
3		REQUIRED	PROPOSED	EXISTING
4	Landscape Open Space (LOS) (Sq Ft and %)	14,525 SF. (25%)	8,878 SF. (15.28%)	8,852 SF. (15.24%)
5	LOS to be altered (Sq FT and %)	N/A	100%	N/A
6	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	2,148 SQ. FT. (35%)	2,433 SQ.FT (39.65%)	N/A
8	Native Trees %	30% (number of trees)	41%	N/A
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	79%	N/A
10	Native Groundcover %	30% (groundcover area)	47%	N/A

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 *REV BF 20230727*

NIEVERA WILLIAMS DESIGN

Paramount Theatre
139 N. County Road
September 25, 2025

Landscape Material Schedule

Item No.	Common Name	Botanical Name	Quantity	Native	Specification
1	**TREES**				
2	Ylang Ylang Tree	Cananga odorata	1		12' HT.
	Ylang Ylang Tree	Cananga odorata	3		15' HT.
	Ylang Ylang Tree	Cananga odorata	3		16' HT.
3	Seagrape	Coccoloba uvifera	2	✔	15' HT.
4	White Gieger	Cordia boissieri	1		16' HT.
	Pink Tabebuia	Tabebuia heterophylla	1		18' HT.
5	Pink Tabebuia	Tabebuia heterophylla	1		16' HT.
6	Green Buttonwood	Conocarpus erectus	1	✔	15'x15'
	Green Buttonwood	Conocarpus erectus	3	✔	20'x20'
	Yellow Tabebuia	Tabebuia caraiba	1		20' HT.
	Yellow Tabebuia	Tabebuia caraiba	1		18' OA.
	Royal Poinciana	Delonix regia	1		20'x20'
	Royal Poinciana	Delonix regia	1		15'x15'
	Gumbo Limbo	Bursera simaruba	1	✔	18' HT.
	Gumbo Limbo	Bursera simaruba	1	✔	15'x15'
	Gumbo Limbo	Bursera simaruba	1	✔	20'x20'
	Seagrape	Coccoloba uvifera	2	✔	20'x20'
	Sausage Tree	Kigelia pinnata	1		30'x30'
	Afican Tulip Tree	Spathodea campanulata	1		18'x18'
8			27	41%	
9	**PALMS**				
	Coconut Palm	Cocos nucifera	2		20' GW.
10	Coconut Palm	Cocos nucifera	8		18' GW.
	Coconut Palm	Cocos nucifera	5		16' GW.
	Coconut Palm	Cocos nucifera	5		12' GW.
11	Thrinax Palm	Thrinax radiata	9		14' - 16' HT.
12	Roebellini Palm	Phoenix roebelenii	1		9' CT. Curved
13	Double Roebellini Palm	Phoenix roebelenii	1		10' CT. Curved
	Triple Roebellini Palm	Phoenix roebelenii	2		10'-12' HT.
14	Date Palm	Phoenix dactylifera	2		18'-20' HT.
15	Macarthur Cluster	Ptychosperma macarthurii	1		16' HT.
16	Alexander Palm	Ptychosperma elegans	4		15' CT.
17	Thrinax Palm	Thrinax radiata	7		12'-14' CT.
	Coconut Palm	Cocos nucifera	1		15' GW.
	Coconut Palm	Cocos nucifera	2		14' GW. Curved
19	Coconut Palm	Cocos nucifera	16		14' GW.
	Canary Island Date Palm	Phoenix canariensis	3		20' CT.
	Screw Pine	Pandanus utilis	1		16' HT.
20			68		
21	**SHRUB/VINES**				
37	Firebush	Hamelia patens	15	✔	7 GAL.
7	Chinese Fan Palm	Livistona chinensis	11		3 GAL.
22	Zamia	Zamia integrifolia	6	✔	7 GAL.
38	Saw Palmetto	Serenoa repens	19	✔	7 GAL.
23	Green Cocoplum	Chrysobalanus icaco	15	✔	7 GAL.
24	Shell Ginger	Alpinia zerumbet	15		7 GAL.
25	Coffee Plant	Psychotria nervosa	30	✔	7 GAL.
26	Cocoplum	Chrysobalanus icaco	10	✔	7 GAL.
27	Bougainvillea	Bougainvillea ssp	3		6'-8' HT. Esp to wall
28	Gardenia Sphere	Gardenia jasminoides 'Miami Supreme'	4		3'x3'
29	Green Island Ficus	Ficus microcarpa 'Green Island'	15		8' HT.
30	Confederate Jasmine	Trachelospermum jasminoides	6		10' HT.
31	Bleeding Heart Vine	Clerodendrum thomsoniae	4		6' HT.
32	Green Buttonwood	Conocarpus erectus	37	✔	15' HT. FTB
33	Green Buttonwood	Conocarpus erectus	90	✔	6' HT. FTB
35			280	79%	
36	**GROUND COVER**				
39	Firebush	Hamelia patens	350	✔	3 GAL.
	Silver Saw Palmetto	Serenoa repens 'Cinerea'	80		3 GAL.
40	Saw Palmetto	Serenoa repens	141	✔	3 GAL.
41	Green Island Ficus	Ficus microcarpa 'Green Island'	239		3 GAL.
42	Ilex	Ilex cassine	105	✔	3GAL.
43	Minima	Trachelospermum asiaticum 'Minima'	220		4" Pots
44	White Plumbago	Plumbago auriculata 'Alba'	236		3 GAL.
45	Blue Salvia	Salvia 'Mystic Spires Blue'	30		3 GAL.
46	Blue Plumbago	Plumbago Auriculata 'Imperial Blue'	119		3 GAL.
51	Foxtail Fern	Asparagus densiflorus 'Meyerii'	60		3 GAL.
52	Silver Saw Palmetto	Serenoa repens 'Cinerea'	20		3 GAL.
55	Hibiscus	Hibiscus ssp	55		3 GAL.
56	Fakahtachee Grass	Tripsacum dactyloides	115	✔	3 GAL.
58	Coontie	Zamia integrifolia	390	✔	3 GAL.
	Cocoplum	Chrysobalanus icaco	180		3 GAL.
	Thryallis	Galphimia glauca	17		3 GAL.
	Begonia	Begonia odorata 'Alba'	15		3 GAL.
	Green Cocoplum	Chrysobalanus icaco	20	✔	3 GAL.
60			2392	47%	
61	**SOD**				
62	Zoysia 'Diamond'		VIF		FULL, STAGGER SEAMS

MARIO F. NIEVERA
State of Florida
Landscape Architect
Registration No.
6666856

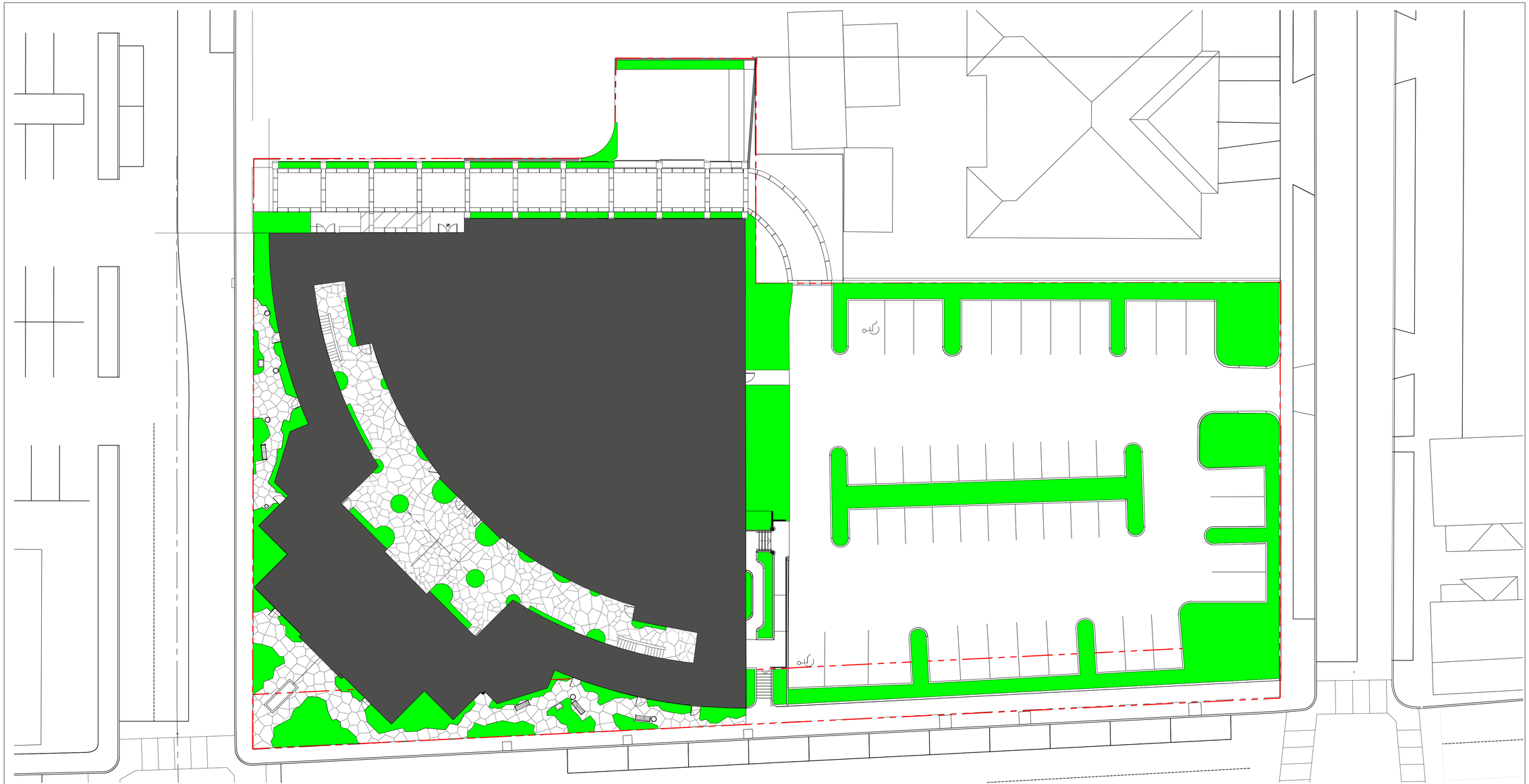
PLANT LIST AND DETAILS
PARAMOUNT THEATRE
139 N. COUNTY ROAD, PALM BEACH, FL.
05 SEPTEMBER 2025

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



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		
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OR

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See Ord. 003-2023 *REV BF 20230727*

HARDSCAPE

BUILDING AREA

LANDSCAPE

0 4 8 16 32 FEET
SCALE: 1/16" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

OPEN SPACE DIAGRAM

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" = 1'-0"

05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
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NIEVERAWILLIAMS.COM

OS1



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

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See Ord. 003-2023 *REV BF 20230727*

HARDSCAPE

BUILDING AREA

LANDSCAPE

TOTAL FRONT AREA: 6,136 SQ. FT. (100%)
REQUIRED LANDSCAPE OPEN SPACE: 2,148 SQ. FT. (35%)
PROPOSED LANDSCAPE OPEN SPACE: 2,433 SQ. FT. (39.65%)

0 4 8 16 32 FEET
SCALE: 1/16" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

FRONT OPEN SPACE DIAGRAM

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" = 1'-0"

05 SEPTEMBER 2025

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

STATE OF FLORIDA
DIVISION OF ADMINISTRATIVE HEARINGS

WEG PARAMOUNT, LLC,

Petitioner,

vs. Case No. 24-3623

TOWN OF PALM BEACH, FLORIDA,

Respondent.
_____/

SPECIAL MAGISTRATE REPORT AND RECOMMENDATION

This cause came before the undersigned on a Joint Motion for Entry of Stipulated Special Magistrate Report and Recommendation filed jointly by Petitioner WEG Paramount, LLC (Owner), and Respondent Town of Palm Beach, Florida (Town, and collectively with Owner, the Parties), on October 17, 2025 (Motion). Following a review of the Motion, together with the docket in this matter, the Motion is granted. The undersigned enters this Special Magistrate Report and Recommendation (Recommendation) as stipulated by the Parties in accordance with the Florida Land Use and Environmental Dispute Resolution Act (FLUEDRA or Act).

PROCEDURAL HISTORY

The Owner timely initiated this FLUEDRA matter by serving on the Town a request for relief pursuant to section 70.51, Florida Statutes. The Town timely served its response to the Owner's Petition.

The Parties agreed to utilize the Florida Division of Administrative Hearings' (DOAH) blind pool for the selection of a Special Magistrate. This proceeding was convened before Francine M. Ffolkes, an Administrative Law Judge with DOAH, serving as Special Magistrate pursuant to section 70.51.

Pursuant to the requirements of the Act, the Special Magistrate conducted a mediation conference on November 14, 2024. While the Parties were unable to reach a resolution during the initial mediation, the Parties continued to utilize the Act's mediation framework to evaluate potential modifications and adjustments to the Owner's proposed project in accordance with the Act's stated purpose.

On July 8, 2025, the Town Council held a public hearing to workshop Owner's "Revised Development Application" (as defined below), which received positive feedback from the Town Council, which in turn resulted in the Parties returning to DOAH for entry of this Recommendation.

UNDISPUTED STATEMENT OF FACTS

1. Owner is the owner of certain real property located at 139 North County Road, Palm Beach, Florida 33480 (Property).

2. The Property is improved with an approximately 40,000 square foot building known as the "Paramount" or "Paramount Theater."

3. The Future Land Use designation of the Property is Commercial. The zoning designation for the Property is C-TS (Commercial Town Serving), and the current uses of the Property include office, retail, and a church, with a portion of the building being vacant.

4. The Paramount Theater is both listed on the National Register of Historic Places and designated by the Town of Palm Beach as a historically significant Landmark building.

5. The Property has 46 on-site parking spaces, and has been recognized by the Town to have 133 vested "parking credits" via the Town's principle of equivalency, as set forth in section 134-2175 of the Town's Code of Ordinances.

6. After multiple iterations of project submissions made in response to comments and objections from the Town Council, staff, and the neighbors, on

June 7, 2024, Owner submitted to the Town a complete application for approval of the following (Original Application):

- **Special Exceptions**:
(i) a private social club of 475 members in the Town's C-TS zoning district,
(iii) for outdoor café seating use associated with the private social club,
(iv) for shared parking between a private social club use and a church use,
(v) modification to previously approved special exception to permit the existing church to operate with 200 seats, and
(vi) for off-site shared (supplemental) parking beyond what is required by the Code.
    - This request was withdrawn by Owner.

- **Variances**:
(i) to permit a generator and certain other mechanical equipment on the roof, in response to comments from neighbors and at the suggestion of Staff
(ii) for off-site shared (supplemental) parking beyond what is mandated by the Code

- **Site Plan Review**
(i) for site plan changes to properties not zoned single-family residential

7. On July 10, 2024, the Town Council held a Development Review meeting to review the Original Application. At the conclusion of the July 10 hearing, the Town Council voted 3-2 to deny the Special Exception request to allow a private social club use, and found moot the Special Exception requests for outdoor café seating and shared parking between the church use and a private social club use. The Town Council voted 4-1 to approve the expansion of the Church use.

THE REVISED DEVELOPMENT CONCEPT

Through this FLUEDRA proceeding, consistent with the Act's purpose, the Owner continued to develop and workshop with Town Staff potential modifications to the Original Application. On June 26, 2025, Owner submitted to the Town a Letter of Intent for Paramount Theater Revised Development Concept, together with (1) concept plans prepared by REG Architects and (2) a Traffic Comparison Letter prepared by Simmons & White Civil & Traffic Engineering. This submission outlined a "Revised Development Concept," that sought to incorporate feedback provided by the Town Council and neighbors during prior public hearings, representing a significant de-intensification of the project as compared to the Original Application.

Specifically, the Revised Development Concept responds to comments from Town Council members and neighbors that they would like to see the following incorporated into the project:

- exterior retail,
- a public component,
- a residential component,
- a café for the benefit of the neighborhood,
- a smaller club (both in physical footprint and in membership), and
- reduced traffic impacts during the Town's peak hours.

The Revised Development Concept addresses and incorporates each of these elements. It proposes a dramatically reduced club from approximately 40,000 square feet to approximately 5,000 square feet and from 475 members to 175 members. Additionally, the private club would not be open before 6:00 p.m. on weekdays, which further reduces the impacts on the Town transportation network and results in a project that has fewer trips than the current uses at the Property according to the Traffic Comparison Letter submitted by Simmons & White.

On July 8, 2025, the Town Council held a public hearing to workshop the Revised Development Concept. Following feedback from Staff and the Town Council, Owner prepared and submitted as a revision to its pending Original Application, the following documents relating to the Revised Development Concept (collectively, the Revised Application): (i) an Application form; (ii) Architectural Plans prepared by REG Architects; (iii) a Traffic Impact Analysis prepared by Simmons & White; (iv) Landscape Plans prepared by Nievera Williams Design; (v) a draft Declaration of Use Agreement for review and approval by the Town (the Declaration of Use); (vi) Civil Plans prepared by Keshavarz & Associates; and (vii) other miscellaneous application materials (attached as Composite Exhibit B to the Motion).

ROLE OF THE SPECIAL MAGISTRATE

The intent of the FLUEDRA process is to provide an opportunity to amicably resolve land use disputes between property owners and local governments, and avoid the time, costs, and uncertainty associated with litigation. *See* § 70.51(17), Fla. Stat. The Act emphasizes that the first responsibility of the Special Magistrate is to " ... facilitate a resolution of the conflict between the owner and the governmental entities to the end that some modification of the owner's proposed use of the property or adjustment in the development order or enforcement action or regulatory efforts by one or more of the governmental parties may be reached." § 70.51(17)(a), Fla. Stat.

With the foregoing in mind, this Special Magistrate has reviewed the record and Motion in light of the objectives and requirements of the Act to facilitate a resolution without the necessity of the Parties resorting to litigation. Accordingly, this Special Magistrate's findings and recommendation are entered below.

SPECIAL MAGISTRATE'S FINDINGS

The Revised Development Concept is a significant de-intensification from the development concept proposed in the Original Application. Consistent with the comments from the Town Council during the July 8, 2025, public hearing relating to the Revised Development Concept, the Court finds that the Revised Application addresses many of the comments previously made by the Town Council. The Court further finds that a decision by the Town Council, after appropriate public process, to approve the Revised Application together with the Settlement and Development Agreement (attached as Exhibit C to the Motion), would be a prudent compromise, and the antithesis of unreasonable or an unfair burden.

RECOMMENDATION

As provided in the Act, I am making the following recommendations to the parties with the sincere hopes that further litigation may be avoided in favor of a resolution that achieves the aims of each party. The Act provides that the Town may: (a) "Accept the recommendation of the special magistrate as submitted and proceed to implement it by development agreement, when appropriate, or by other method, in the ordinary course and consistent with the rules and procedures of that governmental entity." § 70.51(21)(a), Fla. Stat.; (b) "Modify the recommendation as submitted by the special magistrate and proceed to implement it by development agreement, when appropriate, or by other method, in the ordinary course and consistent with the rules and procedures of that governmental entity." § 70.51(21)(b), Fla. Stat.; or (c) "Reject the recommendation as submitted by the special magistrate." § 70.51(21)(c), Fla. Stat.

Specifically, my recommendation is set forth below:

1. Following review of the Revised Application by the Town's professional Staff, the Town should schedule and hold an initial public hearing before the

Town Council for the consideration of the following (the Initial Public Hearing):

a. This Recommendation;
b. The Revised Application;
c. The Declaration of Use Agreement; and
d. The Settlement and Development Agreement (which will require two public hearings);

2. If the Town Council determines that the Revised Application, as further modified, if applicable, is consistent with the Town's Code and Comprehensive Plan (in existence as of the date of filing the Original Application), then it may vote to:

a. Approve this Recommendation;
b. Approve the Revised Application, subject to the approval of a Declaration of Use Agreement, and conditioned upon review and approval of a Certificate of Appropriateness by the Town Landmarks Preservation Commission (Landmarks) pursuant to section 54-71(a) of the Town Code;
c. Approve the Declaration of Use Agreement, as further modified, if applicable; and
d. Schedule and hold a second public hearing before the Town Council to approve on second reading the Settlement and Development Agreement.

3. The Town may then schedule and hold a public hearing before Landmarks for review and approval of a Certificate of Appropriateness pursuant to section 54-71(a) of the Town Code.

4. Finally, the Town may schedule and hold a second public hearing before the Town Council to approve on second reading the Settlement and Development Agreement.

DONE AND ENTERED this 29th day of October, 2025, in Tallahassee, Leon County, Florida.



FRANCINE M. FFOLKES
Administrative Law Judge
Special Magistrate
DOAH Tallahassee Office

Division of Administrative Hearings
2001 Drayton Drive
Tallahassee, Florida 32311
(850) 488-9675
www.doah.state.fl.us

Filed with the Clerk of the
Division of Administrative Hearings
this 29th day of October, 2025.

COPIES FURNISHED:

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(eServed)

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(eServed)

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(eServed)

Robert A. Sweetapple, Esquire
(eServed)

Kathryn Inman, General Counsel
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Nicholas Ryan Bixler, Esquire
(eServed)

John K. Shubin, Esquire
(eServed)

Eric Hager, Esquire
(eServed)

Honorable James Uthmeier, Attorney General
(Address of Record)

STATE OF FLORIDA

DIVISION OF ADMINISTRATIVE HEARINGS

WEG PARAMOUNT, LLC,

Petitioner,

vs. Case No. 24-003623

TOWN OF PALM BEACH, FLORIDA,

Respondent.

_____/

JOINT MOTION FOR ENTRY OF STIPULATED SPECIAL MAGISTRATE REPORT AND RECOMMENDATION

Petitioner, WEG Paramount, LLC ("Paramount"), and Respondent, Town of Palm Beach, Florida (the "Town"), (collectively, the "Parties"), by and through undersigned counsel, hereby jointly file this Joint Motion For Entry of Stipulated Special Magistrate Report and Recommendation (the "Motion"), and in support state:

1. To encourage an equitable and mutually acceptable agreement, the Parties have jointly prepared a stipulated Special Magistrate Report and Recommendation (the "Recommendation") for Your Honor's consideration, attached hereto as **Exhibit A**. *See* § 70.51(17), Fla. Stat. (FLUEDRA is intended to encourage property owners and governmental entities to explore mutually acceptable alternatives to the development order at issue); § 70.51(19)(c), Fla. Stat. ("This subsection does not prohibit the owner and governmental entity from entering into an agreement as to the permissible use of the property prior to the special magistrate entering a recommendation."); *see also* § 70.51(29), Fla. Stat. (recognizing that the section shall be liberally construed, may be used to resolve disputes in pending judicial proceedings, and do not supplant other agreed upon dispute resolution methods).

Filed October 17, 2025 4:26 PM Division of Administrative Hearings

2. On November 14, 2024, a mediation was held between Paramount and the Town. The Parties were unable to reach a resolution, as noted in the Mediation Report dated November 15, 2024. Paramount has continued to evaluate potential alternatives with Town Staff; the Parties have explored alternatives encouraged by § 70.51(17), Fla. Stat.

3. On June 26, 2025, Paramount submitted to the Town a Letter of Intent for Paramount's "Revised Development Concept", together with (1) concept plans prepared by REG Architects, and (2) a Traffic Comparison Letter prepared by Simmons & White Civil & Traffic Engineering, (the "Revised Concept").

4. On July 8, 2025, the Town Council held a public hearing to workshop the Revised Concept. The Revised Concept received meaningful feedback from the Town Council during this public hearing.

5. Subsequently, Paramount prepared and submitted, as a revision to its pending Original Application, the following documents relating to the Revised Development Concept (collectively, the "Revised Application," attached hereto as **Composite Exhibit B**): (i) an Application form; (ii) Architectural Plans prepared by REG Architects; (iii) a Traffic Impact Analysis prepared by Simmons & White; (iv) Landscape Plans prepared by Nievera Williams Design; (v) a draft Declaration of Use Agreement; (vi) Civil Plans prepared by Keshavarz & Associates; and (vii) other miscellaneous application materials.

6. Paramount has also prepared a draft Settlement and Development Agreement (attached hereto as **Exhibit C**), providing for, among other things, a release of Paramount's claims against the Town and vesting of Paramount's rights consistent with the Revised Application.

7. The Recommendation provides a framework for review at public hearings: (1) the Revised Application, and (2) a Settlement and Development Agreement.

WHEREFORE, the Parties respectfully request that the Court grant this Joint Motion For Entry of Stipulated Special Magistrate Report and Recommendation, enter the stipulated Special Magistrate Report and Recommendation, and grant such further relief as the Court may deem just and proper. To the extent the Court would benefit from a hearing on this Motion, the Parties will make themselves available at the Court's convenience. For scheduling purposes, the Town Council is presently scheduled to hear the Revised Application on November 13, 2025.

Respectfully submitted,

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By: /s/ *Mark E. Grafton*
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Fla. Bar No. 771899
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By: /s/ *Seth C. Behn, Esq.*
Seth C. Behn
Florida Bar No. 115322
Nicholas R. Bixler
Florida Bar No. 127276

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 17th day of October 2025, a true and correct copy of the foregoing was served via electronic mail to:

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joconnor@jonesfoster.com

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By: */s/ Mark E. Grafton*
Attorney

EXHIBIT A

STATE OF FLORIDA

DIVISION OF ADMINISTRATIVE HEARINGS

WEG PARAMOUNT, LLC,

Petitioner,

vs. Case No. 24-003623

TOWN OF PALM BEACH, FLORIDA,

Respondent.

_____/

SPECIAL MAGISTRATE REPORT AND RECOMMENDATION

This cause came before the undersigned on a Motion for Entry of Stipulated Special Magistrate Report and Recommendation filed jointly by the Petitioner WEG Paramount, LLC ("Owner") and Respondent Town of Palm Beach, Florida ("Town," and collectively with Owner, the "Parties") on October 17, 2025 ("Motion"). Following a review of the Motion, together with the docket in this matter, undersigned hereby enters this Special Magistrate Report and Recommendation ("Recommendation") as provided by The Florida Land Use and Environmental Dispute Resolution Act ("FLUEDRA").

I. Procedural History

The Owner timely initiated this FLUEDRA matter by serving on the Town a request for relief pursuant to Section 70.51, Florida Statutes. The Town timely served its response to the Owner's Petition.

The Parties agreed to utilize the Florida Division of Administrative Hearings' blind pool for the selection of a special magistrate.

Pursuant to the requirements of the Act, the Parties convened for mediation before the Special Magistrate on November 14, 2024. While the Parties were unable to reach a resolution during the initial mediation, the Parties continued to utilize the FLUEDRA mediation framework to evaluate potential modifications and adjustments to the Owner's proposed project in accordance with the Act's stated purpose.

On July 8, 2025, the Town Council held a public hearing to workshop Owner's "Revised Development Application" (as defined below), which received positive feedback from the Town Council, which in turn resulted in the Parties returning to this Court for the entry of this Recommendation.

II. Undisputed Statement of the Facts

1. Owner is the owner of certain real property located at 139 North County Road, Palm Beach, FL 33480 (the "Property").

2. The Property is improved with an approximately 40,000 square foot building known as the "Paramount" or "Paramount Theater".

3. The Future Land Use designation of the Property is Commercial. The zoning designation for the Property is C-TS (Commercial Town Serving), and the current uses of the Property include office, retail, and a church, with a portion of the building being vacant.

4. The Paramount Theater is both listed on the National Register of Historic Places and also designated by the Town of Palm Beach as a historically significant Landmark building.

5. The Property has 46 on-site parking spaces, and has been recognized by the Town to have 133 vested "parking credits" via the Town's principle of equivalency, as set forth in Section 134-2175 of the Town's Code of Ordinances.

6. After multiple iterations of project submissions made in response to comments and objections from the Town Council, staff and the neighbors, on June 7, 2024, WEG submitted to the Town a complete application for approval of the following (the "Original Application"):

- **Special Exceptions**:
  - (i) a private social club of 475 members in the Town's C-TS zoning district,
  - (iii) for outdoor café seating use associated with the private social club,
  - (iv) for shared parking between a private social club use and a church use,
  - (v) modification to previously approved special exception to permit the existing church to operate with 200 seats, and
  - (vi) for off-site shared (supplemental) parking beyond what is required by the Code.
    - This request was withdrawn by Owner
- **Variances**:
  - (i) to permit a generator and certain other mechanical equipment on the roof, in response to comments from neighbors and at the suggestion of Staff
  - (ii) for off-site shared (supplemental) parking beyond what is mandated by the Code
- **Site Plan Review**
  - for site plan changes to properties not zoned single-family residential

7. On July 10, 2024, the Town Council held a Development Review meeting to review the Application. At the conclusion of the July 10th hearing, the Town Council voted 3-2 to deny the Special Exception request to allow a private social club use, and found moot the Special Exception requests for outdoor café seating and shared parking between the church use and a private social club use. The Town Council voted 4-1 to approve the expansion of the Church use.

III. The Revised Development Concept

Through this FLUEDRA proceeding, consistent with the Act's purpose, the Owner continued to develop and workshop with Town Staff potential modifications to the Original Application. On June 26, 2025, Owner submitted to the Town a Letter of Intent for Paramount Theater Revised Development Concept, together with (1) concept plans prepared by REG Architects, and (2) a Traffic Comparison Letter prepared by Simmons & White Civil & Traffic Engineering. This submission outlined a "Revised Development Concept," that sought to

incorporate feedback provided by the Town Council and neighbors during prior public hearings, representing a significant de-intensification of the project as compared to the Original Application.

Specifically, the Revised Development Concept responds to comments from Town Council members and neighbors that they would like to see the following incorporated into the project:

- exterior retail,
- a public component,
- a residential component,
- a café for the benefit of the neighborhood,
- a smaller club (both in physical footprint and in membership), and
- reduced traffic impacts during the Town's peak hours.

The Revised Development Concept addresses and incorporates each of these elements. It proposes a dramatically reduced club from approximately 40,000 square feet to approximately 5,000 square feet, and from 475 members to 175 members. Additionally, the private club would not be open before 6:00 PM on weekdays, which further reduces the impacts on the Town transportation network and results in a project that has fewer trips than the current uses at the Property according to the Traffic Comparison Letter submitted by Simmons & White.

On July 8, 2025, the Town Council held a public hearing to workshop the Revised Development Concept. Following feedback from Staff and the Town Council, Owner prepared and submitted as a revision to its pending Original Application, the following documents relating to the Revised Development Concept (collectively, the "Revised Application"): (i) an Application form; (ii) Architectural Plans prepared by REG Architects; (iii) a Traffic Impact Analysis prepared by Simmons & White; (iv) Landscape Plans prepared by Nievera Williams Design; (v) a draft Declaration of Use Agreement for review and approval by the Town (the "Declaration of Use"); (vi) Civil Plans prepared by Keshavarz & Associates; and (vii) other miscellaneous application materials (attached as Composite Exhibit B to the Motion).

IV. Role of the Special Magistrate

The intent of the FLUEDRA process is to provide an opportunity to amicably resolve land use disputes between property owners and local governments, and avoid the time, costs, and uncertainty associated with litigation. *See* § 70.51(17), Fla. Stat. The Act emphasizes that the first responsibility of the Special Magistrate is to "... facilitate a resolution of the conflict between the owner and the governmental entities to the end that some modification of the owner's proposed use of the property or adjustment in the development order or enforcement action or regulatory efforts by one or more of the governmental parties may be reached." § 70.51(17)(a), Fla. Stat.

With the foregoing in mind, the Court has reviewed the record and Motion in light of the objectives and requirements of the Act to facilitate a resolution without the necessity of the Parties resorting to litigation. Accordingly, the Court's findings and recommendation are entered below.

V. Special Magistrate's Findings

The Revised Development Concept is a significant de-intensification from the development concept proposed in the Original Application. Consistent with the comments from

the Town Council during the July 8, 2025 public hearing relating to the Revised Development Concept, the Court finds that the Revised Application addresses many of the comments previously made by the Town Council. The Court further finds that a decision by the Town Council, after appropriate public process, to approve the Revised Application together with the Settlement and Development Agreement (attached as Exhibit C to the Motion), would be a prudent compromise, and the antithesis of unreasonable or an unfair burden.

VI. Recommendation

As provided in the Act, I am making the following recommendations to the parties with the sincere hopes that further litigation may be avoided in favor of a resolution that achieves the aims of each party. The Act provides that the Town may: (a) "Accept the recommendation of the special magistrate as submitted and proceed to implement it by development agreement, when appropriate, or by other method, in the ordinary course and consistent with the rules and procedures of that governmental entity." (§70.51(21)(a)); (b) "Modify the recommendation as submitted by the special magistrate and proceed to implement it by development agreement, when appropriate, or by other method, in the ordinary course and consistent with the rules and procedures of that governmental entity." (§70.51(21)(b)); or (c) "Reject the recommendation as submitted by the special magistrate." (§70.51(21)(c)).

Specifically, my recommendation is set forth below:

1. Following review of the Revised Application by the Town's professional Staff, the Town should schedule and hold an initial public hearing before the Town Council for the consideration of the following (the "Initial Public Hearing"):
    a. This Recommendation;
    b. The Revised Application;
    c. The Declaration of Use Agreement; and
    d. The Settlement and Development Agreement (which will require two public hearings);
2. If the Town Council determines that the Revised Application, as further modified, if applicable, is consistent with the Town's Code and Comprehensive Plan (in existence as of the date of filing the Original Application), then it may vote to:
    a. Approve this Recommendation;
    b. Approve the Revised Application, subject to the approval of a Declaration of Use Agreement, and conditioned upon review and approval of a Certificate of Appropriateness by the Town Landmarks Preservation Commission ("Landmarks") pursuant to Section 54-71(a) of the Town Code;
    c. Approve the Declaration of Use Agreement, as further modified, if applicable; and
    d. Schedule and hold a second public hearing before the Town Council to approve on second reading the Settlement and Development Agreement.

3. The Town may then schedule and hold a public hearing before Landmarks for review and approval of a Certificate of Appropriateness pursuant to Section 54-71(a) of the Town Code.
4. Finally, the Town may schedule and hold a second public hearing before the Town Council to approve on second reading the Settlement and Development Agreement.

DONE AND ORDERED this ____ day of _____, 2025, in Tallahassee, Leon County, Florida.

_____

FRANCINE M. FFOLKES
Administrative Law Judge
DOAH Tallahassee Office
Division of Administrative Hearings
1230 Apalachee Parkway
Tallahassee, Florida 32301-3060
(850) 488-9675
www.doah.state.fl.us

COPIES FURNISHED:

All counsel of record.

COMPOSITE EXHIBIT B

EXHIBIT B1

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

DEVELOPMENT REVIEW APPLICATION

Updated 01/31/23

FILE NUMBER: COA-23-003	ZONING NUMBER (if applicable): ZON-23-020	DATE: 09/08/25

ADDRESS: 139 N COUNTY RD

☒ LANDMARKS
- ☒ Certificate of Appropriateness for design approval
- ☐ Certificate of Appropriateness for demolition
- ☐ Historically Significant building
- ☐ Historic district/ Site designation / undesignation
- ☐ Other (expand below)
- ☐ Waiver
- ☐ Tax abatement project

☐ ARCOM
- ☐ Design review approval- **major project**
- ☐ Design review approval- **minor project**
- ☐ Design review approval- **minor no notice**
- ☐ Demolition
- ☐ Other (expand below)

☐ TOWN COUNCIL
- ☒ Special exception
- ☒ Variance(s)
- ☒ Site plan review
- ☐ Division of land / replat
- ☐ Amendment to the Town's Zoning Code or Zoning Map or Comprehensive Plan or Future Land Use Map
- ☐ Other (expand below)

☐ **Other:**

Property Information

ADDRESS OF PROPERTY
139 N COUNTY RD

LEGAL DESCRIPTION (if necessary attach as separate exhibit)
SEE ATTACHED EXHIBIT "B"

PROPERTY OWNER NAME
WEG PARAMOUNT LLC - LESTER WOERNER

CONTACT NUMBER AND/OR EMAIL
561.650-0652

APPLICANT NAME (if different than owner)

CONTACT NUMBER AND/OR EMAIL

Authorized Representative(s) Information (if applicable)

NAME	☒ Attorney ☐ Agent ☐ Other_____
CONTACT PHONE 561.650-0633	EMAIL ADDRESS JCROWLEY@GUNSTER.COM

Summary of Request (NOTE: A separate Letter of Intent (LOI) is required as part of the submittal prerequisite)
PROVIDE A BRIEF SCOPE OF PROJECT REQUEST A REQUEST FOR THE RENOVATION AND RESTORATION OF THE EXISTING HISTORIC LANDMARKED MULTISTORY PARAMOUNT THEATRE MIXED-USE BUILDING (34,265 SQUARE FEET), WITH LANDSCAPE AND PARKING LOT UPGRADES.

Project Information		
Is there an existing building(s) on the site?	■ YES	☐ NO
Does the project include minor exterior demolition?	■ YES	☐ NO
Does the project include total demolition?	☐ YES	■ NO
Does the project include exterior alterations?	■ YES	☐ NO
Does the project include site plan modifications?	■ YES	☐ NO
Provide the total square footage of the new construction. N/A SF.		
Provide the gross square footage of the new construction (including parking and all usable area). N/A SF.		

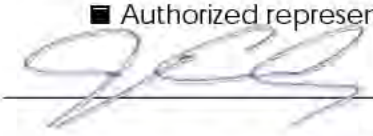
Design Professional (primary design professional responsible for project design)	
NAME: RICK GONZALEZ, AIA LICENSE #: AR0014172 ☐ Check this box if you are a Commission member that will result in a voting conflict of interest	■ Architect ☐ Contractor ☐ Landscape Architect ☐ Engineer ☐ Other _____
CONTACT PHONE 561.659-2383	EMAIL ADDRESS RICK@REGARCHITECTS.COM

Please read the following and acknowledge below:

☐ As part of the project approval, I voluntarily agree to dedicate a utility easement supporting the undergrounding project to the satisfaction of the Town of Palm Beach, which may include the installation of aboveground electrical equipment and pads to be placed on my property.

The aforementioned is acknowledged by:

☐ Owner of the subject property
■ Authorized representative



SIGNATURE

JAMES M. CROWLEY

PRINT NAME

SEPTEMBER 8, 2025

DATE SIGNED

EXHIBIT “B”
LEGAL DESCRIPTION

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

EXHIBIT B2

FINAL SUBMISSION - SEPTEMBER 9,2025

APPLICATON #COA-23-003 (ZON-23-020)

Historic Paramount Theater Adaptive Reuse

139 N COUNTY RD
PALM BEACH, FL 33480

REG PROJECT #:24019
9/08/2025



CLIENT:
WEG PARAMOUNT LLC
139 N COUNTY RD
PALM BEACH, FLORIDA 33480
AFC@FCHOLDINGS.COM

DESIGN ARCHITECT
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ONE PARK AVENUE
NEW YORK, NEW YORK 10016
G.BOWIE@RAMSA.COM
(212)967-5100

STRUCTURAL:
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1655 PALM BEACH LAKES BOULEVARD, SUITE 204
WEST PALM BEACH, FLORIDA 33401
JGONZALEZ@ONMJ.NET
(561)835-9994

CIVIL ENGINEERING
KESHAVARZ & ASSOCIATES, INC
711 N DIXIE HWY, SUITE 201
WEST PALM BEACH, FL 33401
RANDY@KESHAVARZ.COM
(561)680-8600

SURVEYOR
LANDTEC SURVEYING
700 WEST HISSBORO BLVD SUITE 4-100
DEERFIELD BEACH, FL 33441

ARCHITECT OF RECORD (AOR)
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RICK GONZALEZ, AIA, PRESIDENT
JOHN TUCKUS, AIA, SENIOR PROJECT MANAGER
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WEST PALM BEACH, FL 33401
(561)659-2383

LANDSCAPE ARCHITECT
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INTERIOR DESIGNER
MBDS
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GUNSTER
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WEST PALM BEACH, FL 33401
JCROWLEY@GUNSTER.COM
(561)650-0752

ARCHITECTURAL	
Sheet Number	Sheet Name
00	COVER PAGE
A-1	VINCINITY MAP
A-2	SUBJECT PROPERTY & CONTEXT IMAGES
A-3	SUBJECT PROPERTY & CONTEXT IMAGES
A-4	SUBJECT PROPERTY & CONTEXT IMAGES
A-5	SUBJECT PROPERTY & CONTEXT IMAGES
A-6	SUBJECT PROPERTY & CONTEXT IMAGES
A-7	SUBJECT PROPERTY & CONTEXT IMAGES
A-8	SUBJECT PROPERTY & CONTEXT IMAGES
A-9	SUBJECT PROPERTY & CONTEXT IMAGES
A-10	ZONING LEGEND
A-11	ZONING MAP
A-12	ZONING DIAGRAMS
A-13	ZONING DIAGRAMS
A-14	ZONING DIAGRAMS - SETBACKS
A-15	EQUIPMENT LOCATION - KEY PLAN
A-15.1	EQUIPMENT LOCATION - THEATER ROOF
A-15.2	ROOF ENCLOSURE ELEVATIONS/SECTIONS
A-15.3	EQUIPMENT LOCATION - SERVICE COURT

ARCHITECTURAL	
Sheet Number	Sheet Name
B-1	EXISTING SITE PLAN
B-2	MATERIAL REMOVAL SITE PLAN
B-3	EXISTING FLOOR PLAN - LEVEL 01
B-4	MATERIAL REMOVAL FLOOR PLAN - LEVEL 01
B-5	EXISTING FLOOR PLAN - LEVEL - 02
B-6	MATERIAL REMOVAL FLOOR PLAN - LEVEL 02
B-7	EXISTING FLOOR PLAN - LEVEL 03
B-8	MATERIAL REMOVAL PLAN - LEVEL 03
B-9	EXISTING FLOOR PLAN - ROOF
B-10	MATERIAL REMOVAL FLOOR PLAN - ROOF
B-11	MATERIAL REMOVAL FACADE ANALYSIS

ARCHITECTURAL	
Sheet Number	Sheet Name
C-2.2	PROPOSED SITE PLAN & ROOF PLAN
C-3.1	PROPOSED PLAN - GROUND FLOOR
C-7	PROPOSED FENCE, GARDEN WALLS & GATES
C-8.1	PROPOSED SEATING PLAN - GROUND FLOOR
C-8.2	PROPOSED SEATING PLAN - SECOND FLOOR
C-9	FIRST FLOOR LIFE SAFETY PLAN

ARCHITECTURAL	
Sheet Number	Sheet Name
C-10	SECOND FLOOR LIFE SAFETY PLAN
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 (ANNOTED 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	ENLARGED ELEVATIONS - NORTH WEST
D-6.1	ENLARGED ELEVATIONS - WEST
D-6.2	ENLARGED ELEVATIONS - SOUTH
D-7	SITE SECTION DIAGRAM - WEST
D-9	ENLARGED ELEVATIONS - SOUTH WEST
D-10	ENLARGED ELEVATIONS - PATIO FACADE RESTORATION
D-11	EXTERIOR DETAILS - TRIPLED ARCHED WINDOW OPENING
D-12	EXTERIOR DETAILS - TRIPLED ARCHED WINDOW
D-13	EXTERIOR DETAILS - TYPICAL WINDOW
D-14	EXTERIOR DETAILS - COURTYARD WINDOW
D-15	EXTERIOR DETAILS - TYPICAL EXTERIOR DOOR
D-16	EXTERIOR DETAILS - CANOPY
D-17	EXTERIOR DETAILS - AWNINGS
D-18	EXTERIOR DETAILS - PLANTERS
D-19	EXTERIOR DETAILS - APARTMENT TERRACE
D-20	EXTERIOR DETAILS - THEATER ENTRY ARCH
D-21	EXTERIOR DETAILS - SOUTHERN ENTRY
D-22	EXTERIOR DETAILS - EASTERN EDGE EXIT DRIVE
D-23	EXTERIOR MATERIALS

ARCHITECTURAL	
Sheet Number	Sheet Name
E-1.1	AERIAL RENDERING
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	N COUNTY ROAD VIEW (EXISTING)
E-4.2	N COUNTY ROAD VIEW (PROPOSED)
E-5.1	VIEW FROM SUNSET AVENUE (EXISTING)
E-5.2	VIEW FROM SUNSET AVENUE (PROPOSED)
E-6.1	VIEW ALONG NORTH COUNTY ROAD (EXISTING)
E-6.2	VIEW ALONG NORTH COUNTY ROAD (PROPOSED)

LANDSCAPE	
Sheet Number	Sheet Name
L0	OVERALL HARDSCAPE PLAN
L1	HARDSCAPE PLAN - GROUND FLOOR
L2	HARDSCAPE PLAN - EAST ACCESS
L3	HARDSCAPE PLAN - GROUND FLOOR
L4	LANDSCAPE PLAN - SECOND FLOOR
LP0	OVERALL LANDSCAPE PLAN
LP1	LANDSCAPE PLAN - GROUND FLOOR
LP2	LANDSCAPE PLAN - EAST ACCESS
LP3	LANDSCAPE PLAN - GROUND FLOOR
LP4	LANDSCAPE PLAN - SECOND FLOOR
LP5	PLAN LIST AND DETAILS
OS1	OPEN SPACE DIAGRAM
OS2	FRONT OPEN SPACE DIAGRAM
CSP	CONSTRUCTION LOGISTICS

CIVIL	
Sheet Number	Sheet Name
C-1	SITE PLAN / SERVICE YARD DIAGRAM

SCOPE OF WORK
THE PROPOSED WORK INCLUDES THE RENOVATION AND RESTORATION OF THE EXISTING HISTORIC LANDMARKED PARAMOUNT THEATER, A MULTISTORY MIXED USE BUILDING (34,265 SQUARE FOOT); AND LANDSCAPE UPGRADES WITHIN THE EXISTING PARKING LOT.

REG ARCHITECTS since 1988

Rick Gonzalez, AIA
President
FL License AR0014172
120 South Olive Ave. Ste. 210,
West Palm Beach, FL 33401
P (561) 659-2383
www.regarchitects.com

Historic Paramount Theater Adaptive Reuse

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

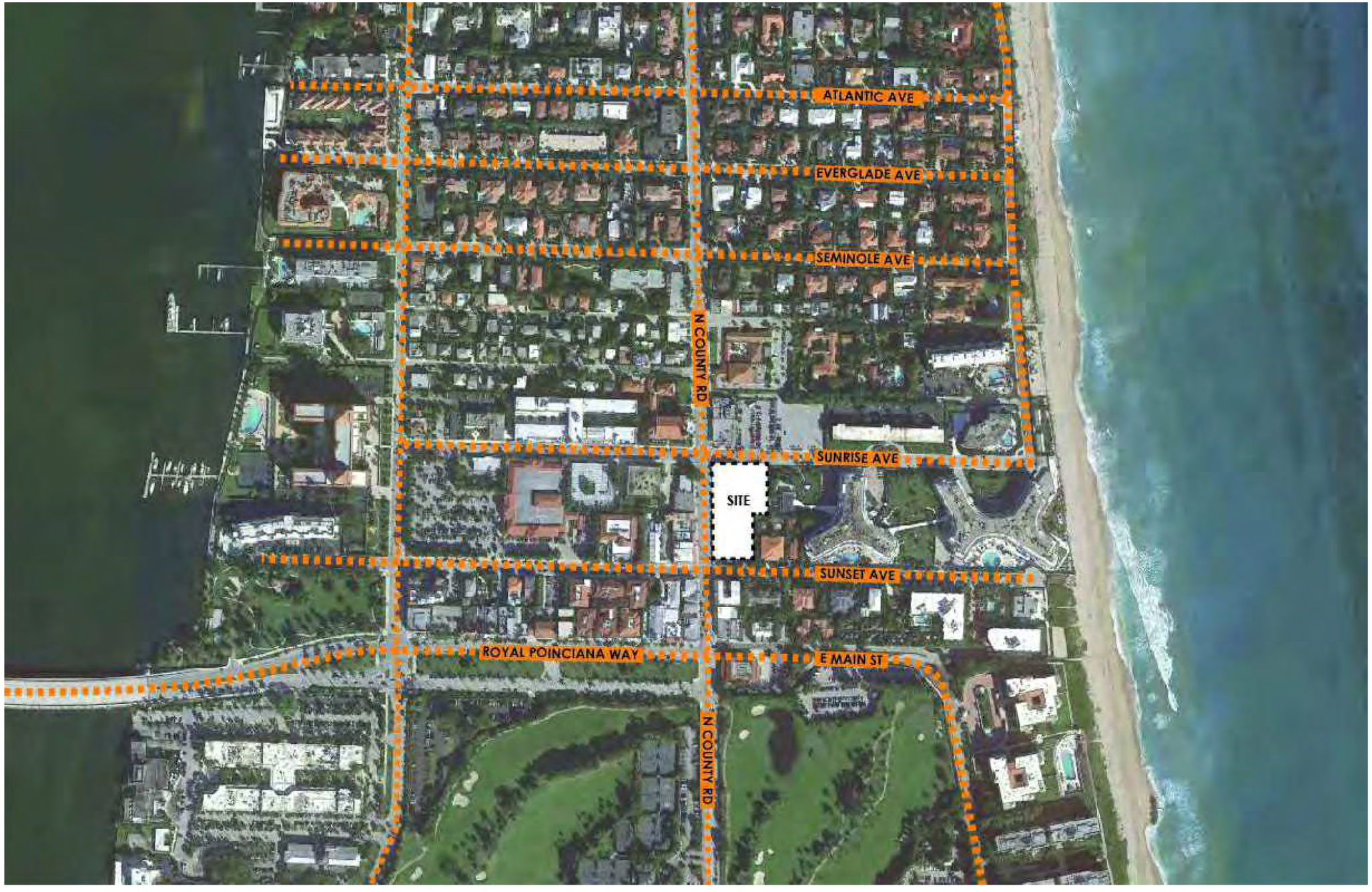
DATE	9/08/2025
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COVER PAGE

00



1 VICINITY MAP
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
Note: When printed on 11 x 17 paper scale is half

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

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RAMSA
ROBERT A.M. STERN ARCHITECTS

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VINCINITY MAP

EXISTING COND. SET - CONCEPTUAL

A-1



1 CONTEXT PLAN
3/16" = 1'-0"

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SUJECT PROPERTY &
CONTEXT IMAGES

EXISTING COND. SET - CONCEPTUAL

A-2



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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SUJECT PROPERTY & CONTEXT IMAGES

EXISTING COND. SET - CONCEPTUAL

A-3



E) SUNRISE AVE TO EAST ALLEY



F) N COUNTY RD TO NORTH



G) SUNSET AVE TO EAST



H) SUNSET AVE TO WEST

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SUJECT PROPERTY &
CONTEXT IMAGES

EXISTING COND. SET - CONCEPTUAL

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

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SUJECT PROPERTY & CONTEXT IMAGES

EXISTING COND. SET - CONCEPTUAL

A-5







PAST REFERENCE IMAGES - 1930s













PAST REFERENCE IMAGES - 1970s

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SUJECT PROPERTY &
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EXISTING COND. SET - CONCEPTUAL

A-6

Scale:
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PAST REFERENCE IMAGES - 1970s

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SUJECT PROPERTY & CONTEXT IMAGES

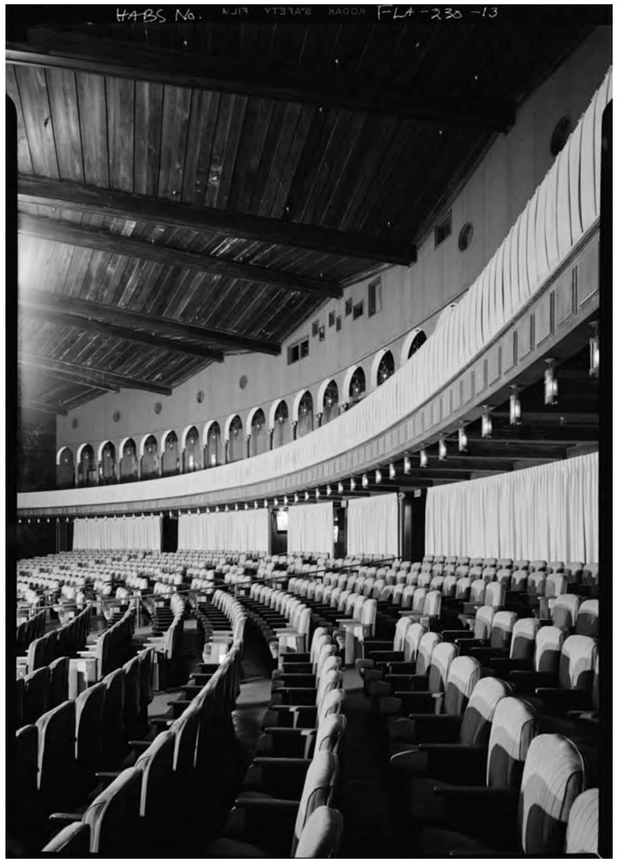
EXISTING COND. SET - CONCEPTUAL

A-7

Scale:
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PAST REFERENCE IMAGES - 1970s, THEATER INTERIORS

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SUJECT PROPERTY &
CONTEXT IMAGES

EXISTING COND. SET - CONCEPTUAL

A-8

















PAST REFERENCE IMAGES - 1980s, RENOVATION PROCESS

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SUJECT PROPERTY & CONTEXT IMAGES

EXISTING COND. SET - CONCEPTUAL

A-9

Town of Palm Beach

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

Zoning Legend

Line #				
1	**Property Address:**	139 N County RD, #29, Palm Beach, FL 33480		
2	**Zoning District:**	C-TS (Commercial Town Serving)		
3	**Structure Type:**	Theater, Club		
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%)	24,608 SQFT (42%)
9	Enclosed Square Footage (Basement, 1st Fl, 2nd Fl., Accesory Structues, etc)	15,000 sqft min (2-story)	21,334.37 SQFT	21,334.37 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	N/A
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"	N/A
14	*Rear Yard Setback (Ft.)	Theater - 22'-0" Residential - 16'-9"	Varies, Max setback 53'-3 3/4"	N/A
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
17	Overall Building Height (Ft.)		53'-4" Including Dome	Theater - N/C
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	N/A
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	N/A
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

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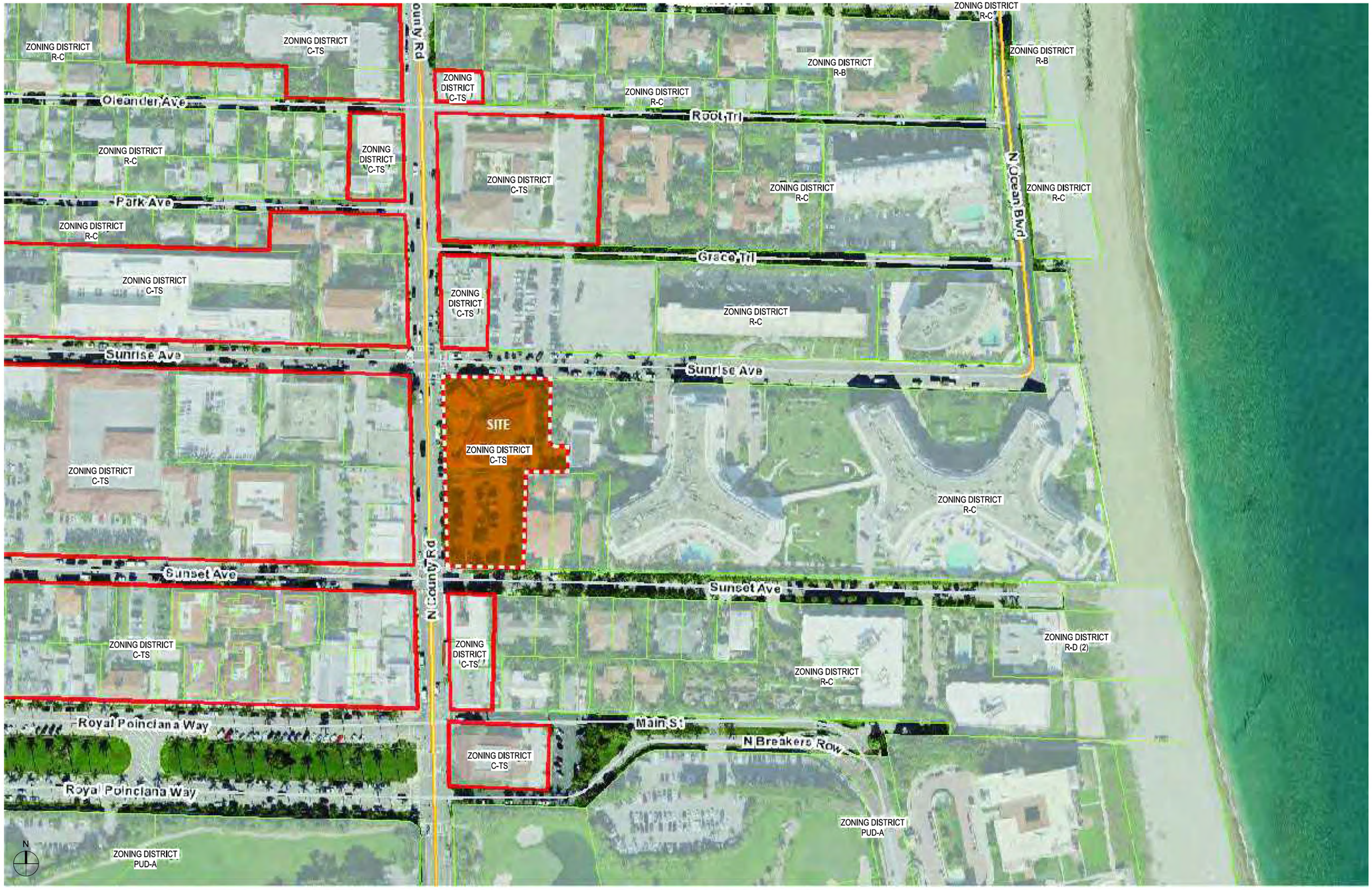
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ZONING LEGEND

EXISTING COND. SET - CONCEPTUAL

A-10

Scale:
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1 ZONING MAP
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
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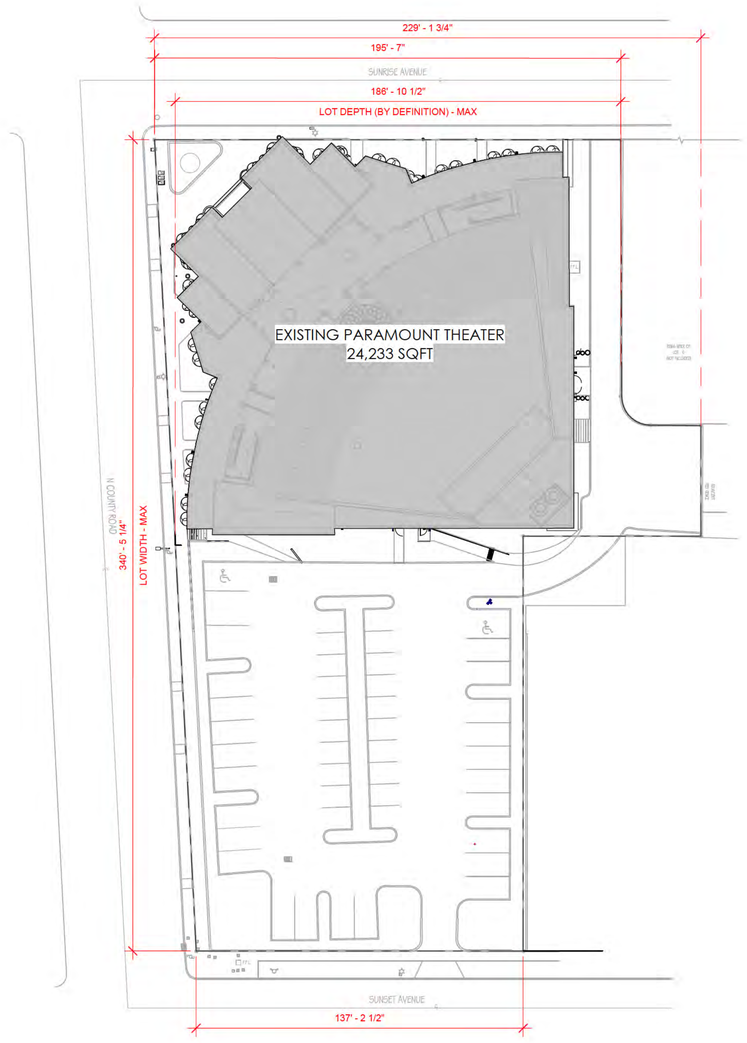
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ZONING MAP

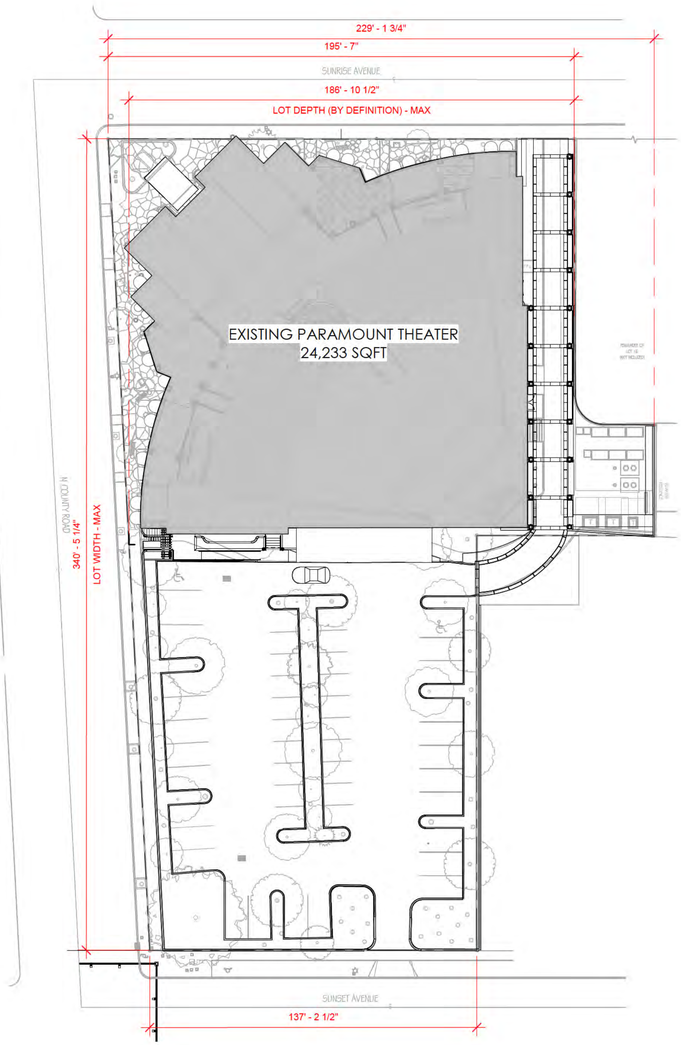
EXISTING COND. SET - CONCEPTUAL

A-11



1 LOT COVERAGE - EXISTING
1" = 30'-0"

EXISTING LOT COVERAGE
24,233 SQFT (41%)



2 LOT COVERAGE - PROPOSED
1" = 30'-0"

PROPOSED LOT COVERAGE
24,233 SQFT (41%)

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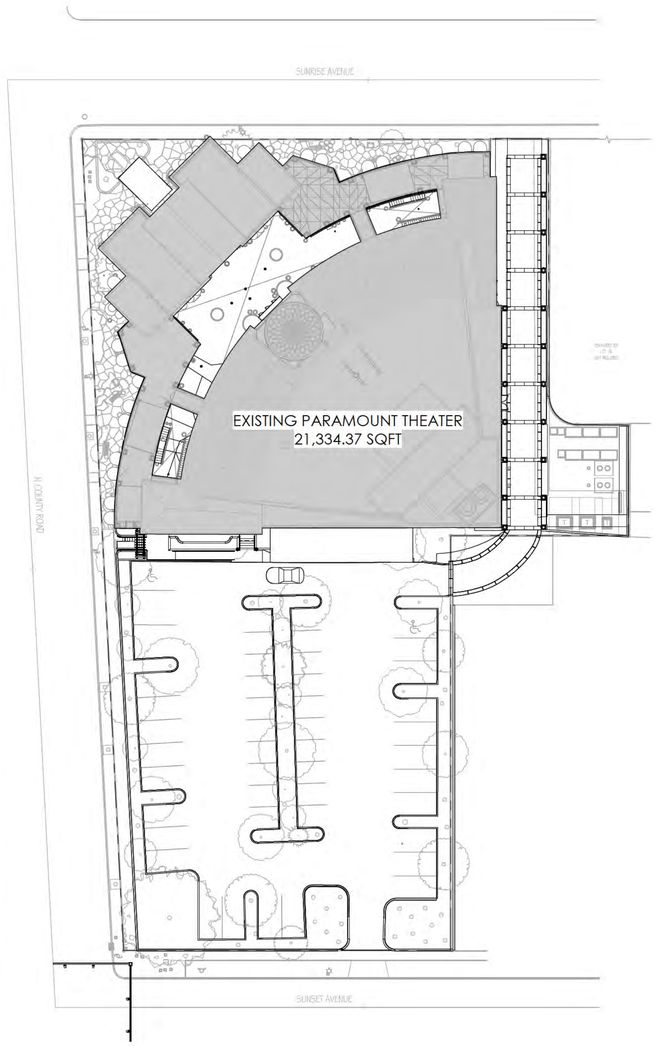
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ZONING DIAGRAMS - LOT COVERAGE

A-12



1 ENCLOSED SQUARE FOOTAGE - EXISTING
1" = 30'-0"



2 ENCLOSED SQUARE FOOTAGE - PROPOSED
1" = 30'-0"

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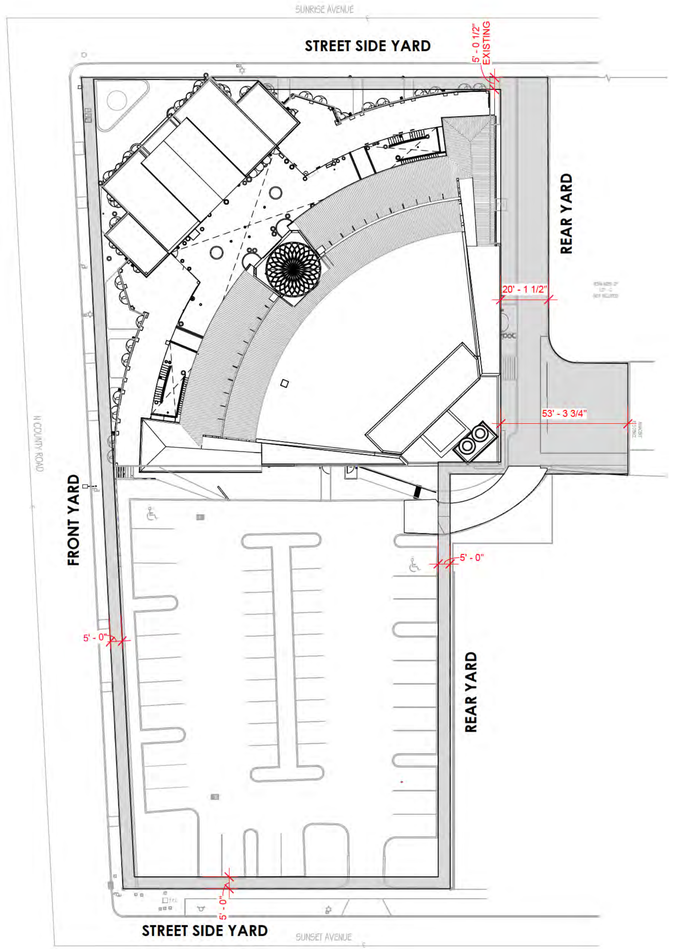
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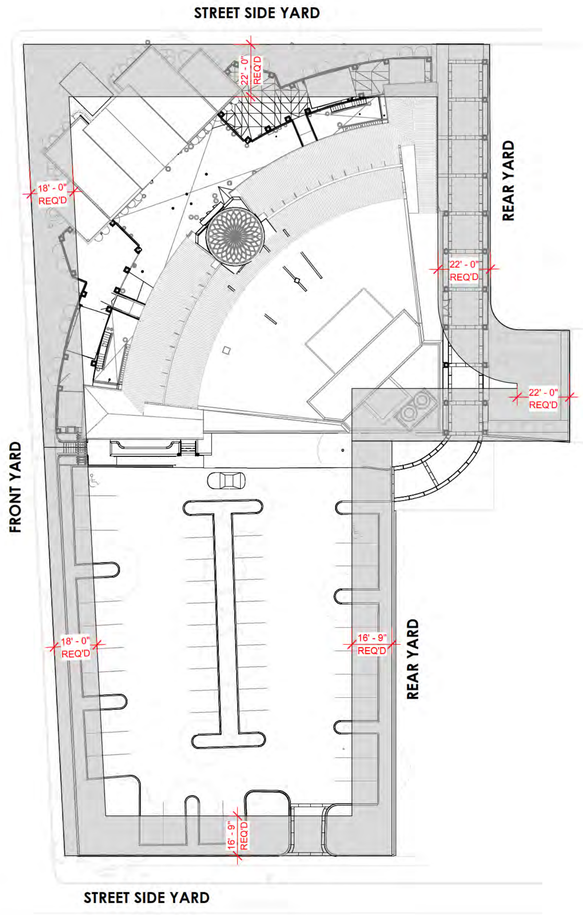
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ZONING DIAGRAMS -
ENCLOSED SQUARE FOOTAGE

A-13



1 SETBACKS - EXISTING
1" = 30'-0"



2 SETBACKS - PER ZONING REQUIREMENTS
1" = 30'-0"

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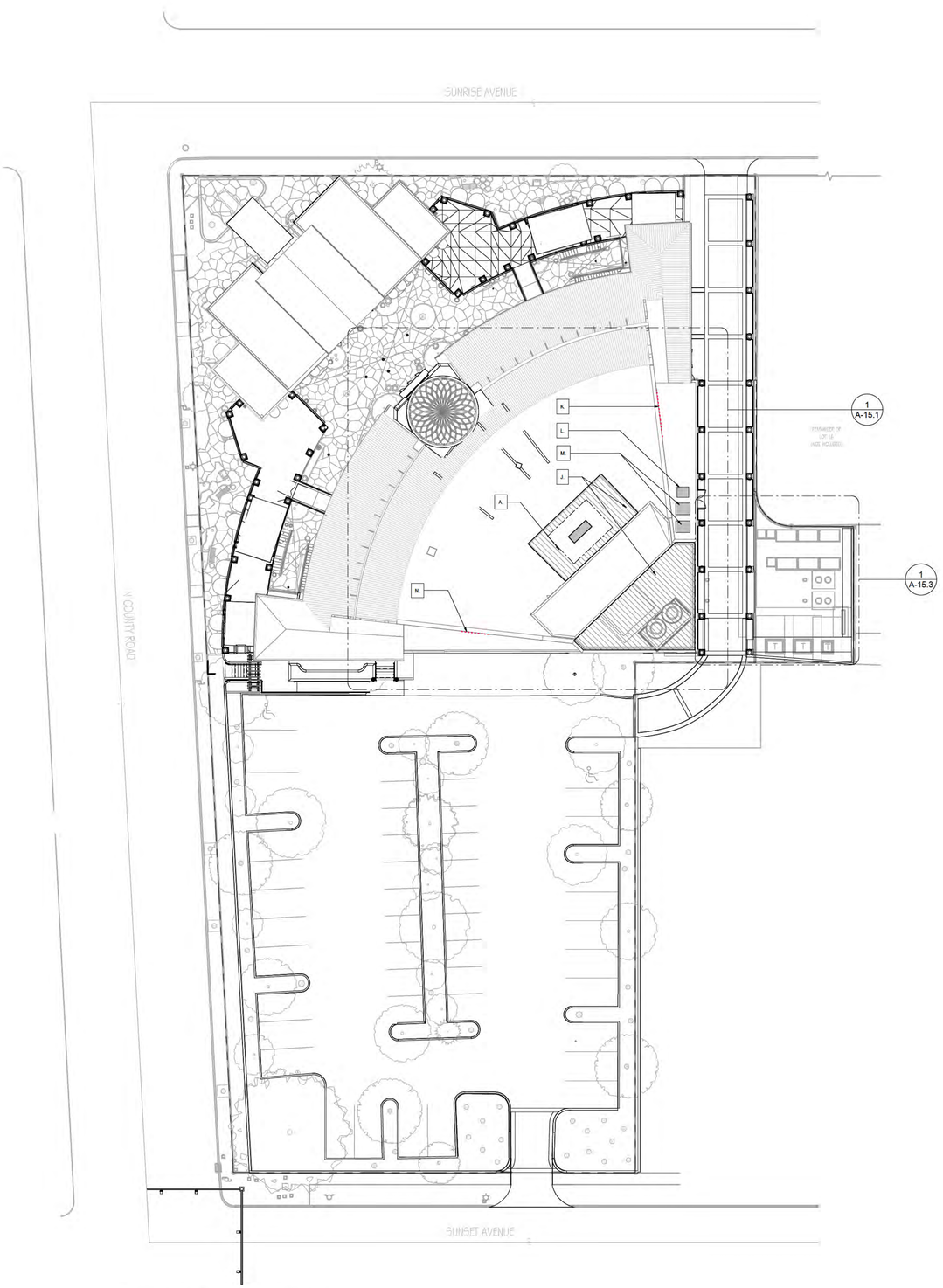
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ZONING DIAGRAMS - SETBACKS

A-14



1 EQUIPMENT LOCATION - KEY PLAN
3/64" = 1'-0"

EQUIPMENT KEYNOTE

SERVICE COURT:

B. PROPOSED ELECTRICAL PANEL - 84" W x 99" L

C. TRASH BINS* - 48" W x 84" L
** 96" HIGH ENCLOSURE REQUIRED*

D. 90 GALLON RECYCLE BINS* - 36" W x 36" L
** 96" HIGH ENCLOSURE REQUIRED*

E. 3-PH FPL TRANSFORMER - 64" W x 48" L

F. 1-PH FPL TRANSFORMER - 36" W x 39" L

G. GREASE TRAP* - 58" H x 73 3/4" W x 92" L
**(2) TANKS BURIED BELOW GRADE*

H. FUTURE TRANSFORMER - 64" x48" L

THEATER ROOF[2]:

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. BANQUET/KITCHEN EXHAUST - 30" H x 192" L WALL MOUNTED LOUVER
Refer to sheet A-17.1 for additional information

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 - 30" H x 114" L WALL MOUNTED LOUVER
Refer to sheet A-17.1 for additional information

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 ROOF TO BE SCREENED WITH WALL, LOUVER, OR LANDSCAPE ENCLOSURES.

LEGEND

DESIGNATED CLEARANCE SPACE AROUND EQUIPMENT

PROPOSED EQUIPMENT

EXTENT OF EQUIPMENT/TANKS BURIED BELOW GRADE

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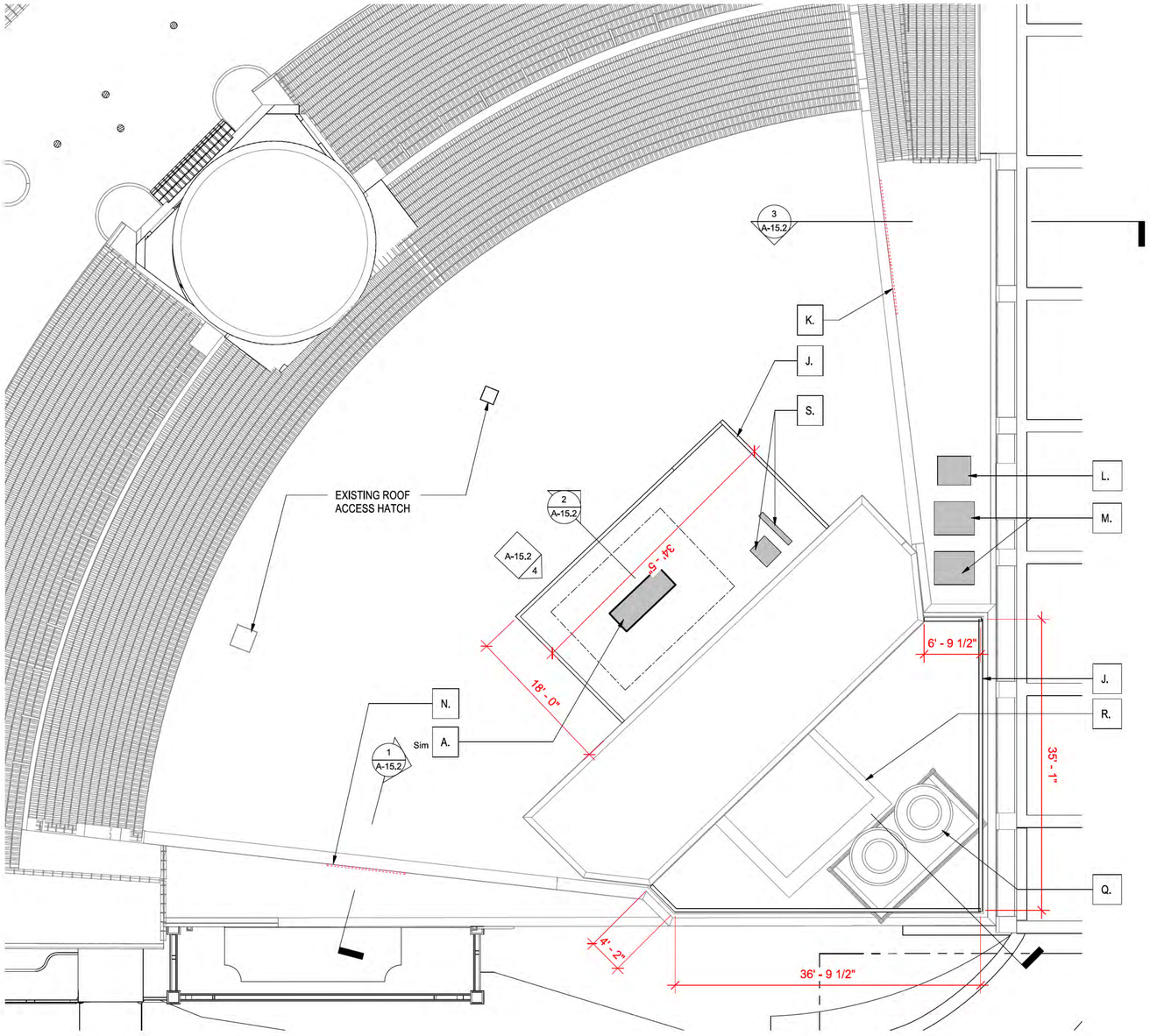
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EQUIPMENT LOCATION - KEY PLAN

A-15



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

THEATRE ROOF KEYNOTES

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

EXISTING PHOTOS - THEATRE ROOF

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



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

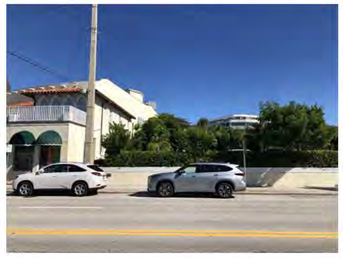
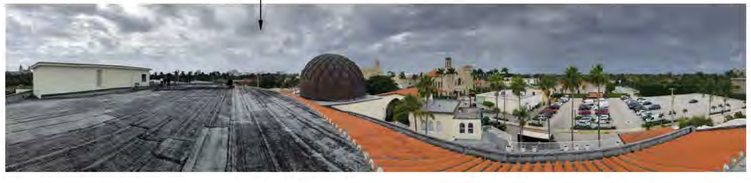


IMAGE 3 - CURRENT SITE VIEW:
VIEW FROM SUNSET AVE, LOOKING NORTH



IMAGE 4 - THEATRE ROOF:
PANORAMA VIEW OF EXISTING ROOF



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

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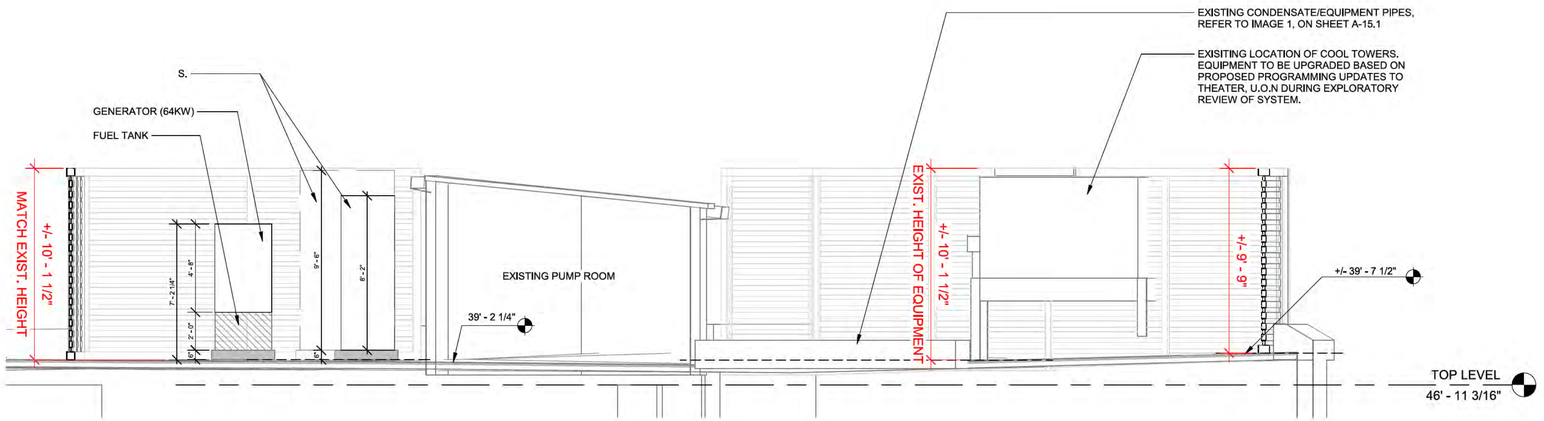
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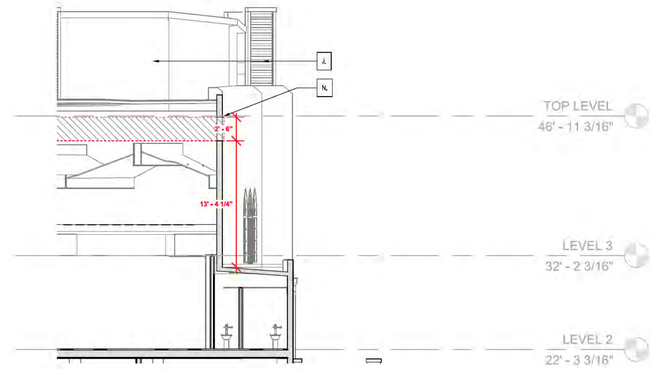
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EQUIPMENT LOCATION - THEATER ROOF

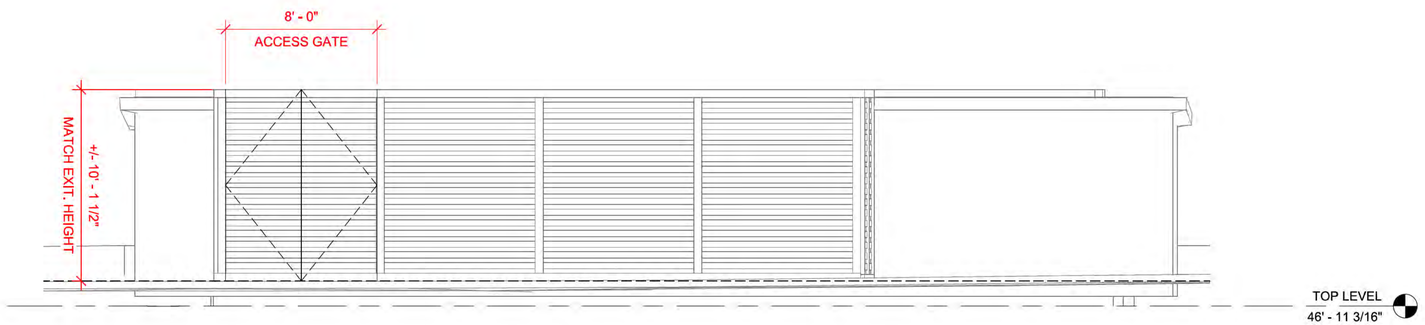
A-15.1



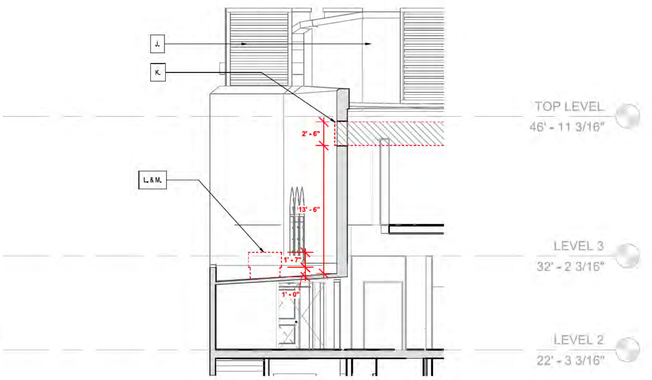
2 SECTION - THEATRE ROOF
1/4" = 1'-0"



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



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



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

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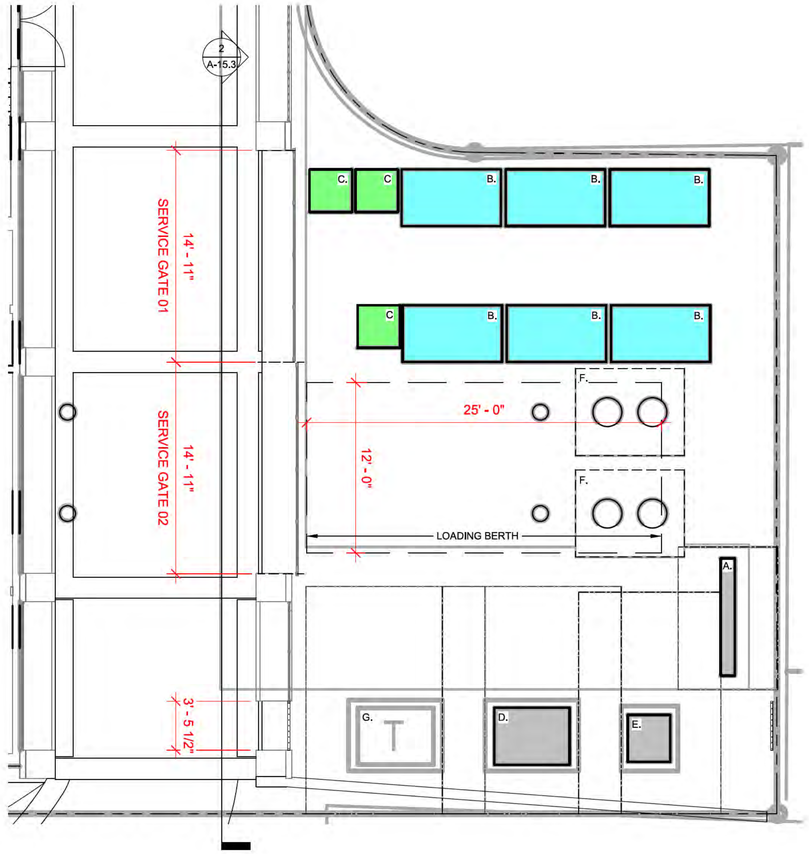
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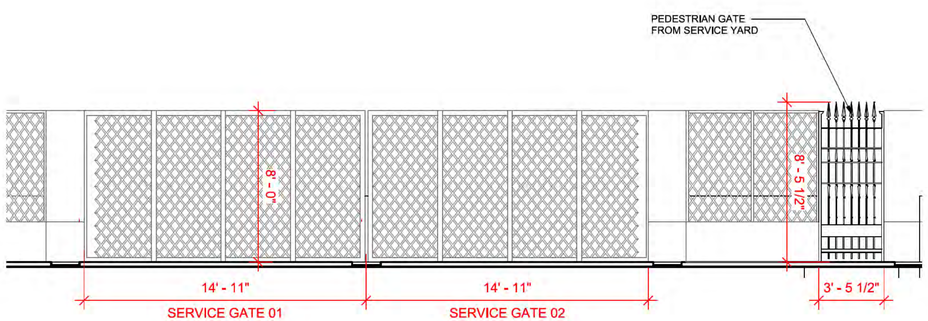
ROOF ENCLOSURE
ELEVATIONS/SECTIONS

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

A-15.2



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

B. PROPOSED 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. 3-PH FPL TRANSFORMER	-	64" W x 48" L
F. 1-PH FPL TRANSFORMER	-	36" W x 39" L
G. GREASE TRAP* **(2) TANKS BURIED BELOW GRADE*	-	58" H x 73 3/4" W x 92" L
H. FUTURE TRANSFORMER	-	64" W x 48" 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 ROOF TO BE SCREENED WITH WALL, LOUVER, OR LANDSCAPE ENCLOSURES.

LEGEND

- DESIGNATED CLEARANCE SPACE AROUND EQUIPMENT
- PROPOSED EQUIPMENT
- EXTENT OF EQUIPMENT/TANKS BURIED BELOW GRADE

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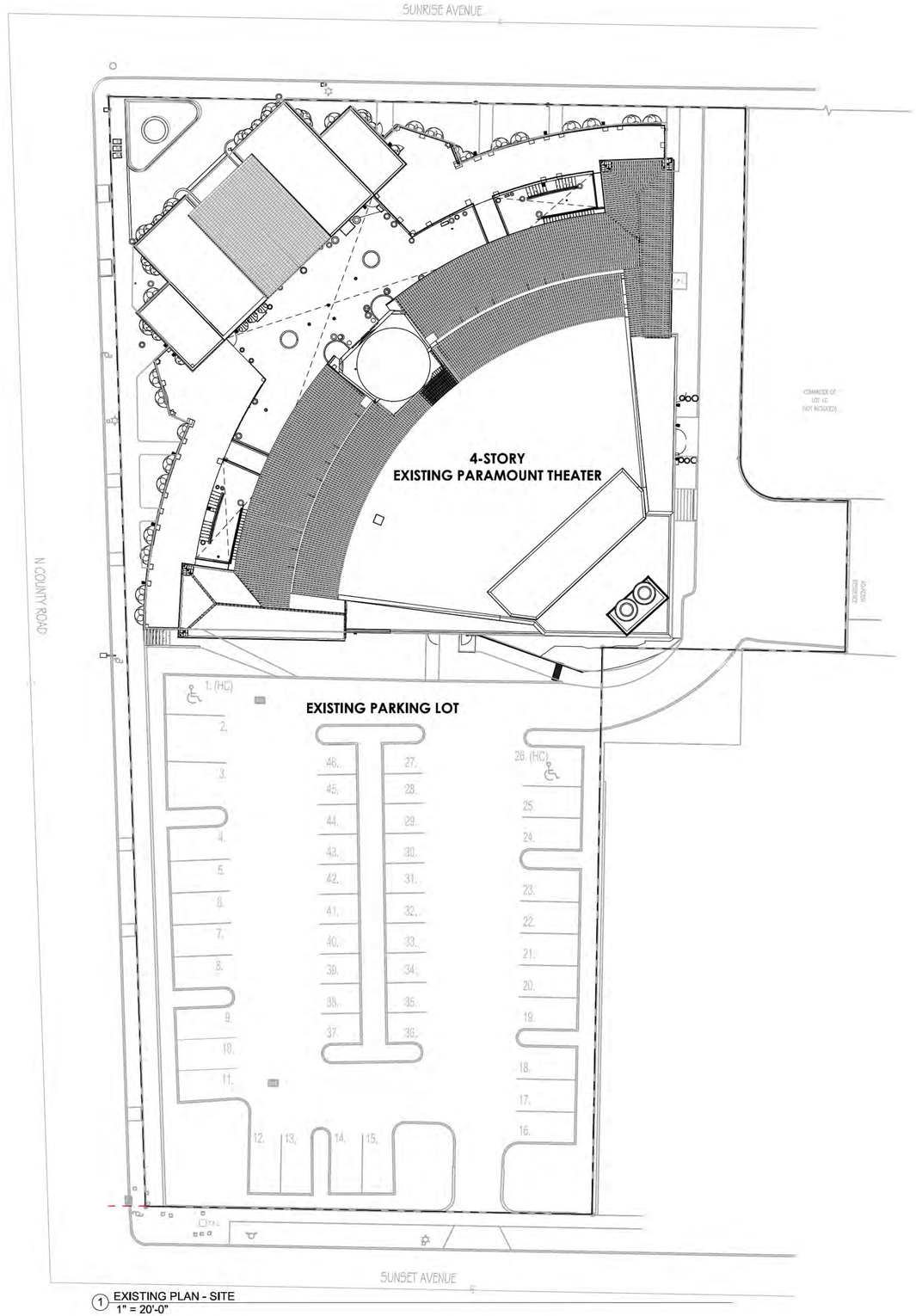
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EQUIPMENT LOCATION - SERVICE COURT

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A-15.3



1 EXISTING PLAN - SITE
1" = 20'-0"

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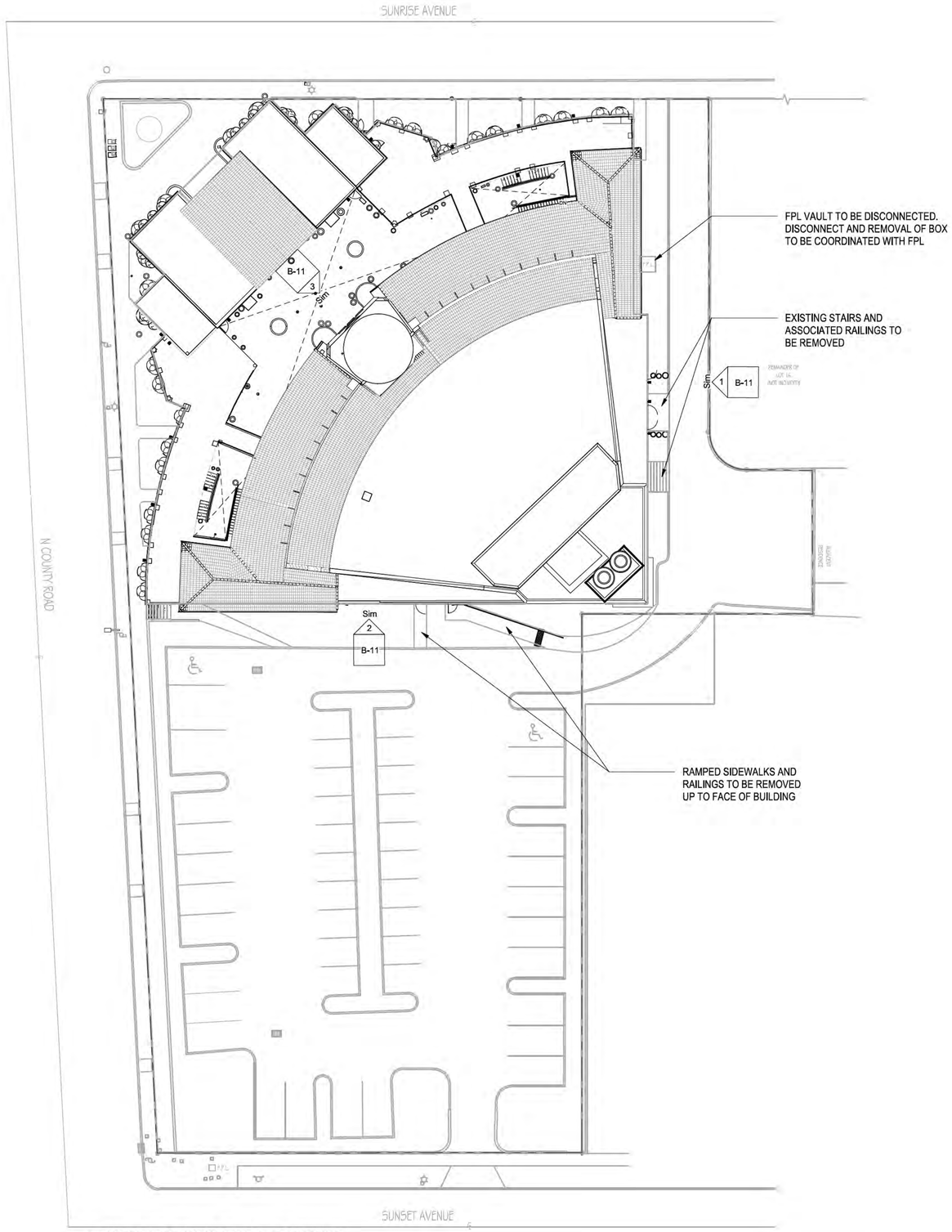
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EXISTING SITE PLAN

EXISTING COND. SET - CONCEPTUAL

B-1

Scale: 1" = 20'-0"
Note: When printed on 11 x 17 paper scale is half



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 NECESSARY MATERIALS 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.

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MATERIAL REMOVAL SITE PLAN

EXISTING COND. SET - CONCEPTUAL

B-2

Scale: 1" = 20'-0"
Note: When printed on 11 x 17 paper scale is half



1 EXISTING - FIRST FLOOR
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	3,638 SF
OFFICE	3,952 SF
RETAIL	7,503 SF
SANCTUARY	2,205 SF
SERVICE	987 SF
TERRACES AND COURTYARDS	4,506 SF
VERTICAL CIRCULATION	740 SF
GREEN AREAS	3,260 SF
TOTAL FIRST FLOOR AREAS	26,791 SF

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EXISTING FIRST FLOOR PLAN

B-3



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 NECESSARY MATERIALS 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.

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.

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 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 PROPOSE 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.

LEGEND

- EXISTING THEATER WALLS TO BE REMOVED, REFER TO ELEVATION B-11 FOR ELEVATION ANALYSIS
- NEW OPENING TO BE MADE WITHIN EXISTING EXTERIOR WALLS
- EXISTING STAIRS & ELEVATORS TO BE REMOVED
- EXISTING SUSPENDED DRYWALL TO BE REMOVED FOR NEW STAIRS AND OPENINGS/ELEVATORS
- EXISTING BARREL ROOF TILE TO BE REMOVED AND REPLACED WITH LUDOWICI'S ROOF OR EQUAL TILES, IN "BARREL PALM BEACH STYLE", COLOR TO MATCH EXISTING BARREL ROOF TILES

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

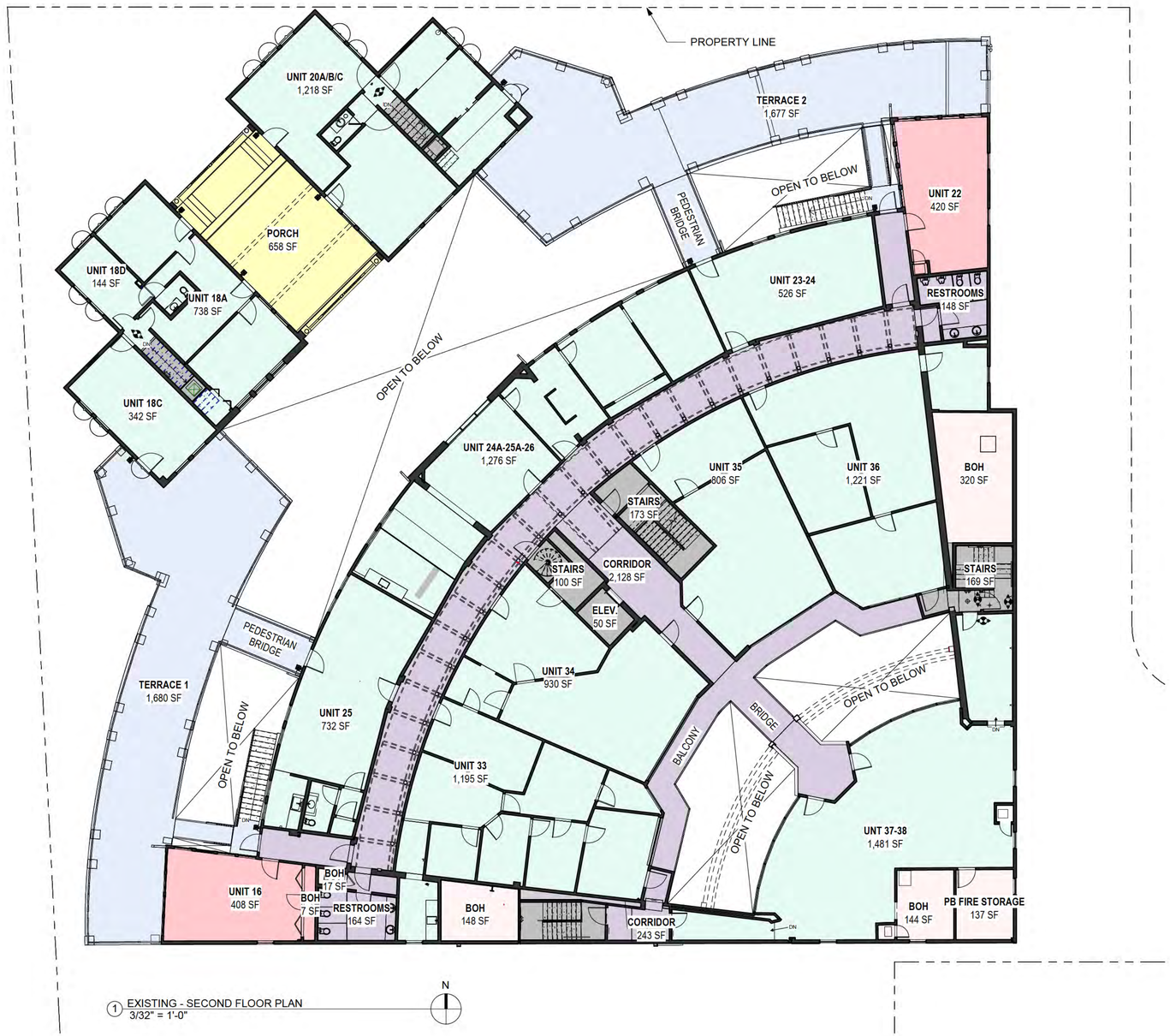
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Elvira Freire-Santamaria Lic. # AR95213

02/21/24
FINAL
DROP-OFF

B-4



1 EXISTING - SECOND FLOOR PLAN
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	2,528 SF
OFFICE	12,369 SF
PORCH	658 SF
RETAIL	842 SF
SERVICE	749 SF
TERRACES AND COURTYARDS	3,357 SF
VERTICAL CIRCULATION	733 SF
TOTAL SECOND FLOOR AREAS	21,236 SF

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EXISTING SECOND FLOOR PLAN

B-5



1 MATERIAL REMOVAL PLAN - LEVEL 02 - 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.

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8. INTENT IS TO REMOVE NECESSARY MATERIALS 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.

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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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 MATERIAL REMOVAL PROCESS.

MATERIAL REMOVAL KEYNOTES

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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 PROPOSE 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.

LEGEND

- EXISTING THEATER WALLS TO BE REMOVED, REFER TO ELEVATION B-11 FOR ELEVATION ANALYSIS
- NEW OPENING TO BE MADE WITHIN EXISTING EXTERIOR WALLS
- EXISTING STAIRS & ELEVATORS TO BE REMOVED
- EXISTING SUSPENDED DRYWALL TO BE REMOVED FOR NEW STAIRS AND OPENINGS/ELEVATORS
- EXISTING BARREL ROOF TILE TO BE REMOVED AND REPLACED WITH LUDOWICI'S ROOF OR EQUAL TILES, IN "BARREL PALM BEACH STYLE", COLOR TO MATCH EXISTING BARREL ROOF TILES

Scal As indicated
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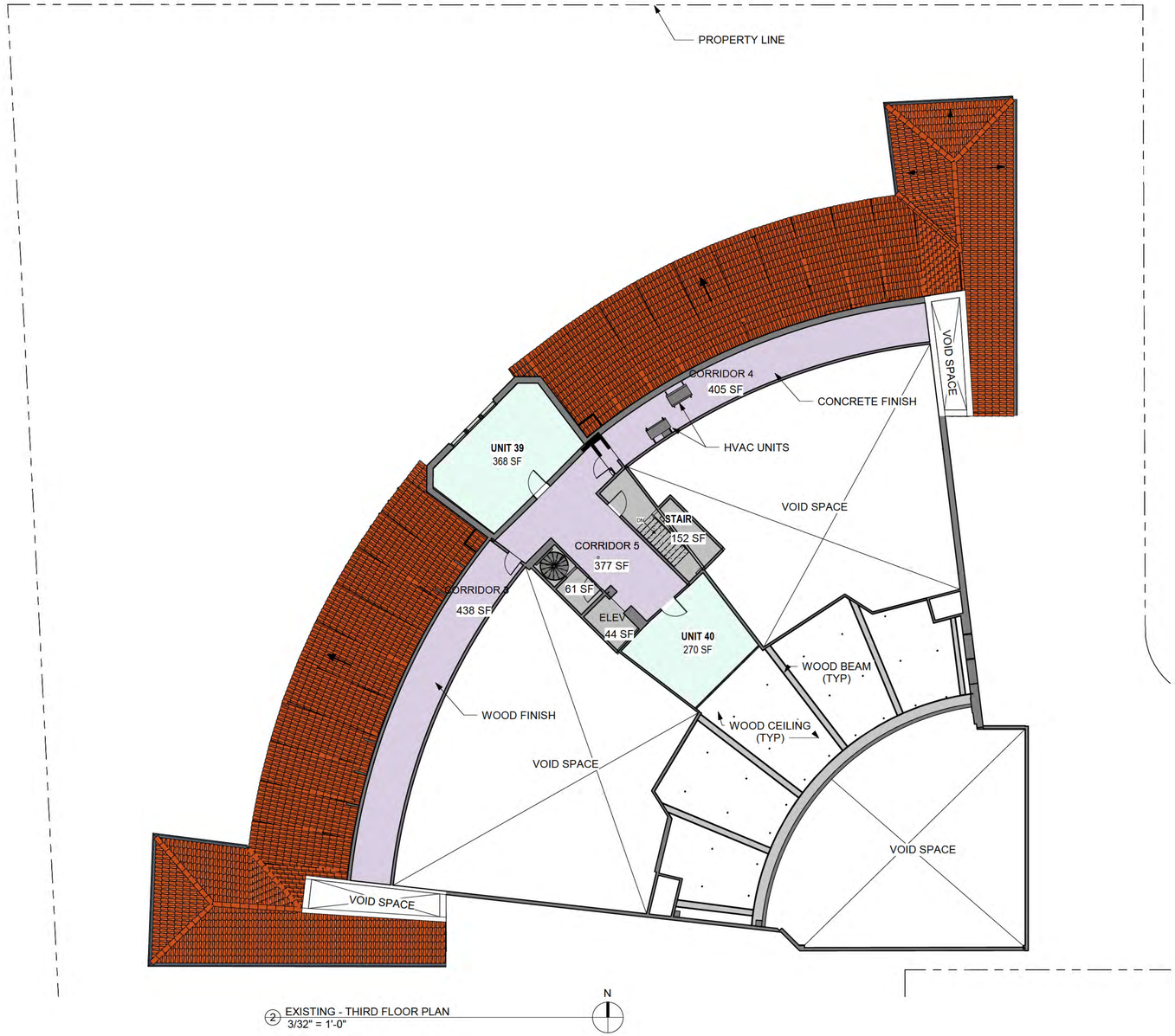
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B-6



2 EXISTING - THIRD FLOOR PLAN
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	843 SF
OFFICE	638 SF
ROOF	N/A
VERTICAL CIRCULATION	257 SF
TOTAL THIRD FLOOR AREAS	1,738 SF

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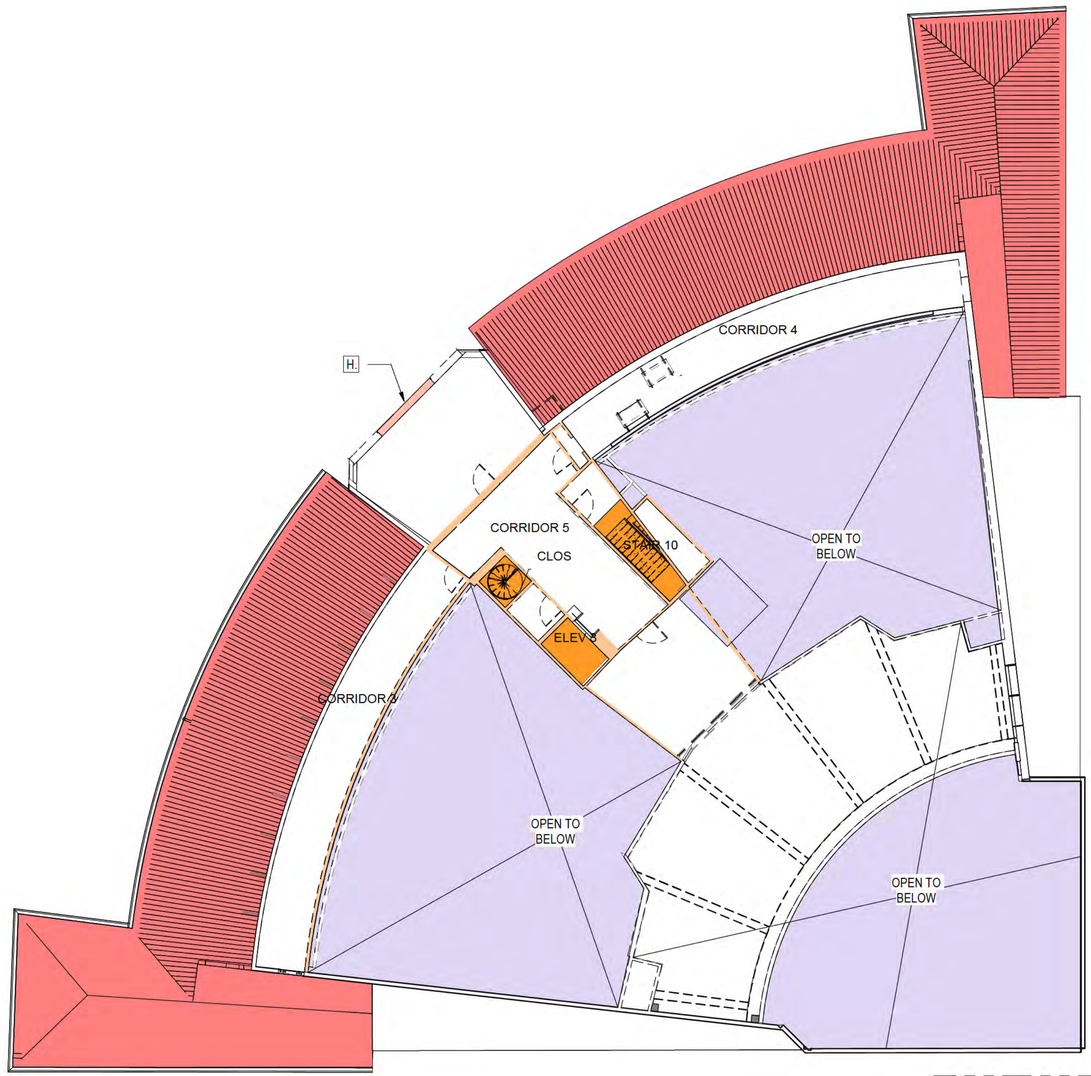
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EXISTING THIRD FLOOR PLAN

B-7



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.

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LEGEND

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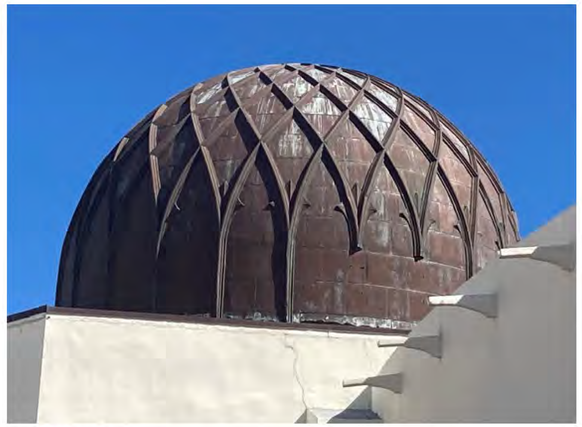
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1 EXISTING - ROOF PLAN
3/32" = 1'-0"

PLANNING MATRIX

- ROOF (SPANISH TILE)
- ROOF (BUILT UP)
- DOME (COPPER)
- MECHANICAL



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NTS

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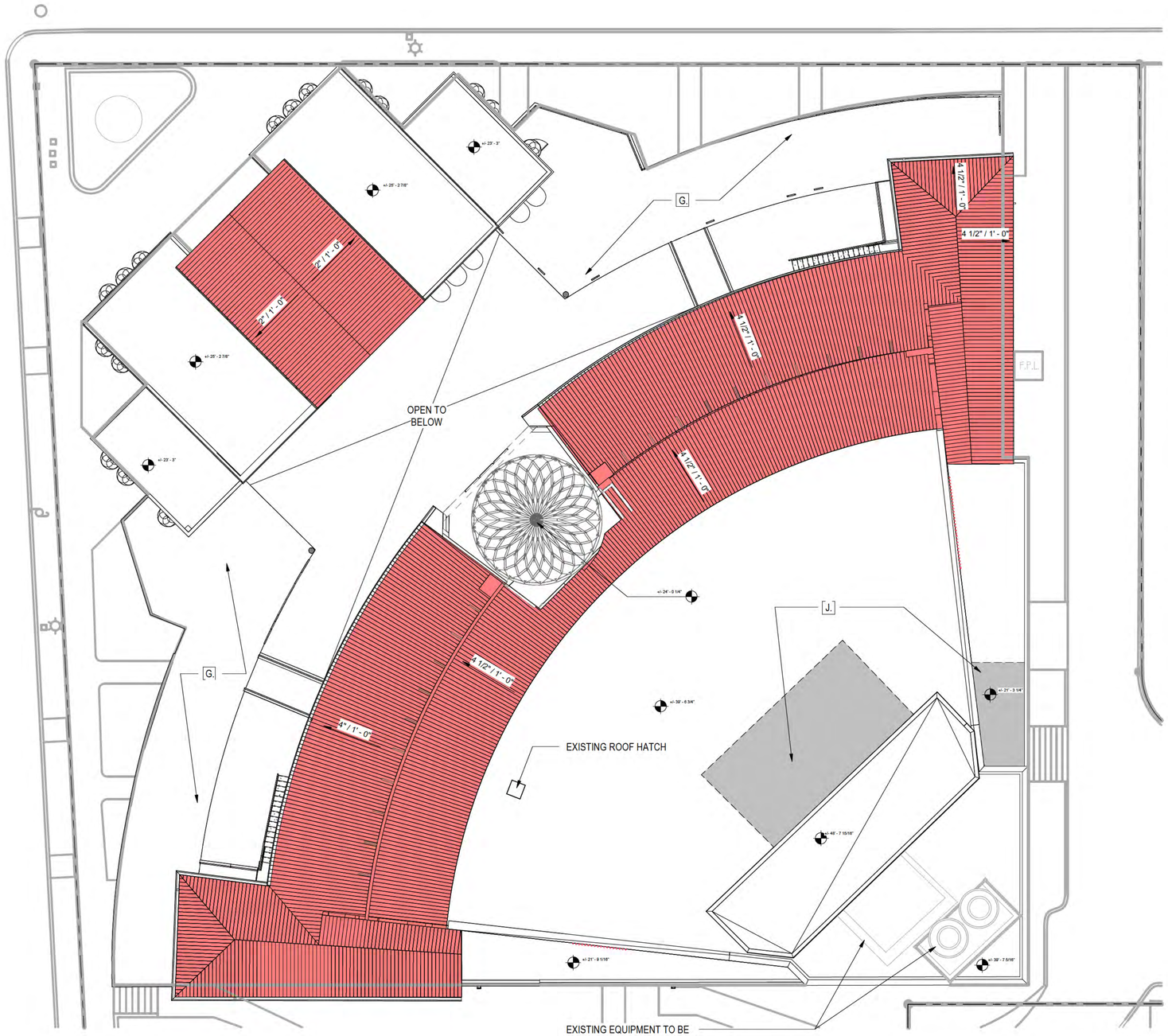
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EXISTING ROOF PLAN

B-9



1 MATERIAL REMOVAL PLAN - ROOF
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MATERIAL REMOVAL SITE PLAN NOTES

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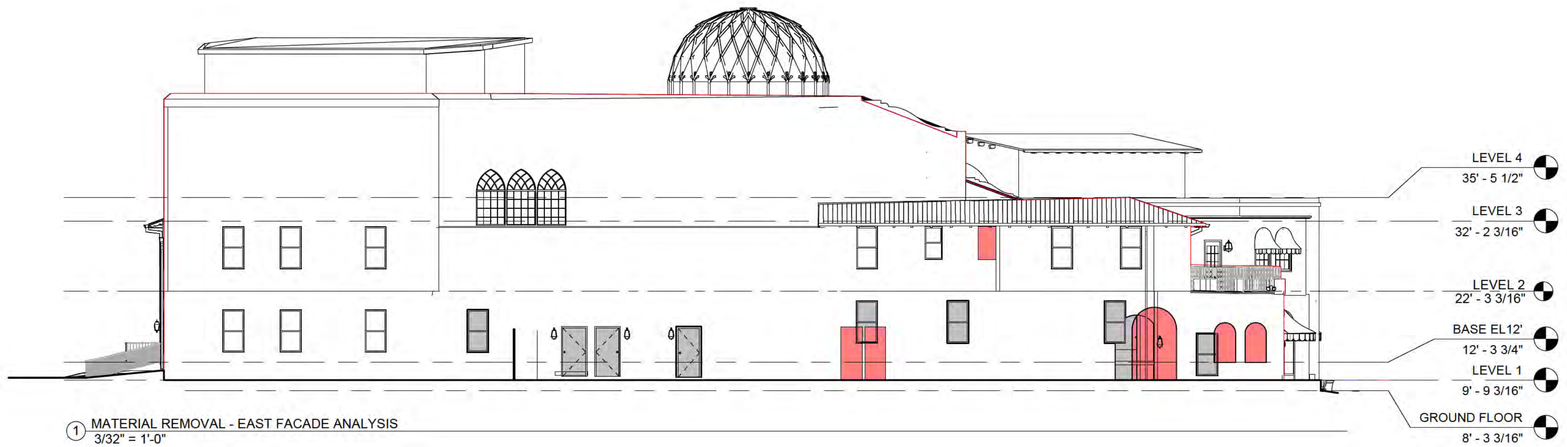
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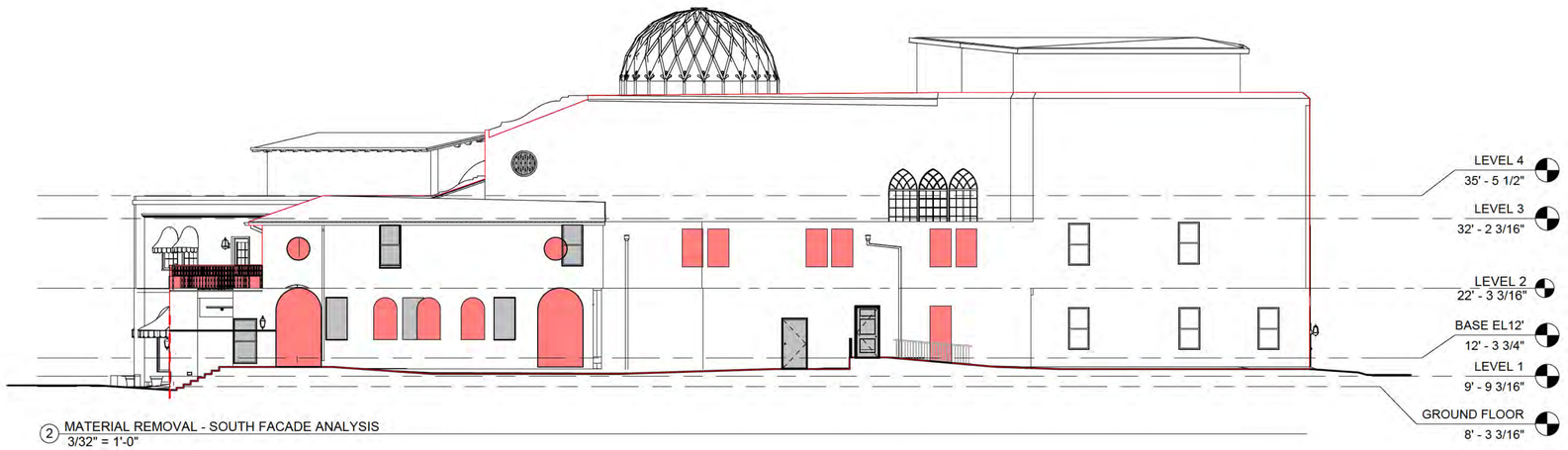
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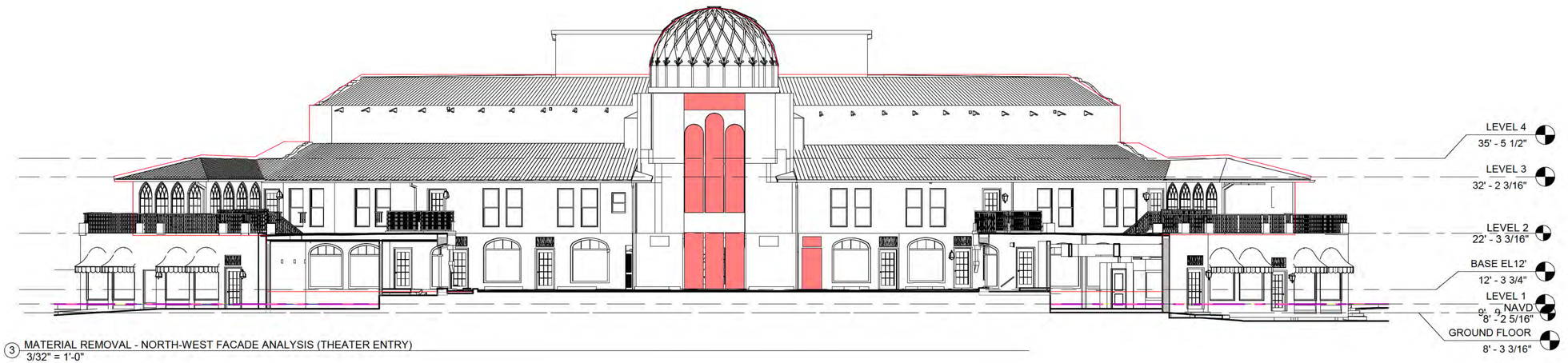
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1 MATERIAL REMOVAL - EAST FACADE ANALYSIS
3/32" = 1'-0"



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:	238 SQFT		
ESTIMATED SQUARE FOOTAGE BEING FILLED:	284 SQFT		
TOTAL PERCENTAGE OF MATERIAL REVISION	522 SQFT / 5,516 SQFT	-	9.5%

SOUTH FACADE CALCULATION

TOTAL FACADE SQUARE FOOTAGE:	5,540 SQFT		
	@ 50%	-	2,770 SQFT
ESTIMATED SQUARE FOOTAGE OF MATERIAL BEING REMOVED:	320 SQFT		
ESTIMATED SQUARE FOOTAGE BEING FILLED:	122 SQFT		
TOTAL PERCENTAGE OF MATERIAL REVISION	442 SQFT / 5,540 SQFT	-	8%

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 %

Scal 3/32" = 1'-0"
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B-11

LOCATION MAP



PROPOSED SITE PLAN

NOTES

1. Existing wall

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

3. Theatre service cou *(see sheet A-17.3 for equipment location an details)*

4. Theatre mechanica roof enclosure *(see she A-17.1, A-17.2 for equipment location an details)*

SCALE: 1" = 40'

0' 20' 40'

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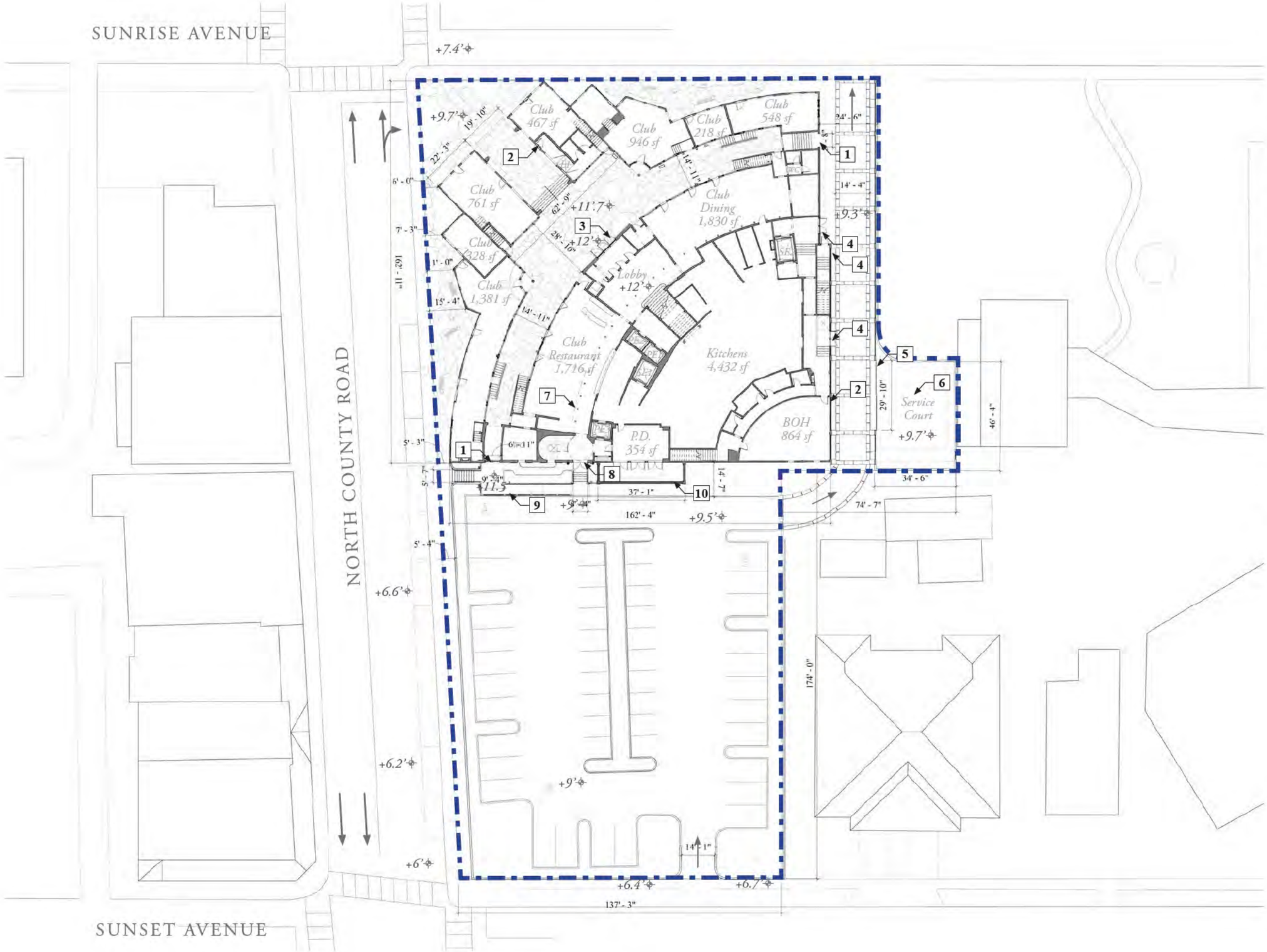
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PROPOSED SITE PLAN & ROOF PLAN

EXISTING COND. SET - CONCEPTUAL

C-2.2



PROPOSED PLAN: GROUND FLOOR

SCALE: 1" = 40'

0' 20' 40'

NOTES

GROUND FLOOR AREA:
16,477 SF

DESIGN NOTES:

1. Widen existing porta

2. ADA access to patio

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

4. New service/egress d

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

6. Service court *(see she A-17.3 for equipment lo and details)*

7. Restore historic colo

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

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

10. Screened garden fo Private Dining

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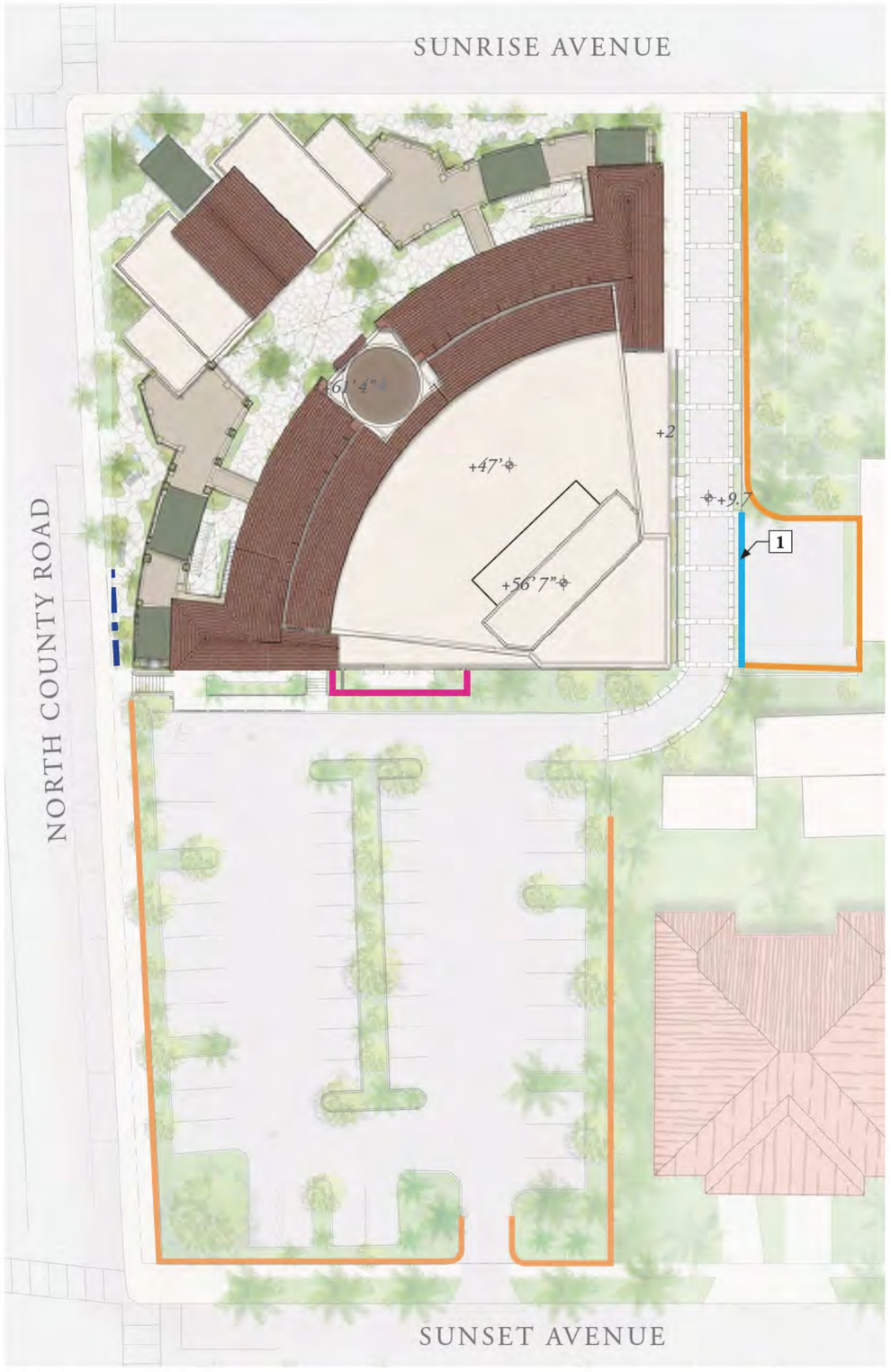
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EXISTING COND. SET - CONCEPTUAL

C-3.1



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



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

LEGEND

- Gates
- Existing Walls
- New Garden 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

PROPOSED FENCES, GARDEN WALLS & GATES

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Historic Paramount Theater

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PALM BEACH, FL 33480

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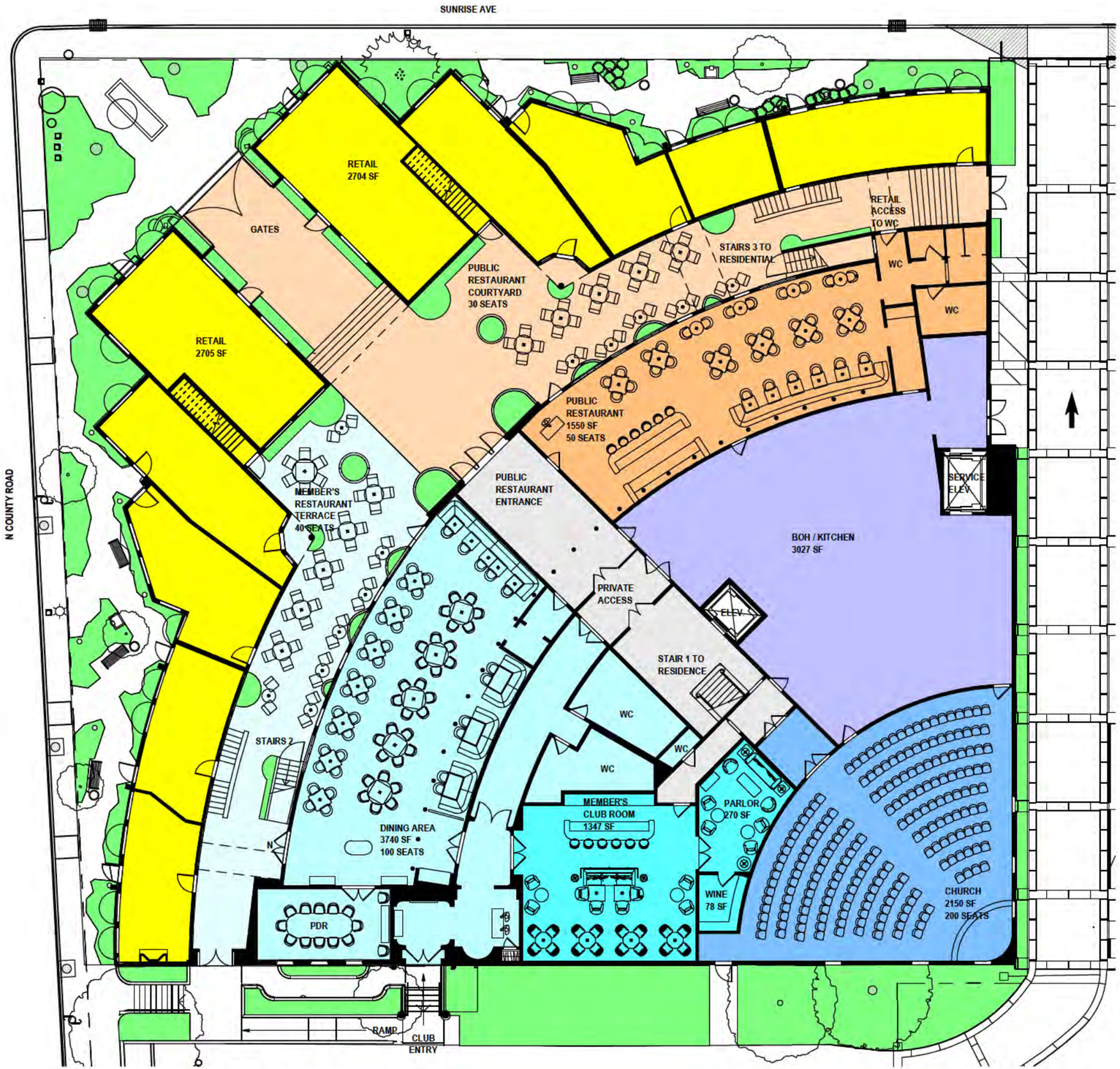
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EXISTING COND. SET - CONCEPTUAL



1 PROPOSED - FIRST FLOOR
1" = 20'-0"

AREA CALCULATIONS

RETAIL 5,420SF/30 =	181 OCC
*CAFE 1,550SF/15 =	104 OCC
BOH 3,027SF/300 =	11 OCC
**SOCIAL CLUB DINNING 3,740SF	225 OCC
** MEMBERS CLUB/PARLOR 1,346SF	
CHURCH 2,149SF/30	72 OCC
CIRCULATION 1,381SF	

TOTAL OCCUPANCY 1ST FLOOR = 593

*RESTROOMS REMOVED FROM AREA SF OF OCCUPANCY CALCULATIONS.
**POSTED MAXIMUM OCCUPANCY LIMITED TO 225 OCCUPANTS

PARKING CALCULATIONS

RETAIL 5,420 SF/200 =	27.1 SPACES
CAFE 1,550 SF/ (50 FIXED SEATS)/3 =	16.66 SPACES
BOH 2,871 SF/300 =	9.57 SPACES
SOCIAL CLUB 175 MEMBERS/4 = (DINING & LOUNGE)	43.75 SPACES
*CHURCH 200 SEATS /4 =	50 SPACES
RESIDENTIAL (AC) 16,486 SF = 2 PER 3,000 SF + 1 FOR EACH ADDITIONAL 3,000 SF	6.49 SPACES

TOTAL REQ. PARKING = 105.08 SPACES

TOTAL PARKING PROVIDED = 133 SPACES

*CHURCH OPERATIONS IS NOT CONCURRENT WITH SOCIAL CLUB HOURS.

PLUMBING FIXTURE CALCULATIONS

BUILDING / OCCUPANCY	WATER CLOSETS		LAVATORIES		DRINKING FOUNTAIN	SERVICE SINK
TABLE 403.1 PLUMBING	MALE	FEMALE	MALE	FEMALE		
CLUB/BAR 225 OCC	2.81	4.66	1.5	1.5	.45	
CAFE 104 OCC	1.44	1.44	.26	.26	.21	
CHURCH 72 OCC	.24	.48	.18	.18	.072	
RETAIL 181 OCC	.181	.181	.12	.12	.181	
TOTAL REQUIREMENTS	4.671	6.761	2.06	2.06	.913	1
TOTAL PROVIDED	5	7	3	3	1	1

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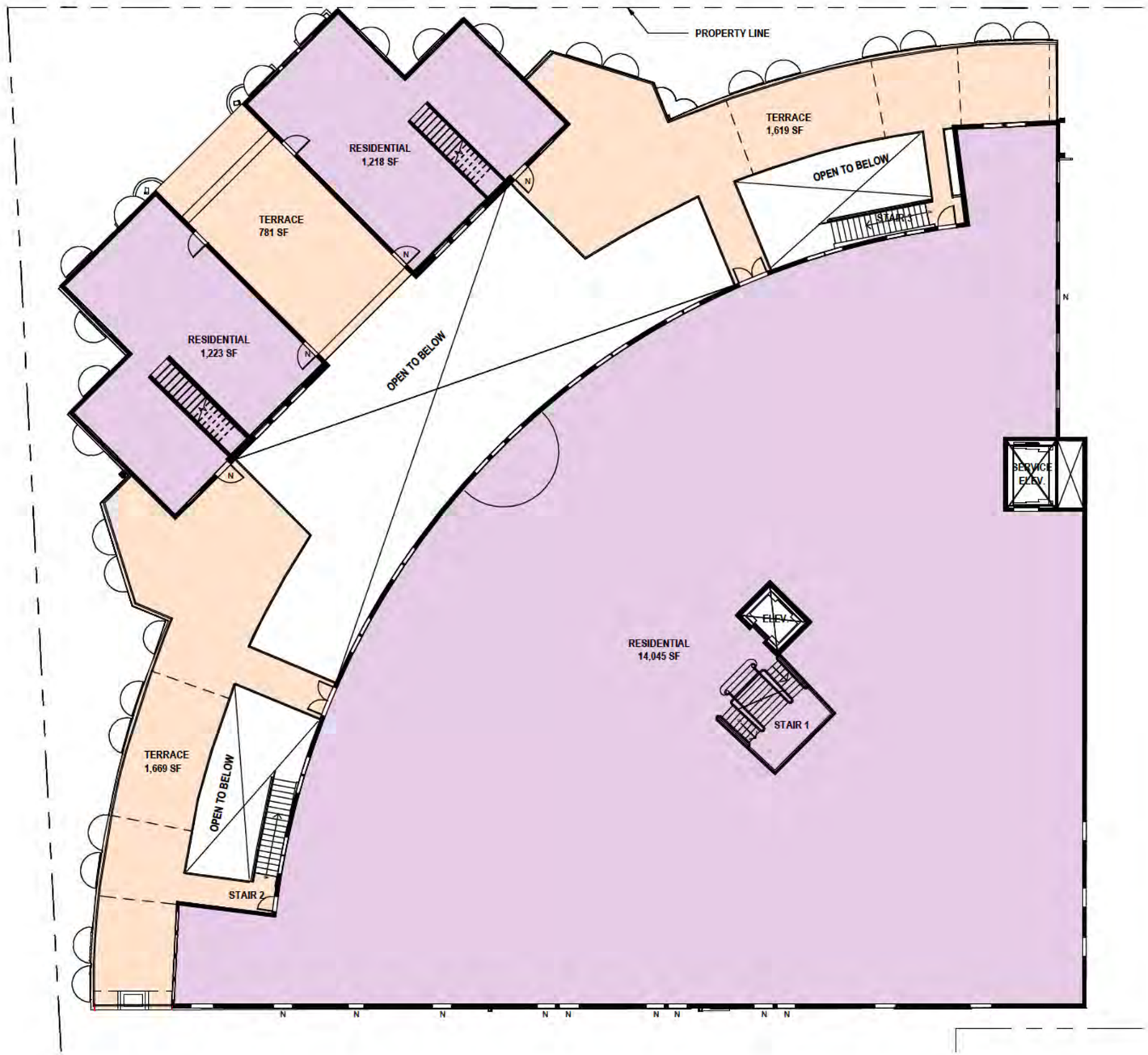
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PROPOSED SEATING PLAN - GROUND FLOOR

C-8.1



1 PROPOSED - SECOND FLOOR
1" = 20'-0"

AREA CALCULATIONS

	RESIDENTIAL 16,486 SF/200 = (2ND FLOOR)	85 OCC
	TERRACE 4,069 SF/200 =	22 OCC
	TOTAL OCCUPANCY 2ND FLOOR = 107	

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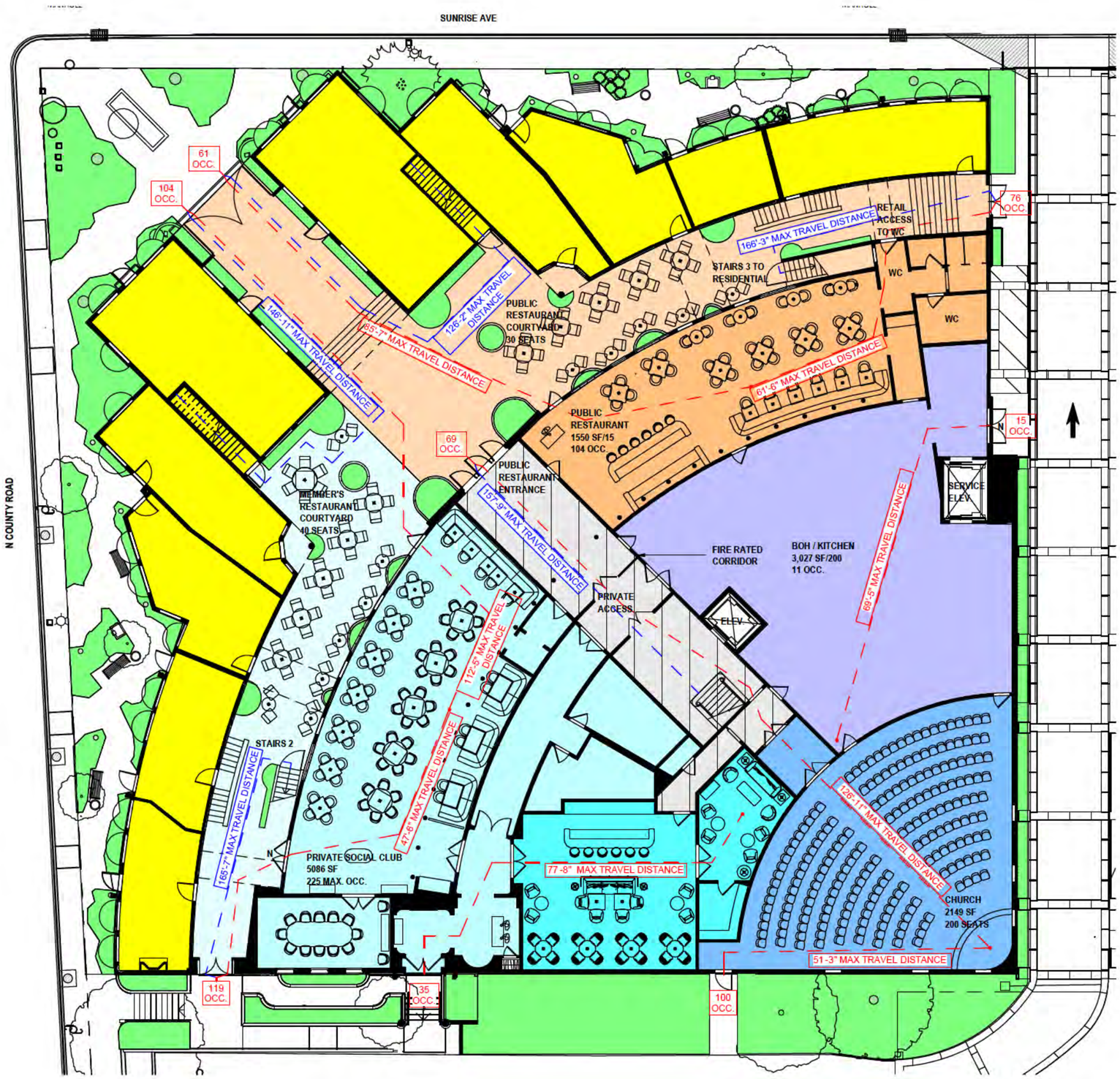
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PROPOSED
SEATING PLAN -
SECOND FLOOR

C-8.2



1 FIRST FLOOR LIFE SAFETY PLAN
1" = 20'-0"

LIFE SAFETY CODE TABULATION

MAXIMUM TRAVEL DISTANCE

OCCUPANT LOAD — XXX OCC.

TRAVEL DISTANCE FROM UPPER LEVEL

TYPE OF CONSTRUCTION
TYPE IIIB SPRINKLERED

MAXIMUM TRAVEL DISTANCE = 250'-0"

REQUIRED SEPERATION OF OCCUPANCIES	ASSEMBLY AND RESIDENTIAL 1 HOUR
FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (HOURS)	EXTERIOR BEARING WALLS 2 HOURS
NUMBER OF EXIT REQUIRED GROUND FLOORS = 3	PROVIDED 6
NUMBER OF EXIST REQUIRED SECOND FLOOR = 2	PROVIDED 3

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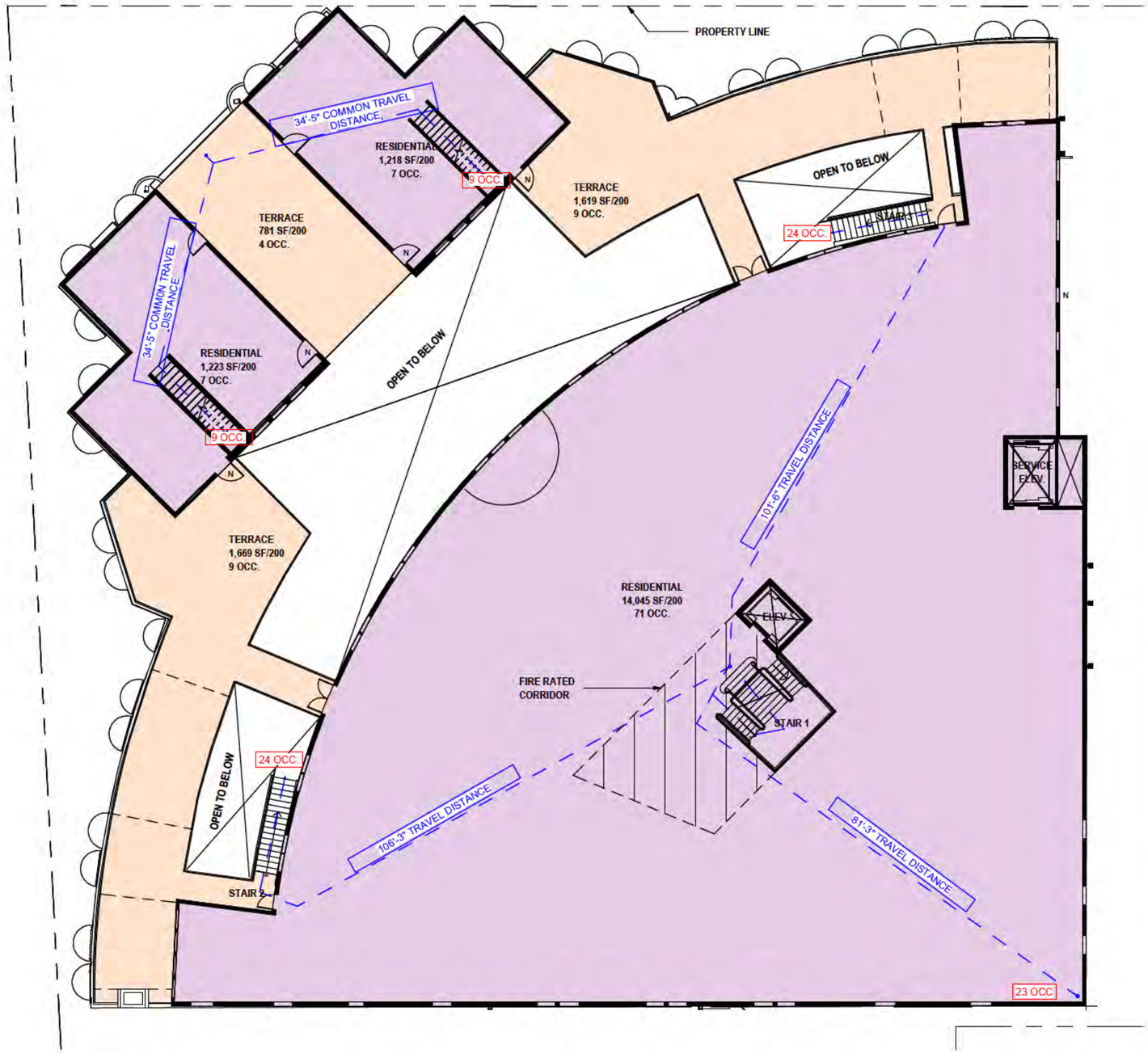
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FIRST FLOOR LIFE SAFETY PLAN

C-9



1 SECOND FLOOR LIFE SAFETY PLAN
1" = 20'-0"

LIFE SAFETY CODE TABULATION

MAXIMUM TRAVEL DISTANCE	
OCCUPANT LOAD	XXX OCC.
TRAVEL DISTANCE FROM UPPER LEVEL	

TYPE OF CONSTRUCTION
TYPE IIIB SPRINKLERED

MAXIMUM TRAVEL DISTANCE = 250'-0"

REQUIRED SEPERATION OF OCCUPANCIES	ASSEMBLY AND RESIDENTIAL 1 HOUR
FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (HOURS)	EXTERIOR BEARING WALLS 2 HOURS
NUMBER OF EXIT REQUIRED GROUND FLOORS = 3	PROVIDED 6
NUMBER OF EXIST REQUIRED SECOND FLOOR = 2	PROVIDED 3

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SECOND FLOOR LIFE SAFETY PLAN

C-10



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

EXISTING



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

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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ROBERT A.M. STERN ARCHITECTS

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NORTH WEST STREET ELEVATIONS (RENDERED)

EXISTING COND. SET - CONCEPTUAL

D-1.1



SUN & SURF CONDOS — SUNRISE AVE. — **PARAMOUNT THEATER** — N. COUNTY ROAD

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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NORTH WEST STREET
ELEVATIONS (ANNOTATED
B&W, NO LANDSCAPE)

EXISTING COND. SET - CONCEPTUAL

D-1.2



151 N. COUNTY RD | SUNRISE AVE. | PARAMOUNT THEATER | EXISTING PARKING | SUNSET AVE. | 1 COUN

EXISTING



151 N. COUNTY RD | SUNRISE AVE. | PARAMOUNT THEATER | SUNSET AVE.

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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NO.	DATE	DESCRIPTION

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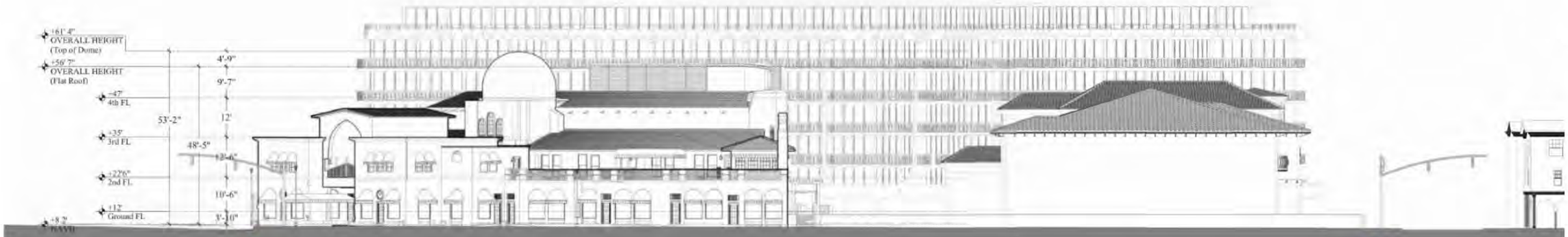
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WEST STREET ELEVATIONS (RENDERED)

EXISTING COND. SET - CONCEPTUAL

D-2.1



151 N. County rd | Sunrise Ave. | **PARAMOUNT THEATER** | Sunset Ave. | 11[illegible] County

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: WEST ALONG N. COUNTY ROAD

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

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WEST STREET ELEVATIONS
(ANNOTATED B&W, NO LANDSCAPE)

EXISTING COND. SET - CONCEPTUAL

D-2.2



EXISTING



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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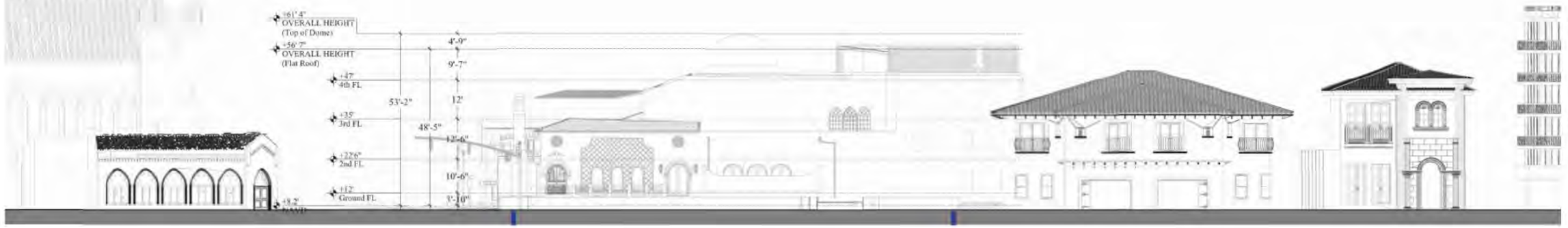
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SOUTH STREET ELEVATIONS (RENDERED)

EXISTING COND. SET - CONCEPTUAL

D-3.1



PALM BEACH SYNAGOGUE

N. COUNTY ROAD

175 & 173 SUNSET AV.

159 SUNSET AV.

SUN & SUI 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. 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: SOUTH ALONG SUNSET AVENUE

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

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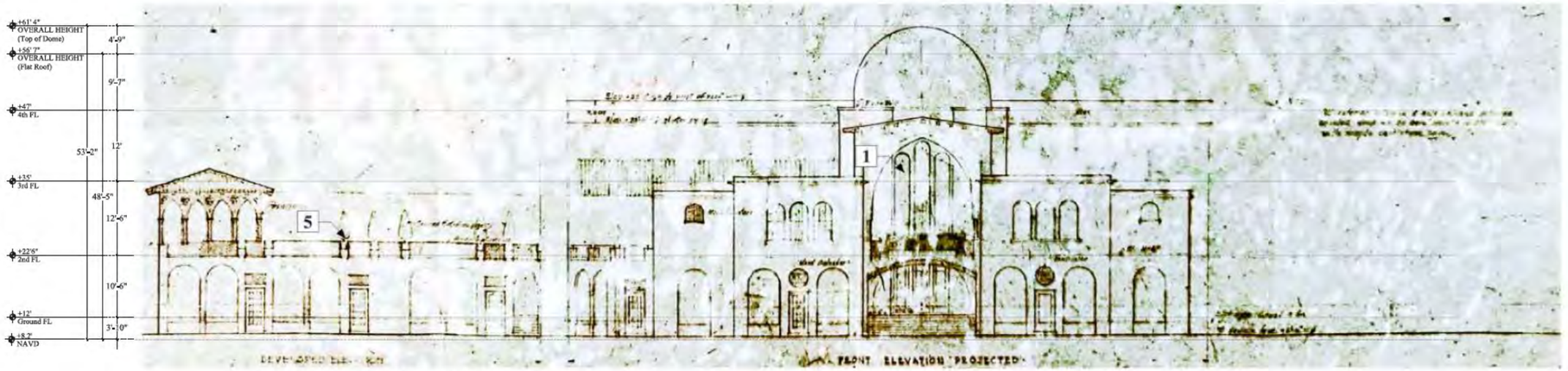
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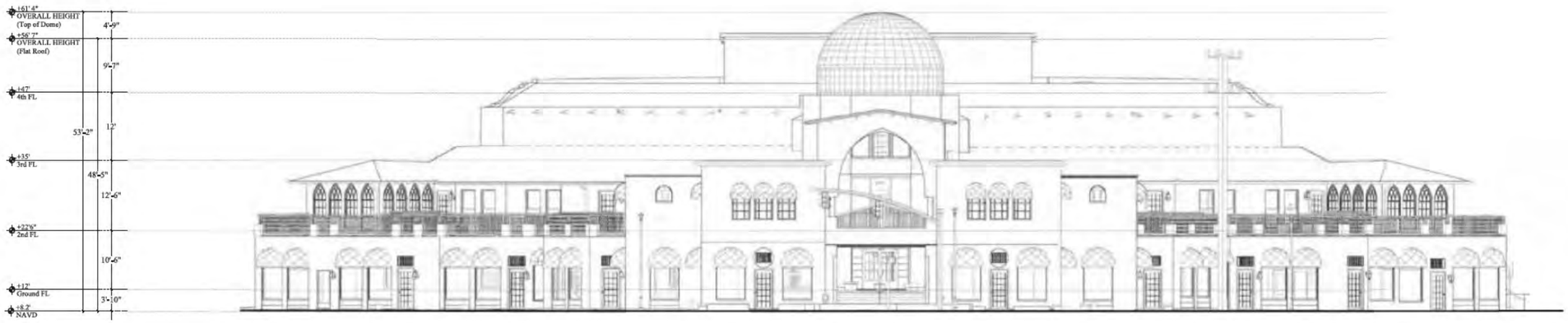
SOUTH STREET
ELEVATIONS (ANNOTATED
B&W, NO LANDSCAPE)

EXISTING COND. SET - CONCEPTUAL

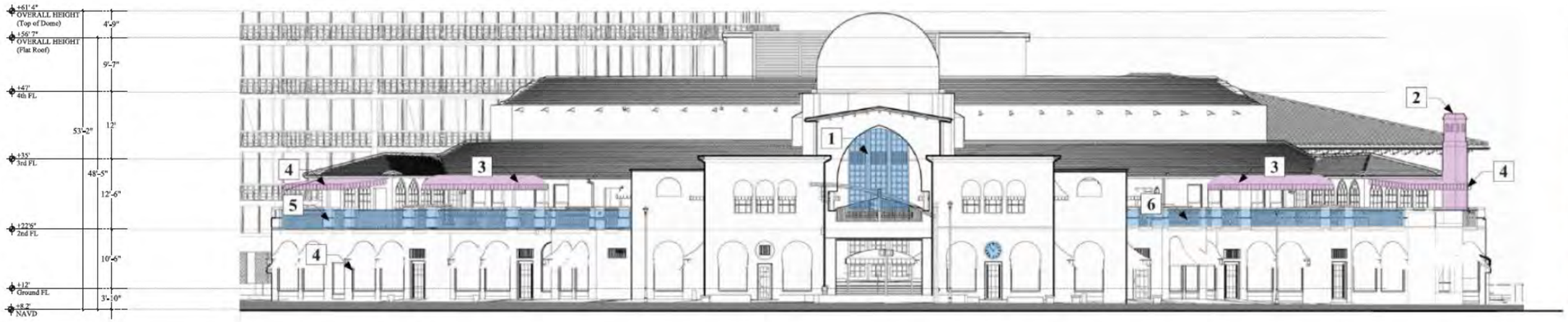
D-3.2



1926 - *Original Joseph Urban Drawing*



EXISTING



PROPOSED

THEATRE HISTORIC COMPARISON: NW CORNER ELEVATION

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

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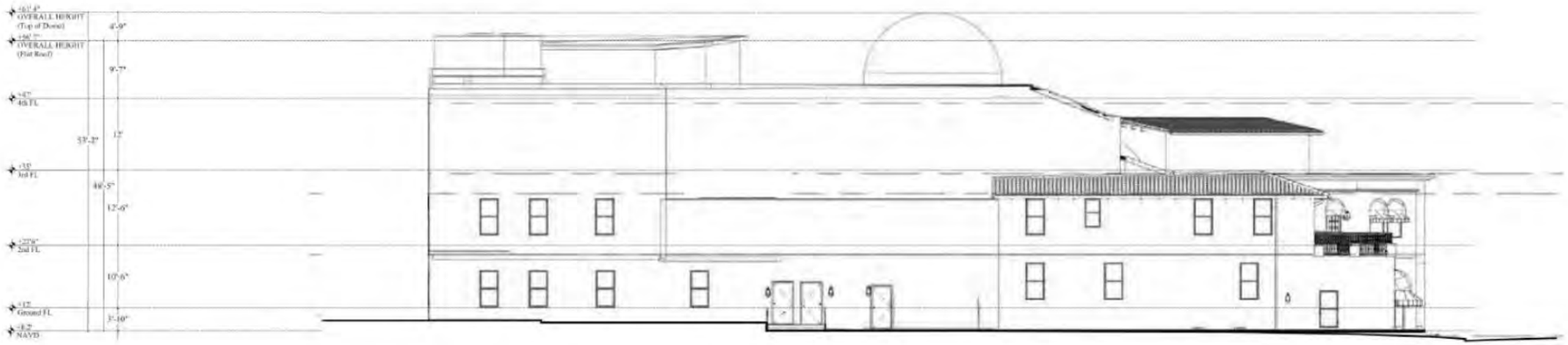
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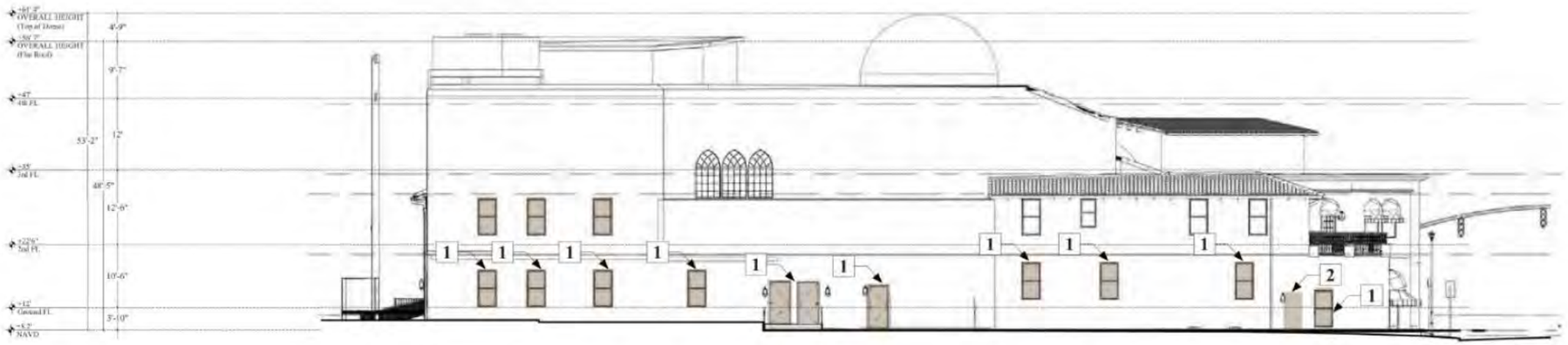
THEATER HISTORIC COMPARISON - NORTH WEST

EXISTING COND. SET - CONCEPTUAL

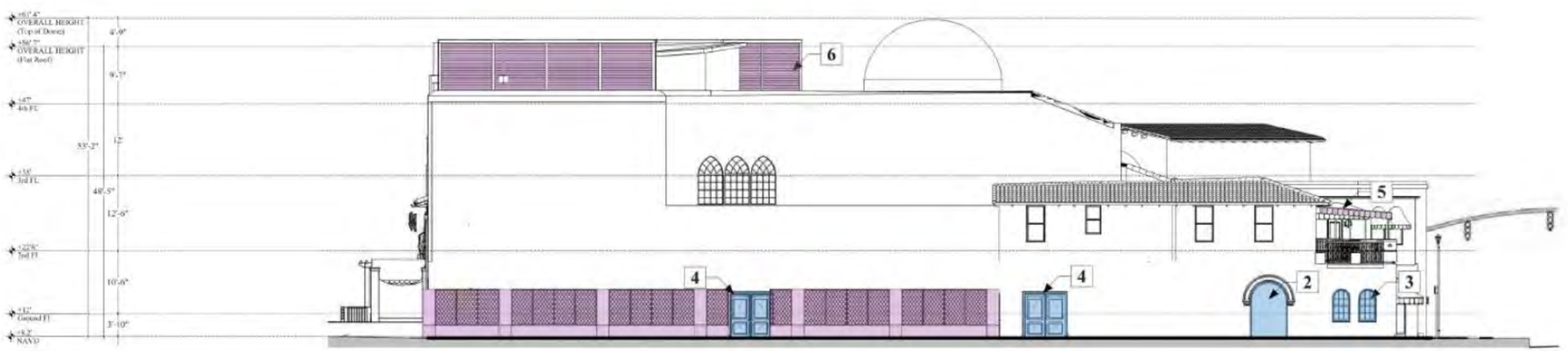
D-4.1



1927 - *Approximate Elevation, pending further archival information*



EXISTING



PROPOSED

THEATRE HISTORIC COMPARISON: EAST ELEVATION

LEGEND

- EXISTING TO BE ALT
- PROPOSED FACADE
- PROPOSED NEW STR

NOTES

1. Existing window/d to be removed

2. Existing opening to widened

3. Window to be constructed

4. Door to be constru

5. Historic canopies reintroduced *(sheet D-*

6. Mechanical equipm screen *(sheet A-17)*

7. New lattice to supp greenery *(sheet D-21)*

KEY PLAN



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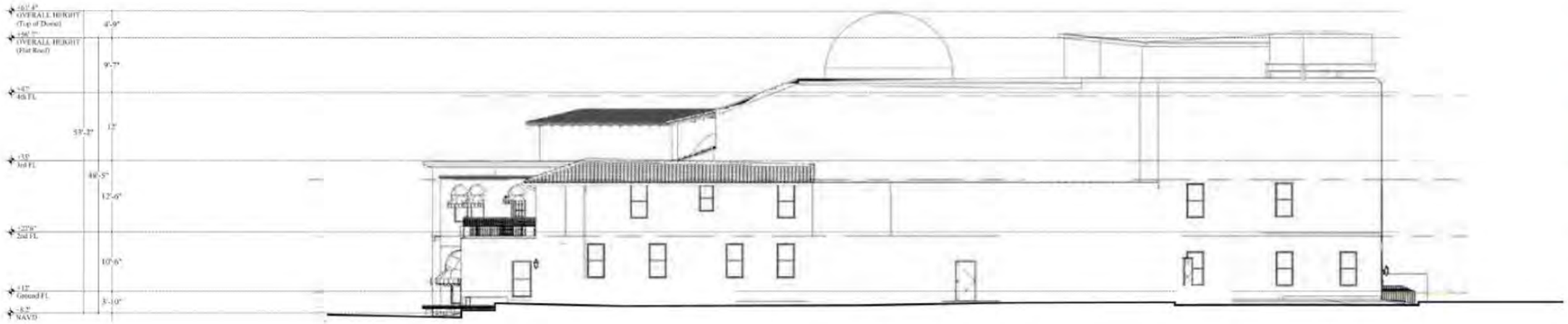
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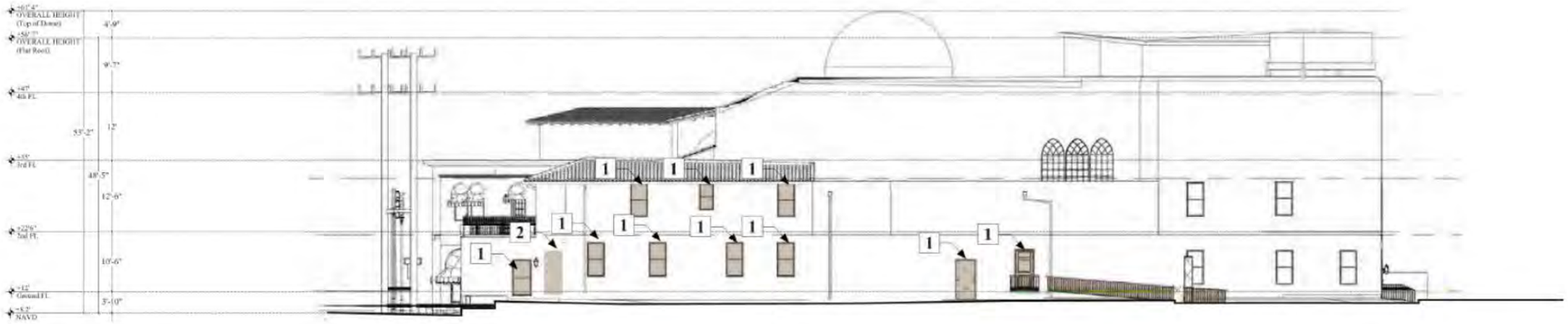
THEATER HISTORIC COMPARISON - EAST

EXISTING COND. SET - CONCEPTUAL

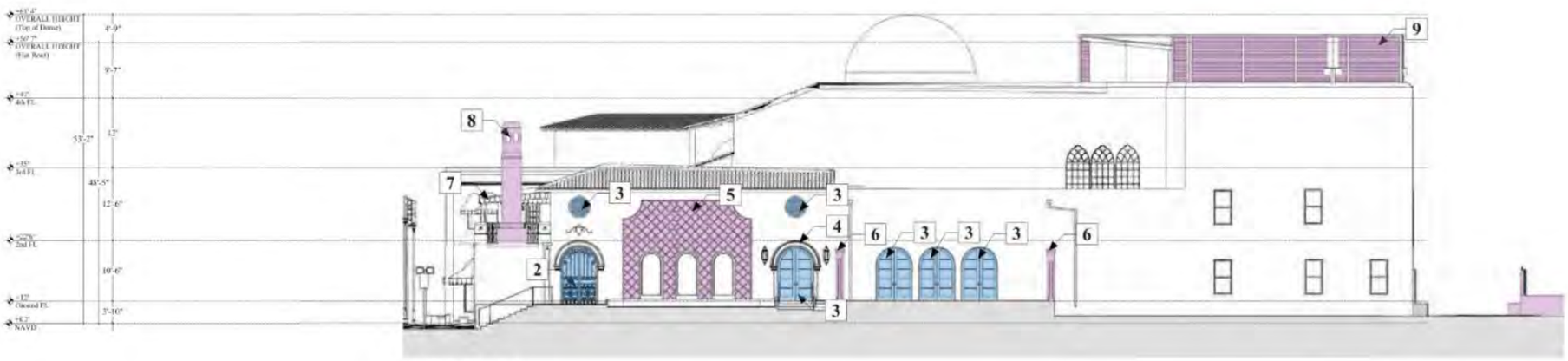
D-4.2



1927 - *Approximate Elevation, pending further archival information*



EXISTING



PROPOSED

THEATRE HISTORIC COMPARISON: SOUTH ELEVATION

LEGEND

- EXISTING TO BE ALT
- PROPOSED FACADE
- PROPOSED NEW STR

NOTES

1. Existing window/d to be removed

2. Existing opening to widened *(sheet D-20)*

3. Window/door to be constructed

4. New fabric canopy Club entry

5. New lattice to supp greenery *(sheet D-21)*

6. New walled garden courtyard

7. Historic awnings reintroduced *(sheet D-*

8. Reintroduce histori chimney *(sheet A-6)*

9. Mechanical equipm screen *(sheet A-17)*

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

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DRAFT

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	8/11/2025
MODELED	CA
CHECKED	JT/REG
PROJECT #	24019

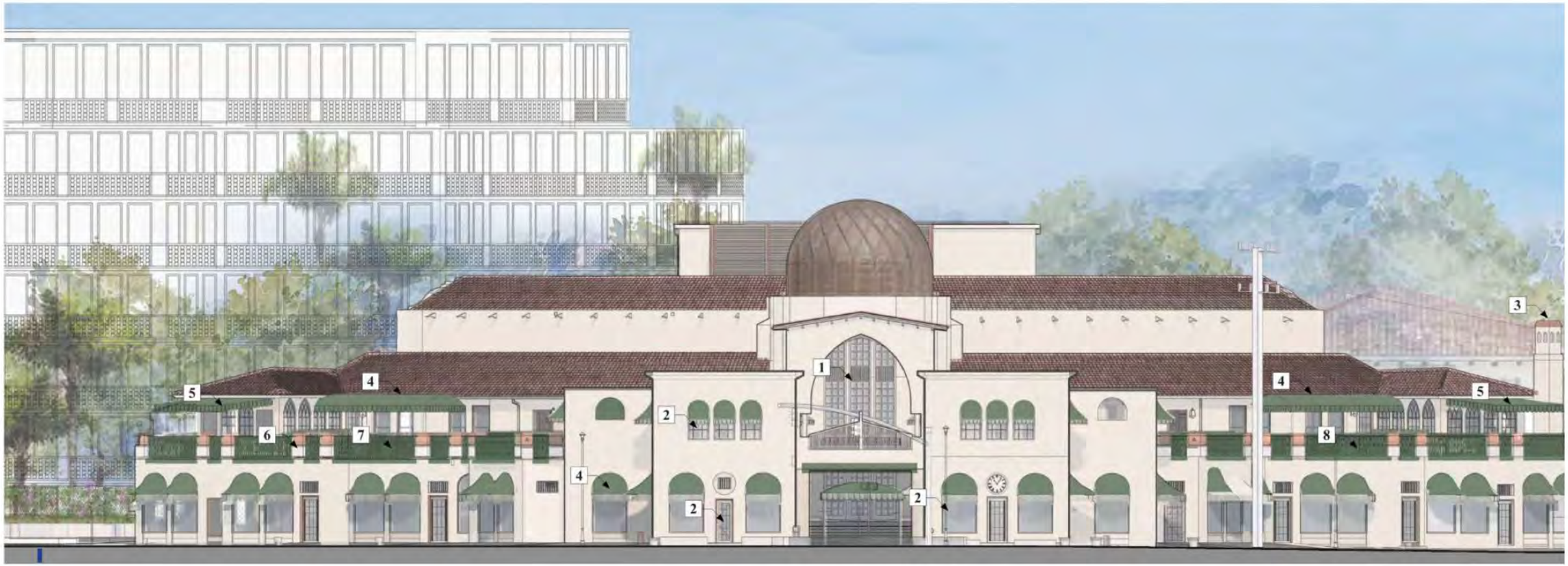
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THEATER HISTORIC COMPARISON - SOUTH

EXISTING COND. SET - CONCEPTUAL

D-4.3



SUNRISE AVE. **PARAMOUNT THEATER** N. COUNTY ROAD

PROPOSED NW ELEVATION

PROPOSED ELEVATION

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

NOTES

1. Patio facade restoration

2. Window/door replacement to meet code

3. Historic chimney reintroduced

4. Historic canopies reintroduced

5. Historic awnings reintroduced

6. Historic planters reintroduced

7. Historic railings reintroduced

8. Rehabilitated terrace space

LEGEND

PROPERTY LINE

KEY PLAN



SCALE: 1/16 = 1'

0' 8' 16'

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ENLARGED ELEVATIONS - NORTH WEST

EXISTING COND. SET - CONCEPTUAL

D-5



SUNSET AVENUE

PROPOSED ELEVATION

Proposed landscape omitted for drawing clarity, please refer to Landscape drawings

NOTES

1. Historic chimney reintroduced
(see sheet A-6)

2. Historic awnings reintroduced
(see sheet D-17)

3. 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'

PROPOSED WEST ELEVATION

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ENLARGED ELEVATIONS - WEST

EXISTING COND. SET - CONCEPTUAL

D-6.1



N. County Road

175 Sunset A

PROPOSED ELEVATION WITH LANDSCAPE

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

NOTES

1. Entry to Theater Courtyard

2. Parking Lot entry

3. Historic chimney reintroduced

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

5. New Southern Entry with ADA Access

6. Walled garden for private dining

7. Mechanical enclosure

8. Fabric canopy over club entrance

9. NOT USED

LEGEND

Property Line

KEY PLAN



SCALE: 1/16 = 1'

0' 8' 16'

PROPOSED SOUTH ELEVATION

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ENLARGED ELEVATIONS - SOUTH

EXISTING COND. SET - CONCEPTUAL

D-6.2



SITE SECTION LOOKING WEST

KEY

- CHURCH
- CAFE
- CLUB
- RESIDENTIAL
- RETAIL

KEY PLAN



SCALE: 1/32 = 1'

0' 16' 32'

EXISTING COND. SET - CONCEPTUAL

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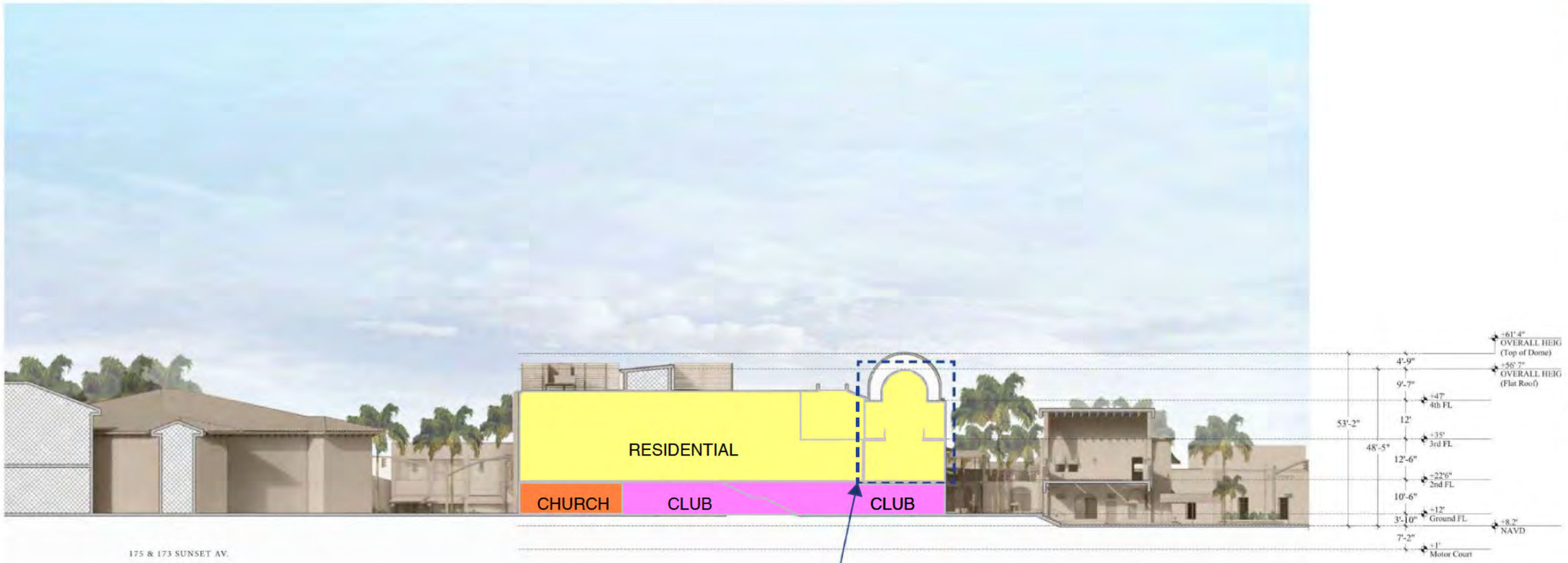
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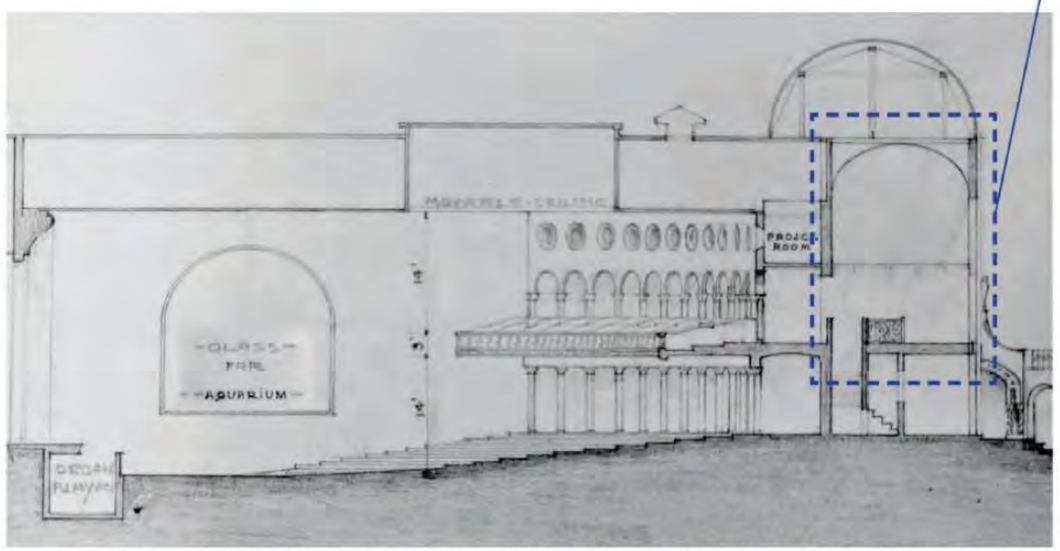
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SITE SECTION DIAGRAM - WEST

D-7





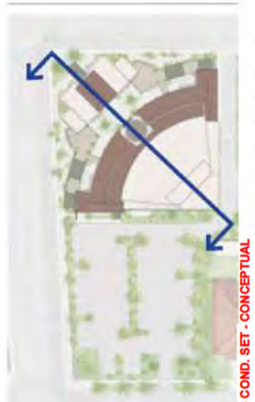
REINTRODUCTION OF DOUBLE HEIGHT ROOM BASED ON JOSEPH URBAN DRAWING (1925)

SITE SECTION LOOKING SOUTH WEST

KEY

- CHURCH
- CAFE
- CLUB
- RESIDENTIAL
- RETAIL

KEY PLAN



SCALE: 1/32 = 1'

0' 16' 32'

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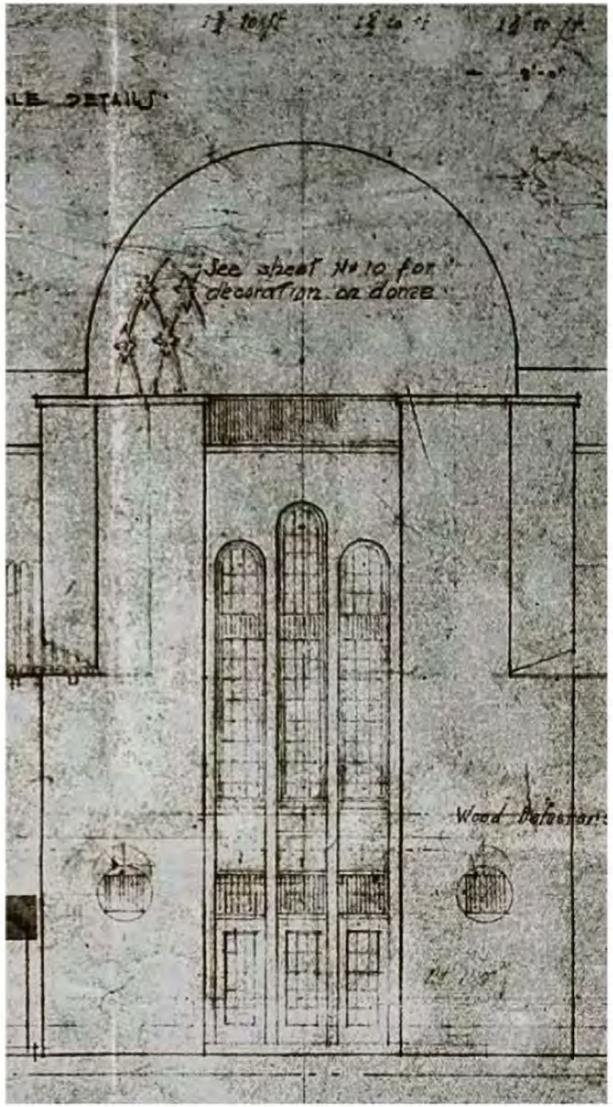
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ENLARGED ELEVATIONS - SOUTH WEST

EXISTING COND. SET - CONCEPTUAL

D-9

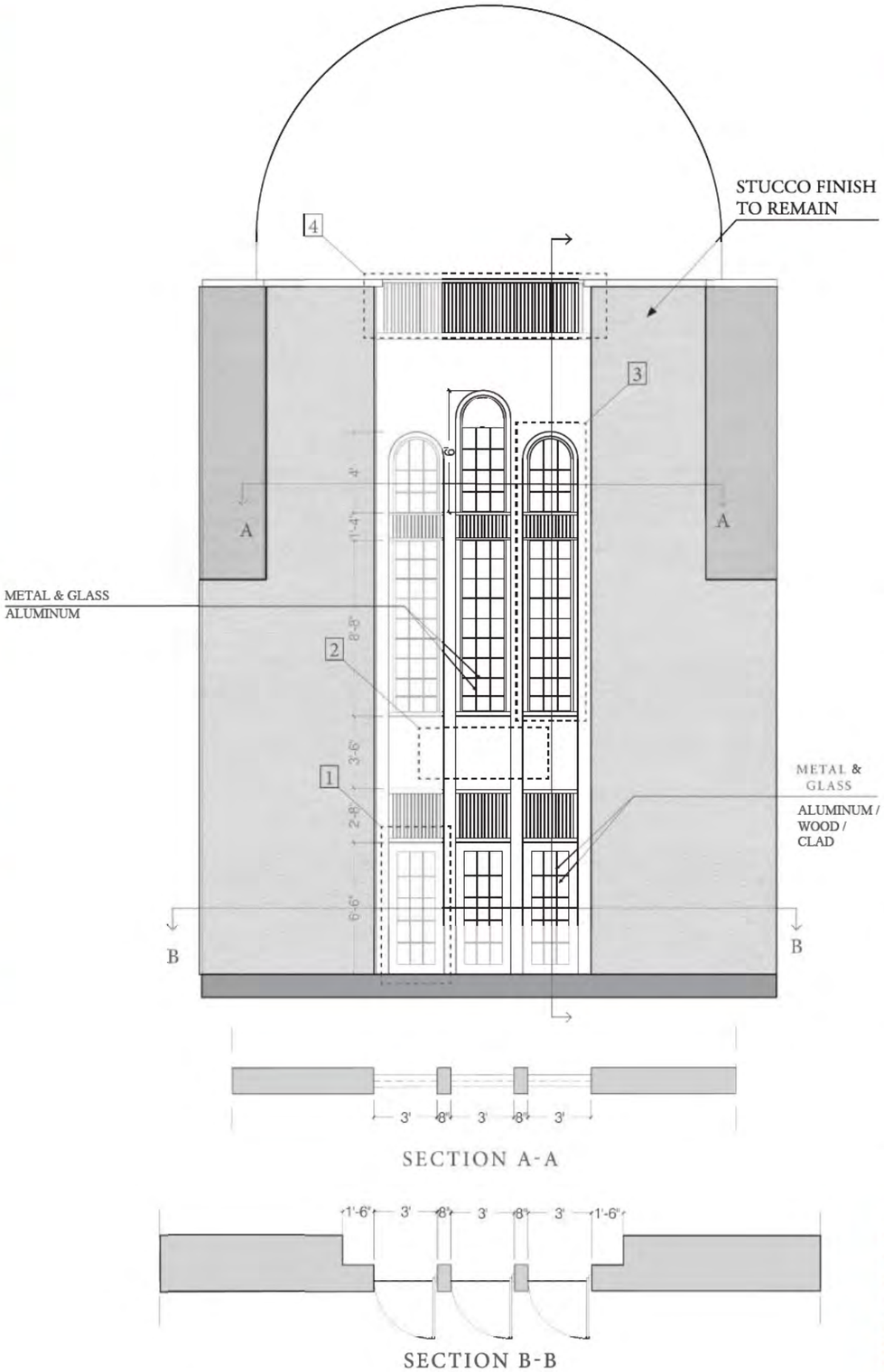


JOSEPH URBAN ELEVATION (1926)



EXISTING CONDITION

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



SECTION A-A

SECTION B-B

PATIO FACADE RESTORATION

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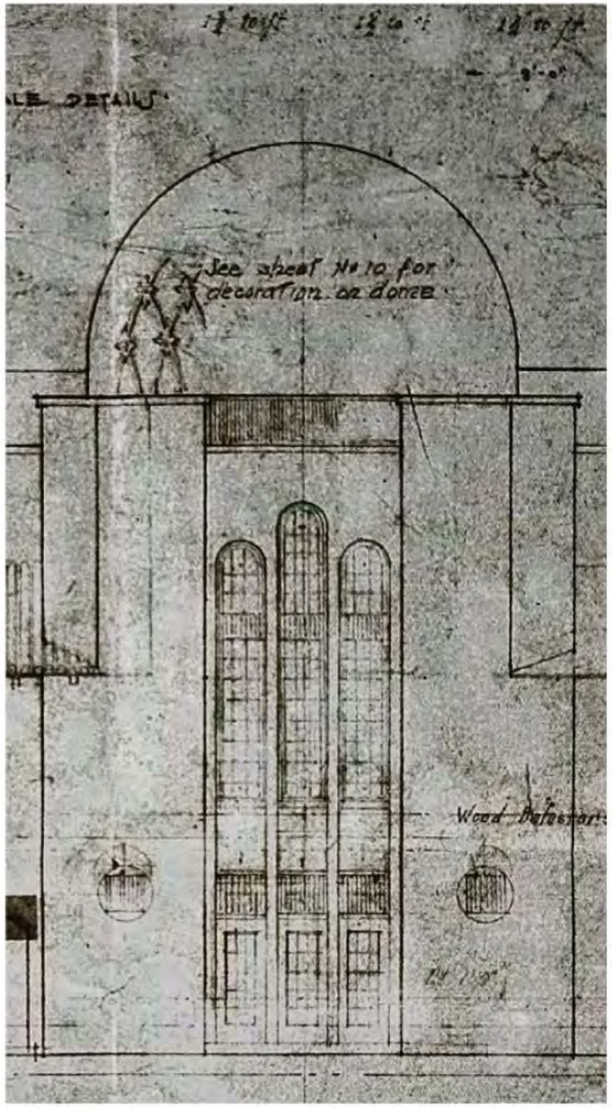
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ENLARGED ELEVATIONS -
PATIO FACADE
RESTORATION

EXISTING COND. SET - CONCEPTUAL

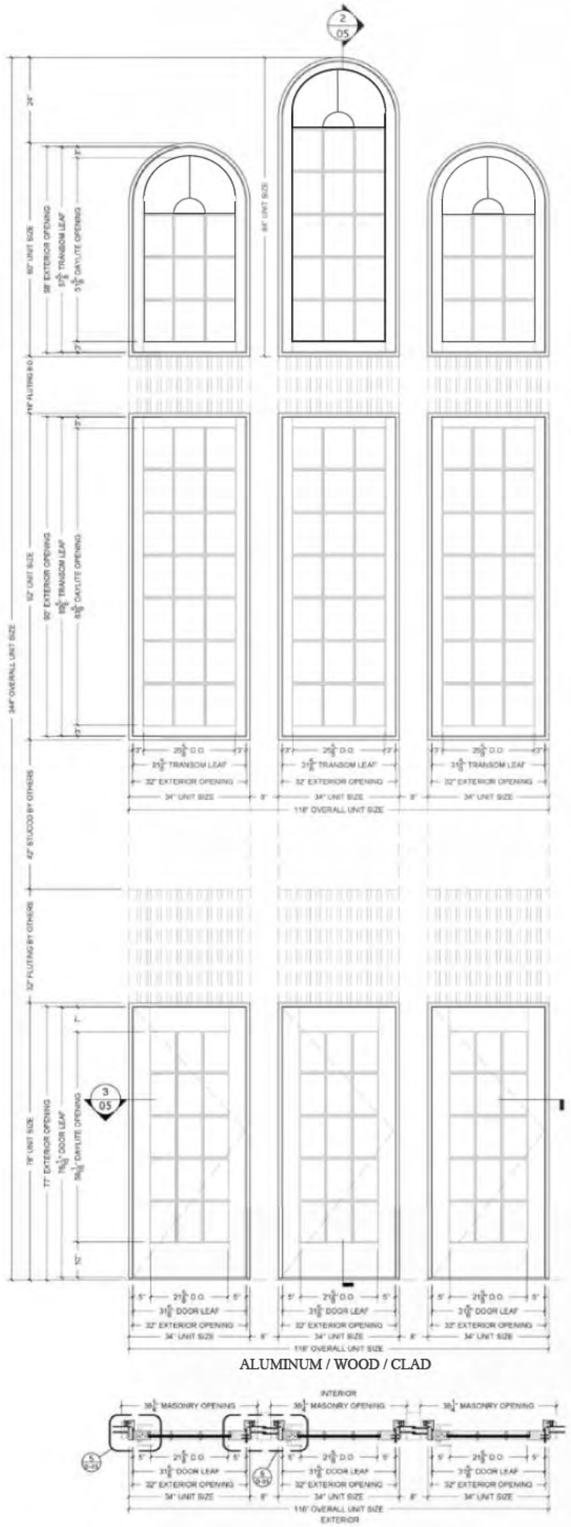
D-10



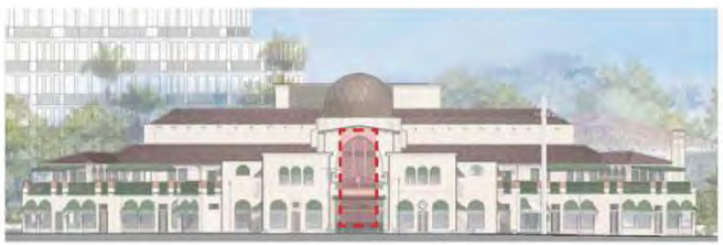
JOSEPH URBAN ELEVATION (1926)



MAIN ENTRANCE WINDOWS (1939)



KEY ELEVATION



**Exact dimensions of masonry openings to be verified in filed*
Drawings prepared by Oliveri Millworks

TRIPLE ARCHED OPENING

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EXTERIOR DETAILS - TRIPLED ARCHED WINDOW OPENING

EXISTING COND. SET - CONCEPTUAL

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

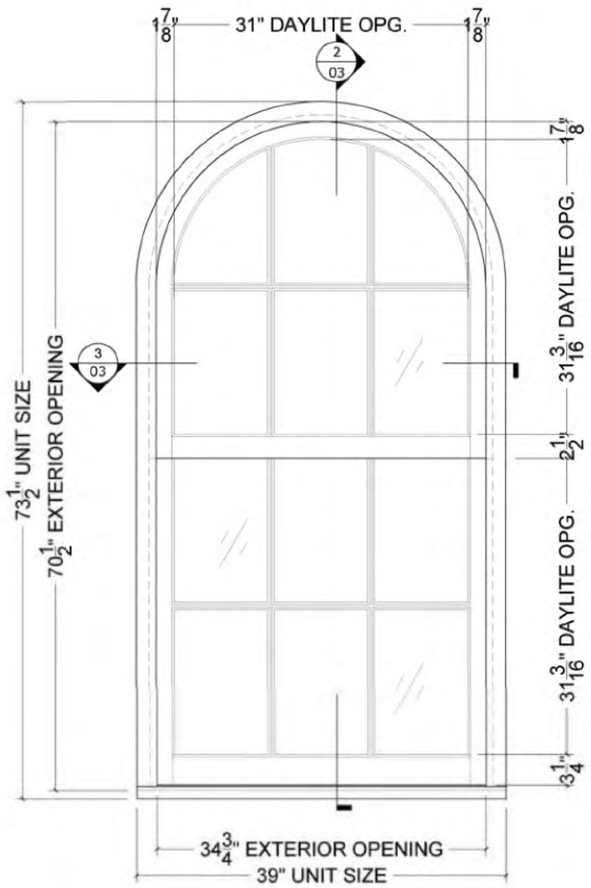
D-11



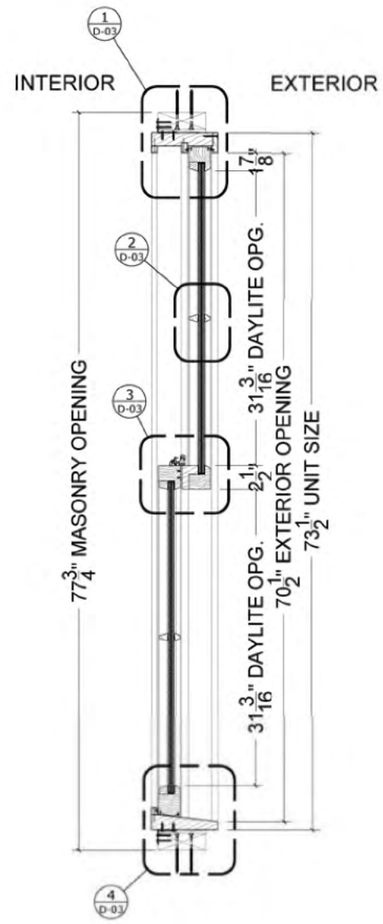
ARCHED WINDOWS (1929)



ARCHED WINDOWS TODAY

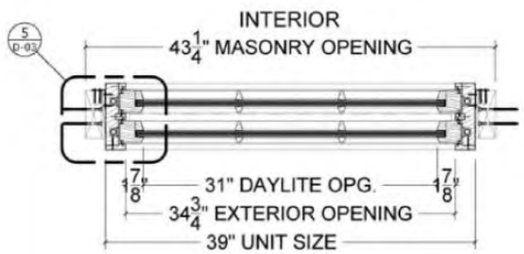


ELEVATION



SECTION

ALUMINUM / WOOD / CLAD



EXTERIOR

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

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EXTERIOR DETAILS - TRIPLED ARCHED WINDOW

EXISTING COND. SET - CONCEPTUAL

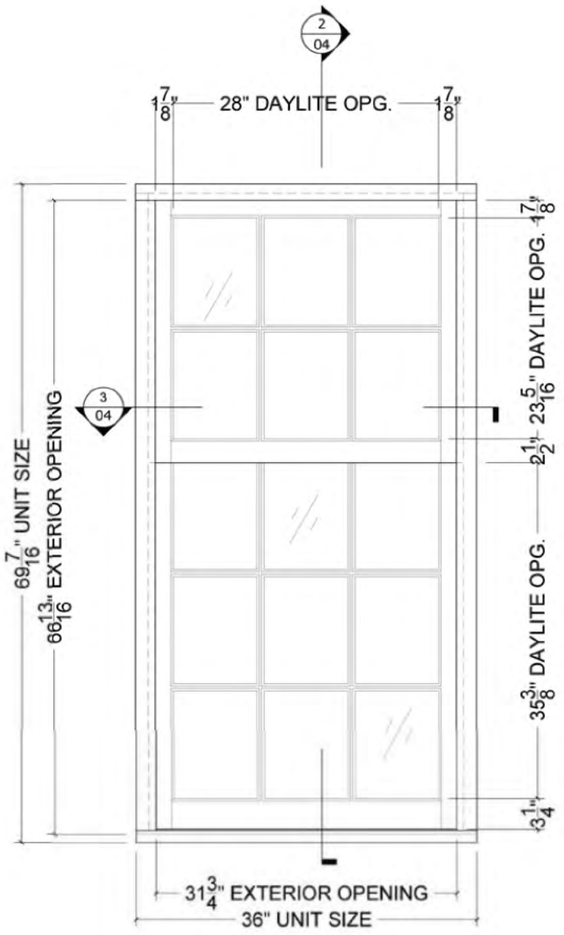
D-12



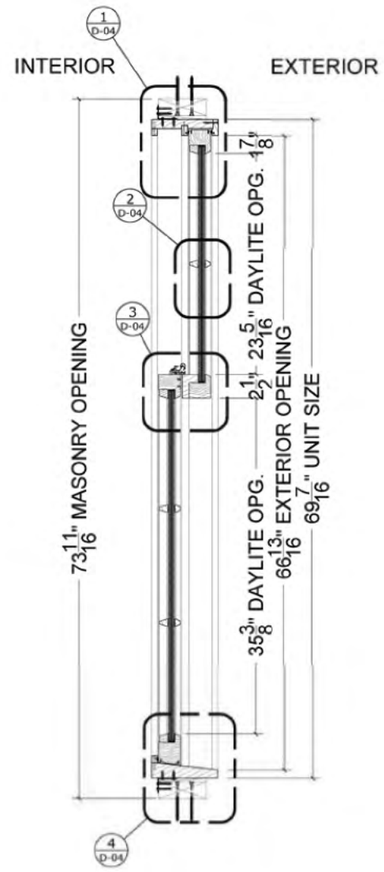
COURTYARD SECOND FLOOR WINDOWS (1928)



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

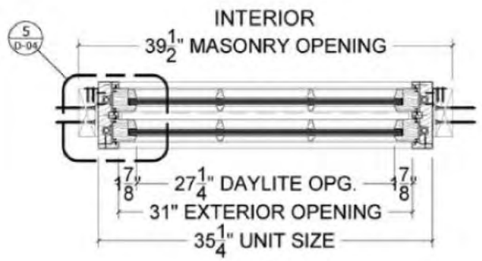


ELEVATION



SECTION

ALUMINUM / WOOD / CLAD



PLAN

TYPICAL WINDOW

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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EXTERIOR DETAILS - TYPICAL WINDOW

EXISTING COND. SET - CONCEPTUAL

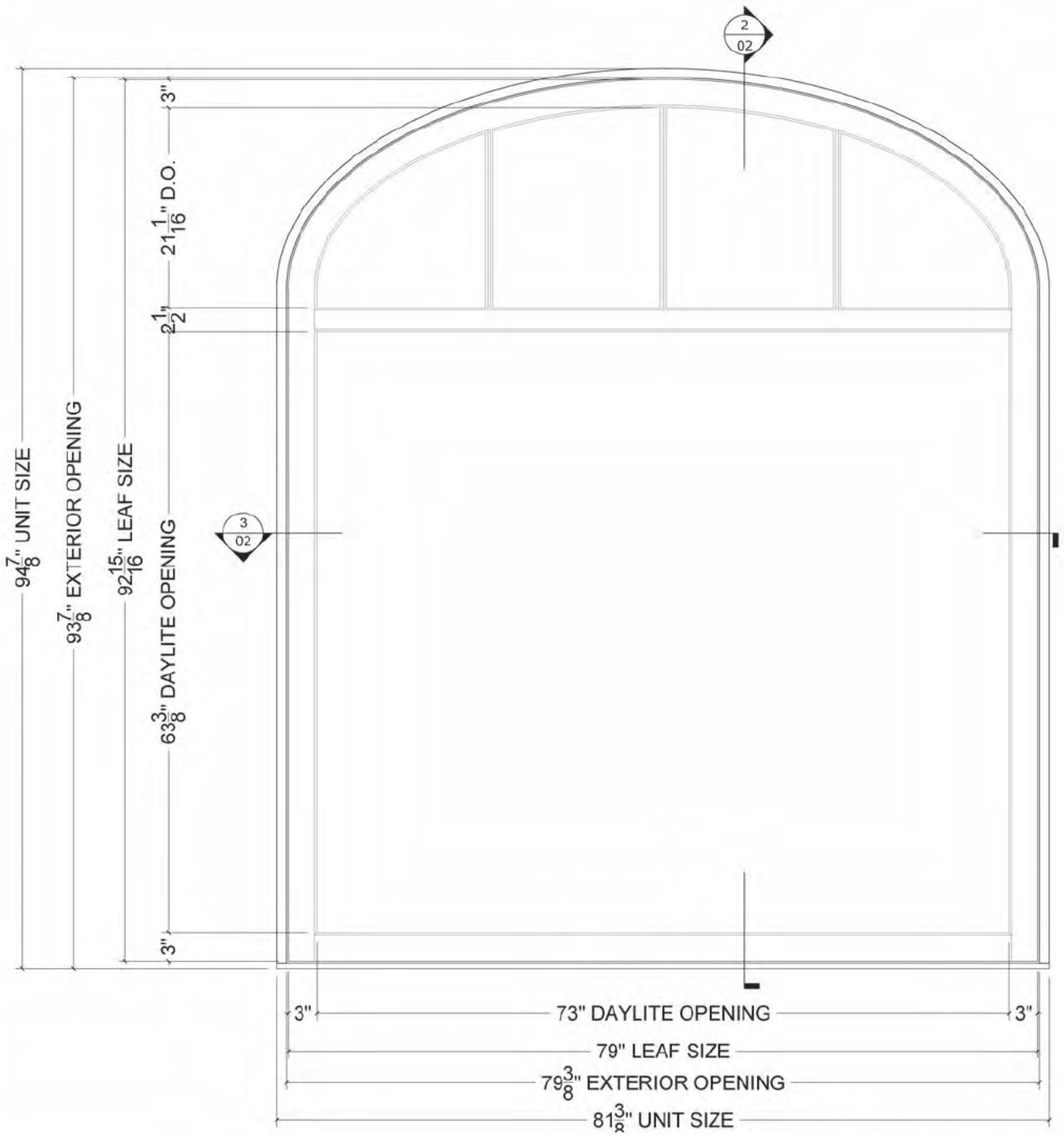
D-13



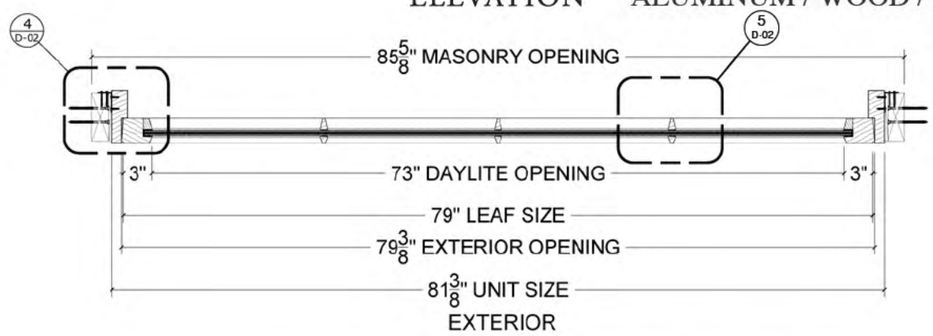
COURTYARD WINDOW (1928)



COURTYARD WINDOW TODAY



ELEVATION ALUMINUM / WOOD / CLAD SECTION



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

COURTYARD WINDOW

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

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EXTERIOR DETAILS - COURTYARD WINDOW

EXISTING COND. SET - CONCEPTUAL

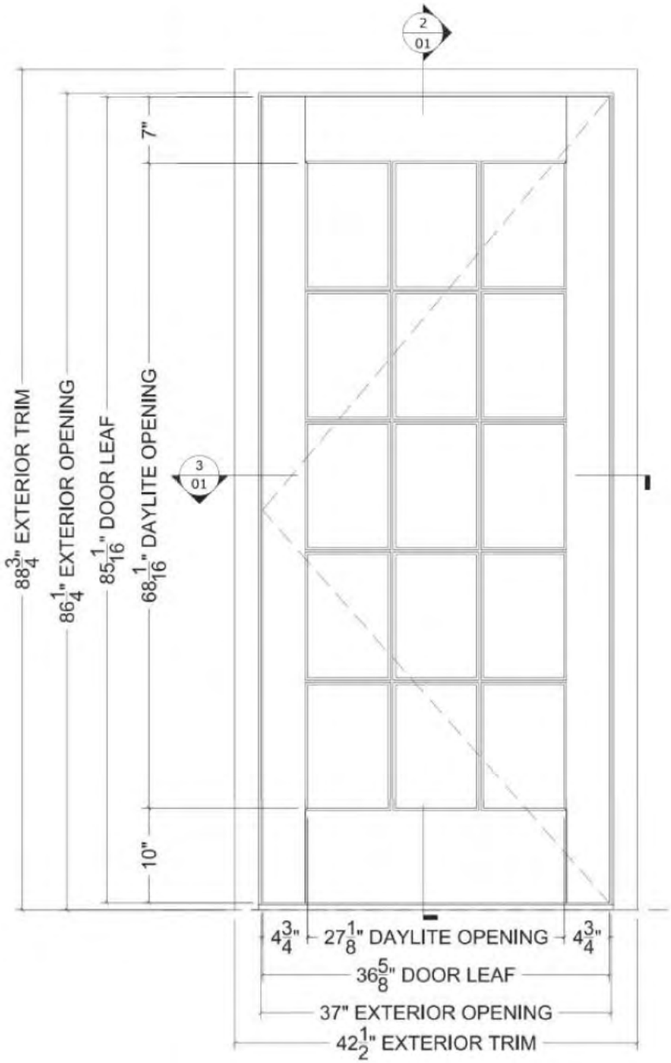
D-14



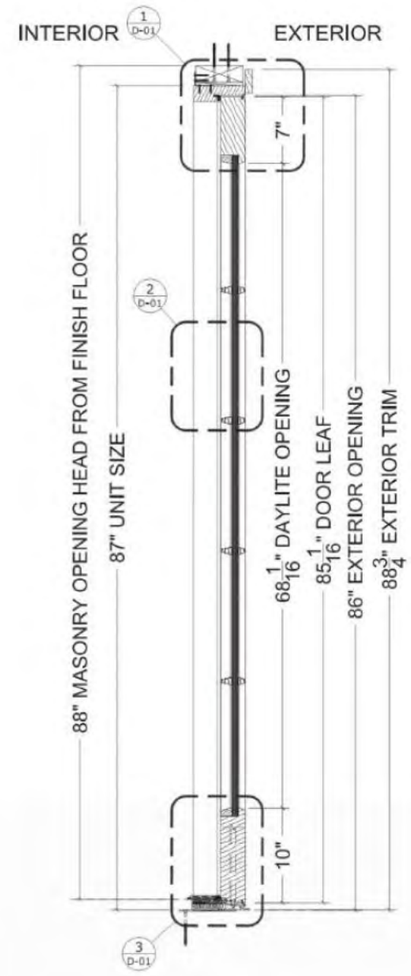
EXTERIOR DOOR (H.A.B.S. 1971)



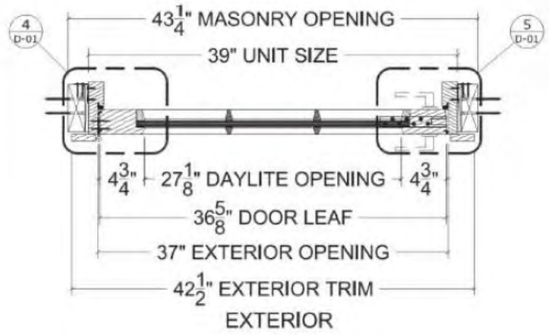
EXTERIOR DOOR TODAY



ELEVATION



ALUMINUM / WOOD / CLAD SECTION



PLAN

TYPICAL EXTERIOR DOOR

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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DRAFT

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

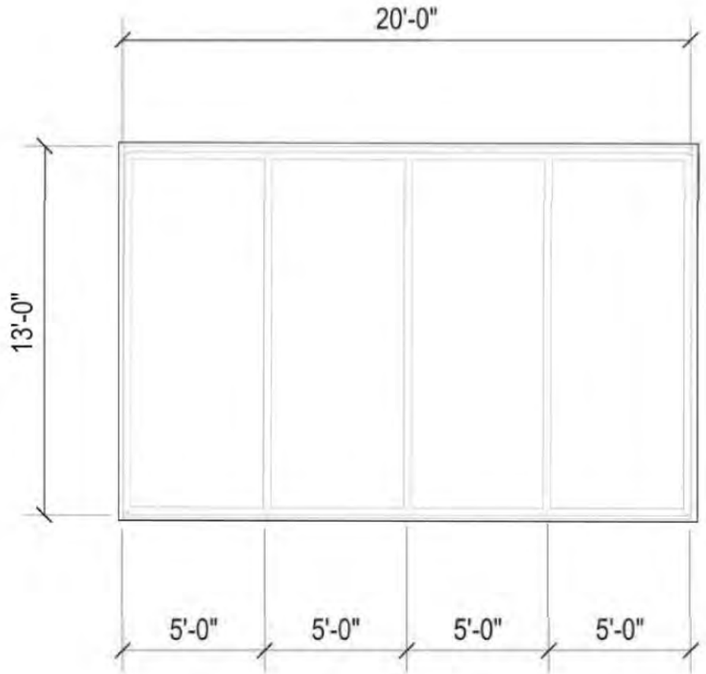
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PROJECT #	24019

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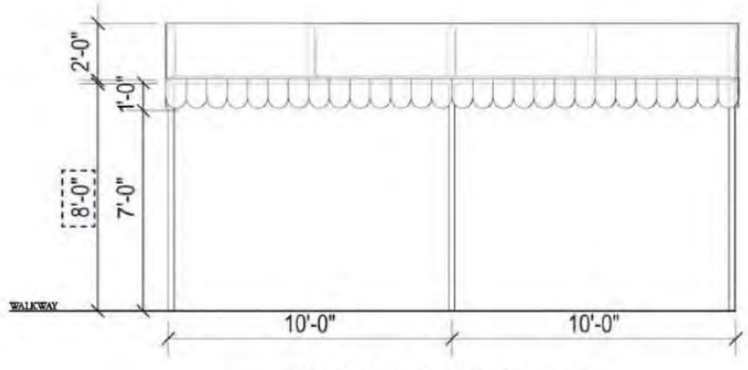
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EXTERIOR DETAILS - TYPICAL EXTERIOR DOOR

D-15



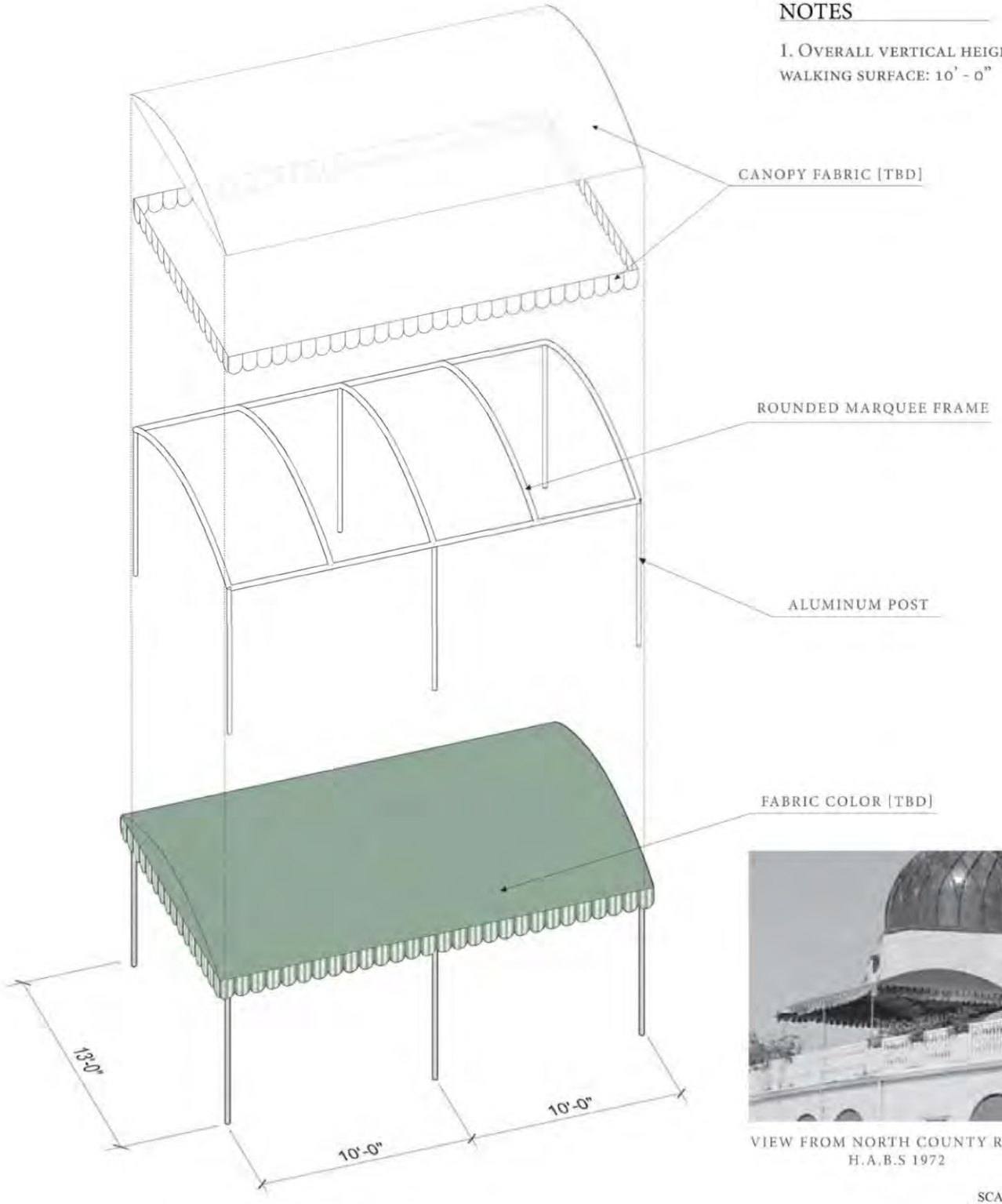
PLAN VIEW



FRONT ELEVATION

NOTES

1. OVERALL VERTICAL HEIGHT FROM WALKING SURFACE: 10' - 0"



CANOPY DETAIL

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

SCALE: 3/16" = 1'

0' 2.5' 5'

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NO.	DATE	DESCRIPTION

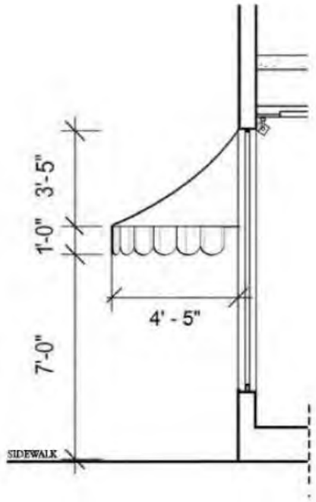
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PROJECT #	24019

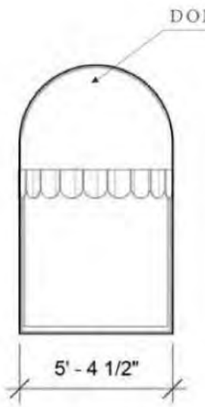
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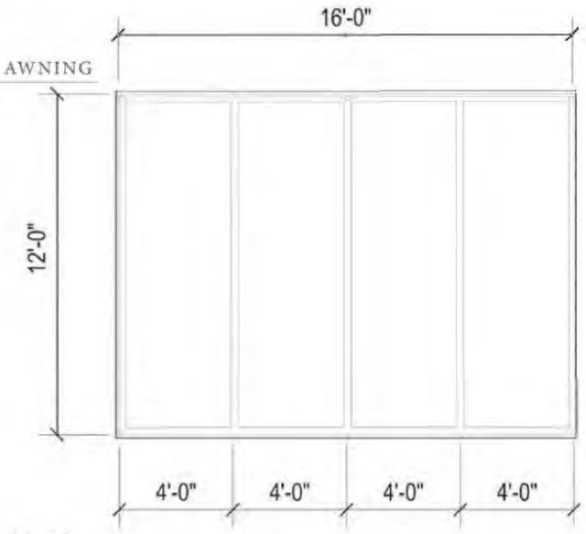
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EXTERIOR DETAILS - CANOPY

D-16

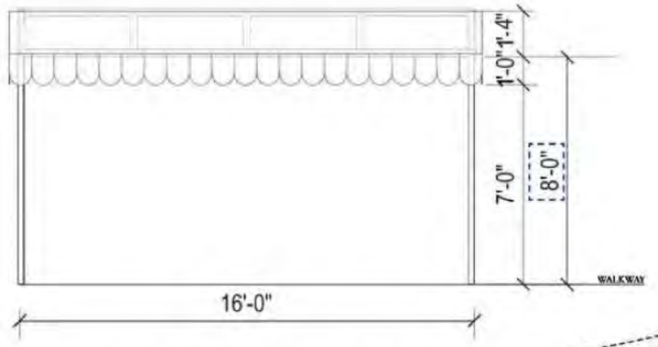






PLAN VIEW





FRONT ELEVATION



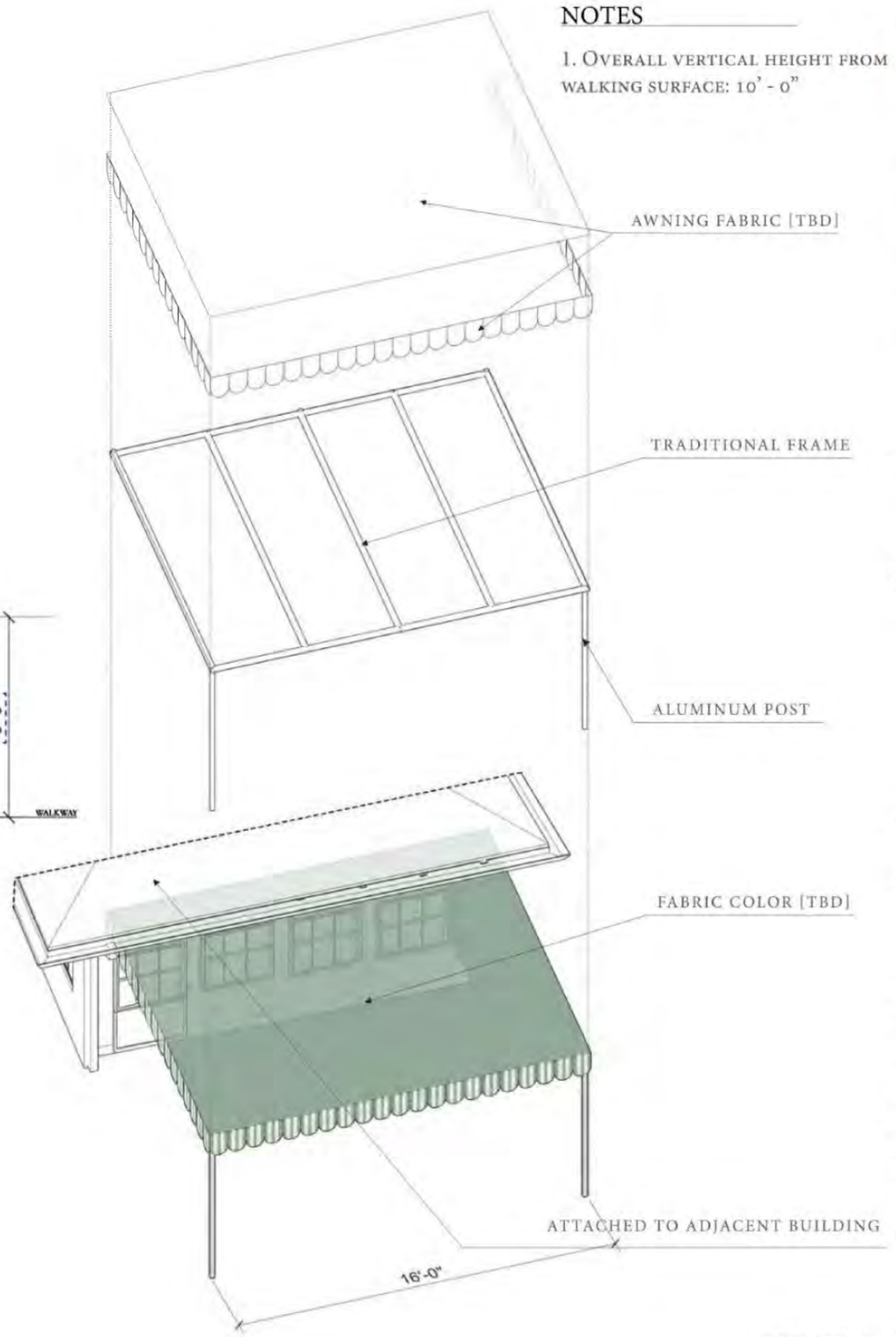
VIEW FROM NORTH COUNTY ROAD,
H.A.B.S 1972



AERIAL VIEW, 1939

NOTES

1. OVERALL VERTICAL HEIGHT FROM WALKING SURFACE: 10' - 0"



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

AWNING DETAIL

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NO.	DATE	DESCRIPTION

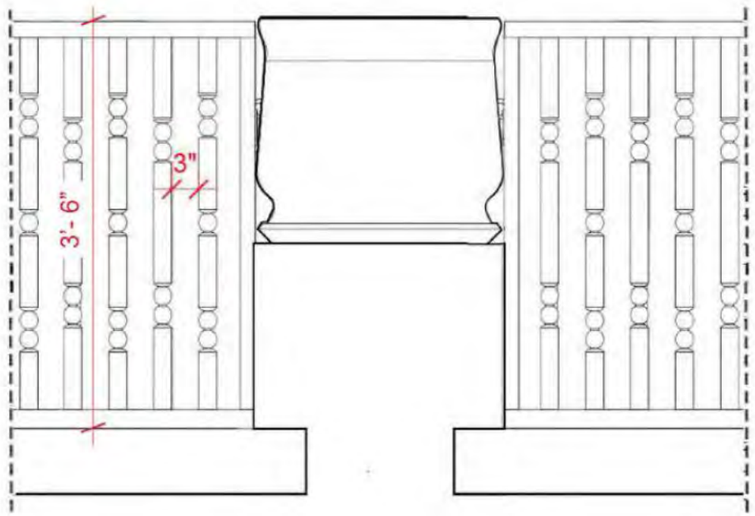
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EXTERIOR DETAILS - AWNINGS

D-17



FRONT ELEVATION



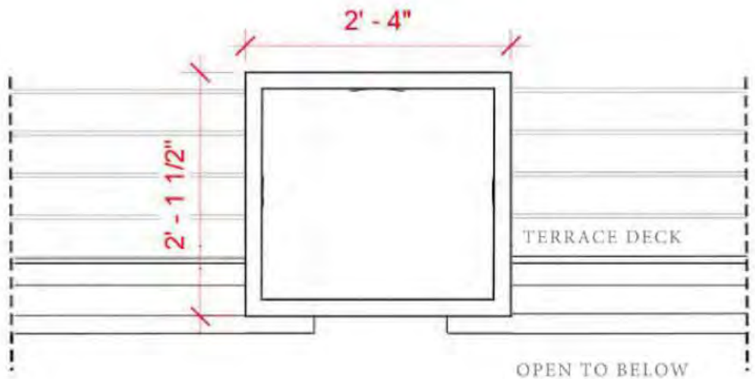
JOSEPH URBAN'S DRAWING, 1926



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



PHOTO OF HISTORIC RAILINGS, COLUMBIA ARCHIVES, 1920s



PLAN VIEW



SCALE: 3/4" = 1'

0' 3/8' 3/

PLANTER DETAIL

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EXTERIOR DETAILS - PLANTERS

D-18

FINISH MATERIALS



CANOPY FABRIC



HISTORIC WOOD



RAILINGS



1. EXISTING CONDITION

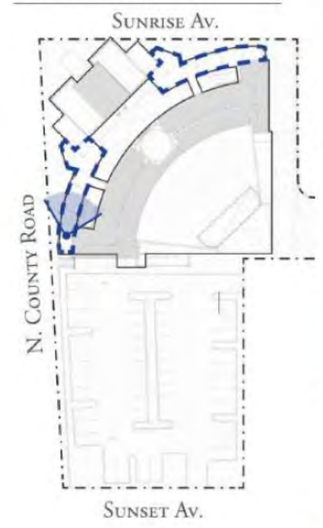


2. PROPOSED CONDITION



3. HISTORIC PHOTO OF THEATRE TERRACE, H.A.B.S., 1971

KEY PLAN



THEATRE TERRACE

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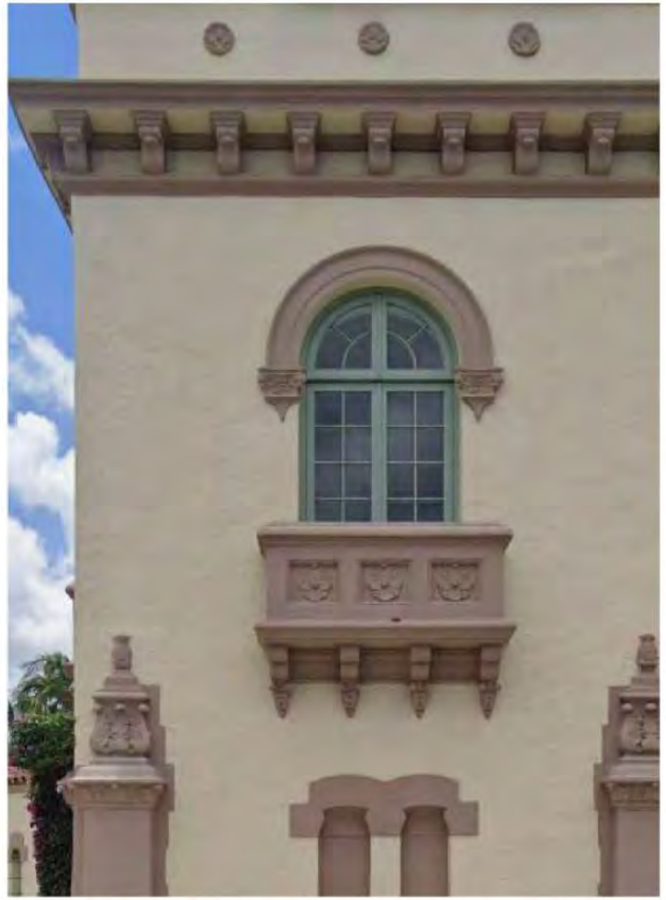
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EXTERIOR DETAILS - THEATER TERRACE

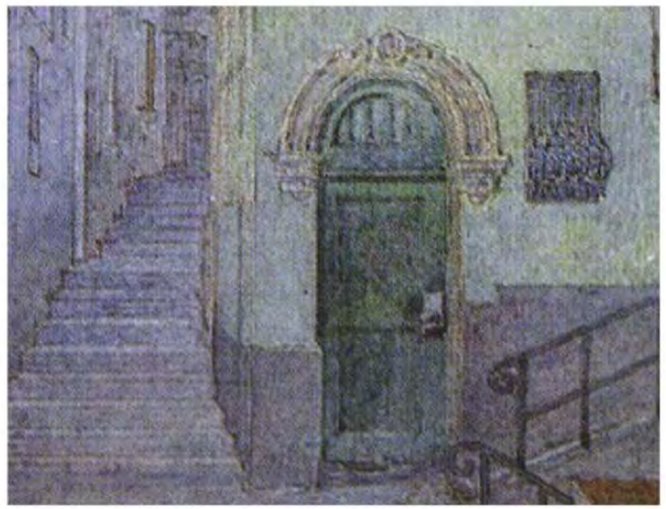
D-19



THEATRE PASEO ENTRANCE



PALM BEACH TOWN HALL, HARVEY & CLARKE(1925)



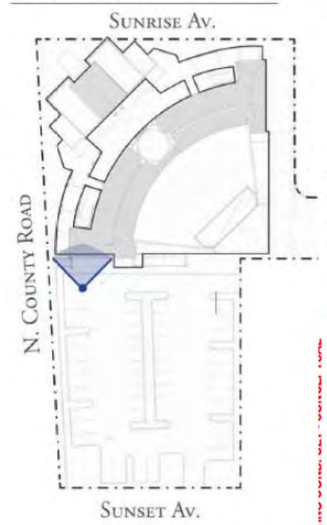
DRAWING BY JOSEPH URBAN (1912)



CURRENT CONDITION

THEATRE ENTRY ARCH

KEY PLAN



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EXTERIOR DETAILS -
THEATER ENTRY ARCH

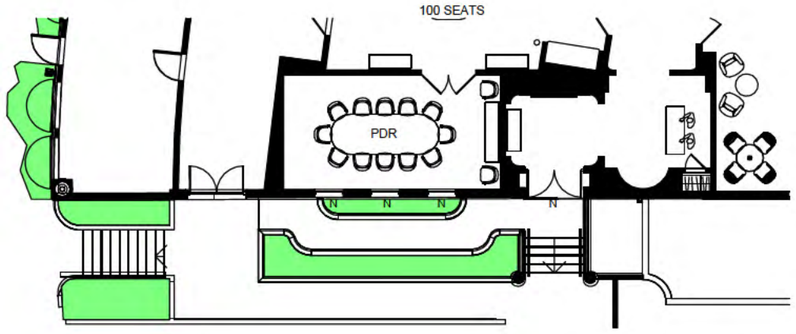
D-20



AERIAL VIEW



EXISTING CONDITION



PARTIAL PLAN DETAIL

SOUTHERN ENTRY

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ARCHITECTS
since 1988

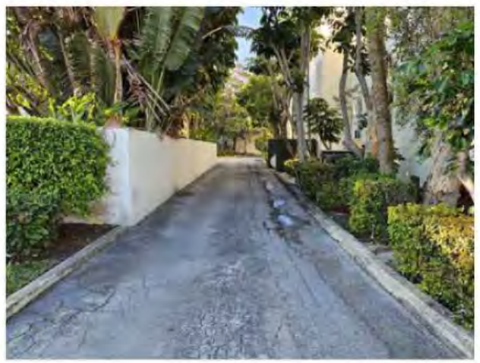
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RAMSA
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EXTERIOR DETAILS -
SOUTHERN ENTRY

D-21





EXISTING PHOTOS OF EASTERN DRIVEWAY

PAVING MATERIALS



YELLOW STUCCO



CORAL STONE



TABBY CONCRETE



BRICK DETAILING



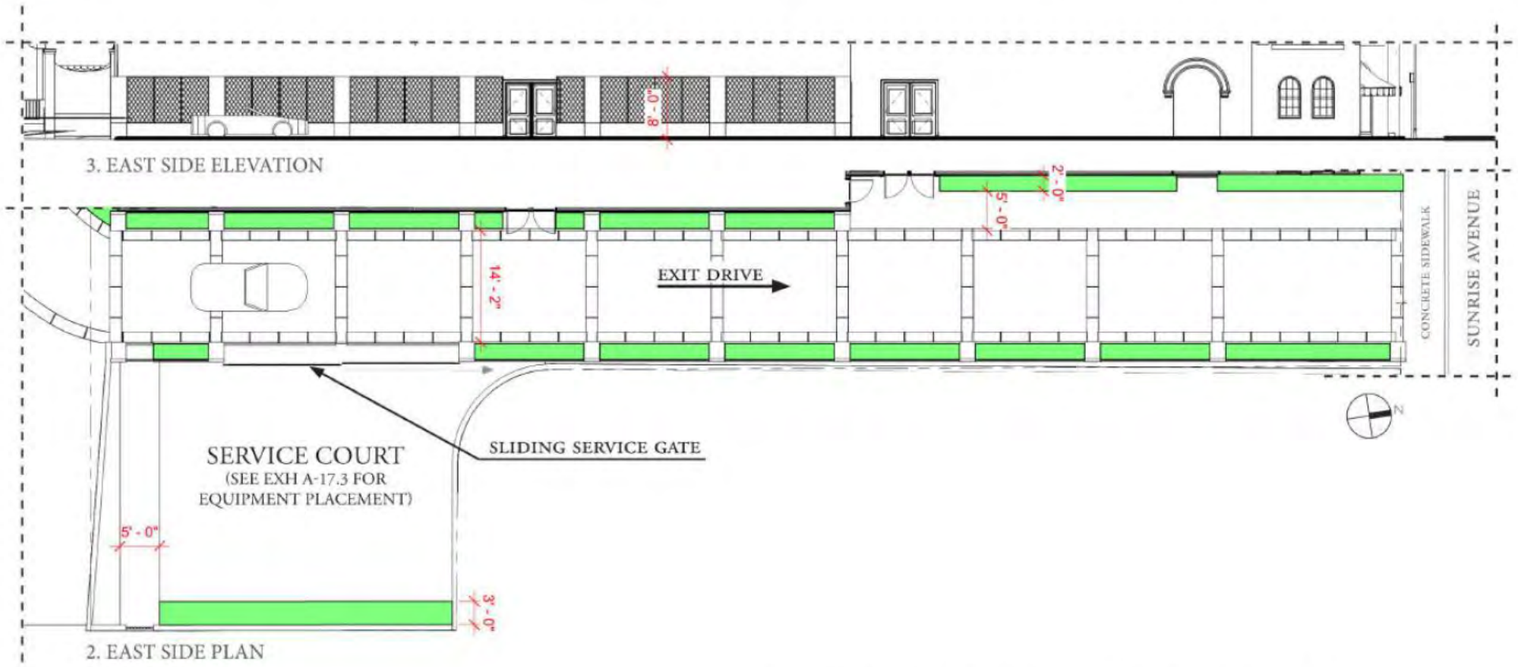
WROUGHT IRON



VERTICAL PLANTING



PROPOSED RENDERING OF EASTERN DRIVEWAY

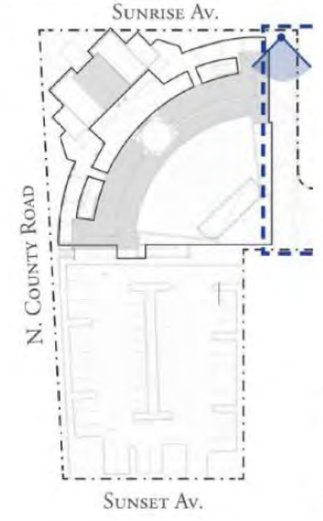


EASTERN EDGE EXIT DRIVE

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KEY PLAN

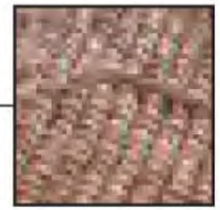


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EXTERIOR DETAILS -
EASTERN EDGE EXIT DRIVE

D-22





DARK RED TILED ROOF



GREEN WOODEN
RAILINGS TO MATCH
HISTORIC SAMPLE

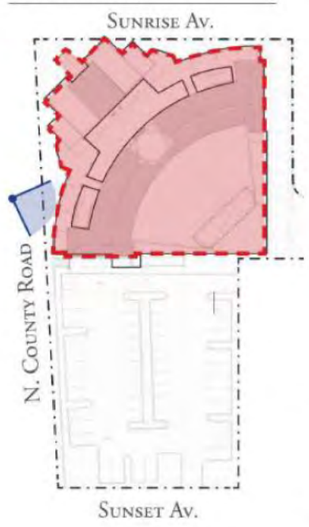


CREAM STUCCO



GREEN METAL AT
DOORS & WINDOWS

KEY PLAN



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EXTERIOR MATERIALS

D-23

MATERIALS - THEATER



PROPOSED

AERIAL VIEW

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AERIAL RENDERING

E-1



EXISTING

KEY PLAN



VIEW FROM NORTH WEST CORNER

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RAMSA
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VIEW FROM NW CORNER
(EXISTING)

E-2.1



PROPOSED

KEY PLAN



VIEW FROM NORTH WEST CORNER

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VIEW FROM NW CORNER
(PROPOSED)

E-2.2



EXISTING

VIEW FROM SOUTH WEST CORNER

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KEY PLAN



VIEW FROM SW CORNER
(EXISTING)

E-3.1



PROPOSED

KEY PLAN



VIEW FROM SOUTH WEST CORNER

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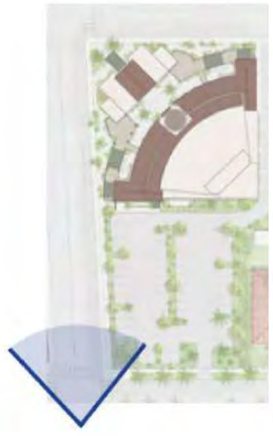
VIEW FROM SW CORNER
(PROPOSED)

E-3.2



EXISTING

KEY PLAN



NORTHERN VIEW FROM NORTH COUNTY ROAD

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N COUNTY ROAD VIEW
(EXISTING)

E-4.1



PROPOSED

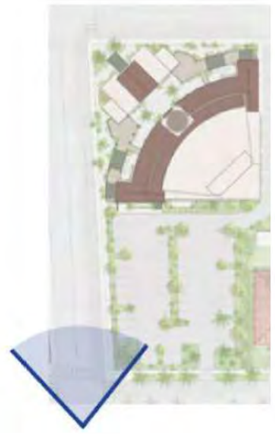
NORTHERN VIEW FROM NORTH COUNTY ROAD

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KEY PLAN



N COUNTY ROAD VIEW
(PROPOSED)

E-4.2



EXISTING

KEY PLAN



VIEW FROM SUNSET AVENUE

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VIEW FROM SUNSET AVENUE (EXISTING)

E-5.1



PROPOSED

VIEW FROM SUNSET AVENUE

KEY PLAN



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VIEW FROM SUNSET AVENUE (PROPOSED)

E-5.2



EXISTING

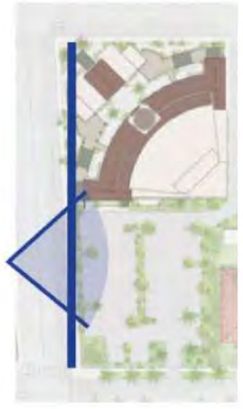
VIEW ALONG NORTH COUNTY ROAD

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KEY PLAN



VIEW ALONG NORTH
COUNTY ROAD (EXISTING)

E-6.1



PROPOSED

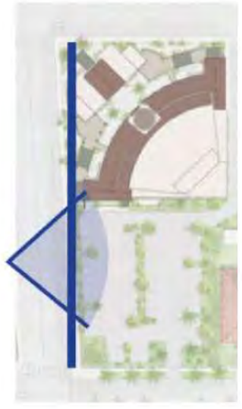
VIEW ALONG NORTH COUNTY ROAD

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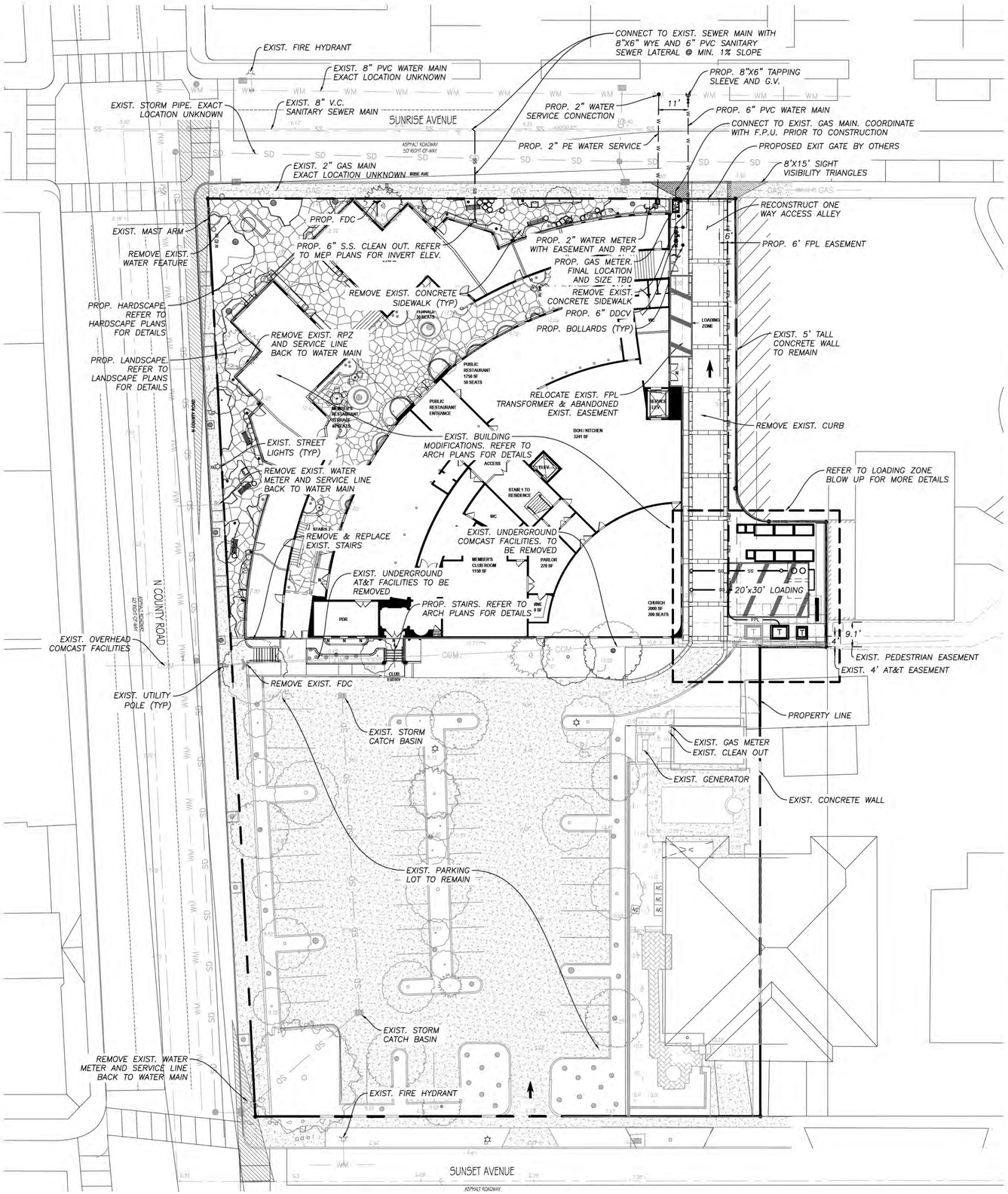
KEY PLAN



VIEW ALONG NORTH
COUNTY ROAD
(PROPOSED)

E-6.2

EXHIBIT B3

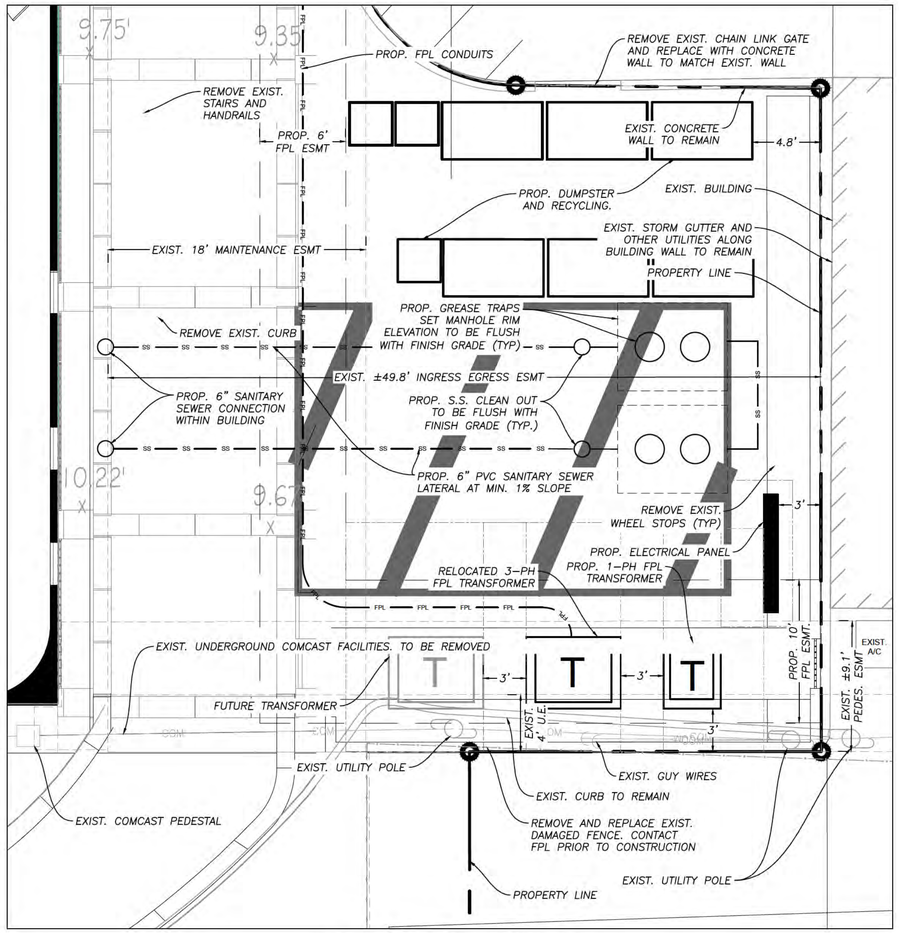


GRAPHIC SCALE
0 10 20 40

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LEGEND

- PROPERTY LINE
- PROPOSED FORCE MAIN
- PROPOSED SANITARY SEWER
- PROPOSED FIRE MAIN
- PROPOSED WATER MAIN
- PROPOSED EASEMENT
- EXISTING FORCE MAIN
- EXISTING SANITARY SEWER
- EXISTING FIRE MAIN
- EXISTING WATER MAIN
- EXISTING EASEMENT
- STORM PIPE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- PROPOSED F.D.C.
- PROPOSED W. METER & B.F.P.
- PROPOSED D.D.C.V.
- EXISTING STORM INLET
- EXISTING STORM MANHOLE



LOADING ZONE BLOW UP

SCALE 1"=5'

REG ARCHITECTS
since 1988

Rick Gonzalez, AIA
President
FL License AR0014172
120 South Olive Ave. Ste. 210,
West Palm Beach, FL 33401
P (561) 659-2383
www.regarchitects.com

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

DATE	9/8/2025
MODELED	YY
CHECKED	RW
PROJECT #	24019

© REG 2025

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PRELIMINARY UTILITY PLAN

Randy Wertepny
P.E. 72504

KESHAVARZ & ASSOCIATES
711 North Dixie Hwy, Suite 201
West Palm Beach, FL 33401
Tel: (561) 689-8600
Certificate of Authorization No. 4897

C-1

EXHIBIT B4



0 4 8 16 32 FEET
SCALE: 1/16" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

OVERALL HARDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" = 1'-0"

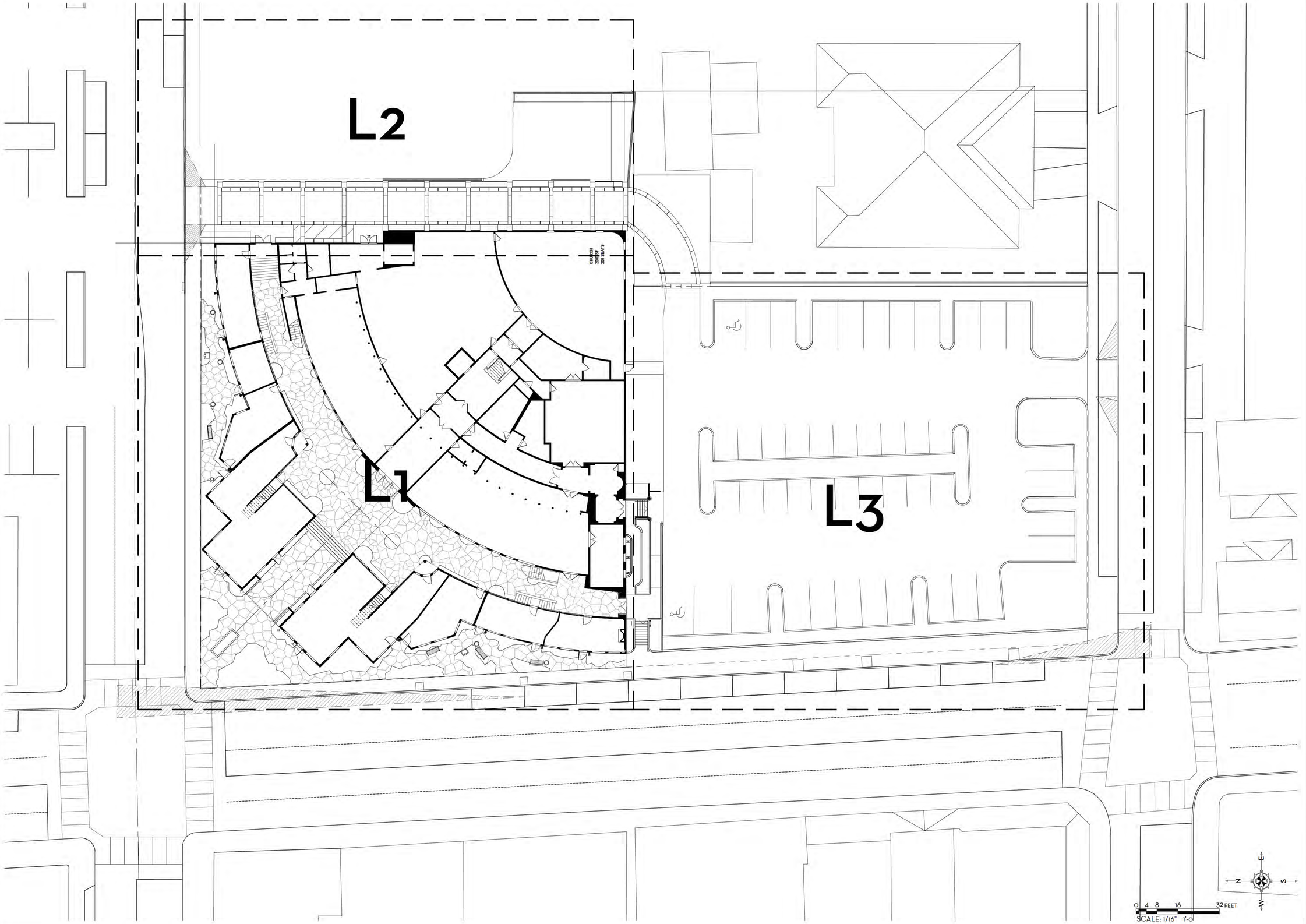
05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

Lo



MARIO F. NIEVERA

State of F or da
Landscape Arch tect
Reg strat on No.
6666856

OVERALL HARDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

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SCALE: 1/8" 1'-0"

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HARDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

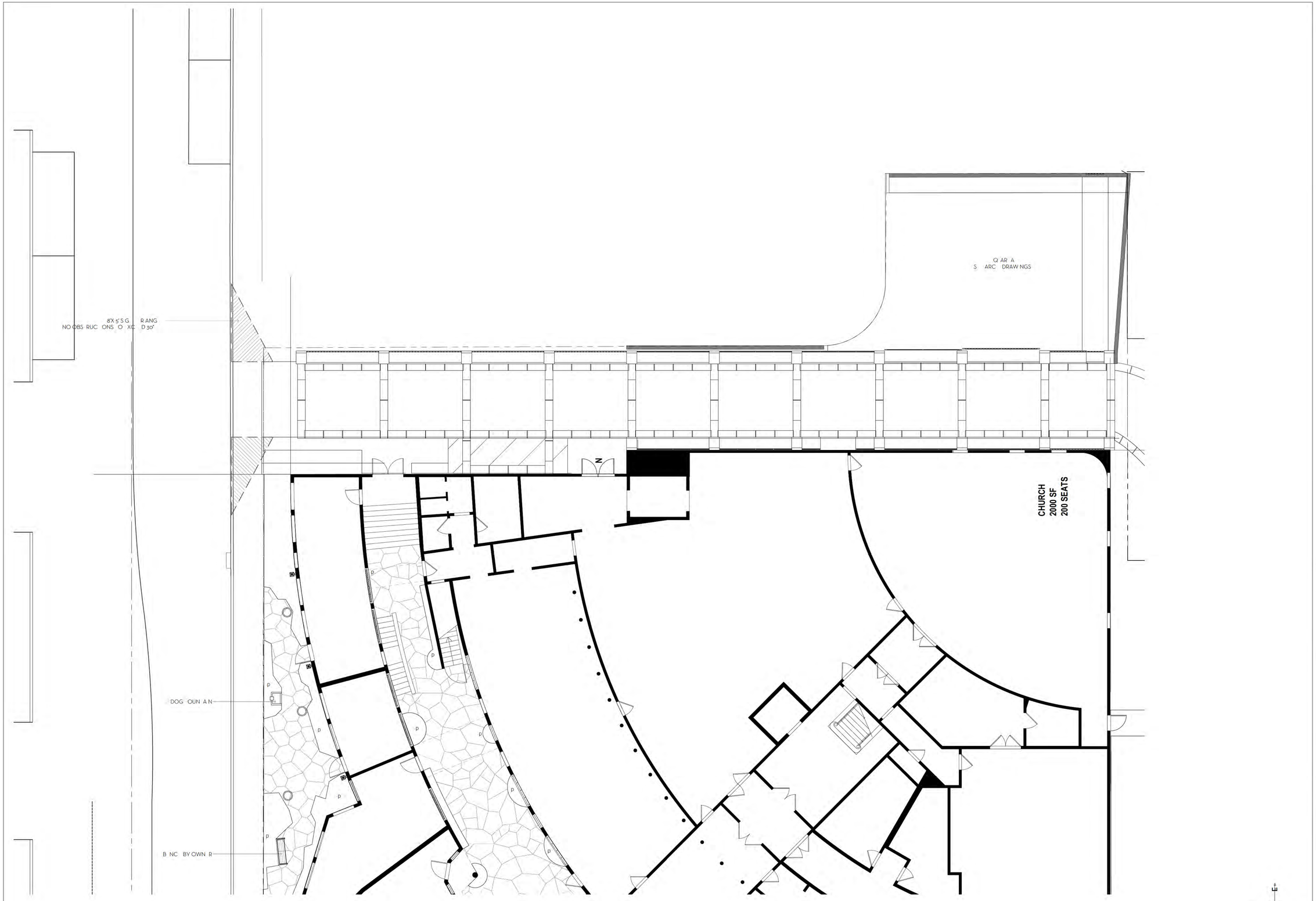
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SCALE: 1/8" 1'-0"

HARDSCAPE PLAN - EAST ACCESS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

05 SEPTEMBER 2025

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EXIS ING PLAN ING AREA

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EXIS ING PLAN ING AREA

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EXIS ING PARK LO O REMAIN

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HARDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/4" 1'-0"

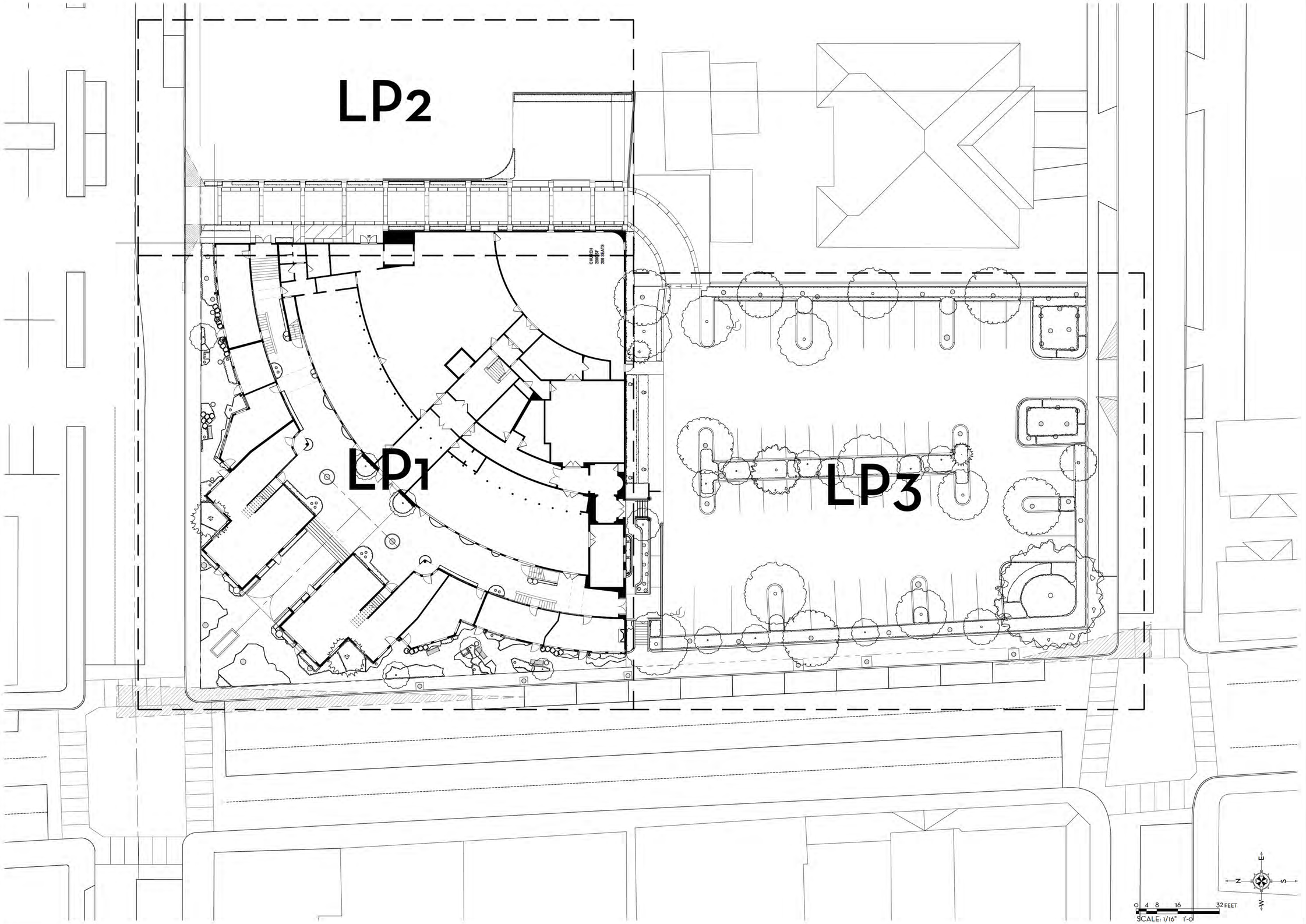
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OVERALL LANDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

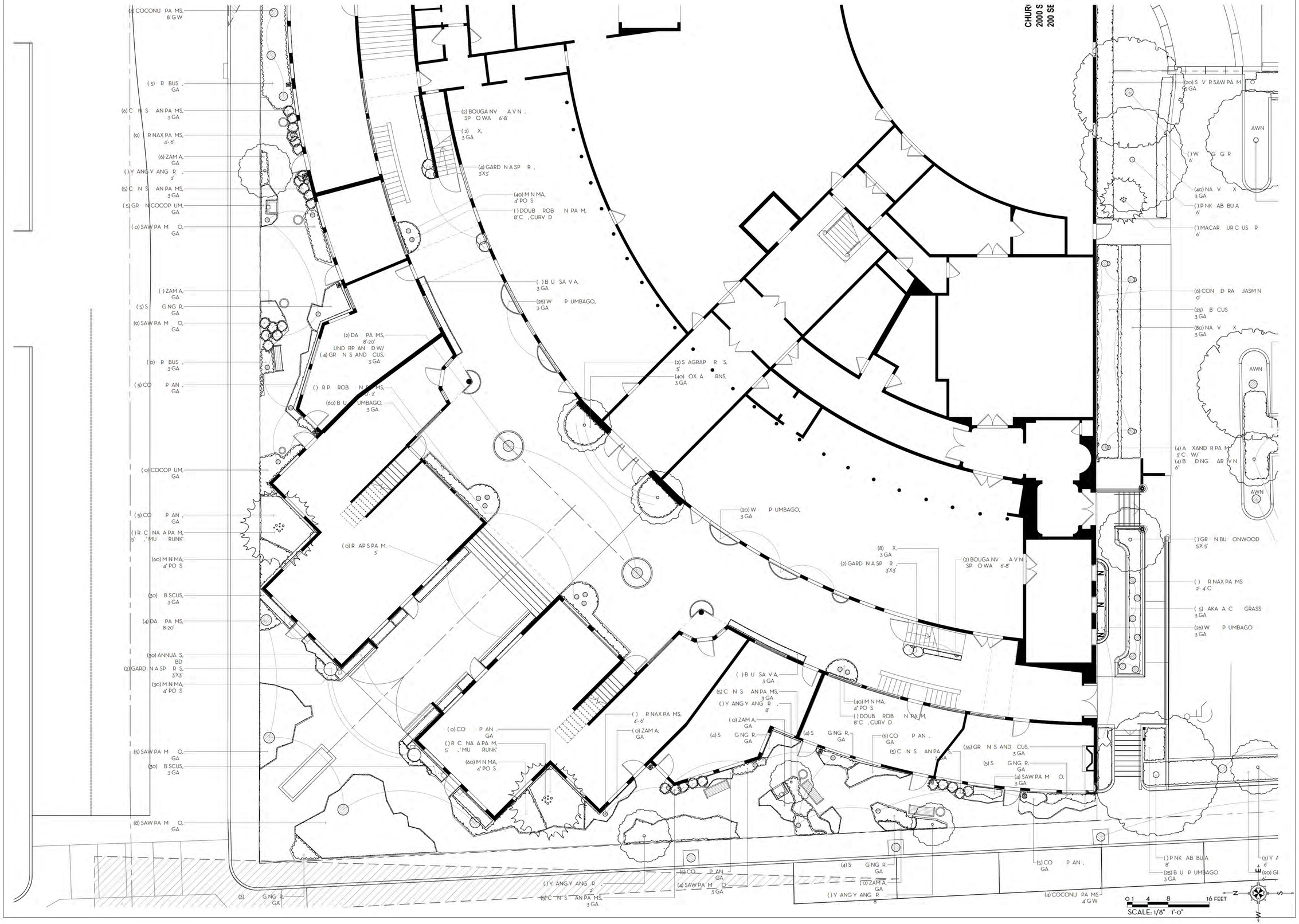
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6666856

SCALE: 1/8" 1'-0"

LANDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

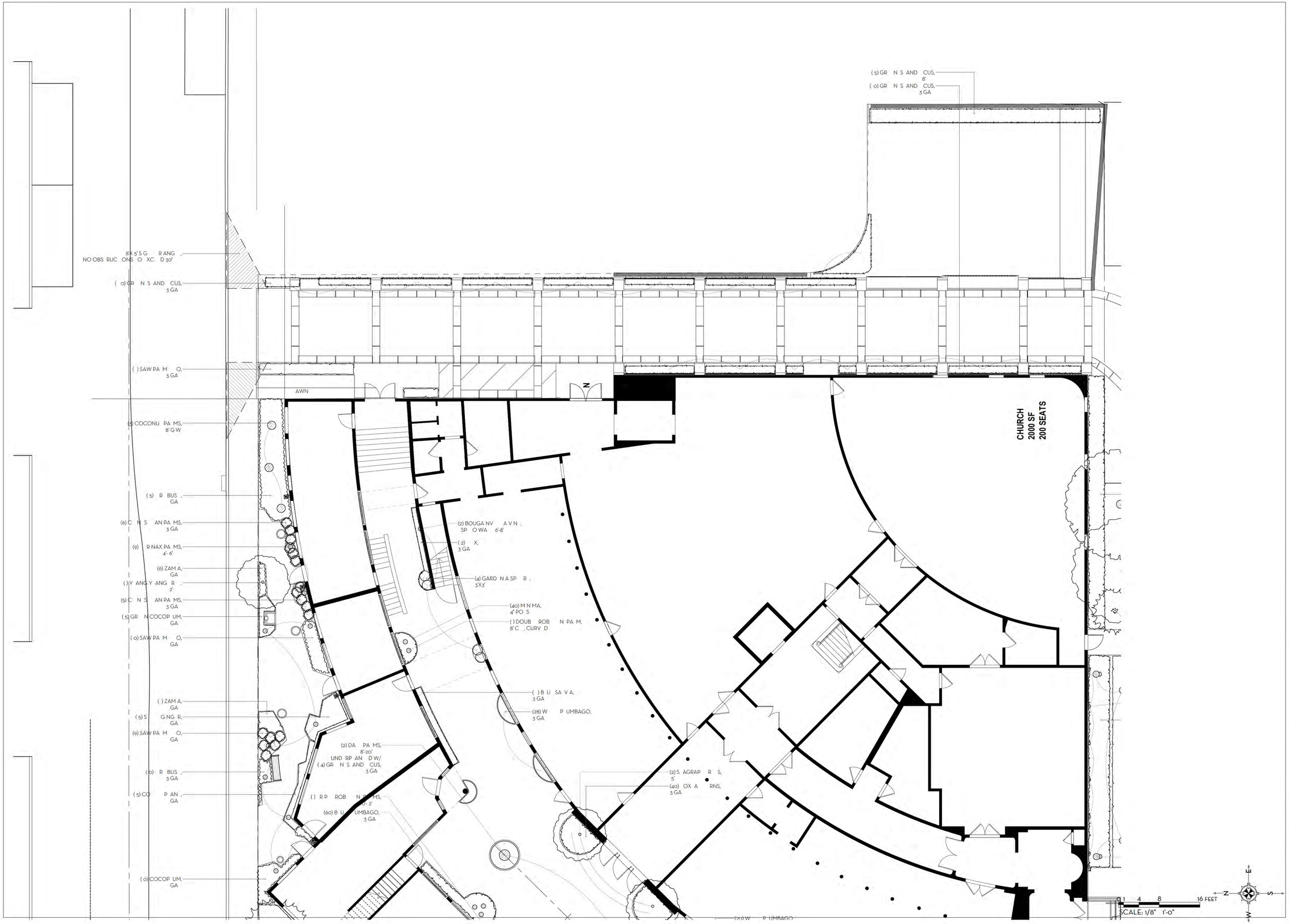
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LANDSCAPE PLAN - EAST ACCESS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

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LP2

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MARIO F. NIEVERA

State of F or da
Landscape Arch tect
Reg strat on No.
6666856

LANDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/4" 1'-0"

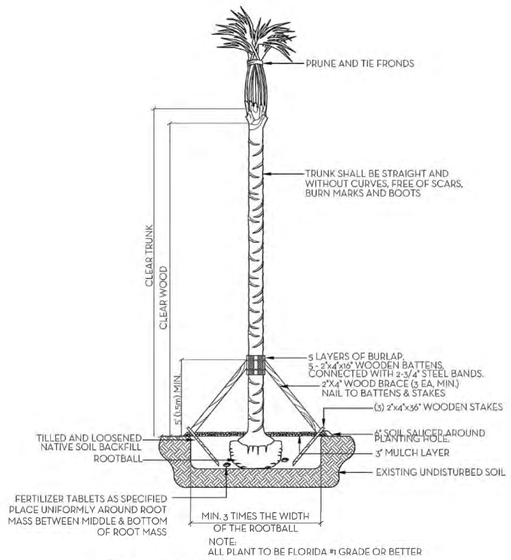
05 SEPTEMBER 2025

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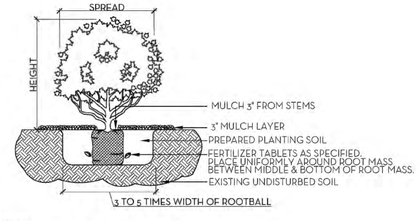
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LP3



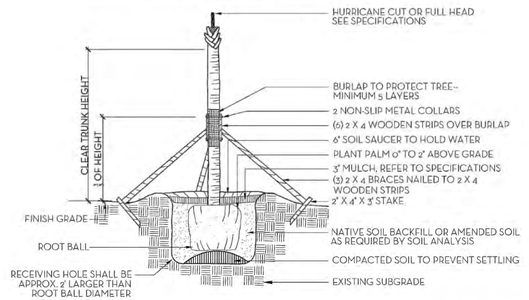
PALM PLANTING DETAIL
N.T.S.



NOTE:
ALL MATERIAL TO BE FLORIDA #1 OR BETTER

SHRUB & GROUNDCOVER PLANTING DETAIL
N.T.S.

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
N.T.S.

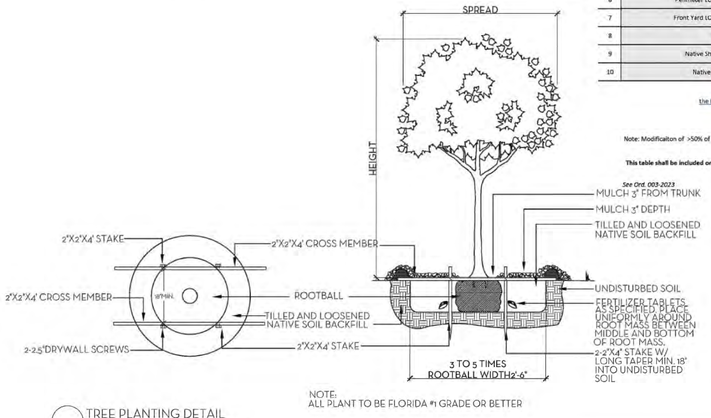
FERTILIZATION

SHRUBS AND TREES
ALL TREES AND SHRUBS SHALL BE FERTILIZED WITH "AGRIFORM" 20-15-5 PLANTING TABLETS AT TIME OF INSTALLATION AND PRIOR TO COMPLETION OF PIT BACKFILLING. TABLETS SHALL BE PLACED UNIFOMLY 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 1/2" OF CALIPER
PALMS:	7 - 21 GRAM TABLETS

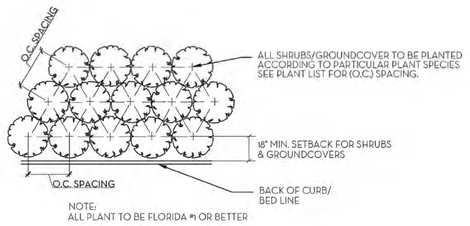
GROUNDCOVER AREAS
ALL GROUNDCOVER AREAS SHALL RECEIVE FERTILIZATION WITH "OZMOCOTE" TIME RELEASE FERTILIZER AS PER MANUFACTURER'S SPECIFICATIONS.

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, ROPES, 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.



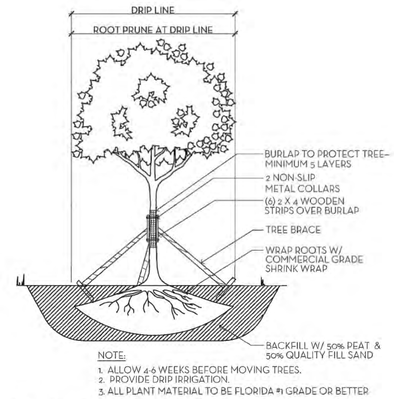
NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

TREE PLANTING DETAIL
N.T.S.



NOTE:
ALL PLANT TO BE FLORIDA #1 OR BETTER

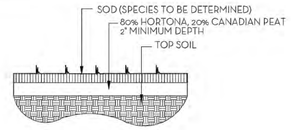
PLANT SPACING DETAIL
N.T.S.



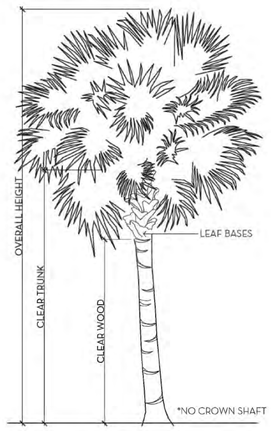
NOTE:
1. ALLOW 4-6 WEEKS BEFORE MOVING TREES.
2. PROVIDE DRIP IRRIGATION.
3. ALL PLANT MATERIAL TO BE FLORIDA #1 GRADE OR BETTER

TREE ROOT PRUNING DETAIL
N.T.S.

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, 2" MIN.
4. AFTER LAYING SOD APPLY NECESSARY PESTICIDES AND FUNGICIDES.
5. IRRIGATE REGULARLY, REFER TO IRRIGATION DRAWINGS



SOD PLANTING DETAIL
N.T.S.



PALM SPECIFICATION DETAIL
N.T.S.

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

Landscape Legend

Line #				
1	**Property Address:**	139 N. COUNTY ROAD		
2	**Lot Area (sq. ft.):**	58,099 SF.		
3		REQUIRED	PROPOSED	EXISTING
4	Landscape Open Space (LOS) (Sq Ft and %)	14,525 SF. (25%)	8,878 SF. (15.28%)	8,852 SF. (15.24%)
5	LOS to be altered (Sq FT and %)	N/A	100%	N/A
6	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	2,148 SQ. FT. (35%)	2,433 SQ.FT (39.65%)	N/A
8	Native Trees %	30% (number of trees)	41%	N/A
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	79%	N/A
10	Native Groundcover %	30% (groundcover area)	47%	N/A

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 *REV BF 20230727*

NIEVERA WILLIAMS DESIGN

Paramount Theatre
139 N. County Road
September 25, 2025

Landscape Material Schedule

Item No.	Common Name	Botanical Name	Quantity	Native	Specification
1	TREES				
2	Ylang Ylang Tree	Cananga odorata	1		12' HT.
	Ylang Ylang Tree	Cananga odorata	3		15' HT.
	Ylang Ylang Tree	Cananga odorata	3		16' HT.
3	Seagrape	Coccoloba uvifera	2	✔	15' HT.
4	White Gieger	Cordia boissieri	1		16' HT.
	Pink Tabebuia	Tabebuia heterophylla	1		18' HT.
5	Pink Tabebuia	Tabebuia heterophylla	1		16' HT.
6	Green Buttonwood	Conocarpus erectus	1	✔	15'x15'
	Green Buttonwood	Conocarpus erectus	3	✔	20'x20'
	Yellow Tabebuia	Tabebuia caraiba	1		20' HT.
	Yellow Tabebuia	Tabebuia caraiba	1		18' OA.
	Royal Poinciana	Delonix regia	1		20'x20'
	Royal Poinciana	Delonix regia	1		15'x15'
	Gumbo Limbo	Bursera simaruba	1	✔	18' HT.
	Gumbo Limbo	Bursera simaruba	1	✔	15'x15'
	Gumbo Limbo	Bursera simaruba	1	✔	20'x20'
	Seagrape	Coccoloba uvifera	2	✔	20'x20'
	Sausage Tree	Kigelia pinnata	1		30'x30'
	Afican Tulip Tree	Spathodea campanulata	1		18'x18'
8			27	41%	
9	PALMS				
	Coconut Palm	Cocos nucifera	2		20' GW.
10	Coconut Palm	Cocos nucifera	8		18' GW.
	Coconut Palm	Cocos nucifera	5		16' GW.
	Coconut Palm	Cocos nucifera	5		12' GW.
11	Thrinax Palm	Thrinax radiata	9		14' - 16' HT.
12	Roebellini Palm	Phoenix roebelenii	1		9' CT. Curved
13	Double Roebellini Palm	Phoenix roebelenii	1		10' CT. Curved
	Triple Roebellini Palm	Phoenix roebelenii	2		10'-12' HT.
14	Date Palm	Phoenix dactylifera	2		18'-20' HT.
15	Macarthur Cluster	Ptychosperma macarthurii	1		16' HT.
16	Alexander Palm	Ptychosperma elegans	4		15' CT.
17	Thrinax Palm	Thrinax radiata	7		12'-14' CT.
	Coconut Palm	Cocos nucifera	1		15' GW.
	Coconut Palm	Cocos nucifera	2		14' GW. Curved
19	Coconut Palm	Cocos nucifera	16		14' GW.
	Canary Island Date Palm	Phoenix canariensis	3		20' CT.
	Screw Pine	Pandanus utilis	1		16' HT.
20			68		
21	SHRUB/VINES				
37	Firebush	Hamelia patens	15	✔	7 GAL.
7	Chinese Fan Palm	Livistona chinensis	11		3 GAL.
22	Zamia	Zamia integrifolia	6	✔	7 GAL.
38	Saw Palmetto	Serenoa repens	19	✔	7 GAL.
23	Green Cocoplum	Chrysobalanus icaco	15	✔	7 GAL.
24	Shell Ginger	Alpinia zerumbet	15		7 GAL.
25	Coffee Plant	Psychotria nervosa	30	✔	7 GAL.
26	Cocoplum	Chrysobalanus icaco	10	✔	7 GAL.
27	Bougainvillea	Bougainvillea ssp	3		6'-8' HT. Esp to wall
28	Gardenia Sphere	Gardenia jasminoides 'Miami Supreme'	4		3'x3'
29	Green Island Ficus	Ficus microcarpa 'Green Island'	15		8' HT.
30	Confederate Jasmine	Trachelospermum jasminoides	6		10' HT.
31	Bleeding Heart Vine	Clerodendrum thomsoniae	4		6' HT.
32	Green Buttonwood	Conocarpus erectus	37	✔	15' HT. FTB
33	Green Buttonwood	Conocarpus erectus	90	✔	6' HT. FTB
35			280	79%	
36	GROUND COVER				
39	Firebush	Hamelia patens	350	✔	3 GAL.
	Silver Saw Palmetto	Serenoa repens 'Cinerea'	80		3 GAL.
40	Saw Palmetto	Serenoa repens	141	✔	3 GAL.
41	Green Island Ficus	Ficus microcarpa 'Green Island'	239		3 GAL.
42	Ilex	Ilex cassine	105	✔	3GAL.
43	Minima	Trachelospermum asiaticum 'Minima'	220		4" Pots
44	White Plumbago	Plumbago auriculata 'Alba'	236		3 GAL.
45	Blue Salvia	Salvia 'Mystic Spires Blue'	30		3 GAL.
46	Blue Plumbago	Plumbago Auriculata 'Imperial Blue'	119		3 GAL.
51	Foxtail Fern	Asparagus densiflorus 'Meyerii'	60		3 GAL.
52	Silver Saw Palmetto	Serenoa repens 'Cinerea'	20		3 GAL.
55	Hibiscus	Hibiscus ssp	55		3 GAL.
56	Fakahatchee Grass	Tripsacum dactyloides	115	✔	3 GAL.
58	Coontie	Zamia integrifolia	390	✔	3 GAL.
	Cocoplum	Chrysobalanus icaco	180		3 GAL.
	Thryallis	Galphimia glauca	17		3 GAL.
	Begonia	Begonia odorata 'Alba'	15		3 GAL.
	Green Cocoplum	Chrysobalanus icaco	20	✔	3 GAL.
60			2392	47%	
61	SOD				
62	Zoysia 'Diamond'		VIF		FULL, STAGGER SEAMS

MARIO F. NIEVERA
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Reg strat on No.
6666856

PLANT LIST AND DETAILS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

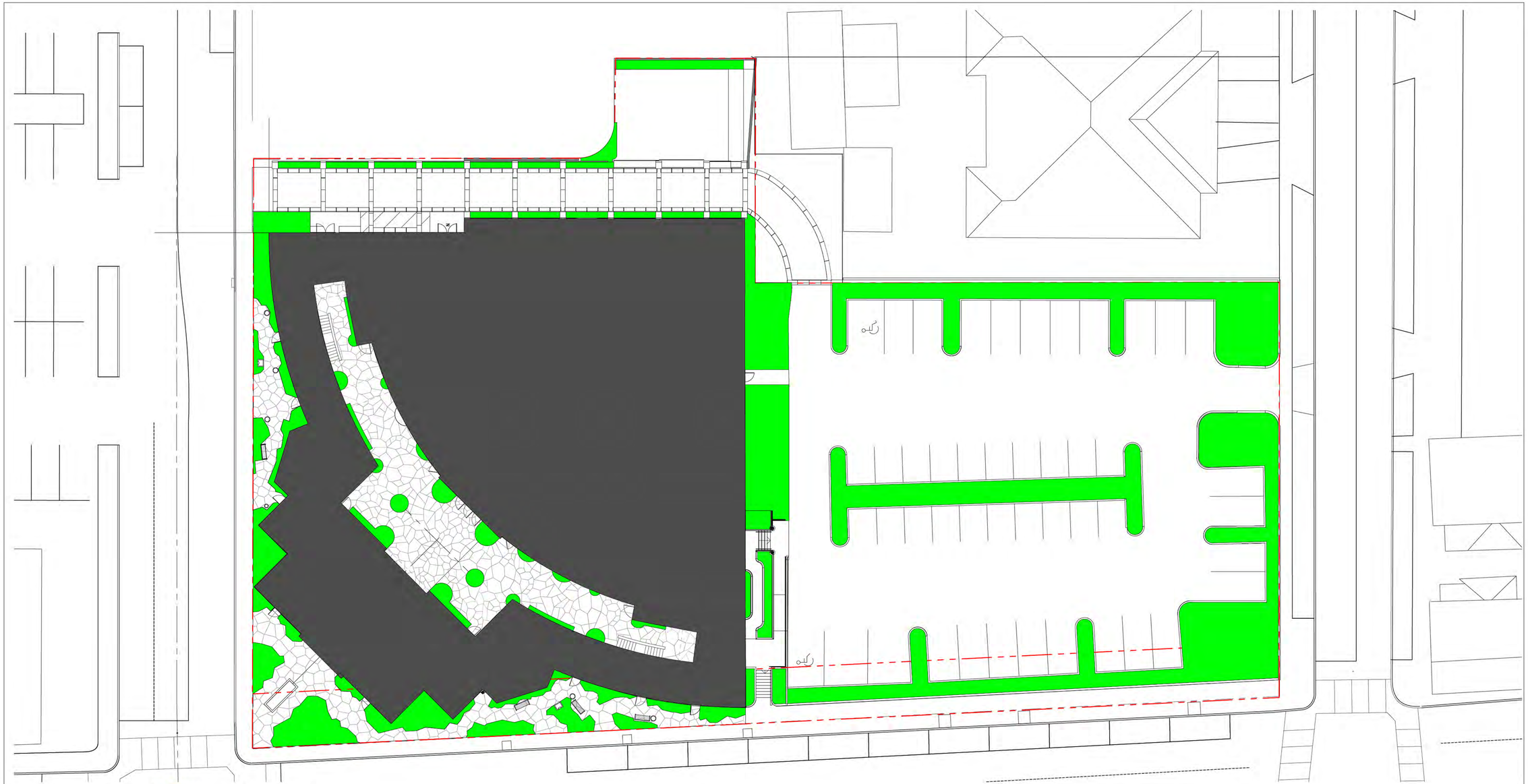
05 SEPTEMBER 2025

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



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 SF.		
3		REQUIRED	PROPOSED	EXISTING
4	Landscape Open Space (LOS) (Sq Ft and %)	14,525 SF. (25%)	8,878 SF. (15.28%)	8,852 SF. (15.24%)
5	LOS to be altered (Sq FT and %)	N/A	100%	N/A
6	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	2,148 SQ. FT. (35%)	2,433 SQ.FT (39.65%)	N/A
8	Native Trees %	30% (number of trees)	41%	N/A
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	79%	N/A
10	Native Groundcover %	30% (groundcover area)	47%	N/A

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 *REV BF 20230727*

HARDSCAPE

BUILDING AREA

LANDSCAPE

0 4 8 16 32 FEET
SCALE: 1/16" 1'-0"

MARIO F. NIEVERA

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Landscape Arch tect
Reg strat on No.
6666856

OPEN SPACE DIAGRAM

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

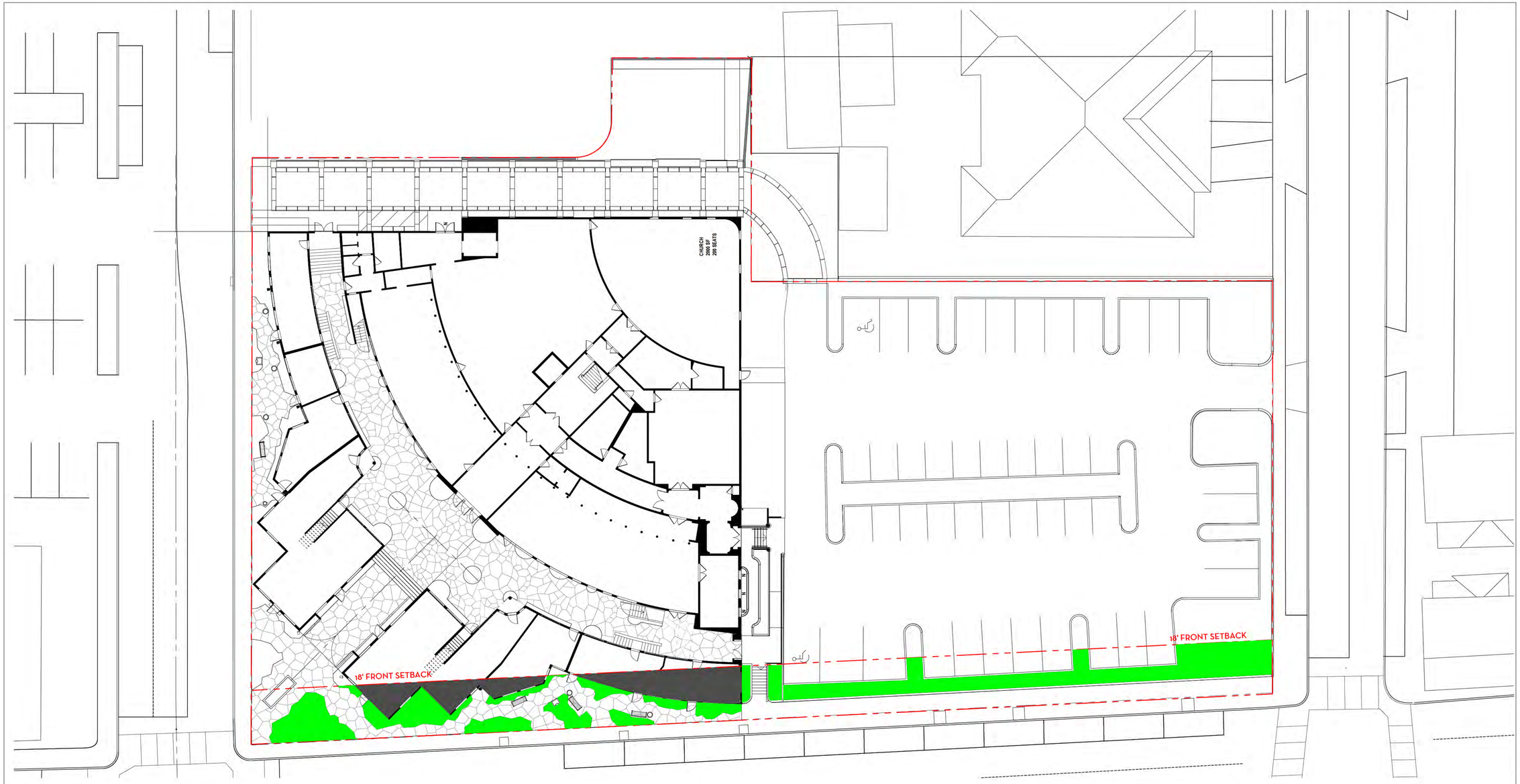
05 SEPTEMBER 2025

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OS1



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 SF.		
3		REQUIRED	PROPOSED	EXISTING
4	Landscape Open Space (LOS) (Sq Ft and %)	14,525 SF. (25%)	8,878 SF. (15.28%)	8,852 SF. (15.24%)
5	LOS to be altered (Sq FT and %)	N/A	100%	N/A
6	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
7	Front Yard LOS (Sq ft and %)	2,148 SQ. FT. (35%)	2,433 SQ.FT (39.65%)	N/A
8	Native Trees %	30% (number of trees)	41%	N/A
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	79%	N/A
10	Native Groundcover %	30% (groundcover area)	47%	N/A

To determine qualifying native vegetation use either:

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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 *REV BF 20230727*

HARDSCAPE

BUILDING AREA

LANDSCAPE

TOTAL FRONT AREA: 6,136 SQ. FT. (100%)
REQUIRED LANDSCAPE OPEN SPACE: 2,148 SQ. FT. (35%)
PROPOSED LANDSCAPE OPEN SPACE: 2,433 SQ. FT. (39.65%)

0 4 8 16 32 FEET
SCALE: 1/16" 1'-0"

MARIO F. NIEVERA

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Landscape Arch tect
Reg strat on No.
6666856

FRONT OPEN SPACE DIAGRAM

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
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West Palm Beach, FL 33401
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NIEVERAWILLIAMS.COM

OS2

EXHIBIT B5

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

PARAMOUNT

Town of Palm Beach, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

WEG Paramount, LLC
275 SW 3rd Avenue
South Bay, Florida 33493

JOB No. 25-146

DATE: 09/27/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 09/27/2025. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

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2.0 PURPOSE OF STUDY

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3.0 TRAFFIC GENERATION

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4.0 TRIP DISTRIBUTION
5.0 TRAFFIC CONCURRENCY
6.0 INTERSECTION ANALYSIS

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7.0 PARKING ANALYSIS

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8.0 SITE RELATED IMPROVMENTS
9.0 MULTIMODAL TRANSPORTATION OPTIONS
10.0 BRADLEY PLACE AND SUNSET AVENUE

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11.0 PREVIOUS PARAMOUNT PROPOSAL

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12.0 VALET OPERATIONS
13.0 CONCLUSION

APPENDICES

APPENDIX A

SITE PLAN

APPENDIX B

ROADWAY CONCURRENCY ANALYSIS

APPENDIX C

INTERSECTION ANALYSIS

APPENDIX D

VALET AND 95TH PERCENTILE QUEUE CALCULATIONS

1.0 SITE DATA

The subject parcel is located in the southeast corner of N. County Road and Sunrise Avenue within the Town of Palm Beach. The Property Control Number (PCN) for the subject parcel is 50-43-43-15-09-000-0140. The subject parcel currently includes 9,683 SF of retail, 14,745 SF of office, and 2,205 SF of a place of worship.

The proposed plan of redevelopment is to consist of the following uses:

- 1 Residential Dwelling Unit
- 2,000 SF Church (closed on weekdays, closed by 11:30 AM on Sunday)
- 5,420 SF Retail (closed by 6 PM weekdays, 1600 SF remain open after 6 PM)
- 150 seat (175 member) club (opens at 6 PM on weekdays, opens at noon on weekends)
- 1,550 SF Café (closed by 4 PM)

For purposes of this traffic study, the buildout will be assumed as 2028. Site access is not proposed to change and is existing via an ingress only driveway connection to Sunset Avenue and an egress only driveway connection to Sunrise Avenue.

2.0 PURPOSE OF STUDY

The purpose of this traffic study is to provide a transportation concurrency analysis of the Town of Palm Beach impacted roadway segments within the project area.

3.0 TRAFFIC GENERATION

The traffic generated by the existing/vested site has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11h Edition* and rates published by the Palm Beach County Engineering Traffic Division. Additionally, a mid-day trip generation analysis was prepared to be consistent with previous Paramount Traffic Study completed by Kimley Horn & Associates dated May 31, 2024. To be consistent with the previous traffic study, no-pass by traffic was assumed.

The traffic generated by the vested development is provided in Tables 1-4 attached to this report and may be summarized as follows:

Vested Development

Daily Traffic Generation	=	704 tpd
AM Peak Hour Traffic Generation (In/Out)	=	46 pht (34 In/12 Out)
MD Peak Hour Traffic Generation (In/Out)	=	48 pht (24 In/24 Out)
PM Peak Hour Traffic Generation (In/Out)	=	86 pht (36 In/50 Out)

Table 5-8 shows the daily traffic generation associated with the proposed redevelopment. To be consistent with previous traffic studies, the trip generation for the private club was based on the fine dining restaurant ITE trip generation rate. Since the private club will not open until 6:00 PM, there will be no trips associated with this use during the AM, MD, or PM peak hours. Additionally, the café has been removed from the PM peak hour trips since this use will be closed by 4:00 PM. The traffic to be generated by the proposed redevelopment may be summarized as follows:

Proposed Redevelopment

Daily Traffic Generation	=	876 tpd
AM Peak Hour Traffic Generation (In/Out)	=	30 pht (17 In/13 Out)
MD Peak Hour Traffic Generation (In/Out)	=	33 pht (19 In/14 Out)
PM Peak Hour Traffic Generation (In/Out)	=	38 pht (19 In/19 Out)

Note the trips associated with the proposed redevelopment are likely significantly overstated. The daily trip generation is based on the ITE rates that assume the fine dining/club, café, and retail are open for the entirety of the day. As stated previously, these uses will have restricted hours to minimize the traffic impact.

The net trip difference between the vested and proposed development is shown in Table 9 attached to this report and may be summarized as follows:

Net Trips (Proposed – Vested)

Daily Traffic Generation	=	172 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-16 pht (-17 In/1 Out)
MD Peak Hour Traffic Generation (In/Out)	=	-15 pht (-5 In/-10 Out)
PM Peak Hour Traffic Generation (In/Out)	=	-48 pht (-17 In/-31 Out)

Since the project results in a reduction of trips from the vested development, the project satisfies Palm Beach County Traffic Concurrency Standards and a Test 1 or Test 2 analysis is not required.

4.0 TRIP DISTIRBUTION

The project trips were distributed and assigned on the surrounding roadway network as shown in Figure 1 attached to this report. The trip assignment was based on the previous Paramount traffic study.

5.0TRAFFIC CONCURRENCY

The project was reviewed to ensure consistency with Chapter 30 of the Town of Palm Beach Code of Ordinances and Policy 2.1 of the Town Transportation Element. The proposed redevelopment is a reduction of trips from the historically vested site. Despite the reduction in trips, a roadway segment analysis was completed based on the Town Comprehensive Plan that includes evaluation of roadways utilizing two-way peak hour thresholds. The roadway analysis is provided in Tables 10-11 attached in Appendix B. The roadway Level of Service thresholds were based on the 2020 FDOT Q/LOS Tables. The analysis shows each of the roadway segments meet the required LOS thresholds with the exception of Royal Poinciana Way. Royal Poinciana Way is a background deficiency as LOS standards are not met based on existing traffic volumes without the project. The proposed development does not cause any degradation of LOS standards. As previously stated, the proposed development will result in a reduction in trips. Additionally, with the conversion of Sunset Avenue from one-way to two way as described in Section 12.0 of this report, the number of project trips on this segment of Royal Poinciana Way will be reduced.

6.0 INTERSECTION ANALYSIS

To be consistent with the previous Paramount traffic study, the following intersections were analyzed for this traffic study.

1. Sunset Avenue at Bradley Place (TWSC for existing and Signal for future scenarios)
2. Sunset Avenue at County Road (signalized)
3. Bradley Place at Royal Poinciana Way (signalized)
4. County Road at Royal Poinciana Way (signalized)
5. Bradley Place at Sunrise Avenue (signalized)
6. County Road at Sunrise Avenue (signalized)

Sunset Avenue at Bradley Place was analyzed as a signalized intersection in the background and total traffic conditions scenarios since a traffic signal is programmed to be installed next year. The analysis was performed using Synchro 12 software with Highway Capacity Methodologies. HCM 7th Edition was used when available and HCM was used for intersections with shared lanes. The existing traffic counts were collected in January 2025. The background traffic volumes were taken from the previous Paramount traffic study and included approved projects within the Town and also approved projects from the City of West Palm Beach. The background traffic used the highest of the historical growth rate of 2.33% or the committed trips plus 1%. The traffic analysis was performed for existing conditions, background conditions and total traffic conditions and is summarized as follows:

Table 12 - Existing Year (2025) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	TWSC	EB	12.7	B	17.1	C	13.7	B
Sunset Ave at County Rd	Signalized	EB	35.0	C	36.2	D	44.6	D
		WB	31.9	C	32.0	C	42.3	D
		NB	0.4	A	13.3	B	0.2	A
		SB	0.3	A	0.5	A	0.4	A
		Overall	5.8	A	11.1	B	6.7	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	26.5	C	27.2	C	28.0	C
		WB	21.1	C	26.0	C	31.1	C
		NB	22.2	C	21.5	C	28.1	C
		SB	18.8	B	23.5	C	20.5	C
		Overall	24.1	C	25.0	C	27.4	C
Royal Poinciana Way at County Rd	Signalized	EB	18.0	B	26.7	C	30.0	C
		WB	43.2	D	39.2	D	49.9	D
		NB	20.5	C	21.5	C	23.1	C
		SB	10.7	B	29.3	C	40.6	D
		Overall	17.4	B	27.0	C	33.3	C
Bradley Pl at Sunrise Ave	Signalized	WB	46.2	D	43.0	D	44.7	D
		NB	8.2	A	9.9	A	7.9	A
		SB	3.8	A	5.9	A	4.5	A
		Overall	13.5	B	16.5	B	15.4	B
County Rd at Sunrise Ave	Signalized	EB	39.1	D	40.4	D	51.4	D
		WB	29.1	C	29.2	C	38.2	D
		NB	0.8	A	1.1	A	0.8	A
		SB	7.9	A	8.7	A	7.3	A
		Overall	9.1	A	11.0	B	12.3	B

Table 13 – Background Traffic Conditions (2028) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	Signalized	EB	42.8	D	43.4	D	43.7	D
		WB	43.1	D	42.5	D	42.3	D
		NB	1.9	A	2.0	A	2.0	A
		SB	2.2	A	0.7	A	2.6	A
		Overall	3.6	A	3.3	A	4.7	A
Sunset Ave at County Rd	Signalized	EB	35.4	D	37.3	D	45.4	D
		WB	31.9	C	32.1	C	42.3	D
		NB	0.4	A	13.7	B	0.2	A
		SB	0.4	A	0.5	A	0.4	A
		Overall	5.9	A	11.5	B	7.0	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	29.5	C	28.6	C	30.6	C
		WB	21.2	C	27.6	C	35.7	D
		NB	22.6	C	21.6	C	35.2	D
		SB	18.8	B	23.4	C	22.3	C
		Overall	25.9	C	26.1	C	31.6	C
Royal Poinciana Way at County Rd	Signalized	EB	24.2	B	28.4	C	36.5	D
		WB	40.5	D	39.5	D	50.1	D
		NB	19.7	B	23.3	C	24.5	C
		SB	8.3	A	26.2	C	38.4	D
		Overall	19.6	B	26.8	C	34.2	C
Bradley Pl at Sunrise Ave	Signalized	WB	45.9	D	42.8	D	44.4	D
		NB	0.9	A	0.8	A	0.6	A
		SB	3.9	A	6.2	A	4.8	A
		Overall	10.1	B	13.5	B	12.9	B
County Rd at Sunrise Ave	Signalized	EB	39.5	D	41.1	D	51.6	D
		WB	29.0	C	28.9	C	37.5	D
		NB	1.0	A	1.4	A	1.0	A
		SB	8.2	A	9.1	A	7.9	A
		Overall	9.4	A	11.3	B	12.5	B

Table 14 – Total Traffic Conditions (2028) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	Signalized	EB	42.8	D	43.4	D	43.7	D
		WB	43.1	D	42.5	D	42.3	D
		NB	1.9	A	2.0	A	2.0	A
		SB	2.2	A	0.7	A	2.6	A
		Overall	3.6	A	3.3	A	4.7	A
Sunset Ave at County Rd	Signalized	EB	35.5	D	37.3	D	45.4	D
		WB	31.9	C	32.1	C	42.3	D
		NB	0.4	A	13.6	B	0.2	A
		SB	0.4	A	0.5	A	0.4	A
		Overall	5.9	A	11.6	B	7.0	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	29.4	C	28.6	C	30.5	C
		WB	21.2	C	27.6	C	35.5	D
		NB	22.5	C	21.6	C	35.1	D
		SB	18.8	B	24.5	C	22.0	C
		Overall	25.8	C	26.1	C	31.4	C
Royal Poinciana Way at County Rd	Signalized	EB	24.1	B	28.4	C	36.0	D
		WB	40.5	D	39.5	D	50.1	D
		NB	19.7	B	23.2	C	24.8	C
		SB	8.4	A	26.1	C	39.2	D
		Overall	19.6	B	26.8	C	34.4	C
Bradley Pl at Sunrise Ave	Signalized	WB	45.9	D	42.8	D	44.5	D
		NB	0.9	A	0.8	A	0.6	A
		SB	3.9	A	6.1	A	4.8	A
		Overall	10.1	B	13.5	B	12.8	B
County Rd at Sunrise Ave	Signalized	EB	39.5	D	41.1	D	51.6	D
		WB	29.0	C	29.1	C	38.1	D
		NB	1.0	A	1.3	A	1.0	A
		SB	8.1	A	8.9	A	7.3	A
		Overall	9.3	A	11.1	B	11.9	B

As shown in Tables 12-14, all intersections meet Level of Service (LOS) requirements for each of the scenarios and peak hours.

7.0 PARKING ANALYSIS

A parking analysis was prepared based on Section 134-2176 of the Town Code of Ordinances. A summary of the vested and proposed parking calculations is provided below.

Existing/Vested Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Retail	1 per 200 SF	9,683 SF	48
Office	1 per 250 SF	14,745 SF	59
Church	1 per 4 seats	105 seats	26
		Total =	**133**

Proposed Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Retail	1 per 200 SF	5,420 SF	27
Club	1 per 4 members	175 members	44
Church	1 per 4 seats	200 seats	50
Café	1 per 3 seats	40 Indoor Seats	13
	1 per 3 seats	32 Outdoor Seats	11
	1 per 300 SF	3,421 Back of House	11
Residence	2+	1 DU	7
		Total =	**163**

As previously stated, not all uses will be open and operational throughout the entire day. The shared parking calculations based on the hours of operations are summarized below.

Shared Parking Calculations

Use	Weekday Before 4 PM	Weekday 4:00-6:00 PM	Weekday After 6:00 PM	Weekend Before 12:00 PM	Weekend After 12:00 PM
Retail**	27	27	8	27	27
Club	0	0	44	0	44
Church*	3	3	0	50	0
Café	35	0	0	35	35
Residence	7	7	7	7	7
Total =	**72**	**37**	**59**	**119**	**113**

*Church parking assumes just administrative parking during the week (5% of parking requirement)
**1600 SF of retail is proposed to remain open after 6:00 PM

The proposed redevelopment will result in a parking reduction of 14 spaces from the vested use as documented above when considering the shared parking calculations. As shown on the Existing Site Plan, a total of 46 parking spaces are existing. Since the proposed redevelopment results in a reduction in parking requirements, no additional parking is required according to the Town's Principle of Parking Equivalency in Section 134-2175 of the Code of Ordinances.

8.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 6-8 and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM	=	17 / 13
MD	=	19 / 14
PM	=	19 / 19

As previously mentioned, site access is proposed via an ingress only driveway connection to Sunset Avenue and an egress only driveway connection to Sunrise Avenue. Figure 2 attached to this report depicts the driveway volumes. No additional turn lanes are warranted or proposed.

9.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing sidewalk is present along both sides of Sunset Avenue, Sunrise Avenue, and County Road. The existing sidewalk fronting the site on Sunset Avenue and Sunrise Avenue is approximately 5 feet wide and the sidewalk fronting County Road is approximately 10 feet wide. Striped crosswalks and pedestrian signals are present at the intersection of Sunset Avenue and County Road and Sunrise Avenue and County Road. No bicycle lanes are currently present on Sunset Avenue, Sunrise Avenue, or County Road. However, the large sidewalks along County Road and the slower speeds of the roadways allow bicyclists to use either the sidewalk or roadway if desired. Palm Tran Route #41 currently services the area and County Road and provides service connections to the north end of Palm Beach and the West Palm Beach Tri-Rail station.

10.0 BRADLEY PLACE AND SUNSET AVENUE

Sunset Avenue was converted from a two-way roadway to a one-way roadway in August of 2023. The Town council recently approved the change back to a two-way roadway along with the installation of a traffic signal at the intersection of Bradley Place and Sunset Avenue. The completion of the one-way to two-way conversion and the traffic signal are expected to be complete within approximately one-year. The mast arm is expected to be delivered in February 2026. These scheduled roadway improvements will help better disperse traffic for the Town. The conversion to two-way traffic will have little impact to the Paramount development since trips arrive via Sunset Avenue and egress via Sunrise Avenue.

11.0 PREVIOUS PARARMOUNT PROPOSAL

An application was previously submitted to the Town of Palm Beach that included the redevelopment of the site to a 475 member club that would allow for a maximum of 412 attendees at one time. The previously proposed maximum club occupancy throughout the day may be summarized as follows:

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

The trip generation for the previously proposed development plans may be summarized as follows:

Previously Proposed Development

Daily Traffic Generation	=	1,071 tpd
AM Peak Hour Traffic Generation (In/Out)	=	42 pht
MD Peak Hour Traffic Generation (In/Out)	=	70 pht
PM Peak Hour Traffic Generation (In/Out)	=	115 pht

The net trip difference between the current proposed plan of development and the previously proposed plan of development may be summarized as follows:

Net Trips (Modified Plan – Previously Proposed)

Daily Traffic Generation	=	195 tpd DECREASE
AM Peak Hour Traffic Generation	=	12 pht DECREASE
MD Peak Hour Traffic Generation	=	37 pht DECREASE
PM Peak Hour Traffic Generation	=	77 pht DECREASE

As shown above, the modified plan of development results in a substantial reduction in vehicle trips from the previously proposed application. It likely the trip reduction will be even greater due to the reasons stated previously including internal capture between the uses and the conservative daily trip calculation for the private club in the modified plan scenario.

12.0 VALET OPERATIONS

Valet will be provided for the Club starting at 6 PM. The valet stand and operations will be located at the north portion of the parking lot. The 95th percentile queue calculations were based on a vehicle demand of 44 trips per hour, 3 valet attendants, and a conservate 2 min processing time for the valet attendant to park the vehicle and return. The peak hour vehicle demand of 44 spaces is based on the parking calculation but can be considered conservative as other clubs throughout the Town have a lower traffic and parking demand per member. The valet attendants will park vehicles within the existing parking lot. The 95th percentile queue is calculated at 2 vehicles. The valet operations and 95th percentile queue calculations are provided in Appendix D.

13.0 CONCLUSION

The proposed development will result in a reduction in traffic from the vested site and therefore meets the requirements of the Palm Beach County Traffic Performance Standards. An intersection operational analysis was prepared at six intersections demonstrated the proposed site will have a minimal impact to the surrounding roadway network and result in no degradation to the Level of Service on the Town roadway network and therefore meets the requirements of the Comprehensive Plan. Additionally, the proposed redevelopment will result in a reduction of parking requirements from the historically vested site due to the proposed hours of use restrictions.

bk: x:/docs/trafficdrainage/tis.25146

PARAMOUNT

09/28/25

EXISTING/VESTED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips (Driveway Trips)	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	2,205	S.F.	7.6			17	0.0%	0	17	0%	0	17
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	10.84			160	0.0%	0	160	0%	0	160
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	54.45			527	0.0%	0	527	0%	0	527
			Grand Totals:				**704**	**0.0%**	**0**	**704**	**0%**	**0**	**704**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0.32	0.62	0.38	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.52	0.88	0.12	19	3	22	0.0%	0	0	0	19	3	22	0%	0	19	3	22
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	2.36	0.60	0.40	14	9	23	0.0%	0	0	0	14	9	23	0%	0	14	9	23
			Grand Totals:				**34**	**12**	**46**	**0.0%**	**0**	**0**	**0**	**34**	**12**	**46**	**0%**	**0**	**34**	**12**	**46**

TABLE 3 - Mid-Day Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0	0.44	0.56	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.11	0.50	0.50	8	8	16	0.0%	0	0	0	8	8	16	0%	0	8	8	16
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	3.32	0.50	0.50	16	16	32	0.0%	0	0	0	16	16	32	0%	0	16	16	32
			Grand Totals:				**24**	**24**	**48**	**0.0%**	**0**	**0**	**0**	**24**	**24**	**48**	**0%**	**0**	**24**	**24**	**48**

TABLE 4 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0.49	0.44	0.56	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.44	0.17	0.83	4	17	21	0.0%	0	0	0	4	17	21	0%	0	4	17	21
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	6.59	0.50	0.50	32	32	64	0.0%	0	0	0	32	32	64	0%	0	32	32	64
			Grand Totals:				**36**	**50**	**86**	**0.0%**	**0**	**0**	**0**	**36**	**50**	**86**	**0%**	**0**	**36**	**50**	**86**

Notes:
Mid-Day trip generation rates based on previous Paramount traffic study compeleted by KHA dated May 31, 2024

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PROPOSED DEVELOPMENT

TABLE 5 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips (Driveway Trips)	Pass-by %	Pass-by Trips	Net Trips
Single Family Detached	210	1	Dwelling Units	10			10		0	10	0%	0	10
Church/Synagogue[b]	560	2,000	S.F.	7.6			15	0.0%	0	15	0%	0	15
Strip Retail Plaza (<40ksf)	822	5,420	S.F.	54.45			295	0.0%	0	295	0%	0	295
Fine Dining Restaurant	931	150	Seats	2.6			390	0.0%	0	390	0%	0	390
High Turnover Sit-Down Rest.	932	1,550	S.F.	107.2			166	0.0%	0	166	0%	0	166
			Grand Totals:				**876**	**0.0%**	**0**	**876**	**0%**	**0**	**876**

TABLE 6 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.7	0.26	0.74	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
Church/Synagogue[b]	560	2,000	S.F.	0.32	0.62	0.38	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Strip Retail Plaza (<40ksf)	822	5,420	S.F.	2.36	0.60	0.40	8	5	13	0.0%	0	0	0	8	5	13	0%	0	8	5	13
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	1,550	S.F.	9.57	0.55	0.45	8	7	15	0.0%	0	0	0	8	7	15	0%	0	8	7	15
			Grand Totals:				**17**	**13**	**30**	**0.0%**	**0**	**0**	**0**	**17**	**13**	**30**	**0%**	**0**	**17**	**13**	**30**

TABLE 7 - Mid-Day Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.94	0.63	0.37	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Church/Synagogue[b]	560	2,000	S.F.	0	0.44	0.56	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
Strip Retail Plaza (<40ksf)	822	5,420	S.F.	3.32	0.50	0.50	9	9	18	0.0%	0	0	0	9	9	18	0%	0	9	9	18
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	1,550	S.F.	9.05	0.61	0.39	9	5	14	0.0%	0	0	0	9	5	14	0%	0	9	5	14
			Grand Totals:				**19**	**14**	**33**	**0.0%**	**0**	**0**	**0**	**19**	**14**	**33**	**0%**	**0**	**19**	**14**	**33**

TABLE 8 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.94	0.63	0.37	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Church/Synagogue[b]	560	2,000	S.F.	0.49	0.44	0.56	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
Strip Retail Plaza (<40ksf)	822	5,420	S.F.	6.59	0.50	0.50	18	18	36	0.0%	0	0	0	18	18	36	0%	0	18	18	36
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	0	S.F.	9.05	0.61	0.39	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
			Grand Totals:				**19**	**19**	**38**	**0.0%**	**0**	**0**	**0**	**19**	**19**	**38**	**0%**	**0**	**19**	**19**	**38**

Notes:
Mid-Day trip generation rates based on previous Paramount traffic study compeleted by KHA dated May 31, 2024

PARAMOUNT

TABLE 9
TRAFFIC GENERATION INCREASE

		AM PEAK HOUR			MID-DAY PEAK HOUR			PM PEAK HOUR		
	DAILY	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	704	46	34	12	48	24	24	86	36	50
PROPOSED DEVELOPMENT =	876	30	17	13	33	19	14	38	19	19
INCREASE =	**172**	**-16**	**-17**	**1**	**-15**	**-5**	**-10**	**-48**	**-17**	**-31**

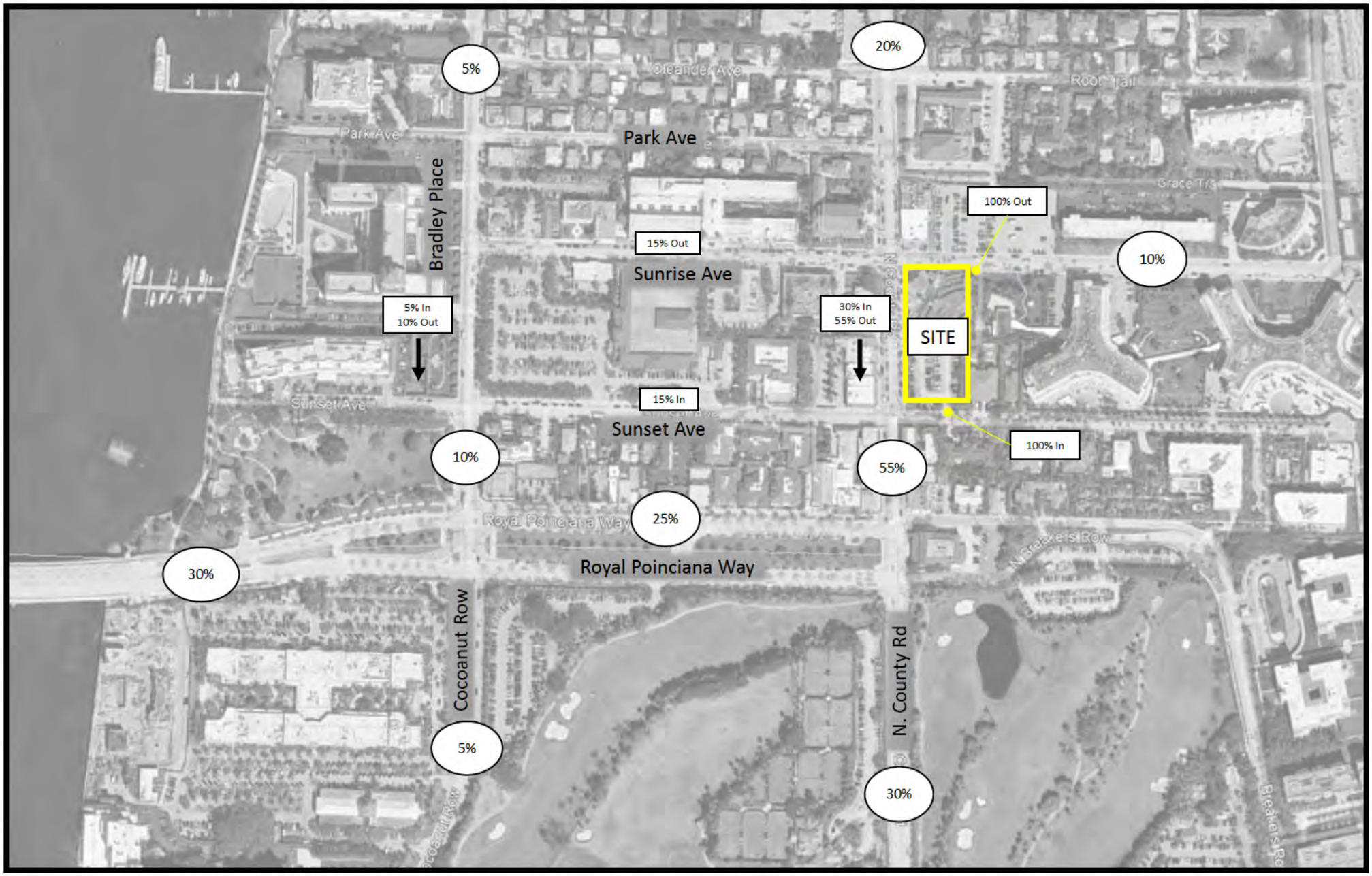


Figure 1 – Trip Distribution
Paramount
Project # 25-146

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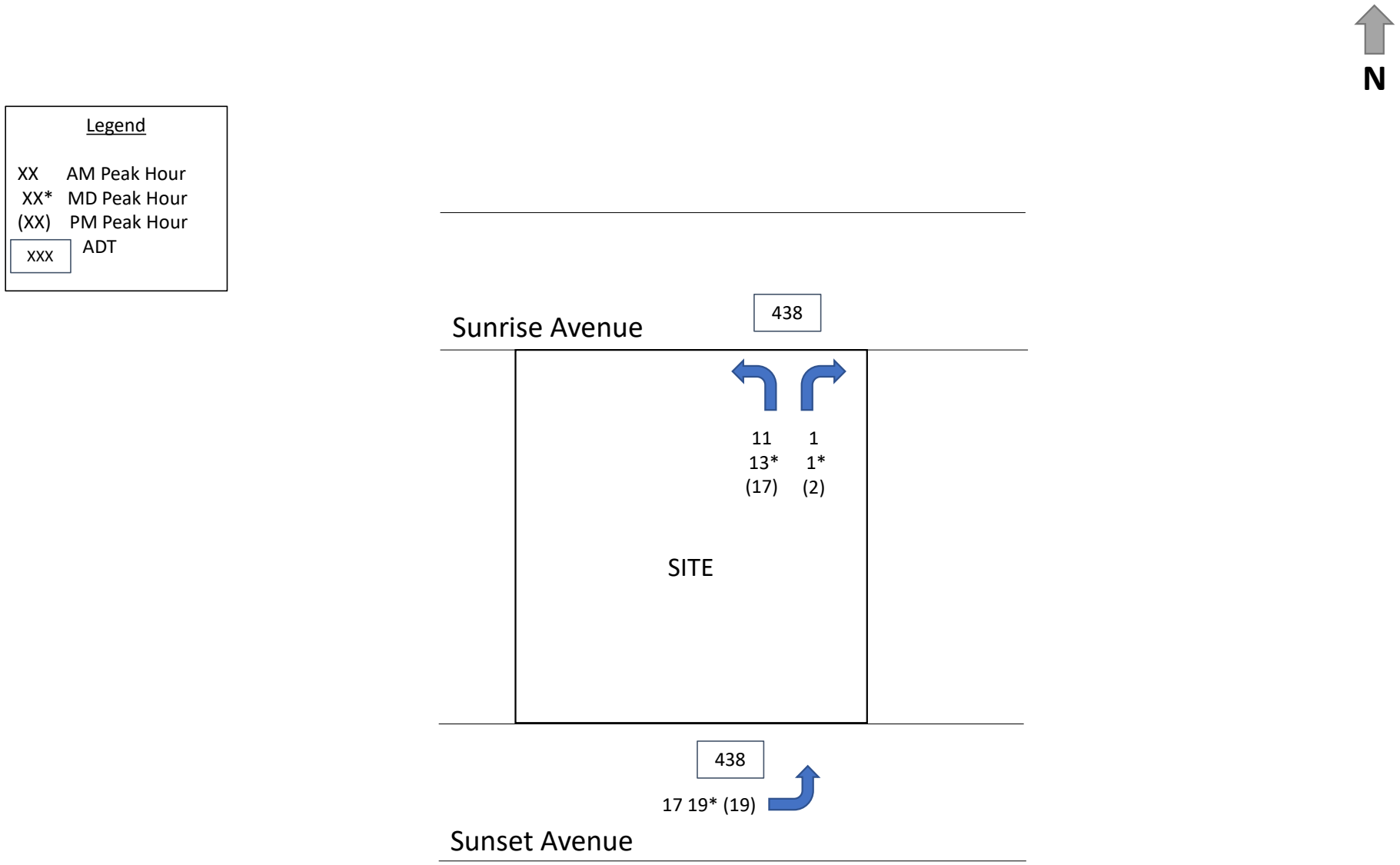
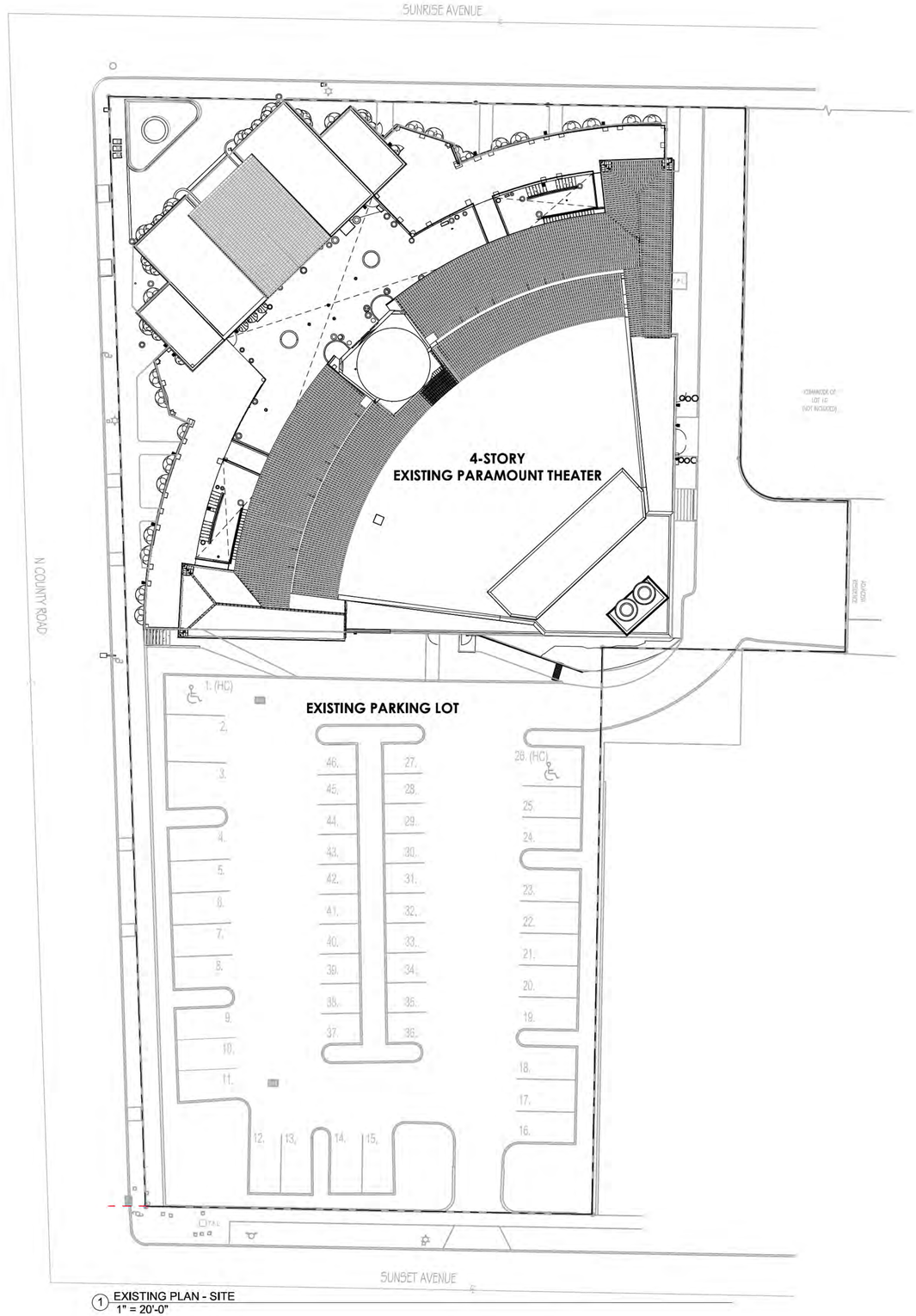


Figure 2 – Driveway Volumes
Paramount
Project # 25-146

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APPENDIX A

SITE PLAN



1 EXISTING PLAN - SITE
1" = 20'-0"

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RAMSA
ROBERT A.M. STERN ARCHITECTS

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EXISTING SITE PLAN

B-1

Scale: 1" = 20'-0"
Note: When printed on 11 x 17 paper scale is half



1 EXISTING - FIRST FLOOR
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	3,638 SF
OFFICE	3,952 SF
RETAIL	7,503 SF
SANCTUARY	2,205 SF
SERVICE	987 SF
TERRACES AND COURTYARDS	4,506 SF
VERTICAL CIRCULATION	740 SF
GREEN AREAS	3,260 SF
TOTAL FIRST FLOOR AREAS	26,791 SF

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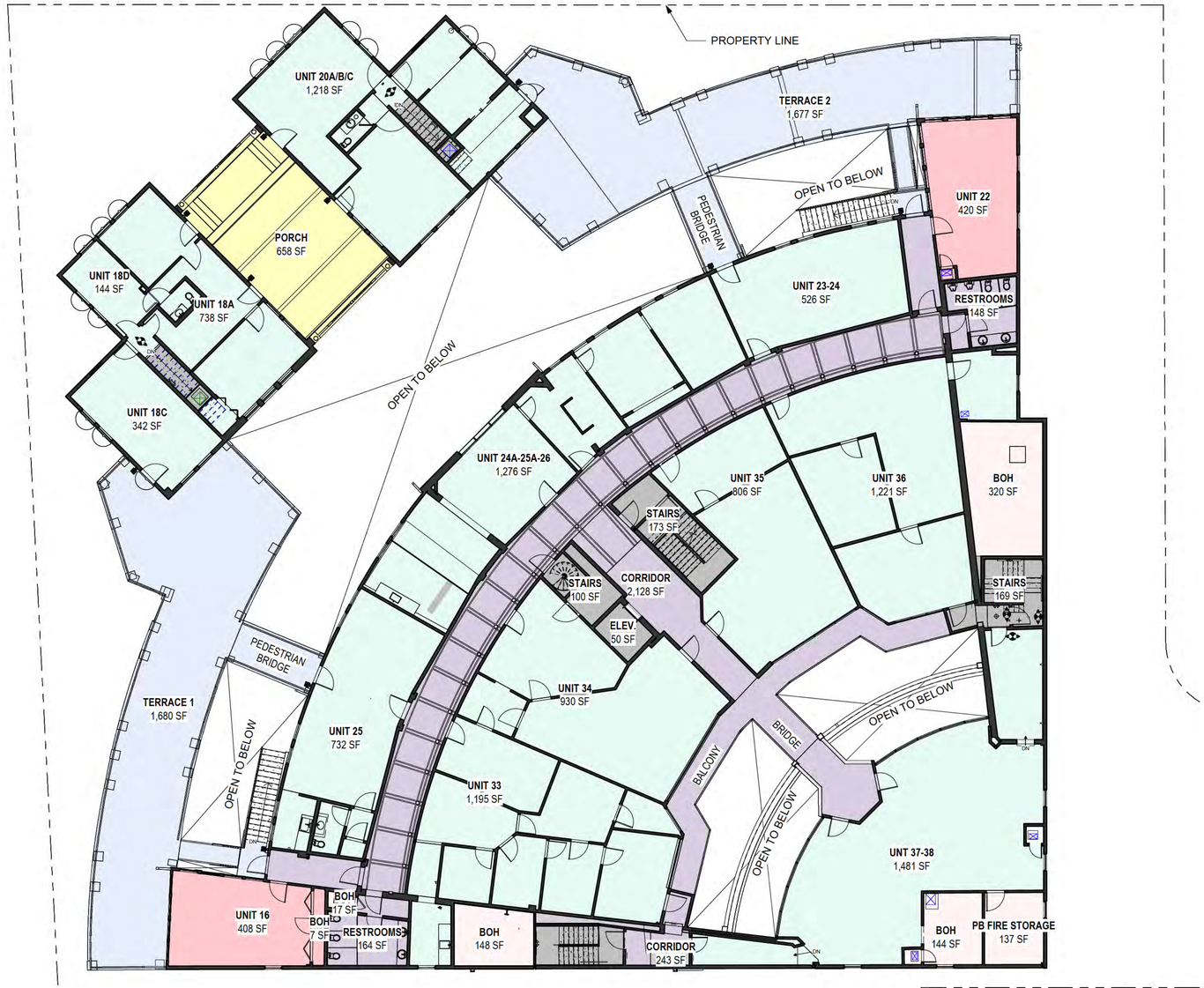
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EXISTING FIRST FLOOR PLAN

B-3



1 EXISTING - SECOND FLOOR PLAN
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	2,528 SF
OFFICE	12,369 SF
PORCH	658 SF
RETAIL	842 SF
SERVICE	749 SF
TERRACES AND COURTYARDS	3,357 SF
VERTICAL CIRCULATION	733 SF
TOTAL SECOND FLOOR AREAS	21,236 SF

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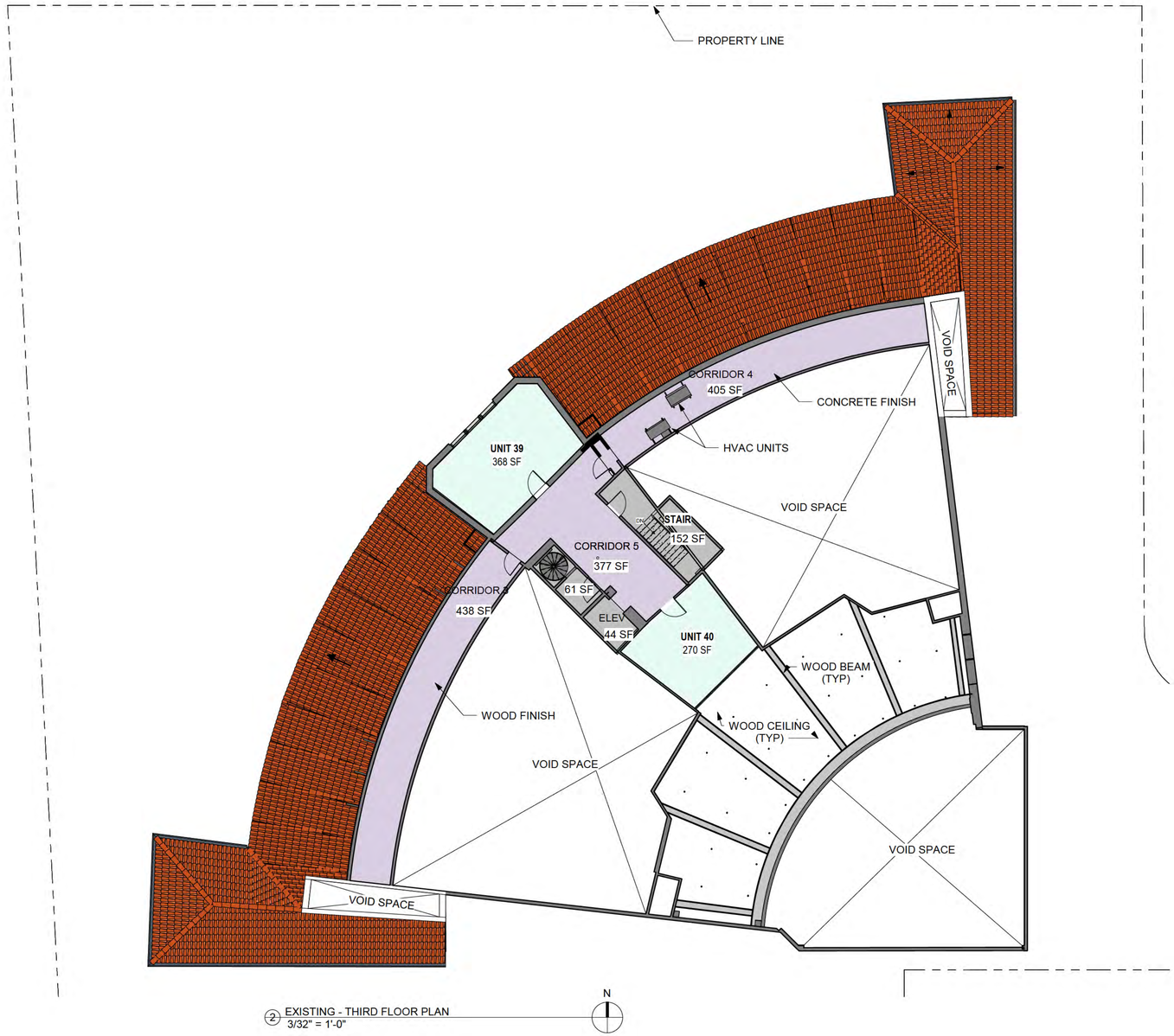
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EXISTING SECOND FLOOR PLAN

B-5



② EXISTING - THIRD FLOOR PLAN
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	843 SF
OFFICE	638 SF
ROOF	N/A
VERTICAL CIRCULATION	257 SF
TOTAL THIRD FLOOR AREAS	1,738 SF

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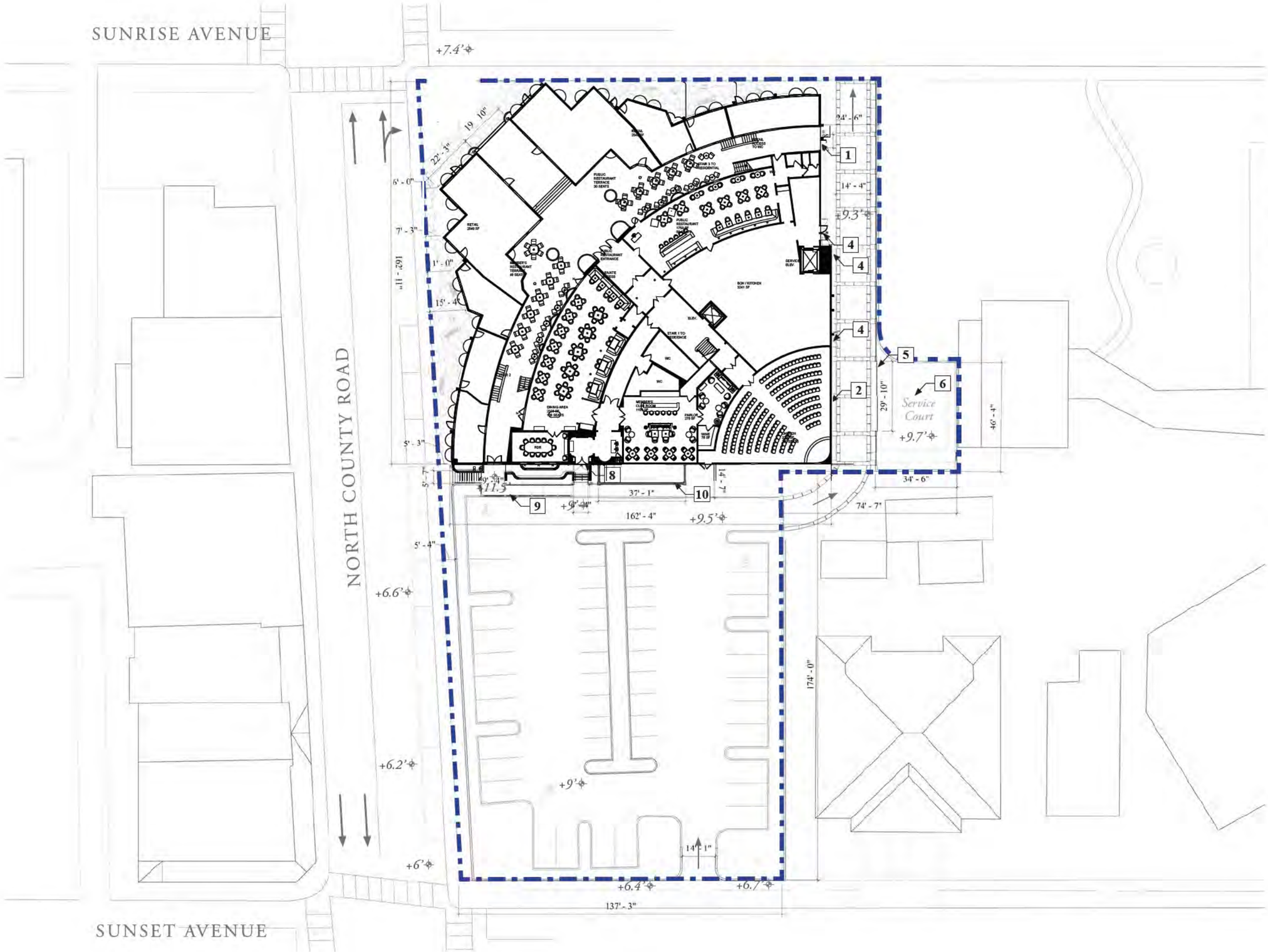
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EXISTING THIRD FLOOR PLAN

B-7



PROPOSED PLAN: GROUND FLOOR

SCALE: 1" = 40'

0' 20' 40'

NOTES

GROUND FLOOR AREA:
16,477 SF

DESIGN NOTES:

1. Widen existing porta

2. ADA access to patio

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

4. New service/egress d

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

6. Service court *(see she A-17.3 for equipment lo and details)*

7. Restore historic colo

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

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

10. Screened garden fo Private Dining

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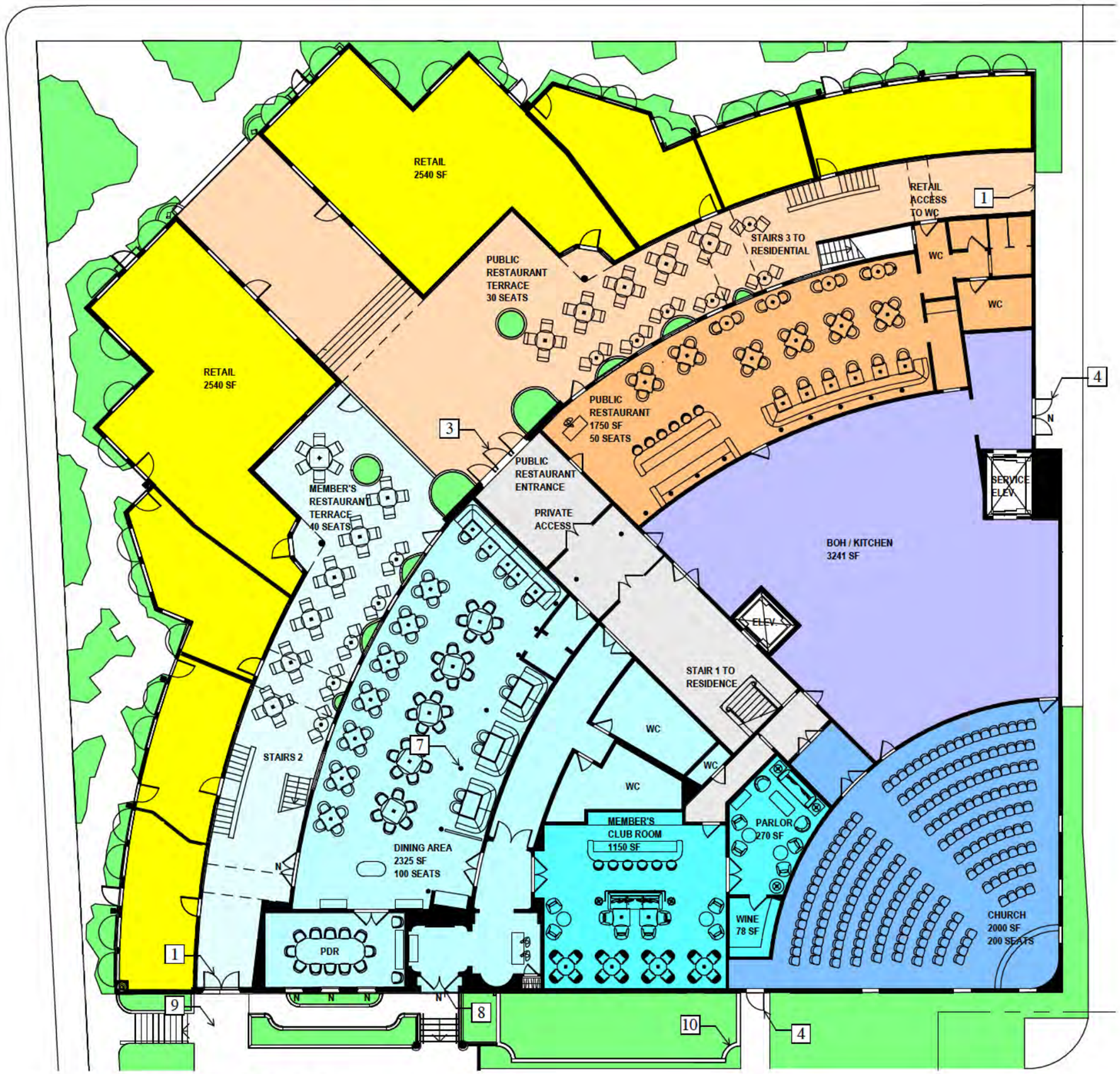
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PROPOSED PLAN - GROUND FLOOR

C-3.1



1 PROPOSED - FIRST FLOOR
1" = 20'-0"

AREA CALCULATIONS

RETAIL 5,420SF/30 =	180 OCC
*CAFE 1,550SF/15 =	104 OCC
BOH 3,000SF/300 =	10 OCC
**SOCIAL CLUB DINNING 3,000SF	225 OCC
** SOCIAL CLUB LOUNGE 2,000SF	
CHURCH 2,000SF/30	67 OCC

TOTAL OCCUPANCY 1ST FLOOR = 586

*RESTROOMS REMOVED FROM AREA SF OF OCCUPANCY CALCULATIONS.
**POSTED MAXIMUM OCCUPANCY LIMITED TO 225 OCCUPANTS

PARKING CALCULATIONS

RETAIL 5,420 SF/200 =	27.1 SPACES
CAFE 1,500 SF/ (40 FIXED SEATS)/3 =	13.33 SPACES
BOH 3,000 SF/300 =	10 SPACES
SOCIAL CLUB 175 MEMBERS/4 = (DINING & LOUNGE)	43.75 SPACES
*CHURCH 200 SEATS /4 =	50 SPACES
RESIDENTIAL 17,233 SF = 2 PER 3,000 SF + 1 FOR EACH ADDITIONAL 3,000 SF	7.3 SPACES

TOTAL REQ. PARKING = 101.48 SPACES

TOTAL PARKING PROVIDED = 133 SPACES

*CHURCH OPERATIONS IS NOT CONCURRENT WITH SOCIAL CLUB HOURS.

DESIGN NOTES:

1. Widen existing portals
2. ADA access to patio
3. Reintroduce historic front doors *(sheets D-10 & D-11)*
4. New service/egress doors
5. Service gate *(sheet A-17.3, C-7)*
6. Service court
7. Restore historic colonnade
8. New southern entry *(sheets D-20 & D-21)*
9. ADA access to patio from parking lot *(see sheet D-21)*
10. Screened garden for Private Dining

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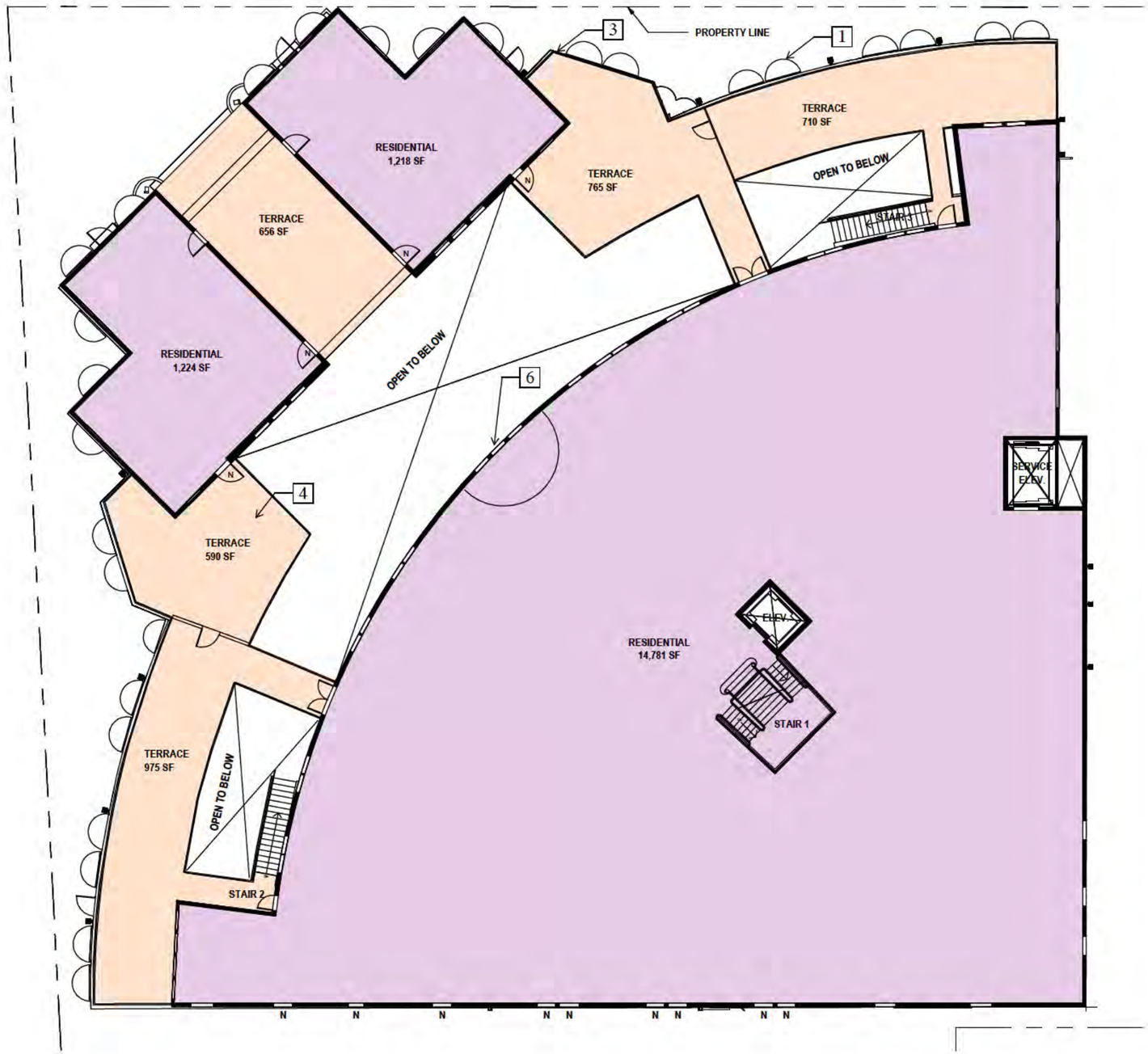
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PROPOSED SEATING PLAN - GROUND FLOOR

C-8.1



1 PROPOSED - SECOND FLOOR
1" = 20'-0"

AREA CALCULATIONS

	RESIDENTIAL 17,233 SF/200 = (2ND FLOOR)	87 OCC
	TERRACE 4,013 SF/30	134 OCC
	TOTAL OCCUPANCY 2ND FLOOR = 221	

DESIGN NOTES:

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

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

3. Reintroduce historic railings and planter boxes *(sheet D-18)*

4. Reintroduction of landscaped terraces *(sheet A-7 & sheet D-19)*

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

6. Restore courtyard elevation *(sheets D-10 & D-11)*

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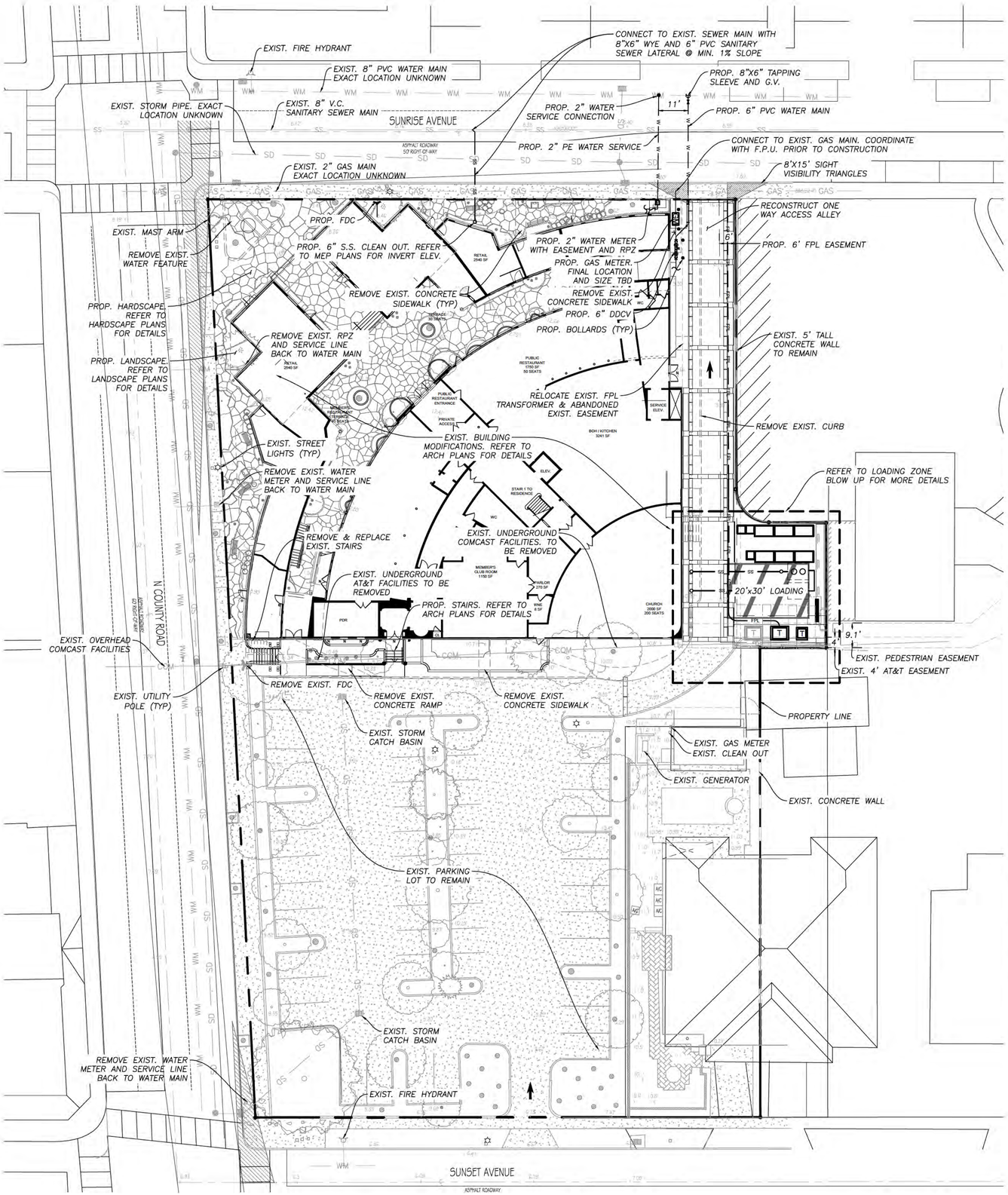
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PROPOSED SEATING PLAN - SECOND FLOOR

C-8.2

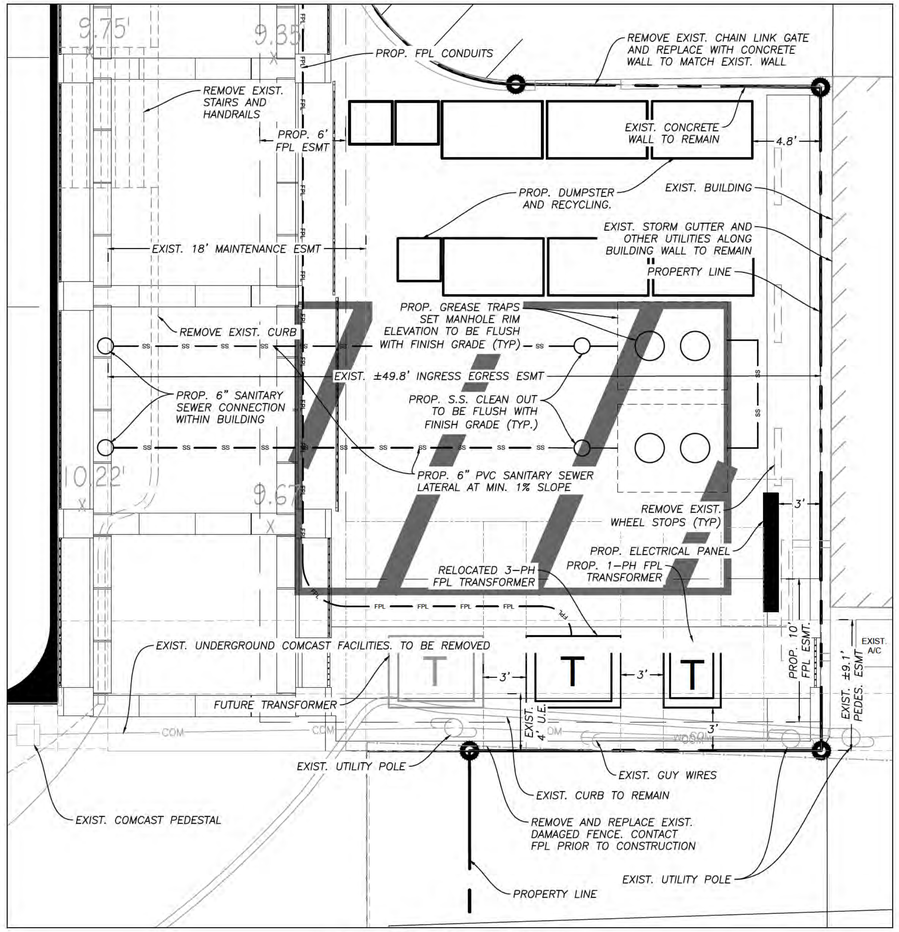


GRAPHIC SCALE
0 10 20 40

IT'S THE LAW !
CALL TWO (2) BUSINESS DAYS BEFORE YOU DIG
SUNSHINE 811

LEGEND

- PROPERTY LINE
- PROPOSED FORCE MAIN
- PROPOSED SANITARY SEWER
- PROPOSED FIRE MAIN
- PROPOSED WATER MAIN
- PROPOSED EASEMENT
- EXISTING FORCE MAIN
- EXISTING SANITARY SEWER
- EXISTING FIRE MAIN
- EXISTING WATER MAIN
- EXISTING EASEMENT
- STORM PIPE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- PROPOSED F.D.C.
- PROPOSED W. METER & B.F.P.
- PROPOSED D.D.C.V.
- EXISTING STORM INLET
- EXISTING STORM MANHOLE



LOADING ZONE BLOW UP

SCALE 1"=5'

REG ARCHITECTS
since 1988

Rick Gonzalez, AIA
President
FL License AR0014172
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P (561) 659-2383
www.regarchitects.com

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/8/2025
MODELED	YY
CHECKED	RW
PROJECT #	24019

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PRELIMINARY UTILITY PLAN

Randy Wertepny
P.E. 72504

KESHAVARZ & ASSOCIATES
711 North Dixie Hwy, Suite 201
West Palm Beach, FL 33401
Tel: (561) 689-8600
Certificate of Authorization No. 4897

C-1

APPENDIX B

ROADWAY CONCURRENCY ANALYSIS

TABLE 10
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2028 BUILD OUT
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = -17
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 1

ROADWAY	FROM	TO	FACILITY TYPE	2025 AM PEAK HOUR VOLUME	ROAD CLASS	LOS C AM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D AM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E AM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING AM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	2028 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2028 TOTAL TRAFFIC	2028 TOTAL LOS
COUNTY ROAD	BREAKERS ROW	ROYAL POINCIANA WAY	4L ART - Undivided	1193	II	983	1.21	2190	0.54	2280	0.52	D	85	1278	D	30%	IN/OUT	-5	1274	D
COUNTY ROAD	ROYAL POINCIANA WAY	SUNSET AVENUE	4L ART - Undivided	1195	II	983	1.22	2190	0.55	2280	0.52	D	85	1280	D	55%	IN/OUT	-9	1271	D
COUNTY ROAD	SUNSET AVENUE	SUNRISE AVENUE	4L ART - Undivided	1195	II	983	1.22	2190	0.55	2280	0.52	D	85	1280	D	30%/55%	IN/OUT	-5	1275	D
BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	2L COL - Undivided	1058	II	594	1.78	1197	0.88	1269	0.83	D	76	1134	D	10%	IN/OUT	-2	1132	D
ROYAL POINCIANA WAY	BRADLEY PLACE	COUNTY ROAD	4L ART - Divided	2325	II	1310	1.77	2920	0.80	3040	0.76	D	166	2491	D	25%	IN/OUT	-4	2487	D
SUNSET AVENUE	BRADLEY PLACE	COUNTY ROAD	1L COL - One Way	256	II	333	0.77	675	0.38	720	0.36	C	18	274	C	15%	IN	-3	271	C
SUNRISE AVENUE	BRADLEY PLACE	COUNTY ROAD	2L COL - Undivided	289	II	594	0.49	1197	0.24	1269	0.23	C	21	310	C	15%	OUT	0	310	C

2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
Sunset Avenue and Sunrise Avenue existing volumes derived from intersection counts

TABLE 11
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2028 BUILD OUT
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = -17
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = -31

ROADWAY	FROM	TO	FACILITY TYPE	2025 PM PEAK HOUR VOLUME	ROAD CLASS	LOS C PM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D PM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E PM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING PM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	2028 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2028 TOTAL TRAFFIC	2028 TOTAL LOS
COUNTY ROAD	BREAKERS ROW	ROYAL POINCIANA WAY	4L ART - Undivided	1188	II	983	1.21	2190	0.54	2280	0.52	D	85	1273	D	30%	IN/OUT	-14	1259	D
COUNTY ROAD	ROYAL POINCIANA WAY	SUNSET AVENUE	4L ART - Undivided	1288	II	983	1.31	2190	0.59	2280	0.56	D	92	1380	D	55%	IN/OUT	-26	1354	D
COUNTY ROAD	SUNSET AVENUE	SUNRISE AVENUE	4L ART - Undivided	1288	II	983	1.31	2190	0.59	2280	0.56	D	92	1380	D	30%/55%	IN/OUT	-22	1358	D
BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	2L COL - Undivided	1066	II	594	1.79	1197	0.89	1269	0.84	D	76	1142	D	10%	IN/OUT	-5	1137	D
ROYAL POINCIANA WAY	BRADLEY PLACE	COUNTY ROAD	4L ART - Divided	3102	II	1310	2.37	2920	1.06	3040	1.02	F	222	3324	F	25%	IN/OUT	-12	3312	F
SUNSET AVENUE	BRADLEY PLACE	COUNTY ROAD	1L COL - One Way	189	II	333	0.57	675	0.28	720	0.26	C	14	203	C	15%	IN	-3	200	C
SUNRISE AVENUE	BRADLEY PLACE	COUNTY ROAD	2L COL - Undivided	340	II	594	0.57	1197	0.28	1269	0.27	C	24	364	C	15%	OUT	-5	359	C

2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
Sunset Avenue and Sunrise Avenue existing volumes derived from intersection counts

APPENDIX C

INTERSECTION ANALYSIS

CMA INTERSECTION ANALYSIS

PARAMOUNT

SUNRISE AVENUE AT COUNTY ROAD

09/28/25

INPUT DATA

Comments:

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

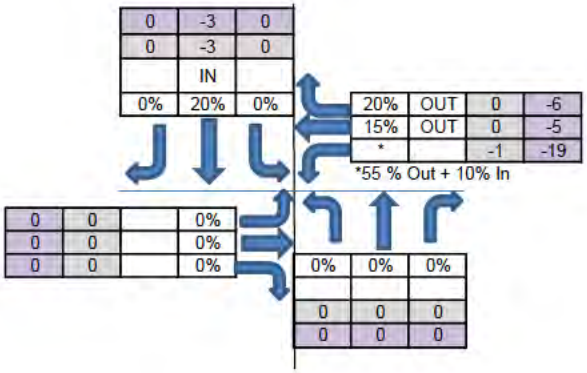
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	84	396	107	28	381	58	37	22	41	82	37	26	1299	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	6	28	8	2	27	4	3	2	3	6	3	2	93	BG Total
1.0% Background Growth	3	12	3	1	12	2	1	1	1	2	1	1	90	1% + MP Total
Major Projects Traffic	3	25	0	0	18	0	0	0	5	0	0	0		
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Used	6	37	8	2	30	4	3	2	6	6	3	2		
2028 Background Traffic w/o Project	90	433	115	30	411	62	40	24	47	88	40	28		
Project Traffic	0	0	0	0	-3	0	0	0	0	-1	0	0		
2028 Total	**90**	**433**	**115**	**30**	**408**	**62**	**40**	**24**	**47**	**87**	**40**	**28**		

TRIPS

	IN	OUT
AM	-17	1
PM	-17	-31



MIDDAY Peak Hour

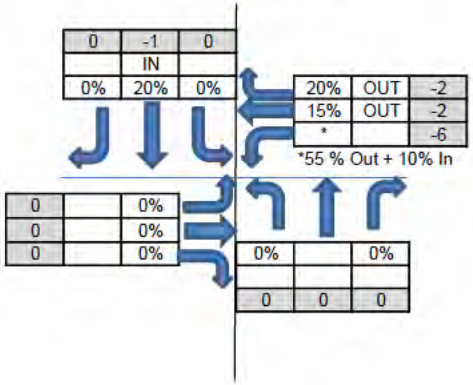
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	113	333	102	17	463	75	28	24	74	116	46	24	1415	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	101	BG Total
Background Traffic Growth	8	24	7	1	33	5	2	2	5	8	3	2	63	1% + MP Total
1.0% Background Growth	3	10	3	1	14	2	1	1	2	4	1	1		
Major Projects Traffic	4	6	0	0	6	0	0	0	4	0	0	0		
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Used	8	24	7	1	33	5	2	2	6	8	3	2		
2028 Background Traffic w/o Project	121	357	109	18	496	80	30	26	80	124	49	26		
Project Traffic	0	0	0	0	-3	0	0	0	0	-6	-2	-2		
Total	**121**	**357**	**109**	**18**	**493**	**80**	**30**	**26**	**80**	**118**	**47**	**24**		

TRIPS

	IN	OUT
MD	-5	-10

Mid-Day



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	115	342	91	12	430	44	29	19	63	108	70	13	1336	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	8	24	7	1	31	3	2	1	5	8	5	1	96	BG Total
1.0% Background Growth	3	10	3	0	13	1	1	1	2	3	2	0	114	1% + MP Total
Major Projects Traffic	6	24	0	0	38	0	0	0	6	0	0	0		
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Used	9	34	7	1	51	3	2	1	8	8	5	1		
2028 Background Traffic w/o Project	124	376	98	13	481	47	31	20	71	116	75	14		
Project Traffic	0	0	0	0	-3	0	0	0	0	-19	-5	-6		
Total	**124**	**376**	**98**	**13**	**478**	**47**	**31**	**20**	**71**	**97**	**70**	**8**		

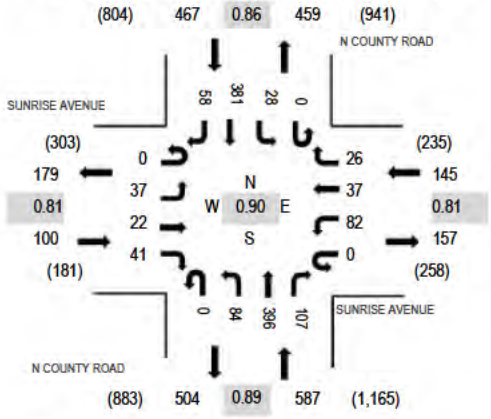
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

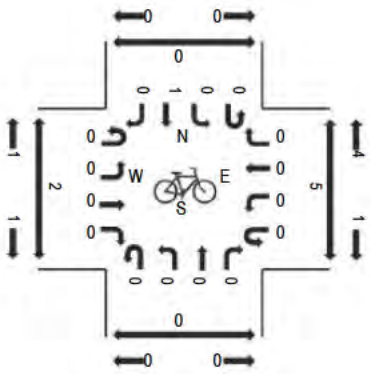
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

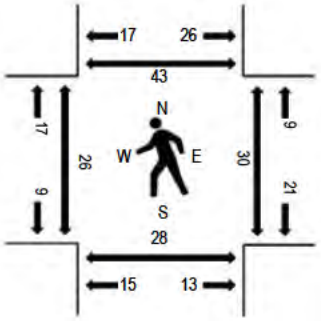
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	17	3	9	0	12	6	5	0	16	127	24	0	3	73	9	304	1,086	4	9	0	11
9:15 AM	0	5	6	6	0	8	7	2	0	11	110	19	0	0	65	8	247	1,082	3	6	3	4
9:30 AM	0	1	2	7	0	14	8	3	0	20	121	20	0	1	65	15	277	1,138	3	3	3	4
9:45 AM	0	7	5	13	0	19	2	4	0	14	80	16	0	2	88	8	258	1,222	5	2	2	4
11:00 AM	0	5	4	12	0	10	9	3	0	21	106	19	0	5	95	11	300	1,299	6	9	5	15
11:15 AM	0	8	4	11	0	26	13	6	0	21	72	27	0	4	94	17	303		8	4	10	9
11:30 AM	0	9	4	12	0	26	13	4	0	17	107	33	0	13	108	15	361		4	4	8	7
11:45 AM	0	15	10	6	0	20	2	13	0	25	111	28	0	6	84	15	335		8	13	5	12

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	0	5
Lights	0	37	22	41	0	80	36	24	0	80	374	102	0	27	360	57	1,240
Mediums	0	0	0	0	0	2	1	2	0	4	21	3	0	1	19	1	54
Total	0	37	22	41	0	82	37	26	0	84	396	107	0	28	381	58	1,299

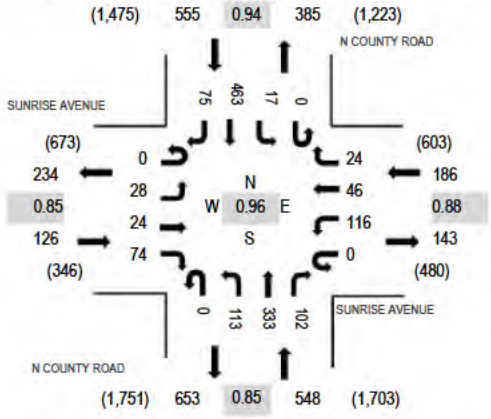
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				3.4%				5.3%				4.9%			4.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.7%	7.7%	0.0%	4.8%	5.6%	4.7%	0.0%	3.6%	5.5%	1.7%	4.5%
Peak Hour Factor		0.81				0.81				0.89				0.86			0.90
Peak Hour Factor	0.00	0.62	0.55	0.92	0.00	0.79	0.71	0.50	0.00	0.84	0.86	0.81	0.00	0.54	1.09	0.85	0.90

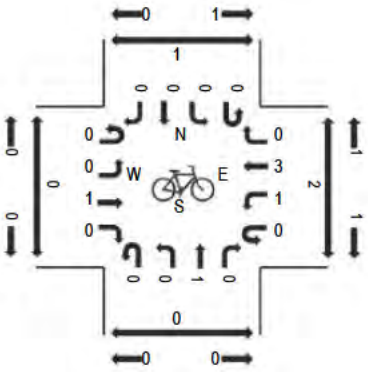
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

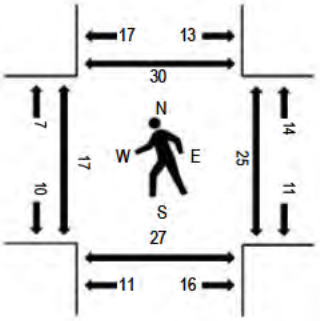
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	5	11	0	28	13	7	0	38	110	30	0	12	91	16	370	1,397	6	16	11	8
12:15 PM	0	7	8	14	0	28	11	15	0	26	86	27	0	13	101	18	354	1,345	2	9	9	9
12:30 PM	0	9	10	12	0	34	9	8	0	26	87	38	0	9	92	16	350	1,323	5	15	9	13
12:45 PM	0	10	5	15	0	30	14	8	0	30	87	22	0	7	81	14	323	1,323	4	9	6	8
1:00 PM	0	6	9	11	0	36	15	9	0	20	94	23	0	4	82	9	318	1,315	3	4	6	11
1:15 PM	0	11	8	11	0	30	8	6	0	22	90	42	0	1	93	10	332	1,366	7	13	5	6
1:30 PM	0	6	13	10	0	31	18	13	0	36	85	20	0	4	98	16	350	1,370	3	13	5	8
1:45 PM	0	3	6	11	0	35	9	2	1	26	70	19	0	2	112	19	315	1,367	11	6	0	11
2:00 PM	0	4	5	20	0	37	14	6	0	21	101	24	0	3	111	23	369	1,415	2	5	1	5
2:15 PM	0	11	2	17	0	27	9	5	0	31	77	31	0	5	106	15	336		5	12	9	10
2:30 PM	0	4	8	18	0	25	12	5	0	29	73	28	0	3	124	18	347		5	5	7	6
2:45 PM	0	9	9	19	0	27	11	8	0	32	82	19	0	6	122	19	363		5	3	10	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	28	24	73	0	111	45	24	0	113	325	102	0	17	437	74	1,373
Mediums	0	0	0	1	0	5	1	0	0	0	7	0	0	0	25	1	40
Total	0	28	24	74	0	116	46	24	0	113	333	102	0	17	463	75	1,415

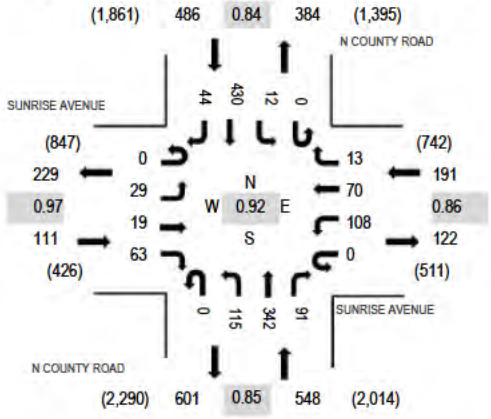
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				3.2%				1.5%				4.9%			3.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.4%	0.0%	4.3%	2.2%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	5.6%	1.3%	3.0%
Peak Hour Factor		0.85				0.88				0.85				0.94			0.96
Peak Hour Factor	0.00	0.82	0.69	0.93	0.00	0.90	0.76	0.67	0.25	0.79	0.84	0.74	0.00	0.79	0.93	0.82	0.96

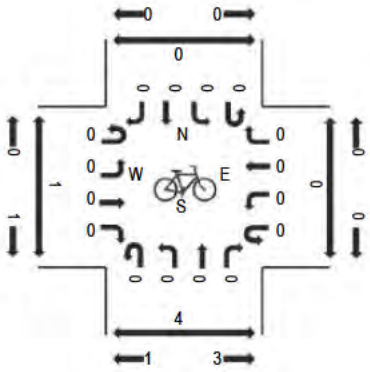
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

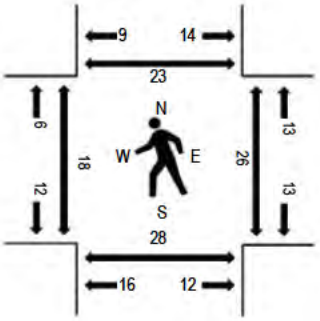
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	11	6	17	0	25	13	1	0	19	78	20	0	4	148	21	363	1,336	1	6	9	14
3:15 PM	0	5	4	13	0	22	21	5	0	39	78	20	0	5	85	10	307	1,315	7	5	5	3
3:30 PM	0	2	7	18	0	27	16	4	0	29	108	26	0	1	116	11	365	1,321	5	2	5	2
3:45 PM	0	11	2	15	0	34	20	3	0	28	78	25	0	2	81	2	301	1,277	5	13	9	4
4:00 PM	0	9	5	14	0	25	16	3	0	21	81	18	0	2	134	14	342	1,277	4	5	6	5
4:15 PM	0	7	3	19	0	18	17	6	0	30	81	22	0	2	102	6	313	1,258	4	6	7	5
4:30 PM	0	4	1	11	0	26	11	5	0	16	89	18	0	2	129	9	321	1,203	3	9	17	9
4:45 PM	0	3	5	21	0	18	13	5	0	28	70	32	0	3	92	11	301	1,181	8	9	42	14
5:00 PM	0	4	6	9	0	18	21	1	0	31	73	38	0	4	103	15	323	1,093	19	11	19	21
5:15 PM	0	8	3	12	0	8	7	8	0	29	66	29	0	1	76	11	258	974	5	19	28	5
5:30 PM	0	9	10	15	0	36	8	6	0	23	57	32	0	5	77	21	299	904	12	6	21	9
5:45 PM	0	6	4	10	0	11	5	3	0	22	38	21	0	2	79	12	213	771	3	6	16	1
6:00 PM	0	3	3	7	0	15	8	5	0	19	50	8	0	5	70	11	204	726	1	3	3	2
6:15 PM	0	3	5	9	0	16	10	6	0	8	50	15	0	1	57	8	188	736	4	1	2	5
6:30 PM	0	0	5	11	0	16	5	3	0	14	36	10	0	2	55	9	166	721	3	4	3	5
6:45 PM	0	3	1	11	0	14	8	1	0	13	44	10	0	1	61	1	168	665	6	9	5	5
7:00 PM	0	4	2	13	0	38	26	6	0	13	42	10	0	2	53	5	214	611	46	32	46	42
7:15 PM	0	1	1	8	0	37	14	4	0	12	42	10	0	1	35	8	173		6	2	6	6
7:30 PM	0	3	3	8	0	9	5	1	0	4	30	8	0	0	35	4	110		0	2	2	2
7:45 PM	0	2	2	9	0	5	2	2	0	12	28	13	0	3	34	2	114		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	29	19	62	0	105	69	13	0	113	340	91	0	12	400	43	1,296
Mediums	0	0	0	1	0	3	1	0	0	1	2	0	0	0	30	1	39
Total	0	29	19	63	0	108	70	13	0	115	342	91	0	12	430	44	1,336

09/28/25

CMA INTERSECTION ANALYSIS

PARAMOUNT

BRADLEY PLACE AT SUNRISE AVENUE

TRIPS	IN	OUT
AM	-17	1
PM	-17	-31

INPUT DATA

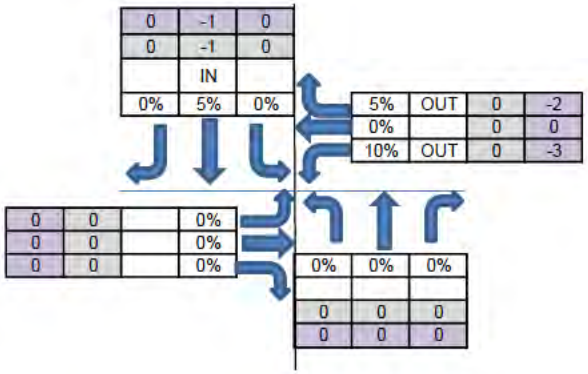
Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	346	73	44	280	0	0	0	0	116	0	56	915	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	10	2	1	8	0	0	0	0	4	0	2	28	BG Total
1.0% Background Growth	0	10	2	1	8	0	0	0	0	4	0	2	46	1% + MP Total
Major Projects Traffic	0	7	3	0	6	0	0	0	0	2	0	0		
PB Synagogue Project Trips	0	0	1	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	17	6	2	14	0	0	0	0	6	0	2		
2028 Background Traffic w/o Project	0	363	79	46	294	0	0	0	0	122	0	58		
Project Traffic	0	0	0	0	-1	0	0	0	0	0	0	0		
2028 Total	**0**	**363**	**79**	**46**	**293**	**0**	**0**	**0**	**0**	**122**	**0**	**58**		



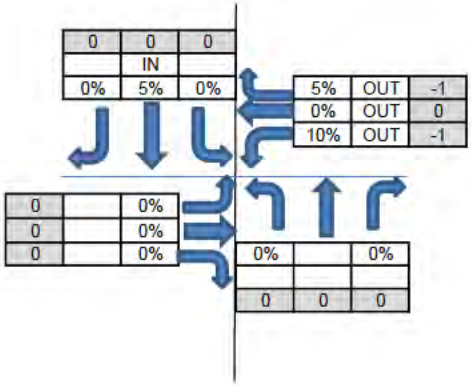
MIDDAY Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	237	96	39	384	0	0	0	0	199	0	58	1013	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	7	3	1	12	0	0	0	0	6	0	2	31	BG Total
1.0% Background Growth	0	7	3	1	12	0	0	0	0	6	0	2	31	1% + MP Total
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0		
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	7	5	2	12	0	0	0	0	6	0	2		
2028 Background Traffic w/o Project	0	244	101	41	396	0	0	0	0	205	0	60		
Project Traffic	0	0	0	0	0	0	0	0	0	-1	0	-1		
2028 Total	**0**	**244**	**101**	**41**	**396**	**0**	**0**	**0**	**0**	**204**	**0**	**59**		

TRIPS	IN	OUT
MD	-5	-10

Mid-Day



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	202	73	17	329	0	0	0	0	168	0	37	826	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	6	2	1	10	0	0	0	0	5	0	1	25	BG Total
1.0% Background Growth	0	6	2	1	10	0	0	0	0	5	0	1	50	1% + MP Total
Major Projects Traffic	0	8	3	0	10	0	0	0	0	4	0	0		
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	14	7	2	20	0	0	0	0	9	0	1		
2028 Background Traffic w/o Project	0	216	80	19	349	0	0	0	0	177	0	38		
Project Traffic	0	0	0	0	0	0	0	0	0	-1	0	-1		
2028 Total	**0**	**216**	**80**	**19**	**349**	**0**	**0**	**0**	**0**	**176**	**0**	**37**		

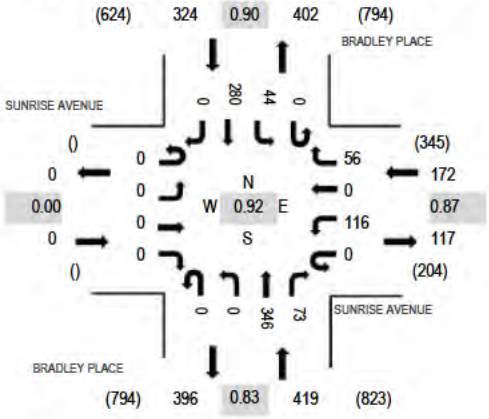
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

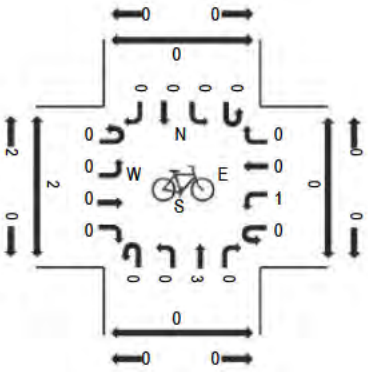
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 09:30 AM - 10:30 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

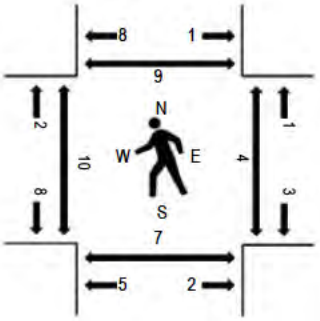
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	0	0	0	26	0	11	0	0	119	13	0	4	65	0	238	903	4	9	2	2
9:15 AM	0	0	0	0	0	20	0	12	0	0	78	14	0	4	66	0	194	901	2	1	1	3
9:30 AM	0	0	0	0	0	34	0	16	0	0	105	14	0	14	66	0	249	915	1	0	1	1
9:45 AM	0	0	0	0	0	23	0	12	0	0	78	19	0	10	80	0	222	901	6	3	1	5
10:00 AM	0	0	0	0	0	25	0	17	0	0	98	20	0	11	65	0	236	889	2	0	3	1
10:15 AM	0	0	0	0	0	34	0	11	0	0	65	20	0	9	69	0	208		1	1	2	2
10:30 AM	0	0	0	0	0	42	0	13	0	0	85	19	0	10	66	0	235		2	5	0	3
10:45 AM	0	0	0	0	0	35	0	14	0	0	60	16	0	7	78	0	210		1	5	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
Lights	0	0	0	0	0	116	0	55	0	0	335	71	0	44	272	0	893
Mediums	0	0	0	0	0	0	0	1	0	0	10	1	0	0	7	0	19
Total	0	0	0	0	0	116	0	56	0	0	346	73	0	44	280	0	915

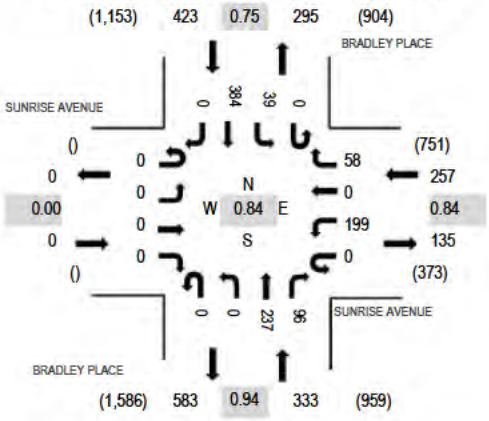
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.6%				3.1%				2.5%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	3.2%	2.7%	0.0%	0.0%	2.9%	0.0%	2.4%
Peak Hour Factor		0.00				0.87				0.83				0.90			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.84	0.00	0.00	0.80	0.98	0.00	0.79	0.88	0.00	0.92

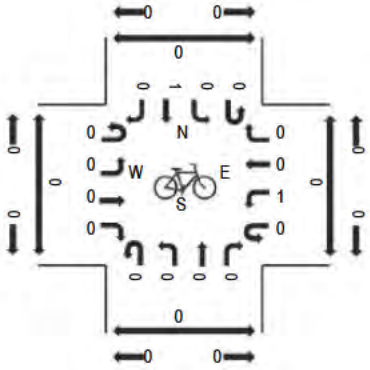
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

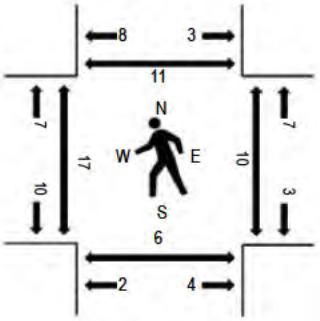
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	56	0	15	0	0	66	16	0	13	81	0	247	962	1	3	1	0
12:15 PM	0	0	0	0	0	44	0	15	0	0	72	18	0	19	83	0	251	917	9	5	2	5
12:30 PM	0	0	0	0	0	46	0	19	0	0	66	20	0	11	71	0	233	875	7	3	3	4
12:45 PM	0	0	0	0	0	42	0	15	0	0	67	12	0	20	75	0	231	882	1	1	4	1
1:00 PM	0	0	0	0	0	40	0	11	0	0	57	15	0	11	68	0	202	888	1	0	2	3
1:15 PM	0	0	0	0	0	44	0	14	0	0	55	15	0	13	68	0	209	930	5	3	1	2
1:30 PM	0	0	0	0	0	48	0	14	0	0	58	20	0	10	90	0	240	918	5	4	3	4
1:45 PM	0	0	0	0	0	57	0	14	0	0	51	18	0	7	90	0	237	948	3	2	1	4
2:00 PM	0	0	0	0	0	55	0	9	0	0	64	22	0	7	87	0	244	1,013	4	4	1	1
2:15 PM	0	0	0	0	0	38	0	10	0	0	53	18	0	7	71	0	197		2	1	1	3
2:30 PM	0	0	0	0	0	58	0	19	0	0	61	22	0	9	101	0	270		3	2	1	1
2:45 PM	0	0	0	0	0	48	0	20	0	0	59	34	0	16	125	0	302		8	3	3	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	0	0	0	0	195	0	58	0	0	232	95	0	39	370	0	989
Mediums	0	0	0	0	0	4	0	0	0	0	5	1	0	0	12	0	22
Total	0	0	0	0	0	199	0	58	0	0	237	96	0	39	384	0	1,013

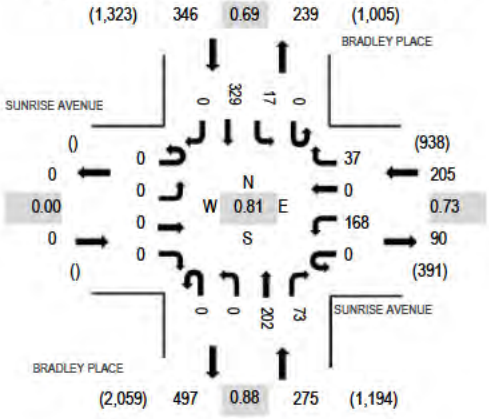
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.6%				1.8%				3.3%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	2.1%	1.0%	0.0%	0.0%	3.6%	0.0%	2.4%
Peak Hour Factor		0.00				0.84				0.94				0.75			0.84
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.84	0.00	0.00	0.94	0.71	0.00	0.79	0.77	0.00	0.84

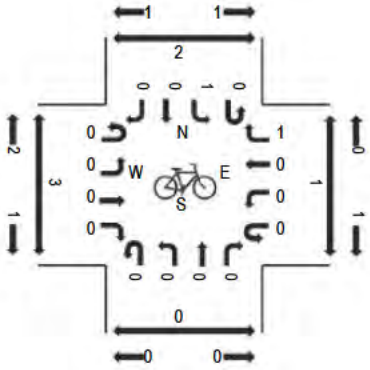
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

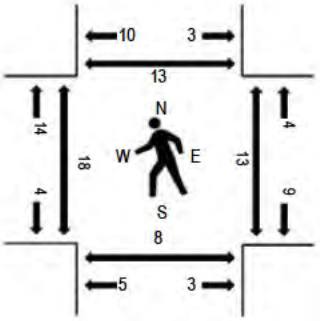
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	47	0	14	0	0	51	16	0	7	119	0	254	826	4	6	4	2
3:15 PM	0	0	0	0	0	40	0	11	0	0	52	12	0	4	69	0	188	804	3	1	0	6
3:30 PM	0	0	0	0	0	59	0	7	0	0	61	17	0	2	85	0	231	784	9	2	2	2
3:45 PM	0	0	0	0	0	22	0	5	0	0	38	28	0	4	56	0	153	721	2	4	2	3
4:00 PM	0	0	0	0	0	64	0	8	0	0	46	19	0	6	89	0	232	763	6	5	2	1
4:15 PM	0	0	0	0	0	36	0	2	0	0	48	13	0	1	68	0	168	739	2	1	1	2
4:30 PM	0	0	0	0	0	42	0	5	0	0	39	8	0	3	71	0	168	677	7	4	2	4
4:45 PM	0	0	0	0	0	49	0	3	0	0	47	20	0	2	74	0	195	732	4	2	0	5
5:00 PM	0	0	0	0	0	46	0	6	0	0	51	16	0	4	85	0	208	736	1	2	0	0
5:15 PM	0	0	0	0	0	13	0	2	0	0	36	9	0	4	42	0	106	717	4	11	4	0
5:30 PM	0	0	0	0	0	77	0	6	0	0	38	17	0	3	82	0	223	767	8	0	2	0
5:45 PM	0	0	0	0	0	42	0	14	0	0	49	19	0	5	70	0	199	691	4	1	4	0
6:00 PM	0	0	0	0	0	45	0	9	0	0	44	16	0	4	71	0	189	616	0	1	1	2
6:15 PM	0	0	0	0	0	43	0	8	0	0	46	13	0	6	40	0	156	597	1	1	1	6
6:30 PM	0	0	0	0	0	35	0	6	0	0	44	15	0	7	40	0	147	571	4	10	1	2
6:45 PM	0	0	0	0	0	21	0	1	0	0	39	21	0	4	38	0	124	540	3	5	1	4
7:00 PM	0	0	0	0	0	44	0	6	0	0	46	23	0	0	51	0	170	514	0	5	0	3
7:15 PM	0	0	0	0	0	40	0	5	0	0	29	15	0	5	36	0	130		2	1	2	1
7:30 PM	0	0	0	0	0	30	0	3	0	0	41	9	0	3	30	0	116		0	4	1	0
7:45 PM	0	0	0	0	0	18	0	4	0	0	35	8	0	3	30	0	98		2	6	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	166	0	35	0	0	199	72	0	17	315	0	804
Mediums	0	0	0	0	0	1	0	2	0	0	3	1	0	0	14	0	21
Total	0	0	0	0	0	168	0	37	0	0	202	73	0	17	329	0	826

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
SUNSET AVENUE AND COUNTY ROAD

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	0	549	23	6	490	0	40	6	132	15	0	9	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	39	2	0	35	0	3	0	9	1	0	1	91
1.0% Background Growth	0	17	1	0	15	0	1	0	4	0	0	0	76
Major Projects Traffic	0	18	0	0	14	0	0	0	6	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	1	0	0	0	
Background Traffic Used	0	39	2	0	35	0	3	0	11	1	0	1	
2028 Background Traffic	**0**	**588**	**25**	**6**	**525**	**0**	**43**	**6**	**143**	**16**	**0**	**10**	
Project Traffic	0	0	-9	-5	1	0	0	-3	0	0	0	0	
Total	**0**	**588**	**16**	**1**	**526**	**0**	**43**	**3**	**143**	**16**	**0**	**10**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	0	491	17	13	635	0	38	6	158	18	0	12	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	35	1	1	45	0	3	0	11	1	0	1	93
1.0% Background Growth	0	15	1	0	19	0	1	0	5	1	0	0	104
Major Projects Traffic	0	2	0	0	2	0	0	0	10	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	1	0	2	0	0	0	
Background Traffic Used	0	35	1	1	45	0	3	0	17	1	0	1	
2028 Background Traffic	**0**	**526**	**18**	**14**	**680**	**0**	**41**	**6**	**175**	**19**	**0**	**13**	
Project Traffic	0	0	-3	-2	-17	0	0	-1	0	0	0	0	
Total	**0**	**526**	**15**	**12**	**663**	**0**	**41**	**5**	**175**	**19**	**0**	**13**	

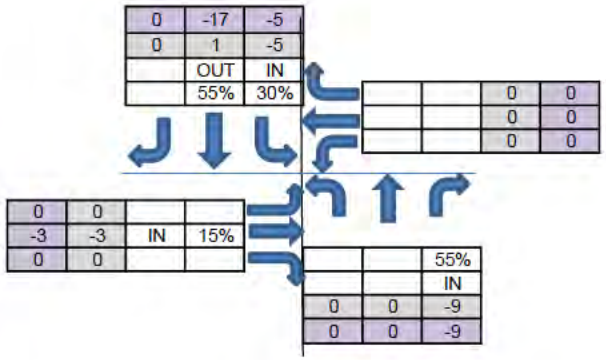
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2025)	0	485	19	4	598	0	43	9	102	20	0	16
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	35	1	0	43	0	3	1	7	1	0	1
1.0% Background Growth	0	15	1	0	18	0	1	0	3	1	0	0
Major Projects Traffic	0	23	0	0	32	0	0	0	10	0	0	0
PB Synagogue Project Trips	0	0	0	0	0	0	1	0	2	0	0	0
Background Traffic Used	0	38	1	0	50	0	3	1	15	1	0	1
2028 Background Traffic	**0**	**523**	**20**	**4**	**648**	**0**	**46**	**10**	**117**	**21**	**0**	**17**
Project Traffic	0	0	-9	0	-17	0	0	-3	0	0	0	0
Total	**0**	**523**	**11**	**4**	**631**	**0**	**46**	**7**	**117**	**21**	**0**	**17**

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

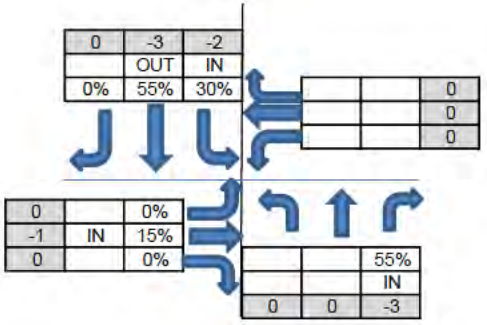
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

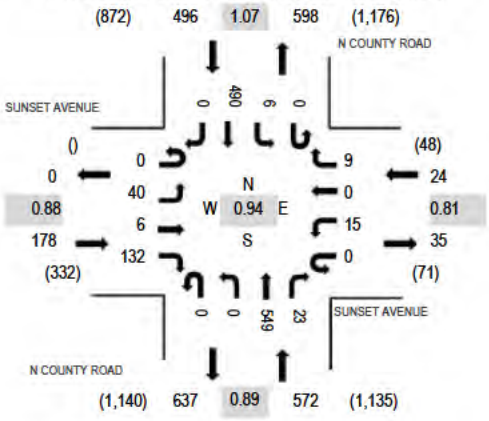


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

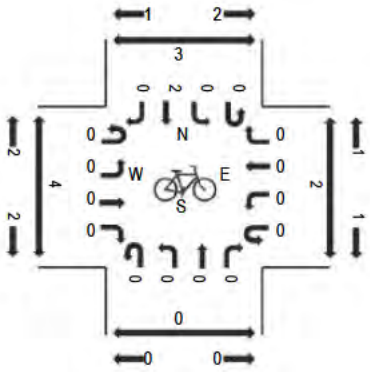
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

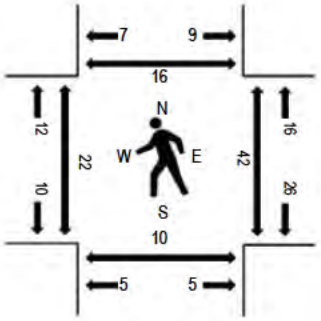
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	8	6	34	0	3	0	3	0	0	155	4	0	1	91	0	305	1,117	6	3	3	3
9:15 AM	0	4	1	18	0	2	0	1	0	0	143	6	0	1	81	0	257	1,122	2	6	2	0
9:30 AM	0	4	1	27	0	4	0	3	0	0	143	7	0	0	83	0	272	1,167	7	4	5	2
9:45 AM	0	14	1	36	0	6	0	2	0	0	98	7	0	1	118	0	283	1,231	7	5	1	1
11:00 AM	0	9	1	34	0	2	0	0	0	0	139	5	0	0	120	0	310	1,270	6	9	4	4
11:15 AM	0	6	2	30	0	4	0	4	0	0	118	6	0	3	129	0	302		5	12	0	3
11:30 AM	0	10	2	35	0	4	0	4	0	0	136	7	0	3	135	0	336		5	8	2	7
11:45 AM	0	15	1	33	0	5	0	1	0	0	156	5	0	0	106	0	322		6	13	4	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	0	0	0	0	3	1	0	0	2	0	8
Lights	0	37	4	125	0	13	0	9	0	0	521	22	0	6	467	0	1,204
Mediums	0	3	2	6	0	1	0	0	0	0	25	0	0	0	21	0	58
Total	0	40	6	132	0	15	0	9	0	0	549	23	0	6	490	0	1,270

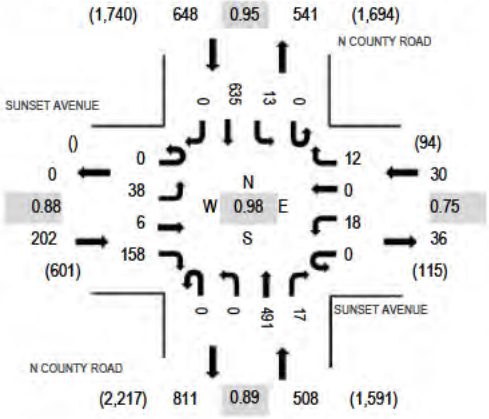
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				8.3%				5.1%				4.6%			5.2%
Heavy Vehicle %	0.0%	7.5%	33.3%	5.3%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	5.1%	4.3%	0.0%	0.0%	4.7%	0.0%	5.2%
Peak Hour Factor		0.88				0.81				0.89				1.07			0.94
Peak Hour Factor	0.00	0.67	0.38	0.94	0.00	0.67	0.00	1.25	0.00	0.00	0.88	0.89	0.00	1.75	1.06	0.00	0.94

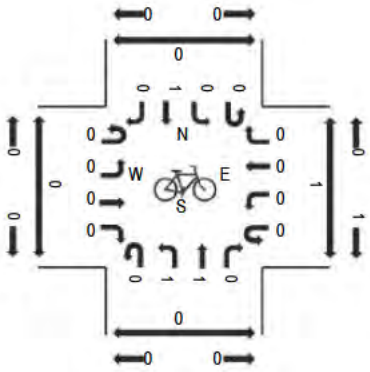
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

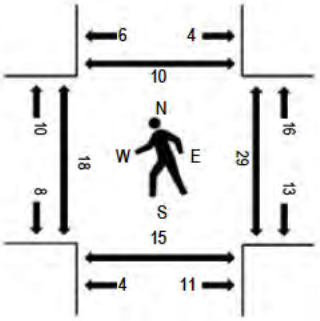
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	1	40	0	2	0	6	0	0	154	8	0	3	123	0	346	1,359	10	10	4	3
12:15 PM	0	12	3	46	0	9	0	3	0	0	130	6	0	4	141	0	354	1,329	4	8	5	4
12:30 PM	0	17	5	36	0	3	0	3	0	0	126	6	0	2	133	0	331	1,301	3	9	5	4
12:45 PM	0	8	4	31	0	4	0	5	0	0	138	10	0	0	128	0	328	1,276	2	15	5	5
1:00 PM	0	11	3	50	0	1	0	4	0	0	113	4	0	2	128	0	316	1,279	13	1	2	5
1:15 PM	0	11	0	34	0	3	0	3	0	0	139	4	1	1	130	0	326	1,311	11	9	9	6
1:30 PM	0	8	1	29	0	4	0	5	0	0	126	4	0	2	127	0	306	1,339	9	11	6	4
1:45 PM	0	5	1	34	0	4	0	5	0	0	111	4	0	1	166	0	331	1,370	11	7	4	3
2:00 PM	0	4	1	36	0	2	0	6	0	0	133	4	0	4	158	0	348	1,388	7	8	3	5
2:15 PM	0	14	4	42	0	10	0	3	0	0	128	4	0	1	148	0	354		5	9	7	3
2:30 PM	0	11	1	40	0	3	0	0	0	0	115	0	0	3	164	0	337		4	8	3	0
2:45 PM	0	9	0	40	0	3	0	3	0	0	115	9	0	5	165	0	349		2	4	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	36	6	157	0	18	0	12	0	0	485	17	0	13	603	0	1,347
Mediums	0	2	0	1	0	0	0	0	0	0	5	0	0	0	31	0	39
Total	0	38	6	158	0	18	0	12	0	0	491	17	0	13	635	0	1,388

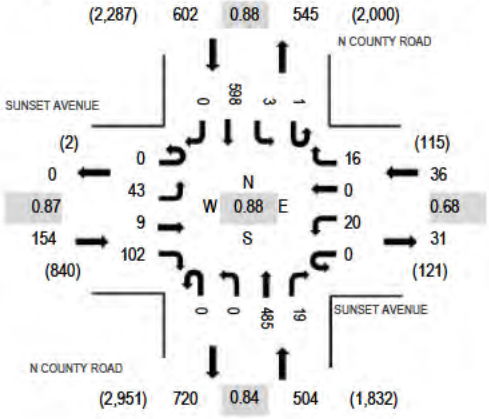
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.5%				0.0%				1.2%				4.9%			3.0%
Heavy Vehicle %	0.0%	5.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	5.0%	0.0%	3.0%
Peak Hour Factor		0.88				0.75				0.89				0.95			0.98
Peak Hour Factor	0.00	0.71	0.75	0.82	0.00	0.50	0.00	0.79	0.00	0.00	0.89	0.75	0.25	0.65	0.96	0.00	0.98

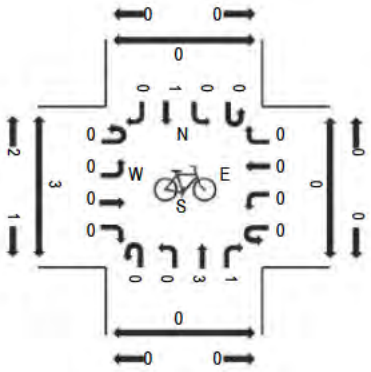
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

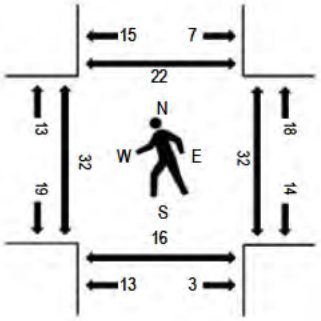
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	13	0	39	0	5	0	1	0	0	107	4	1	2	176	0	348	1,295	6	7	4	2
3:15 PM	0	14	0	27	0	5	0	5	0	0	114	9	0	0	112	0	286	1,289	7	7	5	2
3:30 PM	0	11	3	34	0	2	0	5	0	0	148	5	1	2	157	0	368	1,296	5	9	5	2
3:45 PM	0	8	2	19	0	3	0	4	0	0	116	7	0	1	133	0	293	1,258	10	9	4	4
4:00 PM	0	10	0	32	0	11	0	3	0	0	110	4	0	0	172	0	342	1,276	9	8	3	2
4:15 PM	0	14	4	17	0	4	0	4	0	0	111	3	0	0	136	0	293	1,264	8	6	4	14
4:30 PM	0	14	3	30	0	7	0	1	0	0	111	5	0	2	157	0	330	1,203	10	6	2	18
4:45 PM	0	9	2	38	0	3	0	2	0	0	121	7	0	2	127	0	311	1,183	9	12	1	20
5:00 PM	0	17	1	32	0	2	0	5	0	0	126	11	1	1	134	0	330	1,099	5	17	1	15
5:15 PM	0	16	0	15	0	2	0	3	0	0	97	6	0	1	92	0	232	980	8	4	2	14
5:30 PM	0	12	3	39	0	7	0	3	0	0	94	6	0	0	146	0	310	931	23	2	2	17
5:45 PM	0	10	0	42	0	0	0	0	0	0	70	1	0	0	104	0	227	787	6	2	1	6
6:00 PM	0	6	3	36	0	3	0	0	0	1	70	2	0	1	89	0	211	749	9	5	2	2
6:15 PM	0	5	0	23	0	5	0	1	0	0	64	2	0	0	83	0	183	761	2	4	4	0
6:30 PM	0	8	0	23	0	1	0	0	0	0	51	1	0	2	80	0	166	767	2	3	0	1
6:45 PM	0	4	1	37	0	5	0	0	1	1	57	0	0	1	82	0	189	719	6	1	0	4
7:00 PM	0	8	1	46	0	3	0	3	0	0	52	3	0	0	107	0	223	655	34	3	0	71
7:15 PM	0	11	2	37	0	3	0	1	0	0	50	2	0	1	82	0	189		9	1	1	9
7:30 PM	0	7	0	23	0	1	0	2	0	0	34	0	0	1	50	0	118		0	0	0	0
7:45 PM	0	7	0	22	0	0	0	0	0	0	47	1	0	0	48	0	125		0	2	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	42	9	101	0	20	0	15	0	0	484	18	1	3	579	0	1,272
Mediums	0	0	0	1	0	0	0	1	0	0	1	1	0	0	19	0	23
Total	0	43	9	102	0	20	0	16	0	0	485	19	1	3	598	0	1,296

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
COUNTY ROAD AT ROYAL POINCIANA WAY

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	83	328	39	0	232	210	356	75	197	3	36	7	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	6	23	3	0	17	15	25	5	14	0	3	1	112
1.0% Background Growth	3	10	1	0	7	6	11	2	6	0	1	0	297
Major Projects Traffic	69	2	0	0	3	19	23	19	71	0	35	9	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	72	23	3	0	17	25	34	21	77	0	36	9	
2028 Background Traffic	**155**	**351**	**42**	**0**	**249**	**235**	**390**	**96**	**274**	**3**	**72**	**16**	
Project Traffic	0	-5	0	0	0	0	-4	0	0	0	0	0	
Total	**155**	**346**	**42**	**0**	**249**	**235**	**386**	**96**	**274**	**3**	**72**	**16**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	212	326	41	0	336	458	197	68	167	24	92	11	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	15	23	3	0	24	33	14	5	12	2	7	1	129
1.0% Background Growth	6	10	1	0	10	14	6	2	5	1	3	0	366
Major Projects Traffic	10	2	0	4	2	1	1	14	10	0	15	4	
PB Synagogue Project Trips	1	0	0	0	1	1	0	0	0	0	0	0	
Background Traffic Used	17	23	3	4	24	33	14	16	15	2	18	4	
2028 Background Traffic	**229**	**349**	**44**	**4**	**360**	**491**	**211**	**84**	**182**	**26**	**110**	**15**	
Project Traffic	0	-2	0	0	-3	-3	-1	0	0	0	0	0	
Total	**229**	**347**	**44**	**4**	**357**	**488**	**210**	**84**	**182**	**26**	**110**	**15**	

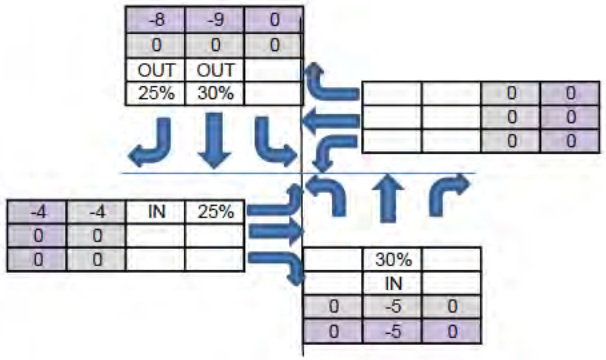
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	229	317	35	0	302	408	181	50	156	24	85	18	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	16	23	3	0	22	29	13	4	11	2	6	1	
1.0% Background Growth	7	10	1	0	9	12	5	2	5	1	3	1	
Major Projects Traffic	105	2	0	0	3	41	28	28	84	0	16	4	
PB Synagogue Project Trips	1	0	0	0	1	1	0	0	0	0	0	0	
Background Traffic Used	113	23	3	0	22	54	33	30	89	2	19	5	
2028 Background Traffic	**342**	**340**	**38**	**0**	**324**	**462**	**214**	**80**	**245**	**26**	**104**	**23**	
Project Traffic	0	-5	0	0	-9	-8	-4	0	0	0	0	0	
Total	**342**	**335**	**38**	**0**	**315**	**454**	**210**	**80**	**245**	**26**	**104**	**23**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

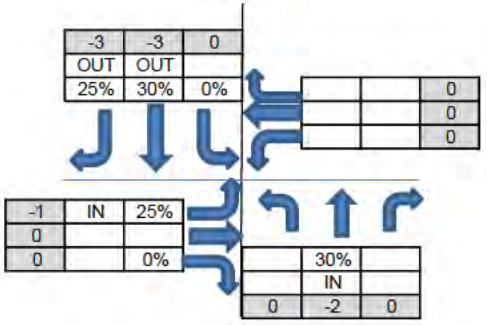
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

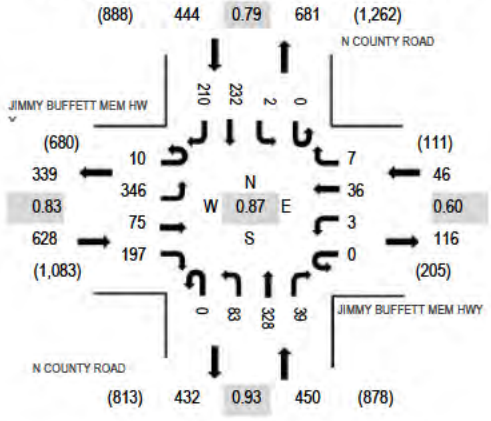


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

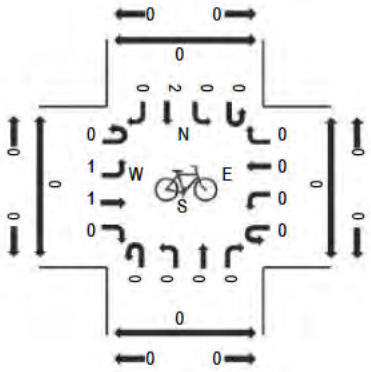
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY AM
Date: Thursday, January 9, 2025
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

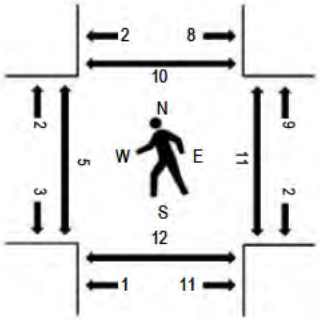
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	6	88	12	32	0	4	8	1	0	11	101	16	0	0	51	33	363	1,495	1	0	12	0
8:15 AM	0	59	12	31	0	1	9	2	0	14	88	4	0	0	55	40	315	1,535	2	5	3	1
8:30 AM	0	108	19	50	0	1	12	4	0	16	62	4	0	1	44	46	367	1,568	0	2	4	2
8:45 AM	4	104	24	57	0	0	9	2	0	18	100	9	0	1	63	59	450	1,560	2	3	4	1
9:00 AM	4	65	17	54	0	0	7	1	0	21	95	14	0	0	62	63	403	1,465	2	4	1	4
9:15 AM	2	69	15	36	0	2	8	0	0	28	71	12	0	0	63	42	348		1	2	3	3
9:30 AM	3	66	13	32	0	4	15	5	0	37	69	7	0	1	61	46	359		4	2	10	6
9:45 AM	4	48	17	32	0	0	14	2	0	22	52	7	0	0	78	79	355		4	0	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Lights	10	330	64	185	0	3	27	5	0	78	305	35	0	2	223	198	1,465
Mediums	0	13	11	12	0	0	9	2	0	5	23	4	0	0	9	10	98
Total	10	346	75	197	0	3	36	7	0	83	328	39	0	2	232	210	1,568

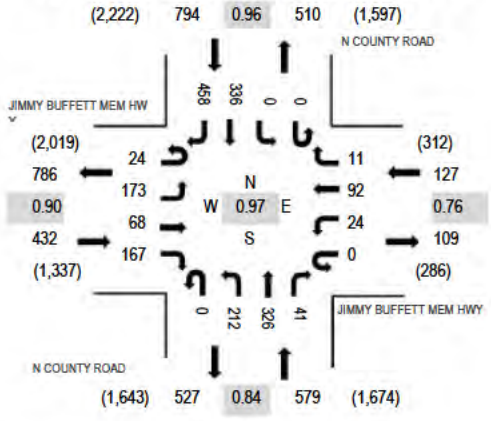
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.2%				23.9%				7.1%				4.7%			6.6%
Heavy Vehicle %	0.0%	4.6%	14.7%	6.1%	0.0%	0.0%	25.0%	28.6%	0.0%	6.0%	7.0%	10.3%	0.0%	0.0%	3.9%	5.7%	6.6%
Peak Hour Factor		0.83				0.60				0.93				0.79			0.87
Peak Hour Factor	0.81	0.83	0.78	0.86	0.00	0.38	0.73	0.56	0.00	0.73	0.87	0.75	0.00	0.50	0.85	0.73	0.87

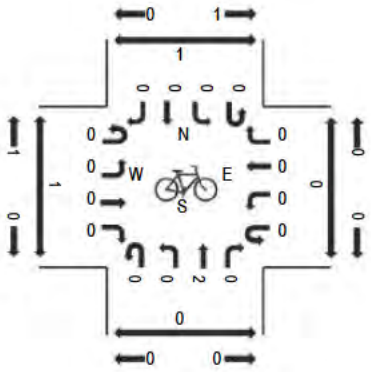
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

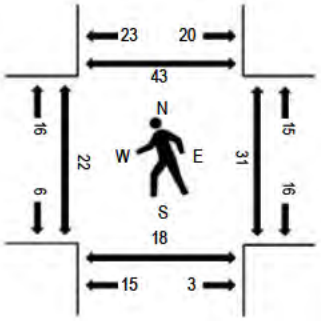
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	10	66	13	47	0	2	13	2	0	41	94	5	0	0	89	70	452	1,841	5	4	0	14
12:15 PM	4	42	12	52	0	6	11	6	0	39	92	8	0	0	90	106	468	1,798	2	2	1	7
12:30 PM	12	51	15	57	0	3	14	3	0	40	78	7	0	0	90	90	460	1,790	5	2	0	8
12:45 PM	7	46	16	40	0	4	19	4	0	50	97	8	0	0	93	77	461	1,771	1	9	5	9
1:00 PM	10	52	15	40	0	5	11	3	0	35	62	3	0	1	86	86	409	1,772	1	0	2	8
1:15 PM	7	31	11	43	0	3	16	2	0	54	111	8	0	0	82	92	460	1,841	1	14	0	10
1:30 PM	9	38	21	28	0	5	29	4	0	45	88	8	0	0	86	80	441	1,865	13	8	2	10
1:45 PM	7	37	22	44	0	7	10	3	0	43	75	4	0	0	114	96	462	1,898	9	8	16	12
2:00 PM	8	55	15	43	0	6	19	1	0	49	83	11	0	0	96	92	478	1,932	5	9	4	18
2:15 PM	7	44	13	50	0	4	16	2	0	51	87	10	0	0	78	122	484		5	3	0	4
2:30 PM	1	35	20	33	0	6	27	4	0	58	78	7	0	0	82	123	474		12	15	10	10
2:45 PM	8	39	20	41	0	8	30	4	0	54	78	13	0	0	80	121	496		0	4	4	11

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Lights	24	172	64	165	0	24	82	11	0	207	321	40	0	0	321	439	1,870
Mediums	0	0	4	2	0	0	10	0	0	4	5	1	0	0	15	18	59
Total	24	173	68	167	0	24	92	11	0	212	326	41	0	0	336	458	1,932

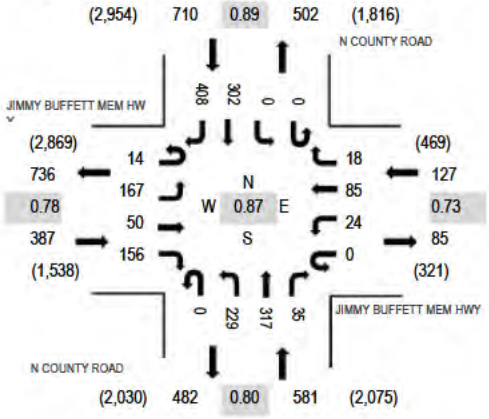
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.6%				7.9%				1.9%				4.3%			3.2%
Heavy Vehicle %	0.0%	0.6%	5.9%	1.2%	0.0%	0.0%	10.9%	0.0%	0.0%	2.4%	1.5%	2.4%	0.0%	0.0%	4.5%	4.1%	3.2%
Peak Hour Factor		0.90				0.76				0.84				0.96			0.97
Peak Hour Factor	0.75	0.78	0.81	0.86	0.00	0.75	0.77	0.67	0.00	0.91	0.93	0.79	0.00	0.25	0.83	0.93	0.97

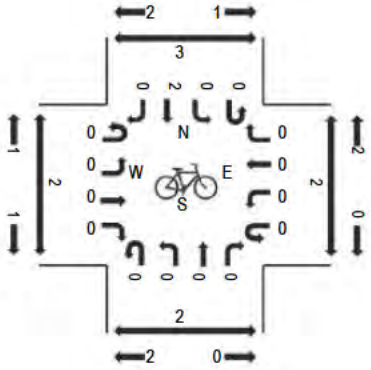
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

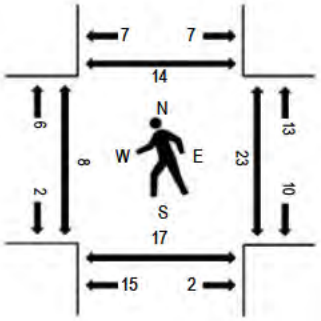
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	6	35	10	41	0	9	31	3	0	60	70	11	0	0	78	141	495	1,805	2	1	6	3
3:15 PM	1	34	13	43	0	5	15	4	0	46	82	5	0	0	74	73	395	1,758	3	3	2	0
3:30 PM	6	54	15	49	0	3	25	2	0	80	95	7	0	0	62	121	519	1,738	3	9	4	3
3:45 PM	1	44	12	23	0	7	14	9	0	43	70	12	0	0	88	73	396	1,684	0	10	5	8
4:00 PM	3	47	8	25	0	6	25	3	0	61	60	7	0	0	63	140	448	1,688	5	10	7	7
4:15 PM	3	33	10	31	0	4	9	9	0	51	70	10	0	0	71	74	375	1,704	1	5	4	0
4:30 PM	2	51	20	38	0	6	33	6	0	50	57	2	0	0	79	121	465	1,645	3	9	7	3
4:45 PM	0	30	10	30	0	3	18	4	0	35	91	8	0	0	88	83	400	1,597	1	8	7	4
5:00 PM	6	32	20	40	0	5	29	2	0	57	102	7	0	0	79	85	464	1,533	0	5	15	5
5:15 PM	0	20	11	46	0	7	7	4	0	27	79	8	0	0	74	33	316	1,383	0	5	9	10
5:30 PM	9	36	11	40	0	5	18	2	0	35	62	7	0	0	79	113	417	1,342	0	0	3	2
5:45 PM	3	26	9	37	0	3	20	2	0	41	42	3	0	0	68	82	336	1,172	0	1	0	8
6:00 PM	7	24	12	29	0	0	25	5	0	36	45	4	0	0	51	76	314	1,114	4	3	4	2
6:15 PM	10	22	4	28	0	0	9	1	0	39	43	2	0	0	52	65	275	1,091	2	8	3	8
6:30 PM	7	22	6	33	0	0	15	1	0	20	31	3	0	0	61	48	247	1,074	3	3	3	2
6:45 PM	8	28	6	31	0	2	13	2	0	26	34	11	0	0	58	59	278	1,001	2	0	0	2
7:00 PM	8	20	8	25	0	3	9	2	0	25	30	4	0	0	73	84	291	896	7	0	0	2
7:15 PM	4	15	10	19	0	1	12	3	0	30	34	1	0	0	56	73	258		0	3	0	6
7:30 PM	4	10	5	22	0	0	6	0	0	17	24	2	0	0	33	51	174		4	0	2	0
7:45 PM	6	13	2	16	0	0	2	1	0	22	34	5	0	0	28	44	173		1	2	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Lights	14	166	46	153	0	23	80	17	0	219	315	32	0	0	293	381	1,739
Mediums	0	1	3	3	0	1	5	1	0	10	2	2	0	0	9	27	64
Total	14	167	50	156	0	24	85	18	0	229	317	35	0	0	302	408	1,805

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
SUNSET AVENUE AND BRADLEY PLACE

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	33	382	229	23	394	4	5	4	18	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	27	16	2	28	0	0	0	1	0	0	0	78
1.0% Background Growth	1	12	7	1	12	0	0	0	1	0	0	0	95
Major Projects Traffic	0	13	3	0	11	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	1	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	27	16	2	28	0	0	0	1	20	5	10	
2028 Background Traffic	**35**	**409**	**245**	**25**	**422**	**4**	**5**	**4**	**19**	**20**	**5**	**10**	
Project Traffic	0	0	-2	-1	0	0	0	0	0	0	0	0	
Total	**35**	**409**	**243**	**24**	**422**	**4**	**5**	**4**	**19**	**20**	**5**	**10**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	23	366	198	14	567	10	4	6	31	1	0	1	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	26	14	1	41	1	0	0	2	0	0	0	73
1.0% Background Growth	1	11	6	0	17	0	0	0	1	0	0	0	100
Major Projects Traffic	0	0	0	0	0	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	26	14	1	41	1	0	0	2	20	5	10	
2028 Background Traffic	**25**	**392**	**212**	**15**	**608**	**11**	**4**	**6**	**33**	**21**	**5**	**11**	
Project Traffic	0	0	-1	0	-1	0	0	0	0	0	0	0	
Total	**25**	**392**	**211**	**15**	**607**	**11**	**4**	**6**	**33**	**21**	**5**	**11**	

PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

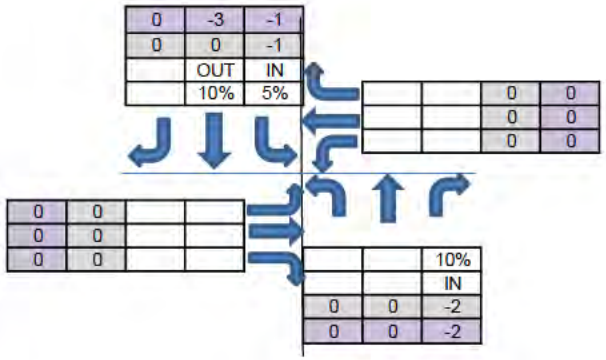
	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	27	277	184	3	480	10	6	2	36	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	20	13	0	34	1	0	0	3	0	0	0	
1.0% Background Growth	1	8	6	0	15	0	0	0	1	0	0	0	
Major Projects Traffic	0	14	3	0	17	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	22	13	1	34	1	0	0	3	20	5	10	
2028 Background Traffic	**29**	**299**	**197**	**4**	**514**	**11**	**6**	**2**	**39**	**20**	**5**	**10**	
Project Traffic	0	0	-2	-1	-3	0	0	0	0	0	0	0	
Total	**29**	**299**	**195**	**3**	**511**	**11**	**6**	**2**	**39**	**20**	**5**	**10**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study
Trips added to the major project westbound traffic as an estimate for the converstion of Sunset to a two-lane roadway with a traffic signal

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

TRIPS

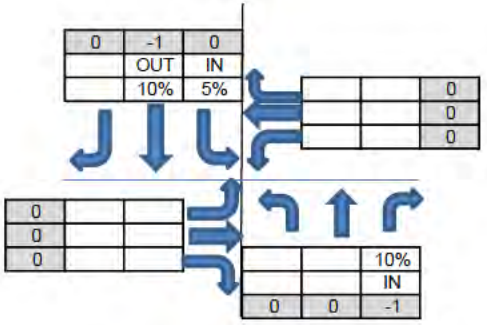
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

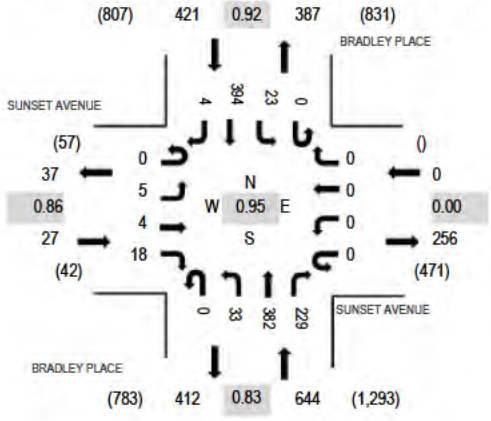
Mid-Day



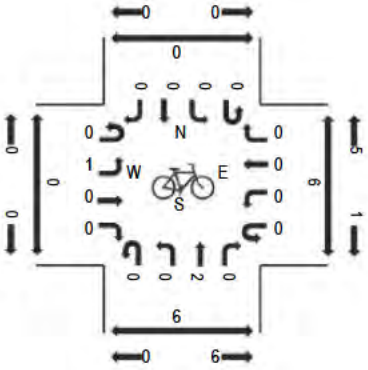
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:00 AM - 10:15 AM

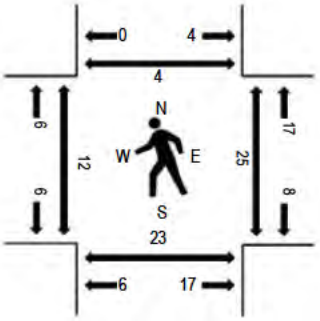
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	1	2	0	0	0	0	1	6	133	56	0	4	89	2	294	1,050	7	0	4	7
9:15 AM	0	0	1	2	0	0	0	0	0	4	94	36	0	4	79	0	220	1,044	2	3	2	4
9:30 AM	0	0	0	0	0	0	0	0	0	5	116	42	0	8	93	1	265	1,076	2	4	1	2
9:45 AM	0	1	3	5	0	0	0	0	0	2	100	54	0	6	100	0	271	1,089	3	8	9	2
10:00 AM	0	0	0	8	0	0	0	0	0	8	118	58	0	7	88	1	288	1,092	0	3	3	2
10:15 AM	0	1	2	4	0	0	0	0	0	4	88	50	0	3	99	1	252		4	9	9	0
10:30 AM	0	3	1	3	0	0	0	0	0	8	96	59	0	3	105	0	278		5	3	8	2
10:45 AM	0	1	1	3	0	0	0	0	0	13	80	62	0	10	102	2	274		3	10	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	4	18	0	0	0	0	0	33	372	223	0	21	387	4	1,066
Mediums	0	1	0	0	0	0	0	0	0	0	10	6	0	2	7	0	26
Total	0	5	4	18	0	0	0	0	0	33	382	229	0	23	394	4	1,092

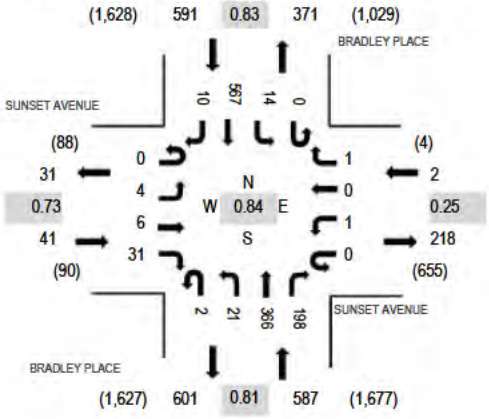
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.7%				0.0%				2.5%				2.1%			2.4%
Heavy Vehicle %	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	0.0%	8.7%	1.8%	0.0%	2.4%
Peak Hour Factor		0.86				0.00				0.83				0.92			0.95
Peak Hour Factor	0.00	0.42	0.50	0.63	0.00	0.00	0.00	0.00	0.25	0.63	0.83	0.92	0.00	0.78	0.94	0.50	0.95

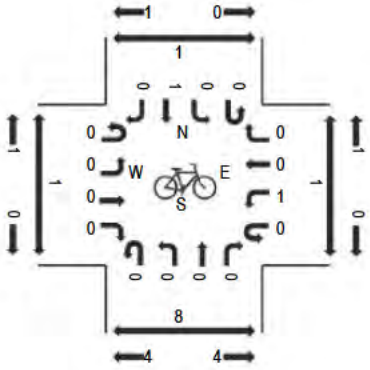
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

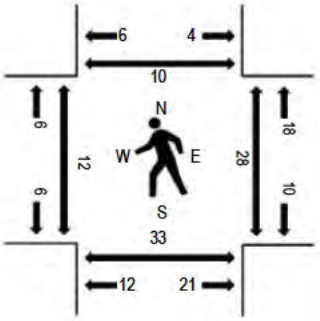
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	2	7	0	2	0	0	2	6	85	50	0	3	139	1	297	1,135	5	6	9	7
12:15 PM	0	1	1	7	0	0	0	0	0	6	94	50	0	7	119	4	289	1,090	4	5	8	15
12:30 PM	0	0	0	5	0	0	0	0	2	5	88	50	0	7	113	3	273	1,050	11	9	9	12
12:45 PM	0	2	1	5	0	0	0	0	1	5	83	59	0	7	110	3	276	1,059	5	5	7	10
1:00 PM	0	2	0	6	0	0	0	0	1	3	71	54	0	4	109	2	252	1,043	2	6	7	9
1:15 PM	0	0	1	4	0	0	0	0	0	8	75	47	0	3	110	1	249	1,094	11	1	6	4
1:30 PM	0	0	0	1	0	0	0	0	2	2	90	43	0	5	137	2	282	1,067	1	4	8	1
1:45 PM	0	0	0	4	0	0	0	0	0	2	67	39	0	4	140	4	260	1,117	4	4	9	2
2:00 PM	0	0	2	9	0	0	0	0	0	5	100	46	0	6	130	5	303	1,221	4	5	6	4
2:15 PM	0	1	1	12	0	0	0	0	0	3	69	37	0	4	94	1	222		0	6	4	2
2:30 PM	0	2	0	6	0	1	0	1	1	8	83	53	0	2	173	2	332		3	6	9	3
2:45 PM	0	1	3	4	0	0	0	0	1	5	114	62	0	2	170	2	364		5	11	14	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3
Lights	0	4	6	31	0	1	0	1	2	20	360	195	0	14	549	10	1,193
Mediums	0	0	0	0	0	0	0	0	0	1	6	2	0	0	16	0	25
Total	0	4	6	31	0	1	0	1	2	21	366	198	0	14	567	10	1,221

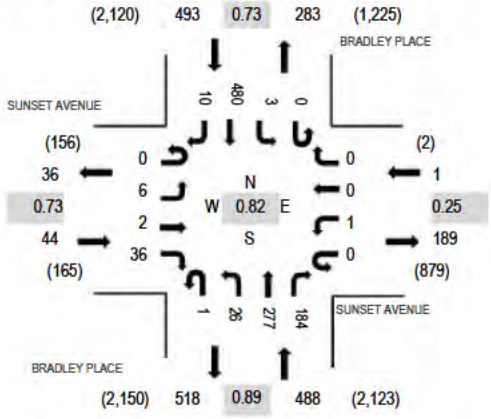
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.7%				3.0%			2.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	1.6%	1.5%	0.0%	0.0%	3.2%	0.0%	2.3%
Peak Hour Factor		0.73				0.25				0.81				0.83			0.84
Peak Hour Factor	0.00	0.63	0.50	0.65	0.00	0.25	0.00	0.25	0.63	0.92	0.80	0.90	0.00	0.89	0.82	0.60	0.84

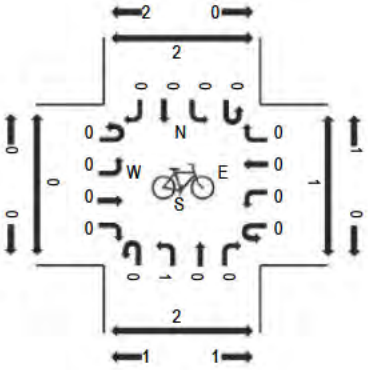
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

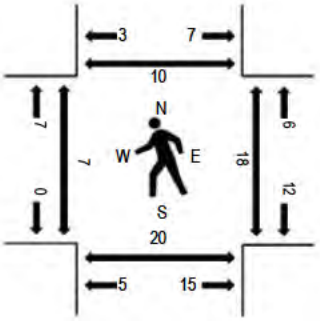
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	0	7	0	0	0	0	0	4	66	47	0	1	164	7	297	1,011	7	10	6	5
3:15 PM	0	2	0	6	0	0	0	0	0	4	61	31	0	0	106	2	212	1,026	0	2	4	3
3:30 PM	0	1	1	13	0	0	0	0	0	8	80	49	0	0	137	5	294	1,010	6	7	4	0
3:45 PM	0	2	0	8	0	1	0	0	0	6	69	42	0	0	80	0	208	940	1	6	7	0
4:00 PM	0	1	1	9	0	0	0	0	1	8	67	62	0	3	157	3	312	988	0	3	5	7
4:15 PM	0	1	2	2	0	0	0	0	0	6	58	36	0	1	89	1	196	939	1	3	5	4
4:30 PM	0	0	2	9	0	0	0	0	0	7	50	39	0	0	117	0	224	899	2	5	5	2
4:45 PM	0	1	2	6	0	0	0	1	0	11	66	45	0	0	124	0	256	945	4	2	9	7
5:00 PM	0	2	1	4	0	0	0	0	0	6	70	44	0	4	130	2	263	938	2	6	2	4
5:15 PM	0	3	2	4	0	0	0	0	0	4	43	42	0	0	57	1	156	911	5	12	4	10
5:30 PM	0	0	0	3	0	0	0	0	0	5	56	42	0	2	159	3	270	965	6	3	6	9
5:45 PM	0	0	1	7	0	0	0	0	0	4	69	48	0	6	112	2	249	876	1	2	6	6
6:00 PM	0	1	0	6	0	0	0	0	0	2	65	45	0	6	108	3	236	804	1	5	0	3
6:15 PM	0	0	2	6	0	0	0	0	0	8	58	46	0	5	83	2	210	782	3	7	0	3
6:30 PM	0	0	0	4	0	0	0	0	0	2	60	33	0	8	72	2	181	746	8	7	0	1
6:45 PM	0	1	2	8	0	0	0	0	0	4	59	36	0	5	61	1	177	711	5	9	0	2
7:00 PM	0	4	0	6	0	0	0	0	0	6	70	28	0	7	91	2	214	669	3	4	0	7
7:15 PM	0	1	2	3	0	0	0	0	0	9	43	38	0	1	74	3	174		0	1	0	2
7:30 PM	0	0	3	4	0	0	0	0	0	7	49	23	0	2	57	1	146		3	4	0	1
7:45 PM	0	0	3	5	0	0	0	0	0	5	44	27	0	1	50	0	135		5	8	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	6	2	36	0	1	0	0	1	26	273	184	0	2	466	10	1,007
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	1	13	0	18
Total	0	6	2	36	0	1	0	0	1	26	277	184	0	3	480	10	1,026

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
BRADLEY PLACE AT ROYAL POINCIANA WAY

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	63	208	58	0	96	230	484	751	188	51	221	74	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	5	15	4	0	7	16	35	54	13	4	16	5	173
1.0% Background Growth	2	6	2	0	3	7	15	23	6	2	7	2	337
Major Projects Traffic	35	0	0	0	0	18	22	80	44	0	65	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	37	15	4	0	7	25	37	103	50	4	72	5	
2028 Background Traffic	**100**	**223**	**62**	**0**	**103**	**255**	**521**	**854**	**238**	**55**	**293**	**79**	
Project Traffic	0	-1	0	0	0	0	-1	-4	0	0	0	0	
Total	**100**	**222**	**62**	**0**	**103**	**255**	**520**	**850**	**238**	**55**	**293**	**79**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	205	180	74	0	122	463	326	338	118	87	644	61	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	15	13	5	0	9	33	23	24	8	6	46	4	184
1.0% Background Growth	6	5	2	0	4	14	10	10	4	3	20	2	424
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
PB Synagogue Project Trips	0	1	0	0	0	0	0	1	0	0	1	1	
Background Traffic Used	15	13	5	0	9	33	23	24	8	6	46	4	
2028 Background Traffic	**220**	**193**	**79**	**0**	**131**	**496**	**349**	**362**	**126**	**93**	**690**	**65**	
Project Traffic	0	0	0	0	-1	-1	0	-1	0	0	-3	0	
Total	**220**	**193**	**79**	**0**	**130**	**495**	**349**	**361**	**126**	**93**	**687**	**65**	

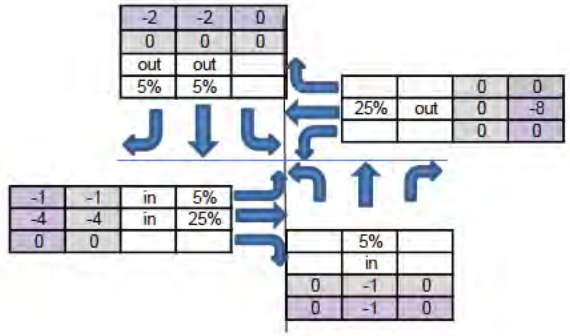
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	346	156	83	0	45	459	284	343	95	42	686	34	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	25	11	6	0	3	33	20	25	7	3	49	2	
1.0% Background Growth	10	5	3	0	1	14	9	10	3	1	21	1	
Major Projects Traffic	57	0	0	0	0	29	23	85	47	0	105	0	
PB Synagogue Project Trips	0	1	0	0	0	0	0	1	0	0	1	1	
Background Traffic Used	67	11	6	0	3	43	32	96	50	3	127	2	
2028 Background Traffic	**413**	**167**	**89**	**0**	**48**	**502**	**316**	**439**	**145**	**45**	**813**	**36**	
Project Traffic	0	-1	0	0	-2	-2	-1	-4	0	0	-8	0	
Total	**413**	**166**	**89**	**0**	**46**	**500**	**315**	**435**	**145**	**45**	**805**	**36**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

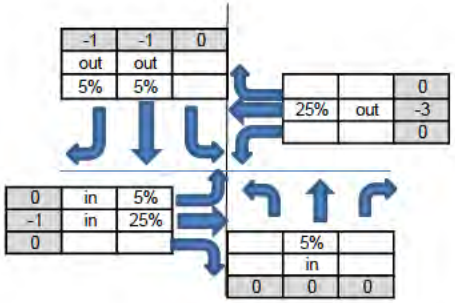
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

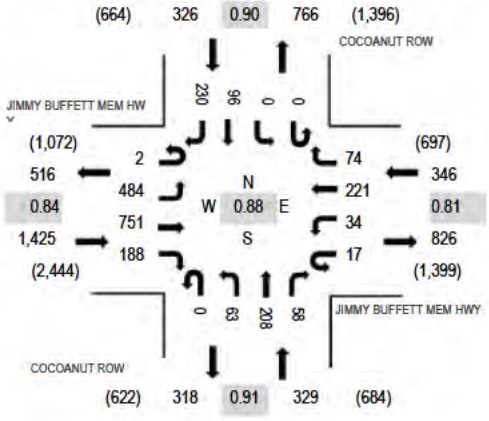


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

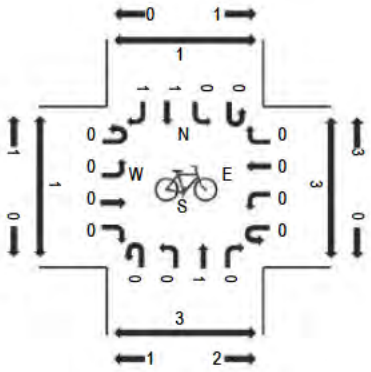
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY AM
Date: Thursday, January 9, 2025
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

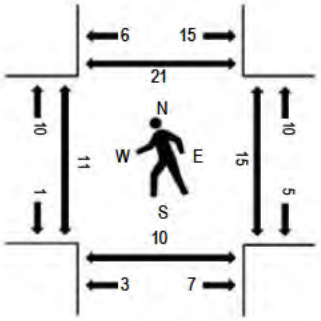
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	2	109	135	32	4	6	53	7	0	16	51	11	0	0	18	59	503	2,279	5	9	8	4
8:15 AM	0	81	125	39	3	10	32	9	0	10	62	16	0	0	16	53	456	2,362	3	4	5	1
8:30 AM	0	140	233	44	8	8	54	20	0	11	43	5	0	0	20	46	632	2,426	1	6	1	5
8:45 AM	1	142	221	58	5	9	49	30	0	20	55	15	0	0	23	60	688	2,313	5	3	1	9
9:00 AM	0	124	154	37	2	7	61	15	0	16	59	15	0	0	29	67	586	2,210	2	5	2	2
9:15 AM	1	78	143	49	2	10	57	9	0	16	51	23	0	0	24	57	520		3	1	6	5
9:30 AM	1	81	99	40	8	15	66	17	0	17	57	29	0	0	19	70	519		3	8	6	1
9:45 AM	1	96	122	56	3	18	86	14	0	22	46	18	0	0	35	68	585		5	6	7	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	0	0	0	2	0	0	2	1	0	0	0	0	0	9
Lights	2	464	718	183	12	29	208	70	0	59	197	45	0	0	90	225	2,302
Mediums	0	19	30	5	5	5	11	4	0	2	10	13	0	0	6	5	115
Total	2	484	751	188	17	34	221	74	0	63	208	58	0	0	96	230	2,426

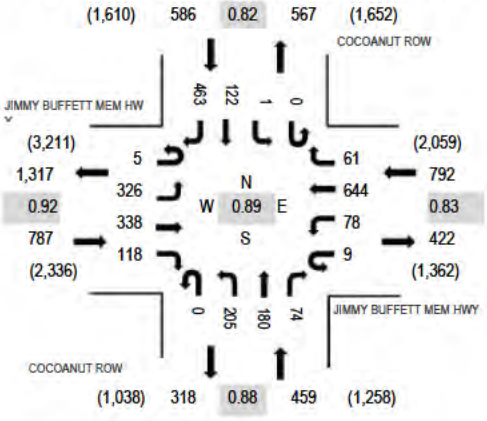
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.1%				7.8%				8.5%				3.4%			5.1%
Heavy Vehicle %	0.0%	4.1%	4.4%	2.7%	29.4%	14.7%	5.9%	5.4%	0.0%	6.3%	5.3%	22.4%	0.0%	0.0%	6.3%	2.2%	5.1%
Peak Hour Factor		0.84				0.81				0.91				0.90			0.88
Peak Hour Factor	0.38	0.86	0.81	0.81	0.63	0.69	0.78	0.62	0.00	0.81	0.94	0.73	0.00	0.00	0.76	0.94	0.88

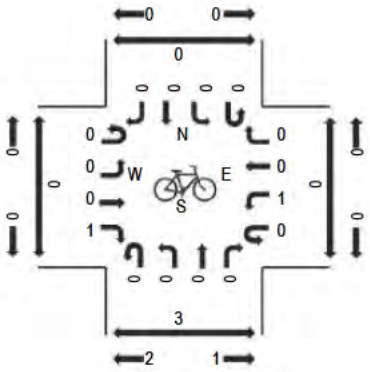
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

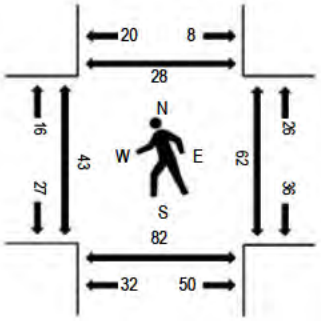
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	3	81	101	39	5	17	87	21	0	37	39	19	0	0	50	101	600	2,383	10	9	11	6
12:15 PM	4	79	89	32	7	26	117	24	0	20	53	18	0	2	36	87	594	2,331	10	10	16	5
12:30 PM	3	68	98	28	6	13	99	23	0	40	53	36	0	0	36	82	585	2,284	6	12	7	5
12:45 PM	0	66	103	31	14	25	109	25	0	35	53	25	0	1	42	75	604	2,271	3	9	19	11
1:00 PM	1	76	82	31	2	29	107	23	0	27	33	19	0	0	32	86	548	2,256	2	10	21	1
1:15 PM	5	62	83	27	4	17	127	13	0	28	51	19	0	0	27	84	547	2,349	9	16	17	8
1:30 PM	4	78	66	33	5	20	113	13	0	35	43	22	0	0	31	109	572	2,332	6	11	16	5
1:45 PM	2	59	86	29	2	24	131	19	0	38	30	26	0	0	45	98	589	2,472	9	16	15	6
2:00 PM	2	82	94	31	3	24	142	14	0	36	49	31	0	0	40	93	641	2,624	7	13	19	7
2:15 PM	1	56	72	25	2	19	131	13	0	52	40	18	0	1	23	77	530		6	14	23	10
2:30 PM	2	82	77	37	2	16	174	13	0	72	44	14	0	0	30	149	712		15	24	25	5
2:45 PM	0	106	95	25	2	19	197	21	0	45	47	11	0	0	29	144	741		15	11	15	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	5
Lights	5	320	334	118	7	74	623	59	0	201	178	67	0	1	119	448	2,554
Mediums	0	6	3	0	2	4	20	1	0	4	2	7	0	0	3	13	65
Total	5	326	338	118	9	78	644	61	0	205	180	74	0	1	122	463	2,624

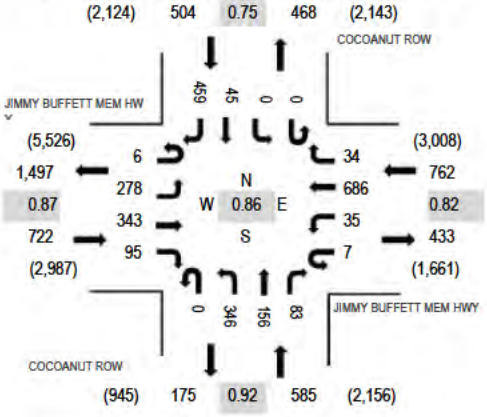
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				3.7%				2.8%				3.1%			2.7%
Heavy Vehicle %	0.0%	1.8%	1.2%	0.0%	22.2%	5.1%	3.3%	3.3%	0.0%	2.0%	1.1%	9.5%	0.0%	0.0%	2.5%	3.2%	2.7%
Peak Hour Factor		0.92				0.83				0.88				0.82			0.89
Peak Hour Factor	0.65	0.77	0.95	0.83	0.57	0.80	0.82	0.95	0.00	0.71	0.93	0.69	0.00	0.38	0.82	0.78	0.89

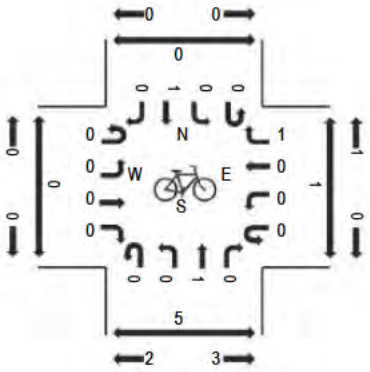
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

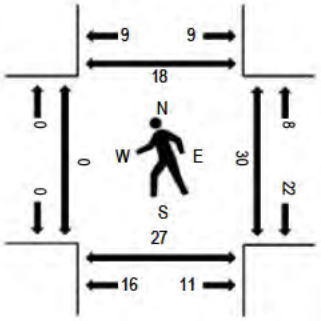
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	1	70	89	29	1	10	201	9	0	87	34	25	0	0	16	151	723	2,573	0	9	12	3
3:15 PM	1	49	83	22	0	10	121	7	0	94	43	21	0	0	9	100	560	2,571	0	7	2	4
3:30 PM	2	93	93	22	5	6	214	10	0	107	33	21	0	0	13	132	751	2,560	0	12	10	5
3:45 PM	2	66	78	22	1	9	150	8	0	58	46	16	0	0	7	76	539	2,458	0	2	3	6
4:00 PM	2	92	77	22	3	12	191	7	0	109	41	5	0	0	19	141	721	2,528	1	2	2	5
4:15 PM	1	57	80	20	1	5	144	7	0	82	40	22	0	0	9	81	549	2,443	0	7	8	5
4:30 PM	4	59	81	25	2	8	180	4	0	114	32	18	0	0	13	109	649	2,290	0	9	11	4
4:45 PM	3	68	91	27	1	5	136	4	0	79	50	13	0	0	21	111	609	2,302	0	9	7	1
5:00 PM	1	82	88	35	2	6	156	8	0	84	33	10	1	0	28	102	636	2,217	0	18	18	1
5:15 PM	0	43	77	24	1	2	70	2	0	50	49	16	0	0	10	52	396	2,075	0	18	6	5
5:30 PM	1	73	79	25	2	14	206	8	0	61	24	10	0	0	43	115	661	2,127	4	12	9	5
5:45 PM	0	65	60	26	6	17	103	15	0	49	44	13	0	0	28	98	524	1,848	1	11	7	5
6:00 PM	4	59	64	20	5	11	121	14	0	40	39	6	0	0	22	89	494	1,688	2	7	7	1
6:15 PM	3	57	52	14	1	16	106	17	0	45	39	15	0	0	20	63	448	1,604	2	1	3	2
6:30 PM	2	56	56	19	6	5	77	9	0	32	32	8	0	0	21	59	382	1,508	8	4	8	2
6:45 PM	0	38	65	11	1	6	85	21	0	19	43	6	0	0	18	51	364	1,387	5	0	1	2
7:00 PM	2	44	45	17	0	8	114	12	0	19	39	10	1	0	19	80	410	1,269	0	2	2	1
7:15 PM	2	45	42	15	2	4	103	17	0	6	30	5	0	0	20	61	352		3	3	1	1
7:30 PM	2	33	37	7	5	6	56	14	0	10	31	2	0	0	18	40	261		0	1	1	0
7:45 PM	1	30	31	4	3	6	54	13	0	10	34	3	0	0	19	38	246		5	2	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	6	276	341	92	3	35	651	33	0	337	155	79	0	0	45	444	2,497
Mediums	0	2	2	3	4	0	35	1	0	9	1	4	0	0	0	14	75
Total	6	278	343	95	7	35	686	34	0	346	156	83	0	0	45	459	2,573

2025 EXISITNG CONDITONS

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	4	18	0	0	0	33	382	229	23	394	4
Future Vol, veh/h	5	4	18	0	0	0	33	382	229	23	394	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	4	19	0	0	0	35	402	241	24	415	4

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	937	1178	417			419	0	0	643	0	0
Stage 1	465	465	-			-	-	-	-	-	-
Stage 2	472	713	-			-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22			4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-			-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318			2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	294	191	636			1140	-	-	942	-	-
Stage 1	632	563	-			-	-	-	-	-	-
Stage 2	628	436	-			-	-	-	-	-	-
Platoon blocked, %							-	-		-	-
Mov Cap-1 Maneuver	278	0	636			1140	-	-	942	-	-
Mov Cap-2 Maneuver	278	0	-			-	-	-	-	-	-
Stage 1	613	0	-			-	-	-	-	-	-
Stage 2	612	0	-			-	-	-	-	-	-

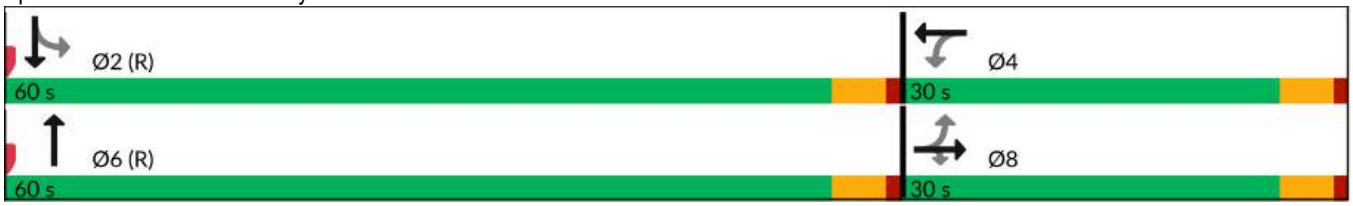
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.69	0.42	0.49
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	497	942	-	-
HCM Lane V/C Ratio	0.03	-	-	0.057	0.026	-	-
HCM Ctrl Dly (s/v)	8.3	-	-	12.7	8.9	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	6	132	15	0	549	6	490
Future Volume (vph)	40	6	132	15	0	549	6	490
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.18	0.02	0.37		0.09	0.23		0.21
Control Delay (s/veh)	35.0	32.3	9.4		18.6	3.1		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	35.0	32.3	9.4		18.6	3.3		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.9			18.6	3.3		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay (s/veh): 5.0	Intersection LOS: A
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

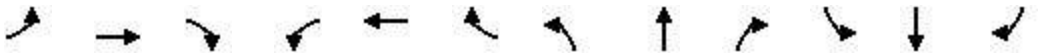




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	42	6	139	25	602	522
v/c Ratio	0.18	0.02	0.37	0.09	0.23	0.21
Control Delay (s/veh)	35.0	32.3	9.4	18.6	3.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	32.3	9.4	18.6	3.3	2.4
Queue Length 50th (ft)	21	3	0	3	18	16
Queue Length 95th (ft)	51	m14	50	25	67	24
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	391	527	548	446	2582	2465
Starvation Cap Reductn	0	0	0	0	1105	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.01	0.25	0.06	0.41	0.21

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	6	132	15	0	9	0	549	23	6	490	0
Future Volume (veh/h)	40	6	132	15	0	9	0	549	23	6	490	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	42	6	139	16	0	9	0	578	24	6	516	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	310	263	198	14	82	0	2553	106	49	2541	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1406	1870	1585	798	85	496	0	3571	144	12	3546	0
Grp Volume(v), veh/h	42	6	139	25	0	0	0	295	307	279	243	0
Grp Sat Flow(s),veh/h/ln	1406	1870	1585	1379	0	0	0	1777	1844	1856	1617	0
Q Serve(g_s), s	0.9	0.2	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.2	7.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.64		0.36	0.00		0.08	0.02		0.00
Lane Grp Cap(c), veh/h	318	310	263	294	0	0	0	1304	1354	1403	1187	0
V/C Ratio(X)	0.13	0.02	0.53	0.08	0.00	0.00	0.00	0.23	0.23	0.20	0.20	0.00
Avail Cap(c_a), veh/h	483	530	449	453	0	0	0	1304	1354	1403	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.92	0.92	0.98	0.98	0.00
Uniform Delay (d), s/veh	32.1	31.4	34.3	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.6	0.1	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.2	5.1	0.8	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.0	31.9	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		187			25			602			522	
Approach Delay, s/veh		35.0			31.9			0.4			0.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.6		19.4		70.6		19.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.1		2.0		9.2				
Green Ext Time (p_c), s		3.5		0.1		4.2		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	484	751	51	221	74	63	208	96	230
Future Volume (vph)	484	751	51	221	74	63	208	96	230
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.71	0.67	0.15	0.21	0.14	0.15	0.50	0.27	0.30
Control Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		27.2		17.5			23.0	10.4	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	509	989	54	233	78	66	280	101	242
v/c Ratio	0.71	0.67	0.15	0.21	0.14	0.15	0.50	0.27	0.30
Control Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Length 50th (ft)	123	232	22	43	0	23	103	43	0
Queue Length 95th (ft)	#179	#344	53	71	11	51	173	86	28
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1484	368	1211	625	450	867	637	954
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.67	0.15	0.19	0.12	0.15	0.32	0.16	0.25

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)	484	751	188	51	221	74	63	208	58	0	96	230
Future Volume (vph)	484	751	188	51	221	74	63	208	58	0	96	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3433		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3433		1770	3539	1583	1288	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	509	791	198	54	233	78	66	219	61	0	101	242
RTOR Reduction (vph)	0	20	0	0	0	53	0	12	0	0	0	147
Lane Group Flow (vph)	509	969	0	54	233	25	66	268	0	0	101	95
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1412		193	1132	506	420	551			361	624
v/s Ratio Prot	c0.15	c0.28		0.03	0.07		0.01	c0.15			0.05	0.06
v/s Ratio Perm						0.02	0.04					
v/c Ratio	0.74	0.69		0.28	0.21	0.05	0.16	0.49			0.28	0.15
Uniform Delay, d1	29.2	18.8		31.8	19.3	18.3	19.8	22.0			26.7	15.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	7.0	2.7		0.8	0.1	0.0	0.2	0.7			0.4	0.1
Delay (s)	36.2	21.5		32.6	19.3	18.3	19.9	22.7			27.1	15.3
Level of Service	D	C		C	B	B	B	C			C	B
Approach Delay (s/veh)		26.5			21.1			22.2			18.8	
Approach LOS		C			C			C			B	

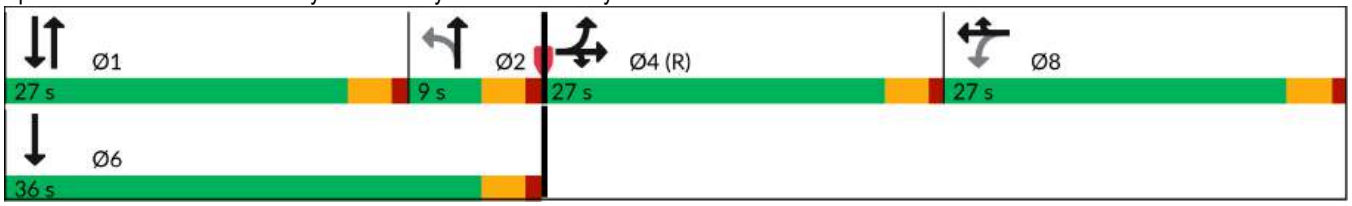
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

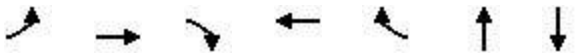
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	356	75	197	3	36	7	83	328	232		
Future Volume (vph)	356	75	197	3	36	7	83	328	232		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	39.4	39.4	39.4		7.5	7.5		35.1	35.1		
Actuated g/C Ratio	0.44	0.44	0.44		0.08	0.08		0.39	0.39		
v/c Ratio	0.31	0.31	0.26		0.28	0.03		0.45	0.33		
Control Delay (s/veh)	21.6	21.5	4.5		42.8	0.3		20.4	5.7		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	21.6	21.5	4.5		42.8	0.3		20.4	5.7		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		16.2			36.6			20.4	5.7		
Approach LOS		B			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

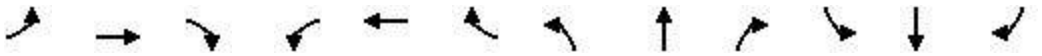
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	225	229	207	41	7	473	465
v/c Ratio	0.31	0.31	0.26	0.28	0.03	0.45	0.33
Control Delay (s/veh)	21.6	21.5	4.5	42.8	0.3	20.4	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	21.5	4.5	42.8	0.3	20.4	5.7
Queue Length 50th (ft)	91	93	0	22	0	100	11
Queue Length 95th (ft)	184	186	50	53	0	121	6
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	735	749	808	452	485	1047	1443
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	0.31	0.31	0.26	0.09	0.01	0.45	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	356	75	197	3	36	7	83	328	39	0	232	210
Future Volume (vph)	356	75	197	3	36	7	83	328	39	0	232	210
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1713	1583		1856	1583		3461			3287	
Flt Permitted	0.95	0.97	1.00		0.95	1.00		0.77			1.00	
Satd. Flow (perm)	1681	1713	1583		1769	1583		2698			3287	
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)	375	79	207	3	38	7	87	345	41	0	244	221
RTOR Reduction (vph)	0	0	120	0	0	7	0	7	0	0	135	0
Lane Group Flow (vph)	225	229	87	0	41	0	0	466	0	0	330	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	37.8	37.8	37.8		5.1	5.1		35.1			35.1	
Effective Green, g (s)	37.8	37.8	37.8		5.1	5.1		35.1			35.1	
Actuated g/C Ratio	0.42	0.42	0.42		0.06	0.06		0.39			0.39	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	706	719	664		100	89		1052			1281	
v/s Ratio Prot	c0.13	0.13	0.05			0.00					0.10	
v/s Ratio Perm					c0.02			c0.17				
v/c Ratio	0.32	0.32	0.13		0.41	0.00		0.44			0.26	
Uniform Delay, d1	17.5	17.5	16.0		41.0	40.1		20.2			18.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.57	
Incremental Delay, d2	1.2	1.2	0.4		2.7	0.0		0.3			0.1	
Delay (s)	18.7	18.6	16.4		43.7	40.1		20.5			10.7	
Level of Service	B	B	B		D	D		C			B	
Approach Delay (s/veh)		18.0			43.2			20.5			10.7	
Approach LOS		B			D			C			B	

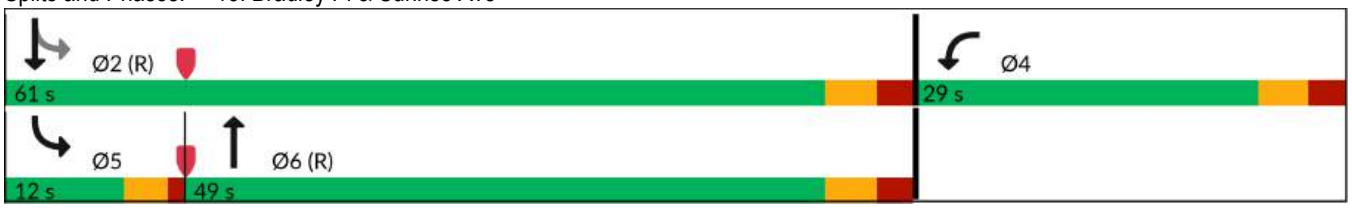
Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	116	346	44	280
Future Volume (vph)	116	346	44	280
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	13.9	57.9	66.2	64.3
Actuated g/C Ratio	0.15	0.64	0.74	0.71
v/c Ratio	0.63	0.38	0.07	0.22
Control Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	10.1	4.3	5.4
LOS	D	B	A	A
Approach Delay (s/veh)	42.3	10.1		5.2
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	181	441	46	295
v/c Ratio	0.63	0.38	0.07	0.22
Control Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Length 50th (ft)	86	114	6	47
Queue Length 95th (ft)	141	214	18	96
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1175	676	1330
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.38	0.07	0.22

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	116	56	346	73	44	280
Future Volume (veh/h)	116	56	346	73	44	280
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	48	364	66	46	295
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	149	59	998	181	695	1398
Arrive On Green	0.12	0.12	0.65	0.65	0.06	0.75
Sat Flow, veh/h	1229	483	1541	279	1781	1870
Grp Volume(v), veh/h	171	0	0	430	46	295
Grp Sat Flow(s),veh/h/ln	1722	0	0	1820	1781	1870
Q Serve(g_s), s	8.7	0.0	0.0	9.8	0.7	4.3
Cycle Q Clear(g_c), s	8.7	0.0	0.0	9.8	0.7	4.3
Prop In Lane	0.71	0.28		0.15	1.00	
Lane Grp Cap(c), veh/h	209	0	0	1179	695	1398
V/C Ratio(X)	0.82	0.00	0.00	0.36	0.07	0.21
Avail Cap(c_a), veh/h	442	0	0	1179	754	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	0.0	7.3	4.3	3.4
Incr Delay (d2), s/veh	7.6	0.0	0.0	0.9	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	0.0	6.5	0.3	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.2	0.0	0.0	8.2	4.3	3.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	171		430			341
Approach Delay, s/veh	46.2		8.2			3.8
Approach LOS	D		A			A

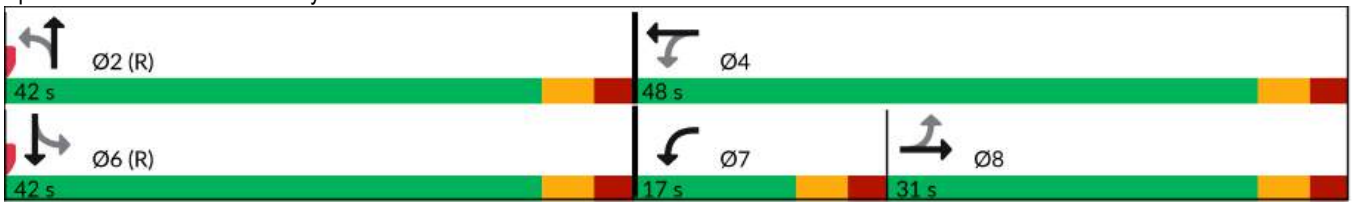
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.2		16.8	9.0	64.2
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.3		10.7	2.7	11.8
Green Ext Time (p_c), s		1.9		0.4	0.0	3.0

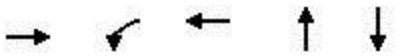
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	22	82	37	84	396	28	381
Future Volume (vph)	37	22	82	37	84	396	28	381
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.1	23.2	23.8		58.6		58.6
Actuated g/C Ratio		0.12	0.26	0.26		0.65		0.65
v/c Ratio		0.48	0.26	0.14		0.34		0.24
Control Delay (s/veh)		24.2	24.9	15.2		9.6		9.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.2	24.9	15.2		9.6		9.3
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.2		20.7		9.6		9.3
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 11.8	Intersection LOS: B
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

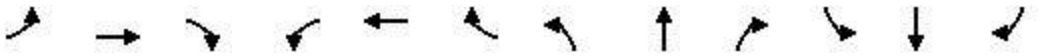
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	105	86	66	618	491
v/c Ratio	0.48	0.26	0.14	0.34	0.24
Control Delay (s/veh)	24.2	24.9	15.2	9.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	24.9	15.2	9.6	9.3
Queue Length 50th (ft)	36	37	16	86	63
Queue Length 95th (ft)	84	66	43	100	107
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	443	358	830	1805	2032
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.08	0.34	0.24

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	22	41	82	37	26	84	396	107	28	381	58
Future Volume (veh/h)	37	22	41	82	37	26	84	396	107	28	381	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	23	32	86	39	16	88	417	102	29	401	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	60	58	368	307	126	292	1340	329	134	1777	219
Arrive On Green	0.11	0.11	0.11	0.07	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	493	551	539	1781	1260	517	386	2152	528	144	2853	352
Grp Volume(v), veh/h	94	0	0	86	0	55	296	0	311	247	0	233
Grp Sat Flow(s),veh/h/ln	1583	0	0	1781	0	1777	1458	0	1607	1710	0	1639
Q Serve(g_s), s	2.7	0.0	0.0	3.7	0.0	2.2	0.4	0.0	0.0	0.0	0.0	5.6
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.7	0.0	2.2	6.1	0.0	0.0	5.2	0.0	5.6
Prop In Lane	0.41		0.34	1.00		0.29	0.30		0.33	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	368	0	433	960	0	1001	1110	0	1021
V/C Ratio(X)	0.41	0.00	0.00	0.23	0.00	0.13	0.31	0.00	0.31	0.22	0.00	0.23
Avail Cap(c_a), veh/h	487	0	0	463	0	829	960	0	1001	1110	0	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	0.0	30.3	0.0	26.6	0.0	0.0	0.0	7.4	0.0	7.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.1	0.8	0.0	0.8	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	0.0	2.8	0.0	1.7	0.4	0.0	0.4	3.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	0.0	0.0	30.6	0.0	26.7	0.8	0.0	0.8	7.8	0.0	8.0
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		94			141			607			480	
Approach Delay, s/veh		39.1			29.1			0.8			7.9	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		62.1		27.9		62.1	12.2	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		8.1		4.2		7.6	5.7	6.9				
Green Ext Time (p_c), s		4.4		0.3		3.2	0.1	0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	31	0	0	0	23	366	198	14	567	10
Future Vol, veh/h	4	6	31	0	0	0	23	366	198	14	567	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	6	33	0	0	0	24	385	208	15	597	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1065	1274	602	1063	1071	385	607	0	0	594	0	0
Stage 1	632	632	-	434	434	-	-	-	-	-	-	-
Stage 2	434	642	-	629	637	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	200	167	500	201	221	662	971	-	-	982	-	-
Stage 1	469	474	-	601	581	-	-	-	-	-	-	-
Stage 2	601	469	-	470	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	161	500	174	212	662	971	-	-	982	-	-
Mov Cap-2 Maneuver	192	161	-	174	212	-	-	-	-	-	-	-
Stage 1	462	467	-	586	567	-	-	-	-	-	-	-
Stage 2	586	457	-	427	464	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.08	0	0.34	0.21
HCM LOS	C	A		

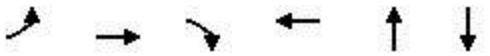
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	341	-	982	-	-
HCM Lane V/C Ratio	0.025	-	-	0.127	-	0.015	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	17.1	0	8.7	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	6	158	18	0	491	13	635
Future Volume (vph)	39	6	158	18	0	491	13	635
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.18	0.02	0.41		0.12	0.21		0.28
Control Delay (s/veh)	35.1	32.5	9.2		20.7	6.2		2.2
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	35.1	32.5	9.2		20.7	6.5		2.4
LOS	D	C	A		C	A		A
Approach Delay (s/veh)		14.9			20.7	6.5		2.4
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 6.1	Intersection LOS: A
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

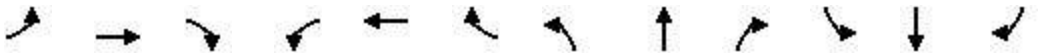




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	41	6	166	32	535	682
v/c Ratio	0.18	0.02	0.41	0.12	0.21	0.28
Control Delay (s/veh)	35.1	32.5	9.2	20.7	6.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	35.1	32.5	9.2	20.7	6.5	2.4
Queue Length 50th (ft)	20	3	1	7	83	28
Queue Length 95th (ft)	m50	m13	54	32	63	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	449	610	630	512	2584	2444
Starvation Cap Reductn	0	0	0	0	1399	853
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.01	0.26	0.06	0.45	0.43

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	6	158	18	0	12	0	491	17	13	635	0
Future Volume (veh/h)	39	6	158	18	0	12	0	491	17	13	635	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	41	6	166	19	0	13	0	517	18	14	668	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	184	16	93	0	2570	89	64	2509	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1401	1870	1585	723	95	560	0	3597	122	31	3505	0
Grp Volume(v), veh/h	41	6	166	32	0	0	0	262	273	363	319	0
Grp Sat Flow(s),veh/h/ln	1401	1870	1585	1378	0	0	0	1777	1848	1835	1617	0
Q Serve(g_s), s	0.5	0.2	8.8	0.0	0.0	0.0	0.0	10.6	10.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	8.8	1.4	0.0	0.0	0.0	10.6	10.6	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.07	0.04		0.00
Lane Grp Cap(c), veh/h	319	311	264	293	0	0	0	1304	1356	1388	1186	0
V/C Ratio(X)	0.13	0.02	0.63	0.11	0.00	0.00	0.00	0.20	0.20	0.26	0.27	0.00
Avail Cap(c_a), veh/h	545	613	520	509	0	0	0	1304	1356	1388	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.75	0.75	0.96	0.96	0.00
Uniform Delay (d), s/veh	32.0	31.4	34.9	31.9	0.0	0.0	0.0	13.1	13.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.5	0.2	0.0	0.0	0.0	0.3	0.3	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.2	6.3	1.1	0.0	0.0	0.0	8.1	8.4	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	37.4	32.0	0.0	0.0	0.0	13.3	13.3	0.4	0.5	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		213			32			535			682	
Approach Delay, s/veh		36.2			32.0			13.3			0.5	
Approach LOS		D			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.4		12.6		10.8				
Green Ext Time (p_c), s		4.9		0.1		3.6		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.1									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	326	338	87	644	61	205	180	122	463
Future Volume (vph)	326	338	87	644	61	205	180	122	463
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.2	25.2	29.4	29.4	19.3	33.9
Actuated g/C Ratio	0.18	0.36	0.18	0.30	0.30	0.36	0.36	0.23	0.41
v/c Ratio	0.57	0.39	0.29	0.63	0.11	0.46	0.41	0.29	0.68
Control Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
LOS	D	C	C	C	A	C	C	C	B
Approach Delay (s/veh)		27.3		26.9			22.2	17.1	
Approach LOS		C		C			C	B	

Intersection Summary		
Cycle Length: 90		
Actuated Cycle Length: 82.7		
Natural Cycle: 75		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.68		
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C	
Intersection Capacity Utilization 69.2%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	343	480	92	678	64	216	267	128	487
v/c Ratio	0.57	0.39	0.29	0.63	0.11	0.46	0.41	0.29	0.68
Control Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Length 50th (ft)	85	90	42	154	0	83	94	56	104
Queue Length 95th (ft)	139	148	93	236	2	138	157	102	175
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	605	1246	312	1140	595	474	783	577	828
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.39	0.29	0.59	0.11	0.46	0.34	0.22	0.59

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	338	118	87	644	61	205	180	74	0	122	463
Future Volume (vph)	326	338	118	87	644	61	205	180	74	0	122	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1781			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.66	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1235	1781			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	343	356	124	92	678	64	216	189	78	0	128	487
RTOR Reduction (vph)	0	35	0	0	0	44	0	18	0	0	0	68
Lane Group Flow (vph)	343	445	0	92	678	20	216	249	0	0	128	419
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.3	26.2	26.2	29.4	29.4			19.3	33.9
Effective Green, g (s)	14.6	29.5		11.3	26.2	26.2	29.4	29.4			19.3	33.9
Actuated g/C Ratio	0.17	0.35		0.14	0.31	0.31	0.35	0.35			0.23	0.41
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	598	1199		238	1107	495	469	625			429	641
v/s Ratio Prot	0.10	c0.13		0.05	c0.19		c0.03	0.14			0.07	c0.26
v/s Ratio Perm						0.01	0.13					
v/c Ratio	0.57	0.37		0.39	0.61	0.04	0.46	0.40			0.30	0.65
Uniform Delay, d1	31.7	20.2		33.0	24.4	20.0	21.6	20.5			26.6	20.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.0	0.9		1.0	1.0	0.0	0.7	0.4			0.4	2.4
Delay (s)	35.7	21.1		34.1	25.4	20.0	22.3	20.9			27.0	22.6
Level of Service	D	C		C	C	C	C	C			C	C
Approach Delay (s/veh)		27.2			26.0			21.5			23.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	83.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

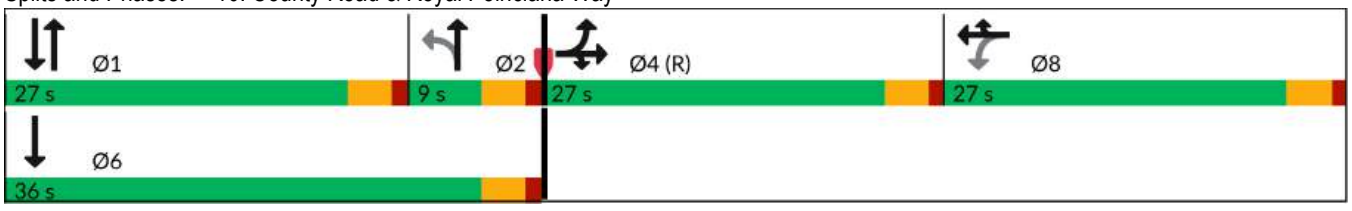
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	197	68	167	24	92	11	212	326	336		
Future Volume (vph)	197	68	167	24	92	11	212	326	336		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	24.5	24.5	24.5		11.7	11.7		41.8	41.8		
Actuated g/C Ratio	0.27	0.27	0.27		0.13	0.13		0.46	0.46		
v/c Ratio	0.30	0.30	0.32		0.55	0.04		1.03dl	0.48		
Control Delay (s/veh)	29.1	29.0	6.1		45.7	0.3		24.3	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	29.1	29.0	6.1		45.7	0.3		24.3	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		20.2			41.6			24.3	15.7		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 21.0	Intersection LOS: C
Intersection Capacity Utilization 64.4%	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: 10: County Road & Royal Poinciana Way

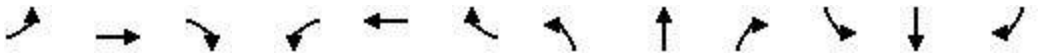




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	139	140	176	122	12	609	836
v/c Ratio	0.30	0.30	0.32	0.55	0.04	1.03dl	0.48
Control Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.7
Queue Length 50th (ft)	67	68	0	66	0	131	98
Queue Length 95th (ft)	122	122	49	115	0	217	140
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	457	470	558	433	485	875	1731
Starvation Cap Reductn	0	0	0	0	0	0	434
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.30	0.32	0.28	0.02	0.70	0.64

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)	197	68	167	24	92	11	212	326	41	0	336	458
Future Volume (vph)	197	68	167	24	92	11	212	326	41	0	336	458
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1728	1583		1844	1583		3439			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1728	1583		1695	1583		1873			3233	
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)	207	72	176	25	97	12	223	343	43	0	354	482
RTOR Reduction (vph)	0	0	128	0	0	10	0	5	0	0	229	0
Lane Group Flow (vph)	139	140	48	0	122	2	0	604	0	0	607	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	24.5	24.5	24.5		11.7	11.7		41.8			41.8	
Effective Green, g (s)	24.5	24.5	24.5		11.7	11.7		41.8			41.8	
Actuated g/C Ratio	0.27	0.27	0.27		0.13	0.13		0.46			0.46	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	457	470	430		220	205		869			1501	
v/s Ratio Prot	c0.08	0.08	0.03			0.00					0.19	
v/s Ratio Perm					c0.07			c0.32				
v/c Ratio	0.30	0.30	0.11		0.55	0.01		1.03dl			0.40	
Uniform Delay, d1	26.0	25.9	24.6		36.7	34.1		19.1			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.83	
Incremental Delay, d2	1.7	1.6	0.5		3.0	0.0		2.4			0.2	
Delay (s)	27.7	27.6	25.1		39.7	34.1		21.5			29.3	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		26.7			39.2			21.5			29.3	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	199	237	39	384
Future Volume (vph)	199	237	39	384
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	18.5	53.3	61.6	59.7
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.33	0.06	0.33
Control Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	11.8	6.1	8.3
LOS	D	B	A	A
Approach Delay (s/veh)	38.0	11.8		8.1
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	270	350	41	404
v/c Ratio	0.73	0.33	0.06	0.33
Control Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Length 50th (ft)	140	95	7	88
Queue Length 95th (ft)	206	187	21	170
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	573	1070	698	1235
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.33	0.06	0.33

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	199	58	237	96	39	384
Future Volume (veh/h)	199	58	237	96	39	384
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	50	249	90	41	404
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	244	58	780	282	699	1299
Arrive On Green	0.17	0.17	0.59	0.59	0.06	0.69
Sat Flow, veh/h	1399	335	1311	474	1781	1870
Grp Volume(v), veh/h	260	0	0	339	41	404
Grp Sat Flow(s),veh/h/ln	1740	0	0	1785	1781	1870
Q Serve(g_s), s	13.1	0.0	0.0	8.6	0.7	7.6
Cycle Q Clear(g_c), s	13.1	0.0	0.0	8.6	0.7	7.6
Prop In Lane	0.80	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	303	0	0	1061	699	1299
V/C Ratio(X)	0.86	0.00	0.00	0.32	0.06	0.31
Avail Cap(c_a), veh/h	563	0	0	1061	778	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	0.0	9.1	5.6	5.4
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.0	0.0	0.0	5.9	0.4	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.0	0.0	0.0	9.9	5.6	6.0
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	260		339			445
Approach Delay, s/veh	43.0		9.9			5.9
Approach LOS	D		A			A

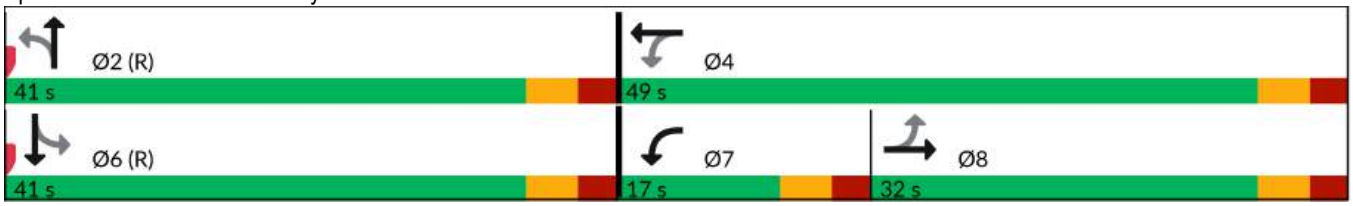
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.4		21.6	9.0	59.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.6		15.1	2.7	10.6
Green Ext Time (p_c), s		2.8		0.7	0.0	2.2

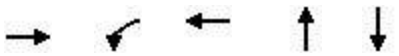
Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	24	116	46	113	333	17	463
Future Volume (vph)	28	24	116	46	113	333	17	463
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.0	26.9	26.9		51.1		51.1
Actuated g/C Ratio		0.12	0.30	0.30		0.57		0.57
v/c Ratio		0.51	0.35	0.13		0.41		0.32
Control Delay (s/veh)		24.1	26.0	16.1		3.4		10.8
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	26.0	16.1		3.4		10.8
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.3		3.4		10.8
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

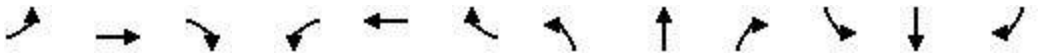
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	132	122	73	577	584
v/c Ratio	0.51	0.35	0.13	0.41	0.32
Control Delay (s/veh)	24.1	26.0	16.1	3.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	26.0	16.1	3.4	10.8
Queue Length 50th (ft)	43	52	20	10	82
Queue Length 95th (ft)	104	89	48	27	127
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	502	360	857	1403	1843
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.34	0.09	0.41	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	24	74	116	46	24	113	333	102	17	463	75
Future Volume (veh/h)	28	24	74	116	46	24	113	333	102	17	463	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	25	67	122	48	14	119	351	96	18	487	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	50	98	357	354	103	359	1073	305	77	1825	250
Arrive On Green	0.11	0.11	0.11	0.08	0.25	0.25	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	265	451	889	1781	1391	406	490	1752	497	56	2979	409
Grp Volume(v), veh/h	121	0	0	122	0	62	255	0	311	302	0	271
Grp Sat Flow(s),veh/h/ln	1605	0	0	1781	0	1797	1127	0	1613	1815	0	1628
Q Serve(g_s), s	3.5	0.0	0.0	5.2	0.0	2.4	2.5	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	5.2	0.0	2.4	9.4	0.0	0.0	6.7	0.0	7.0
Prop In Lane	0.24		0.55	1.00		0.23	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	357	0	457	749	0	988	1154	0	998
V/C Ratio(X)	0.54	0.00	0.00	0.34	0.00	0.14	0.34	0.00	0.32	0.26	0.00	0.27
Avail Cap(c_a), veh/h	506	0	0	437	0	859	749	0	988	1154	0	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	0.0	30.2	0.0	25.9	0.3	0.0	0.0	8.1	0.0	8.1
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.6	0.0	0.1	1.2	0.0	0.8	0.6	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	0.0	4.1	0.0	1.9	0.5	0.0	0.4	4.7	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	0.0	30.7	0.0	26.1	1.5	0.0	0.8	8.6	0.0	8.8
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		121			184			566			573	
Approach Delay, s/veh		40.4			29.2			1.1			8.7	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.1		28.9		61.1	13.0	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		11.4		4.4		9.0	7.2	8.4				
Green Ext Time (p_c), s		4.1		0.3		3.8	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.0									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	36	0	0	0	27	277	184	3	480	10
Future Vol, veh/h	6	2	36	0	0	0	27	277	184	3	480	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	2	38	0	0	0	28	292	194	3	505	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	865	1059	511	861	871	292	516	0	0	485	0	0
Stage 1	517	517	-	348	348	-	-	-	-	-	-	-
Stage 2	348	542	-	513	522	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	224	563	276	289	748	1050	-	-	1078	-	-
Stage 1	541	534	-	668	634	-	-	-	-	-	-	-
Stage 2	668	520	-	544	531	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	266	218	563	247	281	748	1050	-	-	1078	-	-
Mov Cap-2 Maneuver	266	218	-	247	281	-	-	-	-	-	-	-
Stage 1	540	532	-	650	617	-	-	-	-	-	-	-
Stage 2	650	506	-	504	529	-	-	-	-	-	-	-

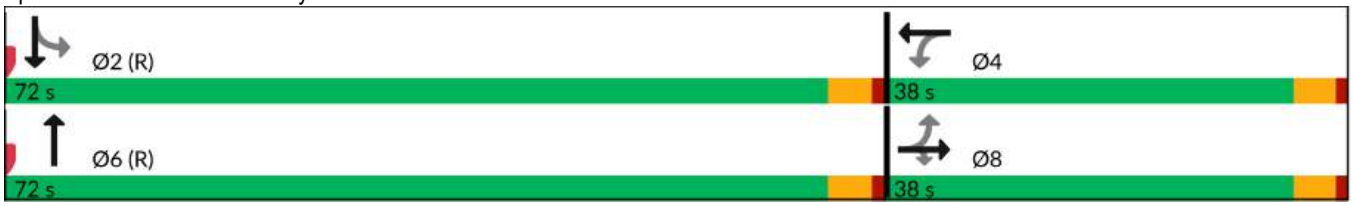
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.71	0	0.47	0.05
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	460	-	1078	-	-
HCM Lane V/C Ratio	0.027	-	-	0.101	-	0.003	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	13.7	0	8.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	9	102	20	0	485	4	598
Future Volume (vph)	43	9	102	20	0	485	4	598
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.22	0.04	0.35		0.17	0.19		0.24
Control Delay (s/veh)	45.3	41.8	11.6		29.5	3.2		1.9
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.3	41.8	11.6		29.5	3.5		2.1
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		22.8			29.5	3.5		2.1
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

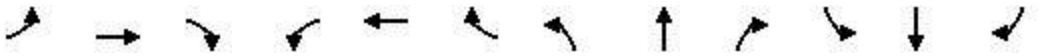
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	45	9	107	38	531	633
v/c Ratio	0.22	0.04	0.35	0.17	0.19	0.24
Control Delay (s/veh)	45.3	41.8	11.6	29.5	3.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.3	41.8	11.6	29.5	3.5	2.1
Queue Length 50th (ft)	29	6	0	13	25	24
Queue Length 95th (ft)	64	21	50	45	72	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	463	567	556	471	2751	2637
Starvation Cap Reductn	0	0	0	0	1599	1135
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.19	0.08	0.46	0.42

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	9	102	20	0	16	0	485	19	4	598	0
Future Volume (veh/h)	43	9	102	20	0	16	0	485	19	4	598	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	9	107	21	0	17	0	511	20	4	629	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	263	254	216	145	14	87	0	2727	107	37	2719	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1396	1870	1585	689	103	642	0	3580	136	5	3562	0
Grp Volume(v), veh/h	45	9	107	38	0	0	0	260	271	339	294	0
Grp Sat Flow(s),veh/h/ln	1396	1870	1585	1434	0	0	0	1777	1846	1865	1617	0
Q Serve(g_s), s	0.3	0.5	6.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.5	6.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.07	0.01		0.00
Lane Grp Cap(c), veh/h	263	254	216	246	0	0	0	1390	1444	1492	1265	0
V/C Ratio(X)	0.17	0.04	0.50	0.15	0.00	0.00	0.00	0.19	0.19	0.23	0.23	0.00
Avail Cap(c_a), veh/h	498	570	483	481	0	0	0	1390	1444	1492	1265	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.79	0.79	0.97	0.97	0.00
Uniform Delay (d), s/veh	42.1	41.3	44.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	1.8	0.3	0.0	0.0	0.0	0.2	0.2	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.4	5.0	1.7	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.4	41.3	45.8	42.3	0.0	0.0	0.0	0.2	0.2	0.3	0.4	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		161			38			531			633	
Approach Delay, s/veh		44.6			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.3		2.0		8.9				
Green Ext Time (p_c), s		4.5		0.2		3.6		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.7									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	284	343	42	686	34	346	156	45	459
Future Volume (vph)	284	343	42	686	34	346	156	45	459
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	38.2	15.3	27.4	27.4	36.6	36.6	24.4	45.8
Actuated g/C Ratio	0.18	0.40	0.16	0.29	0.29	0.39	0.39	0.26	0.48
v/c Ratio	0.49	0.33	0.15	0.71	0.07	0.74	0.36	0.10	0.60
Control Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
LOS	D	C	D	C	A	C	B	C	B
Approach Delay (s/veh)		29.6		33.7			28.3	19.4	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 94.6	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 28.5	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	299	461	44	722	36	364	251	47	483
v/c Ratio	0.49	0.33	0.15	0.71	0.07	0.74	0.36	0.10	0.60
Control Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Length 50th (ft)	90	108	25	205	0	178	98	23	187
Queue Length 95th (ft)	148	173	62	305	0	266	161	51	292
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	610	1401	296	1240	622	493	920	713	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.33	0.15	0.58	0.06	0.74	0.27	0.07	0.60

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	343	95	42	686	34	346	156	83	0	45	459
Future Volume (vph)	284	343	95	42	686	34	346	156	83	0	45	459
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3424		1770	3539	1583	1770	1766			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00			1.00	1.00
Satd. Flow (perm)	3433	3424		1770	3539	1583	1142	1766			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	299	361	100	44	722	36	364	164	87	0	47	483
RTOR Reduction (vph)	0	20	0	0	0	25	0	19	0	0	0	39
Lane Group Flow (vph)	299	441	0	44	722	11	364	232	0	0	47	444
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	38.2		8.1	29.5	29.5	36.6	36.6			24.4	45.7
Effective Green, g (s)	16.8	38.2		8.1	29.5	29.5	36.6	36.6			24.4	45.7
Actuated g/C Ratio	0.17	0.40		0.08	0.31	0.31	0.38	0.38			0.25	0.47
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	598	1356		148	1082	484	483	670			471	750
v/s Ratio Prot	0.09	0.13		0.02	c0.20		c0.06	0.13			0.03	c0.28
v/s Ratio Perm						0.01	c0.23					
v/c Ratio	0.50	0.33		0.30	0.67	0.02	0.75	0.35			0.10	0.59
Uniform Delay, d1	36.0	20.2		41.5	29.2	23.4	25.9	21.4			27.6	18.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	3.0	0.6		1.1	1.6	0.0	6.6	0.3			0.1	1.3
Delay (s)	39.0	20.8		42.6	30.7	23.4	32.5	21.7			27.7	19.8
Level of Service	D	C		D	C	C	C	C			C	B
Approach Delay (s/veh)		28.0			31.1			28.1			20.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	96.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

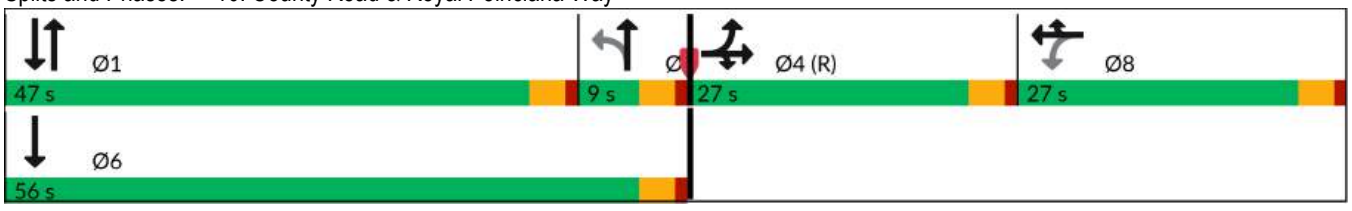
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	181	50	156	24	85	18	229	317	302		
Future Volume (vph)	181	50	156	24	85	18	229	317	302		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	32.2	32.2	32.2		12.6	12.6		53.2	53.2		
Actuated g/C Ratio	0.29	0.29	0.29		0.11	0.11		0.48	0.48		
v/c Ratio	0.24	0.25	0.28		0.59	0.07		0.92dl	0.42		
Control Delay (s/veh)	34.7	34.7	7.0		58.1	0.6		24.4	16.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	34.7	34.7	7.0		58.1	0.6		24.4	17.0		
LOS	C	C	A		E	A		C	B		
Approach Delay (s/veh)		23.6			49.8			24.4	17.0		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: County Road & Royal Poinciana Way

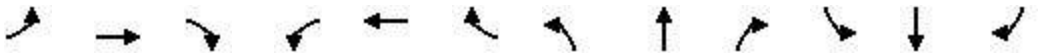




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	120	124	164	114	19	612	747
v/c Ratio	0.24	0.25	0.28	0.59	0.07	0.92dl	0.42
Control Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	17.0
Queue Length 50th (ft)	69	71	0	78	0	158	119
Queue Length 95th (ft)	135	138	56	131	0	212	184
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	491	503	578	352	401	925	1831
Starvation Cap Reductn	0	0	0	0	0	0	619
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.25	0.28	0.32	0.05	0.66	0.62

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)	181	50	156	24	85	18	229	317	35	0	302	408
Future Volume (vph)	181	50	156	24	85	18	229	317	35	0	302	408
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			0.91	
Flt Protected	0.95	0.97	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1720	1583		1843	1583		3439			3234	
Flt Permitted	0.95	0.97	1.00		0.91	1.00		0.55			1.00	
Satd. Flow (perm)	1681	1720	1583		1688	1583		1920			3234	
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)	191	53	164	25	89	19	241	334	37	0	318	429
RTOR Reduction (vph)	0	0	116	0	0	17	0	4	0	0	218	0
Lane Group Flow (vph)	120	124	48	0	114	2	0	608	0	0	529	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	32.2	32.2	32.2		12.6	12.6		53.2			53.2	
Effective Green, g (s)	32.2	32.2	32.2		12.6	12.6		53.2			53.2	
Actuated g/C Ratio	0.29	0.29	0.29		0.11	0.11		0.48			0.48	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	492	503	463		193	181		928			1564	
v/s Ratio Prot	0.07	c0.07	0.03			0.00					0.16	
v/s Ratio Perm					c0.07			c0.32				
v/c Ratio	0.24	0.25	0.10		0.59	0.01		0.92dl			0.34	
Uniform Delay, d1	29.6	29.7	28.4		46.3	43.2		21.5			17.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.31	
Incremental Delay, d2	1.2	1.2	0.4		4.8	0.0		1.7			0.1	
Delay (s)	30.8	30.8	28.8		51.0	43.2		23.1			40.6	
Level of Service	C	C	C		D	D		C			D	
Approach Delay (s/veh)		30.0			49.9			23.1			40.6	
Approach LOS		C			D			C			D	

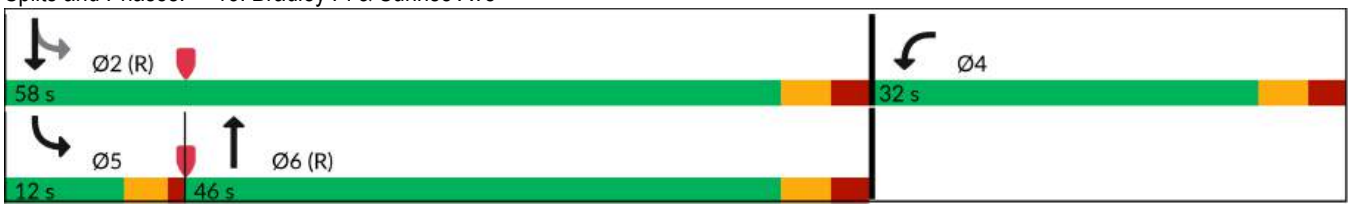
Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	168	202	17	329
Future Volume (vph)	168	202	17	329
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	15.9	58.2	64.2	62.3
Actuated g/C Ratio	0.18	0.65	0.71	0.69
v/c Ratio	0.68	0.25	0.02	0.27
Control Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	8.5	5.0	6.6
LOS	D	A	A	A
Approach Delay (s/veh)	43.0	8.5		6.5
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	216	290	18	346
v/c Ratio	0.68	0.25	0.02	0.27
Control Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Length 50th (ft)	110	47	3	64
Queue Length 95th (ft)	170	135	10	126
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	515	1171	781	1289
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.25	0.02	0.27

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	168	37	202	73	17	329
Future Volume (veh/h)	168	37	202	73	17	329
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	28	213	66	18	346
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	212	34	860	266	794	1361
Arrive On Green	0.14	0.14	0.63	0.63	0.06	0.73
Sat Flow, veh/h	1506	238	1370	424	1781	1870
Grp Volume(v), veh/h	206	0	0	279	18	346
Grp Sat Flow(s),veh/h/ln	1752	0	0	1794	1781	1870
Q Serve(g_s), s	10.3	0.0	0.0	6.2	0.3	5.6
Cycle Q Clear(g_c), s	10.3	0.0	0.0	6.2	0.3	5.6
Prop In Lane	0.86	0.14		0.24	1.00	
Lane Grp Cap(c), veh/h	247	0	0	1126	794	1361
V/C Ratio(X)	0.83	0.00	0.00	0.25	0.02	0.25
Avail Cap(c_a), veh/h	508	0	0	1126	854	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	0.0	7.4	4.3	4.1
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	4.1	0.2	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.7	0.0	0.0	7.9	4.3	4.5
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	206		279			364
Approach Delay, s/veh	44.7		7.9			4.5
Approach LOS	D		A			A

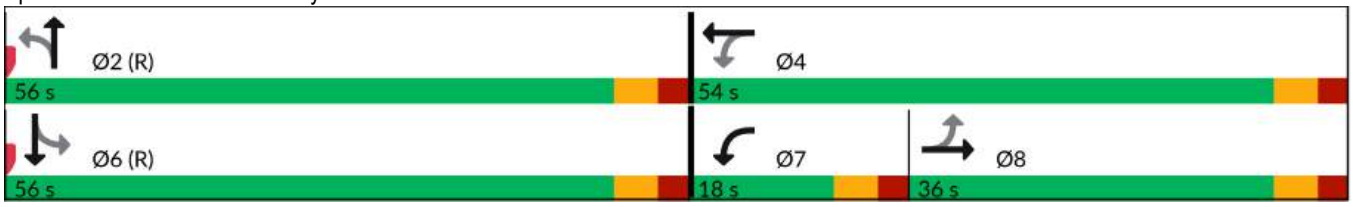
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.4		18.6	9.0	62.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		7.6		12.3	2.3	8.2
Green Ext Time (p_c), s		2.3		0.5	0.0	1.8

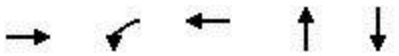
Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	19	108	70	115	342	12	430
Future Volume (vph)	29	19	108	70	115	342	12	430
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.5	28.3	28.3		69.7		69.7
Actuated g/C Ratio		0.10	0.26	0.26		0.63		0.63
v/c Ratio		0.56	0.38	0.19		0.36		0.25
Control Delay (s/veh)		35.0	35.2	27.7		12.7		9.3
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		35.0	35.2	27.7		12.9		9.3
LOS		D	D	C		B		A
Approach Delay (s/veh)		35.0		32.0		12.9		9.3
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

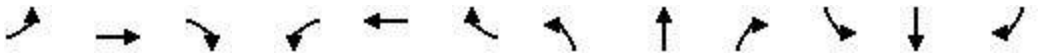
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	117	114	88	577	512
v/c Ratio	0.56	0.38	0.19	0.36	0.25
Control Delay (s/veh)	35.0	35.2	27.7	12.7	9.3
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	35.2	27.7	12.9	9.3
Queue Length 50th (ft)	40	64	42	90	73
Queue Length 95th (ft)	96	106	78	100	115
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	455	314	799	1596	2077
Starvation Cap Reductn	0	0	0	366	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.36	0.11	0.47	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	19	63	108	70	13	115	342	91	12	430	44
Future Volume (veh/h)	29	19	63	108	70	13	115	342	91	12	430	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	20	55	114	74	3	121	360	85	13	453	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	38	74	307	389	16	411	1238	301	68	2146	164
Arrive On Green	0.09	0.09	0.09	0.07	0.22	0.22	1.00	1.00	1.00	0.67	0.67	0.67
Sat Flow, veh/h	345	416	820	1781	1785	72	539	1840	447	50	3187	243
Grp Volume(v), veh/h	106	0	0	114	0	77	257	0	309	262	0	239
Grp Sat Flow(s),veh/h/ln	1580	0	0	1781	0	1857	1204	0	1622	1822	0	1658
Q Serve(g_s), s	4.8	0.0	0.0	6.2	0.0	3.7	1.7	0.0	0.0	0.0	0.0	6.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0	6.2	0.0	3.7	7.7	0.0	0.0	5.9	0.0	6.0
Prop In Lane	0.29		0.52	1.00		0.04	0.47		0.28	0.05		0.15
Lane Grp Cap(c), veh/h	185	0	0	307	0	404	858	0	1092	1261	0	1116
V/C Ratio(X)	0.57	0.00	0.00	0.37	0.00	0.19	0.30	0.00	0.28	0.21	0.00	0.21
Avail Cap(c_a), veh/h	466	0	0	372	0	810	858	0	1092	1261	0	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	0.0	39.4	0.0	35.1	0.1	0.0	0.0	6.8	0.0	6.9
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.7	0.0	0.2	0.9	0.0	0.6	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	5.0	0.0	3.1	0.4	0.0	0.4	4.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.4	0.0	0.0	40.1	0.0	35.3	1.0	0.0	0.6	7.2	0.0	7.3
LnGrp LOS	D			D		D	A		A	A		A
Approach Vol, veh/h		106			191			566			501	
Approach Delay, s/veh		51.4			38.2			0.8			7.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		80.1		29.9		80.1	14.0	16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		9.7		5.7		8.0	8.2	9.1				
Green Ext Time (p_c), s		4.4		0.4		3.4	0.1	0.5				

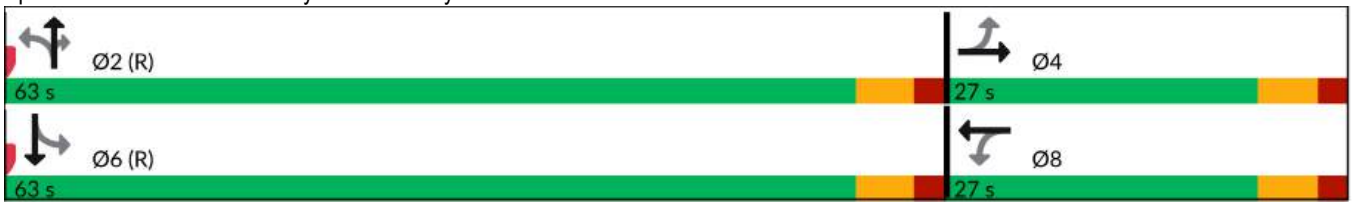
Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

2028 BACKGROUND TRAFFIC CONDITONS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	4	20	5	35	409	245	25	422
Future Volume (vph)	5	4	20	5	35	409	245	25	422
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.20		0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)		24.0		35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay		0.0		0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)		24.0		35.6	2.5	3.3	1.0	2.5	3.7
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		24.0		35.6		2.4			3.6
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay (s/veh): 4.3	Intersection LOS: A
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	29	37	37	431	258	26	448
v/c Ratio	0.20	0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)	24.0	35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay	0.0	0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)	24.0	35.6	2.5	3.3	1.0	2.5	3.7
Queue Length 50th (ft)	5	14	4	50	0	1	84
Queue Length 95th (ft)	30	43	11	93	15	m6	174
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	382	345	812	1611	1404	825	1609
Starvation Cap Reductn	0	0	0	778	676	0	547
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.05	0.52	0.35	0.03	0.42

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	19	20	5	10	35	409	245	25	422	4
Future Volume (veh/h)	5	4	19	20	5	10	35	409	245	25	422	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	4	9	21	5	0	37	431	195	26	444	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	17	31	119	11	0	811	1552	1315	702	1535	14
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	371	462	833	1260	300	0	942	1870	1585	799	1851	17
Grp Volume(v), veh/h	18	0	0	26	0	0	37	431	195	26	0	448
Grp Sat Flow(s),veh/h/ln	1665	0	0	1560	0	0	942	1870	1585	799	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	0.8	4.6	2.2	0.7	0.0	4.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.4	0.0	0.0	5.7	4.6	2.2	5.3	0.0	4.8
Prop In Lane	0.28		0.50	0.81		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	113	0	0	130	0	0	811	1552	1315	702	0	1549
V/C Ratio(X)	0.16	0.00	0.00	0.20	0.00	0.00	0.05	0.28	0.15	0.04	0.00	0.29
Avail Cap(c_a), veh/h	424	0	0	419	0	0	811	1552	1315	702	0	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.73	0.93	0.00	0.93
Uniform Delay (d), s/veh	42.2	0.0	0.0	42.4	0.0	0.0	2.4	1.7	1.5	2.3	0.0	1.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.3	0.2	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	1.1	0.0	0.0	0.2	1.6	0.7	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0	43.1	0.0	0.0	2.4	2.0	1.7	2.4	0.0	2.2
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		18			26			663			474	
Approach Delay, s/veh		42.8			43.1			1.9			2.2	
Approach LOS		D			D			A			A	

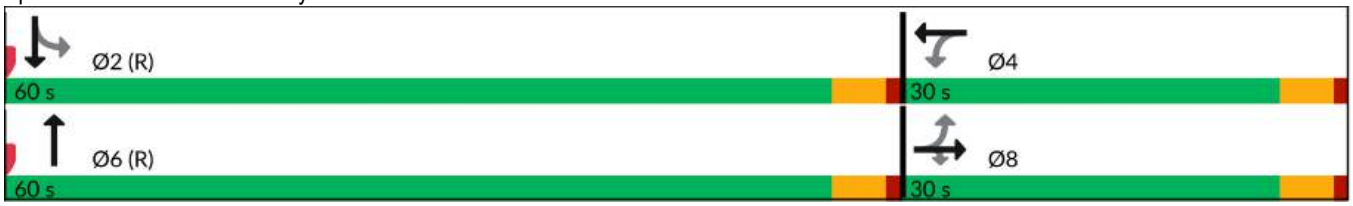
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.3		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.6
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	6	143	16	0	588	6	525
Future Volume (vph)	43	6	143	16	0	588	6	525
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.20	0.02	0.39		0.10	0.25		0.23
Control Delay (s/veh)	34.7	32.0	8.9		19.6	4.6		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	34.7	32.0	8.9		19.6	4.8		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.3			19.6	4.8		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

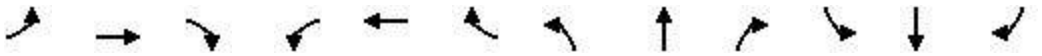
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	45	6	151	28	645	559
v/c Ratio	0.20	0.02	0.39	0.10	0.25	0.23
Control Delay (s/veh)	34.7	32.0	8.9	19.6	4.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	34.7	32.0	8.9	19.6	4.8	2.4
Queue Length 50th (ft)	22	3	1	5	21	17
Queue Length 95th (ft)	54	14	52	28	95	26
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	390	527	556	447	2582	2465
Starvation Cap Reductn	0	0	0	0	1128	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.01	0.27	0.06	0.44	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	6	143	16	0	10	0	588	25	6	525	0
Future Volume (veh/h)	43	6	143	16	0	10	0	588	25	6	525	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	6	151	17	0	11	0	619	26	6	553	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	311	263	189	15	90	0	2550	107	48	2541	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1404	1870	1585	748	92	543	0	3569	146	10	3548	0
Grp Volume(v), veh/h	45	6	151	28	0	0	0	316	329	299	260	0
Grp Sat Flow(s),veh/h/ln	1404	1870	1585	1383	0	0	0	1777	1844	1856	1617	0
Q Serve(g_s), s	0.9	0.2	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.2	7.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.61		0.39	0.00		0.08	0.02		0.00
Lane Grp Cap(c), veh/h	318	311	263	294	0	0	0	1304	1353	1403	1187	0
V/C Ratio(X)	0.14	0.02	0.57	0.10	0.00	0.00	0.00	0.24	0.24	0.21	0.22	0.00
Avail Cap(c_a), veh/h	483	530	449	452	0	0	0	1304	1353	1403	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.84	0.84	0.97	0.97	0.00
Uniform Delay (d), s/veh	32.1	31.4	34.6	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.1	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	5.7	0.9	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.5	31.9	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		202			28			645			559	
Approach Delay, s/veh		35.4			31.9			0.4			0.4	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.2		2.0		9.9				
Green Ext Time (p_c), s		3.8		0.1		4.6		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	521	854	55	293	79	100	223	103	255
Future Volume (vph)	521	854	55	293	79	100	223	103	255
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.77	0.78	0.16	0.28	0.14	0.23	0.54	0.29	0.33
Control Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		30.4		18.4			23.7	10.3	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way



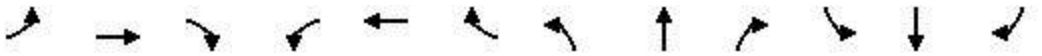


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	548	1150	58	308	83	105	300	108	268
v/c Ratio	0.77	0.78	0.16	0.28	0.14	0.23	0.54	0.29	0.33
Control Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Length 50th (ft)	134	~297	24	58	0	37	112	46	0
Queue Length 95th (ft)	#209	#438	56	91	13	74	187	91	29
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1483	368	1211	625	447	867	637	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.78	0.16	0.25	0.13	0.23	0.35	0.17	0.28

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)	521	854	238	55	293	79	100	223	62	0	103	255
Future Volume (vph)	521	854	238	55	293	79	100	223	62	0	103	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3423		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3423		1770	3539	1583	1280	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	548	899	251	58	308	83	105	235	65	0	108	268
RTOR Reduction (vph)	0	24	0	0	0	56	0	12	0	0	0	162
Lane Group Flow (vph)	548	1126	0	58	308	27	105	288	0	0	108	106
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1407		193	1132	506	418	551			361	624
v/s Ratio Prot	c0.16	c0.33		0.03	0.09		0.01	c0.16			0.06	0.07
v/s Ratio Perm						0.02	0.06					
v/c Ratio	0.80	0.80		0.30	0.27	0.05	0.25	0.52			0.30	0.17
Uniform Delay, d1	29.6	20.1		31.9	19.7	18.3	20.4	22.3			26.8	15.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.3	4.9		0.9	0.1	0.0	0.3	0.9			0.5	0.1
Delay (s)	38.9	25.0		32.8	19.8	18.3	20.7	23.2			27.3	15.4
Level of Service	D	C		C	B	B	C	C			C	B
Approach Delay (s/veh)		29.5			21.2			22.6			18.8	
Approach LOS		C			C			C			B	

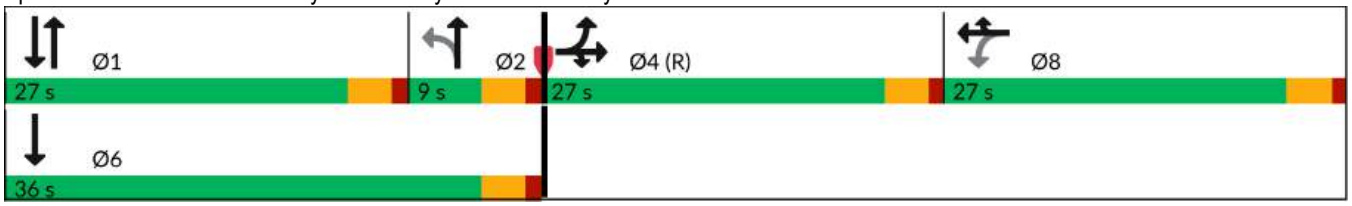
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	390	96	274	3	72	16	155	351	249		
Future Volume (vph)	390	96	274	3	72	16	155	351	249		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	31.4	31.4	31.4		9.2	9.2		39.3	39.3		
Actuated g/C Ratio	0.35	0.35	0.35		0.10	0.10		0.44	0.44		
v/c Ratio	0.44	0.43	0.39		0.42	0.07		0.57	0.32		
Control Delay (s/veh)	28.6	28.4	5.2		44.1	0.5		20.7	4.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	28.6	28.4	5.2		44.1	0.5		20.7	4.5		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		20.1			36.4			20.7	4.5		
Approach LOS		C			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 17.1	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

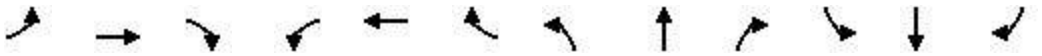
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	255	257	288	79	17	576	509
v/c Ratio	0.44	0.43	0.39	0.42	0.07	0.57	0.32
Control Delay (s/veh)	28.6	28.4	5.2	44.1	0.5	20.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.6	28.4	5.2	44.1	0.5	20.7	4.5
Queue Length 50th (ft)	122	123	0	43	0	120	6
Queue Length 95th (ft)	218	218	61	83	0	164	4
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	586	600	740	466	485	1004	1572
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	0.44	0.43	0.39	0.17	0.04	0.57	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	96	274	3	72	16	155	351	42	0	249	235
Future Volume (vph)	390	96	274	3	72	16	155	351	42	0	249	235
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1717	1583		1859	1583		3450			3282	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.65			1.00	
Satd. Flow (perm)	1681	1717	1583		1826	1583		2285			3282	
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)	411	101	288	3	76	17	163	369	44	0	262	247
RTOR Reduction (vph)	0	0	190	0	0	15	0	6	0	0	139	0
Lane Group Flow (vph)	255	257	98	0	79	2	0	570	0	0	370	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	30.5	30.5	30.5		8.1	8.1		39.4			39.4	
Effective Green, g (s)	30.5	30.5	30.5		8.1	8.1		39.4			39.4	
Actuated g/C Ratio	0.34	0.34	0.34		0.09	0.09		0.44			0.44	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	569	581	536		164	142		1000			1436	
v/s Ratio Prot	c0.15	0.15	0.06			0.00					0.11	
v/s Ratio Perm					c0.04			c0.25				
v/c Ratio	0.45	0.44	0.18		0.48	0.01		0.57			0.26	
Uniform Delay, d1	23.2	23.1	21.0		39.0	37.3		19.0			16.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.51	
Incremental Delay, d2	2.5	2.4	0.7		2.2	0.0		0.8			0.1	
Delay (s)	25.7	25.6	21.7		41.2	37.3		19.7			8.3	
Level of Service	C	C	C		D	D		B			A	
Approach Delay (s/veh)		24.2			40.5			19.7			8.3	
Approach LOS		C			D			B			A	

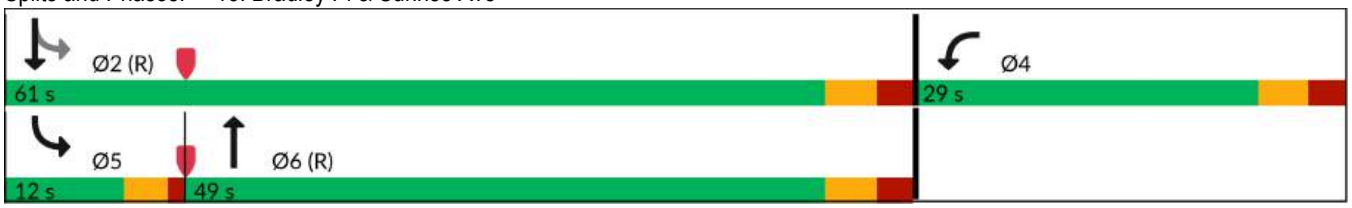
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	122	363	46	294
Future Volume (vph)	122	363	46	294
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	14.3	57.5	65.8	63.9
Actuated g/C Ratio	0.16	0.64	0.73	0.71
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
LOS	D	A	A	A
Approach Delay (s/veh)	42.1	9.1		5.4
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	465	48	309
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
Queue Length 50th (ft)	90	98	6	51
Queue Length 95th (ft)	150	138	19	103
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1168	651	1323
Starvation Cap Reductn	0	216	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.49	0.07	0.23

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	58	363	79	46	294
Future Volume (veh/h)	122	58	363	79	46	294
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	50	382	72	48	309
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	156	61	983	185	781	1389
Arrive On Green	0.13	0.13	1.00	1.00	0.06	0.74
Sat Flow, veh/h	1232	481	1530	288	1781	1870
Grp Volume(v), veh/h	179	0	0	454	48	309
Grp Sat Flow(s),veh/h/ln	1722	0	0	1818	1781	1870
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.7	4.6
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.0	0.7	4.6
Prop In Lane	0.72	0.28		0.16	1.00	
Lane Grp Cap(c), veh/h	218	0	0	1169	781	1389
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.06	0.22
Avail Cap(c_a), veh/h	442	0	0	1169	840	1389
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.97	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	0.0	3.6	3.6
Incr Delay (d2), s/veh	7.5	0.0	0.0	0.9	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	0.0	0.6	0.4	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.9	0.0	0.0	0.9	3.7	3.9
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	179		454			357
Approach Delay, s/veh	45.9		0.9			3.9
Approach LOS	D		A			A

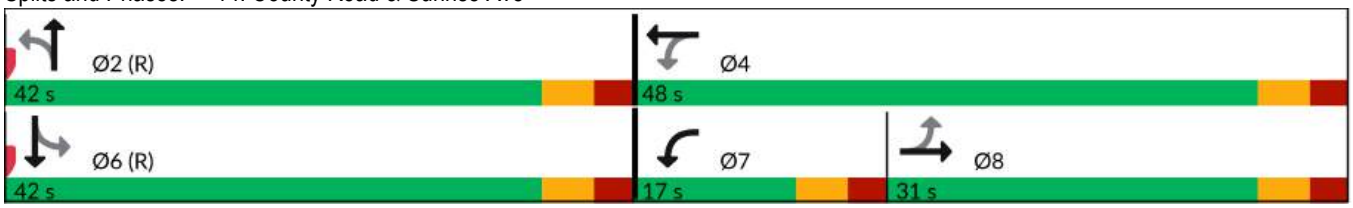
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

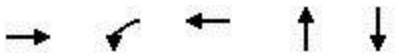
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	24	88	40	90	433	30	411
Future Volume (vph)	40	24	88	40	90	433	30	411
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.4	23.6	24.2		58.2		58.2
Actuated g/C Ratio		0.13	0.26	0.27		0.65		0.65
v/c Ratio		0.52	0.28	0.14		0.38		0.27
Control Delay (s/veh)		24.1	25.0	14.8		8.4		9.8
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay (s/veh)		24.1	25.0	14.8		8.5		9.8
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.1		20.6		8.5		9.8
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

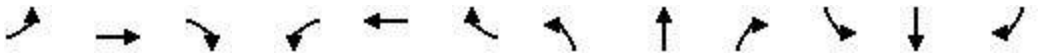
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	116	93	71	672	530
v/c Ratio	0.52	0.28	0.14	0.38	0.27
Control Delay (s/veh)	24.1	25.0	14.8	8.4	9.8
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	24.1	25.0	14.8	8.5	9.8
Queue Length 50th (ft)	41	40	17	102	71
Queue Length 95th (ft)	89	70	44	102	120
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	444	356	831	1763	1996
Starvation Cap Reductn	0	0	0	209	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.09	0.43	0.27

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	24	47	88	40	28	90	433	115	30	411	62
Future Volume (veh/h)	40	24	47	88	40	28	90	433	115	30	411	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	25	38	93	42	18	95	456	110	32	433	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	57	62	364	306	131	285	1326	322	136	1760	217
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	484	522	571	1781	1242	532	376	2137	518	146	2836	350
Grp Volume(v), veh/h	105	0	0	93	0	60	320	0	341	266	0	253
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1775	1422	0	1609	1693	0	1639
Q Serve(g_s), s	3.5	0.0	0.0	4.0	0.0	2.4	0.9	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.0	0.0	2.4	7.1	0.0	0.0	5.7	0.0	6.2
Prop In Lane	0.40		0.36	1.00		0.30	0.30		0.32	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	364	0	437	934	0	998	1095	0	1017
V/C Ratio(X)	0.46	0.00	0.00	0.26	0.00	0.14	0.34	0.00	0.34	0.24	0.00	0.25
Avail Cap(c_a), veh/h	486	0	0	457	0	828	934	0	998	1095	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	30.3	0.0	26.5	0.0	0.0	0.0	7.6	0.0	7.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.1	1.0	0.0	0.9	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	3.1	0.0	1.8	0.5	0.0	0.5	4.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	0.0	30.6	0.0	26.6	1.0	0.0	0.9	8.1	0.0	8.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		105			153			661			519	
Approach Delay, s/veh		39.5			29.0			1.0			8.2	
Approach LOS		D			C			A			A	

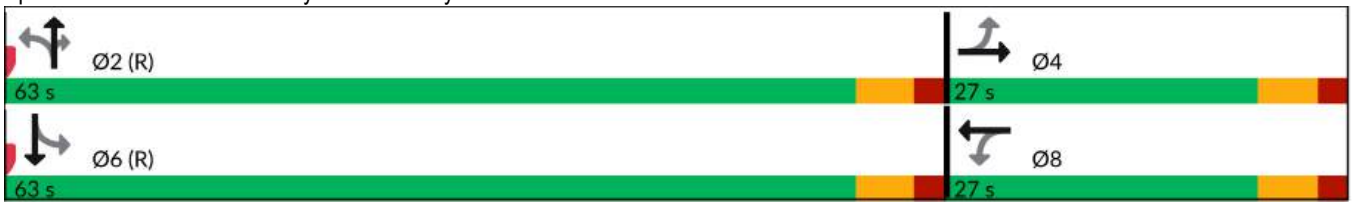
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.1		4.4		8.2	6.0	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.5	0.1	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	9.4	
HCM 7th LOS	A	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	6	21	5	25	392	212	15	608
Future Volume (vph)	4	6	21	5	25	392	212	15	608
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.3	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.28		0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)		21.3		35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay		0.0		0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)		21.3		35.5	2.6	3.2	0.7	2.2	4.5
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		21.3		35.5		2.4			4.5
Approach LOS		C		D		A			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: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	223	16	652
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.5
Queue Length 50th (ft)	5	15	2	48	0	3	152
Queue Length 95th (ft)	37	45	9	90	14	m4	231
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	401	342	637	1609	1398	837	1604
Starvation Cap Reductn	0	0	0	787	0	0	380
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.04	0.50	0.16	0.02	0.53

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	6	33	21	5	11	25	392	212	15	608	11
Future Volume (veh/h)	4	6	33	21	5	11	25	392	212	15	608	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	6	24	22	5	1	26	413	160	16	640	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	15	50	124	16	3	722	1539	1304	729	1506	28
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	131	348	1151	1201	356	58	780	1870	1585	839	1830	34
Grp Volume(v), veh/h	34	0	0	28	0	0	26	413	160	16	0	652
Grp Sat Flow(s),veh/h/ln	1631	0	0	1615	0	0	780	1870	1585	839	0	1864
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.5	4.5	1.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.4	0.0	0.0	0.5	4.5	1.8	4.6	0.0	0.0
Prop In Lane	0.12		0.71	0.79		0.04	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	116	0	0	142	0	0	722	1539	1304	729	0	1534
V/C Ratio(X)	0.29	0.00	0.00	0.20	0.00	0.00	0.04	0.27	0.12	0.02	0.00	0.43
Avail Cap(c_a), veh/h	420	0	0	418	0	0	722	1539	1304	729	0	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.86	0.86	0.86	0.00	0.86
Uniform Delay (d), s/veh	42.0	0.0	0.0	41.8	0.0	0.0	1.5	1.8	1.6	0.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.0	0.0	0.1	0.4	0.2	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	1.1	0.0	0.0	0.1	1.7	0.6	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	0.0	0.0	42.5	0.0	0.0	1.5	2.2	1.7	0.2	0.0	0.7
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		34			28			599			668	
Approach Delay, s/veh		43.4			42.5			2.0			0.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	6	175	19	0	526	14	680
Future Volume (vph)	41	6	175	19	0	526	14	680
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.19	0.02	0.44		0.13	0.22		0.30
Control Delay (s/veh)	34.8	32.0	8.8		21.1	5.7		2.3
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	34.8	32.0	8.8		21.1	6.0		2.5
LOS	C	C	A		C	A		A
Approach Delay (s/veh)		14.2			21.1	6.0		2.5
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

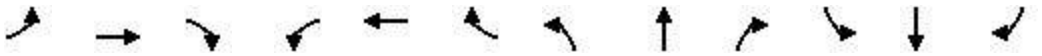
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	43	6	184	34	573	731
v/c Ratio	0.19	0.02	0.44	0.13	0.22	0.30
Control Delay (s/veh)	34.8	32.0	8.8	21.1	5.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	34.8	32.0	8.8	21.1	6.0	2.5
Queue Length 50th (ft)	22	3	1	8	80	31
Queue Length 95th (ft)	52	14	58	34	63	54
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	448	610	642	511	2584	2442
Starvation Cap Reductn	0	0	0	0	1367	802
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.29	0.07	0.47	0.45

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	6	175	19	0	13	0	526	18	14	680	0
Future Volume (veh/h)	41	6	175	19	0	13	0	526	18	14	680	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	43	6	184	20	0	14	0	554	19	15	716	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	181	16	94	0	2571	88	64	2507	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1400	1870	1585	709	96	563	0	3599	120	31	3503	0
Grp Volume(v), veh/h	43	6	184	34	0	0	0	281	292	389	342	0
Grp Sat Flow(s),veh/h/ln	1400	1870	1585	1367	0	0	0	1777	1849	1832	1617	0
Q Serve(g_s), s	0.4	0.2	9.9	0.1	0.0	0.0	0.0	11.4	11.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	9.9	1.5	0.0	0.0	0.0	11.4	11.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.06	0.04		0.00
Lane Grp Cap(c), veh/h	319	311	264	291	0	0	0	1303	1356	1386	1186	0
V/C Ratio(X)	0.13	0.02	0.70	0.12	0.00	0.00	0.00	0.22	0.22	0.28	0.29	0.00
Avail Cap(c_a), veh/h	545	613	520	505	0	0	0	1303	1356	1386	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.69	0.69	0.95	0.95	0.00
Uniform Delay (d), s/veh	32.0	31.4	35.4	31.9	0.0	0.0	0.0	13.4	13.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.3	0.2	0.0	0.0	0.0	0.3	0.3	0.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	7.2	1.1	0.0	0.0	0.0	8.6	8.9	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	38.7	32.1	0.0	0.0	0.0	13.7	13.7	0.5	0.6	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		233			34			573			731	
Approach Delay, s/veh		37.3			32.1			13.7			0.5	
Approach LOS		D			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.4		11.9				
Green Ext Time (p_c), s		5.4		0.1		3.9		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	349	362	93	690	65	220	193	131	496
Future Volume (vph)	349	362	93	690	65	220	193	131	496
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.6	14.6	25.2	25.2	30.9	30.9	20.8	35.4
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.62	0.42	0.32	0.69	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.1
LOS	D	C	D	C	A	C	C	C	B
Approach Delay (s/veh)		28.8		28.8			22.5	18.5	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.2	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 25.4	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

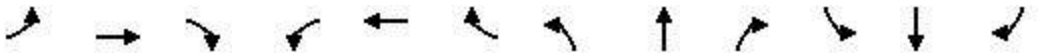
Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	367	514	98	726	68	232	286	138	522
v/c Ratio	0.62	0.42	0.32	0.69	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.1
Queue Length 50th (ft)	96	104	47	178	0	90	103	61	123
Queue Length 95th (ft)	148	161	97	255	5	147	170	109	204
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	595	1229	306	1121	588	478	771	567	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	9
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.42	0.32	0.65	0.12	0.49	0.37	0.24	0.65

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	349	362	126	93	690	65	220	193	79	0	131	496
Future Volume (vph)	349	362	126	93	690	65	220	193	79	0	131	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1782			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1205	1782			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	367	381	133	98	726	68	232	203	83	0	138	522
RTOR Reduction (vph)	0	36	0	0	0	47	0	17	0	0	0	58
Lane Group Flow (vph)	367	478	0	98	726	21	232	269	0	0	138	464
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.8	35.4
Effective Green, g (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.8	35.4
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.24	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	589	1180		233	1086	486	473	645			455	659
v/s Ratio Prot	0.11	c0.14		0.06	c0.21		c0.03	0.15			0.07	c0.29
v/s Ratio Perm						0.01	0.15					
v/c Ratio	0.62	0.41		0.42	0.67	0.04	0.49	0.42			0.30	0.70
Uniform Delay, d1	32.6	21.1		33.9	25.7	20.7	21.9	20.4			26.2	20.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.9	1.0		1.2	1.6	0.0	0.8	0.4			0.4	3.4
Delay (s)	37.6	22.1		35.1	27.3	20.7	22.7	20.8			26.6	23.9
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s/veh)		28.6			27.6			21.6			24.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

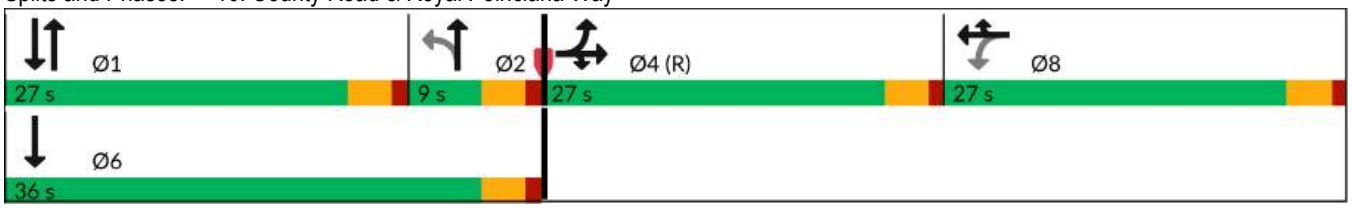
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	211	84	182	26	110	15	229	349	360		
Future Volume (vph)	211	84	182	26	110	15	229	349	360		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0		12.7	12.7		42.3	42.3		
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47	0.47		
v/c Ratio	0.36	0.36	0.35		0.59	0.05		1.22dl	0.51		
Control Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.6	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.6	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		21.1			41.2			27.6	15.7		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 22.3	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: County Road & Royal Poinciana Way

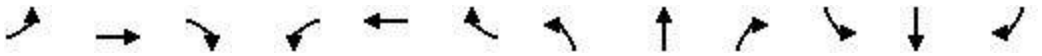




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	157	192	143	16	654	896
v/c Ratio	0.36	0.36	0.35	0.59	0.05	1.22dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.7
Queue Length 50th (ft)	74	76	0	77	0	152	112
Queue Length 95th (ft)	133	135	50	129	0	#279	161
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	429	442	547	435	485	865	1744
Starvation Cap Reductn	0	0	0	0	0	0	392
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.36	0.35	0.33	0.03	0.76	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	84	182	26	110	15	229	349	44	0	360	491
Future Volume (vph)	211	84	182	26	110	15	229	349	44	0	360	491
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1732	1583		1845	1583		3439			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1732	1583		1702	1583		1833			3233	
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)	222	88	192	27	116	16	241	367	46	0	379	517
RTOR Reduction (vph)	0	0	143	0	0	14	0	5	0	0	227	0
Lane Group Flow (vph)	153	157	49	0	143	2	0	649	0	0	669	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Effective Green, g (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47			0.47	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	429	442	404		240	223		861			1519	
v/s Ratio Prot	c0.09	0.09	0.03			0.00					0.21	
v/s Ratio Perm					c0.08			c0.35				
v/c Ratio	0.36	0.36	0.12		0.60	0.01		1.22dl			0.44	
Uniform Delay, d1	27.4	27.4	25.7		36.2	33.2		19.6			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.63	
Incremental Delay, d2	2.3	2.2	0.6		3.9	0.0		3.8			0.2	
Delay (s)	29.7	29.7	26.4		40.2	33.3		23.3			26.2	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		28.4			39.5			23.3			26.2	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	205	244	41	396
Future Volume (vph)	205	244	41	396
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	19.0	52.7	61.1	59.2
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.4	6.3	8.6
LOS	D	B	A	A
Approach Delay (s/veh)	37.5	11.4		8.4
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	279	363	43	417
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.4	6.3	8.6
Queue Length 50th (ft)	145	98	7	93
Queue Length 95th (ft)	212	142	22	179
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	574	1060	679	1225
Starvation Cap Reductn	0	218	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.43	0.06	0.34

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	205	60	244	101	41	396
Future Volume (veh/h)	205	60	244	101	41	396
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	216	52	257	95	43	417
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	251	60	768	284	785	1289
Arrive On Green	0.18	0.18	1.00	1.00	0.06	0.69
Sat Flow, veh/h	1397	336	1302	481	1781	1870
Grp Volume(v), veh/h	269	0	0	352	43	417
Grp Sat Flow(s),veh/h/ln	1740	0	0	1784	1781	1870
Q Serve(g_s), s	13.5	0.0	0.0	0.0	0.7	8.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	0.0	0.7	8.0
Prop In Lane	0.80	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	312	0	0	1051	785	1289
V/C Ratio(X)	0.86	0.00	0.00	0.33	0.05	0.32
Avail Cap(c_a), veh/h	563	0	0	1051	865	1289
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	0.0	5.1	5.6
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.0	0.0	0.4	0.4	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	0.0	0.0	0.8	5.2	6.3
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	269		352			460
Approach Delay, s/veh	42.8		0.8			6.2
Approach LOS	D		A			A

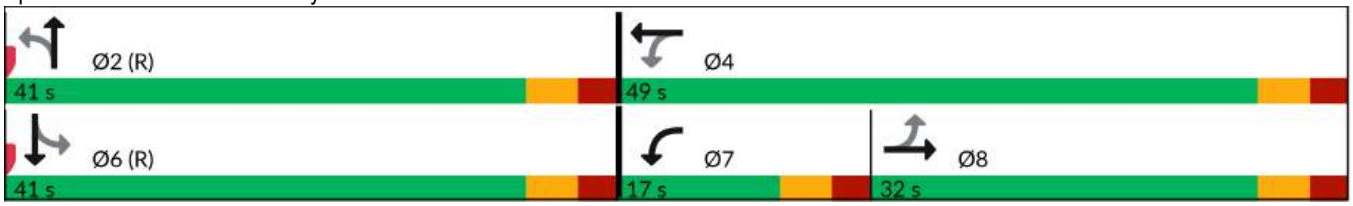
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.9		22.1	9.0	58.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.5	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	26	124	49	121	357	18	496
Future Volume (vph)	30	26	124	49	121	357	18	496
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.3	27.3	27.3		50.7		50.7
Actuated g/C Ratio		0.13	0.30	0.30		0.56		0.56
v/c Ratio		0.54	0.38	0.14		0.46		0.34
Control Delay (s/veh)		24.1	26.1	15.7		3.9		11.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	26.1	15.7		3.9		11.3
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.2		3.9		11.3
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 11.0	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

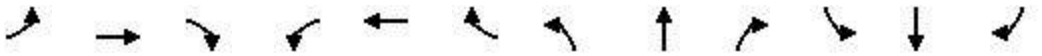
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	143	131	79	618	625
v/c Ratio	0.54	0.38	0.14	0.46	0.34
Control Delay (s/veh)	24.1	26.1	15.7	3.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	26.1	15.7	3.9	11.3
Queue Length 50th (ft)	49	56	21	15	89
Queue Length 95th (ft)	112	93	50	30	142
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	502	358	858	1344	1822
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.37	0.09	0.46	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	26	80	124	49	26	121	357	109	18	496	80
Future Volume (veh/h)	30	26	80	124	49	26	121	357	109	18	496	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	27	73	131	52	16	127	376	104	19	522	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	49	98	358	356	110	347	1046	301	75	1809	249
Arrive On Green	0.11	0.11	0.11	0.08	0.26	0.26	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	276	440	885	1781	1372	422	475	1722	495	54	2978	409
Grp Volume(v), veh/h	132	0	0	131	0	68	268	0	339	324	0	290
Grp Sat Flow(s),veh/h/ln	1600	0	0	1781	0	1794	1079	0	1613	1814	0	1628
Q Serve(g_s), s	4.4	0.0	0.0	5.6	0.0	2.6	3.3	0.0	0.0	0.0	0.0	7.7
Cycle Q Clear(g_c), s	7.1	0.0	0.0	5.6	0.0	2.6	11.0	0.0	0.0	7.4	0.0	7.7
Prop In Lane	0.24		0.55	1.00		0.24	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	358	0	465	714	0	980	1144	0	989
V/C Ratio(X)	0.58	0.00	0.00	0.37	0.00	0.15	0.38	0.00	0.35	0.28	0.00	0.29
Avail Cap(c_a), veh/h	505	0	0	429	0	857	714	0	980	1144	0	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	0.0	29.9	0.0	25.7	0.4	0.0	0.0	8.4	0.0	8.4
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.6	0.0	0.1	1.5	0.0	0.9	0.6	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	4.4	0.0	2.0	0.5	0.0	0.5	5.2	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	0.0	30.6	0.0	25.8	1.9	0.0	0.9	9.0	0.0	9.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		132			199			607			614	
Approach Delay, s/veh		41.1			28.9			1.4			9.1	
Approach LOS		D			C			A			A	

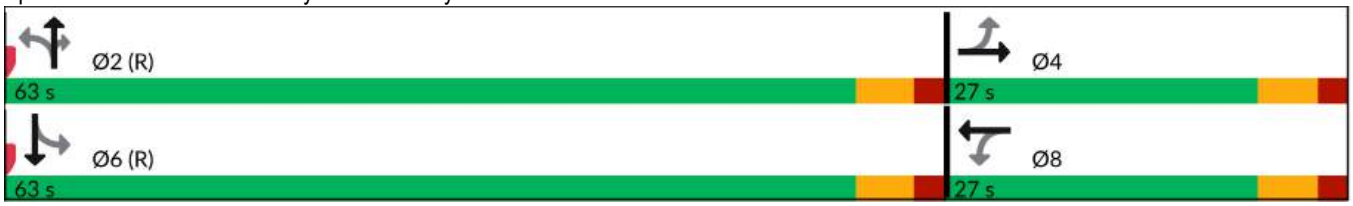
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		60.7		29.3		60.7	13.4	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		13.0		4.6		9.7	7.6	9.1				
Green Ext Time (p_c), s		4.4		0.4		4.1	0.1	0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.3
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	2	20	5	29	299	197	4	514
Future Volume (vph)	6	2	20	5	29	299	197	4	514
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.30		0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)		20.2		35.7	2.5	2.4	0.7	2.3	3.6
Queue Delay		0.0		0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)		20.2		35.7	2.5	2.8	0.7	2.3	3.8
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		20.2		35.7		2.0			3.8
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay (s/veh): 4.6	Intersection LOS: A
Intersection Capacity Utilization 44.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	37	31	315	207	4	553
v/c Ratio	0.30	0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)	20.2	35.7	2.5	2.4	0.7	2.3	3.6
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)	20.2	35.7	2.5	2.8	0.7	2.3	3.8
Queue Length 50th (ft)	4	14	3	34	0	1	105
Queue Length 95th (ft)	37	43	10	65	14	m1	217
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	397	340	722	1611	1397	917	1606
Starvation Cap Reductn	0	0	0	848	0	0	433
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.04	0.41	0.15	0.00	0.47

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	39	20	5	10	29	299	197	4	514	11
Future Volume (veh/h)	6	2	39	20	5	10	29	299	197	4	514	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	30	21	5	0	31	315	144	4	541	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	7	56	127	18	0	719	1538	1303	813	1499	33
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	183	154	1262	1225	408	0	855	1870	1585	933	1823	40
Grp Volume(v), veh/h	38	0	0	26	0	0	31	315	144	4	0	553
Grp Sat Flow(s),veh/h/ln	1599	0	0	1634	0	0	855	1870	1585	933	0	1863
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	0.9	3.2	1.6	0.1	0.0	6.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.3	0.0	0.0	7.6	3.2	1.6	3.3	0.0	6.7
Prop In Lane	0.16		0.79	0.81		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	117	0	0	145	0	0	719	1538	1303	813	0	1532
V/C Ratio(X)	0.32	0.00	0.00	0.18	0.00	0.00	0.04	0.20	0.11	0.00	0.00	0.36
Avail Cap(c_a), veh/h	413	0	0	419	0	0	719	1538	1303	813	0	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.99	0.00	0.00	0.89	0.89	0.89	0.90	0.00	0.90
Uniform Delay (d), s/veh	42.1	0.0	0.0	41.7	0.0	0.0	3.0	1.7	1.6	2.1	0.0	2.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.6	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	1.0	0.0	0.0	0.2	1.3	0.5	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	0.0	0.0	42.3	0.0	0.0	3.1	2.0	1.7	2.1	0.0	2.6
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		38			26			490			557	
Approach Delay, s/veh		43.7			42.3			2.0			2.6	
Approach LOS		D			D			A			A	

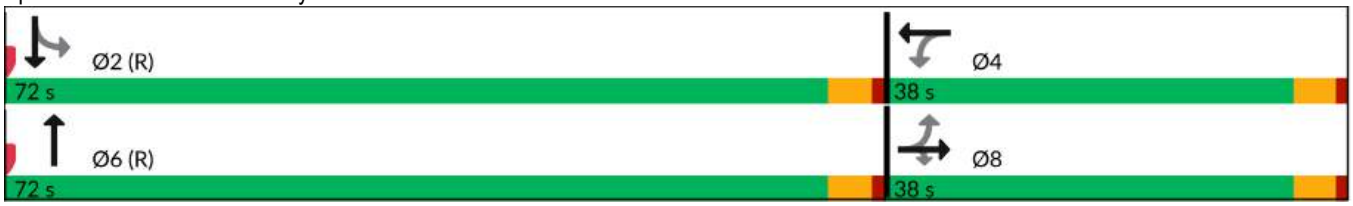
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.6		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.3		0.1				

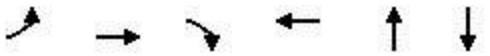
Intersection Summary												
HCM 7th Control Delay, s/veh			4.7									
HCM 7th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	46	10	117	21	0	523	4	648
Future Volume (vph)	46	10	117	21	0	523	4	648
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.23	0.04	0.38		0.18	0.21		0.26
Control Delay (s/veh)	45.7	41.9	11.4		29.4	3.5		1.9
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.7	41.9	11.4		29.4	3.9		2.1
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		22.3			29.4	3.9		2.1
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 6.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

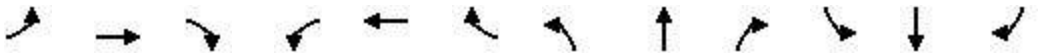
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	48	11	123	40	572	686
v/c Ratio	0.23	0.04	0.38	0.18	0.21	0.26
Control Delay (s/veh)	45.7	41.9	11.4	29.4	3.5	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.7	41.9	11.4	29.4	3.9	2.1
Queue Length 50th (ft)	31	7	0	14	46	27
Queue Length 95th (ft)	68	24	53	47	74	54
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	459	567	567	470	2751	2637
Starvation Cap Reductn	0	0	0	0	1552	1067
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.22	0.09	0.48	0.44

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	10	117	21	0	17	0	523	20	4	648	0
Future Volume (veh/h)	46	10	117	21	0	17	0	523	20	4	648	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	48	11	123	22	0	18	0	551	21	4	682	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	264	255	216	143	14	87	0	2729	104	36	2720	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1395	1870	1585	679	104	640	0	3584	133	4	3563	0
Grp Volume(v), veh/h	48	11	123	40	0	0	0	280	292	368	318	0
Grp Sat Flow(s),veh/h/ln	1395	1870	1585	1423	0	0	0	1777	1846	1865	1617	0
Q Serve(g_s), s	0.3	0.6	8.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.6	8.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.07	0.01		0.00
Lane Grp Cap(c), veh/h	264	255	216	245	0	0	0	1389	1444	1492	1264	0
V/C Ratio(X)	0.18	0.04	0.57	0.16	0.00	0.00	0.00	0.20	0.20	0.25	0.25	0.00
Avail Cap(c_a), veh/h	499	570	483	478	0	0	0	1389	1444	1492	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.66	0.66	0.96	0.96	0.00
Uniform Delay (d), s/veh	42.2	41.3	44.5	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	2.3	0.3	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.5	5.9	1.8	0.0	0.0	0.0	0.1	0.2	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	41.3	46.8	42.3	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		182			40			572			686	
Approach Delay, s/veh		45.4			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.4		2.0		10.0				
Green Ext Time (p_c), s		4.9		0.2		3.9		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	316	439	45	813	36	413	167	48	502
Future Volume (vph)	316	439	45	813	36	413	167	48	502
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	39.8	15.2	29.2	29.2	39.8	39.8	27.6	48.9
Actuated g/C Ratio	0.17	0.40	0.15	0.29	0.29	0.40	0.40	0.28	0.49
v/c Ratio	0.58	0.44	0.17	0.82	0.07	0.85	0.37	0.10	0.65
Control Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
Total Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	41.9
LOS	D	C	D	D	A	D	C	C	D
Approach Delay (s/veh)		31.9		39.6			34.5	40.6	
Approach LOS		C		D			C	D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 99.5	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 36.4	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way

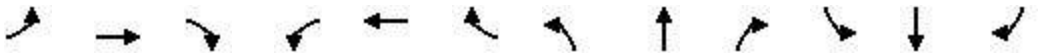




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	333	615	47	856	38	435	270	51	528
v/c Ratio	0.58	0.44	0.17	0.82	0.07	0.85	0.37	0.10	0.65
Control Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
Total Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	41.9
Queue Length 50th (ft)	108	164	28	273	0	226	109	25	228
Queue Length 95th (ft)	164	236	66	373	0	#354	175	53	345
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	578	1388	280	1174	594	510	872	675	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	282
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.44	0.17	0.73	0.06	0.85	0.31	0.08	1.00

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)	316	439	145	45	813	36	413	167	89	0	48	502
Future Volume (vph)	316	439	145	45	813	36	413	167	89	0	48	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3407		1770	3539	1583	1770	1765			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.62	1.00			1.00	1.00
Satd. Flow (perm)	3433	3407		1770	3539	1583	1160	1765			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	333	462	153	47	856	38	435	176	94	0	51	528
RTOR Reduction (vph)	0	26	0	0	0	26	0	19	0	0	0	31
Lane Group Flow (vph)	333	589	0	47	856	12	435	251	0	0	51	497
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	39.8		8.3	31.3	31.3	39.8	39.8			27.7	49.0
Effective Green, g (s)	16.8	39.8		8.3	31.3	31.3	39.8	39.8			27.7	49.0
Actuated g/C Ratio	0.17	0.39		0.08	0.31	0.31	0.39	0.39			0.27	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	568	1337		144	1092	488	501	692			508	764
v/s Ratio Prot	0.10	0.17		0.03	c0.24		c0.07	0.14			0.03	c0.31
v/s Ratio Perm						0.01	c0.28					
v/c Ratio	0.59	0.44		0.33	0.78	0.02	0.87	0.36			0.10	0.65
Uniform Delay, d1	39.1	22.6		43.9	32.0	24.4	28.6	21.8			27.5	19.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.4	1.1		1.3	3.8	0.0	14.7	0.3			0.1	2.0
Delay (s)	43.5	23.7		45.2	35.7	24.4	43.3	22.1			27.6	21.7
Level of Service	D	C		D	D	C	D	C			C	C
Approach Delay (s/veh)		30.6			35.7			35.2			22.3	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

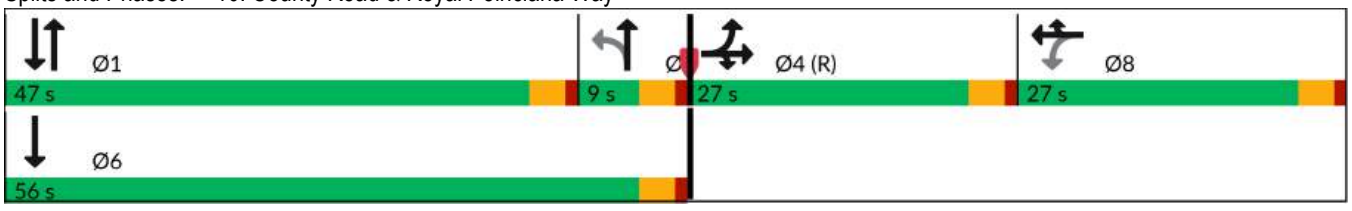
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	214	80	245	26	104	23	342	340	324		
Future Volume (vph)	214	80	245	26	104	23	342	340	324		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	25.8	25.8	25.8		14.0	14.0		58.2	58.2		
Actuated g/C Ratio	0.23	0.23	0.23		0.13	0.13		0.53	0.53		
v/c Ratio	0.39	0.39	0.45		0.63	0.09		1.35dl	0.43		
Control Delay (s/veh)	40.4	40.2	7.4		58.1	0.6		27.4	17.8		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.6		
Total Delay (s/veh)	40.4	40.2	7.4		58.1	0.6		27.4	18.3		
LOS	D	D	A		E	A		C	B		
Approach Delay (s/veh)		25.3			49.5			27.4	18.3		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 25.2	Intersection LOS: C
Intersection Capacity Utilization 69.1%	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: 10: County Road & Royal Poinciana Way

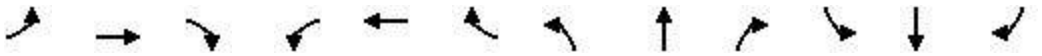




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	156	258	136	24	758	827
v/c Ratio	0.39	0.39	0.45	0.63	0.09	1.35dl	0.43
Control Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	18.3
Queue Length 50th (ft)	100	101	0	92	0	200	144
Queue Length 95th (ft)	167	170	67	149	0	318	215
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	394	405	569	353	401	975	1916
Starvation Cap Reductn	0	0	0	0	0	0	644
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.39	0.45	0.39	0.06	0.78	0.65

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)	214	80	245	26	104	23	342	340	38	0	324	462
Future Volume (vph)	214	80	245	26	104	23	342	340	38	0	324	462
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1844	1583		3430			3227	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1730	1583		1692	1583		1844			3227	
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)	225	84	258	27	109	24	360	358	40	0	341	486
RTOR Reduction (vph)	0	0	197	0	0	21	0	3	0	0	209	0
Lane Group Flow (vph)	153	156	61	0	136	3	0	755	0	0	618	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	25.8	25.8	25.8		14.0	14.0		58.2			58.2	
Effective Green, g (s)	25.8	25.8	25.8		14.0	14.0		58.2			58.2	
Actuated g/C Ratio	0.23	0.23	0.23		0.13	0.13		0.53			0.53	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	394	405	371		215	201		975			1707	
v/s Ratio Prot	c0.09	0.09	0.04			0.00					0.19	
v/s Ratio Perm					c0.08			c0.41				
v/c Ratio	0.39	0.39	0.16		0.63	0.02		1.35dl			0.36	
Uniform Delay, d1	35.5	35.4	33.5		45.6	42.0		20.7			15.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.53	
Incremental Delay, d2	2.9	2.8	0.9		6.0	0.0		3.9			0.1	
Delay (s)	38.3	38.2	34.5		51.5	42.0		24.5			38.4	
Level of Service	D	D	C		D	D		C			D	
Approach Delay (s/veh)		36.5			50.1			24.5			38.4	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

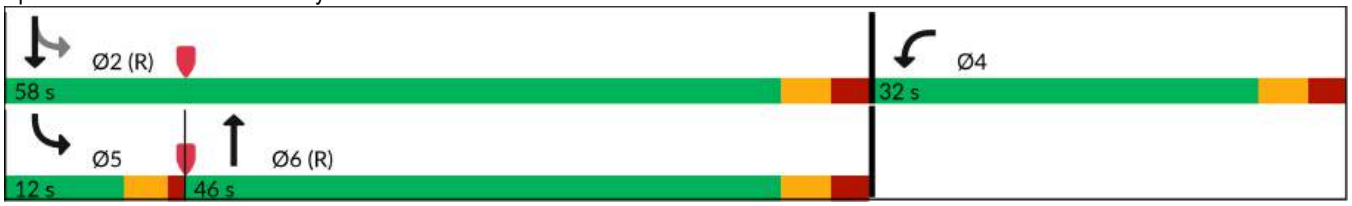
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	177	216	19	349
Future Volume (vph)	177	216	19	349
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	16.4	57.7	63.7	61.8
Actuated g/C Ratio	0.18	0.64	0.71	0.69
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.2	7.9	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.2	8.1	5.2	6.9
LOS	D	A	A	A
Approach Delay (s/veh)	43.2	8.1		6.8
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 40.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	226	311	20	367
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.2	7.9	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.2	8.1	5.2	6.9
Queue Length 50th (ft)	115	50	3	71
Queue Length 95th (ft)	176	106	12	138
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	514	1161	757	1280
Starvation Cap Reductn	0	377	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.40	0.03	0.29

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	38	216	80	19	349
Future Volume (veh/h)	177	38	216	80	19	349
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	29	227	73	20	367
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	222	35	843	271	850	1350
Arrive On Green	0.15	0.15	1.00	1.00	0.06	0.72
Sat Flow, veh/h	1509	235	1356	436	1781	1870
Grp Volume(v), veh/h	216	0	0	300	20	367
Grp Sat Flow(s),veh/h/ln	1753	0	0	1792	1781	1870
Q Serve(g_s), s	10.8	0.0	0.0	0.0	0.3	6.1
Cycle Q Clear(g_c), s	10.8	0.0	0.0	0.0	0.3	6.1
Prop In Lane	0.86	0.13		0.24	1.00	
Lane Grp Cap(c), veh/h	258	0	0	1114	850	1350
V/C Ratio(X)	0.84	0.00	0.00	0.27	0.02	0.27
Avail Cap(c_a), veh/h	508	0	0	1114	910	1350
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.99	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	0.0	0.0	4.1	4.3
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	0.3	0.2	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.4	0.0	0.0	0.6	4.1	4.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	216		300			387
Approach Delay, s/veh	44.4		0.6			4.8
Approach LOS	D		A			A

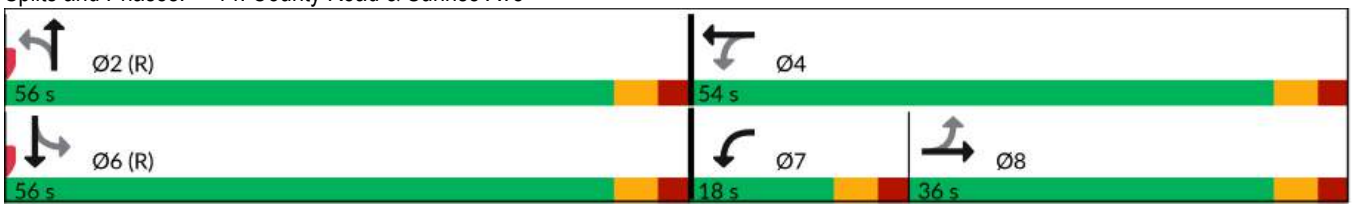
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.9		19.1	9.0	61.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.8	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	20	116	75	124	376	13	481
Future Volume (vph)	31	20	116	75	124	376	13	481
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.8	28.8	28.8		69.2		69.2
Actuated g/C Ratio		0.11	0.26	0.26		0.63		0.63
v/c Ratio		0.59	0.40	0.19		0.41		0.28
Control Delay (s/veh)		36.2	35.4	27.7		10.3		9.8
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		36.2	35.4	27.7		10.5		9.8
LOS		D	D	C		B		A
Approach Delay (s/veh)		36.2		32.1		10.5		9.8
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 15.4	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

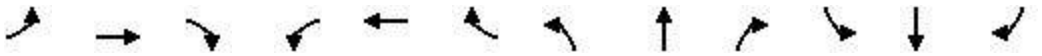
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	129	122	94	630	569
v/c Ratio	0.59	0.40	0.19	0.41	0.28
Control Delay (s/veh)	36.2	35.4	27.7	10.3	9.8
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	36.2	35.4	27.7	10.5	9.8
Queue Length 50th (ft)	46	69	46	93	84
Queue Length 95th (ft)	103	111	83	86	132
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	458	311	799	1521	2057
Starvation Cap Reductn	0	0	0	283	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.39	0.12	0.51	0.28

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	20	71	116	75	14	124	376	98	13	481	47
Future Volume (veh/h)	31	20	71	116	75	14	124	376	98	13	481	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	21	64	122	79	4	131	396	92	14	506	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	37	82	312	400	20	392	1204	288	65	2123	158
Arrive On Green	0.10	0.10	0.10	0.08	0.23	0.23	1.00	1.00	1.00	0.66	0.66	0.66
Sat Flow, veh/h	331	391	855	1781	1765	89	518	1814	434	47	3196	237
Grp Volume(v), veh/h	118	0	0	122	0	83	275	0	344	292	0	266
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1854	1141	0	1624	1821	0	1659
Q Serve(g_s), s	5.5	0.0	0.0	6.5	0.0	4.0	2.6	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	6.5	0.0	4.0	9.6	0.0	0.0	6.8	0.0	7.0
Prop In Lane	0.28		0.54	1.00		0.05	0.48		0.27	0.05		0.14
Lane Grp Cap(c), veh/h	193	0	0	312	0	421	806	0	1078	1243	0	1102
V/C Ratio(X)	0.61	0.00	0.00	0.39	0.00	0.20	0.34	0.00	0.32	0.23	0.00	0.24
Avail Cap(c_a), veh/h	465	0	0	370	0	809	806	0	1078	1243	0	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	38.7	0.0	34.4	0.2	0.0	0.0	7.4	0.0	7.4
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.8	0.0	0.2	1.1	0.0	0.8	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	0.0	5.3	0.0	3.3	0.5	0.0	0.4	4.9	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	0.0	39.5	0.0	34.6	1.4	0.0	0.8	7.8	0.0	7.9
LnGrp LOS	D			D		C	A		A	A		A
Approach Vol, veh/h		118			205			619			558	
Approach Delay, s/veh		51.6			37.5			1.0			7.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		79.0		31.0		79.0	14.4	16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		11.6		6.0		9.0	8.5	10.0				
Green Ext Time (p_c), s		5.0		0.5		3.8	0.1	0.6				

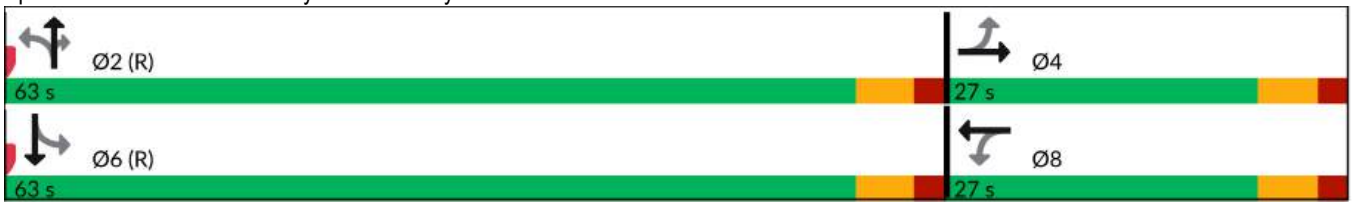
Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

2028 TOTAL TRAFFIC CONDITONS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	4	20	5	35	409	243	24	422
Future Volume (vph)	5	4	20	5	35	409	243	24	422
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.20		0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)		24.0		35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay		0.0		0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)		24.0		35.6	2.5	3.3	1.0	2.5	3.7
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		24.0		35.6		2.4			3.6
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay (s/veh): 4.3	Intersection LOS: A
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave

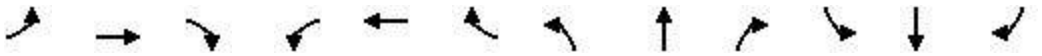




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	29	37	37	431	256	25	448
v/c Ratio	0.20	0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)	24.0	35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay	0.0	0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)	24.0	35.6	2.5	3.3	1.0	2.5	3.7
Queue Length 50th (ft)	5	14	4	50	0	1	83
Queue Length 95th (ft)	30	43	11	93	15	m6	174
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	382	345	812	1611	1403	825	1609
Starvation Cap Reductn	0	0	0	778	677	0	548
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.05	0.52	0.35	0.03	0.42

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	19	20	5	10	35	409	243	24	422	4
Future Volume (veh/h)	5	4	19	20	5	10	35	409	243	24	422	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	4	9	21	5	0	37	431	193	25	444	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	17	31	119	11	0	811	1552	1315	703	1535	14
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	371	462	833	1260	300	0	942	1870	1585	801	1851	17
Grp Volume(v), veh/h	18	0	0	26	0	0	37	431	193	25	0	448
Grp Sat Flow(s),veh/h/ln	1665	0	0	1560	0	0	942	1870	1585	801	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	0.8	4.6	2.1	0.6	0.0	4.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.4	0.0	0.0	5.7	4.6	2.1	5.2	0.0	4.8
Prop In Lane	0.28		0.50	0.81		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	113	0	0	130	0	0	811	1552	1315	703	0	1549
V/C Ratio(X)	0.16	0.00	0.00	0.20	0.00	0.00	0.05	0.28	0.15	0.04	0.00	0.29
Avail Cap(c_a), veh/h	424	0	0	419	0	0	811	1552	1315	703	0	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.73	0.93	0.00	0.93
Uniform Delay (d), s/veh	42.2	0.0	0.0	42.4	0.0	0.0	2.4	1.7	1.5	2.3	0.0	1.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.3	0.2	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	1.1	0.0	0.0	0.2	1.6	0.7	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0	43.1	0.0	0.0	2.4	2.0	1.7	2.4	0.0	2.2
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		18			26			661			473	
Approach Delay, s/veh		42.8			43.1			1.9			2.2	
Approach LOS		D			D			A			A	

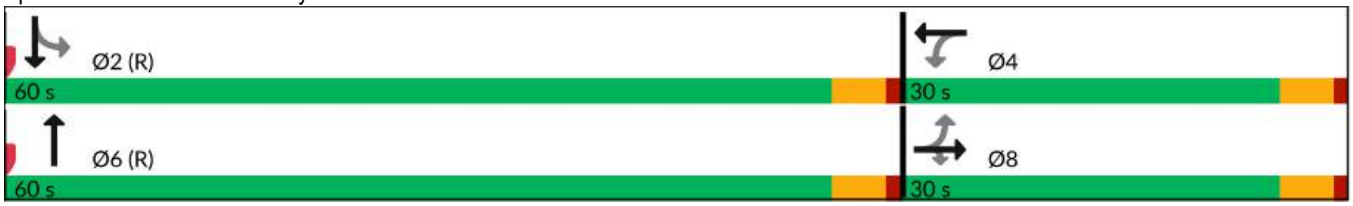
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.2		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

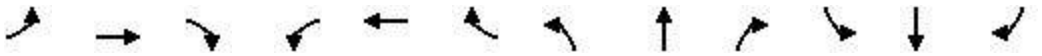
Intersection Summary												
HCM 7th Control Delay, s/veh			3.6									
HCM 7th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	3	143	16	0	588	1	526
Future Volume (vph)	43	3	143	16	0	588	1	526
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.20	0.01	0.39		0.10	0.25		0.22
Control Delay (s/veh)	34.7	31.7	8.9		19.6	4.6		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	34.7	31.7	8.9		19.6	4.8		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.1			19.6	4.8		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

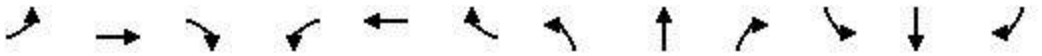




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.95			1.00			1.00	
Flt Protected	0.95	1.00	1.00		0.97			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1712			3525			3539	
Flt Permitted	0.74	1.00	1.00		0.87			1.00			0.95	
Satd. Flow (perm)	1377	1863	1583		1534			3525			3379	
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)	45	3	151	17	0	11	0	619	17	1	554	0
RTOR Reduction (vph)	0	0	126	0	15	0	0	2	0	0	0	0
Lane Group Flow (vph)	45	3	25	0	13	0	0	634	0	0	555	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	15.0	15.0	15.0		15.0			66.0			66.0	
Effective Green, g (s)	15.0	15.0	15.0		15.0			66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17		0.17			0.73			0.73	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	229	310	263		255			2585			2477	
v/s Ratio Prot		0.00						c0.18				
v/s Ratio Perm	c0.03		0.02		0.01						0.16	
v/c Ratio	0.20	0.01	0.10		0.05			0.25			0.22	
Uniform Delay, d1	32.3	31.3	31.8		31.5			3.9			3.8	
Progression Factor	1.00	1.01	0.97		1.00			1.11			0.57	
Incremental Delay, d2	0.4	0.0	0.2		0.1			0.2			0.2	
Delay (s)	32.6	31.6	30.9		31.6			4.6			2.4	
Level of Service	C	C	C		C			A			A	
Approach Delay (s/veh)		31.3			31.6			4.6			2.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (veh/h)	43	3	143	16	0	10	0	588	16	1	526	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	3	151	17	0	11	0	619	17	1	554	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	311	263	189	15	90	0	2593	71	41	2558	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1404	1870	1585	749	92	544	0	3626	97	1	3571	0
Grp Volume(v), veh/h	45	3	151	28	0	0	0	311	325	298	257	0
Grp Sat Flow(s),veh/h/ln	1404	1870	1585	1385	0	0	0	1777	1853	1870	1617	0
Q Serve(g_s), s	0.9	0.1	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.1	7.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.61		0.39	0.00		0.05	0.00		0.00
Lane Grp Cap(c), veh/h	318	311	263	294	0	0	0	1304	1360	1412	1187	0
V/C Ratio(X)	0.14	0.01	0.57	0.10	0.00	0.00	0.00	0.24	0.24	0.21	0.22	0.00
Avail Cap(c_a), veh/h	483	530	449	453	0	0	0	1304	1360	1412	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.84	0.84	0.97	0.97	0.00
Uniform Delay (d), s/veh	32.1	31.3	34.6	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.1	0.0	0.0	0.0	0.4	0.3	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.1	5.7	0.9	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.5	31.9	0.0	0.0	0.0	0.4	0.3	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		199			28			636			555	
Approach Delay, s/veh		35.5			31.9			0.4			0.4	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.6	19.4	70.6	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	3.2	2.0	9.9
Green Ext Time (p_c), s	3.8	0.1	4.5	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	520	850	55	293	79	100	222	103	255
Future Volume (vph)	520	850	55	293	79	100	222	103	255
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.77	0.77	0.16	0.28	0.14	0.23	0.53	0.29	0.33
Control Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		30.3		18.4			23.7	10.3	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	547	1146	58	308	83	105	299	108	268
v/c Ratio	0.77	0.77	0.16	0.28	0.14	0.23	0.53	0.29	0.33
Control Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Length 50th (ft)	134	~293	24	58	0	37	112	46	0
Queue Length 95th (ft)	#209	#436	56	91	13	74	187	91	29
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1483	368	1211	625	447	867	637	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.77	0.16	0.25	0.13	0.23	0.34	0.17	0.28

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)	520	850	238	55	293	79	100	222	62	0	103	255
Future Volume (vph)	520	850	238	55	293	79	100	222	62	0	103	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3423		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3423		1770	3539	1583	1280	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	895	251	58	308	83	105	234	65	0	108	268
RTOR Reduction (vph)	0	24	0	0	0	56	0	12	0	0	0	162
Lane Group Flow (vph)	547	1122	0	58	308	27	105	287	0	0	108	106
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1407		193	1132	506	418	551			361	624
v/s Ratio Prot	c0.16	c0.33		0.03	0.09		0.01	c0.16			0.06	0.07
v/s Ratio Perm						0.02	0.06					
v/c Ratio	0.80	0.80		0.30	0.27	0.05	0.25	0.52			0.30	0.17
Uniform Delay, d1	29.6	20.1		31.9	19.7	18.3	20.4	22.3			26.8	15.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.2	4.8		0.9	0.1	0.0	0.3	0.8			0.5	0.1
Delay (s)	38.8	24.9		32.8	19.8	18.3	20.7	23.1			27.3	15.4
Level of Service	D	C		C	B	B	C	C			C	B
Approach Delay (s/veh)		29.4			21.2			22.5			18.8	
Approach LOS		C			C			C			B	

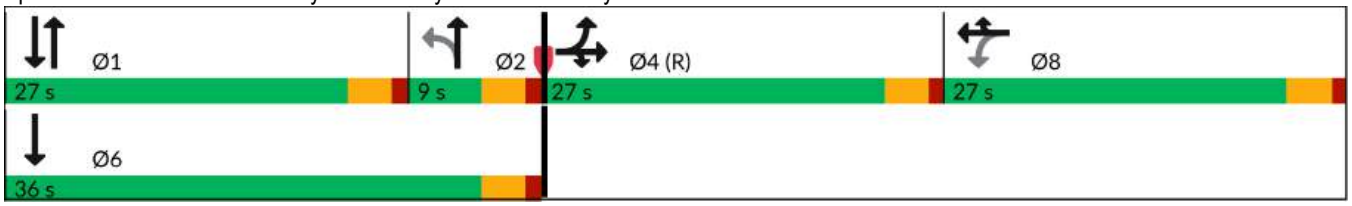
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	386	96	274	3	72	16	155	346	249		
Future Volume (vph)	386	96	274	3	72	16	155	346	249		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	31.4	31.4	31.4		9.2	9.2		39.3	39.3		
Actuated g/C Ratio	0.35	0.35	0.35		0.10	0.10		0.44	0.44		
v/c Ratio	0.43	0.43	0.39		0.42	0.07		0.57	0.32		
Control Delay (s/veh)	28.5	28.4	5.2		44.1	0.5		20.6	4.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	28.5	28.4	5.2		44.1	0.5		20.6	4.5		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		20.0			36.4			20.6	4.5		
Approach LOS		C			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

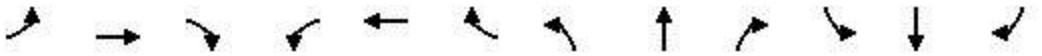
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	252	255	288	79	17	571	509
v/c Ratio	0.43	0.43	0.39	0.42	0.07	0.57	0.32
Control Delay (s/veh)	28.5	28.4	5.2	44.1	0.5	20.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.5	28.4	5.2	44.1	0.5	20.6	4.5
Queue Length 50th (ft)	121	122	0	43	0	118	6
Queue Length 95th (ft)	215	216	61	83	0	163	4
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	587	600	740	466	485	1001	1571
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	0.43	0.43	0.39	0.17	0.04	0.57	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	386	96	274	3	72	16	155	346	42	0	249	235
Future Volume (vph)	386	96	274	3	72	16	155	346	42	0	249	235
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1718	1583		1859	1583		3449			3282	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.65			1.00	
Satd. Flow (perm)	1681	1718	1583		1826	1583		2281			3282	
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)	406	101	288	3	76	17	163	364	44	0	262	247
RTOR Reduction (vph)	0	0	190	0	0	15	0	6	0	0	139	0
Lane Group Flow (vph)	252	255	98	0	79	2	0	565	0	0	370	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	30.6	30.6	30.6		8.1	8.1		39.3			39.3	
Effective Green, g (s)	30.6	30.6	30.6		8.1	8.1		39.3			39.3	
Actuated g/C Ratio	0.34	0.34	0.34		0.09	0.09		0.44			0.44	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	571	584	538		164	142		996			1433	
v/s Ratio Prot	c0.15	0.15	0.06			0.00					0.11	
v/s Ratio Perm					c0.04			c0.25				
v/c Ratio	0.44	0.44	0.18		0.48	0.01		0.57			0.26	
Uniform Delay, d1	23.1	23.0	20.9		39.0	37.3		19.0			16.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.52	
Incremental Delay, d2	2.5	2.4	0.7		2.2	0.0		0.7			0.1	
Delay (s)	25.5	25.4	21.6		41.2	37.3		19.7			8.4	
Level of Service	C	C	C		D	D		B			A	
Approach Delay (s/veh)		24.1			40.5			19.7			8.4	
Approach LOS		C			D			B			A	

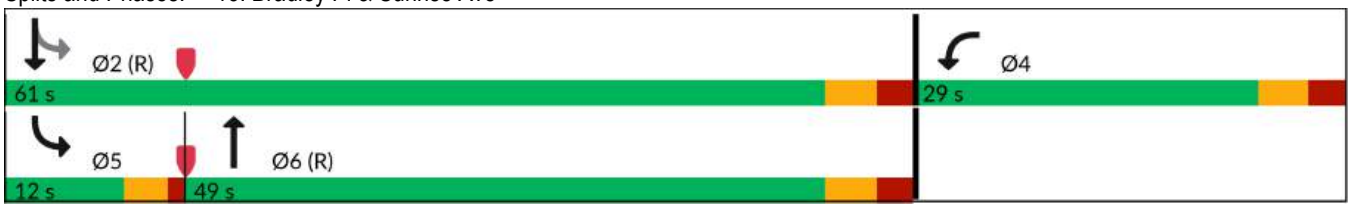
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	122	363	46	293
Future Volume (vph)	122	363	46	293
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	14.3	57.5	65.8	63.9
Actuated g/C Ratio	0.16	0.64	0.73	0.71
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
LOS	D	A	A	A
Approach Delay (s/veh)	42.1	9.1		5.4
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	465	48	308
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
Queue Length 50th (ft)	90	98	6	50
Queue Length 95th (ft)	150	138	19	103
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1168	651	1323
Starvation Cap Reductn	0	216	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.49	0.07	0.23

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	58	363	79	46	293
Future Volume (veh/h)	122	58	363	79	46	293
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	50	382	72	48	308
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	156	61	983	185	781	1389
Arrive On Green	0.13	0.13	1.00	1.00	0.06	0.74
Sat Flow, veh/h	1232	481	1530	288	1781	1870
Grp Volume(v), veh/h	179	0	0	454	48	308
Grp Sat Flow(s),veh/h/ln	1722	0	0	1818	1781	1870
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.7	4.6
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.0	0.7	4.6
Prop In Lane	0.72	0.28		0.16	1.00	
Lane Grp Cap(c), veh/h	218	0	0	1169	781	1389
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.06	0.22
Avail Cap(c_a), veh/h	442	0	0	1169	840	1389
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.97	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	0.0	3.6	3.6
Incr Delay (d2), s/veh	7.5	0.0	0.0	0.9	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	0.0	0.6	0.4	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.9	0.0	0.0	0.9	3.7	3.9
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	179		454			356
Approach Delay, s/veh	45.9		0.9			3.9
Approach LOS	D		A			A

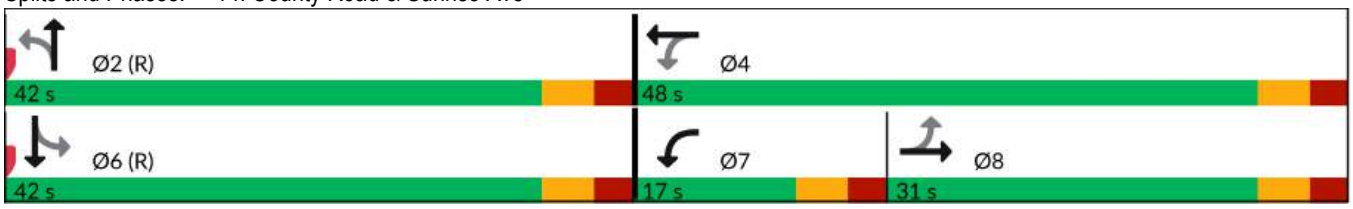
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

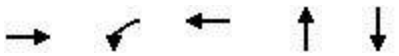
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	24	87	40	90	433	30	408
Future Volume (vph)	40	24	87	40	90	433	30	408
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.4	23.6	24.2		58.2		58.2
Actuated g/C Ratio		0.13	0.26	0.27		0.65		0.65
v/c Ratio		0.52	0.28	0.14		0.38		0.26
Control Delay (s/veh)		24.1	24.9	14.8		8.4		9.7
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay (s/veh)		24.1	24.9	14.8		8.5		9.7
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.1		20.5		8.5		9.7
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	116	92	71	672	526
v/c Ratio	0.52	0.28	0.14	0.38	0.26
Control Delay (s/veh)	24.1	24.9	14.8	8.4	9.7
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	24.1	24.9	14.8	8.5	9.7
Queue Length 50th (ft)	41	39	17	102	70
Queue Length 95th (ft)	89	69	44	101	119
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	444	356	831	1766	1995
Starvation Cap Reductn	0	0	0	212	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.09	0.43	0.26

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	24	47	87	40	28	90	433	115	30	408	62
Future Volume (veh/h)	40	24	47	87	40	28	90	433	115	30	408	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	25	38	92	42	18	95	456	110	32	429	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	57	62	364	306	131	286	1328	322	137	1756	219
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	484	522	571	1781	1242	532	377	2140	519	148	2829	352
Grp Volume(v), veh/h	105	0	0	92	0	60	320	0	341	264	0	251
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1775	1426	0	1609	1691	0	1639
Q Serve(g_s), s	3.5	0.0	0.0	3.9	0.0	2.4	0.8	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	3.9	0.0	2.4	7.0	0.0	0.0	5.6	0.0	6.2
Prop In Lane	0.40		0.36	1.00		0.30	0.30		0.32	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	364	0	436	937	0	999	1094	0	1017
V/C Ratio(X)	0.46	0.00	0.00	0.25	0.00	0.14	0.34	0.00	0.34	0.24	0.00	0.25
Avail Cap(c_a), veh/h	486	0	0	457	0	828	937	0	999	1094	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	30.3	0.0	26.5	0.0	0.0	0.0	7.5	0.0	7.6
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.1	1.0	0.0	0.9	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	3.0	0.0	1.8	0.5	0.0	0.5	3.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	0.0	30.6	0.0	26.6	1.0	0.0	0.9	8.1	0.0	8.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		105			152			661			515	
Approach Delay, s/veh		39.5			29.0			1.0			8.1	
Approach LOS		D			C			A			A	

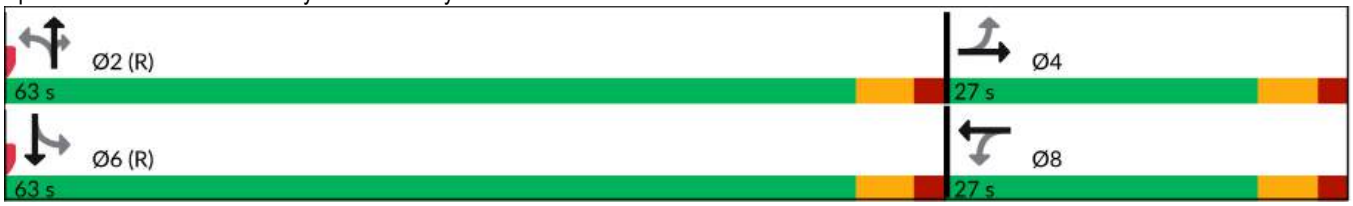
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.9		28.1		61.9	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.0		4.4		8.2	5.9	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.4	0.1	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	9.3	
HCM 7th LOS	A	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	6	21	5	25	392	211	15	607
Future Volume (vph)	4	6	21	5	25	392	211	15	607
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.3	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.28		0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)		21.3		35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay		0.0		0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)		21.3		35.5	2.6	3.2	0.7	2.2	4.6
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		21.3		35.5		2.4			4.5
Approach LOS		C		D		A			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: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave

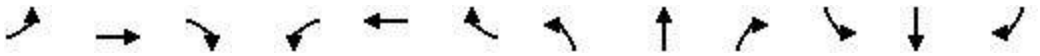




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	222	16	651
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.6
Queue Length 50th (ft)	5	15	2	48	0	3	152
Queue Length 95th (ft)	37	45	9	90	14	m4	229
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	401	342	639	1609	1398	837	1604
Starvation Cap Reductn	0	0	0	787	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	0.11	0.11	0.04	0.50	0.16	0.02	0.53

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	6	33	21	5	11	25	392	211	15	607	11
Future Volume (veh/h)	4	6	33	21	5	11	25	392	211	15	607	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	6	24	22	5	1	26	413	159	16	639	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	15	50	124	16	3	723	1539	1304	729	1506	28
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	131	348	1151	1201	356	58	781	1870	1585	840	1830	34
Grp Volume(v), veh/h	34	0	0	28	0	0	26	413	159	16	0	651
Grp Sat Flow(s),veh/h/ln	1631	0	0	1615	0	0	781	1870	1585	840	0	1864
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.5	4.5	1.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.4	0.0	0.0	0.5	4.5	1.8	4.6	0.0	0.0
Prop In Lane	0.12		0.71	0.79		0.04	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	116	0	0	142	0	0	723	1539	1304	729	0	1534
V/C Ratio(X)	0.29	0.00	0.00	0.20	0.00	0.00	0.04	0.27	0.12	0.02	0.00	0.42
Avail Cap(c_a), veh/h	420	0	0	418	0	0	723	1539	1304	729	0	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.86	0.86	0.86	0.00	0.86
Uniform Delay (d), s/veh	42.0	0.0	0.0	41.8	0.0	0.0	1.5	1.8	1.6	0.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.0	0.0	0.1	0.4	0.2	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	1.1	0.0	0.0	0.1	1.7	0.6	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	0.0	0.0	42.5	0.0	0.0	1.5	2.2	1.7	0.2	0.0	0.7
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		34			28			598			667	
Approach Delay, s/veh		43.4			42.5			2.0			0.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	5	175	19	0	526	12	663
Future Volume (vph)	41	5	175	19	0	526	12	663
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.19	0.02	0.44		0.13	0.22		0.29
Control Delay (s/veh)	34.7	31.8	8.8		21.1	5.7		2.2
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	34.7	31.8	8.8		21.1	6.0		2.3
LOS	C	C	A		C	A		A
Approach Delay (s/veh)		14.1			21.1	6.0		2.3
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

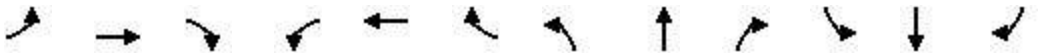
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	43	5	184	34	570	711
v/c Ratio	0.19	0.02	0.44	0.13	0.22	0.29
Control Delay (s/veh)	34.7	31.8	8.8	21.1	5.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	34.7	31.8	8.8	21.1	6.0	2.3
Queue Length 50th (ft)	22	3	1	8	80	30
Queue Length 95th (ft)	52	13	58	34	63	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	448	610	642	511	2586	2447
Starvation Cap Reductn	0	0	0	0	1370	821
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.29	0.07	0.47	0.44

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	5	175	19	0	13	0	526	15	12	663	0
Future Volume (veh/h)	41	5	175	19	0	13	0	526	15	12	663	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	43	5	184	20	0	14	0	554	16	13	698	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	182	16	94	0	2587	75	60	2516	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1400	1870	1585	709	96	563	0	3621	102	26	3515	0
Grp Volume(v), veh/h	43	5	184	34	0	0	0	279	291	379	332	0
Grp Sat Flow(s),veh/h/ln	1400	1870	1585	1368	0	0	0	1777	1852	1839	1617	0
Q Serve(g_s), s	0.4	0.2	9.9	0.1	0.0	0.0	0.0	11.3	11.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	9.9	1.5	0.0	0.0	0.0	11.3	11.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.05	0.03		0.00
Lane Grp Cap(c), veh/h	319	311	264	291	0	0	0	1303	1359	1390	1186	0
V/C Ratio(X)	0.13	0.02	0.70	0.12	0.00	0.00	0.00	0.21	0.21	0.27	0.28	0.00
Avail Cap(c_a), veh/h	545	613	520	506	0	0	0	1303	1359	1390	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.69	0.69	0.95	0.95	0.00
Uniform Delay (d), s/veh	32.0	31.3	35.4	31.9	0.0	0.0	0.0	13.4	13.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.3	0.2	0.0	0.0	0.0	0.3	0.2	0.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	7.2	1.1	0.0	0.0	0.0	8.6	8.9	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	38.7	32.1	0.0	0.0	0.0	13.6	13.6	0.5	0.6	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		232			34			570			711	
Approach Delay, s/veh		37.3			32.1			13.6			0.5	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.5	19.5	70.5	19.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	51.5	29.5	51.5	29.5
Max Q Clear Time (g_c+I1), s	2.0	3.5	13.3	11.9
Green Ext Time (p_c), s	5.2	0.1	3.8	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	349	361	93	687	65	220	193	130	495
Future Volume (vph)	349	361	93	687	65	220	193	130	495
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.2	25.2	30.8	30.8	20.7	35.3
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.62	0.42	0.32	0.68	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.1
LOS	D	C	D	C	A	C	C	C	B
Approach Delay (s/veh)		28.8		28.7			22.5	18.5	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.1	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 25.3	Intersection LOS: C
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	367	513	98	723	68	232	286	137	521
v/c Ratio	0.62	0.42	0.32	0.68	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.1
Queue Length 50th (ft)	96	104	47	177	0	90	103	60	123
Queue Length 95th (ft)	148	160	97	254	5	147	170	108	203
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	595	1230	307	1121	588	478	771	568	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	9
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.42	0.32	0.64	0.12	0.49	0.37	0.24	0.65

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	349	361	126	93	687	65	220	193	79	0	130	495
Future Volume (vph)	349	361	126	93	687	65	220	193	79	0	130	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1782			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1208	1782			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	367	380	133	98	723	68	232	203	83	0	137	521
RTOR Reduction (vph)	0	36	0	0	0	47	0	17	0	0	0	58
Lane Group Flow (vph)	367	477	0	98	723	21	232	269	0	0	137	463
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.7	35.3
Effective Green, g (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.7	35.3
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.24	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	589	1180		233	1086	486	474	645			453	657
v/s Ratio Prot	0.11	c0.14		0.06	c0.20		c0.03	0.15			0.07	c0.29
v/s Ratio Perm						0.01	0.14					
v/c Ratio	0.62	0.40		0.42	0.67	0.04	0.49	0.42			0.30	0.70
Uniform Delay, d1	32.6	21.1		33.9	25.7	20.7	21.9	20.4			26.3	20.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.9	1.0		1.2	1.6	0.0	0.8	0.4			0.4	3.4
Delay (s)	37.6	22.1		35.1	27.2	20.7	22.7	20.8			26.6	24.0
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s/veh)		28.6			27.6			21.6			24.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

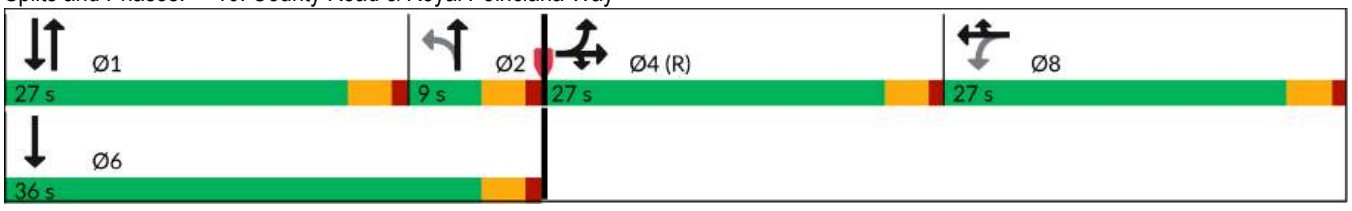
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	84	182	26	110	15	229	347	357		
Future Volume (vph)	210	84	182	26	110	15	229	347	357		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0		12.7	12.7		42.3	42.3		
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47	0.47		
v/c Ratio	0.35	0.36	0.35		0.59	0.05		1.20dl	0.51		
Control Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.4	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.4		
Total Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.4	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		21.0			41.2			27.4	15.7		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 22.2	Intersection LOS: C
Intersection Capacity Utilization 67.9%	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: 10: County Road & Royal Poinciana Way

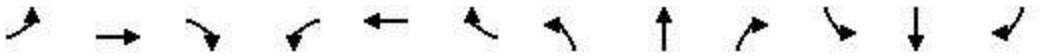




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	152	157	192	143	16	652	890
v/c Ratio	0.35	0.36	0.35	0.59	0.05	1.20dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.7
Queue Length 50th (ft)	74	76	0	77	0	151	113
Queue Length 95th (ft)	132	135	50	129	0	#277	161
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	429	442	547	435	485	866	1742
Starvation Cap Reductn	0	0	0	0	0	0	392
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.36	0.35	0.33	0.03	0.75	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	84	182	26	110	15	229	347	44	0	357	488
Future Volume (vph)	210	84	182	26	110	15	229	347	44	0	357	488
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1732	1583		1845	1583		3438			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1732	1583		1702	1583		1836			3233	
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)	221	88	192	27	116	16	241	365	46	0	376	514
RTOR Reduction (vph)	0	0	143	0	0	14	0	5	0	0	225	0
Lane Group Flow (vph)	152	157	49	0	143	2	0	647	0	0	665	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Effective Green, g (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47			0.47	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	429	442	404		240	223		862			1519	
v/s Ratio Prot	0.09	c0.09	0.03			0.00					0.21	
v/s Ratio Perm					c0.08			c0.35				
v/c Ratio	0.35	0.36	0.12		0.60	0.01		1.20dl			0.44	
Uniform Delay, d1	27.4	27.4	25.7		36.2	33.2		19.5			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.63	
Incremental Delay, d2	2.3	2.2	0.6		3.9	0.0		3.7			0.2	
Delay (s)	29.7	29.7	26.4		40.2	33.3		23.2			26.1	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		28.4			39.5			23.2			26.1	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	204	244	41	396
Future Volume (vph)	204	244	41	396
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	18.9	52.8	61.2	59.3
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.3	6.3	8.6
LOS	D	B	A	A
Approach Delay (s/veh)	37.5	11.3		8.4
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	277	363	43	417
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.3	6.3	8.6
Queue Length 50th (ft)	145	98	7	92
Queue Length 95th (ft)	212	142	22	178
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	574	1062	681	1227
Starvation Cap Reductn	0	219	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.43	0.06	0.34

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	204	59	244	101	41	396
Future Volume (veh/h)	204	59	244	101	41	396
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	51	257	95	43	417
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	250	59	769	284	787	1292
Arrive On Green	0.18	0.18	1.00	1.00	0.06	0.69
Sat Flow, veh/h	1401	332	1302	481	1781	1870
Grp Volume(v), veh/h	267	0	0	352	43	417
Grp Sat Flow(s),veh/h/ln	1740	0	0	1784	1781	1870
Q Serve(g_s), s	13.4	0.0	0.0	0.0	0.7	8.0
Cycle Q Clear(g_c), s	13.4	0.0	0.0	0.0	0.7	8.0
Prop In Lane	0.81	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	310	0	0	1053	787	1292
V/C Ratio(X)	0.86	0.00	0.00	0.33	0.05	0.32
Avail Cap(c_a), veh/h	563	0	0	1053	866	1292
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	0.0	0.0	5.1	5.5
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	0.0	0.0	0.4	0.4	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	0.0	0.0	0.8	5.1	6.2
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	267		352			460
Approach Delay, s/veh	42.8		0.8			6.1
Approach LOS	D		A			A

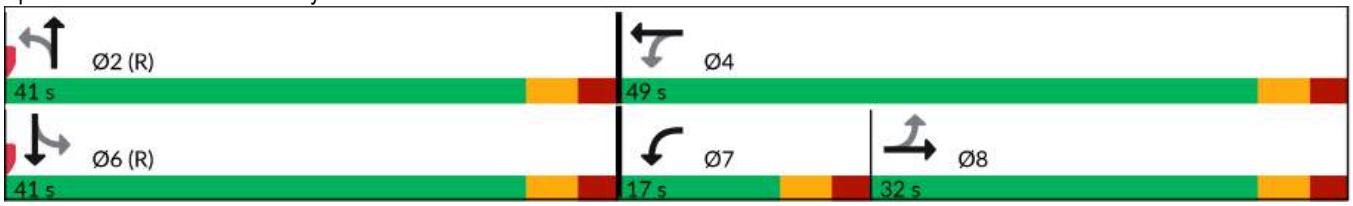
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		21.9	9.0	59.1
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.4	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	26	118	47	121	357	18	493
Future Volume (vph)	30	26	118	47	121	357	18	493
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.3	27.2	27.2		50.8		50.8
Actuated g/C Ratio		0.13	0.30	0.30		0.56		0.56
v/c Ratio		0.54	0.36	0.13		0.46		0.34
Control Delay (s/veh)		24.1	25.8	15.9		3.9		11.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	25.8	15.9		3.9		11.3
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.1		3.9		11.3
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

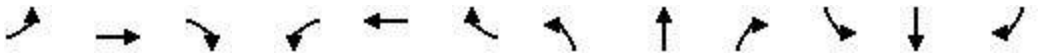
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	143	124	74	618	622
v/c Ratio	0.54	0.36	0.13	0.46	0.34
Control Delay (s/veh)	24.1	25.8	15.9	3.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	25.8	15.9	3.9	11.3
Queue Length 50th (ft)	49	53	20	15	88
Queue Length 95th (ft)	112	89	47	30	141
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	503	358	857	1348	1824
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.35	0.09	0.46	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	26	80	118	47	24	121	357	109	18	493	80
Future Volume (veh/h)	30	26	80	118	47	24	121	357	109	18	493	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	27	73	124	49	14	127	376	104	19	519	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	48	98	351	357	102	350	1054	303	76	1818	251
Arrive On Green	0.11	0.11	0.11	0.08	0.26	0.26	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	276	440	886	1781	1399	400	477	1725	496	55	2975	411
Grp Volume(v), veh/h	132	0	0	124	0	63	269	0	338	322	0	289
Grp Sat Flow(s),veh/h/ln	1601	0	0	1781	0	1798	1085	0	1613	1813	0	1628
Q Serve(g_s), s	4.4	0.0	0.0	5.3	0.0	2.4	3.2	0.0	0.0	0.0	0.0	7.6
Cycle Q Clear(g_c), s	7.1	0.0	0.0	5.3	0.0	2.4	10.8	0.0	0.0	7.3	0.0	7.6
Prop In Lane	0.24		0.55	1.00		0.22	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	351	0	459	722	0	986	1150	0	995
V/C Ratio(X)	0.58	0.00	0.00	0.35	0.00	0.14	0.37	0.00	0.34	0.28	0.00	0.29
Avail Cap(c_a), veh/h	506	0	0	429	0	859	722	0	986	1150	0	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	0.0	30.1	0.0	25.8	0.4	0.0	0.0	8.2	0.0	8.3
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.6	0.0	0.1	1.4	0.0	0.9	0.6	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	4.1	0.0	1.9	0.5	0.0	0.5	5.1	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	0.0	30.7	0.0	26.0	1.9	0.0	0.9	8.8	0.0	9.0
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		132			187			607			611	
Approach Delay, s/veh		41.1			29.1			1.3			8.9	
Approach LOS		D			C			A			A	

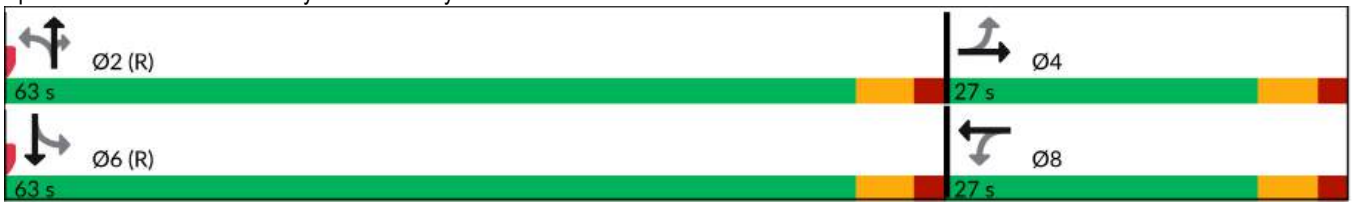
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.0		29.0		61.0	13.1	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		12.8		4.4		9.6	7.3	9.1				
Green Ext Time (p_c), s		4.4		0.3		4.0	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.1									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	2	20	5	29	299	195	3	511
Future Volume (vph)	6	2	20	5	29	299	195	3	511
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.30		0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)		20.2		35.7	2.5	2.4	0.7	2.3	3.5
Queue Delay		0.0		0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)		20.2		35.7	2.5	2.8	0.7	2.3	3.8
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		20.2		35.7		2.0			3.8
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay (s/veh): 4.6	Intersection LOS: A
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	37	31	315	205	3	550
v/c Ratio	0.30	0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)	20.2	35.7	2.5	2.4	0.7	2.3	3.5
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)	20.2	35.7	2.5	2.8	0.7	2.3	3.8
Queue Length 50th (ft)	4	14	3	34	0	1	104
Queue Length 95th (ft)	37	43	10	65	14	m1	216
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	397	340	723	1611	1397	917	1606
Starvation Cap Reductn	0	0	0	848	0	0	434
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.04	0.41	0.15	0.00	0.47

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	39	20	5	10	29	299	195	3	511	11
Future Volume (veh/h)	6	2	39	20	5	10	29	299	195	3	511	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	30	21	5	0	31	315	142	3	538	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	7	56	127	18	0	721	1538	1303	815	1499	33
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	183	154	1262	1225	408	0	858	1870	1585	934	1822	41
Grp Volume(v), veh/h	38	0	0	26	0	0	31	315	142	3	0	550
Grp Sat Flow(s),veh/h/ln	1599	0	0	1634	0	0	858	1870	1585	934	0	1863
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	0.9	3.2	1.6	0.1	0.0	6.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.3	0.0	0.0	7.5	3.2	1.6	3.3	0.0	6.7
Prop In Lane	0.16		0.79	0.81		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	117	0	0	145	0	0	721	1538	1303	815	0	1532
V/C Ratio(X)	0.32	0.00	0.00	0.18	0.00	0.00	0.04	0.20	0.11	0.00	0.00	0.36
Avail Cap(c_a), veh/h	413	0	0	419	0	0	721	1538	1303	815	0	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.99	0.00	0.00	0.89	0.89	0.89	0.90	0.00	0.90
Uniform Delay (d), s/veh	42.1	0.0	0.0	41.7	0.0	0.0	3.0	1.7	1.6	2.1	0.0	2.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.6	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	1.0	0.0	0.0	0.2	1.3	0.5	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	0.0	0.0	42.3	0.0	0.0	3.1	2.0	1.7	2.1	0.0	2.6
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		38			26			488			553	
Approach Delay, s/veh		43.7			42.3			2.0			2.6	
Approach LOS		D			D			A			A	

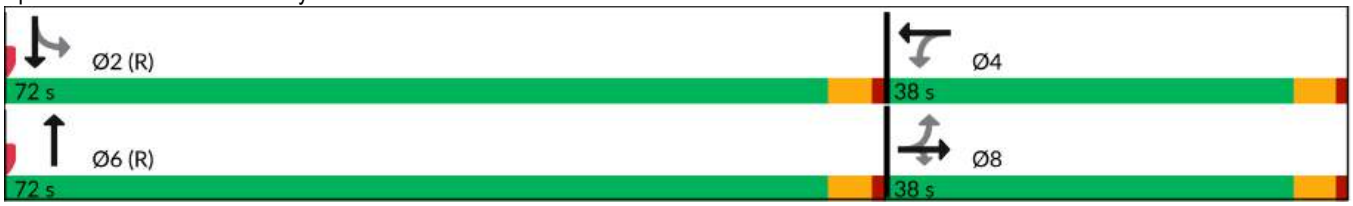
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.5		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.2		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	46	7	117	21	0	523	4	631
Future Volume (vph)	46	7	117	21	0	523	4	631
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.23	0.03	0.38		0.18	0.20		0.25
Control Delay (s/veh)	45.7	41.6	11.4		29.4	3.5		1.7
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.7	41.6	11.4		29.4	3.9		1.9
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		21.8			29.4	3.9		1.9
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

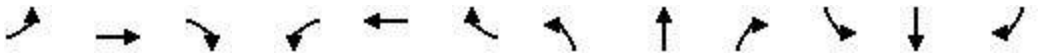
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	48	7	123	40	563	668
v/c Ratio	0.23	0.03	0.38	0.18	0.20	0.25
Control Delay (s/veh)	45.7	41.6	11.4	29.4	3.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.7	41.6	11.4	29.4	3.9	1.9
Queue Length 50th (ft)	31	4	0	14	44	26
Queue Length 95th (ft)	68	18	53	47	73	44
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	459	567	567	471	2759	2637
Starvation Cap Reductn	0	0	0	0	1566	1078
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.22	0.08	0.47	0.43

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	7	117	21	0	17	0	523	11	4	631	0
Future Volume (veh/h)	46	7	117	21	0	17	0	523	11	4	631	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	48	7	123	22	0	18	0	551	12	4	664	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	264	255	216	143	14	87	0	2781	61	37	2720	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1395	1870	1585	680	104	641	0	3649	77	4	3563	0
Grp Volume(v), veh/h	48	7	123	40	0	0	0	275	288	358	310	0
Grp Sat Flow(s),veh/h/ln	1395	1870	1585	1425	0	0	0	1777	1856	1865	1617	0
Q Serve(g_s), s	0.3	0.4	8.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.4	8.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.04	0.01		0.00
Lane Grp Cap(c), veh/h	264	255	216	245	0	0	0	1389	1452	1492	1264	0
V/C Ratio(X)	0.18	0.03	0.57	0.16	0.00	0.00	0.00	0.20	0.20	0.24	0.25	0.00
Avail Cap(c_a), veh/h	499	570	483	479	0	0	0	1389	1452	1492	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.66	0.66	0.97	0.97	0.00
Uniform Delay (d), s/veh	42.2	41.2	44.5	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.3	0.3	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.3	5.9	1.8	0.0	0.0	0.0	0.1	0.1	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	41.2	46.8	42.3	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		178			40			563			668	
Approach Delay, s/veh		45.4			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.4		2.0		10.0				
Green Ext Time (p_c), s		4.8		0.2		3.9		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	315	435	45	805	36	413	166	46	500
Future Volume (vph)	315	435	45	805	36	413	166	46	500
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	39.6	15.3	29.0	29.0	39.6	39.6	27.4	48.8
Actuated g/C Ratio	0.17	0.40	0.15	0.29	0.29	0.40	0.40	0.28	0.49
v/c Ratio	0.57	0.44	0.17	0.82	0.07	0.85	0.37	0.09	0.65
Control Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3
Total Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	40.4
LOS	D	C	D	D	A	D	C	C	D
Approach Delay (s/veh)		31.8		39.3			34.3	39.3	
Approach LOS		C		D			C	D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 99.1	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 35.9	Intersection LOS: D
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	332	611	47	847	38	435	269	48	526
v/c Ratio	0.57	0.44	0.17	0.82	0.07	0.85	0.37	0.09	0.65
Control Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3
Total Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	40.4
Queue Length 50th (ft)	107	161	28	267	0	225	108	23	224
Queue Length 95th (ft)	163	235	66	368	0	#353	174	51	343
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	581	1385	281	1180	597	511	876	678	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	281
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.44	0.17	0.72	0.06	0.85	0.31	0.07	1.00

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)	315	435	145	45	805	36	413	166	89	0	46	500
Future Volume (vph)	315	435	145	45	805	36	413	166	89	0	46	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3406		1770	3539	1583	1770	1765			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.62	1.00			1.00	1.00
Satd. Flow (perm)	3433	3406		1770	3539	1583	1162	1765			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	332	458	153	47	847	38	435	175	94	0	48	526
RTOR Reduction (vph)	0	26	0	0	0	26	0	19	0	0	0	31
Lane Group Flow (vph)	332	585	0	47	847	12	435	250	0	0	48	495
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	39.5		8.3	31.0	31.0	39.6	39.6			27.5	48.8
Effective Green, g (s)	16.8	39.5		8.3	31.0	31.0	39.6	39.6			27.5	48.8
Actuated g/C Ratio	0.17	0.39		0.08	0.31	0.31	0.39	0.39			0.27	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	571	1333		145	1087	486	501	692			507	765
v/s Ratio Prot	0.10	0.17		0.03	c0.24		c0.07	0.14			0.03	c0.31
v/s Ratio Perm						0.01	c0.27					
v/c Ratio	0.58	0.44		0.32	0.78	0.02	0.87	0.36			0.09	0.65
Uniform Delay, d1	38.8	22.6		43.7	31.8	24.4	28.4	21.7			27.4	19.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.3	1.1		1.3	3.6	0.0	14.7	0.3			0.1	1.9
Delay (s)	43.1	23.6		45.0	35.4	24.4	43.1	22.0			27.5	21.5
Level of Service	D	C		D	D	C	D	C			C	C
Approach Delay (s/veh)		30.5			35.5			35.1			22.0	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

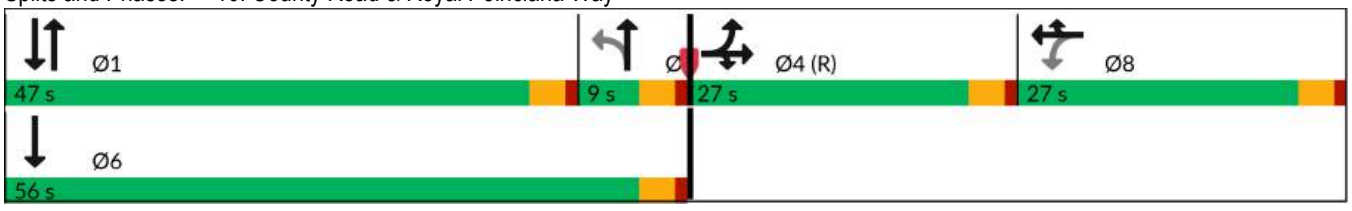
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	80	245	26	104	23	342	335	315		
Future Volume (vph)	210	80	245	26	104	23	342	335	315		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	26.4	26.4	26.4		14.0	14.0		57.6	57.6		
Actuated g/C Ratio	0.24	0.24	0.24		0.13	0.13		0.52	0.52		
v/c Ratio	0.37	0.37	0.45		0.63	0.09		1.33dl	0.43		
Control Delay (s/veh)	39.9	39.8	7.3		58.1	0.6		27.5	17.3		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.6		
Total Delay (s/veh)	39.9	39.8	7.3		58.1	0.6		27.5	17.9		
LOS	D	D	A		E	A		C	B		
Approach Delay (s/veh)		24.9			49.5			27.5	17.9		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 68.3%	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: 10: County Road & Royal Poinciana Way

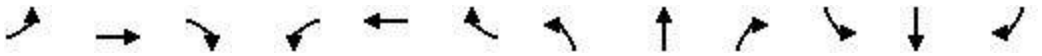




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	150	155	258	136	24	753	810
v/c Ratio	0.37	0.37	0.45	0.63	0.09	1.33dl	0.43
Control Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.9
Queue Length 50th (ft)	97	101	0	92	0	197	140
Queue Length 95th (ft)	165	169	67	149	0	314	204
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	402	414	575	353	401	972	1903
Starvation Cap Reductn	0	0	0	0	0	0	648
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.37	0.45	0.39	0.06	0.77	0.65

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)	210	80	245	26	104	23	342	335	38	0	315	454
Future Volume (vph)	210	80	245	26	104	23	342	335	38	0	315	454
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1844	1583		3429			3226	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1730	1583		1692	1583		1851			3226	
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)	221	84	258	27	109	24	360	353	40	0	332	478
RTOR Reduction (vph)	0	0	196	0	0	21	0	3	0	0	214	0
Lane Group Flow (vph)	150	155	62	0	136	3	0	750	0	0	596	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	26.3	26.3	26.3		14.0	14.0		57.7			57.7	
Effective Green, g (s)	26.3	26.3	26.3		14.0	14.0		57.7			57.7	
Actuated g/C Ratio	0.24	0.24	0.24		0.13	0.13		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	401	413	378		215	201		970			1692	
v/s Ratio Prot	0.09	c0.09	0.04			0.00					0.18	
v/s Ratio Perm					c0.08			c0.40				
v/c Ratio	0.37	0.38	0.16		0.63	0.02		1.33dl			0.35	
Uniform Delay, d1	35.0	35.0	33.1		45.6	42.0		20.9			15.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.56	
Incremental Delay, d2	2.7	2.6	0.9		6.0	0.0		3.9			0.1	
Delay (s)	37.6	37.6	34.1		51.5	42.0		24.8			39.2	
Level of Service	D	D	C		D	D		C			D	
Approach Delay (s/veh)		36.0			50.1			24.8			39.2	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

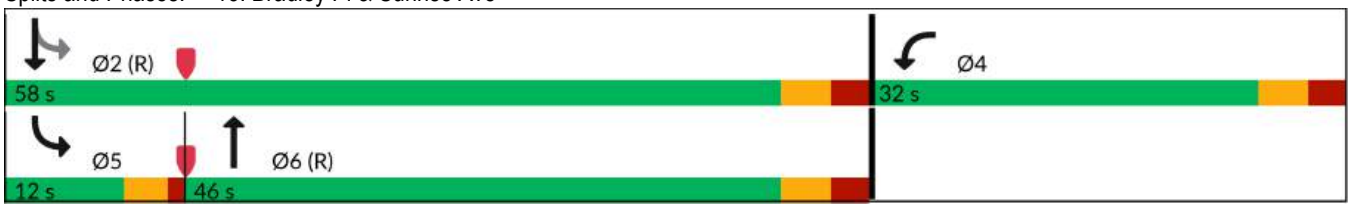
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	176	216	19	349
Future Volume (vph)	176	216	19	349
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	16.2	57.9	63.9	62.0
Actuated g/C Ratio	0.18	0.64	0.71	0.69
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.3	7.8	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.3	8.1	5.2	6.9
LOS	D	A	A	A
Approach Delay (s/veh)	43.3	8.1		6.8
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 16.1	Intersection LOS: B
Intersection Capacity Utilization 40.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	224	311	20	367
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.3	7.8	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.3	8.1	5.2	6.9
Queue Length 50th (ft)	114	50	3	70
Queue Length 95th (ft)	175	106	11	137
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	514	1164	758	1282
Starvation Cap Reductn	0	379	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.40	0.03	0.29

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	176	37	216	80	19	349
Future Volume (veh/h)	176	37	216	80	19	349
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	28	227	73	20	367
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	221	33	845	272	851	1352
Arrive On Green	0.15	0.15	1.00	1.00	0.06	0.72
Sat Flow, veh/h	1516	229	1356	436	1781	1870
Grp Volume(v), veh/h	214	0	0	300	20	367
Grp Sat Flow(s),veh/h/ln	1753	0	0	1792	1781	1870
Q Serve(g_s), s	10.7	0.0	0.0	0.0	0.3	6.1
Cycle Q Clear(g_c), s	10.7	0.0	0.0	0.0	0.3	6.1
Prop In Lane	0.86	0.13		0.24	1.00	
Lane Grp Cap(c), veh/h	256	0	0	1117	851	1352
V/C Ratio(X)	0.84	0.00	0.00	0.27	0.02	0.27
Avail Cap(c_a), veh/h	508	0	0	1117	911	1352
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.99	1.00	1.00
Uniform Delay (d), s/veh	37.4	0.0	0.0	0.0	4.1	4.3
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	0.3	0.2	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.5	0.0	0.0	0.6	4.1	4.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	214		300			387
Approach Delay, s/veh	44.5		0.6			4.8
Approach LOS	D		A			A

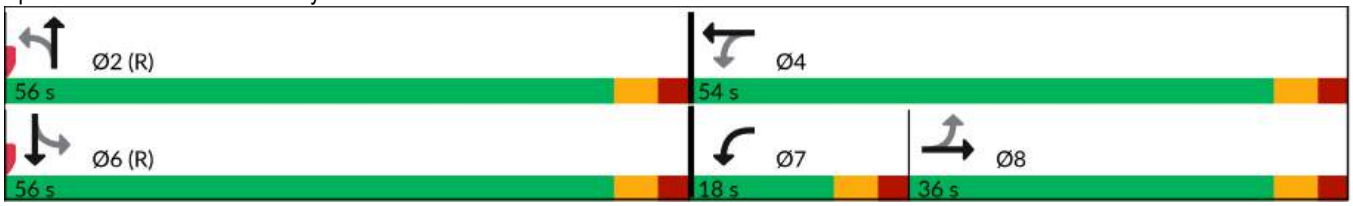
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		19.0	9.0	62.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.7	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	20	97	70	124	376	13	478
Future Volume (vph)	31	20	97	70	124	376	13	478
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.8	28.3	28.3		69.7		69.7
Actuated g/C Ratio		0.11	0.26	0.26		0.63		0.63
v/c Ratio		0.59	0.35	0.17		0.41		0.27
Control Delay (s/veh)		36.1	34.4	28.9		10.2		9.7
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		36.1	34.4	28.9		10.4		9.7
LOS		D	C	C		B		A
Approach Delay (s/veh)		36.1		31.9		10.4		9.7
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 14.9	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	129	102	82	630	566
v/c Ratio	0.59	0.35	0.17	0.41	0.27
Control Delay (s/veh)	36.1	34.4	28.9	10.2	9.7
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	36.1	34.4	28.9	10.4	9.7
Queue Length 50th (ft)	46	57	42	93	82
Queue Length 95th (ft)	103	95	76	86	131
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	460	307	804	1535	2071
Starvation Cap Reductn	0	0	0	289	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.33	0.10	0.51	0.27

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	20	71	97	70	8	124	376	98	13	478	47
Future Volume (veh/h)	31	20	71	97	70	8	124	376	98	13	478	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	21	64	102	74	-3	131	396	92	14	503	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	37	82	292	404	0	400	1227	293	66	2156	161
Arrive On Green	0.10	0.10	0.10	0.07	0.22	0.00	1.00	1.00	1.00	0.68	0.68	0.68
Sat Flow, veh/h	332	391	857	1781	1870	0	521	1817	434	47	3193	238
Grp Volume(v), veh/h	118	0	0	102	71	0	275	0	344	291	0	264
Grp Sat Flow(s),veh/h/ln	1581	0	0	1781	1870	0	1149	0	1624	1820	0	1659
Q Serve(g_s), s	5.5	0.0	0.0	5.5	3.4	0.0	2.3	0.0	0.0	0.0	0.0	6.8
Cycle Q Clear(g_c), s	8.0	0.0	0.0	5.5	3.4	0.0	9.1	0.0	0.0	6.6	0.0	6.8
Prop In Lane	0.28		0.54	1.00		0.00	0.48		0.27	0.05		0.14
Lane Grp Cap(c), veh/h	193	0	0	292	404	0	824	0	1096	1263	0	1120
V/C Ratio(X)	0.61	0.00	0.00	0.35	0.18	0.00	0.33	0.00	0.31	0.23	0.00	0.24
Avail Cap(c_a), veh/h	466	0	0	370	816	0	824	0	1096	1263	0	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	39.3	35.2	0.0	0.2	0.0	0.0	6.9	0.0	6.9
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.7	0.2	0.0	1.1	0.0	0.7	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	0.0	4.4	2.8	0.0	0.4	0.0	0.4	4.6	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	0.0	40.0	35.4	0.0	1.3	0.0	0.7	7.3	0.0	7.4
LnGrp LOS	D			D	D		A		A	A		A
Approach Vol, veh/h		118			173			619			555	
Approach Delay, s/veh		51.6			38.1			1.0			7.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		80.3		29.7		80.3	13.2	16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		11.1		5.4		8.8	7.5	10.0				
Green Ext Time (p_c), s		5.0		0.4		3.8	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.9									
HCM 7th LOS			B									

APPENDIX D

VALET AND 95TH PERCENTILE QUEUE CALCULATIONS

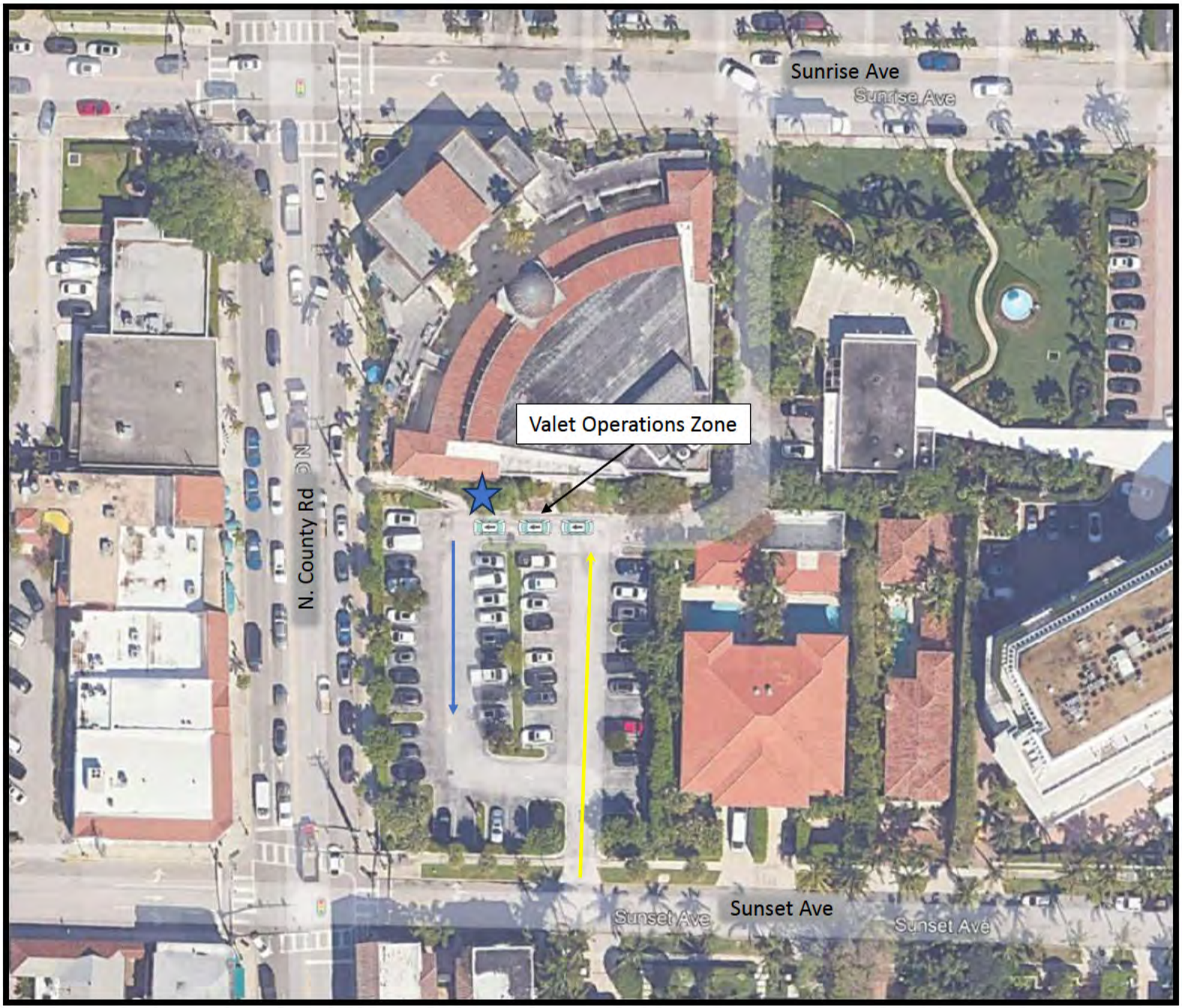


Figure 3 – Valet Operations after 6 PM
Paramount
Project # 25-146

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

Queuing Calculations

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

Q =	30	Processing rate (processes per hour)
q =	44	Demand rate (vehicles per hour)
N =	3	Service positions (attendants)
ρ =	0.489	Utilization factor (q/(NQ))
Q_m =	0.226	Table Value
M =	1.11	

	N = 1	2	3	4	6	8	10
0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.1	0.1000	0.1820	0.0037	0.0080	0.0000	0.0000	0.0000
0.2	0.2000	0.0666	0.0247	0.0096	0.0015	0.0002	0.0000
0.3	0.3000	0.1385	0.0700	0.0370	0.0111	0.0036	0.0011
0.4	0.4000	0.2286	0.1411	0.0907	0.0400	0.0185	0.0088
0.5	0.5000	0.3333	0.2368	0.1739	0.0991	0.0591	0.0360
0.6	0.6000	0.4501	0.3548	0.2870	0.1965	0.1395	0.1013
0.7	0.7000	0.5766	0.4923	0.4286	0.3359	0.2706	0.2218
0.8	0.8000	0.7111	0.6472	0.5964	0.5178	0.4576	0.4093
0.9	0.9000	0.8526	0.8172	0.7878	0.7401	0.7014	0.6687
1	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

Interpolate	X	Y
Low Number =	0.4000	0.1411
High Number =	0.5000	0.2368

EXHIBIT B6

DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

WEG PARAMOUNT, LLC

and

LW HOSPITALITY, LLC

and

[CAFÉ ENTITY]

_____, 2025

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

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DECLARATION OF USE AGREEMENT

THIS DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this _____th day of _____, 20____ by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter called "Town") and WEG PARAMOUNT, LLC, 139 N. County Road, Palm Beach, Florida 33480 (hereinafter called "Owner"), and LW HOSPITALITY, LLC, _____ (hereinafter called "Club") and CAFÉ ENTITY (hereinafter called "Café"), which terms "Town," "Owner," "Club," and "Café" (collectively referred to hereinafter as the "Parties") will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

WITNESSETH:

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

WHEREAS, the Property falls within the Town's C-TS Zoning District and Commercial Future Land Use Designation; and

WHEREAS, the Property is designated as an historic landmark under Chapter 54 of the Town Code of Ordinances ("Code"); and

WHEREAS, Owner has requested approval of zoning application number ZON-23-020 (the "Application"), authorizing an adaptive reuse of the Property to include retail, café, club, church, and residential uses; and

WHEREAS, the Town Council conditionally approved the Application on _____, 20_____(the "Approval"); and

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

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

ARTICLE I
RECITALS

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

ARTICLE II
REPRESENTATION OF OWNERSHIP

The Parties have full right to enter into this Agreement and to bind the Land and themselves to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Land in accordance with the terms and conditions of this Agreement. No consent to execution, delivery and performance hereunder is required from any person, partner, limited

partner, creditor, investor, judicial or administrative body, governmental authority or other party other than any such consent which already has been unconditionally given or referenced herein. The execution of this Agreement or the consummation of the transactions contemplated herein will not violate any restriction, court order or agreement to which the Club or Land are subject.

ARTICLE III
PRIVATE CLUB USE

The private club use that is the subject of this Agreement shall be as set forth in the application submitted to the Town as ZON-23-020 and the Approval, as the same may be amended from time to time.

ARTICLE IV
CONDITIONS ON CLUB USE

The Approval shall be based upon the following conditions:

1) The Club shall be located on that portion of the Property identified on the approved plan sheets prepared by REG Architects, Inc. and Robert A.M. Stern Architects (the "Approved Plans." The hours of operation will be 6:00 p.m. to 12:00 a.m. Monday through Friday, 12:00 p.m. to 12:00 a.m. on Saturday, and 12:00 p.m. to 11:00 p.m. on Sunday. All members and guests will be required to exit the Club by closing time, which is 12:00 a.m. Monday through Saturday, and 11:00 p.m. on Sunday.
2) There shall be no use by the Club of the second floor of the Property.
3) The main entrance to the Club shall be through the renovated south façade of the existing structure at the Property, as depicted on the Approved Plans.
4) There may be amplified live music inside of the Club, provided such amplified music complies with the regulations set forth in Article V, Chapter 42 of the Town Code of Ordinances (the "Noise Ordinance)."
5) The balconies and roof of the Property shall not be used for any type of Club activity.
6) The Club will install hurricane/impact windows and doors as well as adequate soundproofing to block all interior noise from the Club being heard outside.
7) The main entrance exterior doors shall be designed to prevent sound escaping from the Club when opened.
8) There will be no dinner reservations made earlier then 6:00 p.m.
9) The maximum Club membership shall be 175 people regardless of designation and whether or not dues paying ("Members" or "Membership"). At least 50% of the Club Members shall consist of individuals who are "townpersons" as defined Town's Code. Members are limited to natural persons and expressly exclude corporations or other entities. Use of a single Membership is limited to an adult, that person's spouse or significant other, and that person's adult children under the age of 30. Guests must be

accompanied by a Member when present at the Club. The Club is required to provide proof of town-serving compliance on an annual basis and per the Town's code.

10) The maximum Club occupancy shall not exceed 225 people after 6:00 p.m. except when there is an Event as defined in Paragraph 14 below in which case the maximum occupancy shall not exceed 250 people after 6:00 p.m. The Club will return to Town Council after a period of six months of operation to review the aforementioned occupancy limits. All guests and members must register at the Club upon entry and the occupancy registry will be made available for inspection by the Town upon request.

11) Valet parking is required from 6:00 p.m. until closing. The valet stand and car service and taxi drop off and pick up shall be located in the parking lot as depicted on the Approved Plans. There shall be no valet stand on North County Road, Sunrise Avenue, or Sunset Avenue.

12) An Event is defined as an organized member sponsored function for 40 or more people within the confines of the Club itself ("Event"). No Events of more than sixty (60) people shall be allowed. There shall be no more than 4 Events per month. Said Events shall include, but are not limited to, charitable events, rehearsal dinners, wedding receptions, bar mitzvahs, Hanukkah, Christmas or birthday parties. Only a Club member may host an Event and 1 off duty police officer shall be required for all Events unless an alternative arrangement is recommended by the Town police. The Club is required to maintain records of Events and will make such available to the Town upon request. The Club shall be required to keep such records for a period of 12 months.

13) The Club shall be allowed to remain open until 2:00 a.m. on New Year's Eve. The Club will be required to hire 2 off duty police officers on New Year's Eve, unless an alternative arrangement is recommended by the Town police. A minimum of 6 valets shall be required for Events and on New Year's Eve. Maximum occupancy for New Year's Eve shall be 250.

14) It is the intent of this Agreement to preserve the residential character of the neighborhood and to not allow members and guests of the Club to park on Sunset Avenue. All Club members will be encouraged to a) use the Club provided valet when visiting the Club after 6:00 p.m. and b) instruct their guests to use the Club provided valet when visiting the Club after 6:00 p.m. The Club will issue periodic reminders to Club members of this policy.

15) The Club shall obtain and maintain a valet parking permit for one valet stand. A minimum of 4 valets shall be on duty from 6:00 p.m. to closing Thursday to Saturday and a minimum of 3 valets shall be on duty from 6:00 p.m. to closing Sunday to Wednesday. The number of valets may be modified by the Police Department should it be determined that more or fewer valets are required to manage the Club parking. Valets will not be permitted to park vehicles on Sunset Avenue.

16) After 6:00 p.m., all vehicular pick-up and drop-off of all Club members, guests and employees, arriving in private vehicles must occur at the same location as the valet pick up and drop off stands, provided that car services and taxis ("Ride Sharing

Vehicles") may drop off and pick up on North County Road. Club Members, valets, and employees will be instructed that Ride Sharing Vehicle pick-up and drop-off of Club members, guests and employees is expressly prohibited from occurring on Sunrise and Sunset Avenues. The Club will issue periodic reminders to Club members, valets, and employees of this policy.

17) All Club employees shall park off island.

18) The total Club dining seats shall not exceed 150.

19) All trash shall be stored inside the Property and will not be taken to the dumpster until after 8:00 a.m. the following day.

20) There shall be no deliveries before 8:00 a.m.

21) The Club shall provide state of the art exhaust vents and scrubbers and shall have them cleaned on a weekly basis.

22) Club shall enter into a Construction Management Agreement prior to the issuance of a building permit. Such Agreement shall include a Construction Staging/Logistics Plan which provides for any temporary laydown/storage area and construction dumpster to be located in the existing parking lot. Upon commencement of construction, the Owner, Club and/or their general contractor will provide Construction Communications via e-mail to the Town, no less than once a week, which include a schedule of the upcoming construction anticipated for the next week. The Club will provide the cellular phone number of the foreman of the project.

23) There will be no smoking, drinking or loitering by Club employees in the outdoor areas surrounding the Club, including Sunrise Avenue, Sunset Avenue, and N. County Road. In addition, the Club will use its best efforts to control the use of the courtyard by Club members and guests so as not to disturb the surrounding residential neighborhood.

24) Club shall return to the Town Council after 6 months of operation during the period from November 1 through April 30 to review the list of conditions and compliance. The Club is prohibited from seeking revision(s) to this Agreement for a period of 1 year following the date of Club opening with the sole exception of a requested relocation of the valet stand and/or parking facility. Any future requested revisions to this Agreement will require at least 45-day notice to all property owners within a 750-foot radius. Any Town Council hearing regarding a requested revision(s) to this Agreement will only be conducted between the months of January and May.

ARTICLE V
CHURCH USE

1) Church uses shall be limited to 200 seats and shall not occur at any time when the Club is open.

ARTICLE VI

PUBLIC CAFÉ RESTAURANT USE

1) The Café restaurant shown on the Approved Plans shall be limited to 80 seats: 50 indoor seats and 30 outdoor seats.

2) The Café hours of operation shall be limited to 7:00 a.m. to 4:00 p.m., Monday through Saturday.

3) All Café employees shall park off island.

4) The Parties hereby acknowledge that the approved seats for the Café shall not be converted to dining seats in the Club.

ARTICLE VII
VOLUNTARY AGREEMENT AND HOLD HARMLESS

The Parties agree to be bound by the terms and conditions in this Agreement and waive any legal objection they might otherwise have to said terms and conditions or parts thereof.

ARTICLE VIII
REMEDIES FOR VIOLATION

1) Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to the Owner, Café, Club and/or their representatives of said violation(s) and the date upon which said violations(s) shall be corrected, Owner, Café, Club or their successors 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 Owner, Café, or Club disputes the determination of the Director of Planning, Zoning and Building Department of the violation of the conditions of this Agreement, or in the event the Owner, Café, or Club disputes any code violation, Owner, Café, or Club may appeal the determination of the Director of the Planning, Zoning and Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days following the written notice of violation.

2) The Parties 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 to enforce the terms of this Agreement. Additionally, in the event of any breach, default or non-performance of this Agreement, or any of its covenants, agreements,

terms or conditions, the prevailing party shall be entitled to recover its costs, expenses and reasonable attorney's fees.

ARTICLE IX
PROVISIONS TO RUN WITH THE CLUB

This Agreement shall not run with the Land, and shall be binding only upon the Parties hereto. The Agreement shall terminate as to the Café or Club upon the termination of the business tax receipt for operation of a café or private club, or rescission of the Approval in accordance with the provisions of this Agreement. This Agreement shall be recorded by the Owner in the Official Records of Palm Beach County, Florida upon full execution by the Parties.

ARTICLE X
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 all Parties.

ARTICLE XI
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 XII
MISCELLANEOUS

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

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

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

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

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

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

Signed, sealed and delivered
In the presence of:

THE TOWN OF PALM BEACH:

_____
Print Name: _____

By:_____
Danielle Hickox Moore, Mayor

_____
Print Name: _____

_____
Print Name: _____

By:_____
Bobbie Lindsay, President

_____
Print Name: _____

_____
Print Name: _____

By:_____
Kirk Blouin, Town Manager

WEG PARAMOUNT, LLC

_____

By: _____

Print Name: _____

LW HOSPITALITY, LLC

Print Name: _____

By: _____

[CAFÉ]
By: _____

Print Name: _____

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2025 , by Danielle Hickox 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 _____2025, by Bobbie Lindsay, 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 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 _____2025, 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 FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2025, by _____, on behalf of WEG PARAMOUNT LLC. He 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:_____
Joanne O'Connor, Esquire

EXHIBIT “A”

LEGAL DESCRIPTION

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

EXHIBIT C

DRAFT

SETTLEMENT AND DEVELOPMENT AGREEMENT

Parties: The Town of Palm Beach and WEG Paramount, LLC

This Agreement shall only become effective upon full execution by the Parties, following approval by the Town Council after two (2) duly noticed public hearings pursuant to the Florida Local Government Development Agreement Act.

This instrument prepared by:

Mark Grafton, Esq.
Shubin Law Group, PA
100 SE 2nd Street, Suite 4020,
Miami, FL 33131

After recording return to:

Town of Palm Beach
c/o Joanne O'Connor, Esq.
Town Attorney
505 South Flagler Drive, Suite 1100,
West Palm Beach, FL 33401

For Recorder's Use Only

SETTLEMENT AND DEVELOPMENT AGREEMENT

This **SETTLEMENT AND DEVELOPMENT AGREEMENT** ("Agreement") is entered into as of _____, 2025 ("Effective Date"), pursuant to and in accordance with Section 70.51, Florida Statutes, also known as the "Florida Land Use and Environmental Dispute Resolution Act" ("FLUEDRA"), and Sections 163.3220 through 163.3243, Florida Statutes, also known as the "Florida Local Government Development Agreement Act" (the "Act"), by and between TOWN OF PALM BEACH, a Florida municipal corporation (the "Town"), and WEG PARAMOUNT, LLC, a Florida limited liability company ("Owner"; the Town and Owner are sometimes referred to herein as, each, individually, a "Party" and, collectively, the "Parties").

RECITALS

A. WHEREAS, Owner is the fee simple owner of certain real property located within the corporate limits of the Town, having a street address of 139 North County Road, Palm Beach, Florida 33480 (the "Property"), as legally described on **Exhibit A** hereto, upon which is situated a historically designated landmark structure commonly known as the "Paramount";

B. WHEREAS, since acquiring the Property in 2021, Owner has evaluated and proposed a variety of uses and applications in an effort to find a use for the Paramount that is: (i) consistent with and acceptable to the Town's Comprehensive Plan and Land Development Regulations, and (ii) economically viable in light of the substantial restoration and rehabilitation costs required to preserve the historic structure;

C. WHEREAS, on February 22, 2024, Owner submitted to the Town an application seeking approvals including the following: (i) a special exception to permit a private social club ("the "Club") of 475 members, (ii) a special exception for outdoor café seating use associated with the Club, (iii) a special exception for shared parking between a Club use and a church use, (iv) a variance to permit a generator and certain other mechanical equipment on the roof, in response to comments from neighbors and at the suggestion of Staff, and (v) site plan review for site plan changes to properties not zoned single-family residential (the "Original Application");

D. WHEREAS, the Original Application was heard during the July 10, 2024 Town Council hearing, during which the Town Council voted three (3) to two (2) to deny the special exception request for the private-club use—finding same to constitute an "intensification of use"—and, as a consequence, deemed the remaining related requests moot, all as memorialized in Development Order No. ZON-23-020, dated July 15, 2024.

E. WHEREAS, Owner thereafter challenged the Town Council's action by: (i) initiating a proceeding pursuant to Section 70.51, Florida Statutes, DOAH Case No. 24-3623 (the "FLUEDRA Action"); and (ii) filing a Petition for Writ of Certiorari in the Circuit Court of the Fifteenth Judicial Circuit, in and for Palm Beach County, Florida, Appellate Division, Case No. 2024-CA-007599-XXXA-MB (the "Certiorari Petition"), which Certiorari Petition remains stayed pending resolution of the FLUEDRA Action (the FLUEDRA Action and the Certiorari Petition are hereinafter collectively referred to as the "Legal Challenges").

F. WHEREAS, on October ___, 2025, Special Magistrate Ffolkes issued a Report and Recommendation in the FLUEDRA Action (the "FLUEDRA Report and Recommendation"), setting forth findings and recommendations intended to facilitate a mutually acceptable alternative resolution of the dispute.

G. WHEREAS, the Parties, desiring to fully and finally settle, compromise, and resolve the Legal Challenges and to memorialize the development parameters governing the future use and development of the Property in a manner consistent with the FLUEDRA Report and Recommendation, the Resolution (as hereinafter defined), the Town's Comprehensive Plan ("Comp Plan"), the Town Code of Ordinances ("Code"), and the Act, have elected to enter into this Agreement. The Parties agree that the settlement and development provisions are integrated into an enforceable agreement and are intended to operate together in a coordinated manner; and

H. WHEREAS, the Town Council, acting pursuant to its authority under the FLUEDRA Report and Recommendation, the Comp Plan, the Code, and the Act, conducted two (2) duly noticed public hearings, received public comment, and thereafter adopted Resolution No. [_____] (the "Resolution"), approving this Agreement and authorizing its execution.

AGREEMENT

NOW, THEREFORE, in consideration of the above recitals and the covenants and agreements set forth in this Agreement, and other good and valuable consideration, the receipt, sufficiency and adequacy of which are hereby conclusively acknowledged, and in recognition of the Town's broad authority to settle pending litigation and enter agreements pursuant to the Act, the Parties, intending to be legally bound, hereby agree as follows:

1. Recitals. Each of the Parties hereby acknowledge and agree that the foregoing Recitals (Sections A through H) are true and correct and are incorporated herein by this reference.

2. The Revised Application.

2.1 As a revision to its pending Original Application, Owner has submitted the following documents (collectively, the "Revised Application") relating to the adaptive reuse of the Property:

(i) Letter of Intent prepared by James Crowley, Esq.;

(ii) Architectural Plans prepared by REG Architects (the "Architectural Plans");

(iii) Traffic Impact Analysis prepared by Simmons & White;

(iv) Landscape Plans prepared by Nievera Williams Design;

(v) Draft Declaration of Use Agreement (the "Declaration of Use");

(vi) Civil Plans prepared by Keshavarz & Associates; and

(vii) Other miscellaneous Application forms.

2.2 The Revised Application Approvals. The Revised Application has requested the below listed approvals (all as further modified and amended by the Parties, "Approvals"):

(i) Town Council approval for a Special Exception for a private club use in the C-TS zoning district, per Section 134-1109(a)(3) of the Code;

(ii) Town Council approval for a Special Exception for restaurant use in the C-TS zoning district for a café with 40 indoor seats and 32 outdoor seats (72 seats total), per Section 134-1109(a)(21) of the Code;

(iii) Town Council approval for a Special Exception for outdoor café seating in the C-TS zoning district with 32 outdoor seats for the restaurant/café use, and 40 outdoor seats for the private club use = total 72 outdoor seats, per Section 134-1109(a)(14) of the Code;

(iv) Town Council approval for a Special Exception for on-site shared parking, per Section 134-2182(b) of the Code;

(v) Town Council approval for a Variance for one (1) generator located on the roof of the theatre building per Section 134-1729(2)(j) of the Code;

(vi) Town Council approval for a Variance for an open-air mechanical enclosure located on the roof of the theatre building that exceeds the 48 inches maximum above the roof permitted in Section 134-1607(1) of the Code;

(vii) Town Council approval of the Declaration of Use; and

(viii) Town Landmarks Preservation Commission approval for a Certificate of Appropriateness by the pursuant to Section 54-71(a) of the Code.

3. Development Terms and Conditions. Pursuant to the Act, the Parties hereby acknowledge and agree as follows:

3.1 Legal Description. The real property subject to this Agreement is legally described in **Exhibit A,** attached hereto and incorporated herein by reference.

3.2 Owner. WEG Paramount, LLC holds fee simple title to the Property.

3.3 Applicable Regulations; Consistency. The Town finds that the development authorized by this Agreement is consistent with the FLUEDRA Report and Recommendation, the Town's Comprehensive Plan and Town Code of Ordinances in effect at the time of filing the Original Application, and the Act, and furthers the public health, safety, and welfare. Notwithstanding the foregoing, and consistent with the Act, Owner reserves the right to take advantage of a subsequent, more favorable change in the applicable regulations or law.

3.4 Permitted Uses. The development uses permitted on the Property shall be those expressly permitted by the Town's Land Development Code, and shall specifically include the uses shown in the Revised Application as approved by the Town pursuant to the Approvals.

3.5 Public Facilities. The public facilities that will service the Property, including those who currently provide such facilities, are as follows:

(i) Water – City of West Palm Beach;

(ii) Sewer – Town of Palm Beach;

(iii) Solid Waste – Town of Palm Beach;

(iv) Water Management – Town of Palm Beach;

(v) Fire – Town of Palm Beach;

(vi) Police – Town of Palm Beach; and

(vii) Emergency Medical Service – Town of Palm Beach,

The existing Town water and sewer systems have sufficient capacity and levels of service available to serve the Property, and the Property may be served upon the payment of applicable systems development charges in accordance with the rules and regulations of the Town Utility Division. There are adequate public facilities, in addition to water and sewer, available and reserved to serve the Property concurrent with the impacts of the development authorized by this Agreement so that no development order or permit for development on the Property will be denied or delayed on the basis of lack of adequate public facilities. The adequacy of same and schedule of improvements are contained in the Town's Comprehensive Plan or will be adopted by the Town to assure that public facilities are available concurrent with the impacts of the development of the Property.

3.6 Permits. All local development approvals and permits required to operate the businesses as shown in the Revised Application are listed below. The failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve the Owner of the necessity of complying with the law governing said permitting requirement, condition, term, or restriction.

(i) The Approvals;
(ii) Building permit(s);
(iii) Business Tax Receipt(s);

3.7 Public Use. There is no formal reservation or dedication of land for public purposes. Notwithstanding the foregoing, the Revised Application contemplates a portion of the Property being made available to the public for various uses.

3.8 Vested Rights; Applicable Regulations. The Owner shall have vested rights to develop the Property in accordance with the Approvals, the FLUEDRA Report and Recommendation, the Town's Comprehensive Plan and Town Code of Ordinances in effect at the time of filing the Original Application, and the Act. Such vested rights shall not be impaired by any subsequently enacted, more restrictive ordinances or regulations, and shall continue for the duration of this Agreement, except as may be modified by mutual written agreement of the Parties or as otherwise provided herein. Such vested rights shall attach upon the execution and approval of this Agreement and shall not require the issuance of any building permit or other governmental approval to become effective.

3.9 Conditions, Restrictions and Terms. The Owner shall comply with all terms, conditions, and restrictions set forth in the Approvals, all of which are hereby deemed necessary to protect the public health, safety, and welfare.

3.10 Duration. The term of the development-agreement component (Section 3) of this Agreement shall commence on the Effective Date and shall remain in full force and

effect for a period of thirty (30) years, unless extended by mutual written agreement of the Parties following compliance with the procedural requirements of the Act, or terminated earlier in accordance with applicable law.

3.11 Recordation; Running with the Land. This Agreement shall be recorded in the Official Records of Palm Beach County, Florida within fourteen (14) days after full execution by the Parties. Upon recordation, this Agreement shall run with the land and be binding upon, and inure to the benefit of, the Parties and their successors and assigns.

4. Conditions Precedent to Final Settlement.

4.1 Survival. The provisions of this Section shall survive the expiration of the thirty-year term applicable to the development-agreement component (Section 3) and shall remain in full force and effect thereafter, unless expressly limited herein.

4.2 Conditions Precedent. The obligations of the Parties to consummate the settlement contemplated hereby, including the dismissal of the Legal Challenges, shall be expressly conditioned upon satisfaction (or written waiver by the benefited Party) of the following conditions (each, a "Condition Precedent" and collectively, the "Conditions Precedent"):

(i) Approval of the Revised Application. The Town Council shall have adopted a resolution or resolutions approving the Approvals, consistent with the Town's Comprehensive Plan and Town Code of Ordinances in effect at the time of filing the Original Application, and the Act, as further amended or conditioned at a public hearing before the Town Council.

(ii) Review by the Landmarks Preservation Commission. The Parties recognize that modifications to the exterior and interior of the landmarked structure will be reviewed and approved during the Certificate of Appropriateness review by the Landmarks Preservation Commission, which approval will be a material condition of this Agreement. The Parties shall seek to have the Certificate of Appropriateness hearing before Landmarks Preservation Commission prior to the Town Council's second hearing on this Agreement.

(iii) Approval of this Agreement. The Town Council shall have adopted the Resolution, consistent with the FLUEDRA Report and Recommendation, the Town's Comprehensive Plan and Town Code of Ordinances in effect at the time of filing the Original Application, and the Act, as further amended or conditioned at a public hearing before the Town Council.

4.3 Failure of Conditions. No Party shall be obligated to perform any settlement obligations, including dismissal of claims, unless and until each of the Conditions Precedent set forth above has been fully satisfied, including the expiration of any appeal period, or waived in writing by the Party entitled to the benefit thereof.

5. Owner's Dismissal of Legal Challenges and Release. Within five (5) business days following satisfaction of all Conditions Precedent, the Owner shall: (i) cause the Certiorari Petition to be dismissed with prejudice; and (ii) execute and deliver to the Town a mutual release, in form and substance acceptable to the Town Attorney, whereby each Party releases and forever discharges the other from any and all claims, causes of action, or demands arising out of or relating to the Legal Challenges.

6. General Provisions.

6.1 Notice. All notices, demands, and other communications required or permitted hereunder shall be in writing and deemed delivered upon (i) confirmed transmission by electronic mail, or (ii) delivery by nationally recognized overnight courier, addressed as follows:

IF TO THE TOWN:
Town of Palm Beach

360 South County Road

Palm Beach, Florida 33480

Attn: Town Manager

Email: Kblouin@townofpalmbeach.com WITH A COPY TO:
Town Attorney
505 South Flagler Drive,

Suite 1100,

West Palm Beach, FL 33401

Attn: Joanne M. O'Connor, Esq.

IF TO THE OWNER:
WEG Paramount, LLC
c/o Lester Woerner
Email: Lester@classicturf.net

WITH A COPY TO:
Shubin Law Group, P.A.
100 SE 2nd Street, Suite 4020

Miami, Florida 33130
Attn: John K. Shubin, Esq.
Email: jshubin@shubinlawgroup.com

Either Party may designate alternate notice information by written notice in accordance with this clause.

6.2 Governing Law; Venue. This Agreement shall be constructed and interpreted under the laws of the State of Florida. The Parties agree that suits or actions at law arising from the provisions, performance, or breach of this Agreement shall initially be brought, for State Court jurisdiction, in Palm Beach County, Florida, and for Federal Court jurisdiction, in the U.S. District Court for the Southern District of Florida, and no other jurisdictions.

6.3 Defense of Challenges. The Owner shall have the primary responsibility for defending, at its sole cost and expense, any legal or administrative challenge, claim, cause of action, or proceeding (whether judicial, quasi-judicial, or administrative) brought by any person or entity against the Town in connection with this Agreement. The Owner shall indemnify, defend, and hold harmless the Town, its officials, employees, and agents from and against any and all damages arising out of or relating to any such challenge. The Town shall have the right, but not the obligation, to participate in the defense with counsel of its choosing, at its own expense.

6.4 Dual-Term Structure. This Agreement constitutes both a settlement agreement and a development agreement. Pursuant to Section 163.3229, Florida Statutes, and the Act, the development-agreement component shall remain in effect for a period not to exceed thirty (30) years from the Effective Date, unless extended as permitted by law, and the settlement component shall survive in perpetuity.

6.5 Entire Agreement. This Agreement, including all exhibits, constitutes the entire agreement between the Parties and supersedes all prior negotiations, representations, or agreements, whether written or oral, relating to the subject matter hereof.

6.6 Amendments. This Agreement may be amended or modified only by a written instrument executed by duly authorized representatives of both Parties, and, with respect to substantive development terms, only after compliance with the procedural requirements of the Act.

6.7 No Third-Party Beneficiaries. Nothing herein shall be construed to create or confer any rights or remedies upon any person or entity other than the Parties hereto and their respective successors and permitted assigns.

6.8 Severability. If any provision of this Agreement, or the application thereof to any person or circumstance, shall be held to be invalid, illegal, or unenforceable to

any extent by a court of competent jurisdiction, the remainder of this Agreement, and the application of such provision to persons or circumstances other than those as to which it is held invalid, illegal, or unenforceable, shall not be affected thereby and each remaining provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law. The Parties further agree to replace any such invalid, illegal, or unenforceable provision with a valid and enforceable provision that most closely reflects the Parties' original intent.

6.9 Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

6.10 Binding Effect. This Agreement applies to, inures to the benefit of, and binds, the respective heirs, legatees, devisees, administrators, executors, successors, and assigns of each of the Parties to this Agreement. This Agreement does not affect multi-party rights or establish community-wide policy.

6.11 Consideration. Each of the Parties acknowledge receiving substantial benefit and consideration for entering into this Agreement, and for performing the applicable terms.

6.12 Authority. By execution of this Agreement, the Parties certify that they have authority to make the representations and agreements contained herein.

[THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK]

WITNESSES:

Sign: _____

Print: _____

Sign: _____

Print: _____

WEG Paramount, LLC,
a Florida limited liability company

By: _____

Name: Lester Woerner

Title: Authorized Representative

STATE OF FLORIDA)

) SS.:

COLLIER COUNTY)

I HEREBY CERTIFY, that the foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization this _____ day of _____, 2025, by Lester Woerner, as Authorized Representative of WEG Paramount, LLC. He is personally known to me or ( ) has produced _____as identification.

_____

NOTARY PUBLIC, State of Florida at Large

{SEAL}

Print Name: _____

My commission expires: _____

Execution by Town of Palm Beach

This Agreement is approved and adopted this _____ day of _____, _____.

Town of Palm Beach

By: _____

Name:

Title:

ATTEST

_____

Kelly Churney, Acting Town Clerk

Approved as to form:

_____

Joanne M. O'Connor, Town Attorney

EXHIBIT A

LOTS 164 THROUGH 172, LESS THE WEST 15 FEET OF LOTS 166 THROUGH 172, INCLUSIVE, OF THE PLAT OF FLORAL PARK, A SUBDIVISION IN THE TOWN OF PALM BEACH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, AT PAGE 6, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

AND

LOTS 14 AND 15 (EXCEPTING THAT PORTION OF LOT 14, WHICH LIES WEST OF A LINE PARALLEL WITH AND 30 FEET FROM THE CENTERLINE OF COUNTY ROAD), OF SUNRISE AVE. ADDITION, PALM BEACH, FLORIDA, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 7, AT PAGE 62, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

AND

THE FOLLOWING PORTION OF LOT 16 OF SUNRISE AVE. ADDITION, PALM BEACH, FLORIDA, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 7, AT PAGE 62, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 16; THENCE NORTH 89° 56' 55" EAST ALONG THE SOUTH LINE OF SAID LOT 16 (THE WEST LINE OF SAID LOT 16 IS ASSUMED TO BEAR NORTH 00° 00' 00" EAST AND ALL OTHER BEARINGS ARE RELATIVE THERETO), A DISTANCE OF 49.38 FEET TO A POINT; THENCE NORTH 00° 04' 39" WEST, A DISTANCE OF 46.40 FEET TO A POINT ON THE SOUTH FACE OF A 6.00 FEET HIGH CONCRETE WALL; THENCE NORTH 89° 25' 25" WEST ALONG SAID SOUTH FACE,A DISTANCE OF 21.28 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 12.00 FEET, AND A CENTRAL ANGLE OF 89° 11' 01"; THENCE WESTERLY AND NORTHERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF18.68 FEET TO THE POINT OF TANGENCY AND THE WEST FACE OF SAID WALL; THENCE NORTH 00° 14' 24" WEST, ALONG SAID FACE AND THE NORTHERLY EXTENSION THEREOF, A DISTANCE OF 107.78 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 16; THENCE NORTH 90° 00' 00" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 16.16 FEET TO THE NORTHWEST CORNER OF SAID LOT 16; THENCE SOUTH 00° 00' 00" EAST ALONG THE WEST LINE OF SAID LOT 16, A DISTANCE OF 166.38 FEET TO THE SOUTHWEST CORNER OF SAID LOT 16 AND THE POINT OF BEGINNING.

DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

WEG PARAMOUNT, LLC

and

LW HOSPITALITY, LLC

and

[CAFÉ ENTITY]

_____, 2025

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

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DECLARATION OF USE AGREEMENT

THIS DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this _____th day of _____, 20____ by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter called "Town") and WEG PARAMOUNT, LLC, 139 N. County Road, Palm Beach, Florida 33480 (hereinafter called "Owner"), and LW HOSPITALITY, LLC, _____ (hereinafter called "Club") and CAFÉ ENTITY (hereinafter called "Café"), which terms "Town," "Owner," "Club," and "Café" (collectively referred to hereinafter as the "Parties") will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

WITNESSETH:

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

WHEREAS, the Property falls within the Town's C-TS Zoning District and Commercial Future Land Use Designation; and

WHEREAS, the Property is designated as an historic landmark under Chapter 54 of the Town Code of Ordinances ("Code"); and

WHEREAS, Owner has requested approval of zoning application number ZON-23-020 (the "Application"), authorizing an adaptive reuse of the Property to include retail, café, club, church, and residential uses; and

WHEREAS, the Town Council conditionally approved the Application on _____, 20_____(the "Approval"); and

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

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

ARTICLE I
RECITALS

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

ARTICLE II
REPRESENTATION OF OWNERSHIP

The Parties have full right to enter into this Agreement and to bind the Land and themselves to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Land in accordance with the terms and conditions of this Agreement. No consent to execution, delivery and performance hereunder is required from any person, partner, limited

partner, creditor, investor, judicial or administrative body, governmental authority or other party other than any such consent which already has been unconditionally given or referenced herein. The execution of this Agreement or the consummation of the transactions contemplated herein will not violate any restriction, court order or agreement to which the Club or Land are subject.

ARTICLE III
PRIVATE CLUB USE

The private club use that is the subject of this Agreement shall be as set forth in the application submitted to the Town as ZON-23-020 and the Approval, as the same may be amended from time to time.

ARTICLE IV
CONDITIONS ON CLUB USE

The Approval shall be based upon the following conditions:

1) The Club shall be located on that portion of the Property identified on the approved plan sheets prepared by REG Architects, Inc. and Robert A.M. Stern Architects (the "Approved Plans." The hours of operation will be 6:00 p.m. to 12:00 a.m. Monday through Friday, 12:00 p.m. to 12:00 a.m. on Saturday, and 12:00 p.m. to 11:00 p.m. on Sunday. All members and guests will be required to exit the Club by closing time, which is 12:00 a.m. Monday through Saturday, and 11:00 p.m. on Sunday.
2) There shall be no use by the Club of the second floor of the Property.
3) The main entrance to the Club shall be through the renovated south façade of the existing structure at the Property, as depicted on the Approved Plans.
4) There may be amplified live music inside of the Club, provided such amplified music complies with the regulations set forth in Article V, Chapter 42 of the Town Code of Ordinances (the "Noise Ordinance)."
5) The balconies and roof of the Property shall not be used for any type of Club activity.
6) The Club will install hurricane/impact windows and doors as well as adequate soundproofing to block all interior noise from the Club being heard outside.
7) The main entrance exterior doors shall be designed to prevent sound escaping from the Club when opened.
8) There will be no dinner reservations made earlier then 6:00 p.m.
9) The maximum Club membership shall be 175 people regardless of designation and whether or not dues paying ("Members" or "Membership"). At least 50% of the Club Members shall consist of individuals who are "townpersons" as defined Town's Code. Members are limited to natural persons and expressly exclude corporations or other entities. Use of a single Membership is limited to an adult, that person's spouse or significant other, and that person's adult children under the age of 30. Guests must be

accompanied by a Member when present at the Club. The Club is required to provide proof of town-serving compliance on an annual basis and per the Town's code.

10) The maximum Club occupancy shall not exceed 225 people after 6:00 p.m. except when there is an Event as defined in Paragraph 14 below in which case the maximum occupancy shall not exceed 250 people after 6:00 p.m. The Club will return to Town Council after a period of six months of operation to review the aforementioned occupancy limits. All guests and members must register at the Club upon entry and the occupancy registry will be made available for inspection by the Town upon request.

11) Valet parking is required from 6:00 p.m. until closing. The valet stand and car service and taxi drop off and pick up shall be located in the parking lot as depicted on the Approved Plans. There shall be no valet stand on North County Road, Sunrise Avenue, or Sunset Avenue.

12) An Event is defined as an organized member sponsored function for 40 or more people within the confines of the Club itself ("Event"). No Events of more than sixty (60) people shall be allowed. There shall be no more than 4 Events per month. Said Events shall include, but are not limited to, charitable events, rehearsal dinners, wedding receptions, bar mitzvahs, Hanukkah, Christmas or birthday parties. Only a Club member may host an Event and 1 off duty police officer shall be required for all Events unless an alternative arrangement is recommended by the Town police. The Club is required to maintain records of Events and will make such available to the Town upon request. The Club shall be required to keep such records for a period of 12 months.

13) The Club shall be allowed to remain open until 2:00 a.m. on New Year's Eve. The Club will be required to hire 2 off duty police officers on New Year's Eve, unless an alternative arrangement is recommended by the Town police. A minimum of 6 valets shall be required for Events and on New Year's Eve. Maximum occupancy for New Year's Eve shall be 250.

14) It is the intent of this Agreement to preserve the residential character of the neighborhood and to not allow members and guests of the Club to park on Sunset Avenue. All Club members will be encouraged to a) use the Club provided valet when visiting the Club after 6:00 p.m. and b) instruct their guests to use the Club provided valet when visiting the Club after 6:00 p.m. The Club will issue periodic reminders to Club members of this policy.

15) The Club shall obtain and maintain a valet parking permit for one valet stand. A minimum of 4 valets shall be on duty from 6:00 p.m. to closing Thursday to Saturday and a minimum of 3 valets shall be on duty from 6:00 p.m. to closing Sunday to Wednesday. The number of valets may be modified by the Police Department should it be determined that more or fewer valets are required to manage the Club parking. Valets will not be permitted to park vehicles on Sunset Avenue.

16) After 6:00 p.m., all vehicular pick-up and drop-off of all Club members, guests and employees, arriving in private vehicles must occur at the same location as the valet pick up and drop off stands, provided that car services and taxis ("Ride Sharing

Vehicles") may drop off and pick up on North County Road. Club Members, valets, and employees will be instructed that Ride Sharing Vehicle pick-up and drop-off of Club members, guests and employees is expressly prohibited from occurring on Sunrise and Sunset Avenues. The Club will issue periodic reminders to Club members, valets, and employees of this policy.

17) All Club employees shall park off island.

18) The total Club dining seats shall not exceed 150.

19) All trash shall be stored inside the Property and will not be taken to the dumpster until after 8:00 a.m. the following day.

20) There shall be no deliveries before 8:00 a.m.

21) The Club shall provide state of the art exhaust vents and scrubbers and shall have them cleaned on a weekly basis.

22) Club shall enter into a Construction Management Agreement prior to the issuance of a building permit. Such Agreement shall include a Construction Staging/Logistics Plan which provides for any temporary laydown/storage area and construction dumpster to be located in the existing parking lot. Upon commencement of construction, the Owner, Club and/or their general contractor will provide Construction Communications via e-mail to the Town, no less than once a week, which include a schedule of the upcoming construction anticipated for the next week. The Club will provide the cellular phone number of the foreman of the project.

23) There will be no smoking, drinking or loitering by Club employees in the outdoor areas surrounding the Club, including Sunrise Avenue, Sunset Avenue, and N. County Road. In addition, the Club will use its best efforts to control the use of the courtyard by Club members and guests so as not to disturb the surrounding residential neighborhood.

24) Club shall return to the Town Council after 6 months of operation during the period from November 1 through April 30 to review the list of conditions and compliance. The Club is prohibited from seeking revision(s) to this Agreement for a period of 1 year following the date of Club opening with the sole exception of a requested relocation of the valet stand and/or parking facility. Any future requested revisions to this Agreement will require at least 45-day notice to all property owners within a 750-foot radius. Any Town Council hearing regarding a requested revision(s) to this Agreement will only be conducted between the months of January and May.

ARTICLE V
CHURCH USE

1) Church uses shall be limited to 200 seats and shall not occur at any time when the Club is open.

ARTICLE VI

PUBLIC CAFÉ RESTAURANT USE

1) The Café restaurant shown on the Approved Plans shall be limited to 80 seats: 50 indoor seats and 30 outdoor seats.

2) The Café hours of operation shall be limited to 7:00 a.m. to 4:00 p.m., Monday through Saturday.

3) All Café employees shall park off island.

4) The Parties hereby acknowledge that the approved seats for the Café shall not be converted to dining seats in the Club.

ARTICLE VII
VOLUNTARY AGREEMENT AND HOLD HARMLESS

The Parties agree to be bound by the terms and conditions in this Agreement and waive any legal objection they might otherwise have to said terms and conditions or parts thereof.

ARTICLE VIII
REMEDIES FOR VIOLATION

1) Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to the Owner, Café, Club and/or their representatives of said violation(s) and the date upon which said violations(s) shall be corrected, Owner, Café, Club or their successors 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 Owner, Café, or Club disputes the determination of the Director of Planning, Zoning and Building Department of the violation of the conditions of this Agreement, or in the event the Owner, Café, or Club disputes any code violation, Owner, Café, or Club may appeal the determination of the Director of the Planning, Zoning and Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days following the written notice of violation.

2) The Parties 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 to enforce the terms of this Agreement. Additionally, in the event of any breach, default or non-performance of this Agreement, or any of its covenants, agreements,

terms or conditions, the prevailing party shall be entitled to recover its costs, expenses and reasonable attorney's fees.

ARTICLE IX
PROVISIONS TO RUN WITH THE CLUB

This Agreement shall not run with the Land, and shall be binding only upon the Parties hereto. The Agreement shall terminate as to the Café or Club upon the termination of the business tax receipt for operation of a café or private club, or rescission of the Approval in accordance with the provisions of this Agreement. This Agreement shall be recorded by the Owner in the Official Records of Palm Beach County, Florida upon full execution by the Parties.

ARTICLE X
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 all Parties.

ARTICLE XI
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 XII
MISCELLANEOUS

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

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

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

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

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

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

Signed, sealed and delivered
In the presence of:

THE TOWN OF PALM BEACH:

_____
Print Name: _____

By:_____
Danielle Hickox Moore, Mayor

_____
Print Name: _____

_____
Print Name: _____

By:_____
Bobbie Lindsay, President

_____
Print Name: _____

_____
Print Name: _____

By:_____
Kirk Blouin, Town Manager

WEG PARAMOUNT, LLC

_____
Print Name: _____

By: _____

LW HOSPITALITY, LLC

Print Name: _____

By: _____

[CAFÉ]
By: _____

Print Name: _____

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2025 , by Danielle Hickox 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 _____2025, by Bobbie Lindsay, 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 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 _____2025, 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 FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2025, by _____, on behalf of WEG PARAMOUNT LLC. He 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:_____
Joanne O'Connor, Esquire

EXHIBIT “A”

LEGAL DESCRIPTION

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

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

PARAMOUNT

Town of Palm Beach, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

WEG Paramount, LLC
275 SW 3rd Avenue
South Bay, Florida 33493

JOB No. 25-146

DATE: 09/27/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 09/27/2025. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.09.28 12:06:21-04'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

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VALET AND 95TH PERCENTILE QUEUE CALCULATIONS

1.0 SITE DATA

The subject parcel is located in the southeast corner of N. County Road and Sunrise Avenue within the Town of Palm Beach. The Property Control Number (PCN) for the subject parcel is 50-43-43-15-09-000-0140. The subject parcel currently includes 9,683 SF of retail, 14,745 SF of office, and 2,205 SF of a place of worship.

The proposed plan of redevelopment is to consist of the following uses:

- 1 Residential Dwelling Unit
- 2,000 SF Church (closed on weekdays, closed by 11:30 AM on Sunday)
- 5,420 SF Retail (closed by 6 PM weekdays, 1600 SF remain open after 6 PM)
- 150 seat (175 member) club (opens at 6 PM on weekdays, opens at noon on weekends)
- 1,550 SF Café (closed by 4 PM)

For purposes of this traffic study, the buildout will be assumed as 2028. Site access is not proposed to change and is existing via an ingress only driveway connection to Sunset Avenue and an egress only driveway connection to Sunrise Avenue.

2.0 PURPOSE OF STUDY

The purpose of this traffic study is to provide a transportation concurrency analysis of the Town of Palm Beach impacted roadway segments within the project area.

3.0 TRAFFIC GENERATION

The traffic generated by the existing/vested site has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11h Edition* and rates published by the Palm Beach County Engineering Traffic Division. Additionally, a mid-day trip generation analysis was prepared to be consistent with previous Paramount Traffic Study completed by Kimley Horn & Associates dated May 31, 2024. To be consistent with the previous traffic study, no-pass by traffic was assumed.

The traffic generated by the vested development is provided in Tables 1-4 attached to this report and may be summarized as follows:

Vested Development

Daily Traffic Generation	=	704 tpd
AM Peak Hour Traffic Generation (In/Out)	=	46 pht (34 In/12 Out)
MD Peak Hour Traffic Generation (In/Out)	=	48 pht (24 In/24 Out)
PM Peak Hour Traffic Generation (In/Out)	=	86 pht (36 In/50 Out)

Table 5-8 shows the daily traffic generation associated with the proposed redevelopment. To be consistent with previous traffic studies, the trip generation for the private club was based on the fine dining restaurant ITE trip generation rate. Since the private club will not open until 6:00 PM, there will be no trips associated with this use during the AM, MD, or PM peak hours. Additionally, the café has been removed from the PM peak hour trips since this use will be closed by 4:00 PM. The traffic to be generated by the proposed redevelopment may be summarized as follows:

Proposed Redevelopment

Daily Traffic Generation	=	876 tpd
AM Peak Hour Traffic Generation (In/Out)	=	30 pht (17 In/13 Out)
MD Peak Hour Traffic Generation (In/Out)	=	33 pht (19 In/14 Out)
PM Peak Hour Traffic Generation (In/Out)	=	38 pht (19 In/19 Out)

Note the trips associated with the proposed redevelopment are likely significantly overstated. The daily trip generation is based on the ITE rates that assume the fine dining/club, café, and retail are open for the entirety of the day. As stated previously, these uses will have restricted hours to minimize the traffic impact.

The net trip difference between the vested and proposed development is shown in Table 9 attached to this report and may be summarized as follows:

Net Trips (Proposed – Vested)

Daily Traffic Generation	=	172 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-16 pht (-17 In/1 Out)
MD Peak Hour Traffic Generation (In/Out)	=	-15 pht (-5 In/-10 Out)
PM Peak Hour Traffic Generation (In/Out)	=	-48 pht (-17 In/-31 Out)

Since the project results in a reduction of trips from the vested development, the project satisfies Palm Beach County Traffic Concurrency Standards and a Test 1 or Test 2 analysis is not required.

4.0 TRIP DISTIRBUTION

The project trips were distributed and assigned on the surrounding roadway network as shown in Figure 1 attached to this report. The trip assignment was based on the previous Paramount traffic study.

5.0TRAFFIC CONCURRENCY

The project was reviewed to ensure consistency with Chapter 30 of the Town of Palm Beach Code of Ordinances and Policy 2.1 of the Town Transportation Element. The proposed redevelopment is a reduction of trips from the historically vested site. Despite the reduction in trips, a roadway segment analysis was completed based on the Town Comprehensive Plan that includes evaluation of roadways utilizing two-way peak hour thresholds. The roadway analysis is provided in Tables 10-11 attached in Appendix B. The roadway Level of Service thresholds were based on the 2020 FDOT Q/LOS Tables. The analysis shows each of the roadway segments meet the required LOS thresholds with the exception of Royal Poinciana Way. Royal Poinciana Way is a background deficiency as LOS standards are not met based on existing traffic volumes without the project. The proposed development does not cause any degradation of LOS standards. As previously stated, the proposed development will result in a reduction in trips. Additionally, with the conversion of Sunset Avenue from one-way to two way as described in Section 12.0 of this report, the number of project trips on this segment of Royal Poinciana Way will be reduced.

6.0 INTERSECTION ANALYSIS

To be consistent with the previous Paramount traffic study, the following intersections were analyzed for this traffic study.

1. Sunset Avenue at Bradley Place (TWSC for existing and Signal for future scenarios)
2. Sunset Avenue at County Road (signalized)
3. Bradley Place at Royal Poinciana Way (signalized)
4. County Road at Royal Poinciana Way (signalized)
5. Bradley Place at Sunrise Avenue (signalized)
6. County Road at Sunrise Avenue (signalized)

Sunset Avenue at Bradley Place was analyzed as a signalized intersection in the background and total traffic conditions scenarios since a traffic signal is programmed to be installed next year. The analysis was performed using Synchro 12 software with Highway Capacity Methodologies. HCM 7th Edition was used when available and HCM was used for intersections with shared lanes. The existing traffic counts were collected in January 2025. The background traffic volumes were taken from the previous Paramount traffic study and included approved projects within the Town and also approved projects from the City of West Palm Beach. The background traffic used the highest of the historical growth rate of 2.33% or the committed trips plus 1%. The traffic analysis was performed for existing conditions, background conditions and total traffic conditions and is summarized as follows:

Table 12 - Existing Year (2025) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	TWSC	EB	12.7	B	17.1	C	13.7	B
Sunset Ave at County Rd	Signalized	EB	35.0	C	36.2	D	44.6	D
		WB	31.9	C	32.0	C	42.3	D
		NB	0.4	A	13.3	B	0.2	A
		SB	0.3	A	0.5	A	0.4	A
		Overall	5.8	A	11.1	B	6.7	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	26.5	C	27.2	C	28.0	C
		WB	21.1	C	26.0	C	31.1	C
		NB	22.2	C	21.5	C	28.1	C
		SB	18.8	B	23.5	C	20.5	C
		Overall	24.1	C	25.0	C	27.4	C
Royal Poinciana Way at County Rd	Signalized	EB	18.0	B	26.7	C	30.0	C
		WB	43.2	D	39.2	D	49.9	D
		NB	20.5	C	21.5	C	23.1	C
		SB	10.7	B	29.3	C	40.6	D
		Overall	17.4	B	27.0	C	33.3	C
Bradley Pl at Sunrise Ave	Signalized	WB	46.2	D	43.0	D	44.7	D
		NB	8.2	A	9.9	A	7.9	A
		SB	3.8	A	5.9	A	4.5	A
		Overall	13.5	B	16.5	B	15.4	B
County Rd at Sunrise Ave	Signalized	EB	39.1	D	40.4	D	51.4	D
		WB	29.1	C	29.2	C	38.2	D
		NB	0.8	A	1.1	A	0.8	A
		SB	7.9	A	8.7	A	7.3	A
		Overall	9.1	A	11.0	B	12.3	B

Table 13 – Background Traffic Conditions (2028) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	Signalized	EB	42.8	D	43.4	D	43.7	D
		WB	43.1	D	42.5	D	42.3	D
		NB	1.9	A	2.0	A	2.0	A
		SB	2.2	A	0.7	A	2.6	A
		Overall	3.6	A	3.3	A	4.7	A
Sunset Ave at County Rd	Signalized	EB	35.4	D	37.3	D	45.4	D
		WB	31.9	C	32.1	C	42.3	D
		NB	0.4	A	13.7	B	0.2	A
		SB	0.4	A	0.5	A	0.4	A
		Overall	5.9	A	11.5	B	7.0	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	29.5	C	28.6	C	30.6	C
		WB	21.2	C	27.6	C	35.7	D
		NB	22.6	C	21.6	C	35.2	D
		SB	18.8	B	23.4	C	22.3	C
		Overall	25.9	C	26.1	C	31.6	C
Royal Poinciana Way at County Rd	Signalized	EB	24.2	B	28.4	C	36.5	D
		WB	40.5	D	39.5	D	50.1	D
		NB	19.7	B	23.3	C	24.5	C
		SB	8.3	A	26.2	C	38.4	D
		Overall	19.6	B	26.8	C	34.2	C
Bradley Pl at Sunrise Ave	Signalized	WB	45.9	D	42.8	D	44.4	D
		NB	0.9	A	0.8	A	0.6	A
		SB	3.9	A	6.2	A	4.8	A
		Overall	10.1	B	13.5	B	12.9	B
County Rd at Sunrise Ave	Signalized	EB	39.5	D	41.1	D	51.6	D
		WB	29.0	C	28.9	C	37.5	D
		NB	1.0	A	1.4	A	1.0	A
		SB	8.2	A	9.1	A	7.9	A
		Overall	9.4	A	11.3	B	12.5	B

Table 14 – Total Traffic Conditions (2028) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	Signalized	EB	42.8	D	43.4	D	43.7	D
		WB	43.1	D	42.5	D	42.3	D
		NB	1.9	A	2.0	A	2.0	A
		SB	2.2	A	0.7	A	2.6	A
		Overall	3.6	A	3.3	A	4.7	A
Sunset Ave at County Rd	Signalized	EB	35.5	D	37.3	D	45.4	D
		WB	31.9	C	32.1	C	42.3	D
		NB	0.4	A	13.6	B	0.2	A
		SB	0.4	A	0.5	A	0.4	A
		Overall	5.9	A	11.6	B	7.0	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	29.4	C	28.6	C	30.5	C
		WB	21.2	C	27.6	C	35.5	D
		NB	22.5	C	21.6	C	35.1	D
		SB	18.8	B	24.5	C	22.0	C
		Overall	25.8	C	26.1	C	31.4	C
Royal Poinciana Way at County Rd	Signalized	EB	24.1	B	28.4	C	36.0	D
		WB	40.5	D	39.5	D	50.1	D
		NB	19.7	B	23.2	C	24.8	C
		SB	8.4	A	26.1	C	39.2	D
		Overall	19.6	B	26.8	C	34.4	C
Bradley Pl at Sunrise Ave	Signalized	WB	45.9	D	42.8	D	44.5	D
		NB	0.9	A	0.8	A	0.6	A
		SB	3.9	A	6.1	A	4.8	A
		Overall	10.1	B	13.5	B	12.8	B
County Rd at Sunrise Ave	Signalized	EB	39.5	D	41.1	D	51.6	D
		WB	29.0	C	29.1	C	38.1	D
		NB	1.0	A	1.3	A	1.0	A
		SB	8.1	A	8.9	A	7.3	A
		Overall	9.3	A	11.1	B	11.9	B

As shown in Tables 12-14, all intersections meet Level of Service (LOS) requirements for each of the scenarios and peak hours.

7.0 PARKING ANALYSIS

A parking analysis was prepared based on Section 134-2176 of the Town Code of Ordinances. A summary of the vested and proposed parking calculations is provided below.

Existing/Vested Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Retail	1 per 200 SF	9,683 SF	48
Office	1 per 250 SF	14,745 SF	59
Church	1 per 4 seats	105 seats	26
		Total =	**133**

Proposed Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Retail	1 per 200 SF	5,420 SF	27
Club	1 per 4 members	175 members	44
Church	1 per 4 seats	200 seats	50
Café	1 per 3 seats	40 Indoor Seats	13
	1 per 3 seats	32 Outdoor Seats	11
	1 per 300 SF	3,421 Back of House	11
Residence	2+	1 DU	7
		Total =	**163**

As previously stated, not all uses will be open and operational throughout the entire day. The shared parking calculations based on the hours of operations are summarized below.

Shared Parking Calculations

Use	Weekday Before 4 PM	Weekday 4:00-6:00 PM	Weekday After 6:00 PM	Weekend Before 12:00 PM	Weekend After 12:00 PM
Retail**	27	27	8	27	27
Club	0	0	44	0	44
Church*	3	3	0	50	0
Café	35	0	0	35	35
Residence	7	7	7	7	7
Total =	**72**	**37**	**59**	**119**	**113**

*Church parking assumes just administrative parking during the week (5% of parking requirement)
**1600 SF of retail is proposed to remain open after 6:00 PM

The proposed redevelopment will result in a parking reduction of 14 spaces from the vested use as documented above when considering the shared parking calculations. As shown on the Existing Site Plan, a total of 46 parking spaces are existing. Since the proposed redevelopment results in a reduction in parking requirements, no additional parking is required according to the Town's Principle of Parking Equivalency in Section 134-2175 of the Code of Ordinances.

8.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 6-8 and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM	=	17 / 13
MD	=	19 / 14
PM	=	19 / 19

As previously mentioned, site access is proposed via an ingress only driveway connection to Sunset Avenue and an egress only driveway connection to Sunrise Avenue. Figure 2 attached to this report depicts the driveway volumes. No additional turn lanes are warranted or proposed.

9.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing sidewalk is present along both sides of Sunset Avenue, Sunrise Avenue, and County Road. The existing sidewalk fronting the site on Sunset Avenue and Sunrise Avenue is approximately 5 feet wide and the sidewalk fronting County Road is approximately 10 feet wide. Striped crosswalks and pedestrian signals are present at the intersection of Sunset Avenue and County Road and Sunrise Avenue and County Road. No bicycle lanes are currently present on Sunset Avenue, Sunrise Avenue, or County Road. However, the large sidewalks along County Road and the slower speeds of the roadways allow bicyclists to use either the sidewalk or roadway if desired. Palm Tran Route #41 currently services the area and County Road and provides service connections to the north end of Palm Beach and the West Palm Beach Tri-Rail station.

10.0 BRADLEY PLACE AND SUNSET AVENUE

Sunset Avenue was converted from a two-way roadway to a one-way roadway in August of 2023. The Town council recently approved the change back to a two-way roadway along with the installation of a traffic signal at the intersection of Bradley Place and Sunset Avenue. The completion of the one-way to two-way conversion and the traffic signal are expected to be complete within approximately one-year. The mast arm is expected to be delivered in February 2026. These scheduled roadway improvements will help better disperse traffic for the Town. The conversion to two-way traffic will have little impact to the Paramount development since trips arrive via Sunset Avenue and egress via Sunrise Avenue.

11.0 PREVIOUS PARARMOUNT PROPOSAL

An application was previously submitted to the Town of Palm Beach that included the redevelopment of the site to a 475 member club that would allow for a maximum of 412 attendees at one time. The previously proposed maximum club occupancy throughout the day may be summarized as follows:

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

The trip generation for the previously proposed development plans may be summarized as follows:

Previously Proposed Development

Daily Traffic Generation	=	1,071 tpd
AM Peak Hour Traffic Generation (In/Out)	=	42 pht
MD Peak Hour Traffic Generation (In/Out)	=	70 pht
PM Peak Hour Traffic Generation (In/Out)	=	115 pht

The net trip difference between the current proposed plan of development and the previously proposed plan of development may be summarized as follows:

Net Trips (Modified Plan – Previously Proposed)

Daily Traffic Generation	=	195 tpd DECREASE
AM Peak Hour Traffic Generation	=	12 pht DECREASE
MD Peak Hour Traffic Generation	=	37 pht DECREASE
PM Peak Hour Traffic Generation	=	77 pht DECREASE

As shown above, the modified plan of development results in a substantial reduction in vehicle trips from the previously proposed application. It likely the trip reduction will be even greater due to the reasons stated previously including internal capture between the uses and the conservative daily trip calculation for the private club in the modified plan scenario.

12.0 VALET OPERATIONS

Valet will be provided for the Club starting at 6 PM. The valet stand and operations will be located at the north portion of the parking lot. The 95th percentile queue calculations were based on a vehicle demand of 44 trips per hour, 3 valet attendants, and a conservate 2 min processing time for the valet attendant to park the vehicle and return. The peak hour vehicle demand of 44 spaces is based on the parking calculation but can be considered conservative as other clubs throughout the Town have a lower traffic and parking demand per member. The valet attendants will park vehicles within the existing parking lot. The 95th percentile queue is calculated at 2 vehicles. The valet operations and 95th percentile queue calculations are provided in Appendix D.

13.0 CONCLUSION

The proposed development will result in a reduction in traffic from the vested site and therefore meets the requirements of the Palm Beach County Traffic Performance Standards. An intersection operational analysis was prepared at six intersections demonstrated the proposed site will have a minimal impact to the surrounding roadway network and result in no degradation to the Level of Service on the Town roadway network and therefore meets the requirements of the Comprehensive Plan. Additionally, the proposed redevelopment will result in a reduction of parking requirements from the historically vested site due to the proposed hours of use restrictions.

bk: x:/docs/trafficdrainage/tis.25146

PARAMOUNT

09/28/25

EXISTING/VESTED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips (Driveway Trips)	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	2,205	S.F.	7.6			17	0.0%	0	17	0%	0	17
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	10.84			160	0.0%	0	160	0%	0	160
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	54.45			527	0.0%	0	527	0%	0	527
			Grand Totals:				**704**	**0.0%**	**0**	**704**	**0%**	**0**	**704**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0.32	0.62	0.38	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.52	0.88	0.12	19	3	22	0.0%	0	0	0	19	3	22	0%	0	19	3	22
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	2.36	0.60	0.40	14	9	23	0.0%	0	0	0	14	9	23	0%	0	14	9	23
			Grand Totals:				**34**	**12**	**46**	**0.0%**	**0**	**0**	**0**	**34**	**12**	**46**	**0%**	**0**	**34**	**12**	**46**

TABLE 3 - Mid-Day Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0	0.44	0.56	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.11	0.50	0.50	8	8	16	0.0%	0	0	0	8	8	16	0%	0	8	8	16
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	3.32	0.50	0.50	16	16	32	0.0%	0	0	0	16	16	32	0%	0	16	16	32
			Grand Totals:				**24**	**24**	**48**	**0.0%**	**0**	**0**	**0**	**24**	**24**	**48**	**0%**	**0**	**24**	**24**	**48**

TABLE 4 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0.49	0.44	0.56	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.44	0.17	0.83	4	17	21	0.0%	0	0	0	4	17	21	0%	0	4	17	21
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	6.59	0.50	0.50	32	32	64	0.0%	0	0	0	32	32	64	0%	0	32	32	64
			Grand Totals:				**36**	**50**	**86**	**0.0%**	**0**	**0**	**0**	**36**	**50**	**86**	**0%**	**0**	**36**	**50**	**86**

Notes:
Mid-Day trip generation rates based on previous Paramount traffic study compeleted by KHA dated May 31, 2024

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CIVIL & TRAFFIC ENGINEERING

PROPOSED DEVELOPMENT

TABLE 5 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips (Driveway Trips)	Pass-by %	Pass-by Trips	Net Trips
Single Family Detached	210	1	Dwelling Units	10			10		0	10	0%	0	10
Church/Synagogue[b]	560	2,000	S.F.	7.6			15	0.0%	0	15	0%	0	15
Strip Retail Plaza (<40ksf)	822	5,420	S.F.	54.45			295	0.0%	0	295	0%	0	295
Fine Dining Restaurant	931	150	Seats	2.6			390	0.0%	0	390	0%	0	390
High Turnover Sit-Down Rest.	932	1,550	S.F.	107.2			166	0.0%	0	166	0%	0	166
			Grand Totals:				**876**	**0.0%**	**0**	**876**	**0%**	**0**	**876**

TABLE 6 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.7	0.26	0.74	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
Church/Synagogue[b]	560	2,000	S.F.	0.32	0.62	0.38	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Strip Retail Plaza (<40ksf)	822	5,420	S.F.	2.36	0.60	0.40	8	5	13	0.0%	0	0	0	8	5	13	0%	0	8	5	13
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	1,550	S.F.	9.57	0.55	0.45	8	7	15	0.0%	0	0	0	8	7	15	0%	0	8	7	15
			Grand Totals:				**17**	**13**	**30**	**0.0%**	**0**	**0**	**0**	**17**	**13**	**30**	**0%**	**0**	**17**	**13**	**30**

TABLE 7 - Mid-Day Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.94	0.63	0.37	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Church/Synagogue[b]	560	2,000	S.F.	0	0.44	0.56	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
Strip Retail Plaza (<40ksf)	822	5,420	S.F.	3.32	0.50	0.50	9	9	18	0.0%	0	0	0	9	9	18	0%	0	9	9	18
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	1,550	S.F.	9.05	0.61	0.39	9	5	14	0.0%	0	0	0	9	5	14	0%	0	9	5	14
			Grand Totals:				**19**	**14**	**33**	**0.0%**	**0**	**0**	**0**	**19**	**14**	**33**	**0%**	**0**	**19**	**14**	**33**

TABLE 8 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.94	0.63	0.37	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Church/Synagogue[b]	560	2,000	S.F.	0.49	0.44	0.56	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
Strip Retail Plaza (<40ksf)	822	5,420	S.F.	6.59	0.50	0.50	18	18	36	0.0%	0	0	0	18	18	36	0%	0	18	18	36
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	0	S.F.	9.05	0.61	0.39	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
			Grand Totals:				**19**	**19**	**38**	**0.0%**	**0**	**0**	**0**	**19**	**19**	**38**	**0%**	**0**	**19**	**19**	**38**

Notes:
Mid-Day trip generation rates based on previous Paramount traffic study compeleted by KHA dated May 31, 2024

TABLE 9
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			MID-DAY PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	704	46	34	12	48	24	24	86	36	50
PROPOSED DEVELOPMENT =	876	30	17	13	33	19	14	38	19	19
INCREASE =	**172**	**-16**	**-17**	**1**	**-15**	**-5**	**-10**	**-48**	**-17**	**-31**

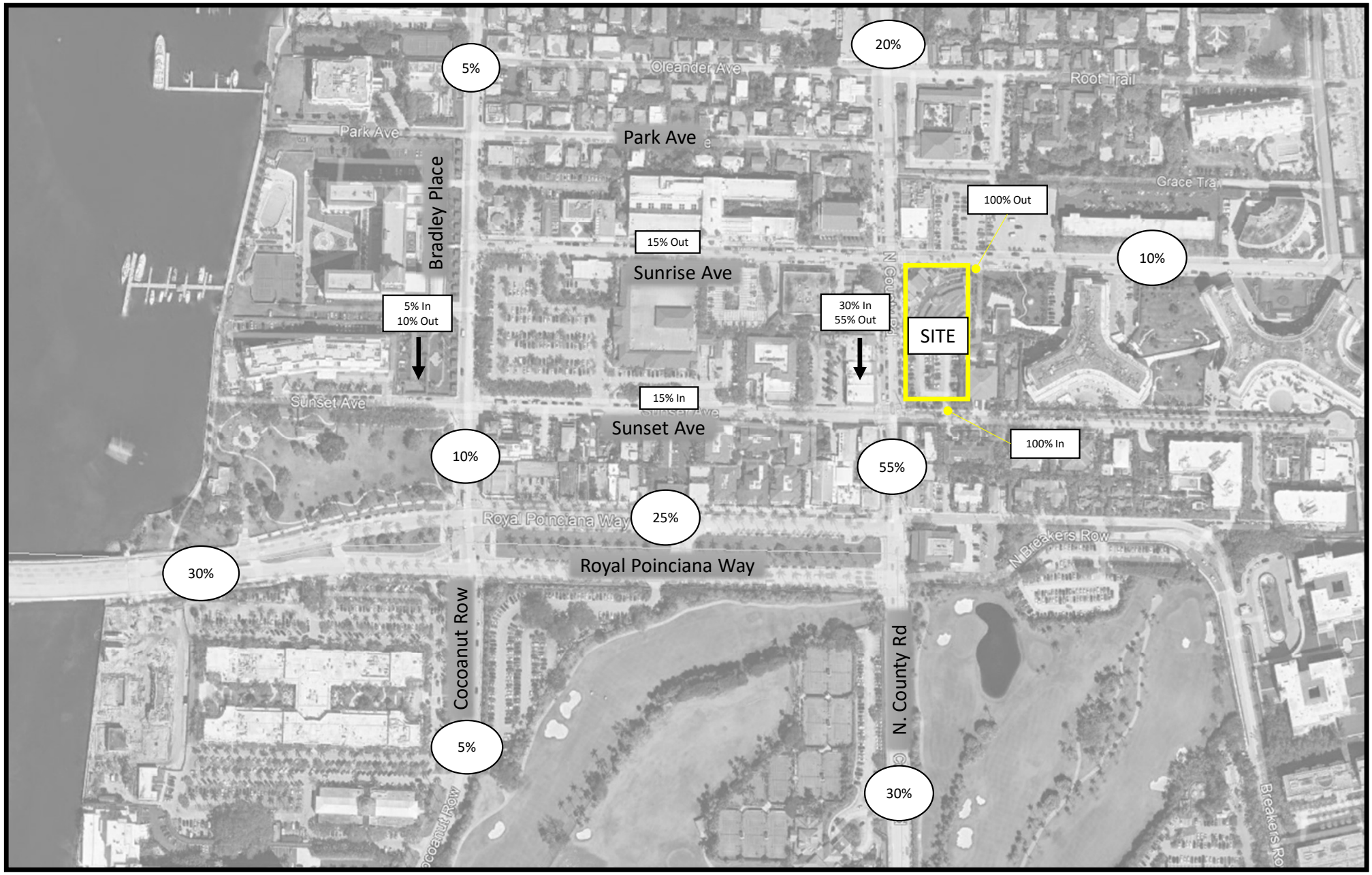


Figure 1 – Trip Distribution
Paramount
Project # 25-146

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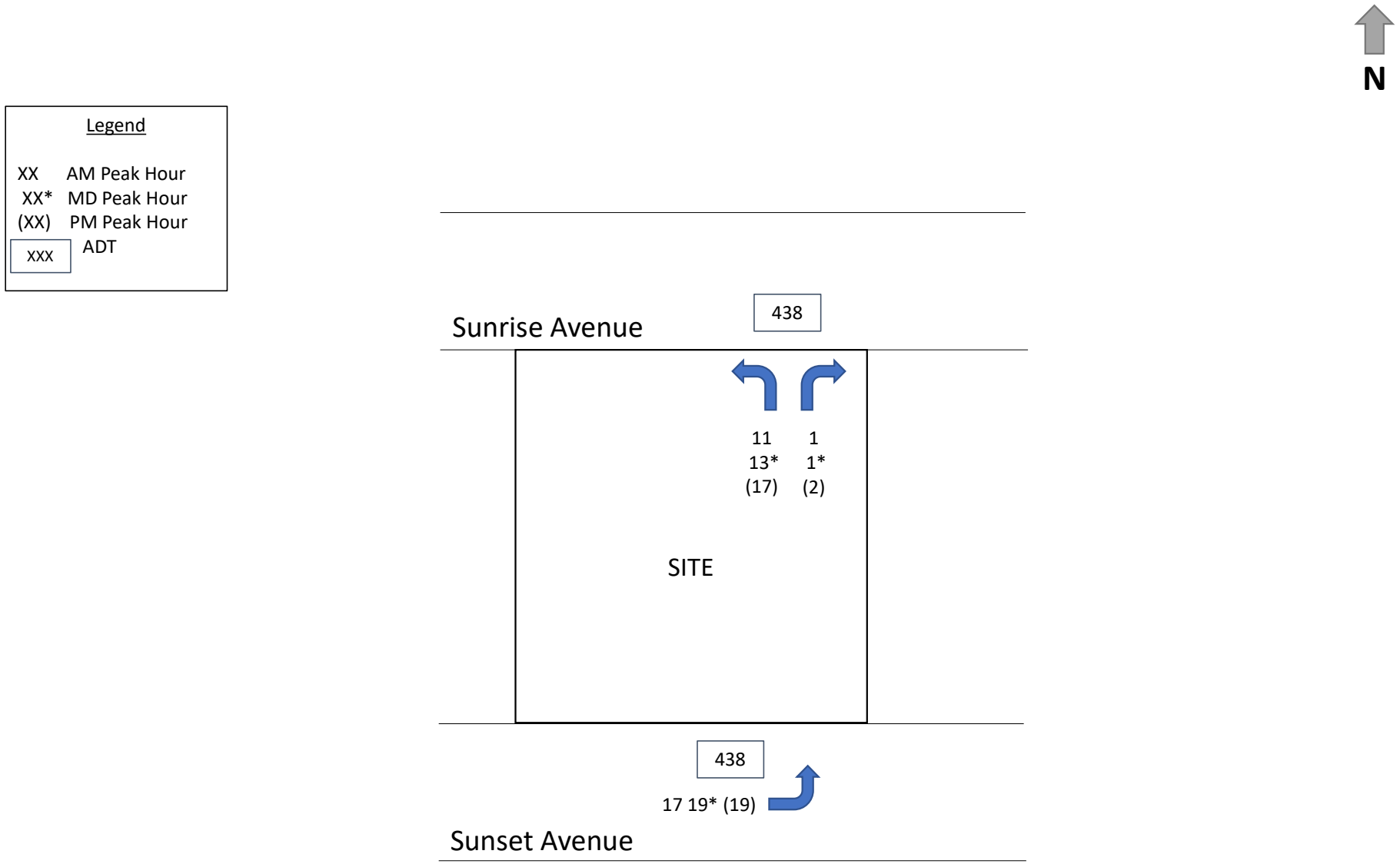
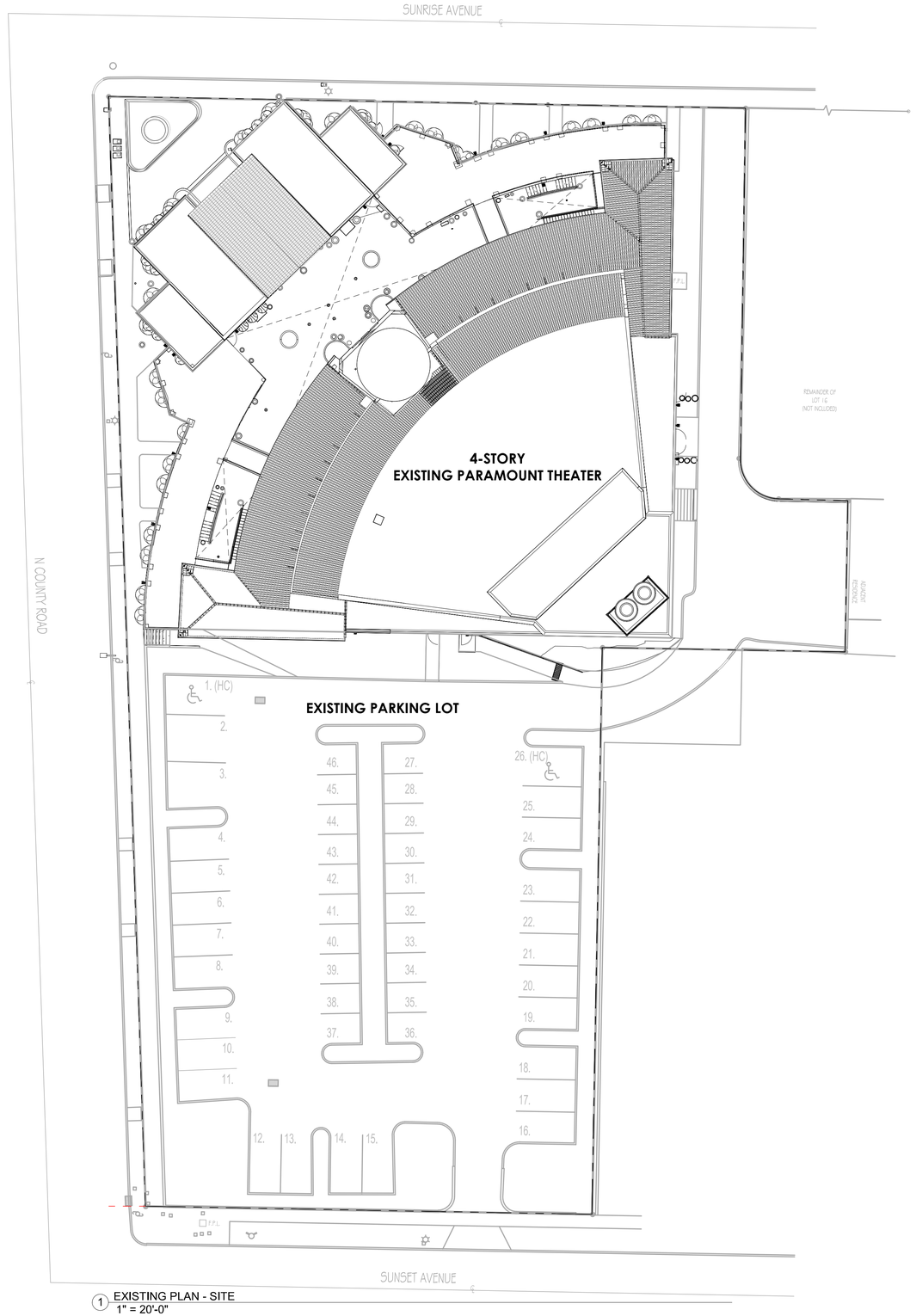


Figure 2 – Driveway Volumes
Paramount
Project # 25-146

SIMMONS & WHITE
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APPENDIX A

SITE PLAN



1 EXISTING PLAN - SITE
1" = 20'-0"

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
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PROJECT #	24019

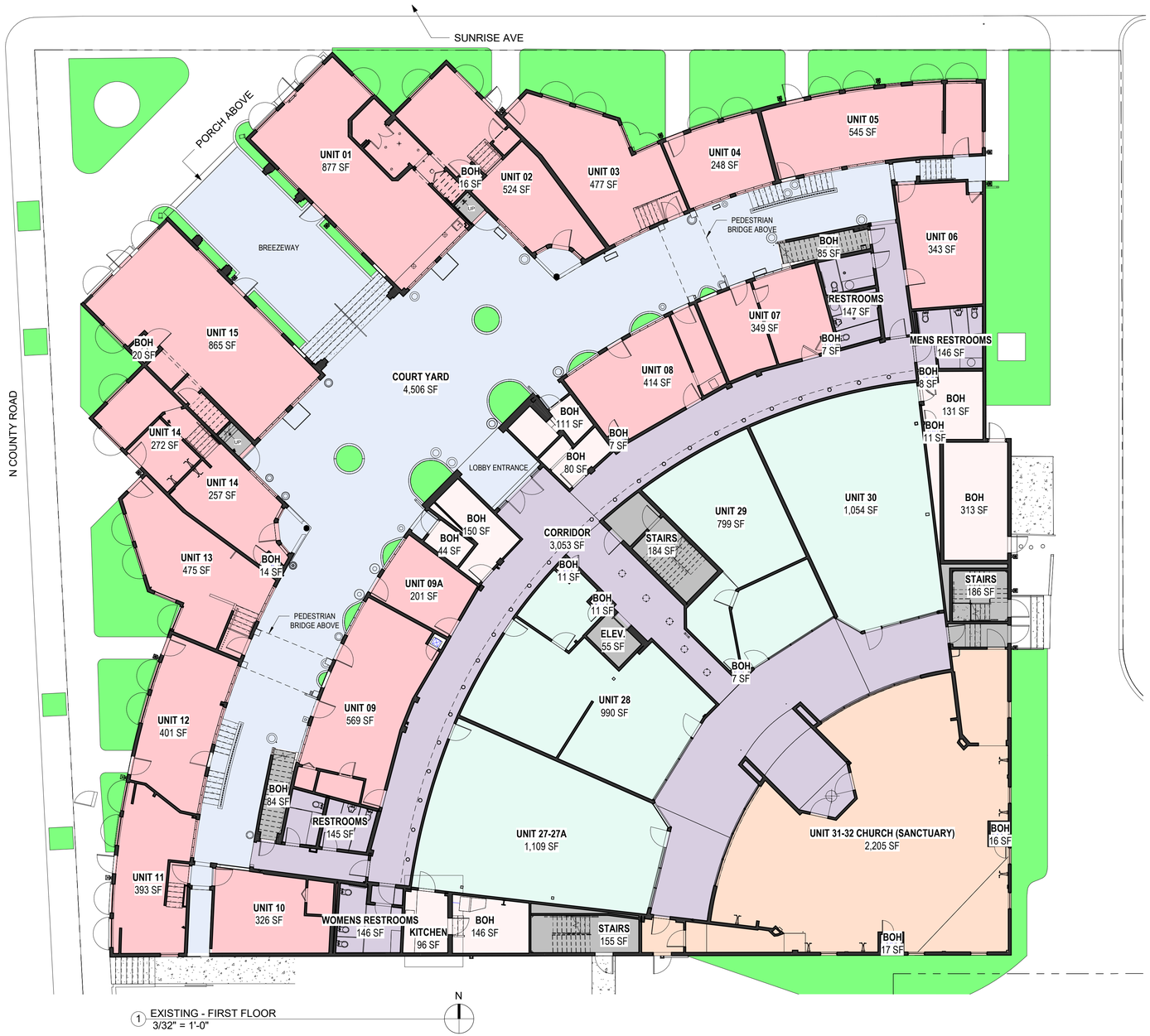
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EXISTING SITE PLAN

B-1

Scale: 1" = 20'-0"
Note: When printed on 11 x 17 paper scale is half



1 EXISTING - FIRST FLOOR
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	3,638 SF
OFFICE	3,952 SF
RETAIL	7,503 SF
SANCTUARY	2,205 SF
SERVICE	987 SF
TERRACES AND COURTYARDS	4,506 SF
VERTICAL CIRCULATION	740 SF
GREEN AREAS	3,260 SF
TOTAL FIRST FLOOR AREAS	26,791 SF

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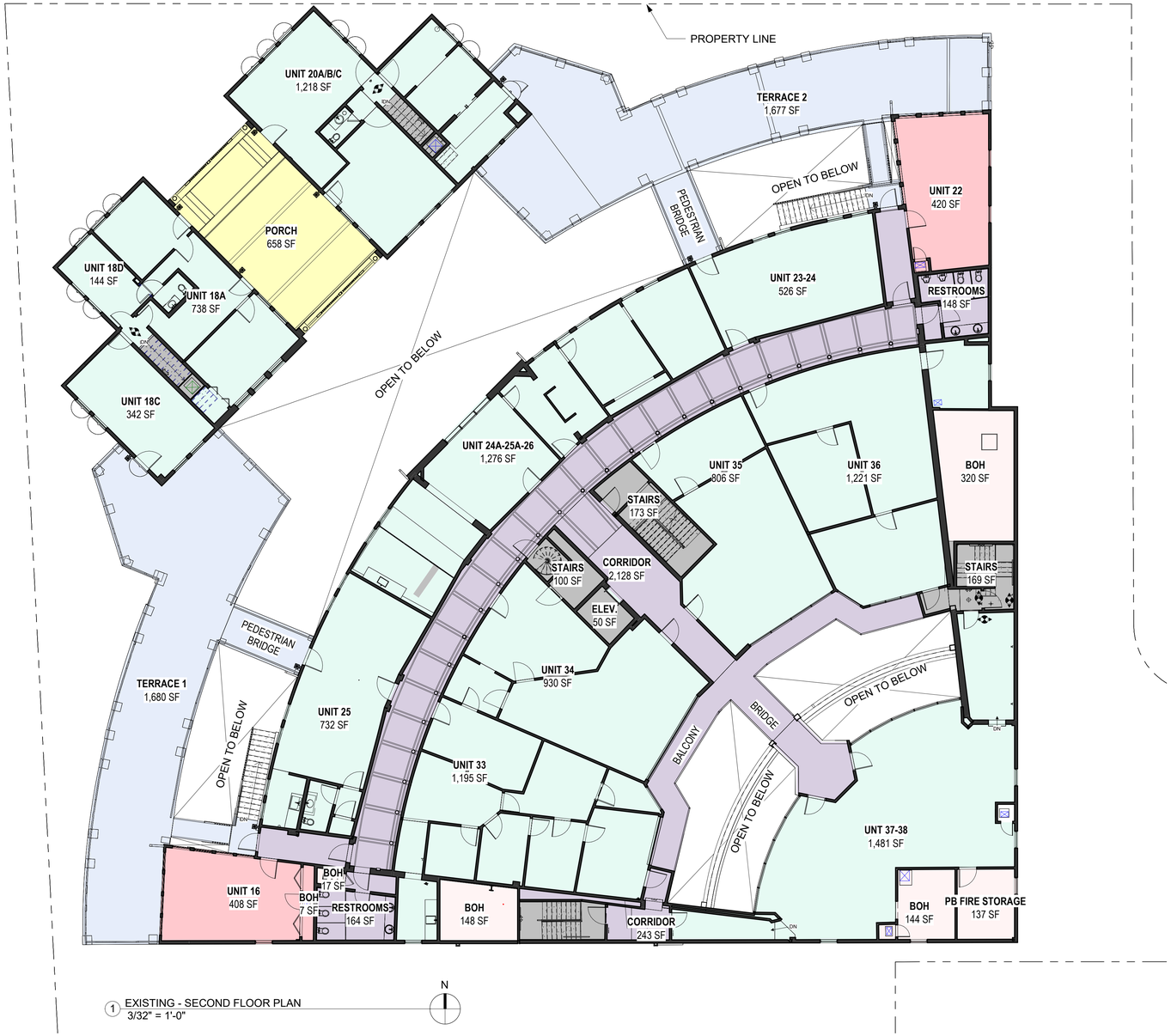
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EXISTING FIRST FLOOR PLAN

B-3



1 EXISTING - SECOND FLOOR PLAN
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	2,528 SF
OFFICE	12,369 SF
PORCH	658 SF
RETAIL	842 SF
SERVICE	749 SF
TERRACES AND COURTYARDS	3,357 SF
VERTICAL CIRCULATION	733 SF
TOTAL SECOND FLOOR AREAS	21,236 SF

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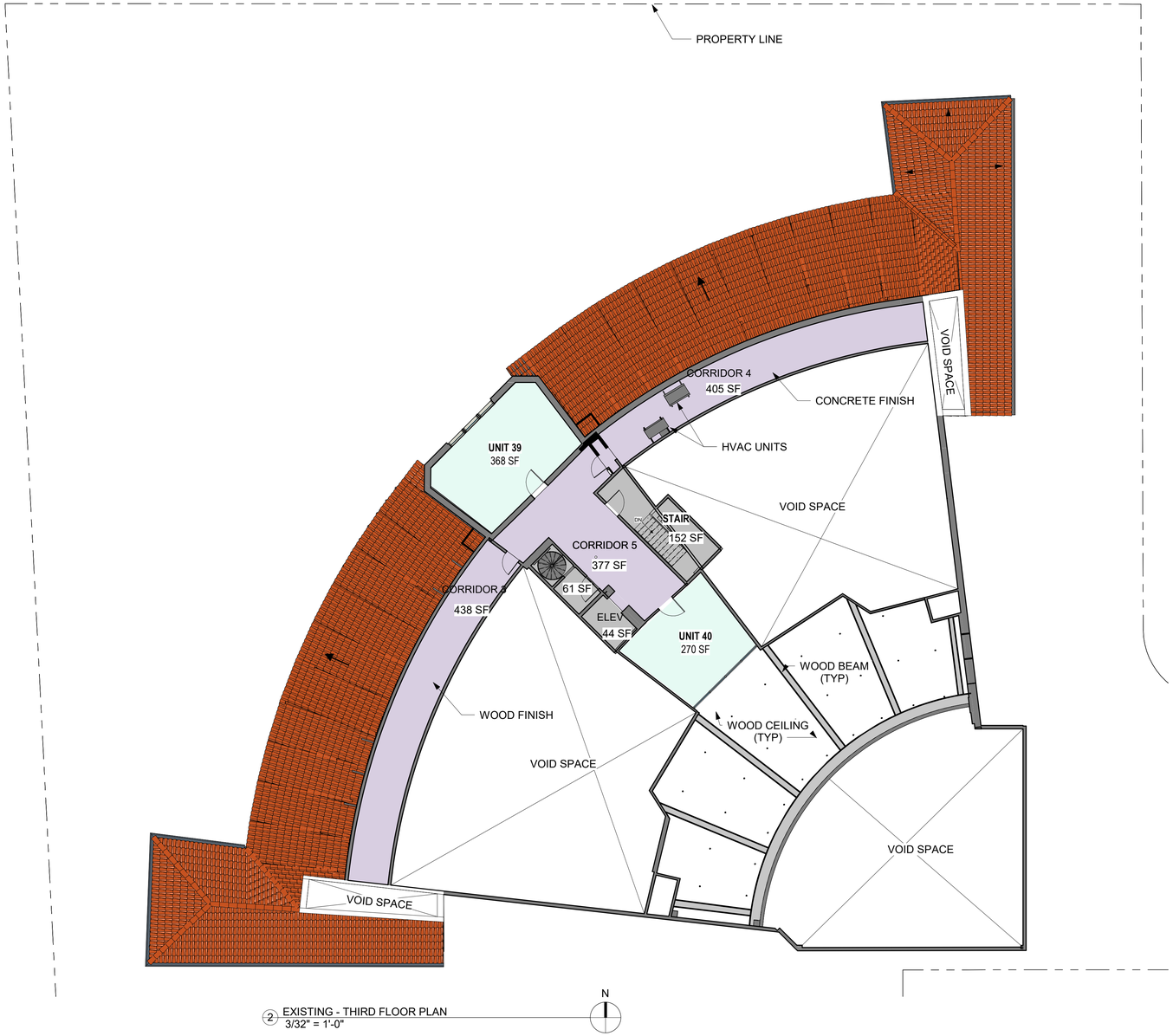
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EXISTING SECOND FLOOR PLAN

B-5



2 EXISTING - THIRD FLOOR PLAN
3/32" = 1'-0"

PLANNING MATRIX

COMMON SPACES	843 SF
OFFICE	638 SF
ROOF	N/A
VERTICAL CIRCULATION	257 SF
TOTAL THIRD FLOOR AREAS	1,738 SF

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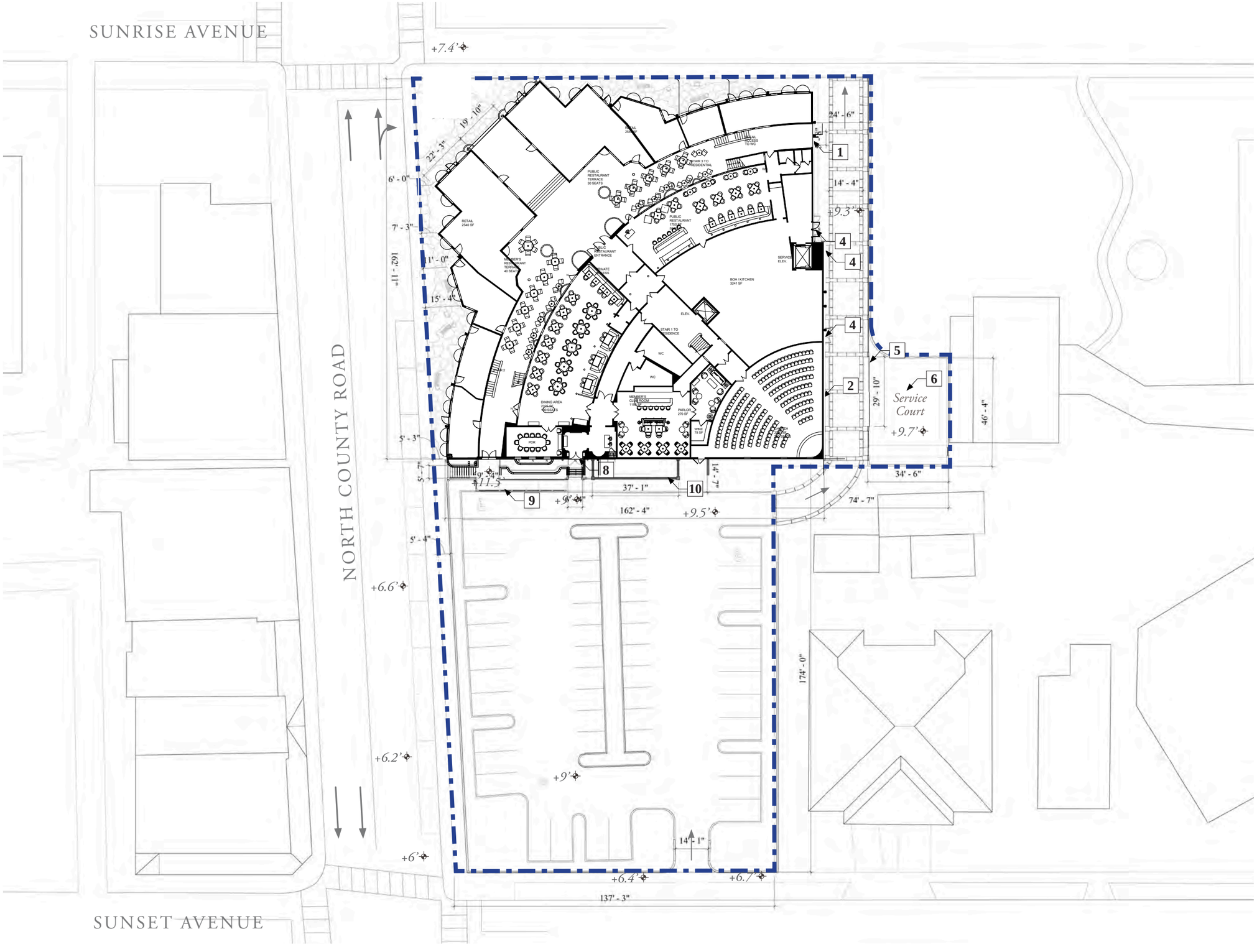
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EXISTING THIRD FLOOR PLAN

B-7



PROPOSED PLAN: GROUND FLOOR

SCALE: 1" = 40'

0' 20' 40'

NOTES

GROUND FLOOR AREA:
16,477 SF

DESIGN NOTES:

1. Widen existing porta

2. ADA access to patio

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

4. New service/egress d

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

6. Service court *(see she A-17.3 for equipment lo and details)*

7. Restore historic colo

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

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

10. Screened garden fo Private Dining

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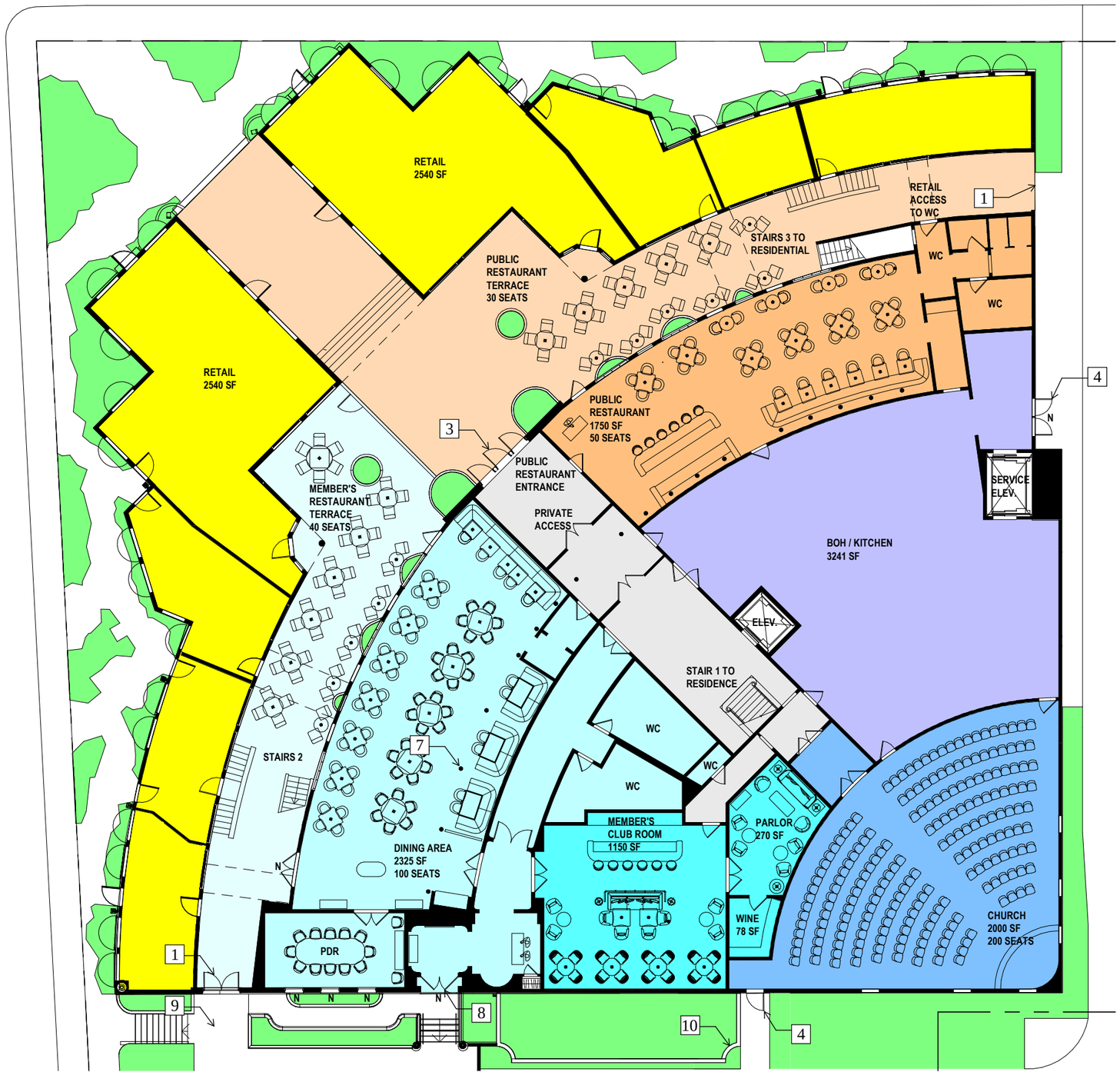
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PROPOSED PLAN - GROUND FLOOR

C-3.1



1 PROPOSED - FIRST FLOOR
1" = 20'-0"

AREA CALCULATIONS

RETAIL 5,420SF/30 =	180 OCC
*CAFE 1,550SF/15 =	104 OCC
BOH 3,000SF/300 =	10 OCC
**SOCIAL CLUB DINNING 3,000SF	225 OCC
** SOCIAL CLUB LOUNGE 2,000SF	
CHURCH 2,000SF/30	67 OCC

TOTAL OCCUPANCY 1ST FLOOR = 586

*RESTROOMS REMOVED FROM AREA SF OF OCCUPANCY CALCULATIONS.
**POSTED MAXIMUM OCCUPANCY LIMITED TO 225 OCCUPANTS

PARKING CALCULATIONS

RETAIL 5,420 SF/200 =	27.1 SPACES
CAFE 1,500 SF/ (40 FIXED SEATS)/3 =	13.33 SPACES
BOH 3,000 SF/300 =	10 SPACES
SOCIAL CLUB 175 MEMBERS/4 = (DINING & LOUNGE)	43.75 SPACES
*CHURCH 200 SEATS /4 =	50 SPACES
RESIDENTIAL 17,233 SF = 2 PER 3,000 SF + 1 FOR EACH ADDITIONAL 3,000 SF	7.3 SPACES

TOTAL REQ. PARKING = 101.48 SPACES

TOTAL PARKING PROVIDED = 133 SPACES

*CHURCH OPERATIONS IS NOT CONCURRENT WITH SOCIAL CLUB HOURS.

DESIGN NOTES:

1. Widen existing portals

2. ADA access to patio

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

4. New service/egress doors

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

6. Service court

7. Restore historic colonnade

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

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

10. Screened garden for Private Dining

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Palm Beach Theater
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33480

WEG PARAMOUNT, INC

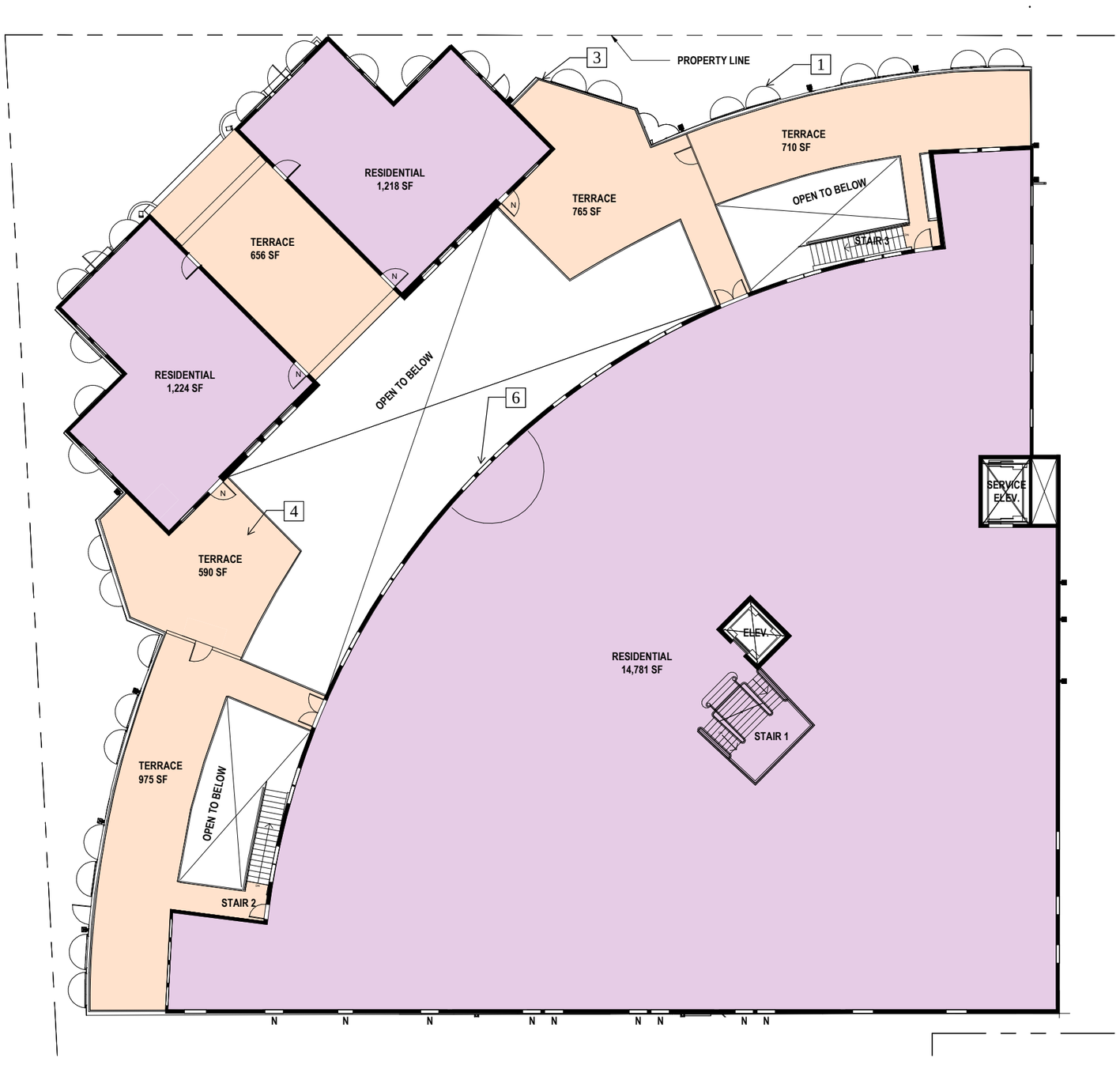
DATE	9/08/2025
MODELED	CA
CHECKED	JT/REG
PROJECT #	24019

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PROPOSED SEATING PLAN - GROUND FLOOR

C-8.1



1 PROPOSED - SECOND FLOOR
1" = 20'-0"

AREA CALCULATIONS

	RESIDENTIAL 17,233 SF/200 = (2ND FLOOR)	87 OCC
	TERRACE 4,013 SF/30	134 OCC
	TOTAL OCCUPANCY 2ND FLOOR = 221	

DESIGN NOTES:

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

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

3. Reintroduce historic railings and planter boxes *(sheet D-18)*

4. Reintroduction of landscaped terraces *(sheet A-7 & sheet D-19)*

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

6. Restore courtyard elevation *(sheets D-10 & D-11)*

REG ARCHITECTS
since 1988

Rick Gonzalez, AIA
President
FL License AR0014172
120 South Olive Ave. Ste. 210,
West Palm Beach, FL 33401
P (561) 659-2383
www.regarchitects.com

Digitally signed by Rick Gonzalez, AIA
DN: C=US, E=rick@regarchitects.com, O="REG Architects, Inc.", CN="Rick Gonzalez, AIA"
Date: 2025.09.08 11:40:07

Palm Theater
SYCOU RD
33480

WEG PARAMOUNT, INC

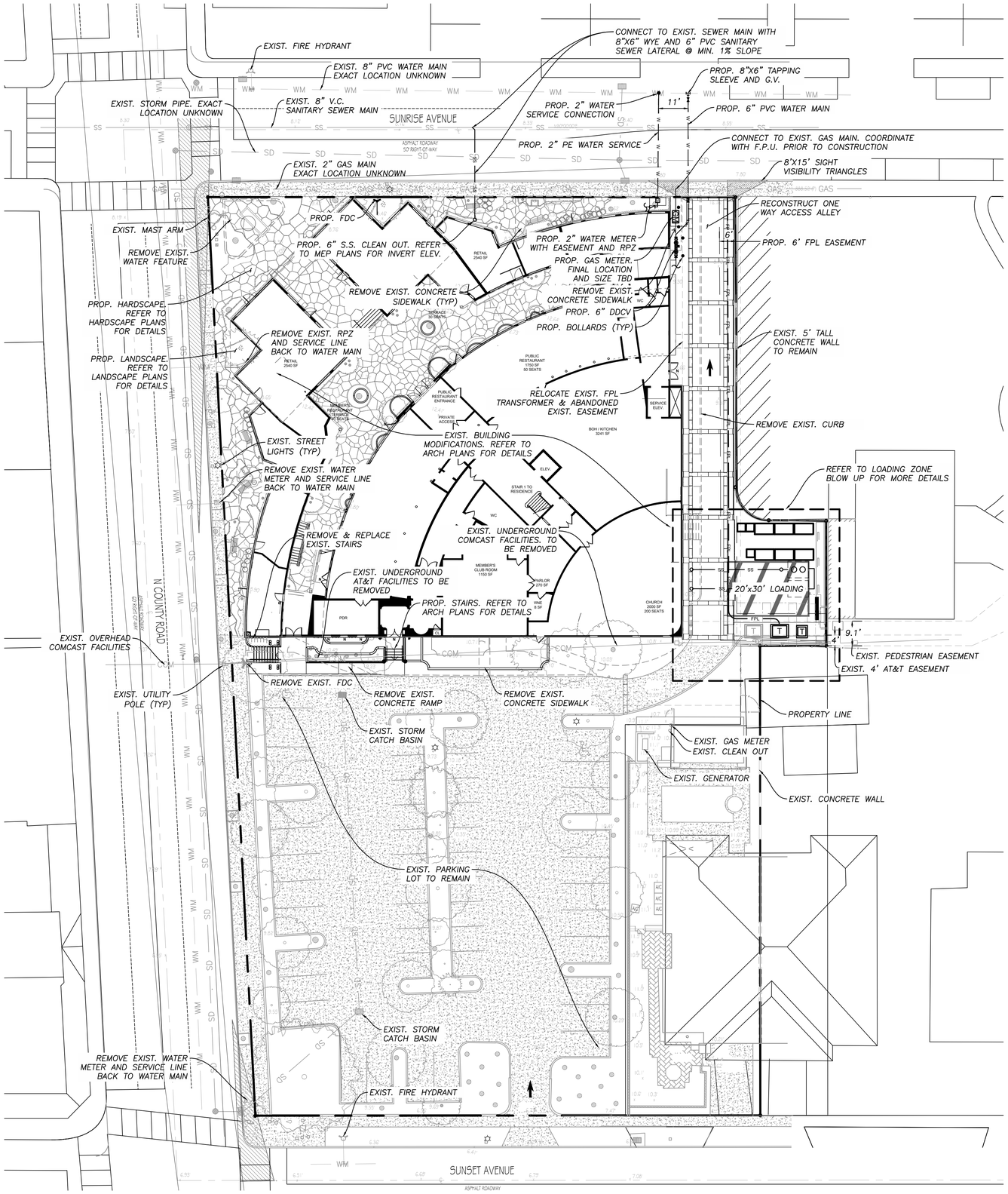
DATE	9/08/2025
MODELED	Author
CHECKED	Checker
PROJECT #	24019

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PROPOSED SEATING PLAN - SECOND FLOOR

C-8.2

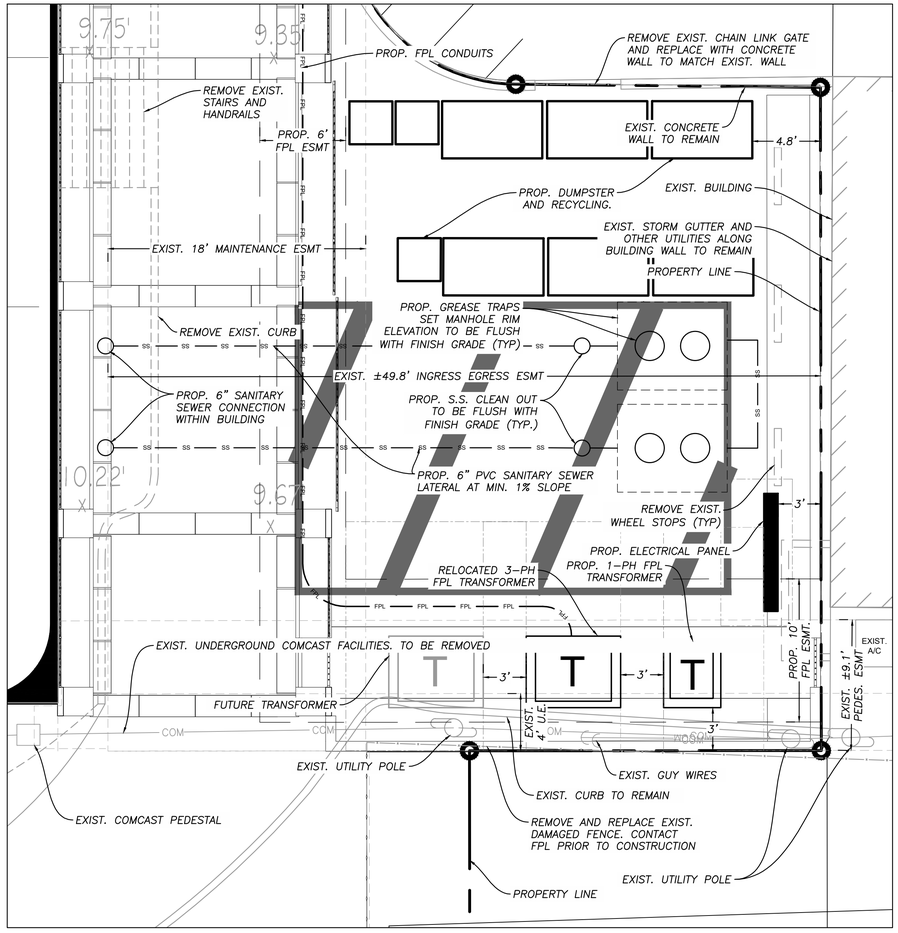


GRAPHIC SCALE
0 10 20 40

IT'S THE LAW !
CALL TWO (2) BUSINESS DAYS BEFORE YOU DIG
SUNSHINE 811

LEGEND

- PROPERTY LINE
- PROPOSED FORCE MAIN
- PROPOSED SANITARY SEWER
- PROPOSED FIRE MAIN
- PROPOSED WATER MAIN
- PROPOSED EASEMENT
- EXISTING FORCE MAIN
- EXISTING SANITARY SEWER
- EXISTING FIRE MAIN
- EXISTING WATER MAIN
- EXISTING EASEMENT
- STORM PIPE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- PROPOSED F.D.C.
- PROPOSED W. METER & B.F.P.
- PROPOSED D.D.C.V.
- EXISTING STORM INLET
- EXISTING STORM MANHOLE



LOADING ZONE BLOW UP

SCALE 1"=5'

RANDY SCOTT WERTEPNY LICENSE No. 72504 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Randy Wertepny on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Randy Wertepny
P.E. 72504

KESHAVARZ & ASSOCIATES
711 North Dixie Hwy, Suite 201
West Palm Beach, FL 33401
Tel: (561) 689-8600
Certificate of Authorization No. 4897

REG ARCHITECTS
since 1988

Rick Gonzalez, AIA
President
FL License AR0014172
120 South Olive Ave. Ste. 210,
West Palm Beach, FL 33401
P (561) 659-2383
www.regarchitects.com

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/8/2025
MODELED	YY
CHECKED	RW
PROJECT #	24019

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PRELIMINARY UTILITY PLAN

C-1

APPENDIX B

ROADWAY CONCURRENCY ANALYSIS

TABLE 10
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2028 BUILD OUT
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = -17
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 1

ROADWAY	FROM	TO	FACILITY TYPE	2025 AM PEAK HOUR VOLUME	ROAD CLASS	LOS C AM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D AM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E AM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING AM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	2028 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2028 TOTAL TRAFFIC	2028 TOTAL LOS
COUNTY ROAD	BREAKERS ROW	ROYAL POINCIANA WAY	4L ART - Undivided	1193	II	983	1.21	2190	0.54	2280	0.52	D	85	1278	D	30%	IN/OUT	-5	1274	D
COUNTY ROAD	ROYAL POINCIANA WAY	SUNSET AVENUE	4L ART - Undivided	1195	II	983	1.22	2190	0.55	2280	0.52	D	85	1280	D	55%	IN/OUT	-9	1271	D
COUNTY ROAD	SUNSET AVENUE	SUNRISE AVENUE	4L ART - Undivided	1195	II	983	1.22	2190	0.55	2280	0.52	D	85	1280	D	30%/55%	IN/OUT	-5	1275	D
BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	2L COL - Undivided	1058	II	594	1.78	1197	0.88	1269	0.83	D	76	1134	D	10%	IN/OUT	-2	1132	D
ROYAL POINCIANA WAY	BRADLEY PLACE	COUNTY ROAD	4L ART - Divided	2325	II	1310	1.77	2920	0.80	3040	0.76	D	166	2491	D	25%	IN/OUT	-4	2487	D
SUNSET AVENUE	BRADLEY PLACE	COUNTY ROAD	1L COL - One Way	256	II	333	0.77	675	0.38	720	0.36	C	18	274	C	15%	IN	-3	271	C
SUNRISE AVENUE	BRADLEY PLACE	COUNTY ROAD	2L COL - Undivided	289	II	594	0.49	1197	0.24	1269	0.23	C	21	310	C	15%	OUT	0	310	C

2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
Sunset Avenue and Sunrise Avenue existing volumes derived from intersection counts

TABLE 11
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2028 BUILD OUT
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = -17
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = -31

ROADWAY	FROM	TO	FACILITY TYPE	2025 PM PEAK HOUR VOLUME	ROAD CLASS	LOS C PM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D PM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E PM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING PM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	2028 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2028 TOTAL TRAFFIC	2028 TOTAL LOS
COUNTY ROAD	BREAKERS ROW	ROYAL POINCIANA WAY	4L ART - Undivided	1188	II	983	1.21	2190	0.54	2280	0.52	D	85	1273	D	30%	IN/OUT	-14	1259	D
COUNTY ROAD	ROYAL POINCIANA WAY	SUNSET AVENUE	4L ART - Undivided	1288	II	983	1.31	2190	0.59	2280	0.56	D	92	1380	D	55%	IN/OUT	-26	1354	D
COUNTY ROAD	SUNSET AVENUE	SUNRISE AVENUE	4L ART - Undivided	1288	II	983	1.31	2190	0.59	2280	0.56	D	92	1380	D	30%/55%	IN/OUT	-22	1358	D
BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	2L COL - Undivided	1066	II	594	1.79	1197	0.89	1269	0.84	D	76	1142	D	10%	IN/OUT	-5	1137	D
ROYAL POINCIANA WAY	BRADLEY PLACE	COUNTY ROAD	4L ART - Divided	3102	II	1310	2.37	2920	1.06	3040	1.02	F	222	3324	F	25%	IN/OUT	-12	3312	F
SUNSET AVENUE	BRADLEY PLACE	COUNTY ROAD	1L COL - One Way	189	II	333	0.57	675	0.28	720	0.26	C	14	203	C	15%	IN	-3	200	C
SUNRISE AVENUE	BRADLEY PLACE	COUNTY ROAD	2L COL - Undivided	340	II	594	0.57	1197	0.28	1269	0.27	C	24	364	C	15%	OUT	-5	359	C

2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
Sunset Avenue and Sunrise Avenue existing volumes derived from intersection counts

APPENDIX C

INTERSECTION ANALYSIS

CMA INTERSECTION ANALYSIS

PARAMOUNT

SUNRISE AVENUE AT COUNTY ROAD

09/28/25

INPUT DATA

Comments:

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

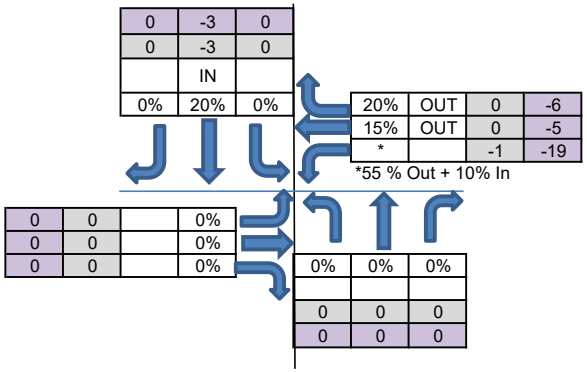
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	84	396	107	28	381	58	37	22	41	82	37	26	1299 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	6	28	8	2	27	4	3	2	3	6	3	2	93 BG Total
1.0% Background Growth	3	12	3	1	12	2	1	1	1	2	1	1	90 1% + MP Total
Major Projects Traffic	3	25	0	0	18	0	0	0	5	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	6	37	8	2	30	4	3	2	6	6	3	2	
2028 Background Traffic w/o Project	90	433	115	30	411	62	40	24	47	88	40	28	
Project Traffic	0	0	0	0	-3	0	0	0	0	-1	0	0	
2028 Total	**90**	**433**	**115**	**30**	**408**	**62**	**40**	**24**	**47**	**87**	**40**	**28**	

TRIPS

	IN	OUT
AM	-17	1
PM	-17	-31



MIDDAY Peak Hour

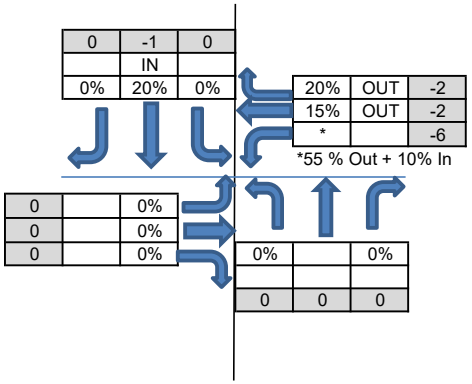
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	113	333	102	17	463	75	28	24	74	116	46	24	1415 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	101 BG Total
Background Traffic Growth	8	24	7	1	33	5	2	2	5	8	3	2	63 1% + MP Total
1.0% Background Growth	3	10	3	1	14	2	1	1	2	4	1	1	
Major Projects Traffic	4	6	0	0	6	0	0	0	4	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	8	24	7	1	33	5	2	2	6	8	3	2	
2028 Background Traffic w/o Project	121	357	109	18	496	80	30	26	80	124	49	26	
Project Traffic	0	0	0	0	-3	0	0	0	0	-6	-2	-2	
Total	**121**	**357**	**109**	**18**	**493**	**80**	**30**	**26**	**80**	**118**	**47**	**24**	

TRIPS

	IN	OUT
MD	-5	-10

Mid-Day



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	115	342	91	12	430	44	29	19	63	108	70	13	1336 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	96 BG Total
Background Traffic Growth	8	24	7	1	31	3	2	1	5	8	5	1	114 1% + MP Total
1.0% Background Growth	3	10	3	0	13	1	1	1	2	3	2	0	
Major Projects Traffic	6	24	0	0	38	0	0	0	6	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	9	34	7	1	51	3	2	1	8	8	5	1	
2028 Background Traffic w/o Project	124	376	98	13	481	47	31	20	71	116	75	14	
Project Traffic	0	0	0	0	-3	0	0	0	0	-19	-5	-6	
Total	**124**	**376**	**98**	**13**	**478**	**47**	**31**	**20**	**71**	**97**	**70**	**8**	

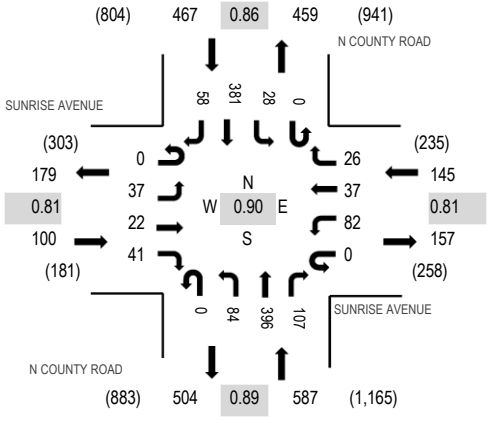
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

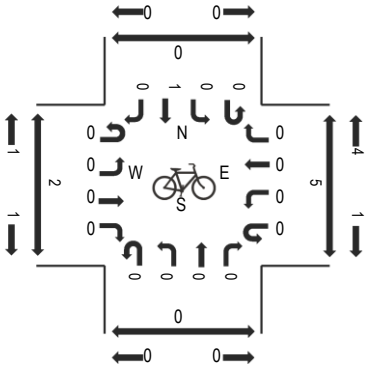
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

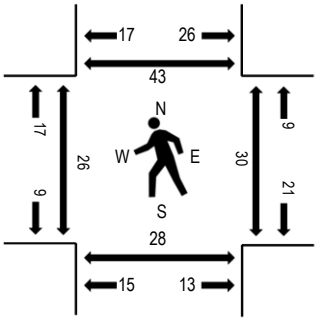
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	17	3	9	0	12	6	5	0	16	127	24	0	3	73	9	304	1,086	4	9	0	11
9:15 AM	0	5	6	6	0	8	7	2	0	11	110	19	0	0	65	8	247	1,082	3	6	3	4
9:30 AM	0	1	2	7	0	14	8	3	0	20	121	20	0	1	65	15	277	1,138	3	3	3	4
9:45 AM	0	7	5	13	0	19	2	4	0	14	80	16	0	2	88	8	258	1,222	5	2	2	4
11:00 AM	0	5	4	12	0	10	9	3	0	21	106	19	0	5	95	11	300	1,299	6	9	5	15
11:15 AM	0	8	4	11	0	26	13	6	0	21	72	27	0	4	94	17	303		8	4	10	9
11:30 AM	0	9	4	12	0	26	13	4	0	17	107	33	0	13	108	15	361		4	4	8	7
11:45 AM	0	15	10	6	0	20	2	13	0	25	111	28	0	6	84	15	335		8	13	5	12

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	0	5
Lights	0	37	22	41	0	80	36	24	0	80	374	102	0	27	360	57	1,240
Mediums	0	0	0	0	0	2	1	2	0	4	21	3	0	1	19	1	54
Total	0	37	22	41	0	82	37	26	0	84	396	107	0	28	381	58	1,299

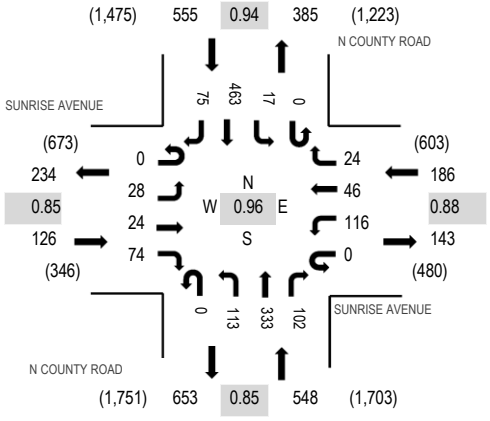
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				3.4%				5.3%				4.9%			4.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.7%	7.7%	0.0%	4.8%	5.6%	4.7%	0.0%	3.6%	5.5%	1.7%	4.5%
Peak Hour Factor		0.81				0.81				0.89				0.86			0.90
Peak Hour Factor	0.00	0.62	0.55	0.92	0.00	0.79	0.71	0.50	0.00	0.84	0.86	0.81	0.00	0.54	1.09	0.85	0.90

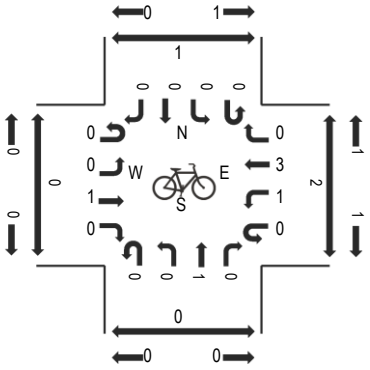
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

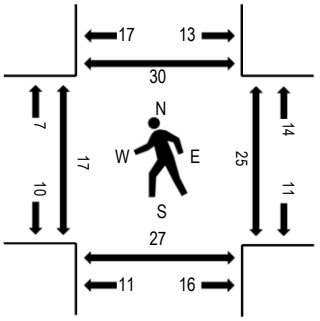
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	5	11	0	28	13	7	0	38	110	30	0	12	91	16	370	1,397	6	16	11	8
12:15 PM	0	7	8	14	0	28	11	15	0	26	86	27	0	13	101	18	354	1,345	2	9	9	9
12:30 PM	0	9	10	12	0	34	9	8	0	26	87	38	0	9	92	16	350	1,323	5	15	9	13
12:45 PM	0	10	5	15	0	30	14	8	0	30	87	22	0	7	81	14	323	1,323	4	9	6	8
1:00 PM	0	6	9	11	0	36	15	9	0	20	94	23	0	4	82	9	318	1,315	3	4	6	11
1:15 PM	0	11	8	11	0	30	8	6	0	22	90	42	0	1	93	10	332	1,366	7	13	5	6
1:30 PM	0	6	13	10	0	31	18	13	0	36	85	20	0	4	98	16	350	1,370	3	13	5	8
1:45 PM	0	3	6	11	0	35	9	2	1	26	70	19	0	2	112	19	315	1,367	11	6	0	11
2:00 PM	0	4	5	20	0	37	14	6	0	21	101	24	0	3	111	23	369	1,415	2	5	1	5
2:15 PM	0	11	2	17	0	27	9	5	0	31	77	31	0	5	106	15	336		5	12	9	10
2:30 PM	0	4	8	18	0	25	12	5	0	29	73	28	0	3	124	18	347		5	5	7	6
2:45 PM	0	9	9	19	0	27	11	8	0	32	82	19	0	6	122	19	363		5	3	10	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	28	24	73	0	111	45	24	0	113	325	102	0	17	437	74	1,373
Mediums	0	0	0	1	0	5	1	0	0	0	7	0	0	0	25	1	40
Total	0	28	24	74	0	116	46	24	0	113	333	102	0	17	463	75	1,415

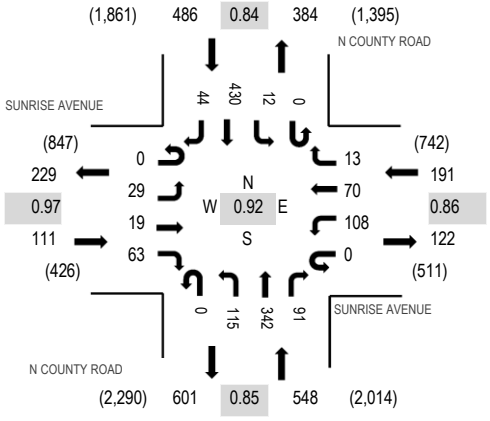
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				3.2%				1.5%				4.9%			3.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.4%	0.0%	4.3%	2.2%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	5.6%	1.3%	3.0%
Peak Hour Factor		0.85				0.88				0.85				0.94			0.96
Peak Hour Factor	0.00	0.82	0.69	0.93	0.00	0.90	0.76	0.67	0.25	0.79	0.84	0.74	0.00	0.79	0.93	0.82	0.96

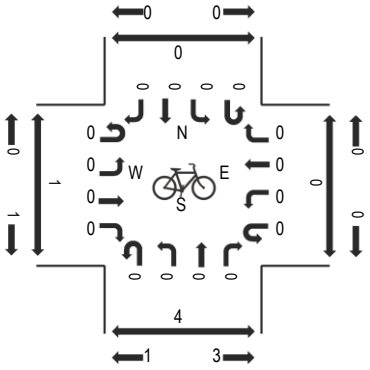
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

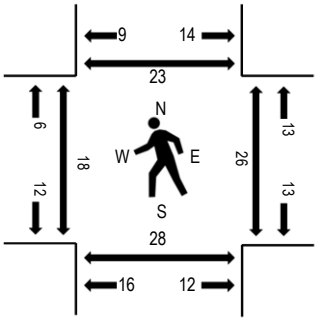
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	11	6	17	0	25	13	1	0	19	78	20	0	4	148	21	363	1,336	1	6	9	14
3:15 PM	0	5	4	13	0	22	21	5	0	39	78	20	0	5	85	10	307	1,315	7	5	5	3
3:30 PM	0	2	7	18	0	27	16	4	0	29	108	26	0	1	116	11	365	1,321	5	2	5	2
3:45 PM	0	11	2	15	0	34	20	3	0	28	78	25	0	2	81	2	301	1,277	5	13	9	4
4:00 PM	0	9	5	14	0	25	16	3	0	21	81	18	0	2	134	14	342	1,277	4	5	6	5
4:15 PM	0	7	3	19	0	18	17	6	0	30	81	22	0	2	102	6	313	1,258	4	6	7	5
4:30 PM	0	4	1	11	0	26	11	5	0	16	89	18	0	2	129	9	321	1,203	3	9	17	9
4:45 PM	0	3	5	21	0	18	13	5	0	28	70	32	0	3	92	11	301	1,181	8	9	42	14
5:00 PM	0	4	6	9	0	18	21	1	0	31	73	38	0	4	103	15	323	1,093	19	11	19	21
5:15 PM	0	8	3	12	0	8	7	8	0	29	66	29	0	1	76	11	258	974	5	19	28	5
5:30 PM	0	9	10	15	0	36	8	6	0	23	57	32	0	5	77	21	299	904	12	6	21	9
5:45 PM	0	6	4	10	0	11	5	3	0	22	38	21	0	2	79	12	213	771	3	6	16	1
6:00 PM	0	3	3	7	0	15	8	5	0	19	50	8	0	5	70	11	204	726	1	3	3	2
6:15 PM	0	3	5	9	0	16	10	6	0	8	50	15	0	1	57	8	188	736	4	1	2	5
6:30 PM	0	0	5	11	0	16	5	3	0	14	36	10	0	2	55	9	166	721	3	4	3	5
6:45 PM	0	3	1	11	0	14	8	1	0	13	44	10	0	1	61	1	168	665	6	9	5	5
7:00 PM	0	4	2	13	0	38	26	6	0	13	42	10	0	2	53	5	214	611	46	32	46	42
7:15 PM	0	1	1	8	0	37	14	4	0	12	42	10	0	1	35	8	173		6	2	6	6
7:30 PM	0	3	3	8	0	9	5	1	0	4	30	8	0	0	35	4	110		0	2	2	2
7:45 PM	0	2	2	9	0	5	2	2	0	12	28	13	0	3	34	2	114		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	29	19	62	0	105	69	13	0	113	340	91	0	12	400	43	1,296
Mediums	0	0	0	1	0	3	1	0	0	1	2	0	0	0	30	1	39
Total	0	29	19	63	0	108	70	13	0	115	342	91	0	12	430	44	1,336

CMA INTERSECTION ANALYSIS

PARAMOUNT

BRADLEY PLACE AT SUNRISE AVENUE

09/28/25

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

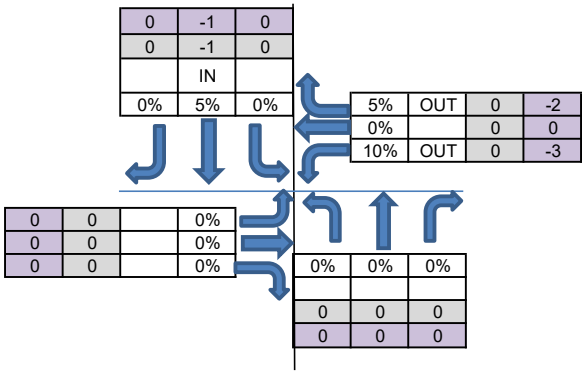
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	346	73	44	280	0	0	0	0	116	0	56	915	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	10	2	1	8	0	0	0	0	4	0	2	28	BG Total
1.0% Background Growth	0	10	2	1	8	0	0	0	0	4	0	2	46	1% + MP Total
Major Projects Traffic	0	7	3	0	6	0	0	0	0	2	0	0		
PB Synagogue Project Trips	0	0	1	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	17	6	2	14	0	0	0	0	6	0	2		
2028 Background Traffic w/o Project	0	363	79	46	294	0	0	0	0	122	0	58		
Project Traffic	0	0	0	0	-1	0	0	0	0	0	0	0		
2028 Total	**0**	**363**	**79**	**46**	**293**	**0**	**0**	**0**	**0**	**122**	**0**	**58**		

TRIPS

	IN	OUT
AM	-17	1
PM	-17	-31



MIDDAY Peak Hour

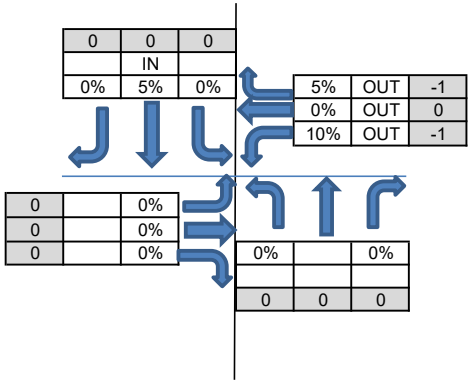
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	237	96	39	384	0	0	0	0	199	0	58	1013	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	7	3	1	12	0	0	0	0	6	0	2	31	BG Total
1.0% Background Growth	0	7	3	1	12	0	0	0	0	6	0	2	31	1% + MP Total
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0		
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	7	5	2	12	0	0	0	0	6	0	2		
2028 Background Traffic w/o Project	0	244	101	41	396	0	0	0	0	205	0	60		
Project Traffic	0	0	0	0	0	0	0	0	0	-1	0	-1		
2028 Total	**0**	**244**	**101**	**41**	**396**	**0**	**0**	**0**	**0**	**204**	**0**	**59**		

TRIPS

	IN	OUT
MD	-5	-10

Mid-Day



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	202	73	17	329	0	0	0	0	168	0	37	826	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	6	2	1	10	0	0	0	0	5	0	1	25	BG Total
1.0% Background Growth	0	6	2	1	10	0	0	0	0	5	0	1	50	1% + MP Total
Major Projects Traffic	0	8	3	0	10	0	0	0	0	4	0	0		
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	14	7	2	20	0	0	0	0	9	0	1		
2028 Background Traffic w/o Project	0	216	80	19	349	0	0	0	0	177	0	38		
Project Traffic	0	0	0	0	0	0	0	0	0	-1	0	-1		
2028 Total	**0**	**216**	**80**	**19**	**349**	**0**	**0**	**0**	**0**	**176**	**0**	**37**		

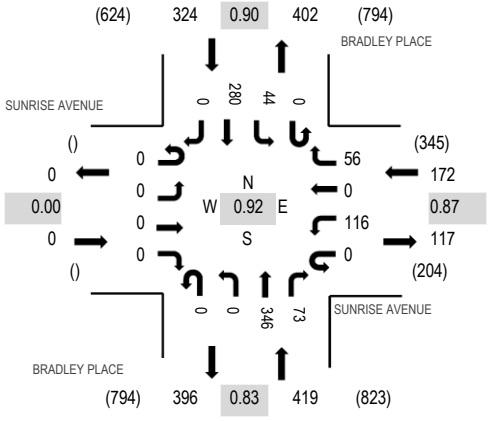
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

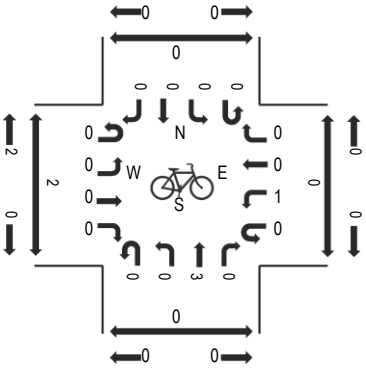
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 09:30 AM - 10:30 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

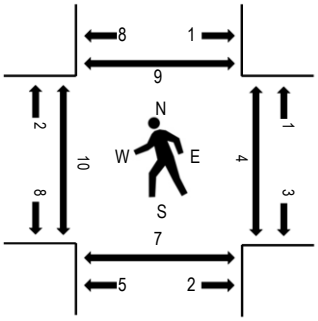
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	0	0	0	26	0	11	0	0	119	13	0	4	65	0	238	903	4	9	2	2
9:15 AM	0	0	0	0	0	20	0	12	0	0	78	14	0	4	66	0	194	901	2	1	1	3
9:30 AM	0	0	0	0	0	34	0	16	0	0	105	14	0	14	66	0	249	915	1	0	1	1
9:45 AM	0	0	0	0	0	23	0	12	0	0	78	19	0	10	80	0	222	901	6	3	1	5
10:00 AM	0	0	0	0	0	25	0	17	0	0	98	20	0	11	65	0	236	889	2	0	3	1
10:15 AM	0	0	0	0	0	34	0	11	0	0	65	20	0	9	69	0	208		1	1	2	2
10:30 AM	0	0	0	0	0	42	0	13	0	0	85	19	0	10	66	0	235		2	5	0	3
10:45 AM	0	0	0	0	0	35	0	14	0	0	60	16	0	7	78	0	210		1	5	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
Lights	0	0	0	0	0	116	0	55	0	0	335	71	0	44	272	0	893
Mediums	0	0	0	0	0	0	0	1	0	0	10	1	0	0	7	0	19
Total	0	0	0	0	0	116	0	56	0	0	346	73	0	44	280	0	915

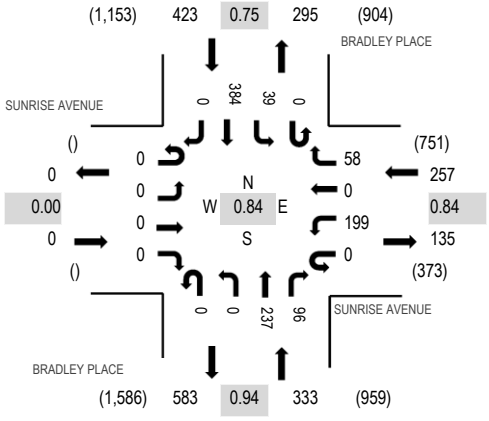
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.6%				3.1%				2.5%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	3.2%	2.7%	0.0%	0.0%	2.9%	0.0%	2.4%
Peak Hour Factor		0.00				0.87				0.83				0.90			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.84	0.00	0.00	0.80	0.98	0.00	0.79	0.88	0.00	0.92

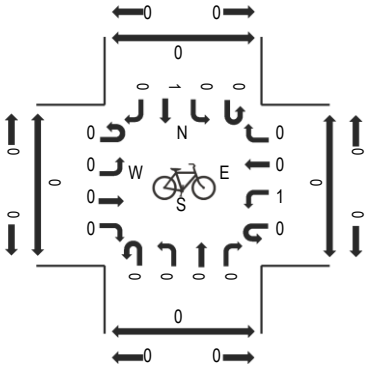
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

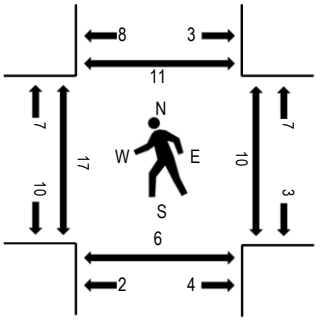
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	56	0	15	0	0	66	16	0	13	81	0	247	962	1	3	1	0
12:15 PM	0	0	0	0	0	44	0	15	0	0	72	18	0	19	83	0	251	917	9	5	2	5
12:30 PM	0	0	0	0	0	46	0	19	0	0	66	20	0	11	71	0	233	875	7	3	3	4
12:45 PM	0	0	0	0	0	42	0	15	0	0	67	12	0	20	75	0	231	882	1	1	4	1
1:00 PM	0	0	0	0	0	40	0	11	0	0	57	15	0	11	68	0	202	888	1	0	2	3
1:15 PM	0	0	0	0	0	44	0	14	0	0	55	15	0	13	68	0	209	930	5	3	1	2
1:30 PM	0	0	0	0	0	48	0	14	0	0	58	20	0	10	90	0	240	918	5	4	3	4
1:45 PM	0	0	0	0	0	57	0	14	0	0	51	18	0	7	90	0	237	948	3	2	1	4
2:00 PM	0	0	0	0	0	55	0	9	0	0	64	22	0	7	87	0	244	1,013	4	4	1	1
2:15 PM	0	0	0	0	0	38	0	10	0	0	53	18	0	7	71	0	197		2	1	1	3
2:30 PM	0	0	0	0	0	58	0	19	0	0	61	22	0	9	101	0	270		3	2	1	1
2:45 PM	0	0	0	0	0	48	0	20	0	0	59	34	0	16	125	0	302		8	3	3	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	0	0	0	0	195	0	58	0	0	232	95	0	39	370	0	989
Mediums	0	0	0	0	0	4	0	0	0	0	5	1	0	0	12	0	22
Total	0	0	0	0	0	199	0	58	0	0	237	96	0	39	384	0	1,013

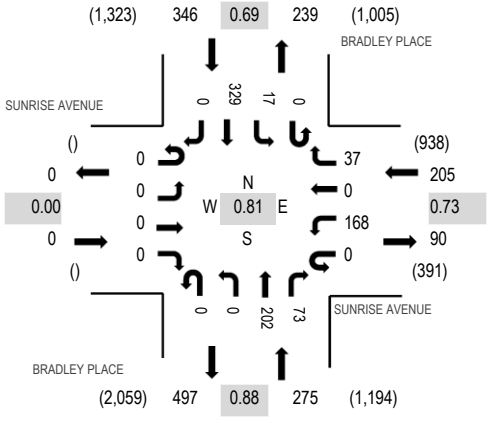
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.6%				1.8%				3.3%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	2.1%	1.0%	0.0%	0.0%	3.6%	0.0%	2.4%
Peak Hour Factor		0.00				0.84				0.94				0.75			0.84
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.84	0.00	0.00	0.94	0.71	0.00	0.79	0.77	0.00	0.84

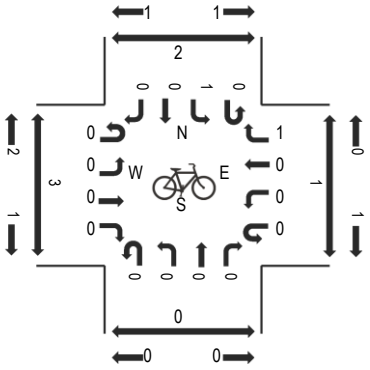
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

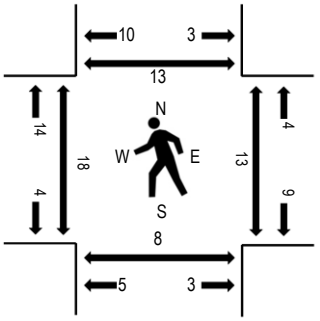
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	47	0	14	0	0	51	16	0	7	119	0	254	826	4	6	4	2
3:15 PM	0	0	0	0	0	40	0	11	0	0	52	12	0	4	69	0	188	804	3	1	0	6
3:30 PM	0	0	0	0	0	59	0	7	0	0	61	17	0	2	85	0	231	784	9	2	2	2
3:45 PM	0	0	0	0	0	22	0	5	0	0	38	28	0	4	56	0	153	721	2	4	2	3
4:00 PM	0	0	0	0	0	64	0	8	0	0	46	19	0	6	89	0	232	763	6	5	2	1
4:15 PM	0	0	0	0	0	36	0	2	0	0	48	13	0	1	68	0	168	739	2	1	1	2
4:30 PM	0	0	0	0	0	42	0	5	0	0	39	8	0	3	71	0	168	677	7	4	2	4
4:45 PM	0	0	0	0	0	49	0	3	0	0	47	20	0	2	74	0	195	732	4	2	0	5
5:00 PM	0	0	0	0	0	46	0	6	0	0	51	16	0	4	85	0	208	736	1	2	0	0
5:15 PM	0	0	0	0	0	13	0	2	0	0	36	9	0	4	42	0	106	717	4	11	4	0
5:30 PM	0	0	0	0	0	77	0	6	0	0	38	17	0	3	82	0	223	767	8	0	2	0
5:45 PM	0	0	0	0	0	42	0	14	0	0	49	19	0	5	70	0	199	691	4	1	4	0
6:00 PM	0	0	0	0	0	45	0	9	0	0	44	16	0	4	71	0	189	616	0	1	1	2
6:15 PM	0	0	0	0	0	43	0	8	0	0	46	13	0	6	40	0	156	597	1	1	1	6
6:30 PM	0	0	0	0	0	35	0	6	0	0	44	15	0	7	40	0	147	571	4	10	1	2
6:45 PM	0	0	0	0	0	21	0	1	0	0	39	21	0	4	38	0	124	540	3	5	1	4
7:00 PM	0	0	0	0	0	44	0	6	0	0	46	23	0	0	51	0	170	514	0	5	0	3
7:15 PM	0	0	0	0	0	40	0	5	0	0	29	15	0	5	36	0	130		2	1	2	1
7:30 PM	0	0	0	0	0	30	0	3	0	0	41	9	0	3	30	0	116		0	4	1	0
7:45 PM	0	0	0	0	0	18	0	4	0	0	35	8	0	3	30	0	98		2	6	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	166	0	35	0	0	199	72	0	17	315	0	804
Mediums	0	0	0	0	0	1	0	2	0	0	3	1	0	0	14	0	21
Total	0	0	0	0	0	168	0	37	0	0	202	73	0	17	329	0	826

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
SUNSET AVENUE AND COUNTY ROAD

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	0	549	23	6	490	0	40	6	132	15	0	9	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	39	2	0	35	0	3	0	9	1	0	1	91
1.0% Background Growth	0	17	1	0	15	0	1	0	4	0	0	0	76
Major Projects Traffic	0	18	0	0	14	0	0	0	6	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	1	0	0	0	
Background Traffic Used	0	39	2	0	35	0	3	0	11	1	0	1	
2028 Background Traffic	**0**	**588**	**25**	**6**	**525**	**0**	**43**	**6**	**143**	**16**	**0**	**10**	
Project Traffic	0	0	-9	-5	1	0	0	-3	0	0	0	0	
Total	**0**	**588**	**16**	**1**	**526**	**0**	**43**	**3**	**143**	**16**	**0**	**10**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	0	491	17	13	635	0	38	6	158	18	0	12	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	35	1	1	45	0	3	0	11	1	0	1	93
1.0% Background Growth	0	15	1	0	19	0	1	0	5	1	0	0	104
Major Projects Traffic	0	2	0	0	2	0	0	0	10	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	1	0	2	0	0	0	
Background Traffic Used	0	35	1	1	45	0	3	0	17	1	0	1	
2028 Background Traffic	**0**	**526**	**18**	**14**	**680**	**0**	**41**	**6**	**175**	**19**	**0**	**13**	
Project Traffic	0	0	-3	-2	-17	0	0	-1	0	0	0	0	
Total	**0**	**526**	**15**	**12**	**663**	**0**	**41**	**5**	**175**	**19**	**0**	**13**	

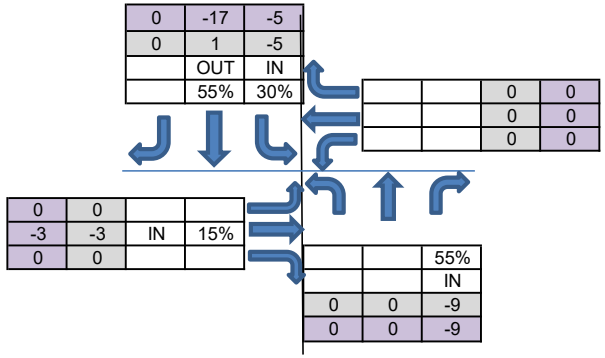
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2025)	0	485	19	4	598	0	43	9	102	20	0	16
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	35	1	0	43	0	3	1	7	1	0	1
1.0% Background Growth	0	15	1	0	18	0	1	0	3	1	0	0
Major Projects Traffic	0	23	0	0	32	0	0	0	10	0	0	0
PB Synagogue Project Trips	0	0	0	0	0	0	1	0	2	0	0	0
Background Traffic Used	0	38	1	0	50	0	3	1	15	1	0	1
2028 Background Traffic	**0**	**523**	**20**	**4**	**648**	**0**	**46**	**10**	**117**	**21**	**0**	**17**
Project Traffic	0	0	-9	0	-17	0	0	-3	0	0	0	0
Total	**0**	**523**	**11**	**4**	**631**	**0**	**46**	**7**	**117**	**21**	**0**	**17**

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

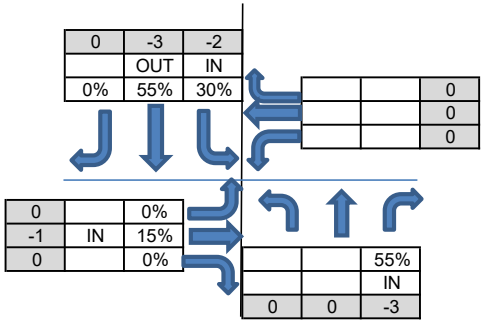
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

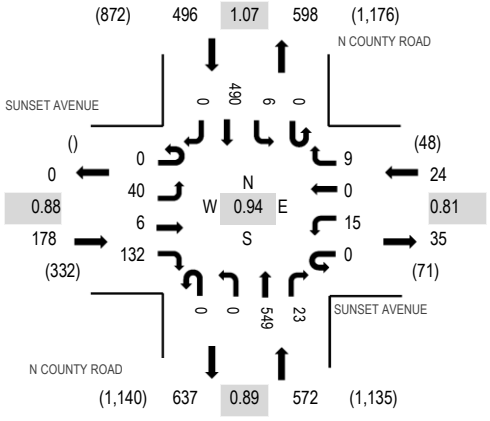


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

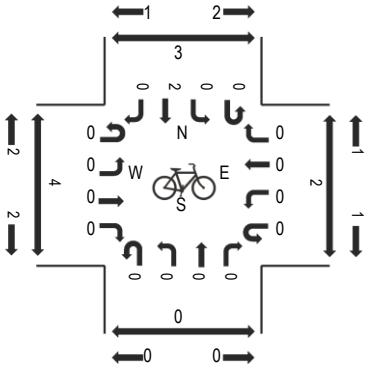
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

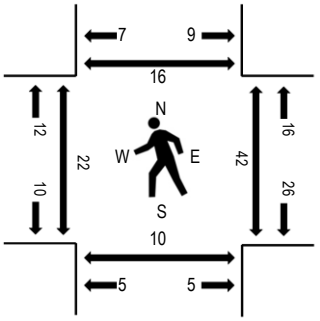
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	8	6	34	0	3	0	3	0	0	155	4	0	1	91	0	305	1,117	6	3	3	3
9:15 AM	0	4	1	18	0	2	0	1	0	0	143	6	0	1	81	0	257	1,122	2	6	2	0
9:30 AM	0	4	1	27	0	4	0	3	0	0	143	7	0	0	83	0	272	1,167	7	4	5	2
9:45 AM	0	14	1	36	0	6	0	2	0	0	98	7	0	1	118	0	283	1,231	7	5	1	1
11:00 AM	0	9	1	34	0	2	0	0	0	0	139	5	0	0	120	0	310	1,270	6	9	4	4
11:15 AM	0	6	2	30	0	4	0	4	0	0	118	6	0	3	129	0	302		5	12	0	3
11:30 AM	0	10	2	35	0	4	0	4	0	0	136	7	0	3	135	0	336		5	8	2	7
11:45 AM	0	15	1	33	0	5	0	1	0	0	156	5	0	0	106	0	322		6	13	4	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	0	0	0	0	3	1	0	0	2	0	8
Lights	0	37	4	125	0	13	0	9	0	0	521	22	0	6	467	0	1,204
Mediums	0	3	2	6	0	1	0	0	0	0	25	0	0	0	21	0	58
Total	0	40	6	132	0	15	0	9	0	0	549	23	0	6	490	0	1,270

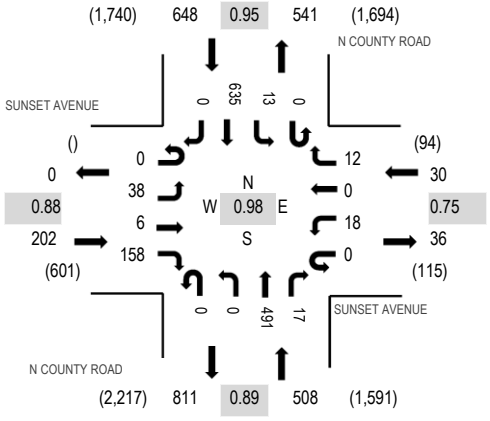
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				8.3%				5.1%				4.6%			5.2%
Heavy Vehicle %	0.0%	7.5%	33.3%	5.3%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	5.1%	4.3%	0.0%	0.0%	4.7%	0.0%	5.2%
Peak Hour Factor		0.88				0.81				0.89				1.07			0.94
Peak Hour Factor	0.00	0.67	0.38	0.94	0.00	0.67	0.00	1.25	0.00	0.00	0.88	0.89	0.00	1.75	1.06	0.00	0.94

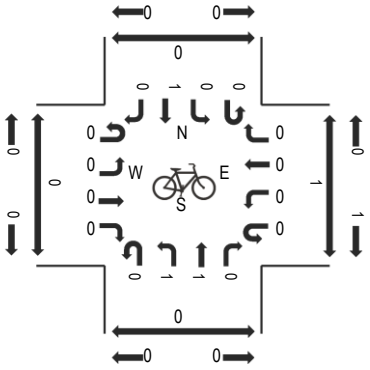
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

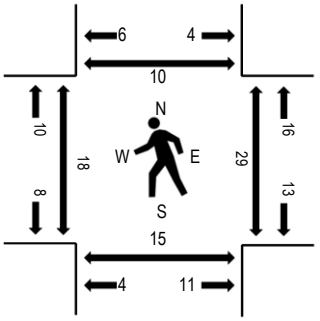
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	1	40	0	2	0	6	0	0	154	8	0	3	123	0	346	1,359	10	10	4	3
12:15 PM	0	12	3	46	0	9	0	3	0	0	130	6	0	4	141	0	354	1,329	4	8	5	4
12:30 PM	0	17	5	36	0	3	0	3	0	0	126	6	0	2	133	0	331	1,301	3	9	5	4
12:45 PM	0	8	4	31	0	4	0	5	0	0	138	10	0	0	128	0	328	1,276	2	15	5	5
1:00 PM	0	11	3	50	0	1	0	4	0	0	113	4	0	2	128	0	316	1,279	13	1	2	5
1:15 PM	0	11	0	34	0	3	0	3	0	0	139	4	1	1	130	0	326	1,311	11	9	9	6
1:30 PM	0	8	1	29	0	4	0	5	0	0	126	4	0	2	127	0	306	1,339	9	11	6	4
1:45 PM	0	5	1	34	0	4	0	5	0	0	111	4	0	1	166	0	331	1,370	11	7	4	3
2:00 PM	0	4	1	36	0	2	0	6	0	0	133	4	0	4	158	0	348	1,388	7	8	3	5
2:15 PM	0	14	4	42	0	10	0	3	0	0	128	4	0	1	148	0	354		5	9	7	3
2:30 PM	0	11	1	40	0	3	0	0	0	0	115	0	0	3	164	0	337		4	8	3	0
2:45 PM	0	9	0	40	0	3	0	3	0	0	115	9	0	5	165	0	349		2	4	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	36	6	157	0	18	0	12	0	0	485	17	0	13	603	0	1,347
Mediums	0	2	0	1	0	0	0	0	0	0	5	0	0	0	31	0	39
Total	0	38	6	158	0	18	0	12	0	0	491	17	0	13	635	0	1,388

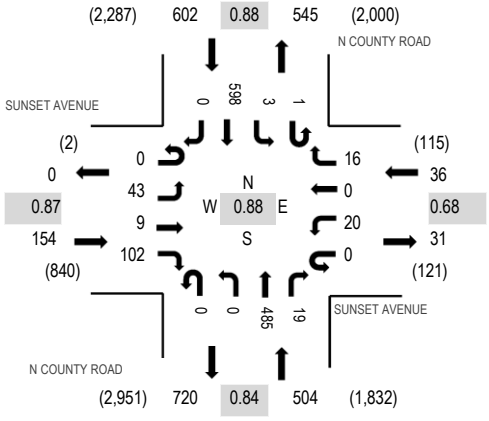
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.5%				0.0%				1.2%				4.9%			3.0%
Heavy Vehicle %	0.0%	5.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	5.0%	0.0%	3.0%
Peak Hour Factor		0.88				0.75				0.89				0.95			0.98
Peak Hour Factor	0.00	0.71	0.75	0.82	0.00	0.50	0.00	0.79	0.00	0.00	0.89	0.75	0.25	0.65	0.96	0.00	0.98

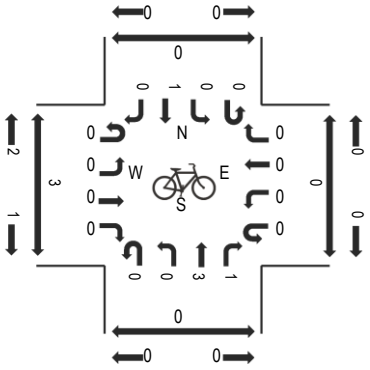
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

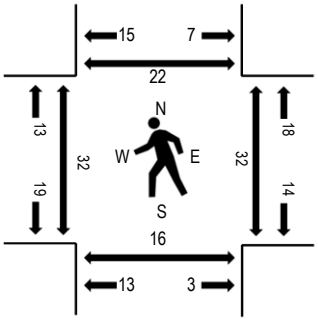
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	13	0	39	0	5	0	1	0	0	107	4	1	2	176	0	348	1,295	6	7	4	2
3:15 PM	0	14	0	27	0	5	0	5	0	0	114	9	0	0	112	0	286	1,289	7	7	5	2
3:30 PM	0	11	3	34	0	2	0	5	0	0	148	5	1	2	157	0	368	1,296	5	9	5	2
3:45 PM	0	8	2	19	0	3	0	4	0	0	116	7	0	1	133	0	293	1,258	10	9	4	4
4:00 PM	0	10	0	32	0	11	0	3	0	0	110	4	0	0	172	0	342	1,276	9	8	3	2
4:15 PM	0	14	4	17	0	4	0	4	0	0	111	3	0	0	136	0	293	1,264	8	6	4	14
4:30 PM	0	14	3	30	0	7	0	1	0	0	111	5	0	2	157	0	330	1,203	10	6	2	18
4:45 PM	0	9	2	38	0	3	0	2	0	0	121	7	0	2	127	0	311	1,183	9	12	1	20
5:00 PM	0	17	1	32	0	2	0	5	0	0	126	11	1	1	134	0	330	1,099	5	17	1	15
5:15 PM	0	16	0	15	0	2	0	3	0	0	97	6	0	1	92	0	232	980	8	4	2	14
5:30 PM	0	12	3	39	0	7	0	3	0	0	94	6	0	0	146	0	310	931	23	2	2	17
5:45 PM	0	10	0	42	0	0	0	0	0	0	70	1	0	0	104	0	227	787	6	2	1	6
6:00 PM	0	6	3	36	0	3	0	0	0	1	70	2	0	1	89	0	211	749	9	5	2	2
6:15 PM	0	5	0	23	0	5	0	1	0	0	64	2	0	0	83	0	183	761	2	4	4	0
6:30 PM	0	8	0	23	0	1	0	0	0	0	51	1	0	2	80	0	166	767	2	3	0	1
6:45 PM	0	4	1	37	0	5	0	0	1	1	57	0	0	1	82	0	189	719	6	1	0	4
7:00 PM	0	8	1	46	0	3	0	3	0	0	52	3	0	0	107	0	223	655	34	3	0	71
7:15 PM	0	11	2	37	0	3	0	1	0	0	50	2	0	1	82	0	189		9	1	1	9
7:30 PM	0	7	0	23	0	1	0	2	0	0	34	0	0	1	50	0	118		0	0	0	0
7:45 PM	0	7	0	22	0	0	0	0	0	0	47	1	0	0	48	0	125		0	2	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	42	9	101	0	20	0	15	0	0	484	18	1	3	579	0	1,272
Mediums	0	0	0	1	0	0	0	1	0	0	1	1	0	0	19	0	23
Total	0	43	9	102	0	20	0	16	0	0	485	19	1	3	598	0	1,296

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
COUNTY ROAD AT ROYAL POINCIANA WAY

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	83	328	39	0	232	210	356	75	197	3	36	7	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	6	23	3	0	17	15	25	5	14	0	3	1	112
1.0% Background Growth	3	10	1	0	7	6	11	2	6	0	1	0	297
Major Projects Traffic	69	2	0	0	3	19	23	19	71	0	35	9	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	72	23	3	0	17	25	34	21	77	0	36	9	
2028 Background Traffic	**155**	**351**	**42**	**0**	**249**	**235**	**390**	**96**	**274**	**3**	**72**	**16**	
Project Traffic	0	-5	0	0	0	0	-4	0	0	0	0	0	
Total	**155**	**346**	**42**	**0**	**249**	**235**	**386**	**96**	**274**	**3**	**72**	**16**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	212	326	41	0	336	458	197	68	167	24	92	11	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	15	23	3	0	24	33	14	5	12	2	7	1	129
1.0% Background Growth	6	10	1	0	10	14	6	2	5	1	3	0	366
Major Projects Traffic	10	2	0	4	2	1	1	14	10	0	15	4	
PB Synagogue Project Trips	1	0	0	0	1	1	0	0	0	0	0	0	
Background Traffic Used	17	23	3	4	24	33	14	16	15	2	18	4	
2028 Background Traffic	**229**	**349**	**44**	**4**	**360**	**491**	**211**	**84**	**182**	**26**	**110**	**15**	
Project Traffic	0	-2	0	0	-3	-3	-1	0	0	0	0	0	
Total	**229**	**347**	**44**	**4**	**357**	**488**	**210**	**84**	**182**	**26**	**110**	**15**	

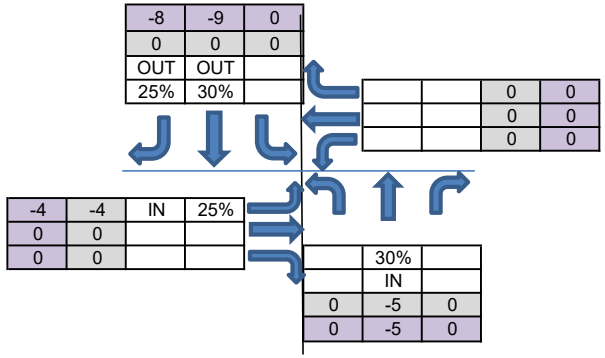
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	229	317	35	0	302	408	181	50	156	24	85	18	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	16	23	3	0	22	29	13	4	11	2	6	1	
1.0% Background Growth	7	10	1	0	9	12	5	2	5	1	3	1	
Major Projects Traffic	105	2	0	0	3	41	28	28	84	0	16	4	
PB Synagogue Project Trips	1	0	0	0	1	1	0	0	0	0	0	0	
Background Traffic Used	113	23	3	0	22	54	33	30	89	2	19	5	
2028 Background Traffic	**342**	**340**	**38**	**0**	**324**	**462**	**214**	**80**	**245**	**26**	**104**	**23**	
Project Traffic	0	-5	0	0	-9	-8	-4	0	0	0	0	0	
Total	**342**	**335**	**38**	**0**	**315**	**454**	**210**	**80**	**245**	**26**	**104**	**23**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

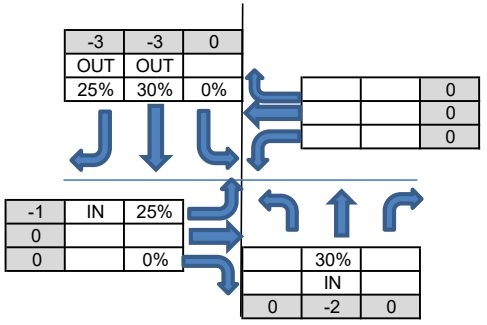
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

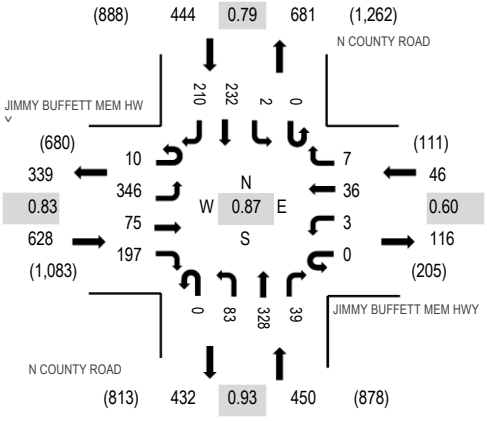


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

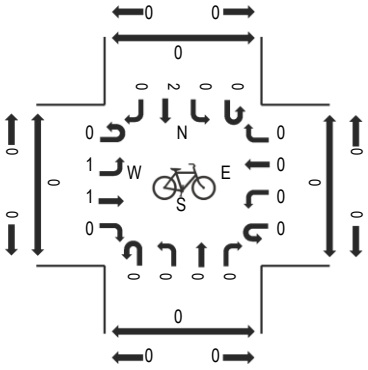
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY AM
Date: Thursday, January 9, 2025
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

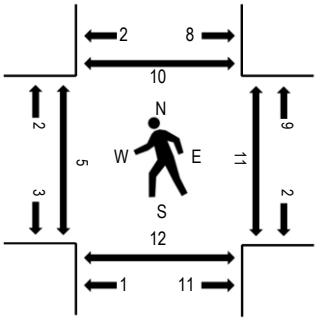
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	6	88	12	32	0	4	8	1	0	11	101	16	0	0	51	33	363	1,495	1	0	12	0
8:15 AM	0	59	12	31	0	1	9	2	0	14	88	4	0	0	55	40	315	1,535	2	5	3	1
8:30 AM	0	108	19	50	0	1	12	4	0	16	62	4	0	1	44	46	367	1,568	0	2	4	2
8:45 AM	4	104	24	57	0	0	9	2	0	18	100	9	0	1	63	59	450	1,560	2	3	4	1
9:00 AM	4	65	17	54	0	0	7	1	0	21	95	14	0	0	62	63	403	1,465	2	4	1	4
9:15 AM	2	69	15	36	0	2	8	0	0	28	71	12	0	0	63	42	348		1	2	3	3
9:30 AM	3	66	13	32	0	4	15	5	0	37	69	7	0	1	61	46	359		4	2	10	6
9:45 AM	4	48	17	32	0	0	14	2	0	22	52	7	0	0	78	79	355		4	0	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Lights	10	330	64	185	0	3	27	5	0	78	305	35	0	2	223	198	1,465
Mediums	0	13	11	12	0	0	9	2	0	5	23	4	0	0	9	10	98
Total	10	346	75	197	0	3	36	7	0	83	328	39	0	2	232	210	1,568

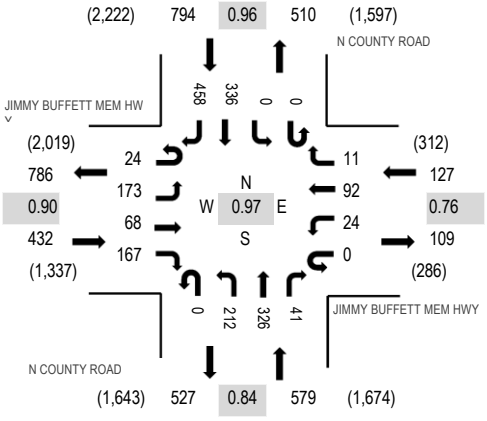
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.2%				23.9%				7.1%				4.7%			6.6%
Heavy Vehicle %	0.0%	4.6%	14.7%	6.1%	0.0%	0.0%	25.0%	28.6%	0.0%	6.0%	7.0%	10.3%	0.0%	0.0%	3.9%	5.7%	6.6%
Peak Hour Factor		0.83				0.60				0.93				0.79			0.87
Peak Hour Factor	0.81	0.83	0.78	0.86	0.00	0.38	0.73	0.56	0.00	0.73	0.87	0.75	0.00	0.50	0.85	0.73	0.87

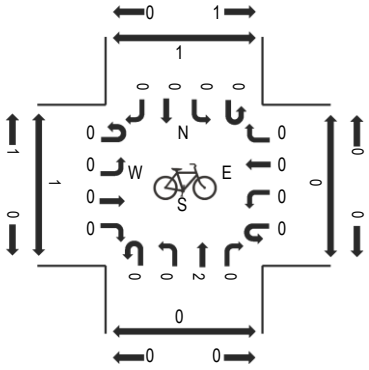
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

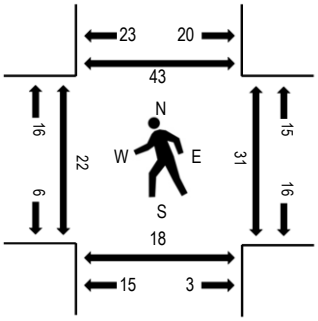
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	10	66	13	47	0	2	13	2	0	41	94	5	0	0	89	70	452	1,841	5	4	0	14
12:15 PM	4	42	12	52	0	6	11	6	0	39	92	8	0	0	90	106	468	1,798	2	2	1	7
12:30 PM	12	51	15	57	0	3	14	3	0	40	78	7	0	0	90	90	460	1,790	5	2	0	8
12:45 PM	7	46	16	40	0	4	19	4	0	50	97	8	0	0	93	77	461	1,771	1	9	5	9
1:00 PM	10	52	15	40	0	5	11	3	0	35	62	3	0	1	86	86	409	1,772	1	0	2	8
1:15 PM	7	31	11	43	0	3	16	2	0	54	111	8	0	0	82	92	460	1,841	1	14	0	10
1:30 PM	9	38	21	28	0	5	29	4	0	45	88	8	0	0	86	80	441	1,865	13	8	2	10
1:45 PM	7	37	22	44	0	7	10	3	0	43	75	4	0	0	114	96	462	1,898	9	8	16	12
2:00 PM	8	55	15	43	0	6	19	1	0	49	83	11	0	0	96	92	478	1,932	5	9	4	18
2:15 PM	7	44	13	50	0	4	16	2	0	51	87	10	0	0	78	122	484		5	3	0	4
2:30 PM	1	35	20	33	0	6	27	4	0	58	78	7	0	0	82	123	474		12	15	10	10
2:45 PM	8	39	20	41	0	8	30	4	0	54	78	13	0	0	80	121	496		0	4	4	11

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Lights	24	172	64	165	0	24	82	11	0	207	321	40	0	0	321	439	1,870
Mediums	0	0	4	2	0	0	10	0	0	4	5	1	0	0	15	18	59
Total	24	173	68	167	0	24	92	11	0	212	326	41	0	0	336	458	1,932

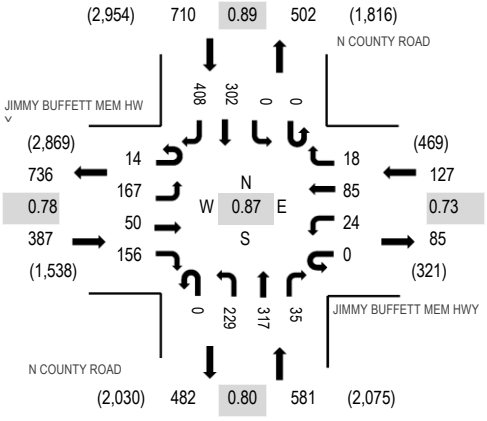
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.6%				7.9%				1.9%				4.3%			3.2%
Heavy Vehicle %	0.0%	0.6%	5.9%	1.2%	0.0%	0.0%	10.9%	0.0%	0.0%	2.4%	1.5%	2.4%	0.0%	0.0%	4.5%	4.1%	3.2%
Peak Hour Factor		0.90				0.76				0.84				0.96			0.97
Peak Hour Factor	0.75	0.78	0.81	0.86	0.00	0.75	0.77	0.67	0.00	0.91	0.93	0.79	0.00	0.25	0.83	0.93	0.97

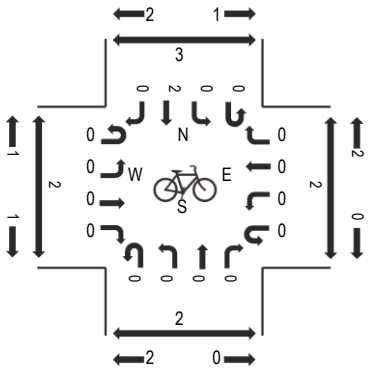
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

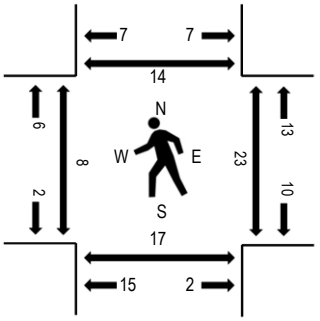
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	6	35	10	41	0	9	31	3	0	60	70	11	0	0	78	141	495	1,805	2	1	6	3
3:15 PM	1	34	13	43	0	5	15	4	0	46	82	5	0	0	74	73	395	1,758	3	3	2	0
3:30 PM	6	54	15	49	0	3	25	2	0	80	95	7	0	0	62	121	519	1,738	3	9	4	3
3:45 PM	1	44	12	23	0	7	14	9	0	43	70	12	0	0	88	73	396	1,684	0	10	5	8
4:00 PM	3	47	8	25	0	6	25	3	0	61	60	7	0	0	63	140	448	1,688	5	10	7	7
4:15 PM	3	33	10	31	0	4	9	9	0	51	70	10	0	0	71	74	375	1,704	1	5	4	0
4:30 PM	2	51	20	38	0	6	33	6	0	50	57	2	0	0	79	121	465	1,645	3	9	7	3
4:45 PM	0	30	10	30	0	3	18	4	0	35	91	8	0	0	88	83	400	1,597	1	8	7	4
5:00 PM	6	32	20	40	0	5	29	2	0	57	102	7	0	0	79	85	464	1,533	0	5	15	5
5:15 PM	0	20	11	46	0	7	7	4	0	27	79	8	0	0	74	33	316	1,383	0	5	9	10
5:30 PM	9	36	11	40	0	5	18	2	0	35	62	7	0	0	79	113	417	1,342	0	0	3	2
5:45 PM	3	26	9	37	0	3	20	2	0	41	42	3	0	0	68	82	336	1,172	0	1	0	8
6:00 PM	7	24	12	29	0	0	25	5	0	36	45	4	0	0	51	76	314	1,114	4	3	4	2
6:15 PM	10	22	4	28	0	0	9	1	0	39	43	2	0	0	52	65	275	1,091	2	8	3	8
6:30 PM	7	22	6	33	0	0	15	1	0	20	31	3	0	0	61	48	247	1,074	3	3	3	2
6:45 PM	8	28	6	31	0	2	13	2	0	26	34	11	0	0	58	59	278	1,001	2	0	0	2
7:00 PM	8	20	8	25	0	3	9	2	0	25	30	4	0	0	73	84	291	896	7	0	0	2
7:15 PM	4	15	10	19	0	1	12	3	0	30	34	1	0	0	56	73	258		0	3	0	6
7:30 PM	4	10	5	22	0	0	6	0	0	17	24	2	0	0	33	51	174		4	0	2	0
7:45 PM	6	13	2	16	0	0	2	1	0	22	34	5	0	0	28	44	173		1	2	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Lights	14	166	46	153	0	23	80	17	0	219	315	32	0	0	293	381	1,739
Mediums	0	1	3	3	0	1	5	1	0	10	2	2	0	0	9	27	64
Total	14	167	50	156	0	24	85	18	0	229	317	35	0	0	302	408	1,805

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
SUNSET AVENUE AND BRADLEY PLACE

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	33	382	229	23	394	4	5	4	18	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	27	16	2	28	0	0	0	1	0	0	0	78
1.0% Background Growth	1	12	7	1	12	0	0	0	1	0	0	0	95
Major Projects Traffic	0	13	3	0	11	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	1	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	27	16	2	28	0	0	0	1	20	5	10	
2028 Background Traffic	**35**	**409**	**245**	**25**	**422**	**4**	**5**	**4**	**19**	**20**	**5**	**10**	
Project Traffic	0	0	-2	-1	0	0	0	0	0	0	0	0	
Total	**35**	**409**	**243**	**24**	**422**	**4**	**5**	**4**	**19**	**20**	**5**	**10**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	23	366	198	14	567	10	4	6	31	1	0	1	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	26	14	1	41	1	0	0	2	0	0	0	73
1.0% Background Growth	1	11	6	0	17	0	0	0	1	0	0	0	100
Major Projects Traffic	0	0	0	0	0	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	26	14	1	41	1	0	0	2	20	5	10	
2028 Background Traffic	**25**	**392**	**212**	**15**	**608**	**11**	**4**	**6**	**33**	**21**	**5**	**11**	
Project Traffic	0	0	-1	0	-1	0	0	0	0	0	0	0	
Total	**25**	**392**	**211**	**15**	**607**	**11**	**4**	**6**	**33**	**21**	**5**	**11**	

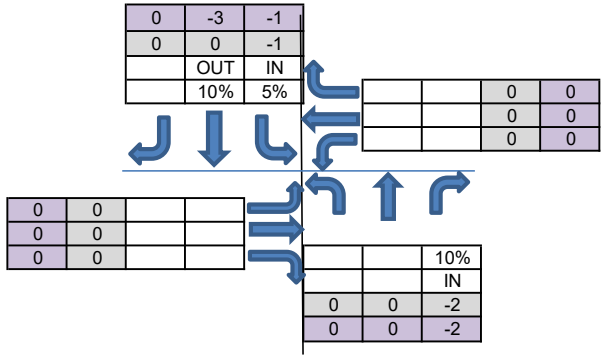
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	27	277	184	3	480	10	6	2	36	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	20	13	0	34	1	0	0	3	0	0	0	
1.0% Background Growth	1	8	6	0	15	0	0	0	1	0	0	0	
Major Projects Traffic	0	14	3	0	17	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	22	13	1	34	1	0	0	3	20	5	10	
2028 Background Traffic	**29**	**299**	**197**	**4**	**514**	**11**	**6**	**2**	**39**	**20**	**5**	**10**	
Project Traffic	0	0	-2	-1	-3	0	0	0	0	0	0	0	
Total	**29**	**299**	**195**	**3**	**511**	**11**	**6**	**2**	**39**	**20**	**5**	**10**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study
Trips added to the major project westbound traffic as an estimate for the converstion of Sunset to a two-lane roadway with a traffic signal

TRIPS

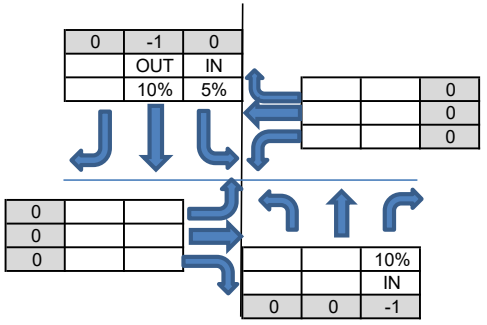
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

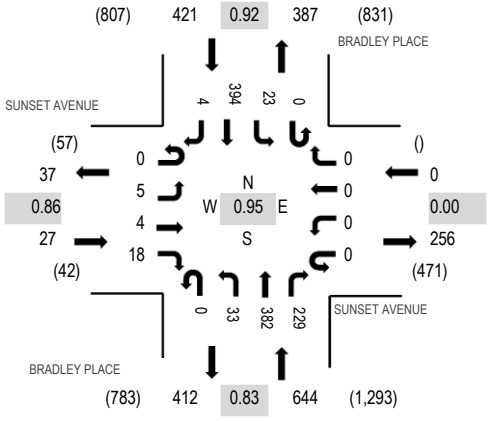


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

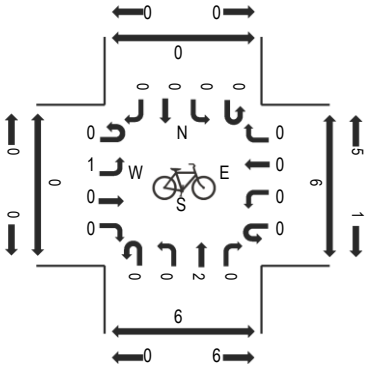
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:00 AM - 10:15 AM

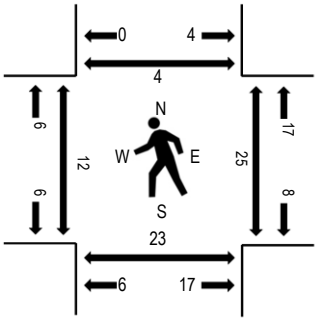
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	1	2	0	0	0	0	1	6	133	56	0	4	89	2	294	1,050	7	0	4	7
9:15 AM	0	0	1	2	0	0	0	0	0	4	94	36	0	4	79	0	220	1,044	2	3	2	4
9:30 AM	0	0	0	0	0	0	0	0	0	5	116	42	0	8	93	1	265	1,076	2	4	1	2
9:45 AM	0	1	3	5	0	0	0	0	0	2	100	54	0	6	100	0	271	1,089	3	8	9	2
10:00 AM	0	0	0	8	0	0	0	0	0	8	118	58	0	7	88	1	288	1,092	0	3	3	2
10:15 AM	0	1	2	4	0	0	0	0	0	4	88	50	0	3	99	1	252		4	9	9	0
10:30 AM	0	3	1	3	0	0	0	0	0	8	96	59	0	3	105	0	278		5	3	8	2
10:45 AM	0	1	1	3	0	0	0	0	0	13	80	62	0	10	102	2	274		3	10	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	4	18	0	0	0	0	0	33	372	223	0	21	387	4	1,066
Mediums	0	1	0	0	0	0	0	0	0	0	10	6	0	2	7	0	26
Total	0	5	4	18	0	0	0	0	0	33	382	229	0	23	394	4	1,092

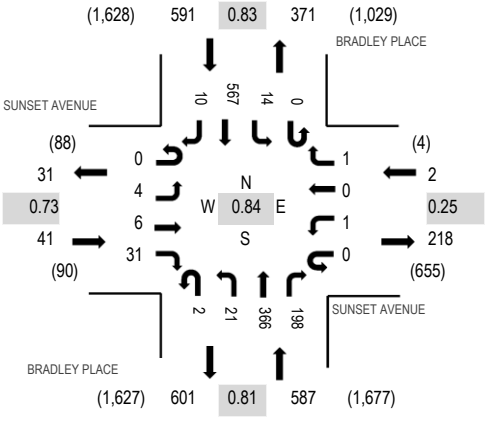
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.7%				0.0%				2.5%				2.1%			2.4%
Heavy Vehicle %	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	0.0%	8.7%	1.8%	0.0%	2.4%
Peak Hour Factor		0.86				0.00				0.83				0.92			0.95
Peak Hour Factor	0.00	0.42	0.50	0.63	0.00	0.00	0.00	0.00	0.25	0.63	0.83	0.92	0.00	0.78	0.94	0.50	0.95

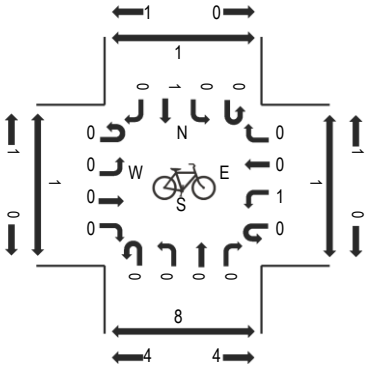
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

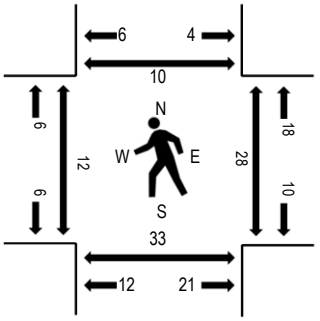
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	2	7	0	2	0	0	2	6	85	50	0	3	139	1	297	1,135	5	6	9	7
12:15 PM	0	1	1	7	0	0	0	0	0	6	94	50	0	7	119	4	289	1,090	4	5	8	15
12:30 PM	0	0	0	5	0	0	0	0	2	5	88	50	0	7	113	3	273	1,050	11	9	9	12
12:45 PM	0	2	1	5	0	0	0	0	1	5	83	59	0	7	110	3	276	1,059	5	5	7	10
1:00 PM	0	2	0	6	0	0	0	0	1	3	71	54	0	4	109	2	252	1,043	2	6	7	9
1:15 PM	0	0	1	4	0	0	0	0	0	8	75	47	0	3	110	1	249	1,094	11	1	6	4
1:30 PM	0	0	0	1	0	0	0	0	2	2	90	43	0	5	137	2	282	1,067	1	4	8	1
1:45 PM	0	0	0	4	0	0	0	0	0	2	67	39	0	4	140	4	260	1,117	4	4	9	2
2:00 PM	0	0	2	9	0	0	0	0	0	5	100	46	0	6	130	5	303	1,221	4	5	6	4
2:15 PM	0	1	1	12	0	0	0	0	0	3	69	37	0	4	94	1	222		0	6	4	2
2:30 PM	0	2	0	6	0	1	0	1	1	8	83	53	0	2	173	2	332		3	6	9	3
2:45 PM	0	1	3	4	0	0	0	0	1	5	114	62	0	2	170	2	364		5	11	14	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3
Lights	0	4	6	31	0	1	0	1	2	20	360	195	0	14	549	10	1,193
Mediums	0	0	0	0	0	0	0	0	0	1	6	2	0	0	16	0	25
Total	0	4	6	31	0	1	0	1	2	21	366	198	0	14	567	10	1,221

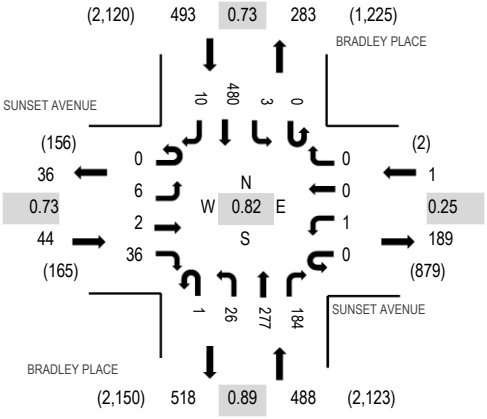
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.7%				3.0%			2.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	1.6%	1.5%	0.0%	0.0%	3.2%	0.0%	2.3%
Peak Hour Factor		0.73				0.25				0.81				0.83			0.84
Peak Hour Factor	0.00	0.63	0.50	0.65	0.00	0.25	0.00	0.25	0.63	0.92	0.80	0.90	0.00	0.89	0.82	0.60	0.84

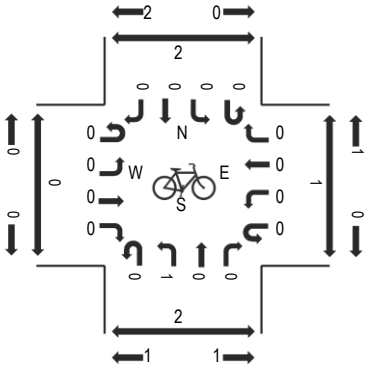
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

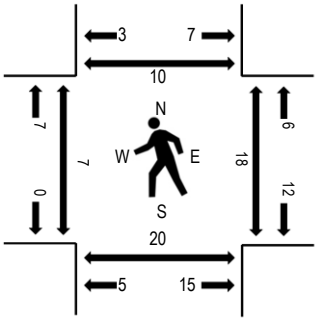
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	0	7	0	0	0	0	0	4	66	47	0	1	164	7	297	1,011	7	10	6	5
3:15 PM	0	2	0	6	0	0	0	0	0	4	61	31	0	0	106	2	212	1,026	0	2	4	3
3:30 PM	0	1	1	13	0	0	0	0	0	8	80	49	0	0	137	5	294	1,010	6	7	4	0
3:45 PM	0	2	0	8	0	1	0	0	0	6	69	42	0	0	80	0	208	940	1	6	7	0
4:00 PM	0	1	1	9	0	0	0	0	1	8	67	62	0	3	157	3	312	988	0	3	5	7
4:15 PM	0	1	2	2	0	0	0	0	0	6	58	36	0	1	89	1	196	939	1	3	5	4
4:30 PM	0	0	2	9	0	0	0	0	0	7	50	39	0	0	117	0	224	899	2	5	5	2
4:45 PM	0	1	2	6	0	0	0	1	0	11	66	45	0	0	124	0	256	945	4	2	9	7
5:00 PM	0	2	1	4	0	0	0	0	0	6	70	44	0	4	130	2	263	938	2	6	2	4
5:15 PM	0	3	2	4	0	0	0	0	0	4	43	42	0	0	57	1	156	911	5	12	4	10
5:30 PM	0	0	0	3	0	0	0	0	0	5	56	42	0	2	159	3	270	965	6	3	6	9
5:45 PM	0	0	1	7	0	0	0	0	0	4	69	48	0	6	112	2	249	876	1	2	6	6
6:00 PM	0	1	0	6	0	0	0	0	0	2	65	45	0	6	108	3	236	804	1	5	0	3
6:15 PM	0	0	2	6	0	0	0	0	0	8	58	46	0	5	83	2	210	782	3	7	0	3
6:30 PM	0	0	0	4	0	0	0	0	0	2	60	33	0	8	72	2	181	746	8	7	0	1
6:45 PM	0	1	2	8	0	0	0	0	0	4	59	36	0	5	61	1	177	711	5	9	0	2
7:00 PM	0	4	0	6	0	0	0	0	0	6	70	28	0	7	91	2	214	669	3	4	0	7
7:15 PM	0	1	2	3	0	0	0	0	0	9	43	38	0	1	74	3	174		0	1	0	2
7:30 PM	0	0	3	4	0	0	0	0	0	7	49	23	0	2	57	1	146		3	4	0	1
7:45 PM	0	0	3	5	0	0	0	0	0	5	44	27	0	1	50	0	135		5	8	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	6	2	36	0	1	0	0	1	26	273	184	0	2	466	10	1,007
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	1	13	0	18
Total	0	6	2	36	0	1	0	0	1	26	277	184	0	3	480	10	1,026

09/28/25

CMA INTERSECTION ANALYSIS

PARAMOUNT

BRADLEY PLACE AT ROYAL POINCIANA WAY

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	63	208	58	0	96	230	484	751	188	51	221	74	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	5	15	4	0	7	16	35	54	13	4	16	5	173
1.0% Background Growth	2	6	2	0	3	7	15	23	6	2	7	2	337
Major Projects Traffic	35	0	0	0	0	18	22	80	44	0	65	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	37	15	4	0	7	25	37	103	50	4	72	5	
2028 Background Traffic	**100**	**223**	**62**	**0**	**103**	**255**	**521**	**854**	**238**	**55**	**293**	**79**	
Project Traffic	0	-1	0	0	0	0	-1	-4	0	0	0	0	
Total	**100**	**222**	**62**	**0**	**103**	**255**	**520**	**850**	**238**	**55**	**293**	**79**	

MID-DAY Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	205	180	74	0	122	463	326	338	118	87	644	61	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	15	13	5	0	9	33	23	24	8	6	46	4	184
1.0% Background Growth	6	5	2	0	4	14	10	10	4	3	20	2	424
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
PB Synagogue Project Trips	0	1	0	0	0	0	0	1	0	0	1	1	
Background Traffic Used	15	13	5	0	9	33	23	24	8	6	46	4	
2028 Background Traffic	**220**	**193**	**79**	**0**	**131**	**496**	**349**	**362**	**126**	**93**	**690**	**65**	
Project Traffic	0	0	0	0	-1	-1	0	-1	0	0	-3	0	
Total	**220**	**193**	**79**	**0**	**130**	**495**	**349**	**361**	**126**	**93**	**687**	**65**	

PM Peak Hour

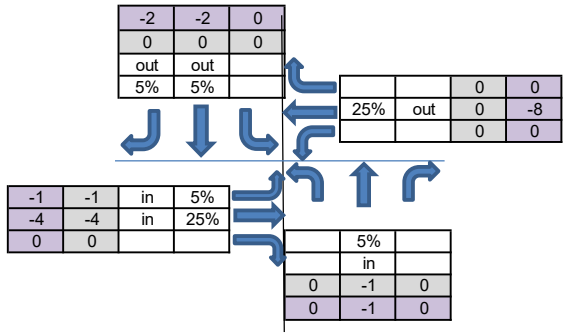
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	346	156	83	0	45	459	284	343	95	42	686	34	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	25	11	6	0	3	33	20	25	7	3	49	2	
1.0% Background Growth	10	5	3	0	1	14	9	10	3	1	21	1	
Major Projects Traffic	57	0	0	0	0	29	23	85	47	0	105	0	
PB Synagogue Project Trips	0	1	0	0	0	0	0	1	0	0	1	1	
Background Traffic Used	67	11	6	0	3	43	32	96	50	3	127	2	
2028 Background Traffic	**413**	**167**	**89**	**0**	**48**	**502**	**316**	**439**	**145**	**45**	**813**	**36**	
Project Traffic	0	-1	0	0	-2	-2	-1	-4	0	0	-8	0	
Total	**413**	**166**	**89**	**0**	**46**	**500**	**315**	**435**	**145**	**45**	**805**	**36**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

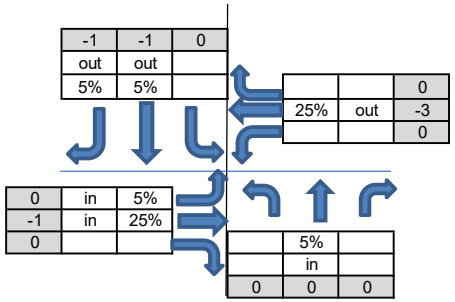
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

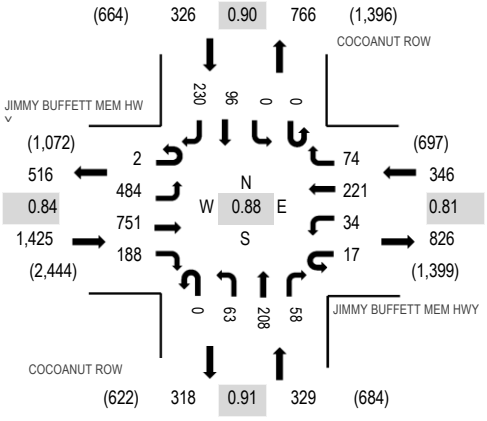


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

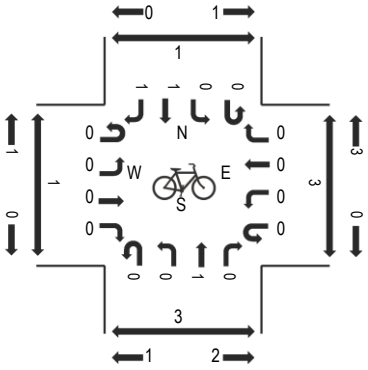
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY AM
Date: Thursday, January 9, 2025
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

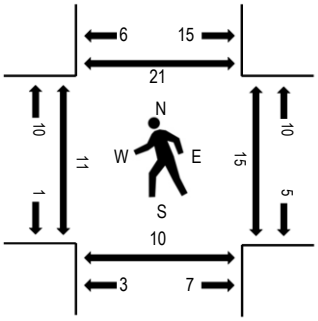
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	2	109	135	32	4	6	53	7	0	16	51	11	0	0	18	59	503	2,279	5	9	8	4
8:15 AM	0	81	125	39	3	10	32	9	0	10	62	16	0	0	16	53	456	2,362	3	4	5	1
8:30 AM	0	140	233	44	8	8	54	20	0	11	43	5	0	0	20	46	632	2,426	1	6	1	5
8:45 AM	1	142	221	58	5	9	49	30	0	20	55	15	0	0	23	60	688	2,313	5	3	1	9
9:00 AM	0	124	154	37	2	7	61	15	0	16	59	15	0	0	29	67	586	2,210	2	5	2	2
9:15 AM	1	78	143	49	2	10	57	9	0	16	51	23	0	0	24	57	520		3	1	6	5
9:30 AM	1	81	99	40	8	15	66	17	0	17	57	29	0	0	19	70	519		3	8	6	1
9:45 AM	1	96	122	56	3	18	86	14	0	22	46	18	0	0	35	68	585		5	6	7	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	0	0	0	2	0	0	2	1	0	0	0	0	0	9
Lights	2	464	718	183	12	29	208	70	0	59	197	45	0	0	90	225	2,302
Mediums	0	19	30	5	5	5	11	4	0	2	10	13	0	0	6	5	115
Total	2	484	751	188	17	34	221	74	0	63	208	58	0	0	96	230	2,426

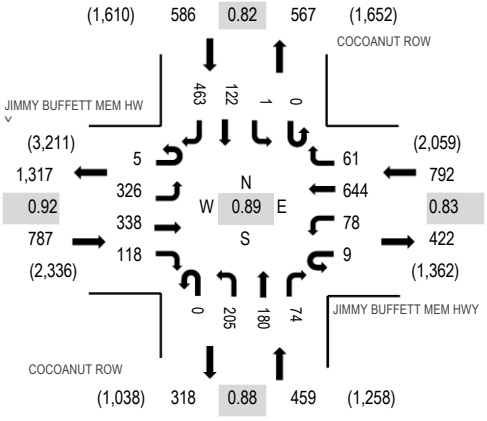
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.1%				7.8%				8.5%				3.4%			5.1%
Heavy Vehicle %	0.0%	4.1%	4.4%	2.7%	29.4%	14.7%	5.9%	5.4%	0.0%	6.3%	5.3%	22.4%	0.0%	0.0%	6.3%	2.2%	5.1%
Peak Hour Factor		0.84				0.81				0.91				0.90			0.88
Peak Hour Factor	0.38	0.86	0.81	0.81	0.63	0.69	0.78	0.62	0.00	0.81	0.94	0.73	0.00	0.00	0.76	0.94	0.88

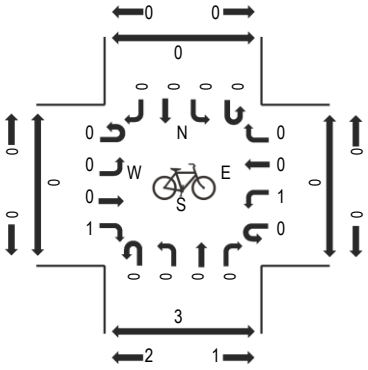
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

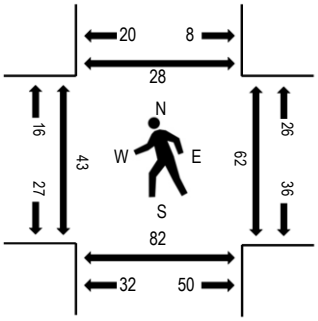
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	3	81	101	39	5	17	87	21	0	37	39	19	0	0	50	101	600	2,383	10	9	11	6
12:15 PM	4	79	89	32	7	26	117	24	0	20	53	18	0	2	36	87	594	2,331	10	10	16	5
12:30 PM	3	68	98	28	6	13	99	23	0	40	53	36	0	0	36	82	585	2,284	6	12	7	5
12:45 PM	0	66	103	31	14	25	109	25	0	35	53	25	0	1	42	75	604	2,271	3	9	19	11
1:00 PM	1	76	82	31	2	29	107	23	0	27	33	19	0	0	32	86	548	2,256	2	10	21	1
1:15 PM	5	62	83	27	4	17	127	13	0	28	51	19	0	0	27	84	547	2,349	9	16	17	8
1:30 PM	4	78	66	33	5	20	113	13	0	35	43	22	0	0	31	109	572	2,332	6	11	16	5
1:45 PM	2	59	86	29	2	24	131	19	0	38	30	26	0	0	45	98	589	2,472	9	16	15	6
2:00 PM	2	82	94	31	3	24	142	14	0	36	49	31	0	0	40	93	641	2,624	7	13	19	7
2:15 PM	1	56	72	25	2	19	131	13	0	52	40	18	0	1	23	77	530		6	14	23	10
2:30 PM	2	82	77	37	2	16	174	13	0	72	44	14	0	0	30	149	712		15	24	25	5
2:45 PM	0	106	95	25	2	19	197	21	0	45	47	11	0	0	29	144	741		15	11	15	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	5
Lights	5	320	334	118	7	74	623	59	0	201	178	67	0	1	119	448	2,554
Mediums	0	6	3	0	2	4	20	1	0	4	2	7	0	0	3	13	65
Total	5	326	338	118	9	78	644	61	0	205	180	74	0	1	122	463	2,624

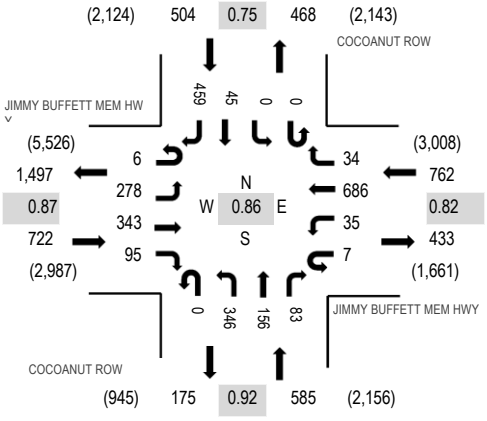
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				3.7%				2.8%				3.1%			2.7%
Heavy Vehicle %	0.0%	1.8%	1.2%	0.0%	22.2%	5.1%	3.3%	3.3%	0.0%	2.0%	1.1%	9.5%	0.0%	0.0%	2.5%	3.2%	2.7%
Peak Hour Factor		0.92				0.83				0.88				0.82			0.89
Peak Hour Factor	0.65	0.77	0.95	0.83	0.57	0.80	0.82	0.95	0.00	0.71	0.93	0.69	0.00	0.38	0.82	0.78	0.89

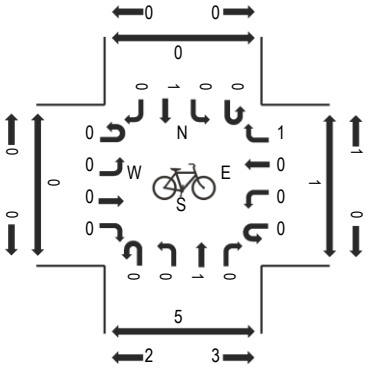
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

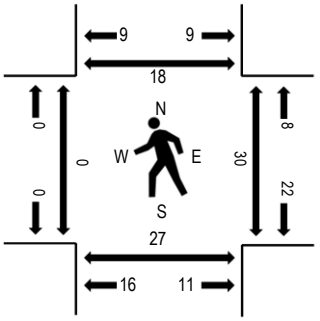
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	1	70	89	29	1	10	201	9	0	87	34	25	0	0	16	151	723	2,573	0	9	12	3
3:15 PM	1	49	83	22	0	10	121	7	0	94	43	21	0	0	9	100	560	2,571	0	7	2	4
3:30 PM	2	93	93	22	5	6	214	10	0	107	33	21	0	0	13	132	751	2,560	0	12	10	5
3:45 PM	2	66	78	22	1	9	150	8	0	58	46	16	0	0	7	76	539	2,458	0	2	3	6
4:00 PM	2	92	77	22	3	12	191	7	0	109	41	5	0	0	19	141	721	2,528	1	2	2	5
4:15 PM	1	57	80	20	1	5	144	7	0	82	40	22	0	0	9	81	549	2,443	0	7	8	5
4:30 PM	4	59	81	25	2	8	180	4	0	114	32	18	0	0	13	109	649	2,290	0	9	11	4
4:45 PM	3	68	91	27	1	5	136	4	0	79	50	13	0	0	21	111	609	2,302	0	9	7	1
5:00 PM	1	82	88	35	2	6	156	8	0	84	33	10	1	0	28	102	636	2,217	0	18	18	1
5:15 PM	0	43	77	24	1	2	70	2	0	50	49	16	0	0	10	52	396	2,075	0	18	6	5
5:30 PM	1	73	79	25	2	14	206	8	0	61	24	10	0	0	43	115	661	2,127	4	12	9	5
5:45 PM	0	65	60	26	6	17	103	15	0	49	44	13	0	0	28	98	524	1,848	1	11	7	5
6:00 PM	4	59	64	20	5	11	121	14	0	40	39	6	0	0	22	89	494	1,688	2	7	7	1
6:15 PM	3	57	52	14	1	16	106	17	0	45	39	15	0	0	20	63	448	1,604	2	1	3	2
6:30 PM	2	56	56	19	6	5	77	9	0	32	32	8	0	0	21	59	382	1,508	8	4	8	2
6:45 PM	0	38	65	11	1	6	85	21	0	19	43	6	0	0	18	51	364	1,387	5	0	1	2
7:00 PM	2	44	45	17	0	8	114	12	0	19	39	10	1	0	19	80	410	1,269	0	2	2	1
7:15 PM	2	45	42	15	2	4	103	17	0	6	30	5	0	0	20	61	352		3	3	1	1
7:30 PM	2	33	37	7	5	6	56	14	0	10	31	2	0	0	18	40	261		0	1	1	0
7:45 PM	1	30	31	4	3	6	54	13	0	10	34	3	0	0	19	38	246		5	2	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	6	276	341	92	3	35	651	33	0	337	155	79	0	0	45	444	2,497
Mediums	0	2	2	3	4	0	35	1	0	9	1	4	0	0	0	14	75
Total	6	278	343	95	7	35	686	34	0	346	156	83	0	0	45	459	2,573

2025 EXISITNG CONDITONS

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	4	18	0	0	0	33	382	229	23	394	4
Future Vol, veh/h	5	4	18	0	0	0	33	382	229	23	394	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	4	19	0	0	0	35	402	241	24	415	4

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	937	1178	417	419	0	0	643	0	0
Stage 1	465	465	-	-	-	-	-	-	-
Stage 2	472	713	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	294	191	636	1140	-	-	942	-	-
Stage 1	632	563	-	-	-	-	-	-	-
Stage 2	628	436	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	278	0	636	1140	-	-	942	-	-
Mov Cap-2 Maneuver	278	0	-	-	-	-	-	-	-
Stage 1	613	0	-	-	-	-	-	-	-
Stage 2	612	0	-	-	-	-	-	-	-

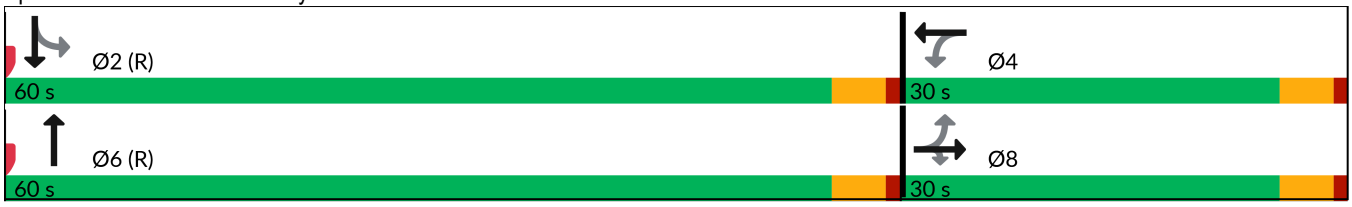
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.69	0.42	0.49
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	497	942	-	-
HCM Lane V/C Ratio	0.03	-	-	0.057	0.026	-	-
HCM Ctrl Dly (s/v)	8.3	-	-	12.7	8.9	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	6	132	15	0	549	6	490
Future Volume (vph)	40	6	132	15	0	549	6	490
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.18	0.02	0.37		0.09	0.23		0.21
Control Delay (s/veh)	35.0	32.3	9.4		18.6	3.1		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	35.0	32.3	9.4		18.6	3.3		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.9			18.6	3.3		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay (s/veh): 5.0	Intersection LOS: A
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

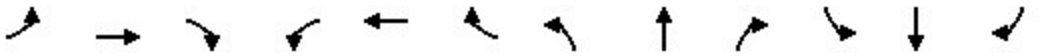




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	42	6	139	25	602	522
v/c Ratio	0.18	0.02	0.37	0.09	0.23	0.21
Control Delay (s/veh)	35.0	32.3	9.4	18.6	3.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	32.3	9.4	18.6	3.3	2.4
Queue Length 50th (ft)	21	3	0	3	18	16
Queue Length 95th (ft)	51	m14	50	25	67	24
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	391	527	548	446	2582	2465
Starvation Cap Reductn	0	0	0	0	1105	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.01	0.25	0.06	0.41	0.21

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	6	132	15	0	9	0	549	23	6	490	0
Future Volume (veh/h)	40	6	132	15	0	9	0	549	23	6	490	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	42	6	139	16	0	9	0	578	24	6	516	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	310	263	198	14	82	0	2553	106	49	2541	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1406	1870	1585	798	85	496	0	3571	144	12	3546	0
Grp Volume(v), veh/h	42	6	139	25	0	0	0	295	307	279	243	0
Grp Sat Flow(s),veh/h/ln	1406	1870	1585	1379	0	0	0	1777	1844	1856	1617	0
Q Serve(g_s), s	0.9	0.2	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.2	7.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.64		0.36	0.00		0.08	0.02		0.00
Lane Grp Cap(c), veh/h	318	310	263	294	0	0	0	1304	1354	1403	1187	0
V/C Ratio(X)	0.13	0.02	0.53	0.08	0.00	0.00	0.00	0.23	0.23	0.20	0.20	0.00
Avail Cap(c_a), veh/h	483	530	449	453	0	0	0	1304	1354	1403	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.92	0.92	0.98	0.98	0.00
Uniform Delay (d), s/veh	32.1	31.4	34.3	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.6	0.1	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.2	5.1	0.8	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.0	31.9	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		187			25			602			522	
Approach Delay, s/veh		35.0			31.9			0.4			0.3	
Approach LOS		C			C			A			A	

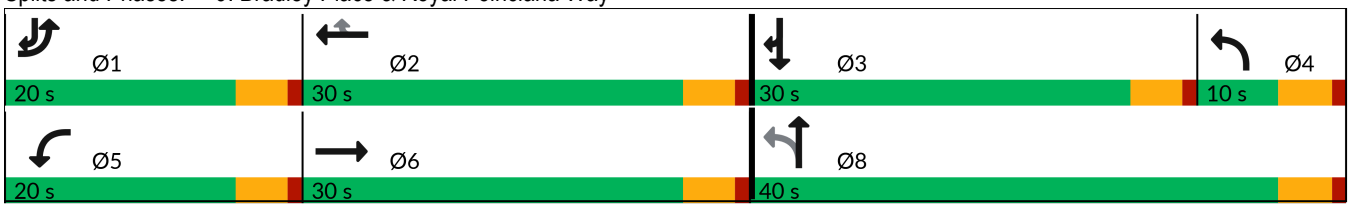
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.6		19.4		70.6		19.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.1		2.0		9.2				
Green Ext Time (p_c), s		3.5		0.1		4.2		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	484	751	51	221	74	63	208	96	230
Future Volume (vph)	484	751	51	221	74	63	208	96	230
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.71	0.67	0.15	0.21	0.14	0.15	0.50	0.27	0.30
Control Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		27.2		17.5			23.0	10.4	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	509	989	54	233	78	66	280	101	242
v/c Ratio	0.71	0.67	0.15	0.21	0.14	0.15	0.50	0.27	0.30
Control Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Length 50th (ft)	123	232	22	43	0	23	103	43	0
Queue Length 95th (ft)	#179	#344	53	71	11	51	173	86	28
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1484	368	1211	625	450	867	637	954
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.67	0.15	0.19	0.12	0.15	0.32	0.16	0.25

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)	484	751	188	51	221	74	63	208	58	0	96	230
Future Volume (vph)	484	751	188	51	221	74	63	208	58	0	96	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3433		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3433		1770	3539	1583	1288	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	509	791	198	54	233	78	66	219	61	0	101	242
RTOR Reduction (vph)	0	20	0	0	0	53	0	12	0	0	0	147
Lane Group Flow (vph)	509	969	0	54	233	25	66	268	0	0	101	95
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1412		193	1132	506	420	551			361	624
v/s Ratio Prot	c0.15	c0.28		0.03	0.07		0.01	c0.15			0.05	0.06
v/s Ratio Perm						0.02	0.04					
v/c Ratio	0.74	0.69		0.28	0.21	0.05	0.16	0.49			0.28	0.15
Uniform Delay, d1	29.2	18.8		31.8	19.3	18.3	19.8	22.0			26.7	15.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	7.0	2.7		0.8	0.1	0.0	0.2	0.7			0.4	0.1
Delay (s)	36.2	21.5		32.6	19.3	18.3	19.9	22.7			27.1	15.3
Level of Service	D	C		C	B	B	B	C			C	B
Approach Delay (s/veh)		26.5			21.1			22.2			18.8	
Approach LOS		C			C			C			B	

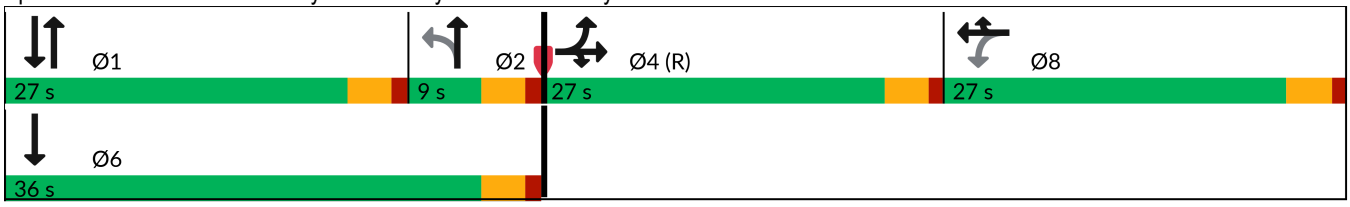
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

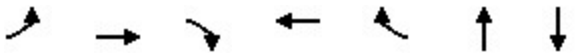
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	356	75	197	3	36	7	83	328	232		
Future Volume (vph)	356	75	197	3	36	7	83	328	232		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	39.4	39.4	39.4		7.5	7.5		35.1	35.1		
Actuated g/C Ratio	0.44	0.44	0.44		0.08	0.08		0.39	0.39		
v/c Ratio	0.31	0.31	0.26		0.28	0.03		0.45	0.33		
Control Delay (s/veh)	21.6	21.5	4.5		42.8	0.3		20.4	5.7		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	21.6	21.5	4.5		42.8	0.3		20.4	5.7		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		16.2			36.6			20.4	5.7		
Approach LOS		B			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

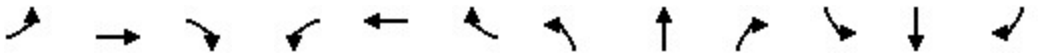
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	225	229	207	41	7	473	465
v/c Ratio	0.31	0.31	0.26	0.28	0.03	0.45	0.33
Control Delay (s/veh)	21.6	21.5	4.5	42.8	0.3	20.4	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	21.5	4.5	42.8	0.3	20.4	5.7
Queue Length 50th (ft)	91	93	0	22	0	100	11
Queue Length 95th (ft)	184	186	50	53	0	121	6
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	735	749	808	452	485	1047	1443
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	0.31	0.31	0.26	0.09	0.01	0.45	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	356	75	197	3	36	7	83	328	39	0	232	210
Future Volume (vph)	356	75	197	3	36	7	83	328	39	0	232	210
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1713	1583		1856	1583		3461			3287	
Flt Permitted	0.95	0.97	1.00		0.95	1.00		0.77			1.00	
Satd. Flow (perm)	1681	1713	1583		1769	1583		2698			3287	
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)	375	79	207	3	38	7	87	345	41	0	244	221
RTOR Reduction (vph)	0	0	120	0	0	7	0	7	0	0	135	0
Lane Group Flow (vph)	225	229	87	0	41	0	0	466	0	0	330	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	37.8	37.8	37.8		5.1	5.1		35.1			35.1	
Effective Green, g (s)	37.8	37.8	37.8		5.1	5.1		35.1			35.1	
Actuated g/C Ratio	0.42	0.42	0.42		0.06	0.06		0.39			0.39	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	706	719	664		100	89		1052			1281	
v/s Ratio Prot	c0.13	0.13	0.05			0.00					0.10	
v/s Ratio Perm					c0.02			c0.17				
v/c Ratio	0.32	0.32	0.13		0.41	0.00		0.44			0.26	
Uniform Delay, d1	17.5	17.5	16.0		41.0	40.1		20.2			18.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.57	
Incremental Delay, d2	1.2	1.2	0.4		2.7	0.0		0.3			0.1	
Delay (s)	18.7	18.6	16.4		43.7	40.1		20.5			10.7	
Level of Service	B	B	B		D	D		C			B	
Approach Delay (s/veh)		18.0			43.2			20.5			10.7	
Approach LOS		B			D			C			B	

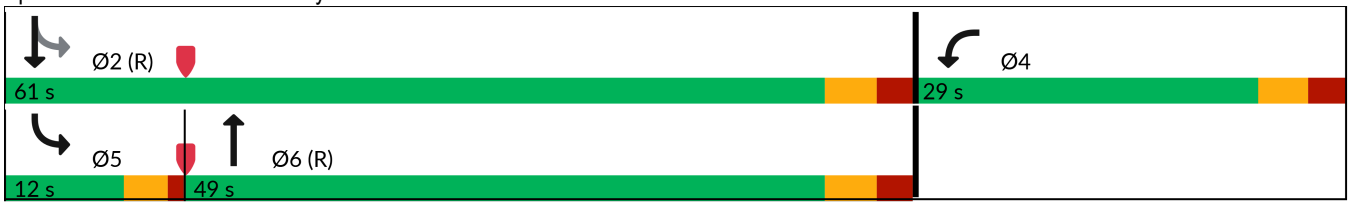
Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	116	346	44	280
Future Volume (vph)	116	346	44	280
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	13.9	57.9	66.2	64.3
Actuated g/C Ratio	0.15	0.64	0.74	0.71
v/c Ratio	0.63	0.38	0.07	0.22
Control Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	10.1	4.3	5.4
LOS	D	B	A	A
Approach Delay (s/veh)	42.3	10.1		5.2
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	181	441	46	295
v/c Ratio	0.63	0.38	0.07	0.22
Control Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Length 50th (ft)	86	114	6	47
Queue Length 95th (ft)	141	214	18	96
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1175	676	1330
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.38	0.07	0.22

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	116	56	346	73	44	280
Future Volume (veh/h)	116	56	346	73	44	280
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	48	364	66	46	295
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	149	59	998	181	695	1398
Arrive On Green	0.12	0.12	0.65	0.65	0.06	0.75
Sat Flow, veh/h	1229	483	1541	279	1781	1870
Grp Volume(v), veh/h	171	0	0	430	46	295
Grp Sat Flow(s),veh/h/ln	1722	0	0	1820	1781	1870
Q Serve(g_s), s	8.7	0.0	0.0	9.8	0.7	4.3
Cycle Q Clear(g_c), s	8.7	0.0	0.0	9.8	0.7	4.3
Prop In Lane	0.71	0.28		0.15	1.00	
Lane Grp Cap(c), veh/h	209	0	0	1179	695	1398
V/C Ratio(X)	0.82	0.00	0.00	0.36	0.07	0.21
Avail Cap(c_a), veh/h	442	0	0	1179	754	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	0.0	7.3	4.3	3.4
Incr Delay (d2), s/veh	7.6	0.0	0.0	0.9	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	0.0	6.5	0.3	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.2	0.0	0.0	8.2	4.3	3.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	171		430			341
Approach Delay, s/veh	46.2		8.2			3.8
Approach LOS	D		A			A

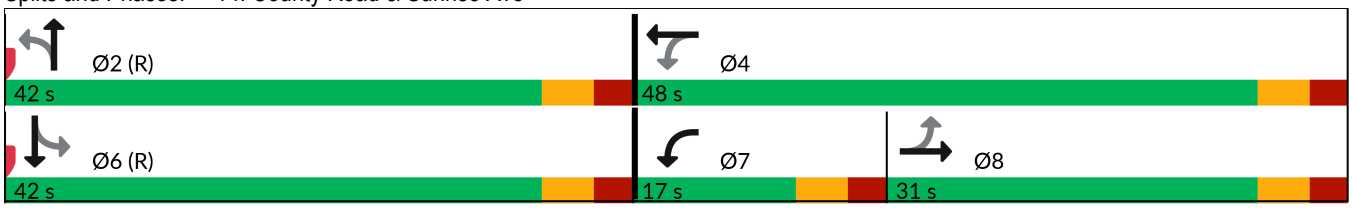
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.2		16.8	9.0	64.2
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.3		10.7	2.7	11.8
Green Ext Time (p_c), s		1.9		0.4	0.0	3.0

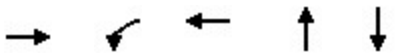
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	22	82	37	84	396	28	381
Future Volume (vph)	37	22	82	37	84	396	28	381
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.1	23.2	23.8		58.6		58.6
Actuated g/C Ratio		0.12	0.26	0.26		0.65		0.65
v/c Ratio		0.48	0.26	0.14		0.34		0.24
Control Delay (s/veh)		24.2	24.9	15.2		9.6		9.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.2	24.9	15.2		9.6		9.3
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.2		20.7		9.6		9.3
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 11.8	Intersection LOS: B
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	105	86	66	618	491
v/c Ratio	0.48	0.26	0.14	0.34	0.24
Control Delay (s/veh)	24.2	24.9	15.2	9.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	24.9	15.2	9.6	9.3
Queue Length 50th (ft)	36	37	16	86	63
Queue Length 95th (ft)	84	66	43	100	107
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	443	358	830	1805	2032
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.08	0.34	0.24

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	22	41	82	37	26	84	396	107	28	381	58
Future Volume (veh/h)	37	22	41	82	37	26	84	396	107	28	381	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	23	32	86	39	16	88	417	102	29	401	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	60	58	368	307	126	292	1340	329	134	1777	219
Arrive On Green	0.11	0.11	0.11	0.07	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	493	551	539	1781	1260	517	386	2152	528	144	2853	352
Grp Volume(v), veh/h	94	0	0	86	0	55	296	0	311	247	0	233
Grp Sat Flow(s),veh/h/ln	1583	0	0	1781	0	1777	1458	0	1607	1710	0	1639
Q Serve(g_s), s	2.7	0.0	0.0	3.7	0.0	2.2	0.4	0.0	0.0	0.0	0.0	5.6
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.7	0.0	2.2	6.1	0.0	0.0	5.2	0.0	5.6
Prop In Lane	0.41		0.34	1.00		0.29	0.30		0.33	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	368	0	433	960	0	1001	1110	0	1021
V/C Ratio(X)	0.41	0.00	0.00	0.23	0.00	0.13	0.31	0.00	0.31	0.22	0.00	0.23
Avail Cap(c_a), veh/h	487	0	0	463	0	829	960	0	1001	1110	0	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	0.0	30.3	0.0	26.6	0.0	0.0	0.0	7.4	0.0	7.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.1	0.8	0.0	0.8	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	0.0	2.8	0.0	1.7	0.4	0.0	0.4	3.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	0.0	0.0	30.6	0.0	26.7	0.8	0.0	0.8	7.8	0.0	8.0
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		94			141			607			480	
Approach Delay, s/veh		39.1			29.1			0.8			7.9	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	62.1	27.9	62.1	12.2	15.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	36.0	42.0	36.0	11.0	25.0
Max Q Clear Time (g_c+I1), s	8.1	4.2	7.6	5.7	6.9
Green Ext Time (p_c), s	4.4	0.3	3.2	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	31	0	0	0	23	366	198	14	567	10
Future Vol, veh/h	4	6	31	0	0	0	23	366	198	14	567	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	6	33	0	0	0	24	385	208	15	597	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1065	1274	602	1063	1071	385	607	0	0	594	0	0
Stage 1	632	632	-	434	434	-	-	-	-	-	-	-
Stage 2	434	642	-	629	637	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	200	167	500	201	221	662	971	-	-	982	-	-
Stage 1	469	474	-	601	581	-	-	-	-	-	-	-
Stage 2	601	469	-	470	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	161	500	174	212	662	971	-	-	982	-	-
Mov Cap-2 Maneuver	192	161	-	174	212	-	-	-	-	-	-	-
Stage 1	462	467	-	586	567	-	-	-	-	-	-	-
Stage 2	586	457	-	427	464	-	-	-	-	-	-	-

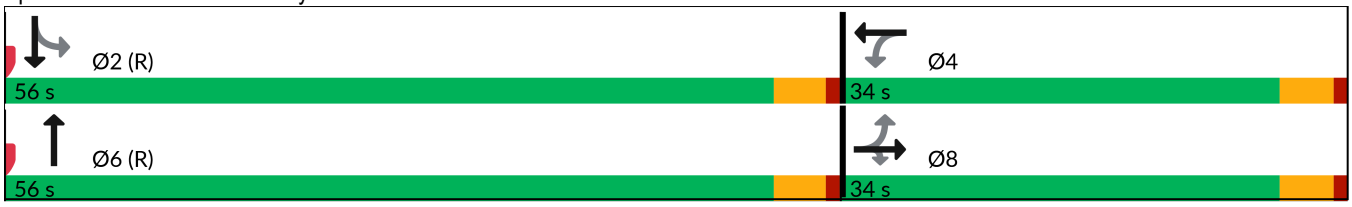
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.08	0	0.34	0.21
HCM LOS	C	A		

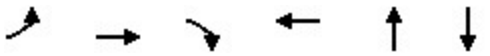
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	341	-	982	-	-
HCM Lane V/C Ratio	0.025	-	-	0.127	-	0.015	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	17.1	0	8.7	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	6	158	18	0	491	13	635
Future Volume (vph)	39	6	158	18	0	491	13	635
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.18	0.02	0.41		0.12	0.21		0.28
Control Delay (s/veh)	35.1	32.5	9.2		20.7	6.2		2.2
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	35.1	32.5	9.2		20.7	6.5		2.4
LOS	D	C	A		C	A		A
Approach Delay (s/veh)		14.9			20.7	6.5		2.4
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 6.1	Intersection LOS: A
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

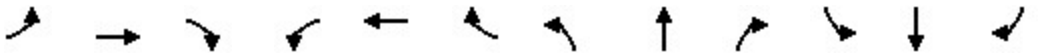




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	41	6	166	32	535	682
v/c Ratio	0.18	0.02	0.41	0.12	0.21	0.28
Control Delay (s/veh)	35.1	32.5	9.2	20.7	6.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	35.1	32.5	9.2	20.7	6.5	2.4
Queue Length 50th (ft)	20	3	1	7	83	28
Queue Length 95th (ft)	m50	m13	54	32	63	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	449	610	630	512	2584	2444
Starvation Cap Reductn	0	0	0	0	1399	853
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.01	0.26	0.06	0.45	0.43

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	6	158	18	0	12	0	491	17	13	635	0
Future Volume (veh/h)	39	6	158	18	0	12	0	491	17	13	635	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	41	6	166	19	0	13	0	517	18	14	668	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	184	16	93	0	2570	89	64	2509	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1401	1870	1585	723	95	560	0	3597	122	31	3505	0
Grp Volume(v), veh/h	41	6	166	32	0	0	0	262	273	363	319	0
Grp Sat Flow(s),veh/h/ln	1401	1870	1585	1378	0	0	0	1777	1848	1835	1617	0
Q Serve(g_s), s	0.5	0.2	8.8	0.0	0.0	0.0	0.0	10.6	10.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	8.8	1.4	0.0	0.0	0.0	10.6	10.6	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.07	0.04		0.00
Lane Grp Cap(c), veh/h	319	311	264	293	0	0	0	1304	1356	1388	1186	0
V/C Ratio(X)	0.13	0.02	0.63	0.11	0.00	0.00	0.00	0.20	0.20	0.26	0.27	0.00
Avail Cap(c_a), veh/h	545	613	520	509	0	0	0	1304	1356	1388	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.75	0.75	0.96	0.96	0.00
Uniform Delay (d), s/veh	32.0	31.4	34.9	31.9	0.0	0.0	0.0	13.1	13.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.5	0.2	0.0	0.0	0.0	0.3	0.3	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.2	6.3	1.1	0.0	0.0	0.0	8.1	8.4	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	37.4	32.0	0.0	0.0	0.0	13.3	13.3	0.4	0.5	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		213			32			535			682	
Approach Delay, s/veh		36.2			32.0			13.3			0.5	
Approach LOS		D			C			B			A	

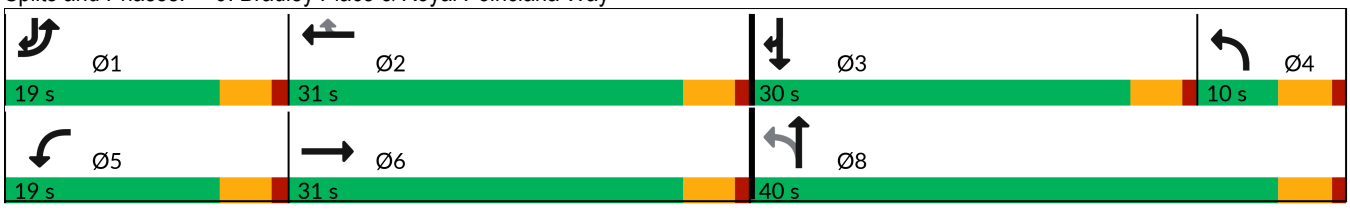
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.4		12.6		10.8				
Green Ext Time (p_c), s		4.9		0.1		3.6		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.1									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	326	338	87	644	61	205	180	122	463
Future Volume (vph)	326	338	87	644	61	205	180	122	463
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.2	25.2	29.4	29.4	19.3	33.9
Actuated g/C Ratio	0.18	0.36	0.18	0.30	0.30	0.36	0.36	0.23	0.41
v/c Ratio	0.57	0.39	0.29	0.63	0.11	0.46	0.41	0.29	0.68
Control Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
LOS	D	C	C	C	A	C	C	C	B
Approach Delay (s/veh)		27.3		26.9			22.2	17.1	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 82.7	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	343	480	92	678	64	216	267	128	487
v/c Ratio	0.57	0.39	0.29	0.63	0.11	0.46	0.41	0.29	0.68
Control Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Length 50th (ft)	85	90	42	154	0	83	94	56	104
Queue Length 95th (ft)	139	148	93	236	2	138	157	102	175
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	605	1246	312	1140	595	474	783	577	828
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.39	0.29	0.59	0.11	0.46	0.34	0.22	0.59

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	338	118	87	644	61	205	180	74	0	122	463
Future Volume (vph)	326	338	118	87	644	61	205	180	74	0	122	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1781			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.66	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1235	1781			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	343	356	124	92	678	64	216	189	78	0	128	487
RTOR Reduction (vph)	0	35	0	0	0	44	0	18	0	0	0	68
Lane Group Flow (vph)	343	445	0	92	678	20	216	249	0	0	128	419
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.3	26.2	26.2	29.4	29.4			19.3	33.9
Effective Green, g (s)	14.6	29.5		11.3	26.2	26.2	29.4	29.4			19.3	33.9
Actuated g/C Ratio	0.17	0.35		0.14	0.31	0.31	0.35	0.35			0.23	0.41
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	598	1199		238	1107	495	469	625			429	641
v/s Ratio Prot	0.10	c0.13		0.05	c0.19		c0.03	0.14			0.07	c0.26
v/s Ratio Perm						0.01	0.13					
v/c Ratio	0.57	0.37		0.39	0.61	0.04	0.46	0.40			0.30	0.65
Uniform Delay, d1	31.7	20.2		33.0	24.4	20.0	21.6	20.5			26.6	20.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.0	0.9		1.0	1.0	0.0	0.7	0.4			0.4	2.4
Delay (s)	35.7	21.1		34.1	25.4	20.0	22.3	20.9			27.0	22.6
Level of Service	D	C		C	C	C	C	C			C	C
Approach Delay (s/veh)		27.2			26.0			21.5			23.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	83.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

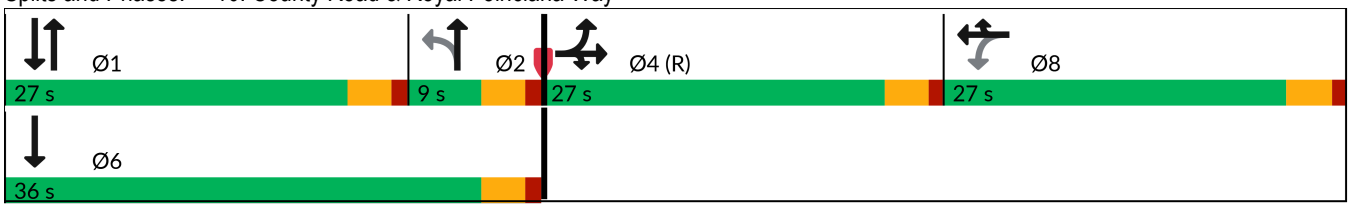
c Critical Lane Group

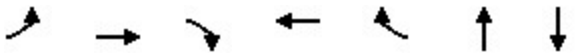
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	197	68	167	24	92	11	212	326	336		
Future Volume (vph)	197	68	167	24	92	11	212	326	336		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	24.5	24.5	24.5		11.7	11.7		41.8	41.8		
Actuated g/C Ratio	0.27	0.27	0.27		0.13	0.13		0.46	0.46		
v/c Ratio	0.30	0.30	0.32		0.55	0.04		1.03dl	0.48		
Control Delay (s/veh)	29.1	29.0	6.1		45.7	0.3		24.3	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	29.1	29.0	6.1		45.7	0.3		24.3	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		20.2			41.6			24.3	15.7		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 21.0	Intersection LOS: C
Intersection Capacity Utilization 64.4%	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: 10: County Road & Royal Poinciana Way

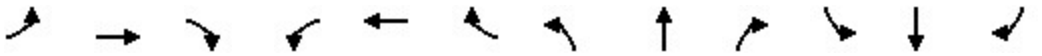




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	139	140	176	122	12	609	836
v/c Ratio	0.30	0.30	0.32	0.55	0.04	1.03dl	0.48
Control Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.7
Queue Length 50th (ft)	67	68	0	66	0	131	98
Queue Length 95th (ft)	122	122	49	115	0	217	140
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	457	470	558	433	485	875	1731
Starvation Cap Reductn	0	0	0	0	0	0	434
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.30	0.32	0.28	0.02	0.70	0.64

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)	197	68	167	24	92	11	212	326	41	0	336	458
Future Volume (vph)	197	68	167	24	92	11	212	326	41	0	336	458
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1728	1583		1844	1583		3439			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1728	1583		1695	1583		1873			3233	
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)	207	72	176	25	97	12	223	343	43	0	354	482
RTOR Reduction (vph)	0	0	128	0	0	10	0	5	0	0	229	0
Lane Group Flow (vph)	139	140	48	0	122	2	0	604	0	0	607	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	24.5	24.5	24.5		11.7	11.7		41.8			41.8	
Effective Green, g (s)	24.5	24.5	24.5		11.7	11.7		41.8			41.8	
Actuated g/C Ratio	0.27	0.27	0.27		0.13	0.13		0.46			0.46	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	457	470	430		220	205		869			1501	
v/s Ratio Prot	c0.08	0.08	0.03			0.00					0.19	
v/s Ratio Perm					c0.07			c0.32				
v/c Ratio	0.30	0.30	0.11		0.55	0.01		1.03dl			0.40	
Uniform Delay, d1	26.0	25.9	24.6		36.7	34.1		19.1			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.83	
Incremental Delay, d2	1.7	1.6	0.5		3.0	0.0		2.4			0.2	
Delay (s)	27.7	27.6	25.1		39.7	34.1		21.5			29.3	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		26.7			39.2			21.5			29.3	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

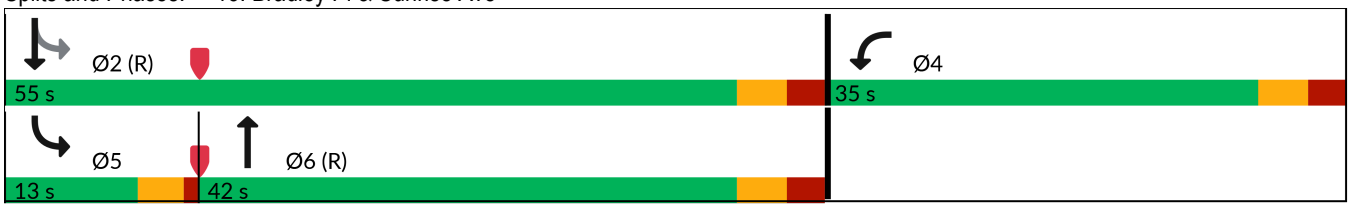
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	199	237	39	384
Future Volume (vph)	199	237	39	384
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	18.5	53.3	61.6	59.7
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.33	0.06	0.33
Control Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	11.8	6.1	8.3
LOS	D	B	A	A
Approach Delay (s/veh)	38.0	11.8		8.1
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	270	350	41	404
v/c Ratio	0.73	0.33	0.06	0.33
Control Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Length 50th (ft)	140	95	7	88
Queue Length 95th (ft)	206	187	21	170
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	573	1070	698	1235
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.33	0.06	0.33

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	199	58	237	96	39	384
Future Volume (veh/h)	199	58	237	96	39	384
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	50	249	90	41	404
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	244	58	780	282	699	1299
Arrive On Green	0.17	0.17	0.59	0.59	0.06	0.69
Sat Flow, veh/h	1399	335	1311	474	1781	1870
Grp Volume(v), veh/h	260	0	0	339	41	404
Grp Sat Flow(s),veh/h/ln	1740	0	0	1785	1781	1870
Q Serve(g_s), s	13.1	0.0	0.0	8.6	0.7	7.6
Cycle Q Clear(g_c), s	13.1	0.0	0.0	8.6	0.7	7.6
Prop In Lane	0.80	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	303	0	0	1061	699	1299
V/C Ratio(X)	0.86	0.00	0.00	0.32	0.06	0.31
Avail Cap(c_a), veh/h	563	0	0	1061	778	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	0.0	9.1	5.6	5.4
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.0	0.0	0.0	5.9	0.4	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.0	0.0	0.0	9.9	5.6	6.0
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	260		339			445
Approach Delay, s/veh	43.0		9.9			5.9
Approach LOS	D		A			A

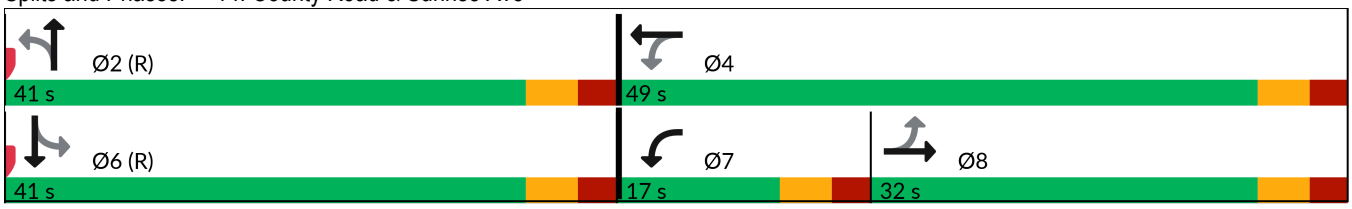
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.4		21.6	9.0	59.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.6		15.1	2.7	10.6
Green Ext Time (p_c), s		2.8		0.7	0.0	2.2

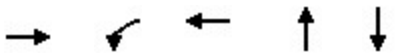
Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	24	116	46	113	333	17	463
Future Volume (vph)	28	24	116	46	113	333	17	463
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.0	26.9	26.9		51.1		51.1
Actuated g/C Ratio		0.12	0.30	0.30		0.57		0.57
v/c Ratio		0.51	0.35	0.13		0.41		0.32
Control Delay (s/veh)		24.1	26.0	16.1		3.4		10.8
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	26.0	16.1		3.4		10.8
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.3		3.4		10.8
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	132	122	73	577	584
v/c Ratio	0.51	0.35	0.13	0.41	0.32
Control Delay (s/veh)	24.1	26.0	16.1	3.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	26.0	16.1	3.4	10.8
Queue Length 50th (ft)	43	52	20	10	82
Queue Length 95th (ft)	104	89	48	27	127
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	502	360	857	1403	1843
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.34	0.09	0.41	0.32

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	24	74	116	46	24	113	333	102	17	463	75
Future Volume (veh/h)	28	24	74	116	46	24	113	333	102	17	463	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	25	67	122	48	14	119	351	96	18	487	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	50	98	357	354	103	359	1073	305	77	1825	250
Arrive On Green	0.11	0.11	0.11	0.08	0.25	0.25	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	265	451	889	1781	1391	406	490	1752	497	56	2979	409
Grp Volume(v), veh/h	121	0	0	122	0	62	255	0	311	302	0	271
Grp Sat Flow(s),veh/h/ln	1605	0	0	1781	0	1797	1127	0	1613	1815	0	1628
Q Serve(g_s), s	3.5	0.0	0.0	5.2	0.0	2.4	2.5	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	5.2	0.0	2.4	9.4	0.0	0.0	6.7	0.0	7.0
Prop In Lane	0.24		0.55	1.00		0.23	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	357	0	457	749	0	988	1154	0	998
V/C Ratio(X)	0.54	0.00	0.00	0.34	0.00	0.14	0.34	0.00	0.32	0.26	0.00	0.27
Avail Cap(c_a), veh/h	506	0	0	437	0	859	749	0	988	1154	0	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	0.0	30.2	0.0	25.9	0.3	0.0	0.0	8.1	0.0	8.1
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.6	0.0	0.1	1.2	0.0	0.8	0.6	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	0.0	4.1	0.0	1.9	0.5	0.0	0.4	4.7	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	0.0	30.7	0.0	26.1	1.5	0.0	0.8	8.6	0.0	8.8
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		121			184			566			573	
Approach Delay, s/veh		40.4			29.2			1.1			8.7	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.1		28.9		61.1	13.0	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		11.4		4.4		9.0	7.2	8.4				
Green Ext Time (p_c), s		4.1		0.3		3.8	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.0									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	36	0	0	0	27	277	184	3	480	10
Future Vol, veh/h	6	2	36	0	0	0	27	277	184	3	480	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	2	38	0	0	0	28	292	194	3	505	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	865	1059	511	861	871	292	516	0	0	485	0	0
Stage 1	517	517	-	348	348	-	-	-	-	-	-	-
Stage 2	348	542	-	513	522	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	224	563	276	289	748	1050	-	-	1078	-	-
Stage 1	541	534	-	668	634	-	-	-	-	-	-	-
Stage 2	668	520	-	544	531	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	266	218	563	247	281	748	1050	-	-	1078	-	-
Mov Cap-2 Maneuver	266	218	-	247	281	-	-	-	-	-	-	-
Stage 1	540	532	-	650	617	-	-	-	-	-	-	-
Stage 2	650	506	-	504	529	-	-	-	-	-	-	-

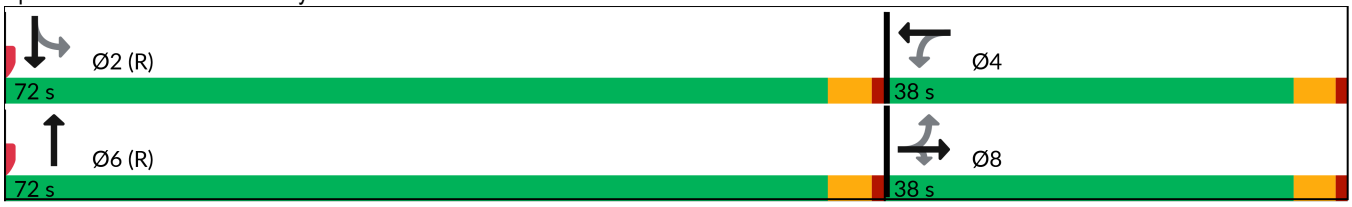
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.71	0	0.47	0.05
HCM LOS	B	A		

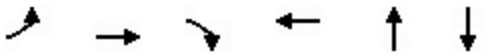
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	460	-	1078	-	-
HCM Lane V/C Ratio	0.027	-	-	0.101	-	0.003	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	13.7	0	8.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	9	102	20	0	485	4	598
Future Volume (vph)	43	9	102	20	0	485	4	598
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.22	0.04	0.35		0.17	0.19		0.24
Control Delay (s/veh)	45.3	41.8	11.6		29.5	3.2		1.9
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.3	41.8	11.6		29.5	3.5		2.1
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		22.8			29.5	3.5		2.1
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

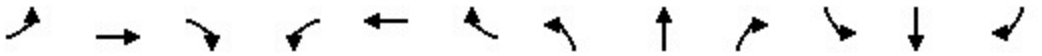
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	45	9	107	38	531	633
v/c Ratio	0.22	0.04	0.35	0.17	0.19	0.24
Control Delay (s/veh)	45.3	41.8	11.6	29.5	3.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.3	41.8	11.6	29.5	3.5	2.1
Queue Length 50th (ft)	29	6	0	13	25	24
Queue Length 95th (ft)	64	21	50	45	72	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	463	567	556	471	2751	2637
Starvation Cap Reductn	0	0	0	0	1599	1135
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.19	0.08	0.46	0.42

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	9	102	20	0	16	0	485	19	4	598	0
Future Volume (veh/h)	43	9	102	20	0	16	0	485	19	4	598	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	9	107	21	0	17	0	511	20	4	629	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	263	254	216	145	14	87	0	2727	107	37	2719	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1396	1870	1585	689	103	642	0	3580	136	5	3562	0
Grp Volume(v), veh/h	45	9	107	38	0	0	0	260	271	339	294	0
Grp Sat Flow(s),veh/h/ln	1396	1870	1585	1434	0	0	0	1777	1846	1865	1617	0
Q Serve(g_s), s	0.3	0.5	6.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.5	6.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.07	0.01		0.00
Lane Grp Cap(c), veh/h	263	254	216	246	0	0	0	1390	1444	1492	1265	0
V/C Ratio(X)	0.17	0.04	0.50	0.15	0.00	0.00	0.00	0.19	0.19	0.23	0.23	0.00
Avail Cap(c_a), veh/h	498	570	483	481	0	0	0	1390	1444	1492	1265	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.79	0.79	0.97	0.97	0.00
Uniform Delay (d), s/veh	42.1	41.3	44.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	1.8	0.3	0.0	0.0	0.0	0.2	0.2	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.4	5.0	1.7	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.4	41.3	45.8	42.3	0.0	0.0	0.0	0.2	0.2	0.3	0.4	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		161			38			531			633	
Approach Delay, s/veh		44.6			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.3		2.0		8.9				
Green Ext Time (p_c), s		4.5		0.2		3.6		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.7									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	284	343	42	686	34	346	156	45	459
Future Volume (vph)	284	343	42	686	34	346	156	45	459
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	38.2	15.3	27.4	27.4	36.6	36.6	24.4	45.8
Actuated g/C Ratio	0.18	0.40	0.16	0.29	0.29	0.39	0.39	0.26	0.48
v/c Ratio	0.49	0.33	0.15	0.71	0.07	0.74	0.36	0.10	0.60
Control Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
LOS	D	C	D	C	A	C	B	C	B
Approach Delay (s/veh)		29.6		33.7			28.3	19.4	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 94.6	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 28.5	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	299	461	44	722	36	364	251	47	483
v/c Ratio	0.49	0.33	0.15	0.71	0.07	0.74	0.36	0.10	0.60
Control Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Length 50th (ft)	90	108	25	205	0	178	98	23	187
Queue Length 95th (ft)	148	173	62	305	0	266	161	51	292
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	610	1401	296	1240	622	493	920	713	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.33	0.15	0.58	0.06	0.74	0.27	0.07	0.60

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	343	95	42	686	34	346	156	83	0	45	459
Future Volume (vph)	284	343	95	42	686	34	346	156	83	0	45	459
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3424		1770	3539	1583	1770	1766			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00			1.00	1.00
Satd. Flow (perm)	3433	3424		1770	3539	1583	1142	1766			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	299	361	100	44	722	36	364	164	87	0	47	483
RTOR Reduction (vph)	0	20	0	0	0	25	0	19	0	0	0	39
Lane Group Flow (vph)	299	441	0	44	722	11	364	232	0	0	47	444
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	38.2		8.1	29.5	29.5	36.6	36.6			24.4	45.7
Effective Green, g (s)	16.8	38.2		8.1	29.5	29.5	36.6	36.6			24.4	45.7
Actuated g/C Ratio	0.17	0.40		0.08	0.31	0.31	0.38	0.38			0.25	0.47
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	598	1356		148	1082	484	483	670			471	750
v/s Ratio Prot	0.09	0.13		0.02	c0.20		c0.06	0.13			0.03	c0.28
v/s Ratio Perm						0.01	c0.23					
v/c Ratio	0.50	0.33		0.30	0.67	0.02	0.75	0.35			0.10	0.59
Uniform Delay, d1	36.0	20.2		41.5	29.2	23.4	25.9	21.4			27.6	18.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	3.0	0.6		1.1	1.6	0.0	6.6	0.3			0.1	1.3
Delay (s)	39.0	20.8		42.6	30.7	23.4	32.5	21.7			27.7	19.8
Level of Service	D	C		D	C	C	C	C			C	B
Approach Delay (s/veh)		28.0			31.1			28.1			20.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	96.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

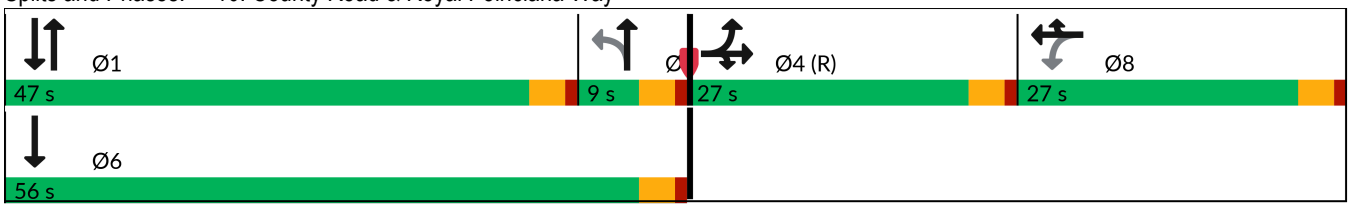
c Critical Lane Group

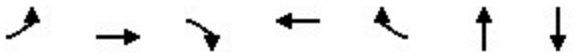
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	181	50	156	24	85	18	229	317	302		
Future Volume (vph)	181	50	156	24	85	18	229	317	302		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	32.2	32.2	32.2		12.6	12.6		53.2	53.2		
Actuated g/C Ratio	0.29	0.29	0.29		0.11	0.11		0.48	0.48		
v/c Ratio	0.24	0.25	0.28		0.59	0.07		0.92dl	0.42		
Control Delay (s/veh)	34.7	34.7	7.0		58.1	0.6		24.4	16.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	34.7	34.7	7.0		58.1	0.6		24.4	17.0		
LOS	C	C	A		E	A		C	B		
Approach Delay (s/veh)		23.6			49.8			24.4	17.0		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: County Road & Royal Poinciana Way

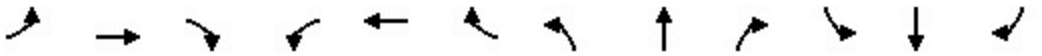




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	120	124	164	114	19	612	747
v/c Ratio	0.24	0.25	0.28	0.59	0.07	0.92dl	0.42
Control Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	17.0
Queue Length 50th (ft)	69	71	0	78	0	158	119
Queue Length 95th (ft)	135	138	56	131	0	212	184
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	491	503	578	352	401	925	1831
Starvation Cap Reductn	0	0	0	0	0	0	619
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.25	0.28	0.32	0.05	0.66	0.62

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)	181	50	156	24	85	18	229	317	35	0	302	408
Future Volume (vph)	181	50	156	24	85	18	229	317	35	0	302	408
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			0.91	
Flt Protected	0.95	0.97	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1720	1583		1843	1583		3439			3234	
Flt Permitted	0.95	0.97	1.00		0.91	1.00		0.55			1.00	
Satd. Flow (perm)	1681	1720	1583		1688	1583		1920			3234	
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)	191	53	164	25	89	19	241	334	37	0	318	429
RTOR Reduction (vph)	0	0	116	0	0	17	0	4	0	0	218	0
Lane Group Flow (vph)	120	124	48	0	114	2	0	608	0	0	529	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	32.2	32.2	32.2		12.6	12.6		53.2			53.2	
Effective Green, g (s)	32.2	32.2	32.2		12.6	12.6		53.2			53.2	
Actuated g/C Ratio	0.29	0.29	0.29		0.11	0.11		0.48			0.48	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	492	503	463		193	181		928			1564	
v/s Ratio Prot	0.07	c0.07	0.03			0.00					0.16	
v/s Ratio Perm					c0.07			c0.32				
v/c Ratio	0.24	0.25	0.10		0.59	0.01		0.92dl			0.34	
Uniform Delay, d1	29.6	29.7	28.4		46.3	43.2		21.5			17.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.31	
Incremental Delay, d2	1.2	1.2	0.4		4.8	0.0		1.7			0.1	
Delay (s)	30.8	30.8	28.8		51.0	43.2		23.1			40.6	
Level of Service	C	C	C		D	D		C			D	
Approach Delay (s/veh)		30.0			49.9			23.1			40.6	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

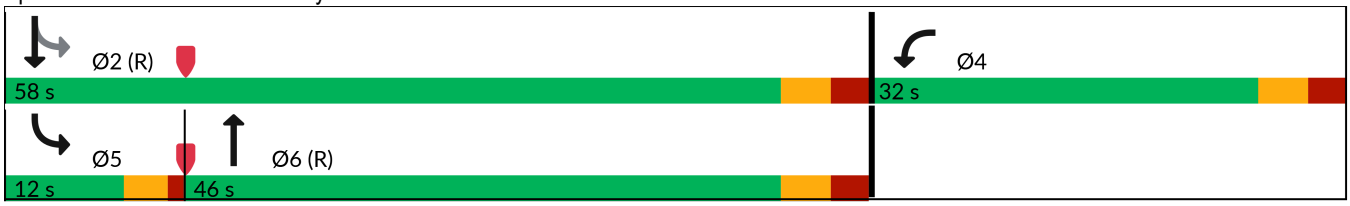
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	168	202	17	329
Future Volume (vph)	168	202	17	329
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	15.9	58.2	64.2	62.3
Actuated g/C Ratio	0.18	0.65	0.71	0.69
v/c Ratio	0.68	0.25	0.02	0.27
Control Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	8.5	5.0	6.6
LOS	D	A	A	A
Approach Delay (s/veh)	43.0	8.5		6.5
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	216	290	18	346
v/c Ratio	0.68	0.25	0.02	0.27
Control Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Length 50th (ft)	110	47	3	64
Queue Length 95th (ft)	170	135	10	126
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	515	1171	781	1289
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.25	0.02	0.27

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	168	37	202	73	17	329
Future Volume (veh/h)	168	37	202	73	17	329
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	28	213	66	18	346
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	212	34	860	266	794	1361
Arrive On Green	0.14	0.14	0.63	0.63	0.06	0.73
Sat Flow, veh/h	1506	238	1370	424	1781	1870
Grp Volume(v), veh/h	206	0	0	279	18	346
Grp Sat Flow(s),veh/h/ln	1752	0	0	1794	1781	1870
Q Serve(g_s), s	10.3	0.0	0.0	6.2	0.3	5.6
Cycle Q Clear(g_c), s	10.3	0.0	0.0	6.2	0.3	5.6
Prop In Lane	0.86	0.14		0.24	1.00	
Lane Grp Cap(c), veh/h	247	0	0	1126	794	1361
V/C Ratio(X)	0.83	0.00	0.00	0.25	0.02	0.25
Avail Cap(c_a), veh/h	508	0	0	1126	854	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	0.0	7.4	4.3	4.1
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	4.1	0.2	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.7	0.0	0.0	7.9	4.3	4.5
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	206		279			364
Approach Delay, s/veh	44.7		7.9			4.5
Approach LOS	D		A			A

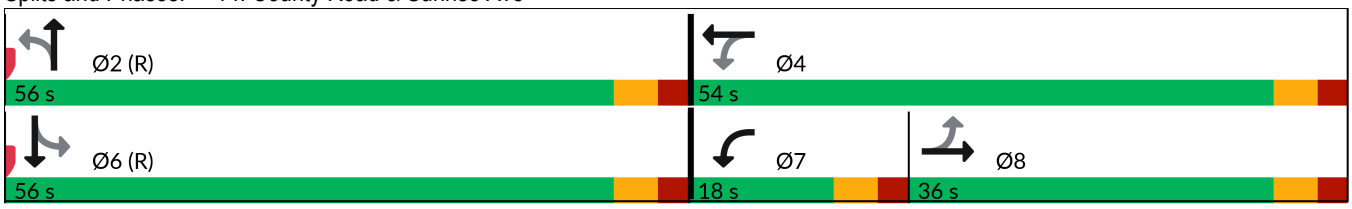
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.4		18.6	9.0	62.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		7.6		12.3	2.3	8.2
Green Ext Time (p_c), s		2.3		0.5	0.0	1.8

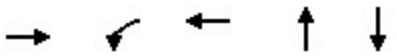
Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	19	108	70	115	342	12	430
Future Volume (vph)	29	19	108	70	115	342	12	430
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.5	28.3	28.3		69.7		69.7
Actuated g/C Ratio		0.10	0.26	0.26		0.63		0.63
v/c Ratio		0.56	0.38	0.19		0.36		0.25
Control Delay (s/veh)		35.0	35.2	27.7		12.7		9.3
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		35.0	35.2	27.7		12.9		9.3
LOS		D	D	C		B		A
Approach Delay (s/veh)		35.0		32.0		12.9		9.3
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	117	114	88	577	512
v/c Ratio	0.56	0.38	0.19	0.36	0.25
Control Delay (s/veh)	35.0	35.2	27.7	12.7	9.3
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	35.2	27.7	12.9	9.3
Queue Length 50th (ft)	40	64	42	90	73
Queue Length 95th (ft)	96	106	78	100	115
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	455	314	799	1596	2077
Starvation Cap Reductn	0	0	0	366	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.36	0.11	0.47	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	19	63	108	70	13	115	342	91	12	430	44
Future Volume (veh/h)	29	19	63	108	70	13	115	342	91	12	430	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	20	55	114	74	3	121	360	85	13	453	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	38	74	307	389	16	411	1238	301	68	2146	164
Arrive On Green	0.09	0.09	0.09	0.07	0.22	0.22	1.00	1.00	1.00	0.67	0.67	0.67
Sat Flow, veh/h	345	416	820	1781	1785	72	539	1840	447	50	3187	243
Grp Volume(v), veh/h	106	0	0	114	0	77	257	0	309	262	0	239
Grp Sat Flow(s),veh/h/ln	1580	0	0	1781	0	1857	1204	0	1622	1822	0	1658
Q Serve(g_s), s	4.8	0.0	0.0	6.2	0.0	3.7	1.7	0.0	0.0	0.0	0.0	6.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0	6.2	0.0	3.7	7.7	0.0	0.0	5.9	0.0	6.0
Prop In Lane	0.29		0.52	1.00		0.04	0.47		0.28	0.05		0.15
Lane Grp Cap(c), veh/h	185	0	0	307	0	404	858	0	1092	1261	0	1116
V/C Ratio(X)	0.57	0.00	0.00	0.37	0.00	0.19	0.30	0.00	0.28	0.21	0.00	0.21
Avail Cap(c_a), veh/h	466	0	0	372	0	810	858	0	1092	1261	0	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	0.0	39.4	0.0	35.1	0.1	0.0	0.0	6.8	0.0	6.9
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.7	0.0	0.2	0.9	0.0	0.6	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	5.0	0.0	3.1	0.4	0.0	0.4	4.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.4	0.0	0.0	40.1	0.0	35.3	1.0	0.0	0.6	7.2	0.0	7.3
LnGrp LOS	D			D		D	A		A	A		A
Approach Vol, veh/h		106			191			566			501	
Approach Delay, s/veh		51.4			38.2			0.8			7.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		80.1		29.9		80.1	14.0	16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		9.7		5.7		8.0	8.2	9.1				
Green Ext Time (p_c), s		4.4		0.4		3.4	0.1	0.5				

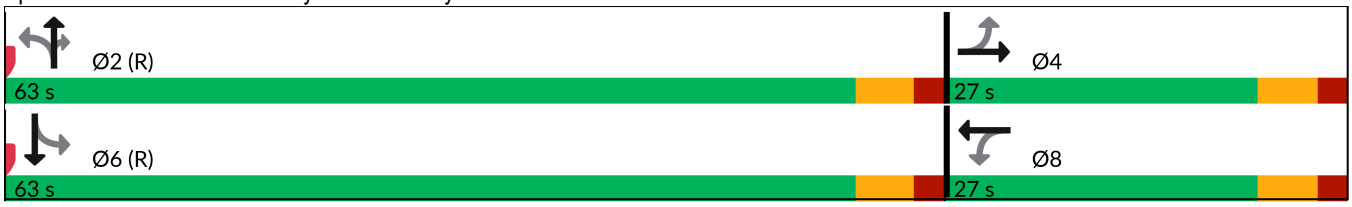
Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

2028 BACKGROUND TRAFFIC CONDITONS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	4	20	5	35	409	245	25	422
Future Volume (vph)	5	4	20	5	35	409	245	25	422
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.20		0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)		24.0		35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay		0.0		0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)		24.0		35.6	2.5	3.3	1.0	2.5	3.7
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		24.0		35.6		2.4			3.6
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay (s/veh): 4.3	Intersection LOS: A
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	29	37	37	431	258	26	448
v/c Ratio	0.20	0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)	24.0	35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay	0.0	0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)	24.0	35.6	2.5	3.3	1.0	2.5	3.7
Queue Length 50th (ft)	5	14	4	50	0	1	84
Queue Length 95th (ft)	30	43	11	93	15	m6	174
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	382	345	812	1611	1404	825	1609
Starvation Cap Reductn	0	0	0	778	676	0	547
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.05	0.52	0.35	0.03	0.42

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	19	20	5	10	35	409	245	25	422	4
Future Volume (veh/h)	5	4	19	20	5	10	35	409	245	25	422	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	4	9	21	5	0	37	431	195	26	444	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	17	31	119	11	0	811	1552	1315	702	1535	14
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	371	462	833	1260	300	0	942	1870	1585	799	1851	17
Grp Volume(v), veh/h	18	0	0	26	0	0	37	431	195	26	0	448
Grp Sat Flow(s),veh/h/ln	1665	0	0	1560	0	0	942	1870	1585	799	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	0.8	4.6	2.2	0.7	0.0	4.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.4	0.0	0.0	5.7	4.6	2.2	5.3	0.0	4.8
Prop In Lane	0.28		0.50	0.81		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	113	0	0	130	0	0	811	1552	1315	702	0	1549
V/C Ratio(X)	0.16	0.00	0.00	0.20	0.00	0.00	0.05	0.28	0.15	0.04	0.00	0.29
Avail Cap(c_a), veh/h	424	0	0	419	0	0	811	1552	1315	702	0	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.73	0.93	0.00	0.93
Uniform Delay (d), s/veh	42.2	0.0	0.0	42.4	0.0	0.0	2.4	1.7	1.5	2.3	0.0	1.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.3	0.2	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	1.1	0.0	0.0	0.2	1.6	0.7	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0	43.1	0.0	0.0	2.4	2.0	1.7	2.4	0.0	2.2
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		18			26			663			474	
Approach Delay, s/veh		42.8			43.1			1.9			2.2	
Approach LOS		D			D			A			A	

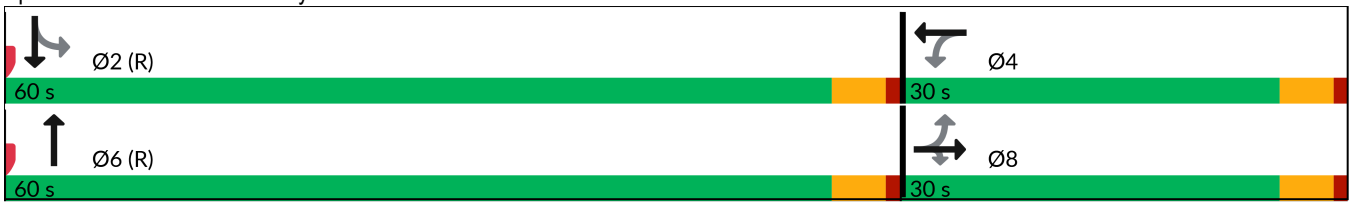
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.3		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.6
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	6	143	16	0	588	6	525
Future Volume (vph)	43	6	143	16	0	588	6	525
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.20	0.02	0.39		0.10	0.25		0.23
Control Delay (s/veh)	34.7	32.0	8.9		19.6	4.6		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	34.7	32.0	8.9		19.6	4.8		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.3			19.6	4.8		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

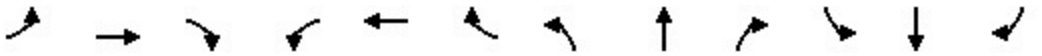
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	45	6	151	28	645	559
v/c Ratio	0.20	0.02	0.39	0.10	0.25	0.23
Control Delay (s/veh)	34.7	32.0	8.9	19.6	4.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	34.7	32.0	8.9	19.6	4.8	2.4
Queue Length 50th (ft)	22	3	1	5	21	17
Queue Length 95th (ft)	54	14	52	28	95	26
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	390	527	556	447	2582	2465
Starvation Cap Reductn	0	0	0	0	1128	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.01	0.27	0.06	0.44	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	6	143	16	0	10	0	588	25	6	525	0
Future Volume (veh/h)	43	6	143	16	0	10	0	588	25	6	525	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	6	151	17	0	11	0	619	26	6	553	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	311	263	189	15	90	0	2550	107	48	2541	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1404	1870	1585	748	92	543	0	3569	146	10	3548	0
Grp Volume(v), veh/h	45	6	151	28	0	0	0	316	329	299	260	0
Grp Sat Flow(s),veh/h/ln	1404	1870	1585	1383	0	0	0	1777	1844	1856	1617	0
Q Serve(g_s), s	0.9	0.2	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.2	7.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.61		0.39	0.00		0.08	0.02		0.00
Lane Grp Cap(c), veh/h	318	311	263	294	0	0	0	1304	1353	1403	1187	0
V/C Ratio(X)	0.14	0.02	0.57	0.10	0.00	0.00	0.00	0.24	0.24	0.21	0.22	0.00
Avail Cap(c_a), veh/h	483	530	449	452	0	0	0	1304	1353	1403	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.84	0.84	0.97	0.97	0.00
Uniform Delay (d), s/veh	32.1	31.4	34.6	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.1	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	5.7	0.9	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.5	31.9	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		202			28			645			559	
Approach Delay, s/veh		35.4			31.9			0.4			0.4	
Approach LOS		D			C			A			A	

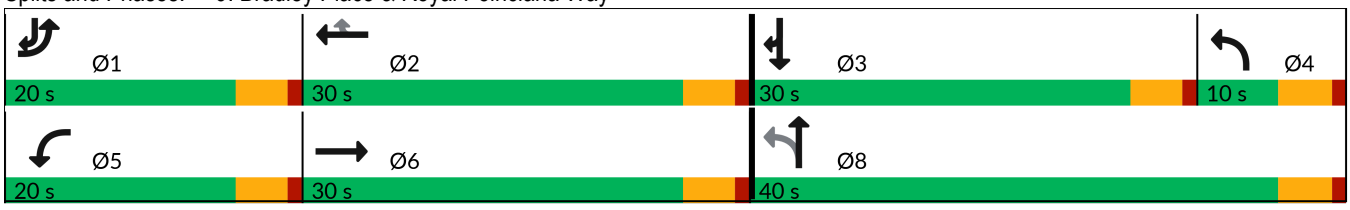
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.2		2.0		9.9				
Green Ext Time (p_c), s		3.8		0.1		4.6		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	521	854	55	293	79	100	223	103	255
Future Volume (vph)	521	854	55	293	79	100	223	103	255
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.77	0.78	0.16	0.28	0.14	0.23	0.54	0.29	0.33
Control Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		30.4		18.4			23.7	10.3	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	548	1150	58	308	83	105	300	108	268
v/c Ratio	0.77	0.78	0.16	0.28	0.14	0.23	0.54	0.29	0.33
Control Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Length 50th (ft)	134	~297	24	58	0	37	112	46	0
Queue Length 95th (ft)	#209	#438	56	91	13	74	187	91	29
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1483	368	1211	625	447	867	637	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.78	0.16	0.25	0.13	0.23	0.35	0.17	0.28

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)	521	854	238	55	293	79	100	223	62	0	103	255
Future Volume (vph)	521	854	238	55	293	79	100	223	62	0	103	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3423		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3423		1770	3539	1583	1280	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	548	899	251	58	308	83	105	235	65	0	108	268
RTOR Reduction (vph)	0	24	0	0	0	56	0	12	0	0	0	162
Lane Group Flow (vph)	548	1126	0	58	308	27	105	288	0	0	108	106
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1407		193	1132	506	418	551			361	624
v/s Ratio Prot	c0.16	c0.33		0.03	0.09		0.01	c0.16			0.06	0.07
v/s Ratio Perm						0.02	0.06					
v/c Ratio	0.80	0.80		0.30	0.27	0.05	0.25	0.52			0.30	0.17
Uniform Delay, d1	29.6	20.1		31.9	19.7	18.3	20.4	22.3			26.8	15.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.3	4.9		0.9	0.1	0.0	0.3	0.9			0.5	0.1
Delay (s)	38.9	25.0		32.8	19.8	18.3	20.7	23.2			27.3	15.4
Level of Service	D	C		C	B	B	C	C			C	B
Approach Delay (s/veh)		29.5			21.2			22.6			18.8	
Approach LOS		C			C			C			B	

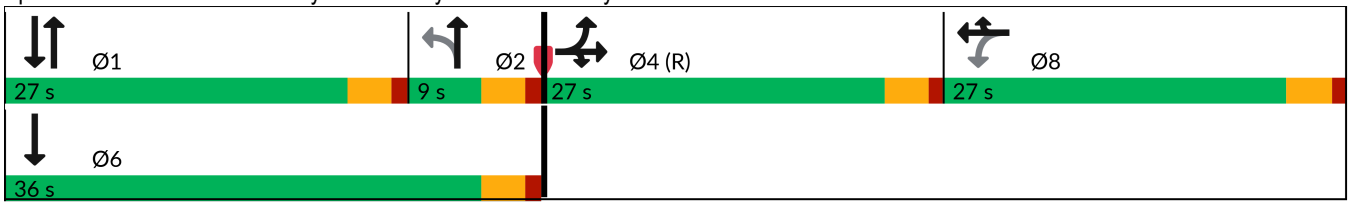
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

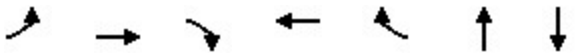
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	390	96	274	3	72	16	155	351	249		
Future Volume (vph)	390	96	274	3	72	16	155	351	249		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	31.4	31.4	31.4		9.2	9.2		39.3	39.3		
Actuated g/C Ratio	0.35	0.35	0.35		0.10	0.10		0.44	0.44		
v/c Ratio	0.44	0.43	0.39		0.42	0.07		0.57	0.32		
Control Delay (s/veh)	28.6	28.4	5.2		44.1	0.5		20.7	4.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	28.6	28.4	5.2		44.1	0.5		20.7	4.5		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		20.1			36.4			20.7	4.5		
Approach LOS		C			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 17.1	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

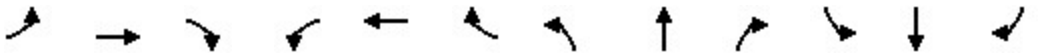
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	255	257	288	79	17	576	509
v/c Ratio	0.44	0.43	0.39	0.42	0.07	0.57	0.32
Control Delay (s/veh)	28.6	28.4	5.2	44.1	0.5	20.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.6	28.4	5.2	44.1	0.5	20.7	4.5
Queue Length 50th (ft)	122	123	0	43	0	120	6
Queue Length 95th (ft)	218	218	61	83	0	164	4
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	586	600	740	466	485	1004	1572
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	0.44	0.43	0.39	0.17	0.04	0.57	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	96	274	3	72	16	155	351	42	0	249	235
Future Volume (vph)	390	96	274	3	72	16	155	351	42	0	249	235
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1717	1583		1859	1583		3450			3282	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.65			1.00	
Satd. Flow (perm)	1681	1717	1583		1826	1583		2285			3282	
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)	411	101	288	3	76	17	163	369	44	0	262	247
RTOR Reduction (vph)	0	0	190	0	0	15	0	6	0	0	139	0
Lane Group Flow (vph)	255	257	98	0	79	2	0	570	0	0	370	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	30.5	30.5	30.5		8.1	8.1		39.4			39.4	
Effective Green, g (s)	30.5	30.5	30.5		8.1	8.1		39.4			39.4	
Actuated g/C Ratio	0.34	0.34	0.34		0.09	0.09		0.44			0.44	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	569	581	536		164	142		1000			1436	
v/s Ratio Prot	c0.15	0.15	0.06			0.00					0.11	
v/s Ratio Perm					c0.04			c0.25				
v/c Ratio	0.45	0.44	0.18		0.48	0.01		0.57			0.26	
Uniform Delay, d1	23.2	23.1	21.0		39.0	37.3		19.0			16.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.51	
Incremental Delay, d2	2.5	2.4	0.7		2.2	0.0		0.8			0.1	
Delay (s)	25.7	25.6	21.7		41.2	37.3		19.7			8.3	
Level of Service	C	C	C		D	D		B			A	
Approach Delay (s/veh)		24.2			40.5			19.7			8.3	
Approach LOS		C			D			B			A	

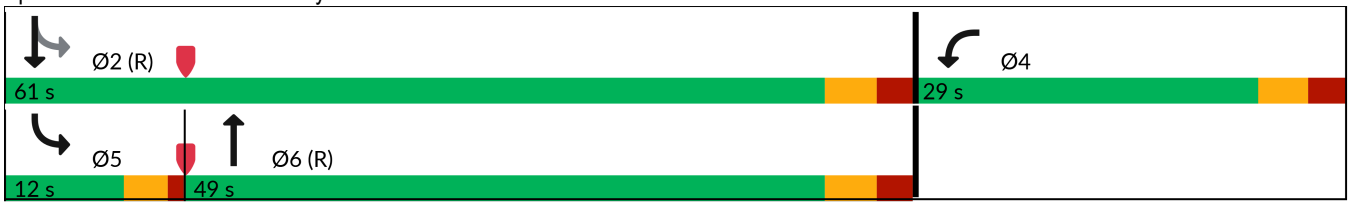
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	122	363	46	294
Future Volume (vph)	122	363	46	294
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	14.3	57.5	65.8	63.9
Actuated g/C Ratio	0.16	0.64	0.73	0.71
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
LOS	D	A	A	A
Approach Delay (s/veh)	42.1	9.1		5.4
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	465	48	309
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
Queue Length 50th (ft)	90	98	6	51
Queue Length 95th (ft)	150	138	19	103
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1168	651	1323
Starvation Cap Reductn	0	216	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.49	0.07	0.23

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	58	363	79	46	294
Future Volume (veh/h)	122	58	363	79	46	294
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	50	382	72	48	309
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	156	61	983	185	781	1389
Arrive On Green	0.13	0.13	1.00	1.00	0.06	0.74
Sat Flow, veh/h	1232	481	1530	288	1781	1870
Grp Volume(v), veh/h	179	0	0	454	48	309
Grp Sat Flow(s),veh/h/ln	1722	0	0	1818	1781	1870
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.7	4.6
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.0	0.7	4.6
Prop In Lane	0.72	0.28		0.16	1.00	
Lane Grp Cap(c), veh/h	218	0	0	1169	781	1389
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.06	0.22
Avail Cap(c_a), veh/h	442	0	0	1169	840	1389
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.97	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	0.0	3.6	3.6
Incr Delay (d2), s/veh	7.5	0.0	0.0	0.9	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	0.0	0.6	0.4	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.9	0.0	0.0	0.9	3.7	3.9
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	179		454			357
Approach Delay, s/veh	45.9		0.9			3.9
Approach LOS	D		A			A

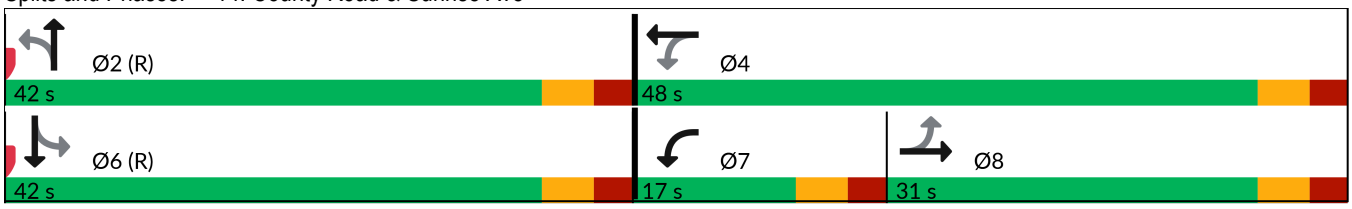
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

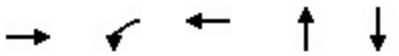
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	24	88	40	90	433	30	411
Future Volume (vph)	40	24	88	40	90	433	30	411
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.4	23.6	24.2		58.2		58.2
Actuated g/C Ratio		0.13	0.26	0.27		0.65		0.65
v/c Ratio		0.52	0.28	0.14		0.38		0.27
Control Delay (s/veh)		24.1	25.0	14.8		8.4		9.8
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay (s/veh)		24.1	25.0	14.8		8.5		9.8
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.1		20.6		8.5		9.8
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	116	93	71	672	530
v/c Ratio	0.52	0.28	0.14	0.38	0.27
Control Delay (s/veh)	24.1	25.0	14.8	8.4	9.8
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	24.1	25.0	14.8	8.5	9.8
Queue Length 50th (ft)	41	40	17	102	71
Queue Length 95th (ft)	89	70	44	102	120
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	444	356	831	1763	1996
Starvation Cap Reductn	0	0	0	209	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.09	0.43	0.27

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	24	47	88	40	28	90	433	115	30	411	62
Future Volume (veh/h)	40	24	47	88	40	28	90	433	115	30	411	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	25	38	93	42	18	95	456	110	32	433	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	57	62	364	306	131	285	1326	322	136	1760	217
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	484	522	571	1781	1242	532	376	2137	518	146	2836	350
Grp Volume(v), veh/h	105	0	0	93	0	60	320	0	341	266	0	253
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1775	1422	0	1609	1693	0	1639
Q Serve(g_s), s	3.5	0.0	0.0	4.0	0.0	2.4	0.9	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.0	0.0	2.4	7.1	0.0	0.0	5.7	0.0	6.2
Prop In Lane	0.40		0.36	1.00		0.30	0.30		0.32	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	364	0	437	934	0	998	1095	0	1017
V/C Ratio(X)	0.46	0.00	0.00	0.26	0.00	0.14	0.34	0.00	0.34	0.24	0.00	0.25
Avail Cap(c_a), veh/h	486	0	0	457	0	828	934	0	998	1095	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	30.3	0.0	26.5	0.0	0.0	0.0	7.6	0.0	7.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.1	1.0	0.0	0.9	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	3.1	0.0	1.8	0.5	0.0	0.5	4.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	0.0	30.6	0.0	26.6	1.0	0.0	0.9	8.1	0.0	8.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		105			153			661			519	
Approach Delay, s/veh		39.5			29.0			1.0			8.2	
Approach LOS		D			C			A			A	

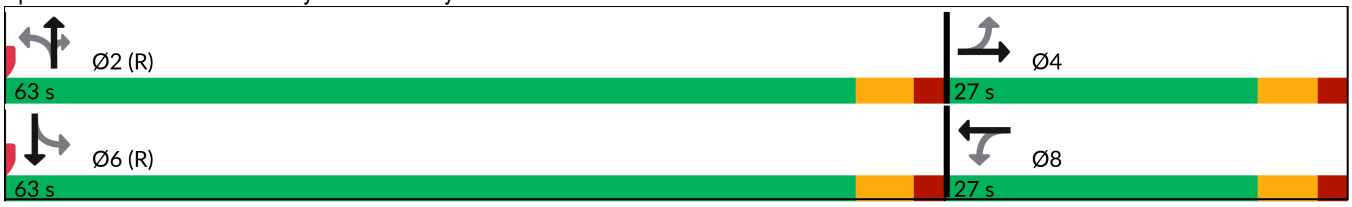
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.1		4.4		8.2	6.0	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.5	0.1	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	9.4	
HCM 7th LOS	A	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	6	21	5	25	392	212	15	608
Future Volume (vph)	4	6	21	5	25	392	212	15	608
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.3	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.28		0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)		21.3		35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay		0.0		0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)		21.3		35.5	2.6	3.2	0.7	2.2	4.5
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		21.3		35.5		2.4			4.5
Approach LOS		C		D		A			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: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	223	16	652
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.5
Queue Length 50th (ft)	5	15	2	48	0	3	152
Queue Length 95th (ft)	37	45	9	90	14	m4	231
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	401	342	637	1609	1398	837	1604
Starvation Cap Reductn	0	0	0	787	0	0	380
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.04	0.50	0.16	0.02	0.53

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	6	33	21	5	11	25	392	212	15	608	11
Future Volume (veh/h)	4	6	33	21	5	11	25	392	212	15	608	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	6	24	22	5	1	26	413	160	16	640	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	15	50	124	16	3	722	1539	1304	729	1506	28
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	131	348	1151	1201	356	58	780	1870	1585	839	1830	34
Grp Volume(v), veh/h	34	0	0	28	0	0	26	413	160	16	0	652
Grp Sat Flow(s),veh/h/ln	1631	0	0	1615	0	0	780	1870	1585	839	0	1864
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.5	4.5	1.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.4	0.0	0.0	0.5	4.5	1.8	4.6	0.0	0.0
Prop In Lane	0.12		0.71	0.79		0.04	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	116	0	0	142	0	0	722	1539	1304	729	0	1534
V/C Ratio(X)	0.29	0.00	0.00	0.20	0.00	0.00	0.04	0.27	0.12	0.02	0.00	0.43
Avail Cap(c_a), veh/h	420	0	0	418	0	0	722	1539	1304	729	0	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.86	0.86	0.86	0.00	0.86
Uniform Delay (d), s/veh	42.0	0.0	0.0	41.8	0.0	0.0	1.5	1.8	1.6	0.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.0	0.0	0.1	0.4	0.2	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	1.1	0.0	0.0	0.1	1.7	0.6	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	0.0	0.0	42.5	0.0	0.0	1.5	2.2	1.7	0.2	0.0	0.7
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		34			28			599			668	
Approach Delay, s/veh		43.4			42.5			2.0			0.7	
Approach LOS		D			D			A			A	

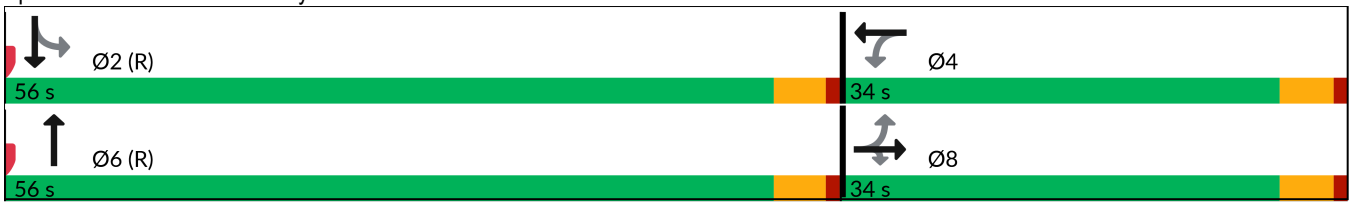
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

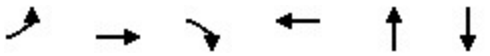
Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	6	175	19	0	526	14	680
Future Volume (vph)	41	6	175	19	0	526	14	680
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.19	0.02	0.44		0.13	0.22		0.30
Control Delay (s/veh)	34.8	32.0	8.8		21.1	5.7		2.3
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	34.8	32.0	8.8		21.1	6.0		2.5
LOS	C	C	A		C	A		A
Approach Delay (s/veh)		14.2			21.1	6.0		2.5
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

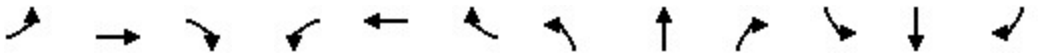
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	43	6	184	34	573	731
v/c Ratio	0.19	0.02	0.44	0.13	0.22	0.30
Control Delay (s/veh)	34.8	32.0	8.8	21.1	5.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	34.8	32.0	8.8	21.1	6.0	2.5
Queue Length 50th (ft)	22	3	1	8	80	31
Queue Length 95th (ft)	52	14	58	34	63	54
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	448	610	642	511	2584	2442
Starvation Cap Reductn	0	0	0	0	1367	802
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.29	0.07	0.47	0.45

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	6	175	19	0	13	0	526	18	14	680	0
Future Volume (veh/h)	41	6	175	19	0	13	0	526	18	14	680	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	43	6	184	20	0	14	0	554	19	15	716	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	181	16	94	0	2571	88	64	2507	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1400	1870	1585	709	96	563	0	3599	120	31	3503	0
Grp Volume(v), veh/h	43	6	184	34	0	0	0	281	292	389	342	0
Grp Sat Flow(s),veh/h/ln	1400	1870	1585	1367	0	0	0	1777	1849	1832	1617	0
Q Serve(g_s), s	0.4	0.2	9.9	0.1	0.0	0.0	0.0	11.4	11.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	9.9	1.5	0.0	0.0	0.0	11.4	11.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.06	0.04		0.00
Lane Grp Cap(c), veh/h	319	311	264	291	0	0	0	1303	1356	1386	1186	0
V/C Ratio(X)	0.13	0.02	0.70	0.12	0.00	0.00	0.00	0.22	0.22	0.28	0.29	0.00
Avail Cap(c_a), veh/h	545	613	520	505	0	0	0	1303	1356	1386	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.69	0.69	0.95	0.95	0.00
Uniform Delay (d), s/veh	32.0	31.4	35.4	31.9	0.0	0.0	0.0	13.4	13.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.3	0.2	0.0	0.0	0.0	0.3	0.3	0.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	7.2	1.1	0.0	0.0	0.0	8.6	8.9	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	38.7	32.1	0.0	0.0	0.0	13.7	13.7	0.5	0.6	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		233			34			573			731	
Approach Delay, s/veh		37.3			32.1			13.7			0.5	
Approach LOS		D			C			B			A	

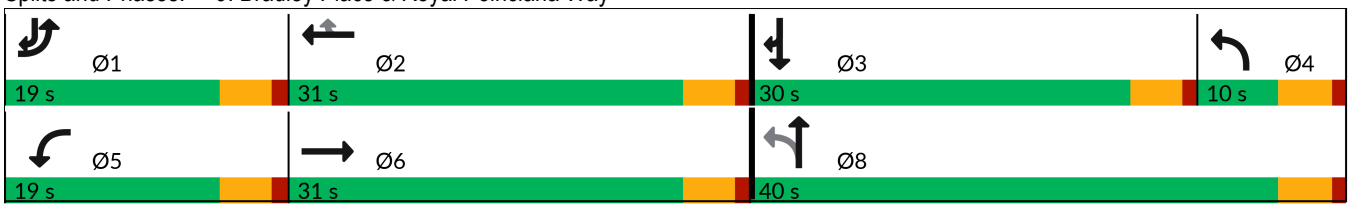
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.4		11.9				
Green Ext Time (p_c), s		5.4		0.1		3.9		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.5									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	349	362	93	690	65	220	193	131	496
Future Volume (vph)	349	362	93	690	65	220	193	131	496
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.6	14.6	25.2	25.2	30.9	30.9	20.8	35.4
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.62	0.42	0.32	0.69	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.1
LOS	D	C	D	C	A	C	C	C	B
Approach Delay (s/veh)		28.8		28.8			22.5	18.5	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.2	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 25.4	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	367	514	98	726	68	232	286	138	522
v/c Ratio	0.62	0.42	0.32	0.69	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.1
Queue Length 50th (ft)	96	104	47	178	0	90	103	61	123
Queue Length 95th (ft)	148	161	97	255	5	147	170	109	204
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	595	1229	306	1121	588	478	771	567	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	9
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.42	0.32	0.65	0.12	0.49	0.37	0.24	0.65

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	349	362	126	93	690	65	220	193	79	0	131	496
Future Volume (vph)	349	362	126	93	690	65	220	193	79	0	131	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1782			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1205	1782			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	367	381	133	98	726	68	232	203	83	0	138	522
RTOR Reduction (vph)	0	36	0	0	0	47	0	17	0	0	0	58
Lane Group Flow (vph)	367	478	0	98	726	21	232	269	0	0	138	464
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.8	35.4
Effective Green, g (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.8	35.4
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.24	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	589	1180		233	1086	486	473	645			455	659
v/s Ratio Prot	0.11	c0.14		0.06	c0.21		c0.03	0.15			0.07	c0.29
v/s Ratio Perm						0.01	0.15					
v/c Ratio	0.62	0.41		0.42	0.67	0.04	0.49	0.42			0.30	0.70
Uniform Delay, d1	32.6	21.1		33.9	25.7	20.7	21.9	20.4			26.2	20.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.9	1.0		1.2	1.6	0.0	0.8	0.4			0.4	3.4
Delay (s)	37.6	22.1		35.1	27.3	20.7	22.7	20.8			26.6	23.9
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s/veh)		28.6			27.6			21.6			24.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

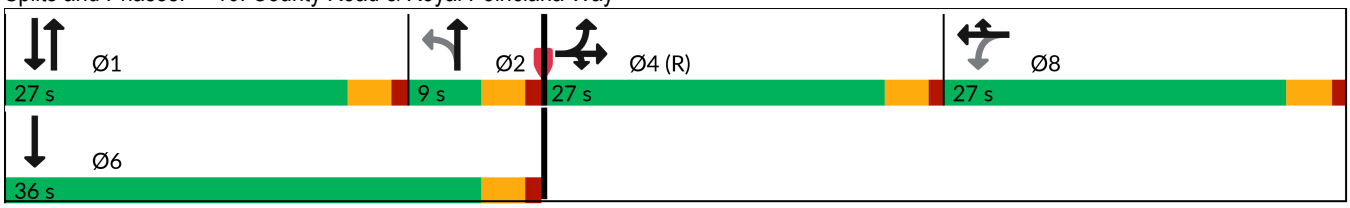
c Critical Lane Group

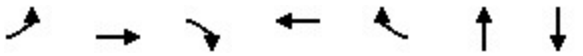
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	211	84	182	26	110	15	229	349	360		
Future Volume (vph)	211	84	182	26	110	15	229	349	360		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0		12.7	12.7		42.3	42.3		
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47	0.47		
v/c Ratio	0.36	0.36	0.35		0.59	0.05		1.22dl	0.51		
Control Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.6	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.6	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		21.1			41.2			27.6	15.7		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 22.3	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: County Road & Royal Poinciana Way

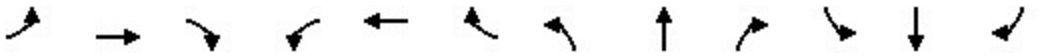




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	157	192	143	16	654	896
v/c Ratio	0.36	0.36	0.35	0.59	0.05	1.22dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.7
Queue Length 50th (ft)	74	76	0	77	0	152	112
Queue Length 95th (ft)	133	135	50	129	0	#279	161
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	429	442	547	435	485	865	1744
Starvation Cap Reductn	0	0	0	0	0	0	392
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.36	0.35	0.33	0.03	0.76	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	84	182	26	110	15	229	349	44	0	360	491
Future Volume (vph)	211	84	182	26	110	15	229	349	44	0	360	491
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1732	1583		1845	1583		3439			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1732	1583		1702	1583		1833			3233	
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)	222	88	192	27	116	16	241	367	46	0	379	517
RTOR Reduction (vph)	0	0	143	0	0	14	0	5	0	0	227	0
Lane Group Flow (vph)	153	157	49	0	143	2	0	649	0	0	669	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Effective Green, g (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47			0.47	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	429	442	404		240	223		861			1519	
v/s Ratio Prot	c0.09	0.09	0.03			0.00					0.21	
v/s Ratio Perm					c0.08			c0.35				
v/c Ratio	0.36	0.36	0.12		0.60	0.01		1.22dl			0.44	
Uniform Delay, d1	27.4	27.4	25.7		36.2	33.2		19.6			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.63	
Incremental Delay, d2	2.3	2.2	0.6		3.9	0.0		3.8			0.2	
Delay (s)	29.7	29.7	26.4		40.2	33.3		23.3			26.2	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		28.4			39.5			23.3			26.2	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

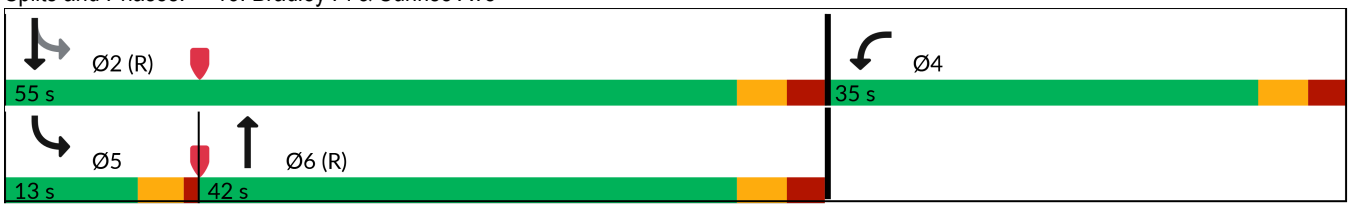
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	205	244	41	396
Future Volume (vph)	205	244	41	396
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	19.0	52.7	61.1	59.2
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.4	6.3	8.6
LOS	D	B	A	A
Approach Delay (s/veh)	37.5	11.4		8.4
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	279	363	43	417
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.4	6.3	8.6
Queue Length 50th (ft)	145	98	7	93
Queue Length 95th (ft)	212	142	22	179
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	574	1060	679	1225
Starvation Cap Reductn	0	218	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.43	0.06	0.34

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	205	60	244	101	41	396
Future Volume (veh/h)	205	60	244	101	41	396
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	216	52	257	95	43	417
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	251	60	768	284	785	1289
Arrive On Green	0.18	0.18	1.00	1.00	0.06	0.69
Sat Flow, veh/h	1397	336	1302	481	1781	1870
Grp Volume(v), veh/h	269	0	0	352	43	417
Grp Sat Flow(s),veh/h/ln	1740	0	0	1784	1781	1870
Q Serve(g_s), s	13.5	0.0	0.0	0.0	0.7	8.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	0.0	0.7	8.0
Prop In Lane	0.80	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	312	0	0	1051	785	1289
V/C Ratio(X)	0.86	0.00	0.00	0.33	0.05	0.32
Avail Cap(c_a), veh/h	563	0	0	1051	865	1289
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	0.0	5.1	5.6
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.0	0.0	0.4	0.4	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	0.0	0.0	0.8	5.2	6.3
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	269		352			460
Approach Delay, s/veh	42.8		0.8			6.2
Approach LOS	D		A			A

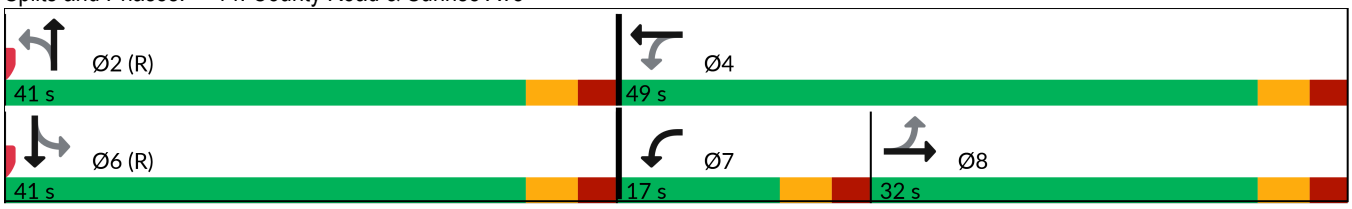
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.9		22.1	9.0	58.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.5	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

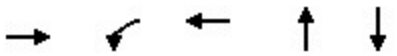
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	26	124	49	121	357	18	496
Future Volume (vph)	30	26	124	49	121	357	18	496
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.3	27.3	27.3		50.7		50.7
Actuated g/C Ratio		0.13	0.30	0.30		0.56		0.56
v/c Ratio		0.54	0.38	0.14		0.46		0.34
Control Delay (s/veh)		24.1	26.1	15.7		3.9		11.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	26.1	15.7		3.9		11.3
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.2		3.9		11.3
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 11.0	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	143	131	79	618	625
v/c Ratio	0.54	0.38	0.14	0.46	0.34
Control Delay (s/veh)	24.1	26.1	15.7	3.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	26.1	15.7	3.9	11.3
Queue Length 50th (ft)	49	56	21	15	89
Queue Length 95th (ft)	112	93	50	30	142
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	502	358	858	1344	1822
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.37	0.09	0.46	0.34

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	26	80	124	49	26	121	357	109	18	496	80
Future Volume (veh/h)	30	26	80	124	49	26	121	357	109	18	496	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	27	73	131	52	16	127	376	104	19	522	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	49	98	358	356	110	347	1046	301	75	1809	249
Arrive On Green	0.11	0.11	0.11	0.08	0.26	0.26	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	276	440	885	1781	1372	422	475	1722	495	54	2978	409
Grp Volume(v), veh/h	132	0	0	131	0	68	268	0	339	324	0	290
Grp Sat Flow(s),veh/h/ln	1600	0	0	1781	0	1794	1079	0	1613	1814	0	1628
Q Serve(g_s), s	4.4	0.0	0.0	5.6	0.0	2.6	3.3	0.0	0.0	0.0	0.0	7.7
Cycle Q Clear(g_c), s	7.1	0.0	0.0	5.6	0.0	2.6	11.0	0.0	0.0	7.4	0.0	7.7
Prop In Lane	0.24		0.55	1.00		0.24	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	358	0	465	714	0	980	1144	0	989
V/C Ratio(X)	0.58	0.00	0.00	0.37	0.00	0.15	0.38	0.00	0.35	0.28	0.00	0.29
Avail Cap(c_a), veh/h	505	0	0	429	0	857	714	0	980	1144	0	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	0.0	29.9	0.0	25.7	0.4	0.0	0.0	8.4	0.0	8.4
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.6	0.0	0.1	1.5	0.0	0.9	0.6	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	4.4	0.0	2.0	0.5	0.0	0.5	5.2	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	0.0	30.6	0.0	25.8	1.9	0.0	0.9	9.0	0.0	9.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		132			199			607			614	
Approach Delay, s/veh		41.1			28.9			1.4			9.1	
Approach LOS		D			C			A			A	

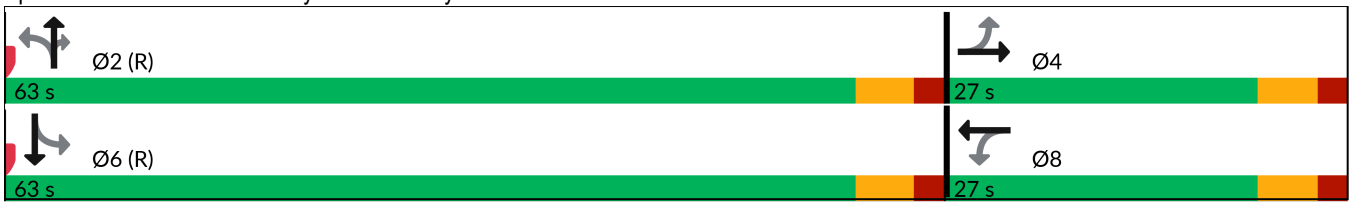
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		60.7		29.3		60.7	13.4	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		13.0		4.6		9.7	7.6	9.1				
Green Ext Time (p_c), s		4.4		0.4		4.1	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.3									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	2	20	5	29	299	197	4	514
Future Volume (vph)	6	2	20	5	29	299	197	4	514
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.30		0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)		20.2		35.7	2.5	2.4	0.7	2.3	3.6
Queue Delay		0.0		0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)		20.2		35.7	2.5	2.8	0.7	2.3	3.8
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		20.2		35.7		2.0			3.8
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay (s/veh): 4.6	Intersection LOS: A
Intersection Capacity Utilization 44.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave

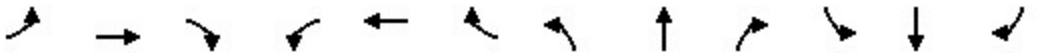




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	37	31	315	207	4	553
v/c Ratio	0.30	0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)	20.2	35.7	2.5	2.4	0.7	2.3	3.6
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)	20.2	35.7	2.5	2.8	0.7	2.3	3.8
Queue Length 50th (ft)	4	14	3	34	0	1	105
Queue Length 95th (ft)	37	43	10	65	14	m1	217
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	397	340	722	1611	1397	917	1606
Starvation Cap Reductn	0	0	0	848	0	0	433
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.04	0.41	0.15	0.00	0.47

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	39	20	5	10	29	299	197	4	514	11
Future Volume (veh/h)	6	2	39	20	5	10	29	299	197	4	514	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	30	21	5	0	31	315	144	4	541	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	7	56	127	18	0	719	1538	1303	813	1499	33
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	183	154	1262	1225	408	0	855	1870	1585	933	1823	40
Grp Volume(v), veh/h	38	0	0	26	0	0	31	315	144	4	0	553
Grp Sat Flow(s),veh/h/ln	1599	0	0	1634	0	0	855	1870	1585	933	0	1863
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	0.9	3.2	1.6	0.1	0.0	6.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.3	0.0	0.0	7.6	3.2	1.6	3.3	0.0	6.7
Prop In Lane	0.16		0.79	0.81		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	117	0	0	145	0	0	719	1538	1303	813	0	1532
V/C Ratio(X)	0.32	0.00	0.00	0.18	0.00	0.00	0.04	0.20	0.11	0.00	0.00	0.36
Avail Cap(c_a), veh/h	413	0	0	419	0	0	719	1538	1303	813	0	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.99	0.00	0.00	0.89	0.89	0.89	0.90	0.00	0.90
Uniform Delay (d), s/veh	42.1	0.0	0.0	41.7	0.0	0.0	3.0	1.7	1.6	2.1	0.0	2.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.6	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	1.0	0.0	0.0	0.2	1.3	0.5	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	0.0	0.0	42.3	0.0	0.0	3.1	2.0	1.7	2.1	0.0	2.6
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		38			26			490			557	
Approach Delay, s/veh		43.7			42.3			2.0			2.6	
Approach LOS		D			D			A			A	

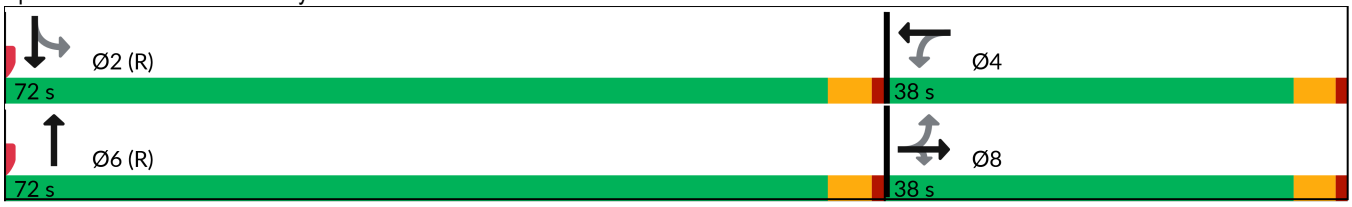
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.6		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.3		0.1				

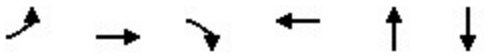
Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	46	10	117	21	0	523	4	648
Future Volume (vph)	46	10	117	21	0	523	4	648
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.23	0.04	0.38		0.18	0.21		0.26
Control Delay (s/veh)	45.7	41.9	11.4		29.4	3.5		1.9
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.7	41.9	11.4		29.4	3.9		2.1
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		22.3			29.4	3.9		2.1
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 6.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	48	11	123	40	572	686
v/c Ratio	0.23	0.04	0.38	0.18	0.21	0.26
Control Delay (s/veh)	45.7	41.9	11.4	29.4	3.5	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.7	41.9	11.4	29.4	3.9	2.1
Queue Length 50th (ft)	31	7	0	14	46	27
Queue Length 95th (ft)	68	24	53	47	74	54
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	459	567	567	470	2751	2637
Starvation Cap Reductn	0	0	0	0	1552	1067
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.22	0.09	0.48	0.44

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	10	117	21	0	17	0	523	20	4	648	0
Future Volume (veh/h)	46	10	117	21	0	17	0	523	20	4	648	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	48	11	123	22	0	18	0	551	21	4	682	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	264	255	216	143	14	87	0	2729	104	36	2720	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1395	1870	1585	679	104	640	0	3584	133	4	3563	0
Grp Volume(v), veh/h	48	11	123	40	0	0	0	280	292	368	318	0
Grp Sat Flow(s),veh/h/ln	1395	1870	1585	1423	0	0	0	1777	1846	1865	1617	0
Q Serve(g_s), s	0.3	0.6	8.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.6	8.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.07	0.01		0.00
Lane Grp Cap(c), veh/h	264	255	216	245	0	0	0	1389	1444	1492	1264	0
V/C Ratio(X)	0.18	0.04	0.57	0.16	0.00	0.00	0.00	0.20	0.20	0.25	0.25	0.00
Avail Cap(c_a), veh/h	499	570	483	478	0	0	0	1389	1444	1492	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.66	0.66	0.96	0.96	0.00
Uniform Delay (d), s/veh	42.2	41.3	44.5	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	2.3	0.3	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.5	5.9	1.8	0.0	0.0	0.0	0.1	0.2	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	41.3	46.8	42.3	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		182			40			572			686	
Approach Delay, s/veh		45.4			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.4		2.0		10.0				
Green Ext Time (p_c), s		4.9		0.2		3.9		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	316	439	45	813	36	413	167	48	502
Future Volume (vph)	316	439	45	813	36	413	167	48	502
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	39.8	15.2	29.2	29.2	39.8	39.8	27.6	48.9
Actuated g/C Ratio	0.17	0.40	0.15	0.29	0.29	0.40	0.40	0.28	0.49
v/c Ratio	0.58	0.44	0.17	0.82	0.07	0.85	0.37	0.10	0.65
Control Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
Total Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	41.9
LOS	D	C	D	D	A	D	C	C	D
Approach Delay (s/veh)		31.9		39.6			34.5	40.6	
Approach LOS		C		D			C	D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 99.5	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 36.4	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	333	615	47	856	38	435	270	51	528
v/c Ratio	0.58	0.44	0.17	0.82	0.07	0.85	0.37	0.10	0.65
Control Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
Total Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	41.9
Queue Length 50th (ft)	108	164	28	273	0	226	109	25	228
Queue Length 95th (ft)	164	236	66	373	0	#354	175	53	345
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	578	1388	280	1174	594	510	872	675	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	282
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.44	0.17	0.73	0.06	0.85	0.31	0.08	1.00

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)	316	439	145	45	813	36	413	167	89	0	48	502
Future Volume (vph)	316	439	145	45	813	36	413	167	89	0	48	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3407		1770	3539	1583	1770	1765			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.62	1.00			1.00	1.00
Satd. Flow (perm)	3433	3407		1770	3539	1583	1160	1765			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	333	462	153	47	856	38	435	176	94	0	51	528
RTOR Reduction (vph)	0	26	0	0	0	26	0	19	0	0	0	31
Lane Group Flow (vph)	333	589	0	47	856	12	435	251	0	0	51	497
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	39.8		8.3	31.3	31.3	39.8	39.8			27.7	49.0
Effective Green, g (s)	16.8	39.8		8.3	31.3	31.3	39.8	39.8			27.7	49.0
Actuated g/C Ratio	0.17	0.39		0.08	0.31	0.31	0.39	0.39			0.27	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	568	1337		144	1092	488	501	692			508	764
v/s Ratio Prot	0.10	0.17		0.03	c0.24		c0.07	0.14			0.03	c0.31
v/s Ratio Perm						0.01	c0.28					
v/c Ratio	0.59	0.44		0.33	0.78	0.02	0.87	0.36			0.10	0.65
Uniform Delay, d1	39.1	22.6		43.9	32.0	24.4	28.6	21.8			27.5	19.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.4	1.1		1.3	3.8	0.0	14.7	0.3			0.1	2.0
Delay (s)	43.5	23.7		45.2	35.7	24.4	43.3	22.1			27.6	21.7
Level of Service	D	C		D	D	C	D	C			C	C
Approach Delay (s/veh)		30.6			35.7			35.2			22.3	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

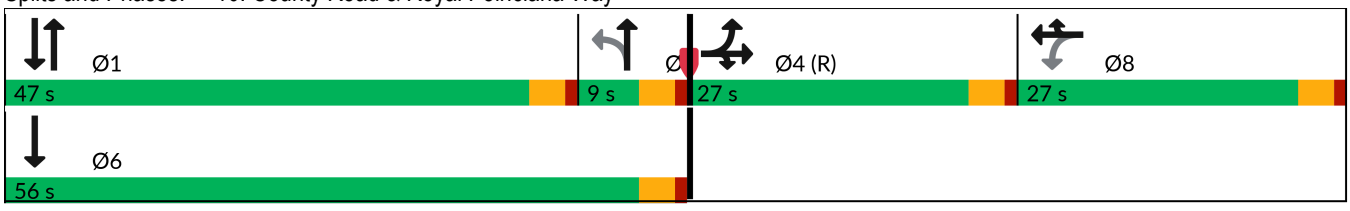
c Critical Lane Group

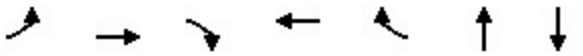
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	214	80	245	26	104	23	342	340	324		
Future Volume (vph)	214	80	245	26	104	23	342	340	324		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	25.8	25.8	25.8		14.0	14.0		58.2	58.2		
Actuated g/C Ratio	0.23	0.23	0.23		0.13	0.13		0.53	0.53		
v/c Ratio	0.39	0.39	0.45		0.63	0.09		1.35dl	0.43		
Control Delay (s/veh)	40.4	40.2	7.4		58.1	0.6		27.4	17.8		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.6		
Total Delay (s/veh)	40.4	40.2	7.4		58.1	0.6		27.4	18.3		
LOS	D	D	A		E	A		C	B		
Approach Delay (s/veh)		25.3			49.5			27.4	18.3		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 25.2	Intersection LOS: C
Intersection Capacity Utilization 69.1%	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: 10: County Road & Royal Poinciana Way

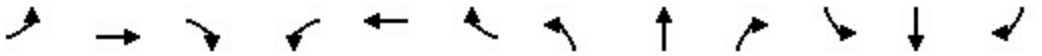




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	156	258	136	24	758	827
v/c Ratio	0.39	0.39	0.45	0.63	0.09	1.35dl	0.43
Control Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	18.3
Queue Length 50th (ft)	100	101	0	92	0	200	144
Queue Length 95th (ft)	167	170	67	149	0	318	215
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	394	405	569	353	401	975	1916
Starvation Cap Reductn	0	0	0	0	0	0	644
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.39	0.45	0.39	0.06	0.78	0.65

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)	214	80	245	26	104	23	342	340	38	0	324	462
Future Volume (vph)	214	80	245	26	104	23	342	340	38	0	324	462
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1844	1583		3430			3227	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1730	1583		1692	1583		1844			3227	
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)	225	84	258	27	109	24	360	358	40	0	341	486
RTOR Reduction (vph)	0	0	197	0	0	21	0	3	0	0	209	0
Lane Group Flow (vph)	153	156	61	0	136	3	0	755	0	0	618	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	25.8	25.8	25.8		14.0	14.0		58.2			58.2	
Effective Green, g (s)	25.8	25.8	25.8		14.0	14.0		58.2			58.2	
Actuated g/C Ratio	0.23	0.23	0.23		0.13	0.13		0.53			0.53	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	394	405	371		215	201		975			1707	
v/s Ratio Prot	c0.09	0.09	0.04			0.00					0.19	
v/s Ratio Perm					c0.08			c0.41				
v/c Ratio	0.39	0.39	0.16		0.63	0.02		1.35dl			0.36	
Uniform Delay, d1	35.5	35.4	33.5		45.6	42.0		20.7			15.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.53	
Incremental Delay, d2	2.9	2.8	0.9		6.0	0.0		3.9			0.1	
Delay (s)	38.3	38.2	34.5		51.5	42.0		24.5			38.4	
Level of Service	D	D	C		D	D		C			D	
Approach Delay (s/veh)		36.5			50.1			24.5			38.4	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

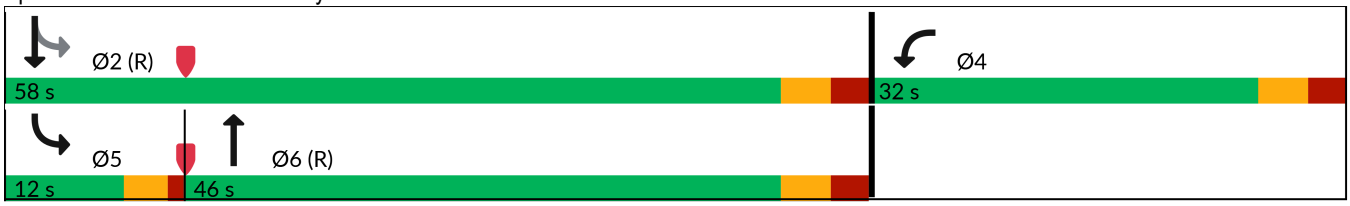
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	177	216	19	349
Future Volume (vph)	177	216	19	349
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	16.4	57.7	63.7	61.8
Actuated g/C Ratio	0.18	0.64	0.71	0.69
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.2	7.9	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.2	8.1	5.2	6.9
LOS	D	A	A	A
Approach Delay (s/veh)	43.2	8.1		6.8
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 40.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	226	311	20	367
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.2	7.9	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.2	8.1	5.2	6.9
Queue Length 50th (ft)	115	50	3	71
Queue Length 95th (ft)	176	106	12	138
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	514	1161	757	1280
Starvation Cap Reductn	0	377	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.40	0.03	0.29

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	38	216	80	19	349
Future Volume (veh/h)	177	38	216	80	19	349
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	29	227	73	20	367
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	222	35	843	271	850	1350
Arrive On Green	0.15	0.15	1.00	1.00	0.06	0.72
Sat Flow, veh/h	1509	235	1356	436	1781	1870
Grp Volume(v), veh/h	216	0	0	300	20	367
Grp Sat Flow(s),veh/h/ln	1753	0	0	1792	1781	1870
Q Serve(g_s), s	10.8	0.0	0.0	0.0	0.3	6.1
Cycle Q Clear(g_c), s	10.8	0.0	0.0	0.0	0.3	6.1
Prop In Lane	0.86	0.13		0.24	1.00	
Lane Grp Cap(c), veh/h	258	0	0	1114	850	1350
V/C Ratio(X)	0.84	0.00	0.00	0.27	0.02	0.27
Avail Cap(c_a), veh/h	508	0	0	1114	910	1350
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.99	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	0.0	0.0	4.1	4.3
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	0.3	0.2	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.4	0.0	0.0	0.6	4.1	4.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	216		300			387
Approach Delay, s/veh	44.4		0.6			4.8
Approach LOS	D		A			A

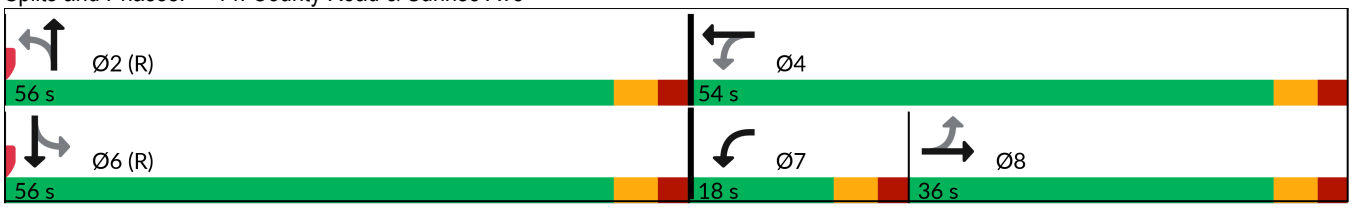
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.9		19.1	9.0	61.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.8	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

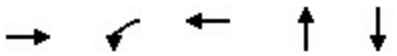
Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	20	116	75	124	376	13	481
Future Volume (vph)	31	20	116	75	124	376	13	481
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.8	28.8	28.8		69.2		69.2
Actuated g/C Ratio		0.11	0.26	0.26		0.63		0.63
v/c Ratio		0.59	0.40	0.19		0.41		0.28
Control Delay (s/veh)		36.2	35.4	27.7		10.3		9.8
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		36.2	35.4	27.7		10.5		9.8
LOS		D	D	C		B		A
Approach Delay (s/veh)		36.2		32.1		10.5		9.8
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 15.4	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

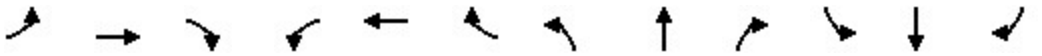
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	129	122	94	630	569
v/c Ratio	0.59	0.40	0.19	0.41	0.28
Control Delay (s/veh)	36.2	35.4	27.7	10.3	9.8
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	36.2	35.4	27.7	10.5	9.8
Queue Length 50th (ft)	46	69	46	93	84
Queue Length 95th (ft)	103	111	83	86	132
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	458	311	799	1521	2057
Starvation Cap Reductn	0	0	0	283	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.39	0.12	0.51	0.28

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	20	71	116	75	14	124	376	98	13	481	47
Future Volume (veh/h)	31	20	71	116	75	14	124	376	98	13	481	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	21	64	122	79	4	131	396	92	14	506	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	37	82	312	400	20	392	1204	288	65	2123	158
Arrive On Green	0.10	0.10	0.10	0.08	0.23	0.23	1.00	1.00	1.00	0.66	0.66	0.66
Sat Flow, veh/h	331	391	855	1781	1765	89	518	1814	434	47	3196	237
Grp Volume(v), veh/h	118	0	0	122	0	83	275	0	344	292	0	266
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1854	1141	0	1624	1821	0	1659
Q Serve(g_s), s	5.5	0.0	0.0	6.5	0.0	4.0	2.6	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	6.5	0.0	4.0	9.6	0.0	0.0	6.8	0.0	7.0
Prop In Lane	0.28		0.54	1.00		0.05	0.48		0.27	0.05		0.14
Lane Grp Cap(c), veh/h	193	0	0	312	0	421	806	0	1078	1243	0	1102
V/C Ratio(X)	0.61	0.00	0.00	0.39	0.00	0.20	0.34	0.00	0.32	0.23	0.00	0.24
Avail Cap(c_a), veh/h	465	0	0	370	0	809	806	0	1078	1243	0	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	38.7	0.0	34.4	0.2	0.0	0.0	7.4	0.0	7.4
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.8	0.0	0.2	1.1	0.0	0.8	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	0.0	5.3	0.0	3.3	0.5	0.0	0.4	4.9	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	0.0	39.5	0.0	34.6	1.4	0.0	0.8	7.8	0.0	7.9
LnGrp LOS	D			D		C	A		A	A		A
Approach Vol, veh/h		118			205			619			558	
Approach Delay, s/veh		51.6			37.5			1.0			7.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		79.0		31.0		79.0	14.4	16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		11.6		6.0		9.0	8.5	10.0				
Green Ext Time (p_c), s		5.0		0.5		3.8	0.1	0.6				

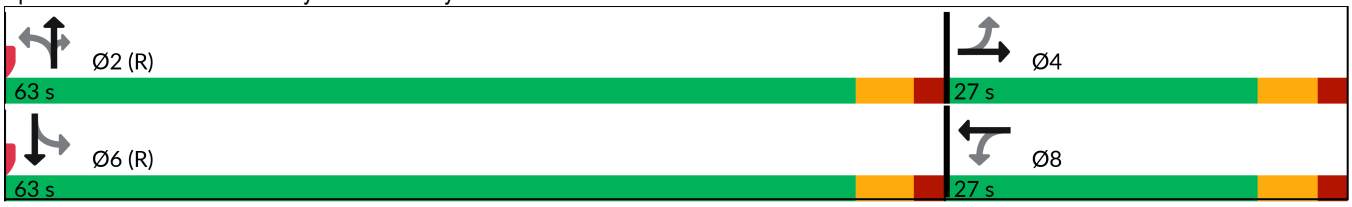
Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

2028 TOTAL TRAFFIC CONDITONS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	4	20	5	35	409	243	24	422
Future Volume (vph)	5	4	20	5	35	409	243	24	422
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.20		0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)		24.0		35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay		0.0		0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)		24.0		35.6	2.5	3.3	1.0	2.5	3.7
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		24.0		35.6		2.4			3.6
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay (s/veh): 4.3	Intersection LOS: A
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	29	37	37	431	256	25	448
v/c Ratio	0.20	0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)	24.0	35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay	0.0	0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)	24.0	35.6	2.5	3.3	1.0	2.5	3.7
Queue Length 50th (ft)	5	14	4	50	0	1	83
Queue Length 95th (ft)	30	43	11	93	15	m6	174
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	382	345	812	1611	1403	825	1609
Starvation Cap Reductn	0	0	0	778	677	0	548
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.05	0.52	0.35	0.03	0.42

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	19	20	5	10	35	409	243	24	422	4
Future Volume (veh/h)	5	4	19	20	5	10	35	409	243	24	422	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	4	9	21	5	0	37	431	193	25	444	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	17	31	119	11	0	811	1552	1315	703	1535	14
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	371	462	833	1260	300	0	942	1870	1585	801	1851	17
Grp Volume(v), veh/h	18	0	0	26	0	0	37	431	193	25	0	448
Grp Sat Flow(s),veh/h/ln	1665	0	0	1560	0	0	942	1870	1585	801	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	0.8	4.6	2.1	0.6	0.0	4.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.4	0.0	0.0	5.7	4.6	2.1	5.2	0.0	4.8
Prop In Lane	0.28		0.50	0.81		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	113	0	0	130	0	0	811	1552	1315	703	0	1549
V/C Ratio(X)	0.16	0.00	0.00	0.20	0.00	0.00	0.05	0.28	0.15	0.04	0.00	0.29
Avail Cap(c_a), veh/h	424	0	0	419	0	0	811	1552	1315	703	0	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.73	0.93	0.00	0.93
Uniform Delay (d), s/veh	42.2	0.0	0.0	42.4	0.0	0.0	2.4	1.7	1.5	2.3	0.0	1.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.3	0.2	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	1.1	0.0	0.0	0.2	1.6	0.7	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0	43.1	0.0	0.0	2.4	2.0	1.7	2.4	0.0	2.2
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		18			26			661			473	
Approach Delay, s/veh		42.8			43.1			1.9			2.2	
Approach LOS		D			D			A			A	

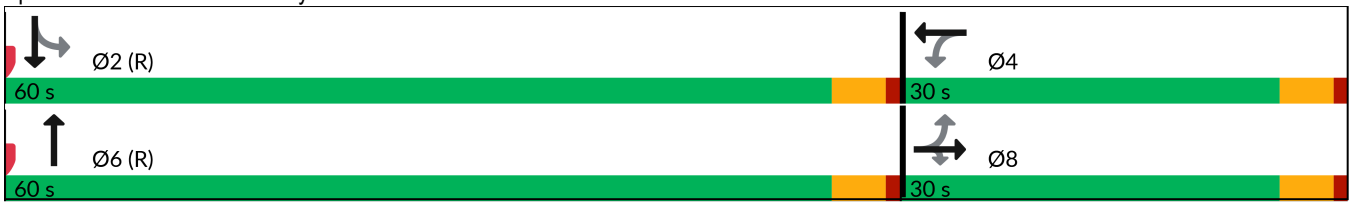
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.2		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

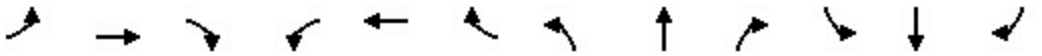
Intersection Summary												
HCM 7th Control Delay, s/veh			3.6									
HCM 7th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	3	143	16	0	588	1	526
Future Volume (vph)	43	3	143	16	0	588	1	526
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.20	0.01	0.39		0.10	0.25		0.22
Control Delay (s/veh)	34.7	31.7	8.9		19.6	4.6		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	34.7	31.7	8.9		19.6	4.8		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.1			19.6	4.8		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

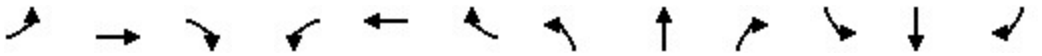




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.95			1.00			1.00	
Flt Protected	0.95	1.00	1.00		0.97			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1712			3525			3539	
Flt Permitted	0.74	1.00	1.00		0.87			1.00			0.95	
Satd. Flow (perm)	1377	1863	1583		1534			3525			3379	
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)	45	3	151	17	0	11	0	619	17	1	554	0
RTOR Reduction (vph)	0	0	126	0	15	0	0	2	0	0	0	0
Lane Group Flow (vph)	45	3	25	0	13	0	0	634	0	0	555	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	15.0	15.0	15.0		15.0			66.0			66.0	
Effective Green, g (s)	15.0	15.0	15.0		15.0			66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17		0.17			0.73			0.73	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	229	310	263		255			2585			2477	
v/s Ratio Prot		0.00						c0.18				
v/s Ratio Perm	c0.03		0.02		0.01						0.16	
v/c Ratio	0.20	0.01	0.10		0.05			0.25			0.22	
Uniform Delay, d1	32.3	31.3	31.8		31.5			3.9			3.8	
Progression Factor	1.00	1.01	0.97		1.00			1.11			0.57	
Incremental Delay, d2	0.4	0.0	0.2		0.1			0.2			0.2	
Delay (s)	32.6	31.6	30.9		31.6			4.6			2.4	
Level of Service	C	C	C		C			A			A	
Approach Delay (s/veh)		31.3			31.6			4.6			2.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (veh/h)	43	3	143	16	0	10	0	588	16	1	526	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	3	151	17	0	11	0	619	17	1	554	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	311	263	189	15	90	0	2593	71	41	2558	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1404	1870	1585	749	92	544	0	3626	97	1	3571	0
Grp Volume(v), veh/h	45	3	151	28	0	0	0	311	325	298	257	0
Grp Sat Flow(s),veh/h/ln	1404	1870	1585	1385	0	0	0	1777	1853	1870	1617	0
Q Serve(g_s), s	0.9	0.1	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.1	7.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.61		0.39	0.00		0.05	0.00		0.00
Lane Grp Cap(c), veh/h	318	311	263	294	0	0	0	1304	1360	1412	1187	0
V/C Ratio(X)	0.14	0.01	0.57	0.10	0.00	0.00	0.00	0.24	0.24	0.21	0.22	0.00
Avail Cap(c_a), veh/h	483	530	449	453	0	0	0	1304	1360	1412	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.84	0.84	0.97	0.97	0.00
Uniform Delay (d), s/veh	32.1	31.3	34.6	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.1	0.0	0.0	0.0	0.4	0.3	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.1	5.7	0.9	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.5	31.9	0.0	0.0	0.0	0.4	0.3	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		199			28			636			555	
Approach Delay, s/veh		35.5			31.9			0.4			0.4	
Approach LOS		D			C			A			A	

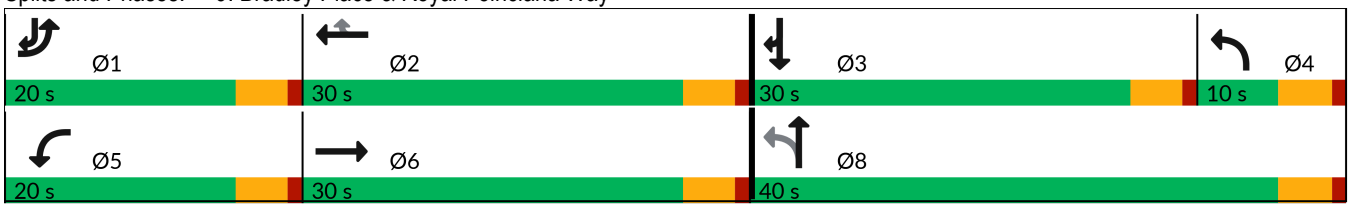
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.6	19.4	70.6	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	3.2	2.0	9.9
Green Ext Time (p_c), s	3.8	0.1	4.5	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	520	850	55	293	79	100	222	103	255
Future Volume (vph)	520	850	55	293	79	100	222	103	255
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.77	0.77	0.16	0.28	0.14	0.23	0.53	0.29	0.33
Control Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		30.3		18.4			23.7	10.3	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	547	1146	58	308	83	105	299	108	268
v/c Ratio	0.77	0.77	0.16	0.28	0.14	0.23	0.53	0.29	0.33
Control Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Length 50th (ft)	134	~293	24	58	0	37	112	46	0
Queue Length 95th (ft)	#209	#436	56	91	13	74	187	91	29
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1483	368	1211	625	447	867	637	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.77	0.16	0.25	0.13	0.23	0.34	0.17	0.28

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)	520	850	238	55	293	79	100	222	62	0	103	255
Future Volume (vph)	520	850	238	55	293	79	100	222	62	0	103	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3423		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3423		1770	3539	1583	1280	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	895	251	58	308	83	105	234	65	0	108	268
RTOR Reduction (vph)	0	24	0	0	0	56	0	12	0	0	0	162
Lane Group Flow (vph)	547	1122	0	58	308	27	105	287	0	0	108	106
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1407		193	1132	506	418	551			361	624
v/s Ratio Prot	c0.16	c0.33		0.03	0.09		0.01	c0.16			0.06	0.07
v/s Ratio Perm						0.02	0.06					
v/c Ratio	0.80	0.80		0.30	0.27	0.05	0.25	0.52			0.30	0.17
Uniform Delay, d1	29.6	20.1		31.9	19.7	18.3	20.4	22.3			26.8	15.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.2	4.8		0.9	0.1	0.0	0.3	0.8			0.5	0.1
Delay (s)	38.8	24.9		32.8	19.8	18.3	20.7	23.1			27.3	15.4
Level of Service	D	C		C	B	B	C	C			C	B
Approach Delay (s/veh)		29.4			21.2			22.5			18.8	
Approach LOS		C			C			C			B	

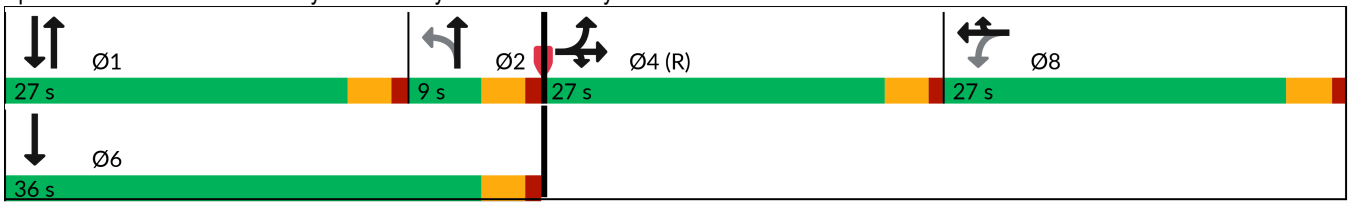
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

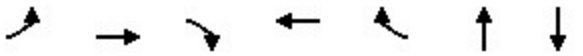
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	386	96	274	3	72	16	155	346	249		
Future Volume (vph)	386	96	274	3	72	16	155	346	249		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	31.4	31.4	31.4		9.2	9.2		39.3	39.3		
Actuated g/C Ratio	0.35	0.35	0.35		0.10	0.10		0.44	0.44		
v/c Ratio	0.43	0.43	0.39		0.42	0.07		0.57	0.32		
Control Delay (s/veh)	28.5	28.4	5.2		44.1	0.5		20.6	4.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	28.5	28.4	5.2		44.1	0.5		20.6	4.5		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		20.0			36.4			20.6	4.5		
Approach LOS		C			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

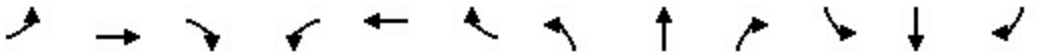
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	252	255	288	79	17	571	509
v/c Ratio	0.43	0.43	0.39	0.42	0.07	0.57	0.32
Control Delay (s/veh)	28.5	28.4	5.2	44.1	0.5	20.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.5	28.4	5.2	44.1	0.5	20.6	4.5
Queue Length 50th (ft)	121	122	0	43	0	118	6
Queue Length 95th (ft)	215	216	61	83	0	163	4
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	587	600	740	466	485	1001	1571
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	0.43	0.43	0.39	0.17	0.04	0.57	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	386	96	274	3	72	16	155	346	42	0	249	235
Future Volume (vph)	386	96	274	3	72	16	155	346	42	0	249	235
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1718	1583		1859	1583		3449			3282	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.65			1.00	
Satd. Flow (perm)	1681	1718	1583		1826	1583		2281			3282	
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)	406	101	288	3	76	17	163	364	44	0	262	247
RTOR Reduction (vph)	0	0	190	0	0	15	0	6	0	0	139	0
Lane Group Flow (vph)	252	255	98	0	79	2	0	565	0	0	370	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	30.6	30.6	30.6		8.1	8.1		39.3			39.3	
Effective Green, g (s)	30.6	30.6	30.6		8.1	8.1		39.3			39.3	
Actuated g/C Ratio	0.34	0.34	0.34		0.09	0.09		0.44			0.44	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	571	584	538		164	142		996			1433	
v/s Ratio Prot	c0.15	0.15	0.06			0.00					0.11	
v/s Ratio Perm					c0.04			c0.25				
v/c Ratio	0.44	0.44	0.18		0.48	0.01		0.57			0.26	
Uniform Delay, d1	23.1	23.0	20.9		39.0	37.3		19.0			16.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.52	
Incremental Delay, d2	2.5	2.4	0.7		2.2	0.0		0.7			0.1	
Delay (s)	25.5	25.4	21.6		41.2	37.3		19.7			8.4	
Level of Service	C	C	C		D	D		B			A	
Approach Delay (s/veh)		24.1			40.5			19.7			8.4	
Approach LOS		C			D			B			A	

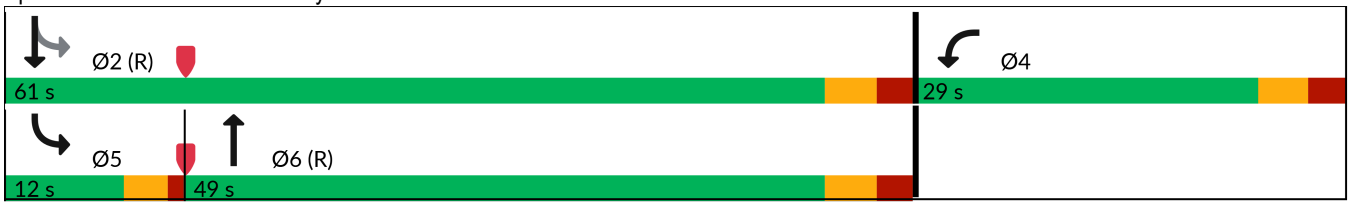
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	122	363	46	293
Future Volume (vph)	122	363	46	293
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	14.3	57.5	65.8	63.9
Actuated g/C Ratio	0.16	0.64	0.73	0.71
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
LOS	D	A	A	A
Approach Delay (s/veh)	42.1	9.1		5.4
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	465	48	308
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
Queue Length 50th (ft)	90	98	6	50
Queue Length 95th (ft)	150	138	19	103
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1168	651	1323
Starvation Cap Reductn	0	216	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.49	0.07	0.23

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	58	363	79	46	293
Future Volume (veh/h)	122	58	363	79	46	293
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	50	382	72	48	308
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	156	61	983	185	781	1389
Arrive On Green	0.13	0.13	1.00	1.00	0.06	0.74
Sat Flow, veh/h	1232	481	1530	288	1781	1870
Grp Volume(v), veh/h	179	0	0	454	48	308
Grp Sat Flow(s),veh/h/ln	1722	0	0	1818	1781	1870
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.7	4.6
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.0	0.7	4.6
Prop In Lane	0.72	0.28		0.16	1.00	
Lane Grp Cap(c), veh/h	218	0	0	1169	781	1389
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.06	0.22
Avail Cap(c_a), veh/h	442	0	0	1169	840	1389
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.97	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	0.0	3.6	3.6
Incr Delay (d2), s/veh	7.5	0.0	0.0	0.9	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	0.0	0.6	0.4	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.9	0.0	0.0	0.9	3.7	3.9
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	179		454			356
Approach Delay, s/veh	45.9		0.9			3.9
Approach LOS	D		A			A

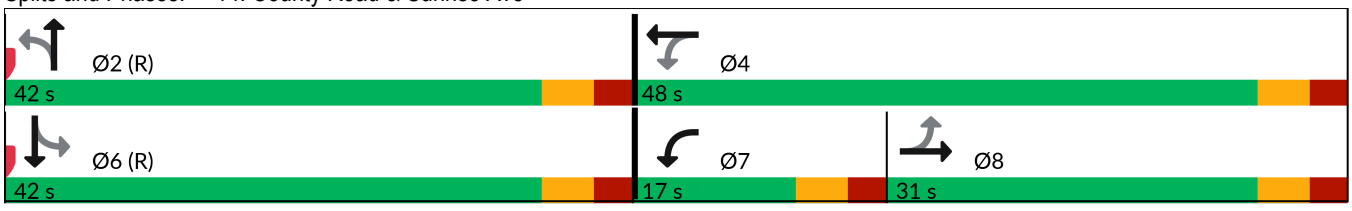
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

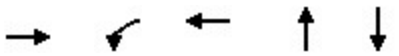
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	24	87	40	90	433	30	408
Future Volume (vph)	40	24	87	40	90	433	30	408
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.4	23.6	24.2		58.2		58.2
Actuated g/C Ratio		0.13	0.26	0.27		0.65		0.65
v/c Ratio		0.52	0.28	0.14		0.38		0.26
Control Delay (s/veh)		24.1	24.9	14.8		8.4		9.7
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay (s/veh)		24.1	24.9	14.8		8.5		9.7
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.1		20.5		8.5		9.7
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	116	92	71	672	526
v/c Ratio	0.52	0.28	0.14	0.38	0.26
Control Delay (s/veh)	24.1	24.9	14.8	8.4	9.7
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	24.1	24.9	14.8	8.5	9.7
Queue Length 50th (ft)	41	39	17	102	70
Queue Length 95th (ft)	89	69	44	101	119
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	444	356	831	1766	1995
Starvation Cap Reductn	0	0	0	212	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.09	0.43	0.26

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	24	47	87	40	28	90	433	115	30	408	62
Future Volume (veh/h)	40	24	47	87	40	28	90	433	115	30	408	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	25	38	92	42	18	95	456	110	32	429	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	57	62	364	306	131	286	1328	322	137	1756	219
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	484	522	571	1781	1242	532	377	2140	519	148	2829	352
Grp Volume(v), veh/h	105	0	0	92	0	60	320	0	341	264	0	251
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1775	1426	0	1609	1691	0	1639
Q Serve(g_s), s	3.5	0.0	0.0	3.9	0.0	2.4	0.8	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	3.9	0.0	2.4	7.0	0.0	0.0	5.6	0.0	6.2
Prop In Lane	0.40		0.36	1.00		0.30	0.30		0.32	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	364	0	436	937	0	999	1094	0	1017
V/C Ratio(X)	0.46	0.00	0.00	0.25	0.00	0.14	0.34	0.00	0.34	0.24	0.00	0.25
Avail Cap(c_a), veh/h	486	0	0	457	0	828	937	0	999	1094	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	30.3	0.0	26.5	0.0	0.0	0.0	7.5	0.0	7.6
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.1	1.0	0.0	0.9	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	3.0	0.0	1.8	0.5	0.0	0.5	3.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	0.0	30.6	0.0	26.6	1.0	0.0	0.9	8.1	0.0	8.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		105			152			661			515	
Approach Delay, s/veh		39.5			29.0			1.0			8.1	
Approach LOS		D			C			A			A	

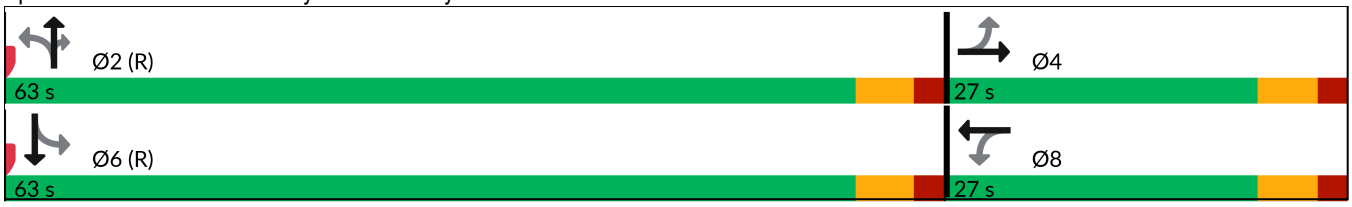
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.9		28.1		61.9	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.0		4.4		8.2	5.9	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.4	0.1	0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	6	21	5	25	392	211	15	607
Future Volume (vph)	4	6	21	5	25	392	211	15	607
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.3	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.28		0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)		21.3		35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay		0.0		0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)		21.3		35.5	2.6	3.2	0.7	2.2	4.6
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		21.3		35.5		2.4			4.5
Approach LOS		C		D		A			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: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave

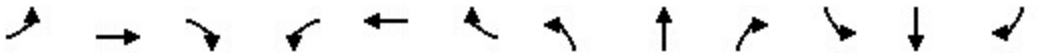




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	222	16	651
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.6
Queue Length 50th (ft)	5	15	2	48	0	3	152
Queue Length 95th (ft)	37	45	9	90	14	m4	229
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	401	342	639	1609	1398	837	1604
Starvation Cap Reductn	0	0	0	787	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	0.11	0.11	0.04	0.50	0.16	0.02	0.53

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	6	33	21	5	11	25	392	211	15	607	11
Future Volume (veh/h)	4	6	33	21	5	11	25	392	211	15	607	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	6	24	22	5	1	26	413	159	16	639	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	15	50	124	16	3	723	1539	1304	729	1506	28
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	131	348	1151	1201	356	58	781	1870	1585	840	1830	34
Grp Volume(v), veh/h	34	0	0	28	0	0	26	413	159	16	0	651
Grp Sat Flow(s),veh/h/ln	1631	0	0	1615	0	0	781	1870	1585	840	0	1864
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.5	4.5	1.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.4	0.0	0.0	0.5	4.5	1.8	4.6	0.0	0.0
Prop In Lane	0.12		0.71	0.79		0.04	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	116	0	0	142	0	0	723	1539	1304	729	0	1534
V/C Ratio(X)	0.29	0.00	0.00	0.20	0.00	0.00	0.04	0.27	0.12	0.02	0.00	0.42
Avail Cap(c_a), veh/h	420	0	0	418	0	0	723	1539	1304	729	0	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.86	0.86	0.86	0.00	0.86
Uniform Delay (d), s/veh	42.0	0.0	0.0	41.8	0.0	0.0	1.5	1.8	1.6	0.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.0	0.0	0.1	0.4	0.2	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	1.1	0.0	0.0	0.1	1.7	0.6	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	0.0	0.0	42.5	0.0	0.0	1.5	2.2	1.7	0.2	0.0	0.7
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		34			28			598			667	
Approach Delay, s/veh		43.4			42.5			2.0			0.7	
Approach LOS		D			D			A			A	

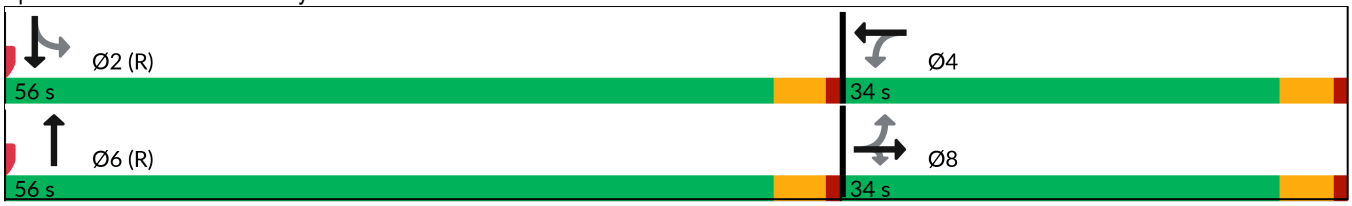
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	5	175	19	0	526	12	663
Future Volume (vph)	41	5	175	19	0	526	12	663
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.19	0.02	0.44		0.13	0.22		0.29
Control Delay (s/veh)	34.7	31.8	8.8		21.1	5.7		2.2
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	34.7	31.8	8.8		21.1	6.0		2.3
LOS	C	C	A		C	A		A
Approach Delay (s/veh)		14.1			21.1	6.0		2.3
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

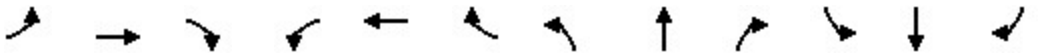
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	43	5	184	34	570	711
v/c Ratio	0.19	0.02	0.44	0.13	0.22	0.29
Control Delay (s/veh)	34.7	31.8	8.8	21.1	5.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	34.7	31.8	8.8	21.1	6.0	2.3
Queue Length 50th (ft)	22	3	1	8	80	30
Queue Length 95th (ft)	52	13	58	34	63	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	448	610	642	511	2586	2447
Starvation Cap Reductn	0	0	0	0	1370	821
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.29	0.07	0.47	0.44

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	5	175	19	0	13	0	526	15	12	663	0
Future Volume (veh/h)	41	5	175	19	0	13	0	526	15	12	663	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	43	5	184	20	0	14	0	554	16	13	698	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	182	16	94	0	2587	75	60	2516	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1400	1870	1585	709	96	563	0	3621	102	26	3515	0
Grp Volume(v), veh/h	43	5	184	34	0	0	0	279	291	379	332	0
Grp Sat Flow(s),veh/h/ln	1400	1870	1585	1368	0	0	0	1777	1852	1839	1617	0
Q Serve(g_s), s	0.4	0.2	9.9	0.1	0.0	0.0	0.0	11.3	11.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	9.9	1.5	0.0	0.0	0.0	11.3	11.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.05	0.03		0.00
Lane Grp Cap(c), veh/h	319	311	264	291	0	0	0	1303	1359	1390	1186	0
V/C Ratio(X)	0.13	0.02	0.70	0.12	0.00	0.00	0.00	0.21	0.21	0.27	0.28	0.00
Avail Cap(c_a), veh/h	545	613	520	506	0	0	0	1303	1359	1390	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.69	0.69	0.95	0.95	0.00
Uniform Delay (d), s/veh	32.0	31.3	35.4	31.9	0.0	0.0	0.0	13.4	13.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.3	0.2	0.0	0.0	0.0	0.3	0.2	0.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	7.2	1.1	0.0	0.0	0.0	8.6	8.9	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	38.7	32.1	0.0	0.0	0.0	13.6	13.6	0.5	0.6	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		232			34			570			711	
Approach Delay, s/veh		37.3			32.1			13.6			0.5	
Approach LOS		D			C			B			A	

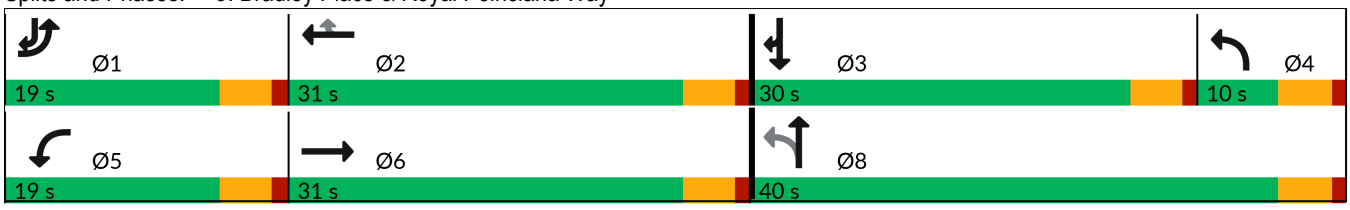
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.3		11.9				
Green Ext Time (p_c), s		5.2		0.1		3.8		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.6									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	349	361	93	687	65	220	193	130	495
Future Volume (vph)	349	361	93	687	65	220	193	130	495
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.2	25.2	30.8	30.8	20.7	35.3
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.62	0.42	0.32	0.68	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.1
LOS	D	C	D	C	A	C	C	C	B
Approach Delay (s/veh)		28.8		28.7			22.5	18.5	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.1	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 25.3	Intersection LOS: C
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	367	513	98	723	68	232	286	137	521
v/c Ratio	0.62	0.42	0.32	0.68	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.1
Queue Length 50th (ft)	96	104	47	177	0	90	103	60	123
Queue Length 95th (ft)	148	160	97	254	5	147	170	108	203
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	595	1230	307	1121	588	478	771	568	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	9
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.42	0.32	0.64	0.12	0.49	0.37	0.24	0.65

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	349	361	126	93	687	65	220	193	79	0	130	495
Future Volume (vph)	349	361	126	93	687	65	220	193	79	0	130	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1782			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1208	1782			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	367	380	133	98	723	68	232	203	83	0	137	521
RTOR Reduction (vph)	0	36	0	0	0	47	0	17	0	0	0	58
Lane Group Flow (vph)	367	477	0	98	723	21	232	269	0	0	137	463
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.7	35.3
Effective Green, g (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.7	35.3
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.24	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	589	1180		233	1086	486	474	645			453	657
v/s Ratio Prot	0.11	c0.14		0.06	c0.20		c0.03	0.15			0.07	c0.29
v/s Ratio Perm						0.01	0.14					
v/c Ratio	0.62	0.40		0.42	0.67	0.04	0.49	0.42			0.30	0.70
Uniform Delay, d1	32.6	21.1		33.9	25.7	20.7	21.9	20.4			26.3	20.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.9	1.0		1.2	1.6	0.0	0.8	0.4			0.4	3.4
Delay (s)	37.6	22.1		35.1	27.2	20.7	22.7	20.8			26.6	24.0
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s/veh)		28.6			27.6			21.6			24.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

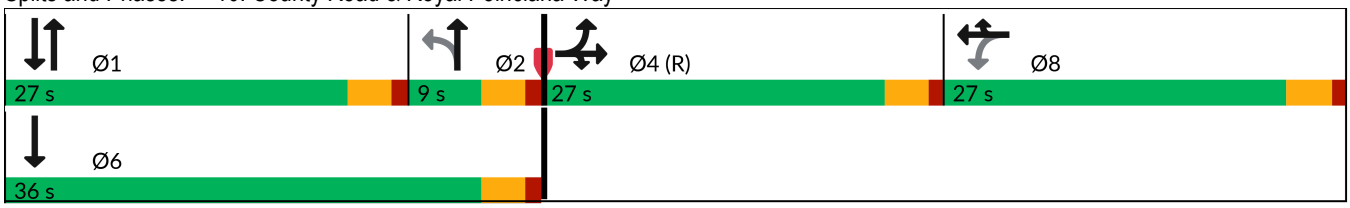
c Critical Lane Group

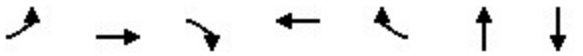
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	84	182	26	110	15	229	347	357		
Future Volume (vph)	210	84	182	26	110	15	229	347	357		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0		12.7	12.7		42.3	42.3		
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47	0.47		
v/c Ratio	0.35	0.36	0.35		0.59	0.05		1.20dl	0.51		
Control Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.4	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.4		
Total Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.4	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		21.0			41.2			27.4	15.7		
Approach LOS		C			D			C	B		

Intersection Summary		
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.75		
Intersection Signal Delay (s/veh): 22.2	Intersection LOS: C	
Intersection Capacity Utilization 67.9%	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: 10: County Road & Royal Poinciana Way

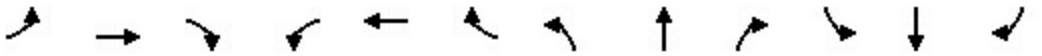




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	152	157	192	143	16	652	890
v/c Ratio	0.35	0.36	0.35	0.59	0.05	1.20dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.7
Queue Length 50th (ft)	74	76	0	77	0	151	113
Queue Length 95th (ft)	132	135	50	129	0	#277	161
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	429	442	547	435	485	866	1742
Starvation Cap Reductn	0	0	0	0	0	0	392
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.36	0.35	0.33	0.03	0.75	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	84	182	26	110	15	229	347	44	0	357	488
Future Volume (vph)	210	84	182	26	110	15	229	347	44	0	357	488
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1732	1583		1845	1583		3438			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1732	1583		1702	1583		1836			3233	
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)	221	88	192	27	116	16	241	365	46	0	376	514
RTOR Reduction (vph)	0	0	143	0	0	14	0	5	0	0	225	0
Lane Group Flow (vph)	152	157	49	0	143	2	0	647	0	0	665	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Effective Green, g (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47			0.47	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	429	442	404		240	223		862			1519	
v/s Ratio Prot	0.09	c0.09	0.03			0.00					0.21	
v/s Ratio Perm					c0.08			c0.35				
v/c Ratio	0.35	0.36	0.12		0.60	0.01		1.20dl			0.44	
Uniform Delay, d1	27.4	27.4	25.7		36.2	33.2		19.5			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.63	
Incremental Delay, d2	2.3	2.2	0.6		3.9	0.0		3.7			0.2	
Delay (s)	29.7	29.7	26.4		40.2	33.3		23.2			26.1	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		28.4			39.5			23.2			26.1	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

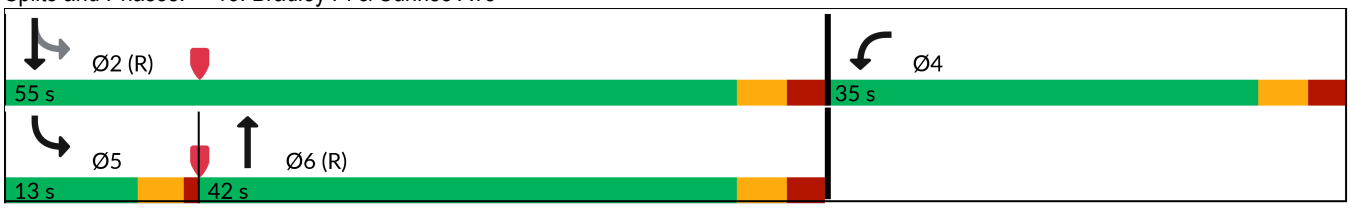
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	204	244	41	396
Future Volume (vph)	204	244	41	396
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	18.9	52.8	61.2	59.3
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.3	6.3	8.6
LOS	D	B	A	A
Approach Delay (s/veh)	37.5	11.3		8.4
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	277	363	43	417
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.3	6.3	8.6
Queue Length 50th (ft)	145	98	7	92
Queue Length 95th (ft)	212	142	22	178
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	574	1062	681	1227
Starvation Cap Reductn	0	219	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.43	0.06	0.34

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	204	59	244	101	41	396
Future Volume (veh/h)	204	59	244	101	41	396
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	51	257	95	43	417
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	250	59	769	284	787	1292
Arrive On Green	0.18	0.18	1.00	1.00	0.06	0.69
Sat Flow, veh/h	1401	332	1302	481	1781	1870
Grp Volume(v), veh/h	267	0	0	352	43	417
Grp Sat Flow(s),veh/h/ln	1740	0	0	1784	1781	1870
Q Serve(g_s), s	13.4	0.0	0.0	0.0	0.7	8.0
Cycle Q Clear(g_c), s	13.4	0.0	0.0	0.0	0.7	8.0
Prop In Lane	0.81	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	310	0	0	1053	787	1292
V/C Ratio(X)	0.86	0.00	0.00	0.33	0.05	0.32
Avail Cap(c_a), veh/h	563	0	0	1053	866	1292
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	0.0	0.0	5.1	5.5
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	0.0	0.0	0.4	0.4	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	0.0	0.0	0.8	5.1	6.2
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	267		352			460
Approach Delay, s/veh	42.8		0.8			6.1
Approach LOS	D		A			A

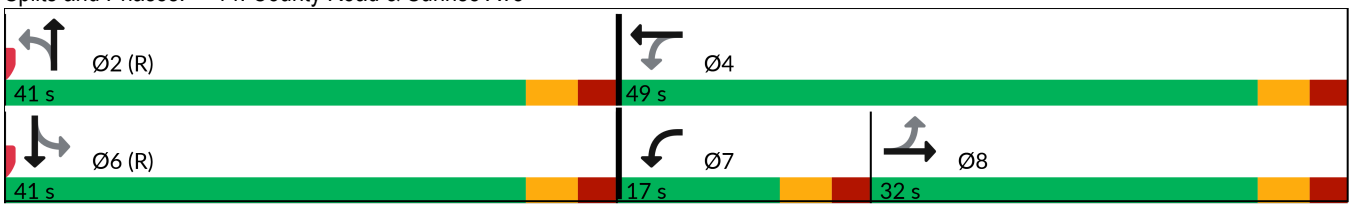
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		21.9	9.0	59.1
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.4	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

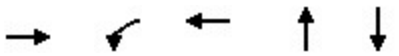
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	26	118	47	121	357	18	493
Future Volume (vph)	30	26	118	47	121	357	18	493
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.3	27.2	27.2		50.8		50.8
Actuated g/C Ratio		0.13	0.30	0.30		0.56		0.56
v/c Ratio		0.54	0.36	0.13		0.46		0.34
Control Delay (s/veh)		24.1	25.8	15.9		3.9		11.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	25.8	15.9		3.9		11.3
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.1		3.9		11.3
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

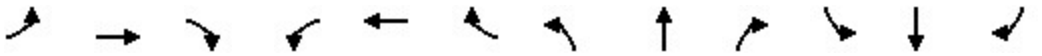
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	143	124	74	618	622
v/c Ratio	0.54	0.36	0.13	0.46	0.34
Control Delay (s/veh)	24.1	25.8	15.9	3.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	25.8	15.9	3.9	11.3
Queue Length 50th (ft)	49	53	20	15	88
Queue Length 95th (ft)	112	89	47	30	141
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	503	358	857	1348	1824
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.35	0.09	0.46	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	26	80	118	47	24	121	357	109	18	493	80
Future Volume (veh/h)	30	26	80	118	47	24	121	357	109	18	493	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	27	73	124	49	14	127	376	104	19	519	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	48	98	351	357	102	350	1054	303	76	1818	251
Arrive On Green	0.11	0.11	0.11	0.08	0.26	0.26	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	276	440	886	1781	1399	400	477	1725	496	55	2975	411
Grp Volume(v), veh/h	132	0	0	124	0	63	269	0	338	322	0	289
Grp Sat Flow(s),veh/h/ln	1601	0	0	1781	0	1798	1085	0	1613	1813	0	1628
Q Serve(g_s), s	4.4	0.0	0.0	5.3	0.0	2.4	3.2	0.0	0.0	0.0	0.0	7.6
Cycle Q Clear(g_c), s	7.1	0.0	0.0	5.3	0.0	2.4	10.8	0.0	0.0	7.3	0.0	7.6
Prop In Lane	0.24		0.55	1.00		0.22	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	351	0	459	722	0	986	1150	0	995
V/C Ratio(X)	0.58	0.00	0.00	0.35	0.00	0.14	0.37	0.00	0.34	0.28	0.00	0.29
Avail Cap(c_a), veh/h	506	0	0	429	0	859	722	0	986	1150	0	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	0.0	30.1	0.0	25.8	0.4	0.0	0.0	8.2	0.0	8.3
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.6	0.0	0.1	1.4	0.0	0.9	0.6	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	4.1	0.0	1.9	0.5	0.0	0.5	5.1	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	0.0	30.7	0.0	26.0	1.9	0.0	0.9	8.8	0.0	9.0
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		132			187			607			611	
Approach Delay, s/veh		41.1			29.1			1.3			8.9	
Approach LOS		D			C			A			A	

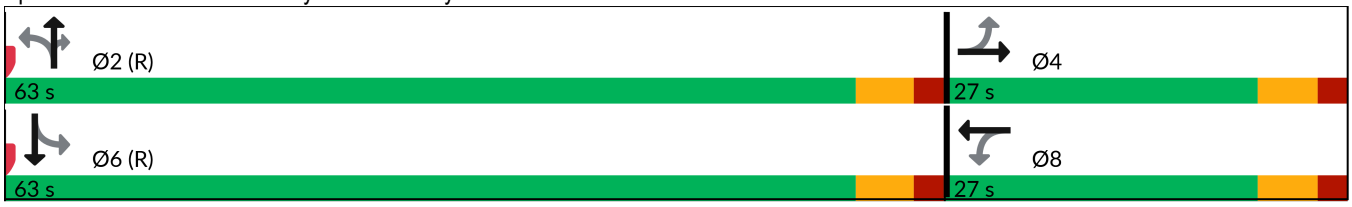
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.0		29.0		61.0	13.1	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		12.8		4.4		9.6	7.3	9.1				
Green Ext Time (p_c), s		4.4		0.3		4.0	0.1	0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	11.1	
HCM 7th LOS	B	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	2	20	5	29	299	195	3	511
Future Volume (vph)	6	2	20	5	29	299	195	3	511
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.30		0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)		20.2		35.7	2.5	2.4	0.7	2.3	3.5
Queue Delay		0.0		0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)		20.2		35.7	2.5	2.8	0.7	2.3	3.8
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		20.2		35.7		2.0			3.8
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay (s/veh): 4.6	Intersection LOS: A
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	37	31	315	205	3	550
v/c Ratio	0.30	0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)	20.2	35.7	2.5	2.4	0.7	2.3	3.5
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)	20.2	35.7	2.5	2.8	0.7	2.3	3.8
Queue Length 50th (ft)	4	14	3	34	0	1	104
Queue Length 95th (ft)	37	43	10	65	14	m1	216
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	397	340	723	1611	1397	917	1606
Starvation Cap Reductn	0	0	0	848	0	0	434
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.04	0.41	0.15	0.00	0.47

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	39	20	5	10	29	299	195	3	511	11
Future Volume (veh/h)	6	2	39	20	5	10	29	299	195	3	511	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	30	21	5	0	31	315	142	3	538	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	7	56	127	18	0	721	1538	1303	815	1499	33
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	183	154	1262	1225	408	0	858	1870	1585	934	1822	41
Grp Volume(v), veh/h	38	0	0	26	0	0	31	315	142	3	0	550
Grp Sat Flow(s),veh/h/ln	1599	0	0	1634	0	0	858	1870	1585	934	0	1863
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	0.9	3.2	1.6	0.1	0.0	6.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.3	0.0	0.0	7.5	3.2	1.6	3.3	0.0	6.7
Prop In Lane	0.16		0.79	0.81		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	117	0	0	145	0	0	721	1538	1303	815	0	1532
V/C Ratio(X)	0.32	0.00	0.00	0.18	0.00	0.00	0.04	0.20	0.11	0.00	0.00	0.36
Avail Cap(c_a), veh/h	413	0	0	419	0	0	721	1538	1303	815	0	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.99	0.00	0.00	0.89	0.89	0.89	0.90	0.00	0.90
Uniform Delay (d), s/veh	42.1	0.0	0.0	41.7	0.0	0.0	3.0	1.7	1.6	2.1	0.0	2.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.6	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	1.0	0.0	0.0	0.2	1.3	0.5	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	0.0	0.0	42.3	0.0	0.0	3.1	2.0	1.7	2.1	0.0	2.6
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		38			26			488			553	
Approach Delay, s/veh		43.7			42.3			2.0			2.6	
Approach LOS		D			D			A			A	

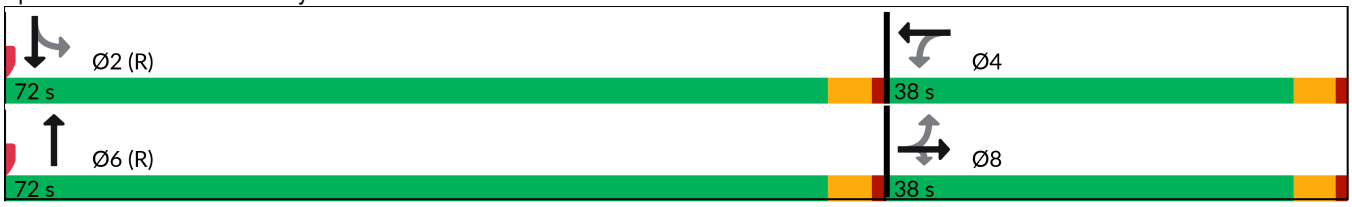
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.5		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.2		0.1				

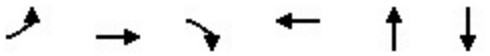
Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	46	7	117	21	0	523	4	631
Future Volume (vph)	46	7	117	21	0	523	4	631
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.23	0.03	0.38		0.18	0.20		0.25
Control Delay (s/veh)	45.7	41.6	11.4		29.4	3.5		1.7
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.7	41.6	11.4		29.4	3.9		1.9
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		21.8			29.4	3.9		1.9
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

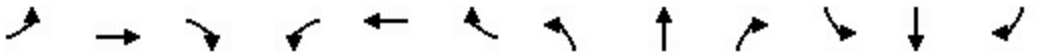
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	48	7	123	40	563	668
v/c Ratio	0.23	0.03	0.38	0.18	0.20	0.25
Control Delay (s/veh)	45.7	41.6	11.4	29.4	3.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.7	41.6	11.4	29.4	3.9	1.9
Queue Length 50th (ft)	31	4	0	14	44	26
Queue Length 95th (ft)	68	18	53	47	73	44
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	459	567	567	471	2759	2637
Starvation Cap Reductn	0	0	0	0	1566	1078
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.22	0.08	0.47	0.43

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	7	117	21	0	17	0	523	11	4	631	0
Future Volume (veh/h)	46	7	117	21	0	17	0	523	11	4	631	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	48	7	123	22	0	18	0	551	12	4	664	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	264	255	216	143	14	87	0	2781	61	37	2720	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1395	1870	1585	680	104	641	0	3649	77	4	3563	0
Grp Volume(v), veh/h	48	7	123	40	0	0	0	275	288	358	310	0
Grp Sat Flow(s),veh/h/ln	1395	1870	1585	1425	0	0	0	1777	1856	1865	1617	0
Q Serve(g_s), s	0.3	0.4	8.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.4	8.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.04	0.01		0.00
Lane Grp Cap(c), veh/h	264	255	216	245	0	0	0	1389	1452	1492	1264	0
V/C Ratio(X)	0.18	0.03	0.57	0.16	0.00	0.00	0.00	0.20	0.20	0.24	0.25	0.00
Avail Cap(c_a), veh/h	499	570	483	479	0	0	0	1389	1452	1492	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.66	0.66	0.97	0.97	0.00
Uniform Delay (d), s/veh	42.2	41.2	44.5	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.3	0.3	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.3	5.9	1.8	0.0	0.0	0.0	0.1	0.1	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	41.2	46.8	42.3	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		178			40			563			668	
Approach Delay, s/veh		45.4			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.4		2.0		10.0				
Green Ext Time (p_c), s		4.8		0.2		3.9		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	315	435	45	805	36	413	166	46	500
Future Volume (vph)	315	435	45	805	36	413	166	46	500
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	39.6	15.3	29.0	29.0	39.6	39.6	27.4	48.8
Actuated g/C Ratio	0.17	0.40	0.15	0.29	0.29	0.40	0.40	0.28	0.49
v/c Ratio	0.57	0.44	0.17	0.82	0.07	0.85	0.37	0.09	0.65
Control Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3
Total Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	40.4
LOS	D	C	D	D	A	D	C	C	D
Approach Delay (s/veh)		31.8		39.3			34.3	39.3	
Approach LOS		C		D			C	D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 99.1	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 35.9	Intersection LOS: D
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	332	611	47	847	38	435	269	48	526
v/c Ratio	0.57	0.44	0.17	0.82	0.07	0.85	0.37	0.09	0.65
Control Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3
Total Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	40.4
Queue Length 50th (ft)	107	161	28	267	0	225	108	23	224
Queue Length 95th (ft)	163	235	66	368	0	#353	174	51	343
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	581	1385	281	1180	597	511	876	678	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	281
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.44	0.17	0.72	0.06	0.85	0.31	0.07	1.00

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)	315	435	145	45	805	36	413	166	89	0	46	500
Future Volume (vph)	315	435	145	45	805	36	413	166	89	0	46	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3406		1770	3539	1583	1770	1765			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.62	1.00			1.00	1.00
Satd. Flow (perm)	3433	3406		1770	3539	1583	1162	1765			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	332	458	153	47	847	38	435	175	94	0	48	526
RTOR Reduction (vph)	0	26	0	0	0	26	0	19	0	0	0	31
Lane Group Flow (vph)	332	585	0	47	847	12	435	250	0	0	48	495
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	39.5		8.3	31.0	31.0	39.6	39.6			27.5	48.8
Effective Green, g (s)	16.8	39.5		8.3	31.0	31.0	39.6	39.6			27.5	48.8
Actuated g/C Ratio	0.17	0.39		0.08	0.31	0.31	0.39	0.39			0.27	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	571	1333		145	1087	486	501	692			507	765
v/s Ratio Prot	0.10	0.17		0.03	c0.24		c0.07	0.14			0.03	c0.31
v/s Ratio Perm						0.01	c0.27					
v/c Ratio	0.58	0.44		0.32	0.78	0.02	0.87	0.36			0.09	0.65
Uniform Delay, d1	38.8	22.6		43.7	31.8	24.4	28.4	21.7			27.4	19.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.3	1.1		1.3	3.6	0.0	14.7	0.3			0.1	1.9
Delay (s)	43.1	23.6		45.0	35.4	24.4	43.1	22.0			27.5	21.5
Level of Service	D	C		D	D	C	D	C			C	C
Approach Delay (s/veh)		30.5			35.5			35.1			22.0	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

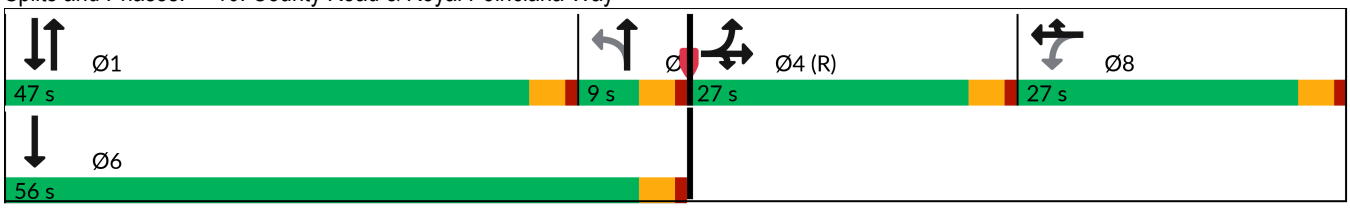
c Critical Lane Group

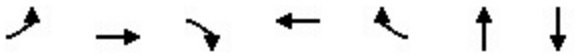
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	80	245	26	104	23	342	335	315		
Future Volume (vph)	210	80	245	26	104	23	342	335	315		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	26.4	26.4	26.4		14.0	14.0		57.6	57.6		
Actuated g/C Ratio	0.24	0.24	0.24		0.13	0.13		0.52	0.52		
v/c Ratio	0.37	0.37	0.45		0.63	0.09		1.33dl	0.43		
Control Delay (s/veh)	39.9	39.8	7.3		58.1	0.6		27.5	17.3		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.6		
Total Delay (s/veh)	39.9	39.8	7.3		58.1	0.6		27.5	17.9		
LOS	D	D	A		E	A		C	B		
Approach Delay (s/veh)		24.9			49.5			27.5	17.9		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 68.3%	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: 10: County Road & Royal Poinciana Way

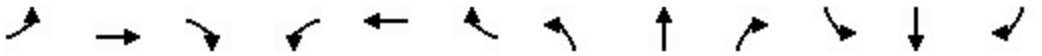




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	150	155	258	136	24	753	810
v/c Ratio	0.37	0.37	0.45	0.63	0.09	1.33dl	0.43
Control Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.9
Queue Length 50th (ft)	97	101	0	92	0	197	140
Queue Length 95th (ft)	165	169	67	149	0	314	204
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	402	414	575	353	401	972	1903
Starvation Cap Reductn	0	0	0	0	0	0	648
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.37	0.45	0.39	0.06	0.77	0.65

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)	210	80	245	26	104	23	342	335	38	0	315	454
Future Volume (vph)	210	80	245	26	104	23	342	335	38	0	315	454
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1844	1583		3429			3226	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1730	1583		1692	1583		1851			3226	
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)	221	84	258	27	109	24	360	353	40	0	332	478
RTOR Reduction (vph)	0	0	196	0	0	21	0	3	0	0	214	0
Lane Group Flow (vph)	150	155	62	0	136	3	0	750	0	0	596	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	26.3	26.3	26.3		14.0	14.0		57.7			57.7	
Effective Green, g (s)	26.3	26.3	26.3		14.0	14.0		57.7			57.7	
Actuated g/C Ratio	0.24	0.24	0.24		0.13	0.13		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	401	413	378		215	201		970			1692	
v/s Ratio Prot	0.09	c0.09	0.04			0.00					0.18	
v/s Ratio Perm					c0.08			c0.40				
v/c Ratio	0.37	0.38	0.16		0.63	0.02		1.33dl			0.35	
Uniform Delay, d1	35.0	35.0	33.1		45.6	42.0		20.9			15.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.56	
Incremental Delay, d2	2.7	2.6	0.9		6.0	0.0		3.9			0.1	
Delay (s)	37.6	37.6	34.1		51.5	42.0		24.8			39.2	
Level of Service	D	D	C		D	D		C			D	
Approach Delay (s/veh)		36.0			50.1			24.8			39.2	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

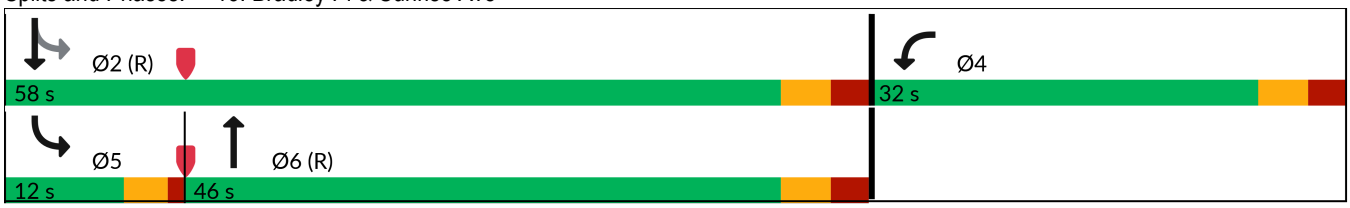
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	176	216	19	349
Future Volume (vph)	176	216	19	349
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	16.2	57.9	63.9	62.0
Actuated g/C Ratio	0.18	0.64	0.71	0.69
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.3	7.8	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.3	8.1	5.2	6.9
LOS	D	A	A	A
Approach Delay (s/veh)	43.3	8.1		6.8
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 16.1	Intersection LOS: B
Intersection Capacity Utilization 40.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	224	311	20	367
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.3	7.8	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.3	8.1	5.2	6.9
Queue Length 50th (ft)	114	50	3	70
Queue Length 95th (ft)	175	106	11	137
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	514	1164	758	1282
Starvation Cap Reductn	0	379	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.40	0.03	0.29

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	176	37	216	80	19	349
Future Volume (veh/h)	176	37	216	80	19	349
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	28	227	73	20	367
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	221	33	845	272	851	1352
Arrive On Green	0.15	0.15	1.00	1.00	0.06	0.72
Sat Flow, veh/h	1516	229	1356	436	1781	1870
Grp Volume(v), veh/h	214	0	0	300	20	367
Grp Sat Flow(s),veh/h/ln	1753	0	0	1792	1781	1870
Q Serve(g_s), s	10.7	0.0	0.0	0.0	0.3	6.1
Cycle Q Clear(g_c), s	10.7	0.0	0.0	0.0	0.3	6.1
Prop In Lane	0.86	0.13		0.24	1.00	
Lane Grp Cap(c), veh/h	256	0	0	1117	851	1352
V/C Ratio(X)	0.84	0.00	0.00	0.27	0.02	0.27
Avail Cap(c_a), veh/h	508	0	0	1117	911	1352
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.99	1.00	1.00
Uniform Delay (d), s/veh	37.4	0.0	0.0	0.0	4.1	4.3
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	0.3	0.2	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.5	0.0	0.0	0.6	4.1	4.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	214		300			387
Approach Delay, s/veh	44.5		0.6			4.8
Approach LOS	D		A			A

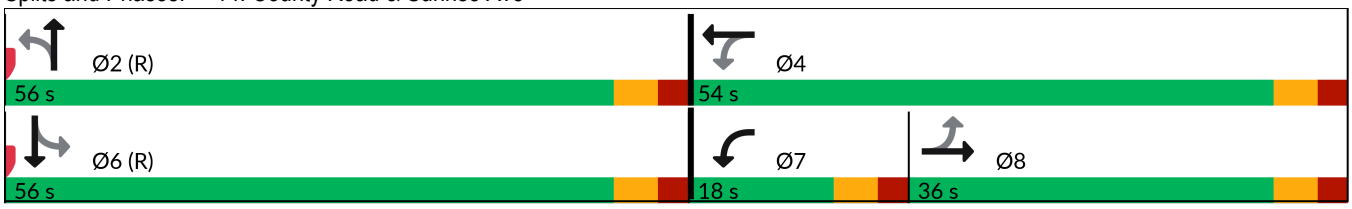
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		19.0	9.0	62.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.7	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

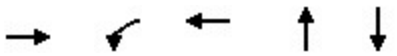
Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	20	97	70	124	376	13	478
Future Volume (vph)	31	20	97	70	124	376	13	478
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.8	28.3	28.3		69.7		69.7
Actuated g/C Ratio		0.11	0.26	0.26		0.63		0.63
v/c Ratio		0.59	0.35	0.17		0.41		0.27
Control Delay (s/veh)		36.1	34.4	28.9		10.2		9.7
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		36.1	34.4	28.9		10.4		9.7
LOS		D	C	C		B		A
Approach Delay (s/veh)		36.1		31.9		10.4		9.7
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 14.9	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	129	102	82	630	566
v/c Ratio	0.59	0.35	0.17	0.41	0.27
Control Delay (s/veh)	36.1	34.4	28.9	10.2	9.7
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	36.1	34.4	28.9	10.4	9.7
Queue Length 50th (ft)	46	57	42	93	82
Queue Length 95th (ft)	103	95	76	86	131
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	460	307	804	1535	2071
Starvation Cap Reductn	0	0	0	289	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.33	0.10	0.51	0.27

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	20	71	97	70	8	124	376	98	13	478	47
Future Volume (veh/h)	31	20	71	97	70	8	124	376	98	13	478	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	21	64	102	74	-3	131	396	92	14	503	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	37	82	292	404	0	400	1227	293	66	2156	161
Arrive On Green	0.10	0.10	0.10	0.07	0.22	0.00	1.00	1.00	1.00	0.68	0.68	0.68
Sat Flow, veh/h	332	391	857	1781	1870	0	521	1817	434	47	3193	238
Grp Volume(v), veh/h	118	0	0	102	71	0	275	0	344	291	0	264
Grp Sat Flow(s),veh/h/ln	1581	0	0	1781	1870	0	1149	0	1624	1820	0	1659
Q Serve(g_s), s	5.5	0.0	0.0	5.5	3.4	0.0	2.3	0.0	0.0	0.0	0.0	6.8
Cycle Q Clear(g_c), s	8.0	0.0	0.0	5.5	3.4	0.0	9.1	0.0	0.0	6.6	0.0	6.8
Prop In Lane	0.28		0.54	1.00		0.00	0.48		0.27	0.05		0.14
Lane Grp Cap(c), veh/h	193	0	0	292	404	0	824	0	1096	1263	0	1120
V/C Ratio(X)	0.61	0.00	0.00	0.35	0.18	0.00	0.33	0.00	0.31	0.23	0.00	0.24
Avail Cap(c_a), veh/h	466	0	0	370	816	0	824	0	1096	1263	0	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	39.3	35.2	0.0	0.2	0.0	0.0	6.9	0.0	6.9
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.7	0.2	0.0	1.1	0.0	0.7	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	0.0	4.4	2.8	0.0	0.4	0.0	0.4	4.6	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	0.0	40.0	35.4	0.0	1.3	0.0	0.7	7.3	0.0	7.4
LnGrp LOS	D			D	D		A		A	A		A
Approach Vol, veh/h		118			173			619			555	
Approach Delay, s/veh		51.6			38.1			1.0			7.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		80.3		29.7		80.3	13.2	16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		11.1		5.4		8.8	7.5	10.0				
Green Ext Time (p_c), s		5.0		0.4		3.8	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.9									
HCM 7th LOS			B									

APPENDIX D

VALET AND 95TH PERCENTILE QUEUE CALCULATIONS

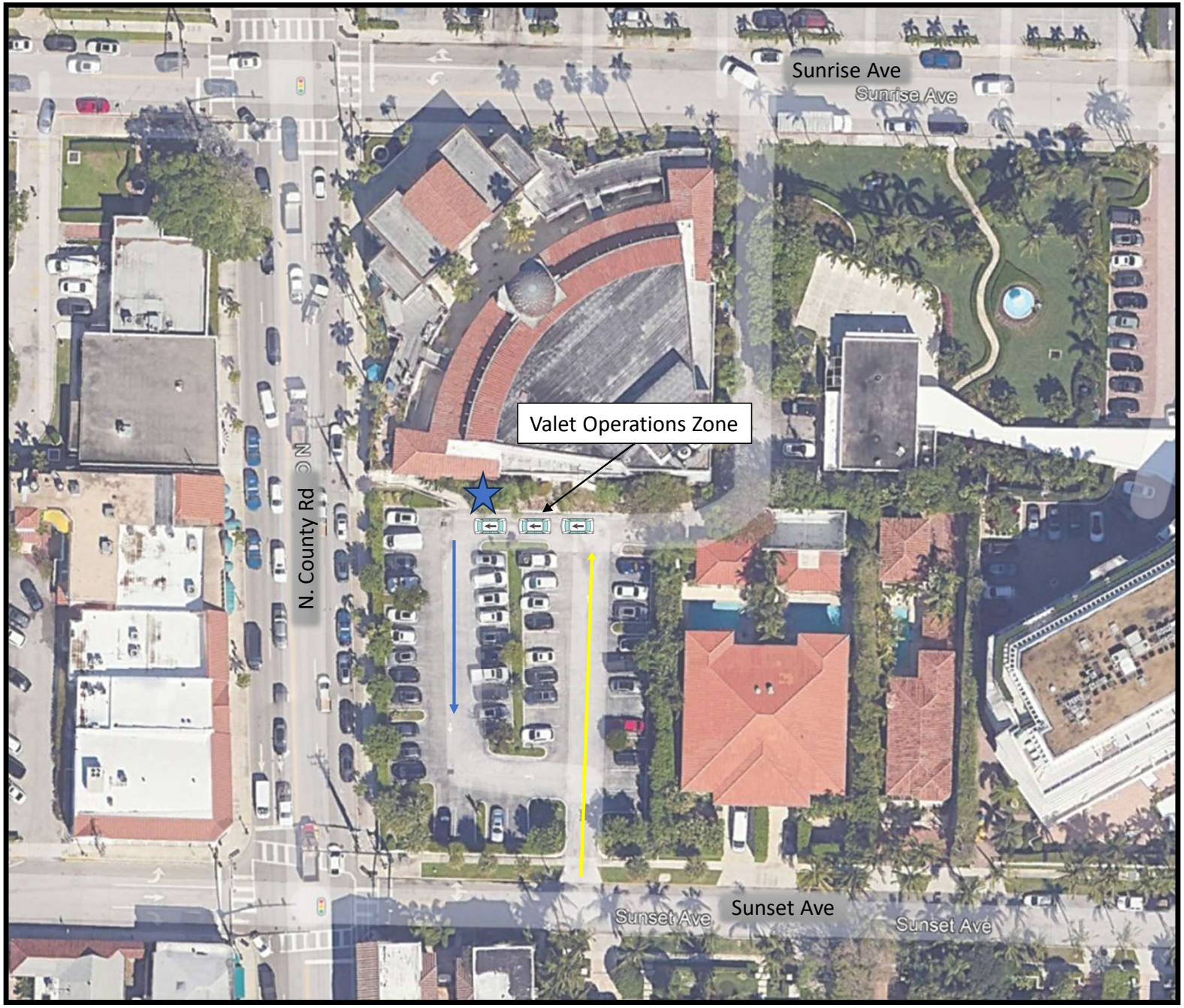


Figure 3 – Valet Operations after 6 PM
Paramount
Project # 25-146

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Queuing Calculations

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

Q =	30	Processing rate (processes per hour)
q =	44	Demand rate (vehicles per hour)
N =	3	Service positions (attendants)
ρ =	0.489	Utilization factor (q/(NQ))
Q_m =	0.226	Table Value
M =	1.11	

	N = 1	2	3	4	6	8	10
0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.1	0.1000	0.1820	0.0037	0.0080	0.0000	0.0000	0.0000
0.2	0.2000	0.0666	0.0247	0.0096	0.0015	0.0002	0.0000
0.3	0.3000	0.1385	0.0700	0.0370	0.0111	0.0036	0.0011
0.4	0.4000	0.2286	0.1411	0.0907	0.0400	0.0185	0.0088
0.5	0.5000	0.3333	0.2368	0.1739	0.0991	0.0591	0.0360
0.6	0.6000	0.4501	0.3548	0.2870	0.1965	0.1395	0.1013
0.7	0.7000	0.5766	0.4923	0.4286	0.3359	0.2706	0.2218
0.8	0.8000	0.7111	0.6472	0.5964	0.5178	0.4576	0.4093
0.9	0.9000	0.8526	0.8172	0.7878	0.7401	0.7014	0.6687
1	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

Interpolate	X	Y
Low Number =	0.4000	0.1411
High Number =	0.5000	0.2368

date:	October 21, 2025
to:	James Murphy, AICP, Assistant Director of Planning, Zoning and Building, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	Paramount Theatre 2025 Redevelopment Update Traffic Engineering Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services related to the redevelopment of the Paramount Theatre project site located at 139 North County Road, Palm Beach, FL. The following are the initial traffic review comments based on the Simmons and White traffic statement submittal dated 09/27/25:

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the redevelopment of the Paramount Theatre project site located at 139 North County Road, Palm Beach, FL.

2. Please update the Purpose of the Study in Section 2.0 to reference the impacted intersections in addition to the impacted roadway segments.

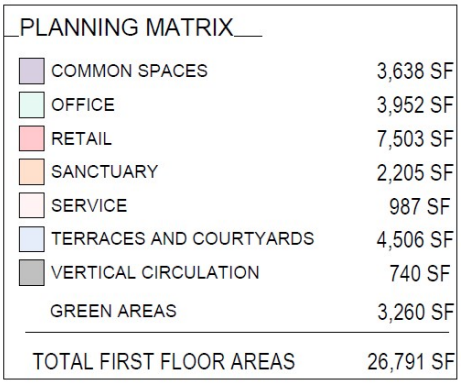
3. Please provide a separate traffic data collection section of the traffic impact statement. This section should outline the specific details of when the traffic counts used in the traffic analysis were collected. This should include the day of the week, the specific date and the time of day that the traffic counts were collected.

4. Please update the ITE Trip Generation Manual reference in Section 3.0 to the current 12th Edition for the trip generation rates along with the Palm Beach County Engineering Traffic Division. Please update the trip generation calculations and traffic analysis (as necessary) to include the most conservative calculations. Please provide ITE Trip Generation Handbook sheets for each of the proposed trip generation rates used in the calculations in the Appendix of the updated traffic impact study.

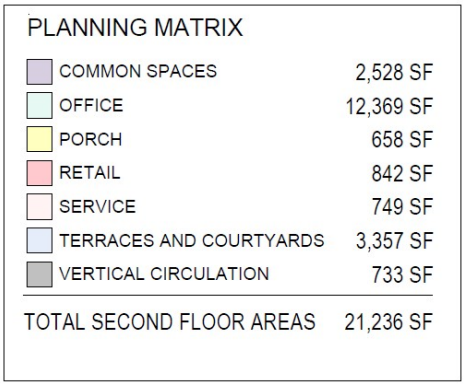
5. Please provide additional details regarding the trip distribution and assignment instead of referencing prior traffic studies. The details need to be established as part of this current traffic study, as this proposed redevelopment program is different. Please ensure that the trip distribution and assignment are clarified along Sunset Avenue between Bradley Place and North County Road. There should be a reference to one-way or two-way operations for the future conditions.

6. Please clarify the existing vested development included in the trip generation versus what is depicted in the existing site plan/architectural sheets included in Appendix A. The trip generation calculations for the existing/vested development in Tables 1 through 4 mention the following land uses and intensity:
    - Church/Synagogue- 2,205 S.F.
    - General Office- 14,745 S.F.
    - Strip Retail Plaza- 9,683 S.F.

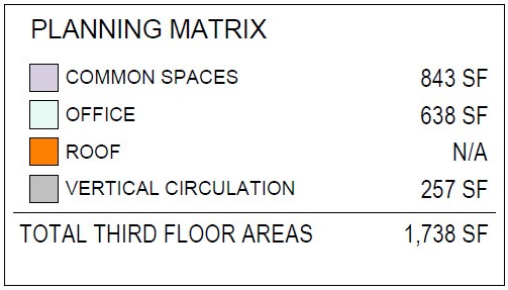
    The Planning Matrix for the existing vested development per REG Architects shown on plan sheets B-3, B-5 and B-7 in Appendix A has the following land use and intensity:
    - Church/Synagogue- 2,205 S.F.
    - General Office- 16,959 S.F. (3,952 +12,369 + 638)
    - Strip Retail Plaza- 8,345 S.F.



PLANNING MATRIX	
COMMON SPACES	3,638 SF
OFFICE	3,952 SF
RETAIL	7,503 SF
SANCTUARY	2,205 SF
SERVICE	987 SF
TERRACES AND COURTYARDS	4,506 SF
VERTICAL CIRCULATION	740 SF
GREEN AREAS	3,260 SF
TOTAL FIRST FLOOR AREAS	26,791 SF



PLANNING MATRIX	
COMMON SPACES	2,528 SF
OFFICE	12,369 SF
PORCH	658 SF
RETAIL	842 SF
SERVICE	749 SF
TERRACES AND COURTYARDS	3,357 SF
VERTICAL CIRCULATION	733 SF
TOTAL SECOND FLOOR AREAS	21,236 SF



PLANNING MATRIX	
COMMON SPACES	843 SF
OFFICE	638 SF
ROOF	N/A
VERTICAL CIRCULATION	257 SF
TOTAL THIRD FLOOR AREAS	1,738 SF

7. Please update the Town Roadway Segment Analysis (Tables 10 and 11) by adding a footnote to the tables confirming the peak hour times that are being used for the AM and PM peak hours. Please consider a Midday peak hour road segment analysis as the weekday peak hour traffic occurs outside the normal AM and PM peak hours. Please add a volume-to-capacity ratio column to each of the tables.

8. Please add a 95th Percentile Vehicle Queueing Analysis Section to the traffic study methodology memo. Please include a table that summarizes the 95th percentile vehicle queues for the key turn lanes at the signalized intersections. The table should include the existing turn lane storage and the 95th percentile vehicle queues at all key turn lanes at signalized intersections for each scenario. Please provide a narrative and report on turn lanes where the 95th percentile vehicle queue extends past the available storage length.

9. The current traffic impact statement Section 12 references the use of valet parking for the proposed Club, which is used only after 6:00 p.m. The statement references that valet parking will be contained on-site, utilizing the existing parking spaces. Please confirm whether there will be larger special events with a higher demand rate of 44 vehicles per hour, and provide an additional valet operational analysis for these events, including the vehicles' stacking/queuing analysis. The letter of intent mentions a maximum occupancy of 225 people with 150 seats. Please also confirm if there are any proposed off-site parking locations that will be utilized for these special events.

10. Please provide details regarding the proposed parking for the Church use on the weekends. Please confirm whether all parking for Church services will be contained on-site or if on-street parking spaces in the public right-of-way will be utilized.

11. Please provide a separate Parking Requirement Evaluation which outlines the Town's Principle of Equivalency. Please provide more details regarding the proposed parking supply for the Paramount Theatre Redevelopment. This should also include a more detailed Shared Parking Analysis, which is consistent with the methodology outlined in the Urban Land Institute's (ULI) Shared Parking, 3rd Edition.

12. Please include a copy of the traffic signal timings in the Appendix of the updated traffic impact statement. Please provide a narrative in the statement related to the City's adaptive traffic signal control system, including a description of the technology platform that has been deployed on the Town's traffic signal system.

13. Please provide a current set of architectural site plans and rendering for the Paramount Theatre Redevelopment project.

14. Please include additional narrative in the Traffic Statement that provides additional information related to the roadway characteristics of the adjacent roadway facilities. This additional information should include the number of lanes, direction, sidewalk, bicycle and transit infrastructure, speed limit, and roadway ownership.

15. Please provide sight visibility triangles on the site plan at each of the driveway connections. The sight triangles should also be depicted on the landscape plans and the pavement marking and signage plans. This includes evaluating the sight distance at the egress-only driveway connection to Sunrise Avenue and the full ingress and egress driveway connection to Sunset Avenue.

16. 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 in accordance with the MUTCD and local Palm Beach criteria.

17. Please provide an Auto Turn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided. Please use the appropriate design vehicle, such as a box/U-Haul truck (SU-30), for the Auto Turn maneuverability analysis.

18. Please provide a narrative regarding how the construction impacts, including traffic from the Paramount Theatre Redevelopment, will be handled. This should include construction staging, truck routes, and a potential screening plan. The draft Declaration of Use condition #22 references a Construction Management Agreement being required prior to issuance of a building permit. Please provide a copy of the draft Construction Management Agreement.

19. The draft Declaration of Use condition #13 references alternative closing times for New Years Eve. It also mentions 6 valets shall be required with a maximum occupancy of 250 people. Please provide additional details of the valet operational analysis for these special events (see comment #9 of this traffic review memo).

20. The draft Declaration of Use condition #15 prohibits Valets from using Sunset Avenue to Park vehicles. This should be updated to including Sunrise Avenue and North County Road as well.

21. The draft Declaration of Use condition #16 mentions that ride-sharing vehicles can use North County Road to drop off and pick up patrons of the Paramount Theatre. Please provide confirmation that this activity will be allowed by the Town for this proposed use.

22. There may be future traffic engineering review comments for this application based on any significant revisions to the applicant's redevelopment program.

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

October 24, 2025

The Corradino Group, Inc.
4055 NW 97th Avenue, Suite 200
Miami, Florida 33178

Attention: Mr. Eric Czerniejewski, P.E.

Reference: Paramount Theatre 2025 Redevelopment Update Traffic Engineering Review

Dear Mr. Czerniejewski:

We are in receipt of your comment letter dated October 21, 2025, for the above referenced project and offer the following responses to your numbered comments.

1. **Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the redevelopment of the Paramount Theatre project site located at 139 North County Road, Palm Beach, FL.**

   Response: A TPS letter was previously obtained and the site is a reduction in traffic from the vested use. Therefore, a new TPS letter is not required by Palm Beach County (PBC) Traffic. Nonetheless, the revised traffic study has been submitted to PBC and the TPS letter will be provided upon receipt.

2. **Please update the Purpose of the Study in Section 2.0 to reference the impacted intersections in addition to the impacted roadway segments.**

   Response: Section 2.0 has been updated to include impacted roadway segments as requested.

3. **Please provide a separate traffic data collection section of the traffic impact statement. This section should outline the specific details of when the traffic counts used in the traffic analysis were collected. This should include the day of the week, the specific date and the time of day that the traffic counts were collected.**

   Response: Please see Section 3.0 which now includes additional traffic data information as requested.

4. **Please update the ITE Trip Generation Manual reference in Section 3.0 to the current 12th Edition for the trip generation rates along with the Palm Beach County Engineering Traffic Division. Please update the trip generation calculations and traffic analysis (as necessary) to include the most conservative calculations. Please provide ITE Trip Generation Handbook sheets for each of the proposed trip generation rates used in the calculations in the Appendix of the updated traffic impact study.**

   Response: The ITE 12th edition rates were just released and PBC Traffic division still uses the 11th edition. For consistency purposes, the ITE 11th edition rates and PBC Traffic rates were utilized and are now attached for reference.

5. **Please provide additional details regarding the trip distribution and assignment instead of referencing prior traffic studies. The details need to be established as part of this current traffic study, as this proposed redevelopment program is different. Please ensure that the trip distribution and assignment are clarified along Sunset Avenue between Bradley Place and North County Road. There should be a reference to one-way or two-way operations for the future conditions.**

   Response: Additional narrative is now provided for the trip distribution in the traffic study. Note the conversion on Sunset Avenue from one-way to two-way will have minimal impact to the site's trip assignment due to exit of the site being directly on Sunrise Avenue.

6. **Please clarify the existing vested development included in the trip generation versus what is depicted in the existing site plan/architectural sheets included in Appendix A. The trip generation calculations for the existing/vested development in Tables 1 through 4 mention the following land uses and intensity:**
   - **Church/Synagogue- 2,205 S.F.**
   - **General Office- 14,745 S.F.**
   - **Strip Retail Plaza- 9,683 S.F.**

   The Planning Matrix for the existing vested development per REG Architects shown on plan sheets B-3, B-5 and B-7 in Appendix A has the following land use and intensity:
   - **Church/Synagogue- 2,205 S.F.**
   - **General Office- 16,959 S.F. (3,952 +12,369 + 638)**
   - **Strip Retail Plaza- 8,345 S.F.**

Response: The uses and traffic historically vested for the site have been included in the analysis which include the 2,205 SF church, 14,745 SF office, and 9,683 SF of retail.

7. **Please update the Town Roadway Segment Analysis (Tables 10 and 11) by adding a footnote to the tables confirming the peak hour times that are being used for the AM and PM peak hours. Please consider a Midday peak hour road segment analysis as the weekday peak hour traffic occurs outside the normal AM and PM peak hours. Please add a volume-to capacity ratio column to each of the tables.**

Response: A footnote and additional volume to capacity ratios were added on Tables 10 & 11 as requested. Additionally, the raw traffic counts have now been provided. Upon further review, the majority of PM peak hour counts already reflect the mid-day peak. Therefore, an additional mid-day table was not added since it is already reflected in the analysis.

8. **Please add a 95th Percentile Vehicle Queueing Analysis Section to the traffic study methodology memo. Please include a table that summarizes the 95th percentile vehicle queues for the key turn lanes at the signalized intersections. The table should include the existing turn lane storage and the 95th percentile vehicle queues at all key turn lanes at signalized intersections for each scenario. Please provide a narrative and report on turn lanes where the 95th percentile vehicle queue extends past the available storage length.**

Response: A 95th percentile queue analysis section has now been included as requested.

9. **The current traffic impact statement Section 12 references the use of valet parking for the proposed Club, which is used only after 6:00 p.m. The statement references that valet parking will be contained on-site, utilizing the existing parking spaces. Please confirm whether there will be larger special events with a higher demand rate of 44 vehicles per hour, and provide an additional valet operational analysis for these events, including the vehicles' stacking/queuing analysis. The letter of intent mentions a maximum occupancy of 225 people with 150 seats. Please also confirm if there are any proposed off-site parking locations that will be utilized for these special events.**

Response: A queuing analysis for a New Years Event is now provided to be conservative. Note the parking for the club should also be considered conservative. Data collected at the Carraige House showed a maximum parking rate of 0.147 spaces per club member in comparison to the 0.25 spaces per club member required by code.

10. **Please provide details regarding the proposed parking for the Church use on the weekends. Please confirm whether all parking for Church services will be contained on-site or if on-street parking spaces in the public right-of-way will be utilized.**

Response: The church is a vested use and is not changing as part of the proposed application.

11. **Please provide a separate Parking Requirement Evaluation which outlines the Town's Principle of Equivalency. Please provide more details regarding the proposed parking supply for the Paramount Theatre Redevelopment. This should also include a more detailed Shared Parking Analysis, which is consistent with the methodology outlined in the Urban Land Institute's (ULI) Shared Parking, 3rd Edition.**

Response: The ULI is a useful tool for shared parking calculations. However, the ULI assumes businesses are open throughout the day and does not factor in the restricted hours proposed as part of this application.

12. **Please include a copy of the traffic signal timings in the Appendix of the updated traffic impact statement. Please provide a narrative in the statement related to the City's adaptive traffic signal control system, including a description of the technology platform that has been deployed on the Town's traffic signal system.**

Response: The signal timing sheets have been added, and a narrative has been added regarding adaptive traffic signal control on page 9.

13. **Please provide a current set of architectural site plans and rendering for the Paramount Theatre Redevelopment project.**

Response: A set of architectural site plans are now included.

14. **Please include additional narrative in the Traffic Statement that provides additional information related to the roadway characteristics of the adjacent roadway facilities. This additional information should include the number of lanes, direction, sidewalk, bicycle and transit infrastructure, speed limit, and roadway ownership.**

    Response: An additional narrative for these items are now provided on pages 13 and 14.

15. **Please provide sight visibility triangles on the site plan at each of the driveway connections. The sight triangles should also be depicted on the landscape plans and the pavement marking and signage plans. This includes evaluating the sight distance at the egress-only driveway connection to Sunrise Avenue and the full ingress and egress driveway connection to Sunset Avenue.**

    Response: The sight triangles are provided on the civil engineering plans which are now attached to the traffic study.

16. **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 handicapped parking details in accordance with the MUTCD and local Palm Beach criteria.**

    Response: See attached civil engineering plans in Appendix A.

17. **Please provide an Auto Turn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided. Please use the appropriate design vehicle, such as a box/U-Haul truck (SU-30), for the Auto Turn maneuverability analysis.**

    Response: The site design is improving internal maneuverability from existing conditions. However, all delivery vehicles the size of a SU-30 or larger will utilize the existing loading area located on Sunrise Avenue.

18. **Please provide a narrative regarding how the construction impacts, including traffic from the Paramount Theatre Redevelopment, will be handled. This should include construction staging, truck routes, and a potential screening plan. The draft Declaration of Use condition #22 references a Construction Management Agreement being required prior to issuance of a building permit. Please provide a copy of the draft Construction Management Agreement.**

Response: A Construction Management Agreement will be provided prior to building permit.

19. **The draft Declaration of Use condition #13 references alternative closing times for New Years Eve. It also mentions 6 valets shall be required with a maximum occupancy of 250 people. Please provide additional details of the valet operational analysis for these special events (see comment #9 of this traffic review memo).**

Response: The Declaration of Use will be coordinated with the Town Council. However, note an additional queuing analysis has now been provided for this scenario.

20. **The draft Declaration of Use condition #15 prohibits Valets from using Sunset Avenue to Park vehicles. This should be updated to including Sunrise Avenue and North County Road as well.**

Response: The Declaration of Use will be coordinated with the Town Council.

21. **The draft Declaration of Use condition #16 mentions that ride-sharing vehicles can use North County Road to drop off and pick up patrons of the Paramount Theatre. Please provide confirmation that this activity will be allowed by the Town for this proposed use.**

Response: The Declaration of Use will be coordinated with the Town Council.

22. **There may be future traffic engineering review comments for this application based on any significant revisions to the applicant's redevelopment program.**

Response: Noted.

If you have any questions or require any additional information, please let our office know. Thank you for your help with this matter.

Sincerely,

SIMMONS & WHITE, INC.

Bryan G. Kelley, P.E.

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SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

PARAMOUNT

Town of Palm Beach, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

WEG Paramount, LLC
275 SW 3rd Avenue
South Bay, Florida 33493

JOB No. 25-146

DATE: 09/27/2025
Revised: 10/26/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 10/26/2025. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.10.26 07:49:33-04'00'

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VALET AND 95TH PERCENTILE QUEUE CALCULATIONS

1.0 SITE DATA

The subject parcel is located in the southeast corner of N. County Road and Sunrise Avenue within the Town of Palm Beach. The Property Control Number (PCN) for the subject parcel is 50-43-43-15-09-000-0140. The subject parcel currently includes 9,683 SF of retail, 14,745 SF of office, and 2,205 SF of a place of worship.

The proposed plan of redevelopment is to consist of the following uses:

- 1 Residential Dwelling Unit
- 2,000 SF Church (closed on weekdays, closed by 11:30 AM on Sunday)
- 5,409 SF Retail (closed by 6 PM weekdays, 1600 SF remain open after 6 PM)
- 150 seat (175 member) club (opens at 6 PM on weekdays, opens at noon on weekends)
- 1,550 SF Café (closed by 4 PM)

For purposes of this traffic study, the buildout will be assumed as 2028. Site access is not proposed to change and is existing via an ingress only driveway connection to Sunset Avenue and an egress only driveway connection to Sunrise Avenue.

2.0 PURPOSE OF STUDY

The purpose of this traffic study is to provide a transportation concurrency analysis of the Town of Palm Beach impacted roadway segments and impacted intersections within the project area.

3.0 TRAFFIC DATA COLLECTION

As part of this traffic study, data was obtained through two primary sources. The roadway segment counts were taken from the 2025 Annual Traffic County Update Report completed by Kimley Horn & Associates. These roadway segment counts were collected from Tuesday, March 11, 2025 through Thursday, March 11, 2025. The intersection traffic counts were collected as part of a traffic study prepared by Corradino. These intersection counts were collected during the peak hours on Thursday, January 9, 2025. The intersection traffic counts were collected from 7:00 to 11:00 AM and 12:00 to 8:00 PM.

4.0 TRAFFIC GENERATION

The traffic generated by the existing/vested site has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11h Edition* and rates published by the Palm Beach County Engineering Traffic Division. Additionally, a mid-day trip generation analysis was prepared to be consistent with previous Paramount Traffic Study completed by Kimley Horn & Associates dated May 31, 2024. To be consistent with the previous traffic study, no-pass by traffic was assumed.

The traffic generated by the vested development is provided in Tables 1-4 attached to this report and may be summarized as follows:

Vested Development

Daily Traffic Generation	=	704 tpd
AM Peak Hour Traffic Generation (In/Out)	=	46 pht (34 In/12 Out)
MD Peak Hour Traffic Generation (In/Out)	=	48 pht (24 In/24 Out)
PM Peak Hour Traffic Generation (In/Out)	=	86 pht (36 In/50 Out)

Table 5-8 shows the daily traffic generation associated with the proposed redevelopment. To be consistent with previous traffic studies, the trip generation for the private club was based on the fine dining restaurant ITE trip generation rate. Since the private club will not open until 6:00 PM, there will be no trips associated with this use during the AM, MD, or PM peak hours. Additionally, the café has been removed from the PM peak hour trips since this use will be closed by 4:00 PM. The traffic to be generated by the proposed redevelopment may be summarized as follows:

Proposed Redevelopment

Daily Traffic Generation	=	876 tpd
AM Peak Hour Traffic Generation (In/Out)	=	30 pht (17 In/13 Out)
MD Peak Hour Traffic Generation (In/Out)	=	33 pht (19 In/14 Out)
PM Peak Hour Traffic Generation (In/Out)	=	38 pht (19 In/19 Out)

Note the trips associated with the proposed redevelopment are likely significantly overstated. The daily trip generation is based on the ITE rates that assume the fine dining/club, café, and retail are open for the entirety of the day. As stated previously, these uses will have restricted hours to minimize the traffic impact.

The net trip difference between the vested and proposed development is shown in Table 9 attached to this report and may be summarized as follows:

Net Trips (Proposed – Vested)

Daily Traffic Generation	=	172 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-16 pht (-17 In/1 Out)
MD Peak Hour Traffic Generation (In/Out)	=	-15 pht (-5 In/-10 Out)
PM Peak Hour Traffic Generation (In/Out)	=	-48 pht (-17 In/-31 Out)

Since the project results in a reduction of trips from the vested development, the project satisfies Palm Beach County Traffic Concurrency Standards and a Test 1 or Test 2 analysis is not required.

5.0TRIP DISTIRBUTION

The project trips were distributed and assigned on the surrounding roadway network as shown in Figure 1 attached to this report. The trip assignment was based on the existing travel patterns, local knowledge, and engineering judgement. Note that while Sunrise Avenue is programmed to be converted from one-way eastbound to two-way traffic, this roadway modification will only have a minor impact on the trip distribution for this site. Since all of the development's exiting traffic goes through Sunrise Avenue, there will be very few trips if any that travel on Sunset Avenue in the westbound direction.

6.0 TRAFFIC CONCURRENCY

The project was reviewed to ensure consistency with Chapter 30 of the Town of Palm Beach Code of Ordinances and Policy 2.1 of the Town Transportation Element. The proposed redevelopment is a reduction of trips from the historically vested site. Despite the reduction in trips, a roadway segment analysis was completed based on the Town Comprehensive Plan that includes evaluation of roadways utilizing two-way peak hour thresholds. The roadway analysis is provided in Tables 10-11 attached in Appendix B. The roadway Level of Service thresholds were based on the 2020 FDOT Q/LOS Tables. The analysis shows each of the roadway segments meet the required LOS thresholds with the exception of Royal Poinciana Way. Royal Poinciana Way is a background deficiency as LOS standards are not met based on existing traffic volumes without the project. The proposed development does not cause any degradation of LOS standards. As previously stated, the proposed development will result in a reduction in trips. Additionally, with the conversion of Sunset Avenue from one-way to two way as described in Section 12.0 of this report, the number of project trips on this segment of Royal Poinciana Way will be reduced.

7.0 INTERSECTION ANALYSIS

To be consistent with the previous Paramount traffic study, the following intersections were analyzed for this traffic study.

1. Sunset Avenue at Bradley Place (TWSC for existing and Signal for future scenarios)
2. Sunset Avenue at County Road (signalized)
3. Bradley Place at Royal Poinciana Way (signalized)
4. County Road at Royal Poinciana Way (signalized)
5. Bradley Place at Sunrise Avenue (signalized)
6. County Road at Sunrise Avenue (signalized)

Sunset Avenue at Bradley Place was analyzed as a signalized intersection in the background and total traffic conditions scenarios since a traffic signal is programmed to be installed next year. The analysis was performed using Synchro 12 software with Highway Capacity Methodologies. HCM 7th Edition was used when available and HCM was used for intersections with shared lanes. The existing traffic counts were collected in January 2025. The background traffic volumes were taken from the previous Paramount traffic study and included approved projects within the Town and also approved projects from the City of West Palm Beach. The background traffic used the highest of the historical growth rate of 2.33% or the committed trips plus 1%. Existing signal timings were used and area included in Appendix C. The traffic analysis was performed for existing conditions, background conditions and total traffic conditions and is summarized as follows:

Table 12 - Existing Year (2025) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	TWSC	EB	12.7	B	17.1	C	13.7	B
Sunset Ave at County Rd	Signalized	EB	35.0	C	36.2	D	44.6	D
		WB	31.9	C	32.0	C	42.3	D
		NB	0.4	A	13.3	B	0.2	A
		SB	0.3	A	0.5	A	0.4	A
		Overall	5.8	A	11.1	B	6.7	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	26.5	C	27.2	C	28.0	C
		WB	21.1	C	26.0	C	31.1	C
		NB	22.2	C	21.5	C	28.1	C
		SB	18.8	B	23.5	C	20.5	C
		Overall	24.1	C	25.0	C	27.4	C
Royal Poinciana Way at County Rd	Signalized	EB	18.0	B	26.7	C	30.0	C
		WB	43.2	D	39.2	D	49.9	D
		NB	20.5	C	21.5	C	23.1	C
		SB	10.7	B	29.3	C	40.6	D
		Overall	17.4	B	27.0	C	33.3	C
Bradley Pl at Sunrise Ave	Signalized	WB	46.2	D	43.0	D	44.7	D
		NB	8.2	A	9.9	A	7.9	A
		SB	3.8	A	5.9	A	4.5	A
		Overall	13.5	B	16.5	B	15.4	B
County Rd at Sunrise Ave	Signalized	EB	39.1	D	40.4	D	51.4	D
		WB	29.1	C	29.2	C	38.2	D
		NB	0.8	A	1.1	A	0.8	A
		SB	7.9	A	8.7	A	7.3	A
		Overall	9.1	A	11.0	B	12.3	B

Table 13 – Background Traffic Conditions (2028) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	Signalized	EB	42.8	D	43.4	D	43.7	D
		WB	43.1	D	42.5	D	42.3	D
		NB	1.9	A	2.0	A	2.0	A
		SB	2.2	A	0.7	A	2.6	A
		Overall	3.6	A	3.3	A	4.7	A
Sunset Ave at County Rd	Signalized	EB	35.4	D	37.3	D	45.4	D
		WB	31.9	C	32.1	C	42.3	D
		NB	0.4	A	13.7	B	0.2	A
		SB	0.4	A	0.5	A	0.4	A
		Overall	5.9	A	11.5	B	7.0	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	29.5	C	28.6	C	30.6	C
		WB	21.2	C	27.6	C	35.7	D
		NB	22.6	C	21.6	C	35.2	D
		SB	18.8	B	23.4	C	22.3	C
		Overall	25.9	C	26.1	C	31.6	C
Royal Poinciana Way at County Rd	Signalized	EB	24.2	B	28.4	C	36.5	D
		WB	40.5	D	39.5	D	50.1	D
		NB	19.7	B	23.3	C	24.5	C
		SB	8.3	A	26.2	C	38.4	D
		Overall	19.6	B	26.8	C	34.2	C
Bradley Pl at Sunrise Ave	Signalized	WB	45.9	D	42.8	D	44.4	D
		NB	0.9	A	0.8	A	0.6	A
		SB	3.9	A	6.2	A	4.8	A
		Overall	10.1	B	13.5	B	12.9	B
County Rd at Sunrise Ave	Signalized	EB	39.5	D	41.1	D	51.6	D
		WB	29.0	C	28.9	C	37.5	D
		NB	1.0	A	1.4	A	1.0	A
		SB	8.2	A	9.1	A	7.9	A
		Overall	9.4	A	11.3	B	12.5	B

Table 14 – Total Traffic Conditions (2028) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	Signalized	EB	42.8	D	43.4	D	43.7	D
		WB	43.1	D	42.5	D	42.3	D
		NB	1.9	A	2.0	A	2.0	A
		SB	2.2	A	0.7	A	2.6	A
		Overall	3.6	A	3.3	A	4.7	A
Sunset Ave at County Rd	Signalized	EB	35.5	D	37.3	D	45.4	D
		WB	31.9	C	32.1	C	42.3	D
		NB	0.4	A	13.6	B	0.2	A
		SB	0.4	A	0.5	A	0.4	A
		Overall	5.9	A	11.6	B	7.0	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	29.4	C	28.6	C	30.5	C
		WB	21.2	C	27.6	C	35.5	D
		NB	22.5	C	21.6	C	35.1	D
		SB	18.8	B	24.5	C	22.0	C
		Overall	25.8	C	26.1	C	31.4	C
Royal Poinciana Way at County Rd	Signalized	EB	24.1	B	28.4	C	36.0	D
		WB	40.5	D	39.5	D	50.1	D
		NB	19.7	B	23.2	C	24.8	C
		SB	8.4	A	26.1	C	39.2	D
		Overall	19.6	B	26.8	C	34.4	C
Bradley Pl at Sunrise Ave	Signalized	WB	45.9	D	42.8	D	44.5	D
		NB	0.9	A	0.8	A	0.6	A
		SB	3.9	A	6.1	A	4.8	A
		Overall	10.1	B	13.5	B	12.8	B
County Rd at Sunrise Ave	Signalized	EB	39.5	D	41.1	D	51.6	D
		WB	29.0	C	29.1	C	38.1	D
		NB	1.0	A	1.3	A	1.0	A
		SB	8.1	A	8.9	A	7.3	A
		Overall	9.3	A	11.1	B	11.9	B

As shown in Tables 12-14, all intersections meet Level of Service (LOS) requirements for each of the scenarios and peak hours.

Note the Town of Palm Beach has recently implemented an adaptive traffic signal control system within the Town. This signal technology platform allows for the signal system to adjust signal timing in real time based on actual traffic demand and conditions such as vehicle volumes and queues. Benefits of this technology allow for a reduction in travel time, more efficient traffic patterns, and better response time to changes in traffic flow and patterns. Adaptive traffic signal control is not a cure all but can provide significant benefits. The Town's implementation is in the early stages and the benefits should increase over time.

8.0 95TH QUEUE ANALYSIS

In addition to the operational analysis, a 95th percentile queue analysis was prepared for impacted turn lanes at the study intersections. The results showed the project will have minimal impact on the vehicle queues as shown in Tables 15-17. The turn lanes and overall intersection were shown to operate sufficiently in the peak hour analysis. Additionally, the proposed project will result in a reduction of 95th percentile queue for some turn lanes. Note the queue calculations were estimated based on a bumper to bumper distance of 25 feet.

Table 15 – Existing Conditions (2025) – 95th Percentile Queue Analysis

Intersection	Turn Lane	95th Queue (ft)			Storage (ft)
		AM Peak	MD Peak	PM Peak	
Bradley Place at Sunset Ave (TWSC)	Southbound Left	3	0	0	75
	Northbound Right	0	0	0	Drop Right
Sunset Ave at County Rd	Southbound Left	5	8	8	N/A
	Westbound	20	28	43	N/A
Royal Poinciana Way at Bradley Pl	Eastbound Left	179	139	148	335
	Southbound Right	28	175	292	Drop Right
Royal Poinciana Way at County Rd	Eastbound Left	184	122	135	430
Sunrise Ave at Bradley Place	Westbound	183	250	210	N/A
Sunrise Ave at County Rd	Westbound Left	70	103	125	125

Table 16 – Background Traffic Conditions (2028 – 95th Percentile Queue Analysis

Intersection	Turn Lane	95th Queue (ft)			Storage (ft)
		AM Peak	MD Peak	PM Peak	
Bradley Place at Sunset Ave (Signalized)	Southbound Left	5	0	0	75
	Northbound Right	18	15	13	Drop Right
Sunset Ave at County Rd	Southbound Left	5	8	8	N/A
	Westbound	23	28	45	N/A
Royal Poinciana Way at Bradley Pl	Eastbound Left	209	148	164	335
	Southbound Right	29	204	345	Drop Right
Royal Poinciana Way at County Rd	Eastbound Left	218	133	167	430
Sunrise Ave at Bradley Place	Westbound	190	258	218	N/A
Sunrise Ave at County Rd	Westbound Left	78	110	133	125

Table 17 – Total Traffic Conditions (2028 – 95th Percentile Queue Analysis

Intersection	Turn Lane	95th Queue (ft)			Storage (ft)
		AM Peak	MD Peak	PM Peak	
Bradley Place at Sunset Ave (Signalized)	Southbound Left	5	0	0	75
	Northbound Right	18	15	13	Drop Right
Sunset Ave at County Rd	Southbound Left	5	8	8	N/A
	Westbound	23	28	45	N/A
Royal Poinciana Way at Bradley Pl	Eastbound Left	209	148	163	335
	Southbound Right	29	203	343	Drop Right
Royal Poinciana Way at County Rd	Eastbound Left	215	132	165	430
Sunrise Ave at Bradley Place	Westbound	190	255	218	N/A
Sunrise Ave at County Rd	Westbound Left	75	103	110	125

9.0 PARKING ANALYSIS

A parking analysis was prepared based on Section 134-2176 of the Town Code of Ordinances. A summary of the vested and proposed parking calculations is provided below.

Existing/Vested Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Retail	1 per 200 SF	9,683 SF	48
Office	1 per 250 SF	14,745 SF	59
Church	1 per 4 seats	105 seats	26
		Total =	**133**

Proposed Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Retail	1 per 200 SF	5,409 SF	27
Club	1 per 4 members	175 members	44
Church	1 per 4 seats	200 seats	50
Café	1 per 3 seats	50 Indoor Seats	17
	1 per 3 seats	30 Outdoor Seats	10
	1 per 300 SF	3,027 Back of House	10
Residence	2+	1 DU	7
		Total =	**165**

As previously stated, not all uses will be open and operational throughout the entire day. The shared parking calculations based on the hours of operations are summarized below.

Shared Parking Calculations - Weekday

Use	Weekday Before 4 PM	Weekday 4:00-6:00 PM	Weekday After 6:00 PM
Retail**	27	27	8
Club	0	0	44
Church*	3	3	0
Café	37	0	0
Residence	7	7	7
Total =	**74**	**37**	**59**

*Church parking assumes just administrative parking during the week (5% of parking requirement)
**1600 SF of retail is proposed to remain open after 6:00 PM

Shared Parking Calculations - Weekend

Use	Saturday Before 12:00 PM	Saturday After 12:00 PM	Saturday After 6:00 PM	Sunday Before 12:00 PM	Sunday After 12:00 PM	Sunday After 6:00 PM
Retail**	27	27	8	27	27	8
Club	0	44	44	0	44	44
Church	0	0	0	50	0	0
Café	37	37	0	37	37	0
Residence	7	7	7	7	7	7
Total =	**71**	**115**	**59**	**121**	**115**	**59**

**1600 SF of retail is proposed to remain open after 6:00 PM

The proposed redevelopment will result in a parking reduction of 12 spaces from the vested use as documented above when considering the shared parking calculations. As shown on the Existing Site Plan, a total of 46 parking spaces are existing. However, the Proposed Site Plan includes an additional 4 parking spaces for a total of 50 spaces. Since the proposed redevelopment results in a reduction in parking requirements, no additional parking is required according to the Town's Principle of Parking Equivalency in Section 134-2175 of the Code of Ordinances.

10.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 6-8 and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM = 17 / 13
MD = 19 / 14
PM = 19 / 19

As previously mentioned, site access is proposed via an ingress only driveway connection to Sunset Avenue and an egress only driveway connection to Sunrise Avenue. Figure 2 attached to this report depicts the driveway volumes. No additional turn lanes are warranted or proposed.

11.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing sidewalk is present along both sides of Sunset Avenue, Sunrise Avenue, and County Road. The existing sidewalk fronting the site on Sunset Avenue and Sunrise Avenue is approximately 5 feet wide and the sidewalk fronting County Road is approximately 10 feet wide. Striped crosswalks and pedestrian signals are present at the intersection of Sunset Avenue and County Road and Sunrise Avenue and County Road. No bicycle lanes are currently present on Sunset Avenue, Sunrise Avenue, or County Road. However, the large sidewalks along County Road and the slower speeds of the roadways allow bicyclists to use either the sidewalk or roadway if desired. Palm Tran Route #41 currently services the area and County Road and provides service connections to the north end of Palm Beach and the West Palm Beach Tri-Rail station.

Sunrise Avenue and Sunset Avenue are two-lane, two-way roadways owned and maintained by the Town of Palm Beach (east of County Road). No speed limit signs are posted on either roadway east of County Road and therefore, the speed limit defaults to 30 mph based on state law. County Road is a 4-lane, two-way undivided roadway which is also owned and maintained by the Town of Palm Beach fronting the subject property. The posted speed limit on County Road is 25 mph north of Royal Poinciana Way.

12.0 BRADLEY PLACE AND SUNSET AVENUE

Sunset Avenue was converted from a two-way roadway to a one-way roadway in August of 2023. The Town council recently approved the change back to a two-way roadway along with the installation of a traffic signal at the intersection of Bradley Place and Sunset Avenue. The completion of the one-way to two-way conversion and the traffic signal are expected to be complete within approximately one-year. The mast arm is expected to be delivered in February 2026. These scheduled roadway improvements will help better disperse traffic for the Town. The conversion to two-way traffic will have little impact to the Paramount development since trips arrive via Sunset Avenue and egress via Sunrise Avenue.

13.0 PREVIOUS PARARMOUNT PROPOSAL

An application was previously submitted to the Town of Palm Beach that included the redevelopment of the site to a 475 member club that would allow for a maximum of 412 attendees at one time. The previously proposed maximum club occupancy throughout the day may be summarized as follows:

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

The trip generation for the previously proposed development plans may be summarized as follows:

Previously Proposed Development

Daily Traffic Generation	=	1,071 tpd
AM Peak Hour Traffic Generation (In/Out)	=	42 pht
MD Peak Hour Traffic Generation (In/Out)	=	70 pht
PM Peak Hour Traffic Generation (In/Out)	=	115 pht

The net trip difference between the current proposed plan of development and the previously proposed plan of development may be summarized as follows:

Net Trips (Modified Plan – Previously Proposed)

Daily Traffic Generation	=	195 tpd DECREASE
AM Peak Hour Traffic Generation	=	12 pht DECREASE
MD Peak Hour Traffic Generation	=	37 pht DECREASE
PM Peak Hour Traffic Generation	=	77 pht DECREASE

As shown above, the modified plan of development results in a substantial reduction in vehicle trips from the previously proposed application. It is likely the trip reduction will be even greater due to the reasons stated previously including internal capture between the uses and the conservative daily trip calculation for the private club in the modified plan scenario.

14.0 VALET OPERATIONS

Valet will be provided for the Club starting at 6 PM. The valet stand and operations will be located at the north portion of the parking lot. The 95th percentile queue calculations were based on a vehicle demand of 44 trips per hour, 3 valet attendants, and a conservate 2 min processing time for the valet attendant to park the vehicle and return. The peak hour vehicle demand of 44 spaces is based on the parking calculation but can be considered conservative as other clubs throughout the Town have a lower traffic and parking demand per member. The valet attendants will park vehicles within the existing parking lot. The 95th percentile queue is calculated at 2 vehicles. An additional queue calculation has also been provided for a New Year's Eve event which would allow up to 250 people. The 95th percentile queue calculation provides conservative assumptions and 5-6 valet attendants. The valet operations and 95th percentile queue calculations for both scenarios are provided in Appendix D.

15.0 CONCLUSION

The proposed development will result in a reduction in traffic from the vested site and therefore meets the requirements of the Palm Beach County Traffic Performance Standards. An intersection operational analysis was prepared at six intersections demonstrated the proposed site will have a minimal impact to the surrounding roadway network and result in no degradation to the Level of Service on the Town roadway network and therefore meets the requirements of the Comprehensive Plan. Additionally, the proposed redevelopment will result in a reduction of parking requirements from the historically vested site due to the proposed hours of use restrictions.

bk: x:/docs/trafficdrainage/tis.25146.rev

PARAMOUNT

09/28/25
Revised: 10/25/25

EXISTING/VESTED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips (Driveway Trips)	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	2,205	S.F.	7.6			17	0.0%	0	17	0%	0	17
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	10.84			160	0.0%	0	160	0%	0	160
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	54.45			527	0.0%	0	527	0%	0	527
			Grand Totals:				**704**	**0.0%**	**0**	**704**	**0%**	**0**	**704**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0.32	0.62	0.38	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.52	0.88	0.12	19	3	22	0.0%	0	0	0	19	3	22	0%	0	19	3	22
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	2.36	0.60	0.40	14	9	23	0.0%	0	0	0	14	9	23	0%	0	14	9	23
			Grand Totals:				**34**	**12**	**46**	**0.0%**	**0**	**0**	**0**	**34**	**12**	**46**	**0%**	**0**	**34**	**12**	**46**

TABLE 3 - Mid-Day Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0	0.44	0.56	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.11	0.50	0.50	8	8	16	0.0%	0	0	0	8	8	16	0%	0	8	8	16
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	3.32	0.50	0.50	16	16	32	0.0%	0	0	0	16	16	32	0%	0	16	16	32
			Grand Totals:				**24**	**24**	**48**	**0.0%**	**0**	**0**	**0**	**24**	**24**	**48**	**0%**	**0**	**24**	**24**	**48**

TABLE 4 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	2,205	S.F.	0.49	0.44	0.56	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
General Office (10k-250k SF GFA)[h]	710	14,745	S.F.	1.44	0.17	0.83	4	17	21	0.0%	0	0	0	4	17	21	0%	0	4	17	21
Strip Retail Plaza (<40ksf)	822	9,683	S.F.	6.59	0.50	0.50	32	32	64	0.0%	0	0	0	32	32	64	0%	0	32	32	64
			Grand Totals:				**36**	**50**	**86**	**0.0%**	**0**	**0**	**0**	**36**	**50**	**86**	**0%**	**0**	**36**	**50**	**86**

Notes:
Mid-Day trip generation rates based on previous Paramount traffic study compeleted by KHA dated May 31, 2024
Daily, AM, and PM Peak hour rates based on PBC Traffic rates and ITE 11th Edition

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09/28/25
Revised: 10/25/25

PROPOSED DEVELOPMENT

TABLE 5 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips (Driveway Trips)	Pass-by %	Pass-by Trips	Net Trips
Single Family Detached	210	1	Dwelling Units	10			10		0	10	0%	0	10
Church/Synagogue[b]	560	2,000	S.F.	7.6			15	0.0%	0	15	0%	0	15
Strip Retail Plaza (<40ksf)	822	5,409	S.F.	54.45			295	0.0%	0	295	0%	0	295
Fine Dining Restaurant	931	150	Seats	2.6			390	0.0%	0	390	0%	0	390
High Turnover Sit-Down Rest.	932	1,550	S.F.	107.2			166	0.0%	0	166	0%	0	166
			Grand Totals:				**876**	**0.0%**	**0**	**876**	**0%**	**0**	**876**

TABLE 6 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.7	0.26	0.74	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
Church/Synagogue[b]	560	2,000	S.F.	0.32	0.62	0.38	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Strip Retail Plaza (<40ksf)	822	5,409	S.F.	2.36	0.60	0.40	8	5	13	0.0%	0	0	0	8	5	13	0%	0	8	5	13
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	1,550	S.F.	9.57	0.55	0.45	8	7	15	0.0%	0	0	0	8	7	15	0%	0	8	7	15
			Grand Totals:				**17**	**13**	**30**	**0.0%**	**0**	**0**	**0**	**17**	**13**	**30**	**0%**	**0**	**17**	**13**	**30**

TABLE 7 - Mid-Day Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.94	0.63	0.37	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Church/Synagogue[b]	560	2,000	S.F.	0	0.44	0.56	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
Strip Retail Plaza (<40ksf)	822	5,409	S.F.	3.32	0.50	0.50	9	9	18	0.0%	0	0	0	9	9	18	0%	0	9	9	18
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	1,550	S.F.	9.05	0.61	0.39	9	5	14	0.0%	0	0	0	9	5	14	0%	0	9	5	14
			Grand Totals:				**19**	**14**	**33**	**0.0%**	**0**	**0**	**0**	**19**	**14**	**33**	**0%**	**0**	**19**	**14**	**33**

TABLE 8 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.94	0.63	0.37	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Church/Synagogue[b]	560	2,000	S.F.	0.49	0.44	0.56	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
Strip Retail Plaza (<40ksf)	822	5,409	S.F.	6.59	0.50	0.50	18	18	36	0.0%	0	0	0	18	18	36	0%	0	18	18	36
Fine Dining Restaurant	931	0	Seats	0.28	0.67	0.33	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
High Turnover Sit-Down Rest.	932	0	S.F.	9.05	0.61	0.39	0	0	0	0.0%	0	0	0	0	0	0	0%	0	0	0	0
			Grand Totals:				**19**	**19**	**38**	**0.0%**	**0**	**0**	**0**	**19**	**19**	**38**	**0%**	**0**	**19**	**19**	**38**

Notes:
Mid-Day trip generation rates based on previous Paramount traffic study compeleted by KHA dated May 31, 2024
Daily, AM, and PM Peak hour rates based on PBC Traffic rates and ITE 11th Edition

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TABLE 9
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			MID-DAY PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	704	46	34	12	48	24	24	86	36	50
PROPOSED DEVELOPMENT =	876	30	17	13	33	19	14	38	19	19
INCREASE =	**172**	**-16**	**-17**	**1**	**-15**	**-5**	**-10**	**-48**	**-17**	**-31**

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)

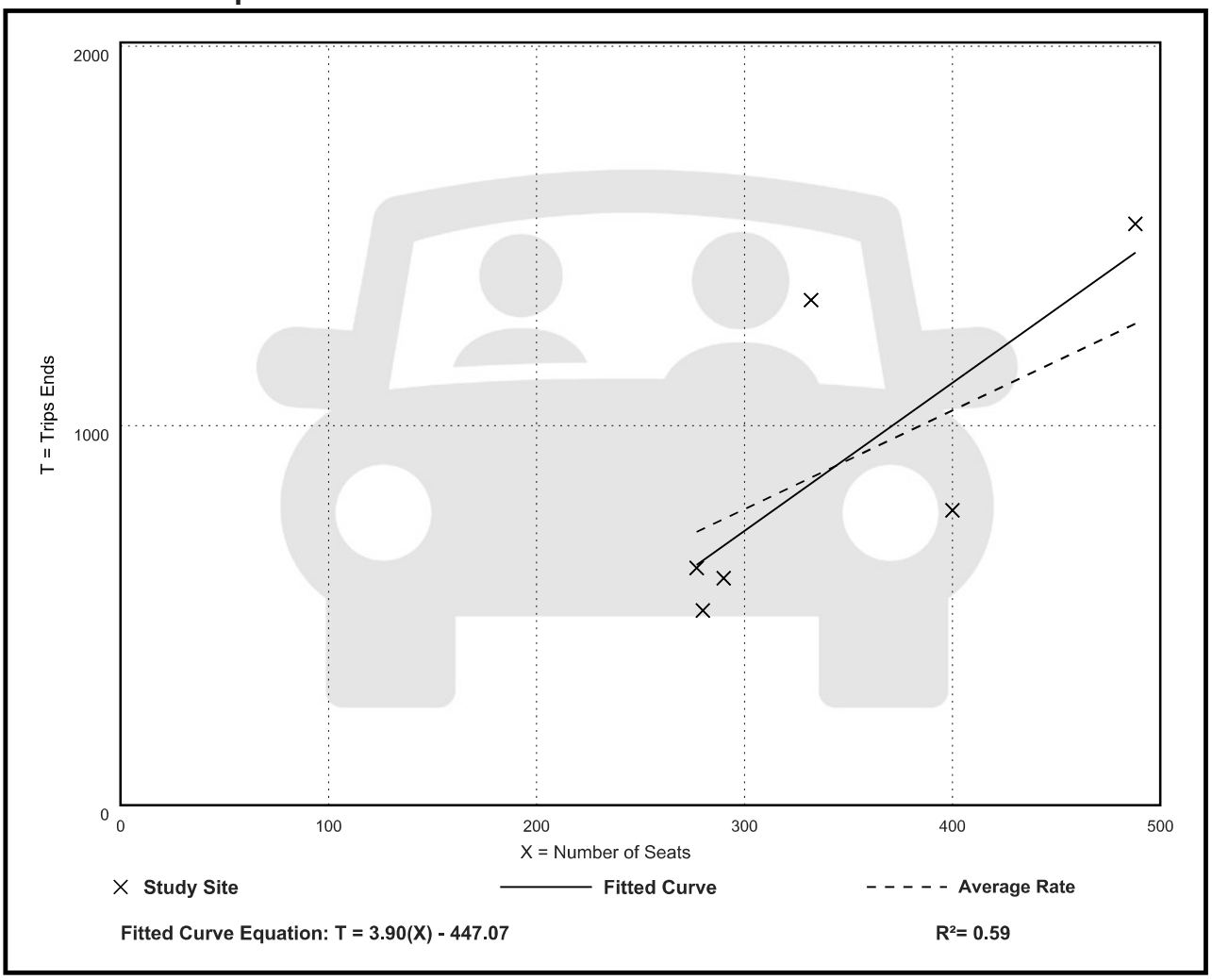
Vehicle Trip Ends vs: Seats
On a: Weekday

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

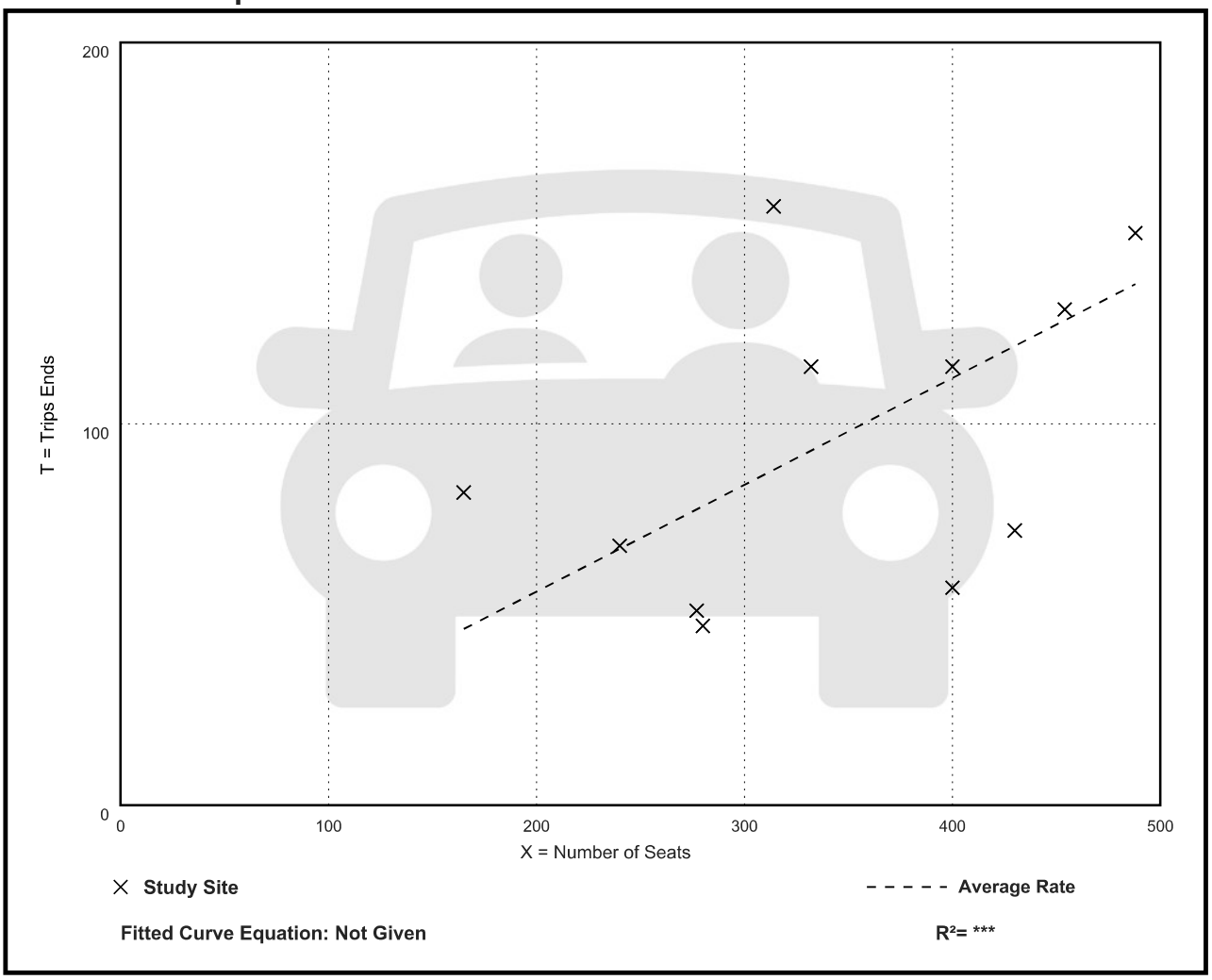
Fine Dining Restaurant
(931)

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

Vehicle Trip Generation per Seat

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

Data Plot and Equation



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

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

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

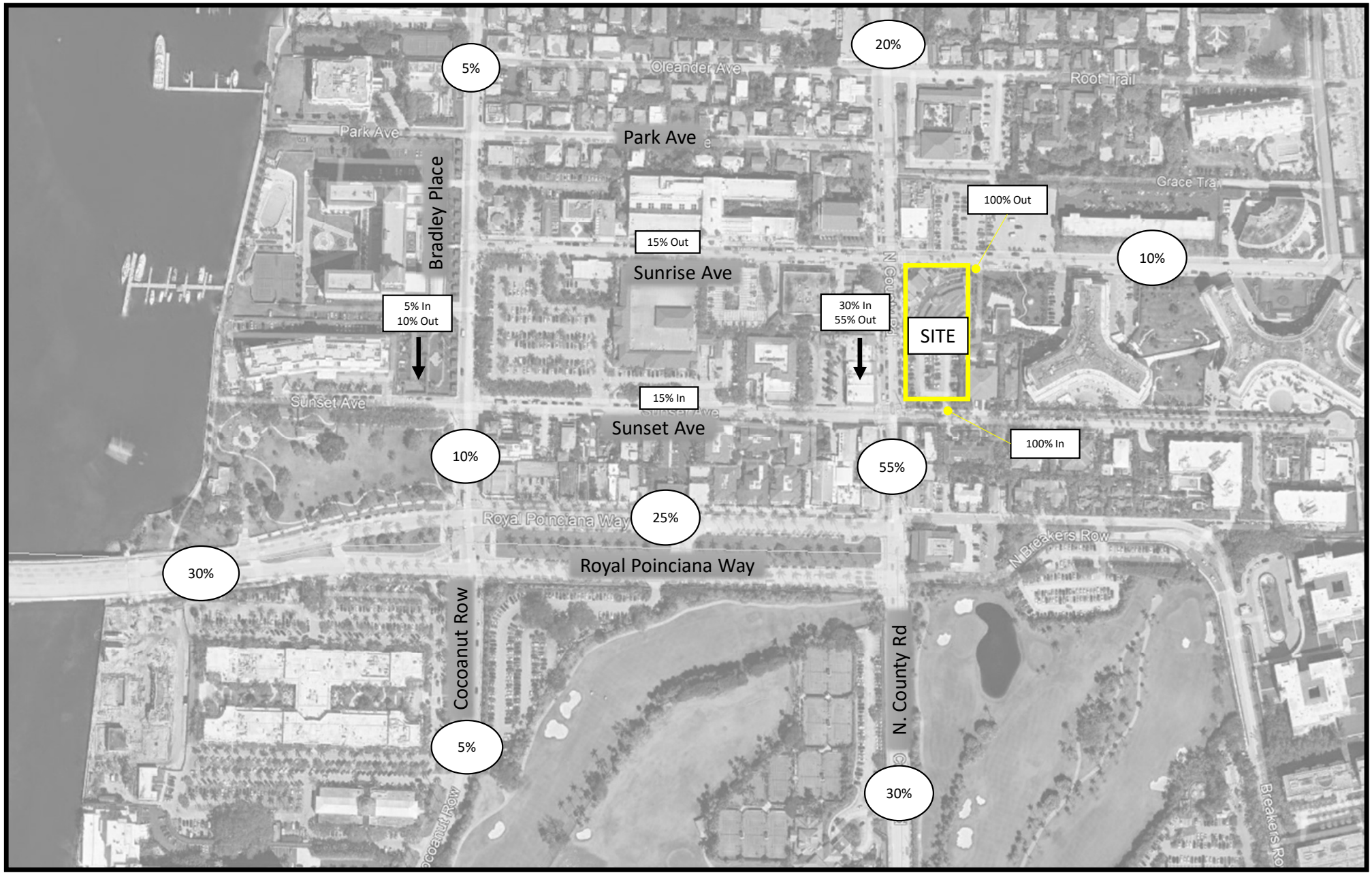


Figure 1 – Trip Distribution
Paramount
Project # 25-146

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

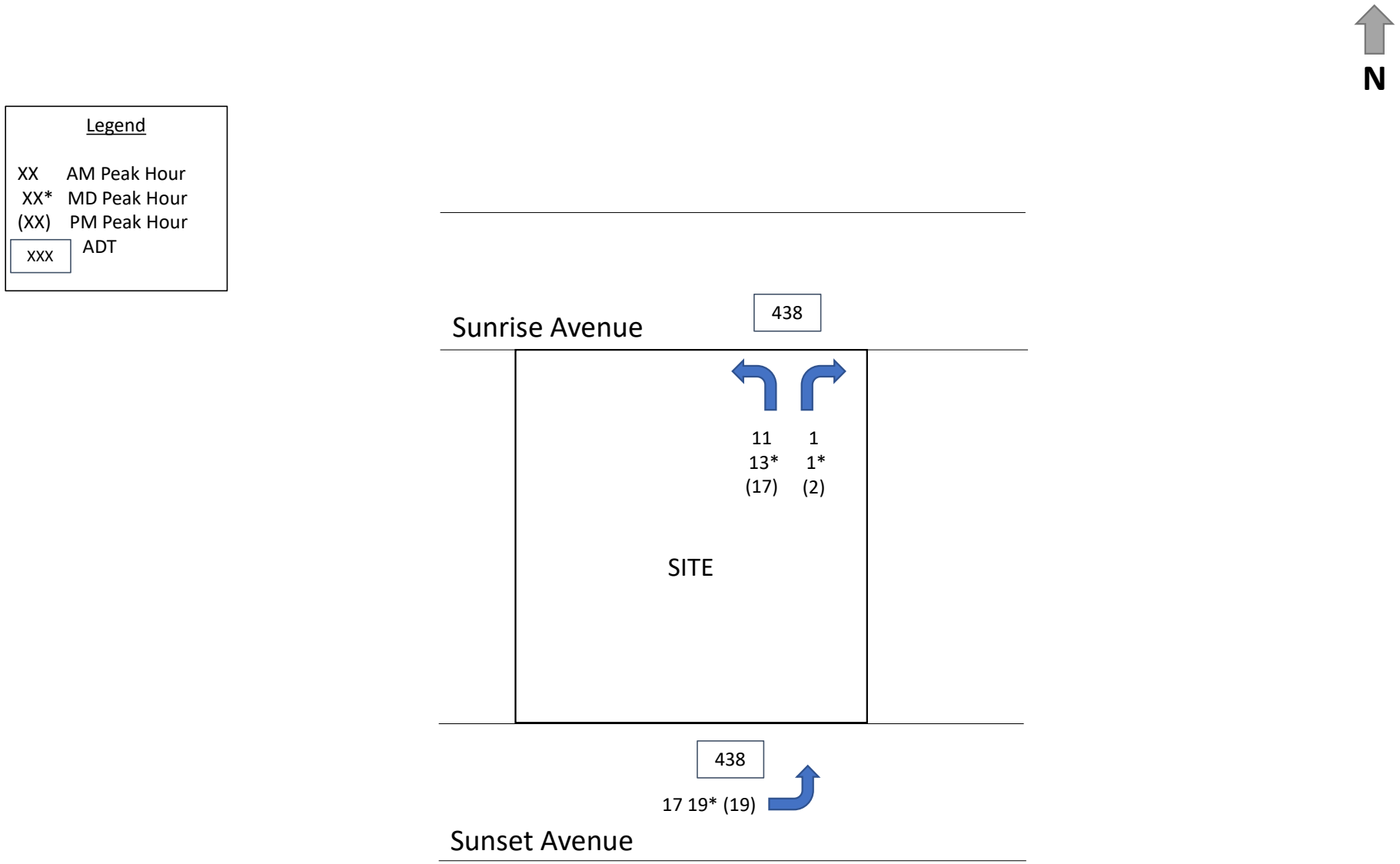
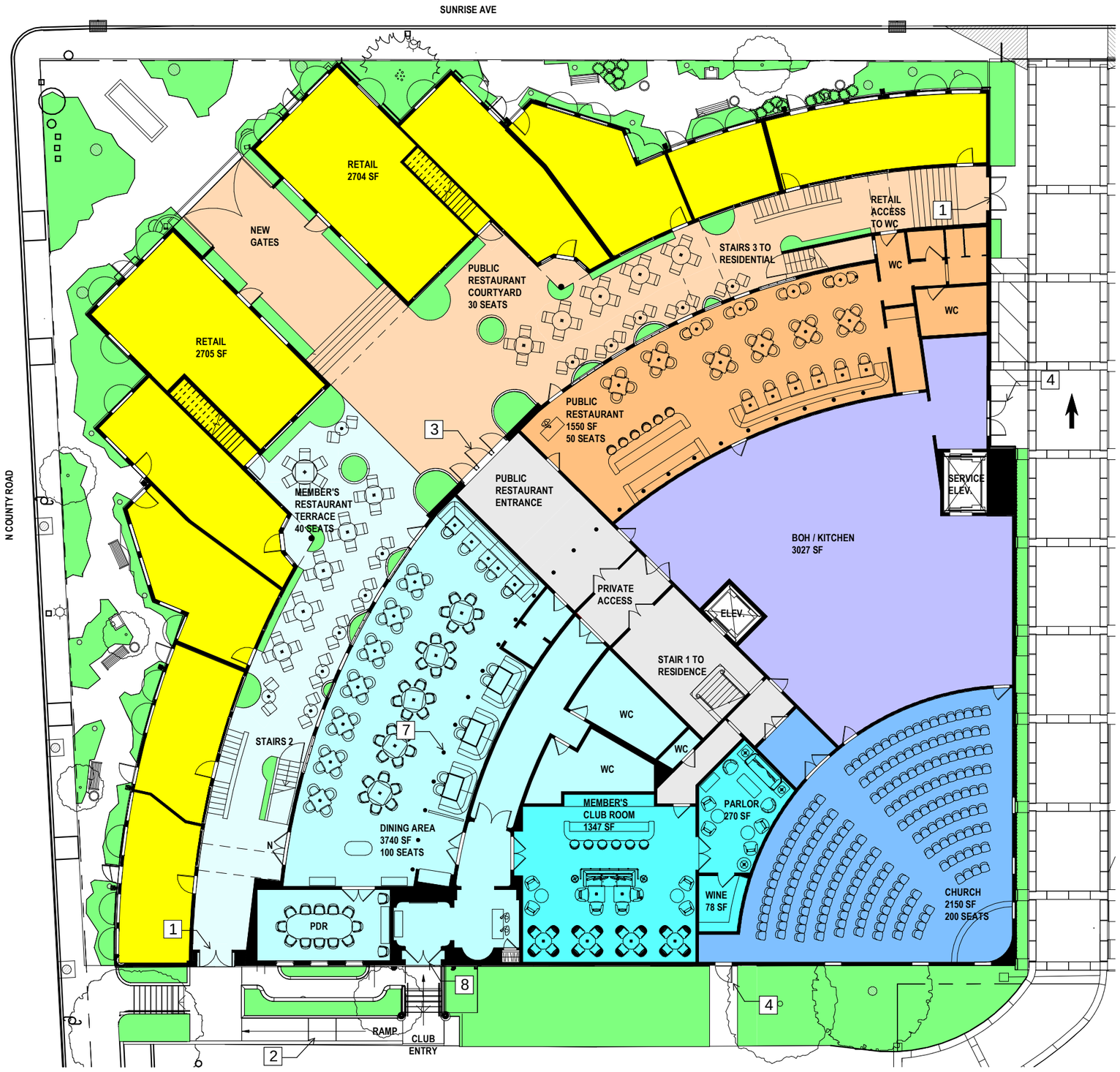


Figure 2 – Driveway Volumes
Paramount
Project # 25-146

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

APPENDIX A

SITE PLAN/CIVIL PLANS



1 PROPOSED - FIRST FLOOR
1" = 20'-0"

AREA CALCULATIONS

RETAIL 5,409SF/30 =	181 OCC
*CAFE 1,550SF/15 =	104 OCC
BOH 3,027SF/300 =	11 OCC
**SOCIAL CLUB DINNING 3,740SF	225 OCC
** MEMBERS CLUB/PARLOR 1,346SF	
CHURCH 2,149SF/30	72 OCC
CIRCULATION 1,381SF	

TOTAL OCCUPANCY 1ST FLOOR = 593

*RESTROOMS REMOVED FROM AREA SF OF OCCUPANCY CALCULATIONS.
**POSTED MAXIMUM OCCUPANCY LIMITED TO 225 OCCUPANTS
CLUB MEMBERS = 175

USE	Weekday Before 4 PM	Weekday 4:00 - 6:00 PM	Weekday After 6:00 PM	Weekend Before 12:00 PM	Weekend After 12:00 PM
RETAIL**	27	27	8	27	27
CLUB	0	0	44	0	44
CHURCH*	3	3	0	50	0
CAFE	35	0	0	35	35
RESIDENCE	7	7	7	7	7
TOTAL =	72	37	59	119	113

*CHURCH PARKING ASSUMES JUST ADMINISTRATIVE PARK DURING THE WEEK (5% OF PARKING REQUIREMENT)
**1600 SF RETAIL IS PROPOSED TO REMAIN OPEN AFTER 6:00 PM
NOTE:CHURCH OPERATIONS IS NOT CONCURRENT WITH SOCIAL CLUB HOURS.

PLUMBING FIXTURE CALCULATIONS

BUILDING / OCCUPANCY	WATER CLOSETS		LAVATORIES		DRINKING FOUNTAIN	SERVICE SINK
TABLE 403.1 PLUMBING	MALE	FEMALE	MALE	FEMALE		
CLUB/BAR 225 OCC	2.81	4.66	1.5	1.5	.45	
CAFE 104 OCC	1.44	1.44	.26	.26	.21	
CHURCH 72 OCC	.24	.48	.18	.18	.072	
RETAIL 181 OCC	.181	.181	.12	.12	.181	
TOTAL REQUIREMENTS	4.671	6.761	2.06	2.06	.913	1
TOTAL PROVIDED	5	7	3	3	1	1

DESIGN NOTES:

1. Widen existing portals add new gates
2. ADA access to courtyard
3. Reintroduce historic front doors
4. New service/egress doors
5. Service gate (Not Shown)
6. Service court (Not Shown)
7. Restore historic colonnade
8. New southern entry

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President
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West Palm Beach, FL 33401
P (561) 659-2383
www.regarchitects.com

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION
1	9/28/25	PRE-APP COMMENTS

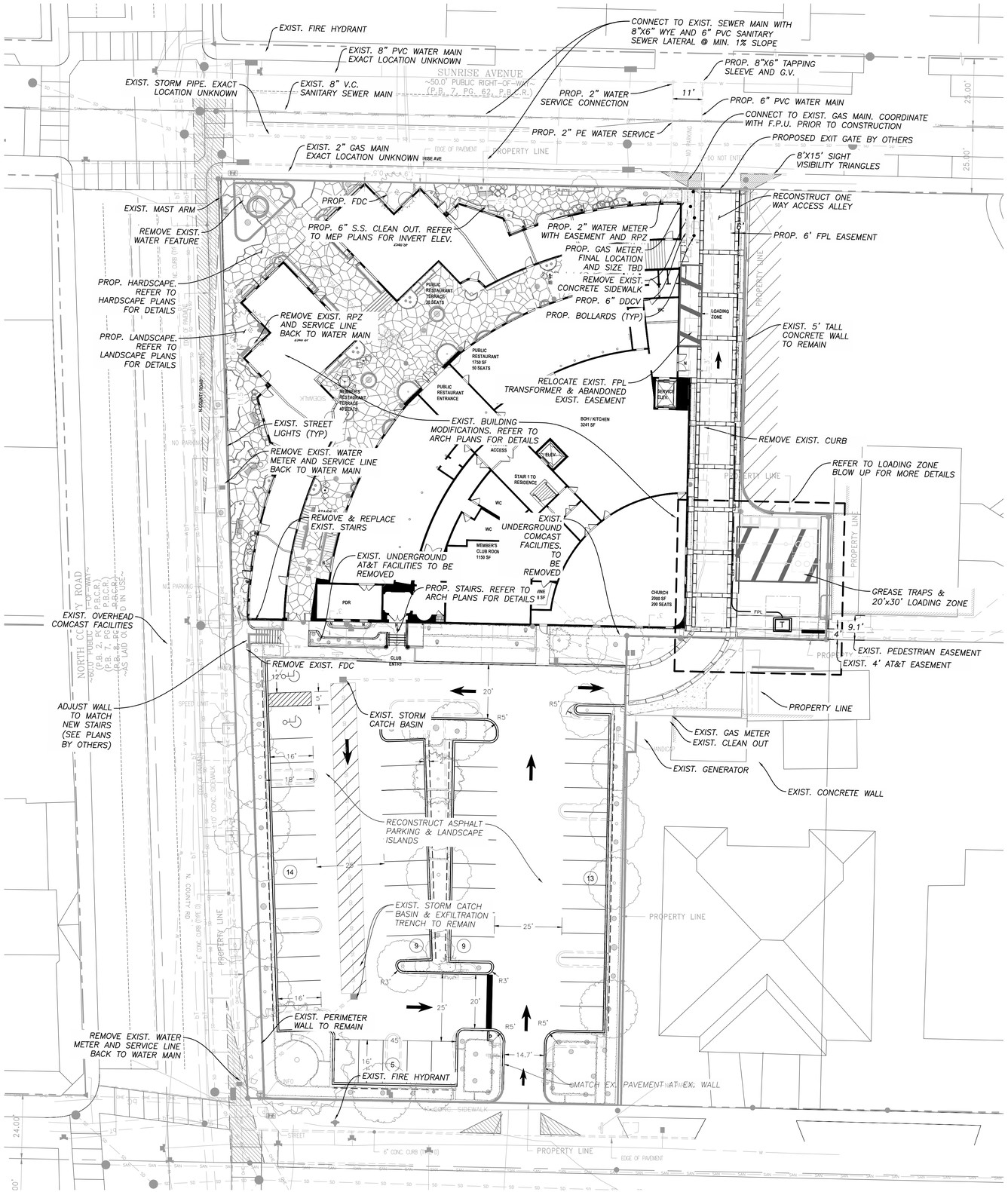
DATE 9/08/2025
MODELED SR
CHECKED JT/REG
PROJECT # 24019

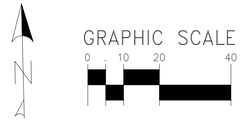
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PROPOSED SEATING PLAN - GROUND FLOOR

C-8.1

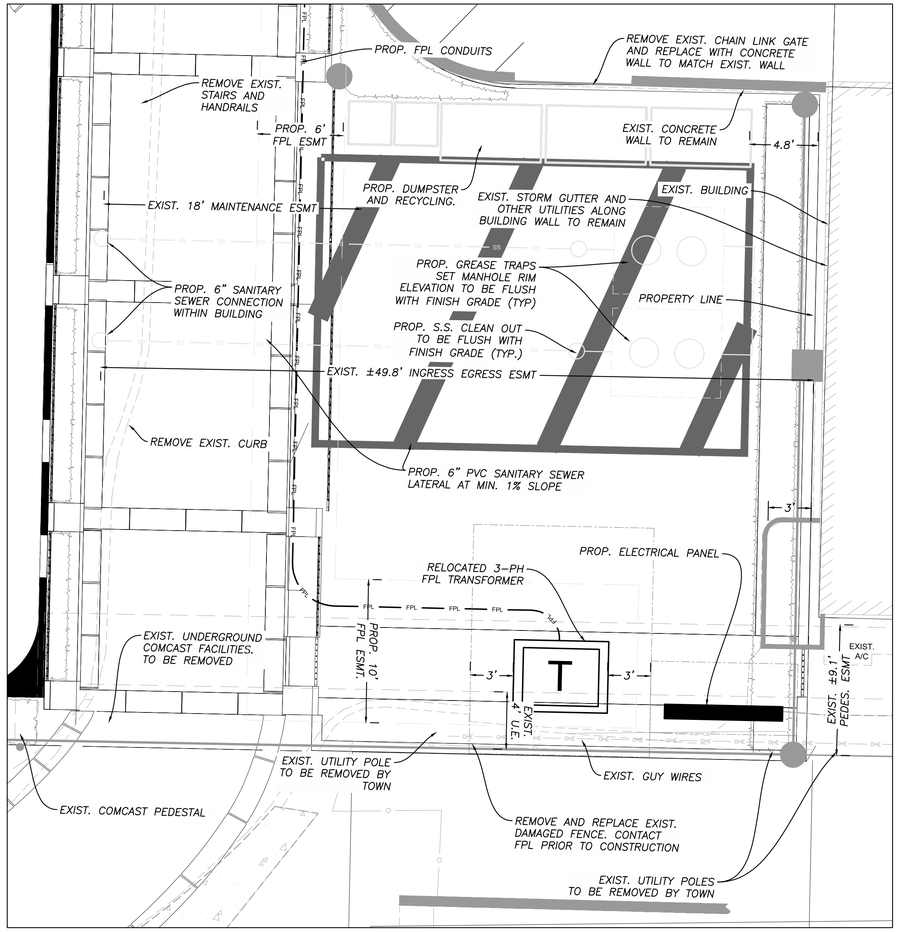




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SUNSHINE 811

LEGEND

- PROPERTY LINE
- SFM SFM — PROPOSED FORCE MAIN
- SS SS — PROPOSED SANITARY SEWER
- F F F — PROPOSED FIRE MAIN
- WM — PROPOSED WATER MAIN
- PROPOSED EASEMENT
- SFM SFM — EXISTING FORCE MAIN
- SS SS — EXISTING SANITARY SEWER
- F F F — EXISTING FIRE MAIN
- WM — EXISTING WATER MAIN
- EXISTING EASEMENT
- STRM STRM — STORM PIPE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- PROPOSED F.D.C.
- PROPOSED W. METER & B.F.P.
- PROPOSED D.D.C.V.
- EXISTING STORM INLET
- EXISTING STORM MANHOLE



LOADING ZONE BLOW UP
SCALE 1"=5'

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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

DATE	9/8/2025
MODELED	YY
CHECKED	RW
PROJECT #	24019

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PRELIMINARY UTILITY, PAVING AND DRAINAGE PLAN

Randy Wertepny
P.E. 72504

KESHAVARZ & ASSOCIATES
711 North Dixie Hwy, Suite 201
West Palm Beach, FL 33401
Tel: (561) 689-8600
Certificate of Authorization No. 4897

C-1

APPENDIX B

ROADWAY CONCURRENCY ANALYSIS

TABLE 10
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2028 BUILD OUT
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = -17
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 1

ROADWAY	FROM	TO	FACILITY TYPE	2025 AM PEAK HOUR VOLUME	ROAD CLASS	LOS C AM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D AM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E AM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING AM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	LOS D V/C	2028 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2028 TOTAL TRAFFIC	LOS D V/C	2028 TOTAL LOS
COUNTY ROAD	BREAKERS ROW	ROYAL POINCIANA WAY	4L ART - Undivided	1193	II	983	1.21	2190	0.54	2280	0.52	D	85	1278	0.58	D	30%	IN/OUT	-5	1274	0.58	D
COUNTY ROAD	ROYAL POINCIANA WAY	SUNSET AVENUE	4L ART - Undivided	1195	II	983	1.22	2190	0.55	2280	0.52	D	85	1280	0.58	D	55%	IN/OUT	-9	1271	0.58	D
COUNTY ROAD	SUNSET AVENUE	SUNRISE AVENUE	4L ART - Undivided	1195	II	983	1.22	2190	0.55	2280	0.52	D	85	1280	0.58	D	30%/55%	IN/OUT	-5	1275	0.58	D
BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	2L COL - Undivided	1058	II	594	1.78	1197	0.88	1269	0.83	D	76	1134	0.95	D	10%	IN/OUT	-2	1132	0.95	D
ROYAL POINCIANA WAY	BRADLEY PLACE	COUNTY ROAD	4L ART - Divided	2325	II	1310	1.77	2920	0.80	3040	0.76	D	166	2491	0.85	D	25%	IN/OUT	-4	2487	0.85	D
SUNSET AVENUE	BRADLEY PLACE	COUNTY ROAD	1L COL - One Way	256	II	333	0.77	675	0.38	720	0.36	C	18	274	0.41	C	15%	IN	-3	271	0.40	C
SUNRISE AVENUE	BRADLEY PLACE	COUNTY ROAD	2L COL - Undivided	289	II	594	0.49	1197	0.24	1269	0.23	C	21	310	0.26	C	15%	OUT	0	310	0.26	C

2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
Sunset Avenue and Sunrise Avenue existing volumes derived from intersection counts
The existing AM peak hour traffic counts reflect the highest average two-way volume collected on the segment between Tuesday and Thursday from 7:00 AM to 12:00 PM. Generally, the peak hour occurred between 9:00 AM and 12:00 PM

TABLE 11
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2028 BUILD OUT
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = -17
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = -31

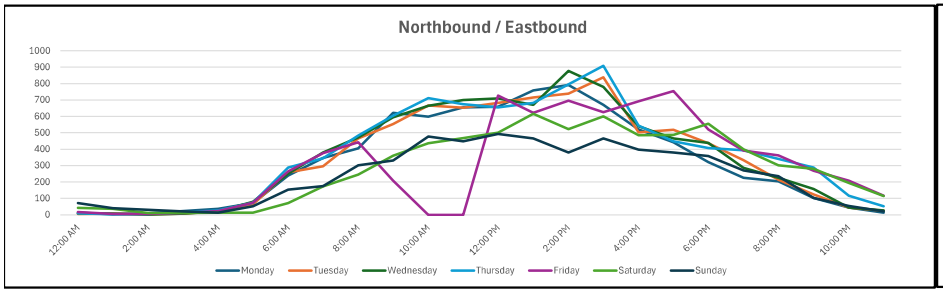
ROADWAY	FROM	TO	FACILITY TYPE	2025 PM PEAK HOUR VOLUME	ROAD CLASS	LOS C PM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D PM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E PM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING PM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	LOS D V/C	2028 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2028 TOTAL TRAFFIC	LOS D V/C	2028 TOTAL LOS
COUNTY ROAD	BREAKERS ROW	ROYAL POINCIANA WAY	4L ART - Undivided	1188	II	983	1.21	2190	0.54	2280	0.52	D	85	1273	0.58	D	30%	IN/OUT	-14	1259	0.57	D
COUNTY ROAD	ROYAL POINCIANA WAY	SUNSET AVENUE	4L ART - Undivided	1288	II	983	1.31	2190	0.59	2280	0.56	D	92	1380	0.63	D	55%	IN/OUT	-26	1354	0.62	D
COUNTY ROAD	SUNSET AVENUE	SUNRISE AVENUE	4L ART - Undivided	1288	II	983	1.31	2190	0.59	2280	0.56	D	92	1380	0.63	D	30%/55%	IN/OUT	-22	1358	0.62	D
BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	2L COL - Undivided	1066	II	594	1.79	1197	0.89	1269	0.84	D	76	1142	0.95	D	10%	IN/OUT	-5	1137	0.95	D
ROYAL POINCIANA WAY	BRADLEY PLACE	COUNTY ROAD	4L ART - Divided	3102	II	1310	2.37	2920	1.06	3040	1.02	F	222	3324	1.14	F	25%	IN/OUT	-12	3312	1.13	F
SUNSET AVENUE	BRADLEY PLACE	COUNTY ROAD	1L COL - One Way	189	II	333	0.57	675	0.28	720	0.26	C	14	203	0.30	C	15%	IN	-3	200	0.30	C
SUNRISE AVENUE	BRADLEY PLACE	COUNTY ROAD	2L COL - Undivided	340	II	594	0.57	1197	0.28	1269	0.27	C	24	364	0.30	C	15%	OUT	-5	359	0.30	C

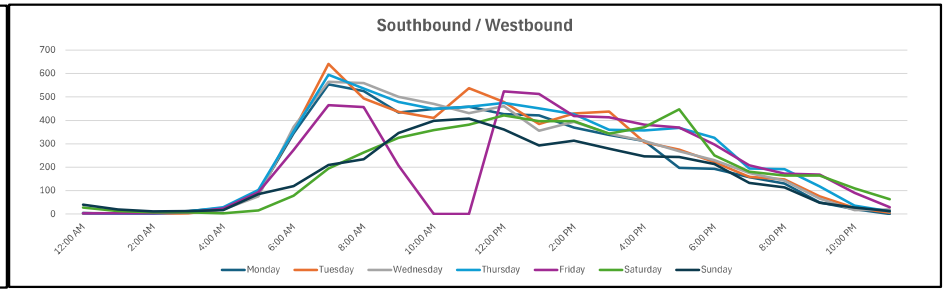
2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
Sunset Avenue and Sunrise Avenue existing volumes derived from intersection counts
The existing PM peak hour traffic counts reflect the highest average two-way volume collected on the segment between Tuesday and Thursday from 12:00 PM to 8:00 PM. Generally, the peak hour occurred between 12:00 PM and 4:00 PM

Vehicle Volume Report - Hourly

Site Description: N County Road North of Royal Poinciana Way
Site Number: 11
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	13	4	17	6	2	8	8	5	13	10	3	13	18	3	21	43	27	70	71	40	111	8	3	11	3	24	12
1:00 AM	4	1	5	7	2	9	7	3	10	3	2	5	5	3	8	37	12	49	40	20	60	6	2	5	2	15	6
2:00 AM	8	3	11	4	1	5	2	0	2	5	2	7	6	3	9	12	8	20	30	11	41	4	1	5	2	10	4
3:00 AM	22	12	34	7	3	10	7	7	14	14	11	25	12	8	20	12	7	19	20	12	32	9	7	12	8	13	9
4:00 AM	38	25	63	23	21	44	21	19	40	27	29	56	23	24	47	13	3	16	13	16	29	24	23	26	24	23	20
5:00 AM	71	90	161	63	92	155	79	75	154	74	102	176	73	94	167	13	15	28	53	85	138	72	90	72	91	61	79
6:00 AM	240	345	585	259	355	614	251	372	623	288	352	640	265	274	539	72	79	151	154	119	273	266	360	261	340	218	271
7:00 AM	347	554	901	297	641	938	379	564	943	344	595	939	377	465	842	174	194	368	176	209	385	340	600	349	564	299	460
8:00 AM	405	525	930	467	493	960	472	559	1031	484	536	1020	443	457	900	245	263	508	302	234	536	474	529	454	514	403	438
9:00 AM	622	433	1055	554	436	990	594	500	1094	604	479	1083	209	206	415	361	326	687	332	346	678	584	472	517	411	468	389
10:00 AM	598	449	1047	667	410	1077	664	471	1135	712	449	1161	0	0	0	436	359	795	477	398	875	681	443	528	356	508	362
11:00 AM	656	458	1114	654	537	1191	700	431	1131	674	458	1132	0	0	0	468	382	850	448	408	856	676	475	537	377	514	382
12:00 PM	659	426	1085	682	479	1161	709	461	1170	655	475	1130	727	524	1251	501	421	922	494	361	855	682	472	686	473	632	450
1:00 PM	758	421	1179	716	385	1101	671	356	1027	683	451	1134	621	512	1133	616	397	1013	466	292	758	690	397	690	425	647	402
2:00 PM	791	370	1161	740	430	1170	878	393	1271	795	426	1221	695	419	1114	522	396	918	380	314	694	804	416	780	408	686	393
3:00 PM	671	338	1009	839	437	1276	779	343	1122	908	360	1268	626	413	1039	601	343	944	465	279	744	842	380	765	378	698	359
4:00 PM	520	312	832	503	306	809	540	312	852	543	357	900	692	381	1073	485	371	856	397	246	643	529	325	560	334	526	326
5:00 PM	443	197	640	518	275	793	466	269	735	449	368	817	754	369	1123	488	447	935	380	244	624	478	304	526	296	500	310
6:00 PM	321	193	514	436	222	658	439	230	669	408	325	733	520	297	817	556	250	806	358	213	571	428	259	425	253	434	247
7:00 PM	226	157	383	333	159	492	286	175	461	394	194	588	391	208	599	400	181	581	270	132	402	338	176	326	179	329	172
8:00 PM	204	130	334	214	148	362	226	143	369	341	192	533	362	173	535	301	165	466	236	114	350	260	161	269	157	269	152
9:00 PM	104	50	154	125	75	200	158	66	224	287	117	404	269	168	437	281	164	445	104	49	153	190	86	189	95	190	98
10:00 PM	45	21	66	45	26	71	44	17	61	116	36	152	208	90	298	194	110	304	54	27	81	68	26	92	38	101	47
11:00 PM	13	1	14	25	6	31	26	20	46	53	11	64	117	29	146	114	63	177	21	12	33	35	12	47	13	53	20
6:00 AM - 9:00 AM	992	1424	2416	1023	1489	2512	1102	1495	2597	1116	1483	2599	1085	1196	2281	491	536	1027	632	562	1194	1080	1489	1064	1417	920	1169
3:00 PM - 6:00 PM	1634	847	2481	1860	1018	2878	1785	924	2709	1900	1085	2985	2072	1163	3235	1574	1161	2735	1242	769	2011	1848	1009	1850	1007	1724	995
6:00 AM - 7:00 PM	7031	5021	12052	7332	5406	12738	7542	5261	12803	7547	5631	13178	5929	4317	10246	5525	4228	9753	4829	3663	8492	7474	5433	7076	5127	6534	4790
12:00 AM - 12:00 AM	7779	5515	13294	8184	5941	14125	8406	5791	14197	8871	6330	15201	7413	5120	12533	6945	4983	11928	5741	4181	9922	8487	6021	8131	5739	7620	5409
Percent	*58.5%*	*41.5%*	*100.0%*	*57.9%*	*42.1%*	*100.0%*	*59.2%*	*40.8%*	*100.0%*	*58.4%*	*41.6%*	*100.0%*	*59.1%*	*40.9%*	*100.0%*	*58.2%*	*41.8%*	*100.0%*	*57.9%*	*42.1%*	*100.0%*	*58.5%*	*41.5%*	*58.6%*	*41.4%*	*58.5%*	*41.5%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		10:00 AM	11:00 AM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		10:00 AM	11:00 AM							
PM Peak	1:00 PM	2:00 PM		3:00 PM	4:00 PM		2:00 PM	3:00 PM		3:00 PM	4:00 PM		12:00 PM	1:00 PM		1:00 PM	2:00 PM		12:00 PM	1:00 PM							

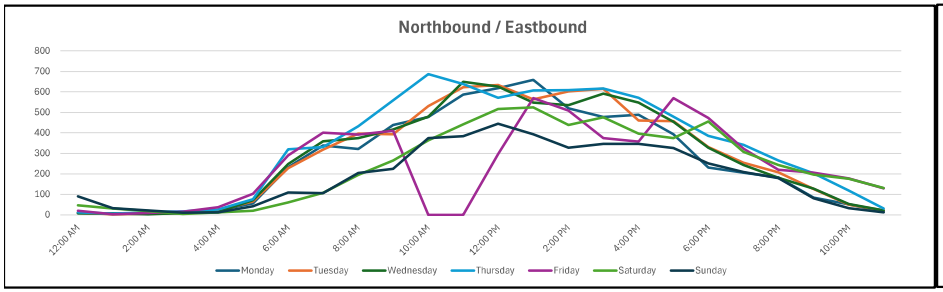


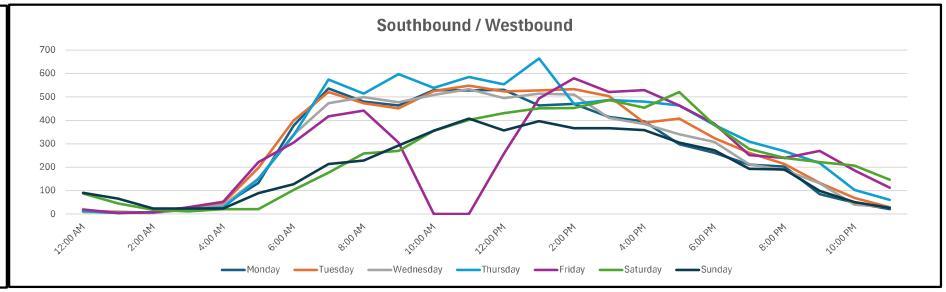


Vehicle Volume Report - Hourly

Site Description: N County Road North of Breakers Row
Site Number: 10
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	9	13	22	11	11	22	7	9	16	12	13	25	20	20	40	47	87	134	90	91	181	10	11	12	13	28	35
1:00 AM	4	6	10	3	10	13	7	6	13	6	5	11	3	5	8	31	45	76	33	66	99	5	7	5	6	12	20
2:00 AM	6	6	12	6	6	12	3	4	7	12	9	21	9	7	16	19	18	37	22	23	45	7	6	7	6	11	10
3:00 AM	9	22	31	11	26	37	9	20	29	16	22	38	15	29	44	4	11	15	11	23	34	12	23	12	24	11	22
4:00 AM	21	39	60	21	47	68	14	38	52	26	27	53	37	53	90	12	21	33	13	23	36	20	37	24	41	21	35
5:00 AM	56	132	188	65	197	262	71	152	223	77	150	227	103	222	325	20	21	41	41	89	130	71	166	74	171	62	138
6:00 AM	232	377	609	228	399	627	248	339	587	319	336	655	290	305	595	61	102	163	109	128	237	265	358	263	351	212	284
7:00 AM	338	536	874	318	521	839	358	473	831	330	575	905	400	417	817	108	177	285	106	214	320	335	523	349	504	280	416
8:00 AM	321	480	801	396	473	869	375	499	874	432	514	946	391	441	832	194	258	452	204	229	433	401	495	383	481	330	413
9:00 AM	439	463	902	393	451	844	416	477	893	558	597	1155	410	305	715	264	270	534	224	293	517	456	508	443	459	386	408
10:00 AM	478	529	1007	530	525	1055	479	508	987	687	538	1225	0	0	0	364	356	720	375	356	731	565	524	435	420	416	402
11:00 AM	587	527	1114	622	548	1170	649	533	1182	638	585	1223	0	0	0	442	402	844	383	407	790	636	555	499	439	474	429
12:00 PM	617	530	1147	633	524	1157	625	495	1120	571	554	1125	296	257	553	516	431	947	444	357	801	610	524	548	472	529	450
1:00 PM	658	464	1122	564	527	1091	547	514	1061	606	665	1271	569	493	1062	524	451	975	393	396	789	572	569	589	533	552	501
2:00 PM	519	471	990	602	534	1136	535	510	1045	609	471	1080	509	580	1089	438	452	890	328	367	695	582	505	555	513	506	484
3:00 PM	478	414	892	615	503	1118	591	410	1001	616	487	1103	375	521	896	476	487	963	346	367	713	607	467	535	467	500	456
4:00 PM	489	395	884	461	390	851	547	385	932	571	480	1051	357	529	886	397	454	851	347	359	706	526	418	485	436	453	427
5:00 PM	393	298	691	457	407	864	454	341	795	479	463	942	570	463	1033	374	521	895	326	305	631	463	404	471	394	436	400
6:00 PM	231	261	492	331	324	655	327	307	634	385	380	765	473	386	859	456	380	836	251	272	523	348	337	349	332	351	330
7:00 PM	206	211	417	254	261	515	243	212	455	341	309	650	323	252	575	307	278	585	209	193	402	279	261	273	249	269	245
8:00 PM	182	202	384	207	213	420	181	188	369	265	269	534	220	239	459	243	239	482	179	190	369	218	223	211	222	211	220
9:00 PM	84	85	169	126	132	258	128	131	259	203	218	421	206	270	476	197	221	418	80	99	179	152	160	149	167	146	165
10:00 PM	51	49	100	49	69	118	53	40	93	118	102	220	177	186	363	176	206	382	32	51	83	73	70	90	89	94	100
11:00 PM	15	21	36	22	29	51	21	29	50	31	60	91	129	112	241	131	147	278	13	26	39	25	39	44	50	52	61
6:00 AM - 9:00 AM	891	1393	2284	942	1393	2335	981	1311	2292	1081	1425	2506	1081	1163	2244	363	537	900	419	571	990	1001	1376	995	1337	823	1113
3:00 PM - 6:00 PM	1360	1107	2467	1533	1300	2833	1592	1136	2728	1666	1430	3096	1302	1513	2815	1247	1462	2709	1019	1031	2050	1597	1289	1491	1297	1388	1283
6:00 AM - 7:00 PM	5780	5745	11525	6150	6126	12276	6151	5791	11942	6801	6645	13446	4640	4697	9337	4614	4741	9355	3836	4050	7886	6367	6187	5904	5801	5425	5399
12:00 AM - 12:00 AM	6423	6531	12954	6925	7127	14052	6888	6620	13508	7908	7829	15737	5882	6092	11974	5801	6035	11836	4559	4924	9483	7240	7192	6805	6840	6341	6451
Percent	*49.6%*	*50.4%*	*100.0%*	*49.3%*	*50.7%*	*100.0%*	*51.0%*	*49.0%*	*100.0%*	*50.3%*	*49.7%*	*100.0%*	*49.1%*	*50.9%*	*100.0%*	*49.0%*	*51.0%*	*100.0%*	*48.1%*	*51.9%*	*100.0%*	*50.2%*	*49.8%*	*49.9%*	*50.1%*	*49.6%*	*50.4%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	12:00 PM	1:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		1:00 PM	2:00 PM		2:00 PM	3:00 PM		1:00 PM	2:00 PM		12:00 PM	1:00 PM							

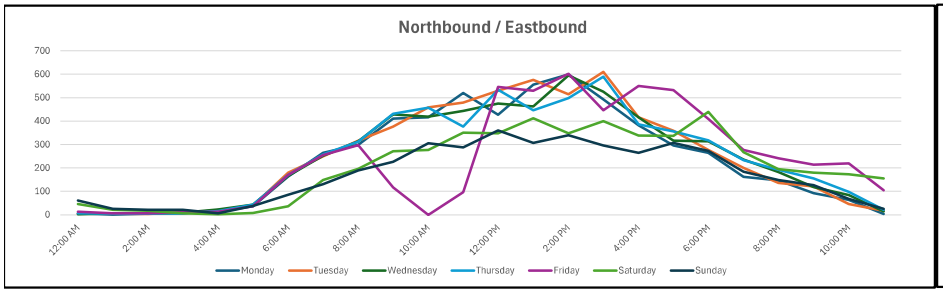


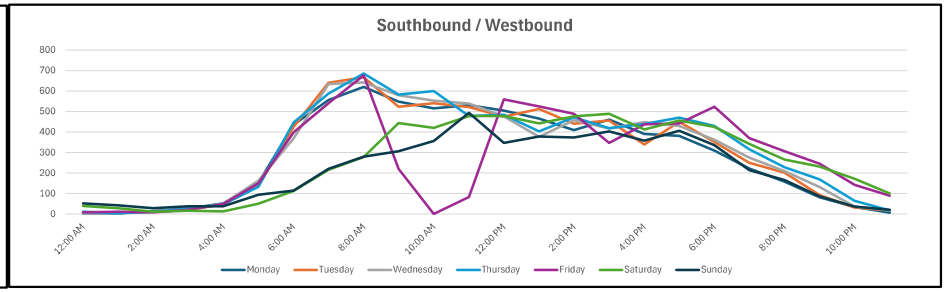


Vehicle Volume Report - Hourly

Site Description: Bradley Place North of Royal Poinciana Way
Site Number: 12
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	6	4	10	5	8	13	3	4	7	6	11	17	13	9	22	46	39	85	62	52	114	5	8	7	7	20	18
1:00 AM	1	3	4	5	8	13	6	4	10	5	3	8	6	11	17	22	28	50	25	43	68	5	5	5	6	10	14
2:00 AM	5	15	20	4	12	16	5	14	19	5	12	17	6	9	15	17	11	28	21	29	50	5	13	5	12	9	15
3:00 AM	7	27	34	11	20	31	9	24	33	6	26	32	10	21	31	7	16	23	21	38	59	9	23	9	24	10	25
4:00 AM	20	52	72	15	47	62	23	50	73	16	47	63	13	49	62	2	13	15	6	37	43	18	48	17	49	14	42
5:00 AM	37	152	189	39	136	175	43	162	205	43	133	176	36	150	186	8	50	58	38	95	133	42	144	40	147	35	125
6:00 AM	164	436	600	180	425	605	166	369	535	170	447	617	170	398	568	36	113	149	85	114	199	172	414	170	415	139	329
7:00 AM	265	556	821	249	641	890	253	634	887	258	588	846	255	541	796	149	216	365	130	220	350	253	621	256	592	223	485
8:00 AM	299	621	920	316	667	983	314	642	956	313	686	999	298	676	974	197	278	475	189	280	469	314	665	308	658	275	550
9:00 AM	410	549	959	376	523	899	429	580	1009	431	583	1014	117	221	338	271	443	714	227	306	533	412	562	353	491	323	458
10:00 AM	417	516	933	459	541	1000	419	553	972	458	600	1058	0	0	0	276	420	696	306	356	662	445	565	351	442	334	427
11:00 AM	520	531	1051	479	522	1001	444	539	983	376	478	854	97	84	181	350	479	829	288	494	782	433	513	383	431	365	447
12:00 PM	428	505	933	530	475	1005	475	476	951	534	484	1018	546	559	1105	348	478	826	360	347	707	513	478	503	500	460	475
1:00 PM	556	465	1021	576	513	1089	463	377	840	446	404	850	529	525	1054	412	442	854	307	378	685	495	431	514	457	470	443
2:00 PM	599	410	1009	514	441	955	595	458	1053	498	472	970	602	489	1091	348	477	825	340	373	713	536	457	562	454	499	446
3:00 PM	493	461	954	610	457	1067	525	417	942	589	419	1008	447	348	795	400	489	889	297	404	701	575	431	533	420	480	428
4:00 PM	382	390	772	417	339	756	417	448	865	386	440	826	550	437	987	339	412	751	265	358	623	407	409	430	411	394	403
5:00 PM	296	382	678	359	451	810	317	430	747	356	470	826	532	442	974	337	456	793	307	407	714	344	450	372	435	358	434
6:00 PM	265	310	575	276	351	627	314	363	677	318	430	748	409	524	933	439	425	864	273	337	610	303	381	316	396	328	391
7:00 PM	162	222	384	200	250	450	236	275	511	233	316	549	277	371	648	268	342	610	184	215	399	223	280	222	287	223	284
8:00 PM	147	158	305	136	202	338	183	209	392	192	228	420	242	307	549	195	266	461	149	166	315	170	213	180	221	178	219
9:00 PM	93	81	174	122	93	215	119	132	251	155	169	324	214	245	459	180	232	412	126	86	212	132	131	141	144	144	148
10:00 PM	64	35	99	46	31	77	84	36	120	98	64	162	219	142	361	173	172	345	68	36	104	76	44	102	62	107	74
11:00 PM	4	7	11	17	18	35	15	17	32	22	18	40	105	89	194	155	100	255	25	21	46	18	18	33	30	49	39
6:00 AM - 9:00 AM	728	1613	2341	745	1733	2478	733	1645	2378	741	1721	2462	723	1615	2338	382	607	989	404	614	1018	740	1700	734	1665	637	1364
3:00 PM - 6:00 PM	1171	1233	2404	1386	1247	2633	1259	1295	2554	1331	1329	2660	1529	1227	2756	1076	1357	2433	869	1169	2038	1325	1290	1335	1266	1232	1265
6:00 AM - 7:00 PM	5094	6132	11226	5341	6346	11687	5131	6286	11417	5133	6501	11634	4552	5244	9796	3902	5128	9030	3374	4374	7748	5202	6378	5050	6102	4647	5716
12:00 AM - 12:00 AM	5640	6888	12528	5941	7171	13112	5857	7213	13070	5914	7528	13442	5693	6647	12340	4975	6397	11372	4099	5192	9291	5904	7304	5809	7089	5446	6719
Percent	*45.0%*	*55.0%*	*100.0%*	*45.3%*	*54.7%*	*100.0%*	*44.8%*	*55.2%*	*100.0%*	*44.0%*	*56.0%*	*100.0%*	*46.1%*	*53.9%*	*100.0%*	*43.7%*	*56.3%*	*100.0%*	*44.1%*	*55.9%*	*100.0%*	*44.7%*	*55.3%*	*45.0%*	*55.0%*	*44.8%*	*55.2%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		9:00 AM	10:00 AM		10:00 AM	11:00 AM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	1:00 PM	2:00 PM		1:00 PM	2:00 PM		2:00 PM	3:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		3:00 PM	4:00 PM		5:00 PM	6:00 PM							

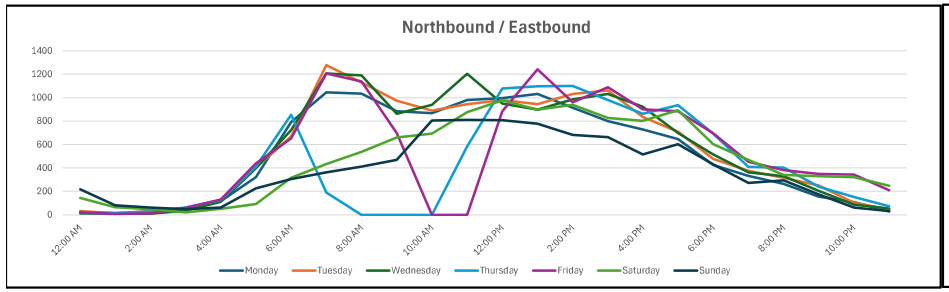




Vehicle Volume Report - Hourly

Site Description: Royal Pionciana Way East of Cocoanut Row
Site Number: 13
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	16	39	55	31	46	77	14	38	52	24	58	82	22	74	96	144	303	447	217	339	556	23	47	21	51	67	128
1:00 AM	10	12	22	14	40	54	16	18	34	14	26	40	8	16	24	65	178	243	80	254	334	15	28	12	22	30	78
2:00 AM	14	22	36	32	36	68	10	20	30	28	14	42	14	18	32	48	74	122	61	117	178	23	23	20	22	30	43
3:00 AM	44	38	82	52	30	82	34	28	62	62	37	99	60	33	93	22	40	62	48	62	110	49	32	50	33	46	38
4:00 AM	118	91	209	116	77	193	110	73	183	125	59	184	131	61	192	51	44	95	64	45	109	117	70	120	72	102	64
5:00 AM	323	211	534	402	239	641	399	231	630	413	349	762	440	198	638	92	41	133	227	131	358	405	273	395	246	328	200
6:00 AM	791	489	1280	668	537	1205	723	511	1234	853	617	1470	652	405	1057	317	198	515	306	306	612	748	555	737	512	616	438
7:00 AM	1045	667	1712	1278	692	1970	1206	680	1886	190	717	907	1207	566	1773	434	352	786	361	358	719	891	696	985	664	817	576
8:00 AM	1033	789	1822	1131	817	1948	1191	891	2082	0	934	934	1138	772	1910	537	463	1000	411	509	920	774	881	899	841	777	739
9:00 AM	886	1053	1939	974	1020	1994	862	1192	2054	0	1226	1226	698	580	1278	660	617	1277	468	623	1091	612	1146	684	1014	650	902
10:00 AM	867	1282	2149	890	1284	2174	940	1213	2153	0	1381	1381	0	0	0	692	815	1507	805	858	1663	610	1293	539	1032	599	976
11:00 AM	980	1374	2354	944	1201	2145	1203	1442	2645	583	1541	2124	0	0	0	877	956	1833	811	1024	1835	910	1395	742	1112	771	1077
12:00 PM	996	1467	2463	980	1414	2394	949	1495	2444	1079	1584	2663	883	1240	2123	977	1147	2124	808	982	1790	1003	1498	977	1440	953	1333
1:00 PM	1031	1578	2609	943	1699	2642	898	1455	2353	1097	1659	2756	1241	1497	2738	897	1367	2264	779	1066	1845	979	1604	1042	1578	984	1474
2:00 PM	914	1806	2720	1032	1854	2886	985	2119	3104	1100	2084	3184	960	1814	2774	938	1269	2207	683	1082	1765	1039	2019	998	1935	945	1718
3:00 PM	800	1571	2371	1062	1883	2945	1032	1892	2924	980	1972	2952	1089	1523	2612	826	1421	2247	663	1040	1703	1025	1916	993	1768	922	1615
4:00 PM	728	1167	1895	836	1221	2057	922	1184	2106	863	1278	2141	900	1797	2697	804	1218	2022	517	1062	1579	874	1228	850	1329	796	1275
5:00 PM	647	991	1638	709	1231	1940	698	1059	1757	937	1133	2070	883	1755	2638	894	1393	2287	604	990	1594	781	1141	775	1234	767	1222
6:00 PM	425	773	1198	478	965	1443	515	979	1494	692	1015	1707	696	1276	1972	604	1306	1910	431	818	1249	562	986	561	1002	549	1019
7:00 PM	332	638	970	376	785	1161	363	704	1067	410	937	1347	453	844	1297	470	940	1410	272	624	896	383	809	387	782	382	782
8:00 PM	264	547	811	317	679	996	329	668	997	404	903	1307	381	866	1247	340	704	1044	294	650	944	350	750	339	733	333	717
9:00 PM	156	347	503	250	432	682	205	486	691	240	723	963	349	845	1194	330	728	1058	175	409	584	232	547	240	567	244	567
10:00 PM	109	271	380	104	296	400	86	259	345	151	447	598	343	654	997	323	631	954	64	270	334	114	334	159	385	169	404
11:00 PM	28	88	116	47	125	172	55	132	187	73	229	302	210	530	740	247	546	793	32	90	122	58	162	83	221	99	249
6:00 AM - 9:00 AM	2869	1945	4814	3077	2046	5123	3120	2082	5202	1043	2268	3311	2997	1743	4740	1288	1013	2301	1078	1173	2251	2413	2132	2621	2017	2210	1753
3:00 PM - 6:00 PM	2175	3729	5904	2607	4335	6942	2652	4135	6787	2780	4383	7163	2872	5075	7947	2524	4032	6556	1784	3092	4876	2680	4284	2617	4331	2485	4112
6:00 AM - 7:00 PM	11143	15007	26150	11925	15818	27743	12124	16112	28236	8374	17141	25515	10347	13225	23572	9457	12522	21979	7647	10718	18365	10808	16357	10783	15461	10145	14363
12:00 AM - 12:00 AM	12557	17311	29868	13666	18603	32269	13745	18769	32514	10318	20923	31241	12758	17364	30122	11589	16751	28340	9181	13709	22890	12576	19432	12609	18594	11973	17633
Percent	*42.0%*	*58.0%*	*100.0%*	*42.4%*	*57.6%*	*100.0%*	*42.3%*	*57.7%*	*100.0%*	*33.0%*	*67.0%*	*100.0%*	*42.4%*	*57.6%*	*100.0%*	*40.9%*	*59.1%*	*100.0%*	*40.1%*	*59.9%*	*100.0%*	*39.3%*	*60.7%*	*40.4%*	*59.6%*	*40.4%*	*59.6%*
AM Peak	11:00 AM	12:00 PM		10:00 AM	11:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	2:00 PM	3:00 PM		3:00 PM	4:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		5:00 PM	6:00 PM		1:00 PM	2:00 PM							



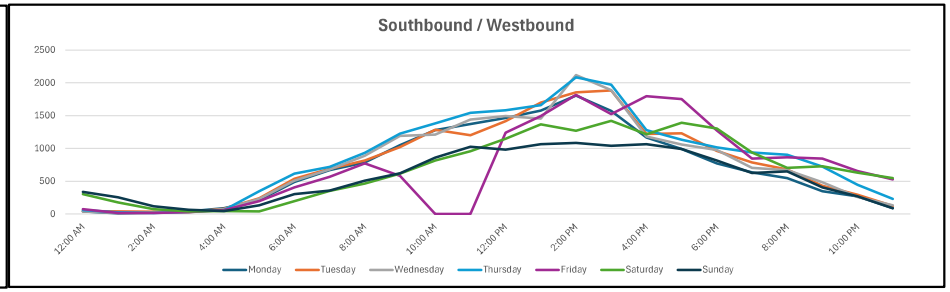


TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4 Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

APPENDIX C

INTERSECTION ANALYSIS

CMA INTERSECTION ANALYSIS

PARAMOUNT

SUNRISE AVENUE AT COUNTY ROAD

09/28/25

INPUT DATA

Comments:

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

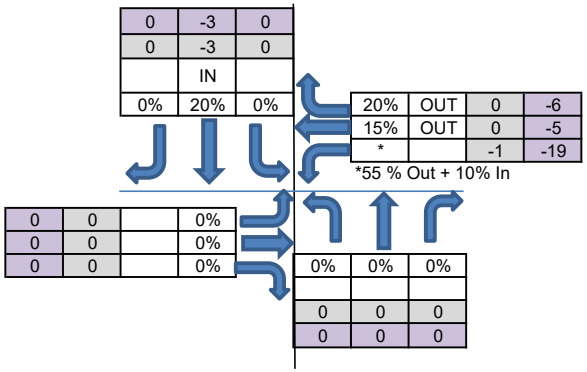
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	84	396	107	28	381	58	37	22	41	82	37	26	1299 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	6	28	8	2	27	4	3	2	3	6	3	2	93 BG Total
1.0% Background Growth	3	12	3	1	12	2	1	1	1	2	1	1	90 1% + MP Total
Major Projects Traffic	3	25	0	0	18	0	0	0	5	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	6	37	8	2	30	4	3	2	6	6	3	2	
2028 Background Traffic w/o Project	90	433	115	30	411	62	40	24	47	88	40	28	
Project Traffic	0	0	0	0	-3	0	0	0	0	-1	0	0	
2028 Total	**90**	**433**	**115**	**30**	**408**	**62**	**40**	**24**	**47**	**87**	**40**	**28**	

TRIPS

	IN	OUT
AM	-17	1
PM	-17	-31



MIDDAY Peak Hour

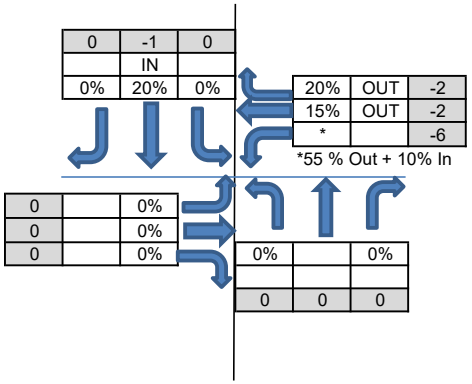
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	113	333	102	17	463	75	28	24	74	116	46	24	1415 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	101 BG Total
Background Traffic Growth	8	24	7	1	33	5	2	2	5	8	3	2	63 1% + MP Total
1.0% Background Growth	3	10	3	1	14	2	1	1	2	4	1	1	
Major Projects Traffic	4	6	0	0	6	0	0	0	4	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	8	24	7	1	33	5	2	2	6	8	3	2	
2028 Background Traffic w/o Project	121	357	109	18	496	80	30	26	80	124	49	26	
Project Traffic	0	0	0	0	-3	0	0	0	0	-6	-2	-2	
Total	**121**	**357**	**109**	**18**	**493**	**80**	**30**	**26**	**80**	**118**	**47**	**24**	

TRIPS

	IN	OUT
MD	-5	-10

Mid-Day



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	115	342	91	12	430	44	29	19	63	108	70	13	1336 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	96 BG Total
Background Traffic Growth	8	24	7	1	31	3	2	1	5	8	5	1	114 1% + MP Total
1.0% Background Growth	3	10	3	0	13	1	1	1	2	3	2	0	
Major Projects Traffic	6	24	0	0	38	0	0	0	6	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	9	34	7	1	51	3	2	1	8	8	5	1	
2028 Background Traffic w/o Project	124	376	98	13	481	47	31	20	71	116	75	14	
Project Traffic	0	0	0	0	-3	0	0	0	0	-19	-5	-6	
Total	**124**	**376**	**98**	**13**	**478**	**47**	**31**	**20**	**71**	**97**	**70**	**8**	

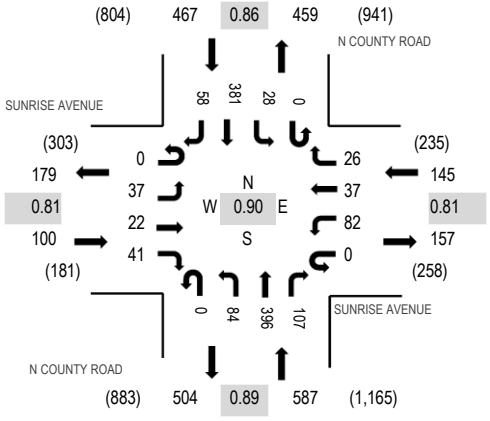
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

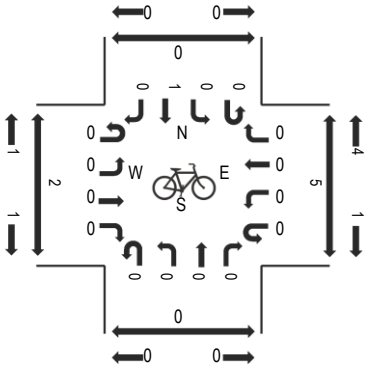
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

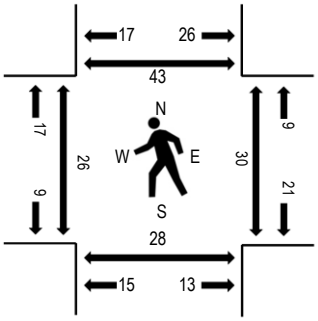
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	17	3	9	0	12	6	5	0	16	127	24	0	3	73	9	304	1,086	4	9	0	11
9:15 AM	0	5	6	6	0	8	7	2	0	11	110	19	0	0	65	8	247	1,082	3	6	3	4
9:30 AM	0	1	2	7	0	14	8	3	0	20	121	20	0	1	65	15	277	1,138	3	3	3	4
9:45 AM	0	7	5	13	0	19	2	4	0	14	80	16	0	2	88	8	258	1,222	5	2	2	4
11:00 AM	0	5	4	12	0	10	9	3	0	21	106	19	0	5	95	11	300	1,299	6	9	5	15
11:15 AM	0	8	4	11	0	26	13	6	0	21	72	27	0	4	94	17	303		8	4	10	9
11:30 AM	0	9	4	12	0	26	13	4	0	17	107	33	0	13	108	15	361		4	4	8	7
11:45 AM	0	15	10	6	0	20	2	13	0	25	111	28	0	6	84	15	335		8	13	5	12

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	0	5
Lights	0	37	22	41	0	80	36	24	0	80	374	102	0	27	360	57	1,240
Mediums	0	0	0	0	0	2	1	2	0	4	21	3	0	1	19	1	54
Total	0	37	22	41	0	82	37	26	0	84	396	107	0	28	381	58	1,299

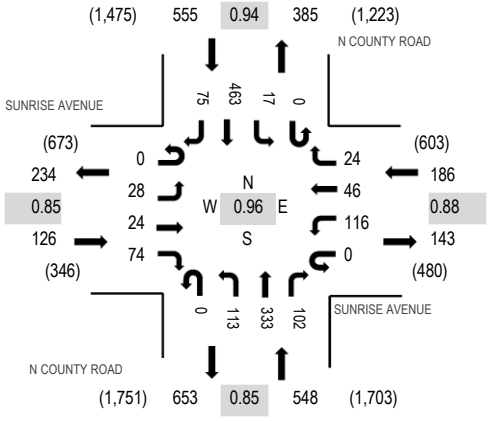
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				3.4%				5.3%				4.9%			4.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.7%	7.7%	0.0%	4.8%	5.6%	4.7%	0.0%	3.6%	5.5%	1.7%	4.5%
Peak Hour Factor		0.81				0.81				0.89				0.86			0.90
Peak Hour Factor	0.00	0.62	0.55	0.92	0.00	0.79	0.71	0.50	0.00	0.84	0.86	0.81	0.00	0.54	1.09	0.85	0.90

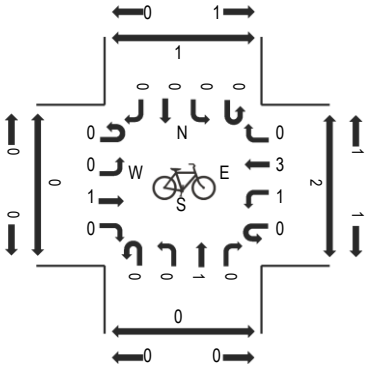
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

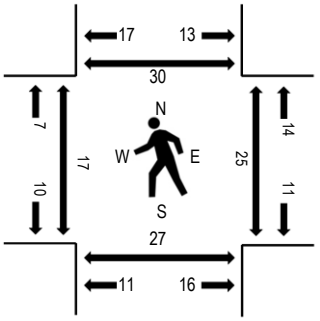
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	5	11	0	28	13	7	0	38	110	30	0	12	91	16	370	1,397	6	16	11	8
12:15 PM	0	7	8	14	0	28	11	15	0	26	86	27	0	13	101	18	354	1,345	2	9	9	9
12:30 PM	0	9	10	12	0	34	9	8	0	26	87	38	0	9	92	16	350	1,323	5	15	9	13
12:45 PM	0	10	5	15	0	30	14	8	0	30	87	22	0	7	81	14	323	1,323	4	9	6	8
1:00 PM	0	6	9	11	0	36	15	9	0	20	94	23	0	4	82	9	318	1,315	3	4	6	11
1:15 PM	0	11	8	11	0	30	8	6	0	22	90	42	0	1	93	10	332	1,366	7	13	5	6
1:30 PM	0	6	13	10	0	31	18	13	0	36	85	20	0	4	98	16	350	1,370	3	13	5	8
1:45 PM	0	3	6	11	0	35	9	2	1	26	70	19	0	2	112	19	315	1,367	11	6	0	11
2:00 PM	0	4	5	20	0	37	14	6	0	21	101	24	0	3	111	23	369	1,415	2	5	1	5
2:15 PM	0	11	2	17	0	27	9	5	0	31	77	31	0	5	106	15	336		5	12	9	10
2:30 PM	0	4	8	18	0	25	12	5	0	29	73	28	0	3	124	18	347		5	5	7	6
2:45 PM	0	9	9	19	0	27	11	8	0	32	82	19	0	6	122	19	363		5	3	10	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	28	24	73	0	111	45	24	0	113	325	102	0	17	437	74	1,373
Mediums	0	0	0	1	0	5	1	0	0	0	7	0	0	0	25	1	40
Total	0	28	24	74	0	116	46	24	0	113	333	102	0	17	463	75	1,415

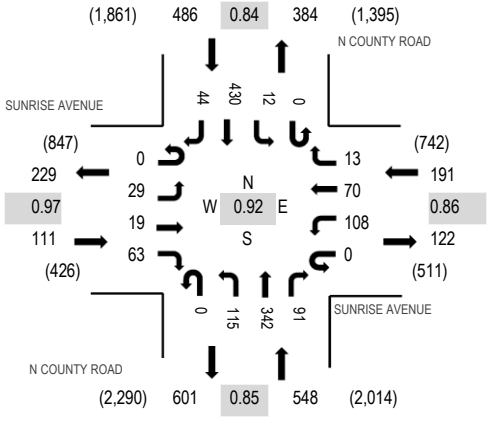
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				3.2%				1.5%				4.9%			3.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.4%	0.0%	4.3%	2.2%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	5.6%	1.3%	3.0%
Peak Hour Factor		0.85				0.88				0.85				0.94			0.96
Peak Hour Factor	0.00	0.82	0.69	0.93	0.00	0.90	0.76	0.67	0.25	0.79	0.84	0.74	0.00	0.79	0.93	0.82	0.96

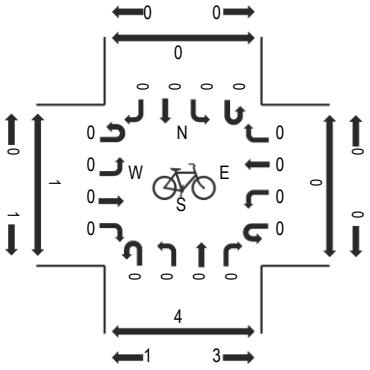
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

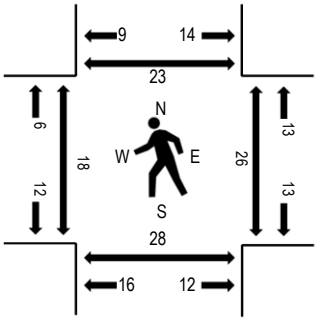
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	11	6	17	0	25	13	1	0	19	78	20	0	4	148	21	363	1,336	1	6	9	14
3:15 PM	0	5	4	13	0	22	21	5	0	39	78	20	0	5	85	10	307	1,315	7	5	5	3
3:30 PM	0	2	7	18	0	27	16	4	0	29	108	26	0	1	116	11	365	1,321	5	2	5	2
3:45 PM	0	11	2	15	0	34	20	3	0	28	78	25	0	2	81	2	301	1,277	5	13	9	4
4:00 PM	0	9	5	14	0	25	16	3	0	21	81	18	0	2	134	14	342	1,277	4	5	6	5
4:15 PM	0	7	3	19	0	18	17	6	0	30	81	22	0	2	102	6	313	1,258	4	6	7	5
4:30 PM	0	4	1	11	0	26	11	5	0	16	89	18	0	2	129	9	321	1,203	3	9	17	9
4:45 PM	0	3	5	21	0	18	13	5	0	28	70	32	0	3	92	11	301	1,181	8	9	42	14
5:00 PM	0	4	6	9	0	18	21	1	0	31	73	38	0	4	103	15	323	1,093	19	11	19	21
5:15 PM	0	8	3	12	0	8	7	8	0	29	66	29	0	1	76	11	258	974	5	19	28	5
5:30 PM	0	9	10	15	0	36	8	6	0	23	57	32	0	5	77	21	299	904	12	6	21	9
5:45 PM	0	6	4	10	0	11	5	3	0	22	38	21	0	2	79	12	213	771	3	6	16	1
6:00 PM	0	3	3	7	0	15	8	5	0	19	50	8	0	5	70	11	204	726	1	3	3	2
6:15 PM	0	3	5	9	0	16	10	6	0	8	50	15	0	1	57	8	188	736	4	1	2	5
6:30 PM	0	0	5	11	0	16	5	3	0	14	36	10	0	2	55	9	166	721	3	4	3	5
6:45 PM	0	3	1	11	0	14	8	1	0	13	44	10	0	1	61	1	168	665	6	9	5	5
7:00 PM	0	4	2	13	0	38	26	6	0	13	42	10	0	2	53	5	214	611	46	32	46	42
7:15 PM	0	1	1	8	0	37	14	4	0	12	42	10	0	1	35	8	173		6	2	6	6
7:30 PM	0	3	3	8	0	9	5	1	0	4	30	8	0	0	35	4	110		0	2	2	2
7:45 PM	0	2	2	9	0	5	2	2	0	12	28	13	0	3	34	2	114		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	29	19	62	0	105	69	13	0	113	340	91	0	12	400	43	1,296
Mediums	0	0	0	1	0	3	1	0	0	1	2	0	0	0	30	1	39
Total	0	29	19	63	0	108	70	13	0	115	342	91	0	12	430	44	1,336

CMA INTERSECTION ANALYSIS

PARAMOUNT

BRADLEY PLACE AT SUNRISE AVENUE

09/28/25

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

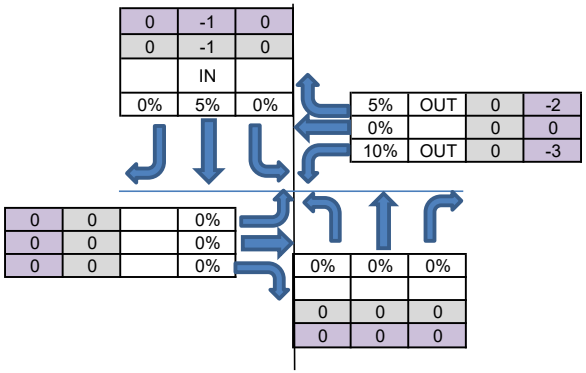
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	346	73	44	280	0	0	0	0	116	0	56	915	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	10	2	1	8	0	0	0	0	4	0	2	28	BG Total
1.0% Background Growth	0	10	2	1	8	0	0	0	0	4	0	2	46	1% + MP Total
Major Projects Traffic	0	7	3	0	6	0	0	0	0	2	0	0		
PB Synagogue Project Trips	0	0	1	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	17	6	2	14	0	0	0	0	6	0	2		
2028 Background Traffic w/o Project	0	363	79	46	294	0	0	0	0	122	0	58		
Project Traffic	0	0	0	0	-1	0	0	0	0	0	0	0		
2028 Total	**0**	**363**	**79**	**46**	**293**	**0**	**0**	**0**	**0**	**122**	**0**	**58**		

TRIPS

	IN	OUT
AM	-17	1
PM	-17	-31



MIDDAY Peak Hour

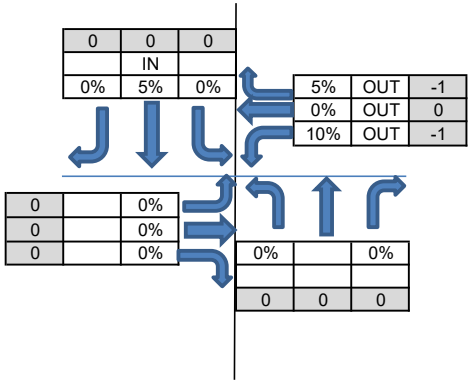
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	237	96	39	384	0	0	0	0	199	0	58	1013	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	7	3	1	12	0	0	0	0	6	0	2	31	BG Total
1.0% Background Growth	0	7	3	1	12	0	0	0	0	6	0	2	31	1% + MP Total
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0		
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	7	5	2	12	0	0	0	0	6	0	2		
2028 Background Traffic w/o Project	0	244	101	41	396	0	0	0	0	205	0	60		
Project Traffic	0	0	0	0	0	0	0	0	0	-1	0	-1		
2028 Total	**0**	**244**	**101**	**41**	**396**	**0**	**0**	**0**	**0**	**204**	**0**	**59**		

TRIPS

	IN	OUT
MD	-5	-10

Mid-Day



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	0	202	73	17	329	0	0	0	0	168	0	37	826	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	0	6	2	1	10	0	0	0	0	5	0	1	25	BG Total
1.0% Background Growth	0	6	2	1	10	0	0	0	0	5	0	1	50	1% + MP Total
Major Projects Traffic	0	8	3	0	10	0	0	0	0	4	0	0		
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0		
Background Traffic Used	0	14	7	2	20	0	0	0	0	9	0	1		
2028 Background Traffic w/o Project	0	216	80	19	349	0	0	0	0	177	0	38		
Project Traffic	0	0	0	0	0	0	0	0	0	-1	0	-1		
2028 Total	**0**	**216**	**80**	**19**	**349**	**0**	**0**	**0**	**0**	**176**	**0**	**37**		

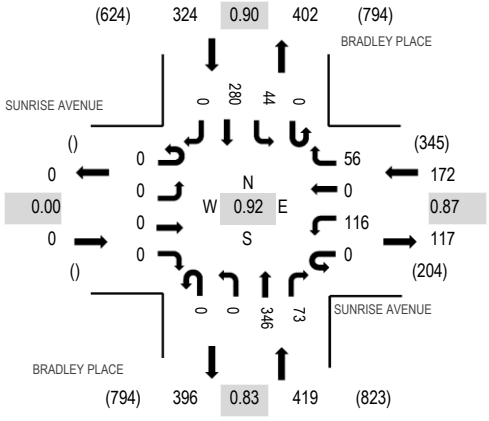
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

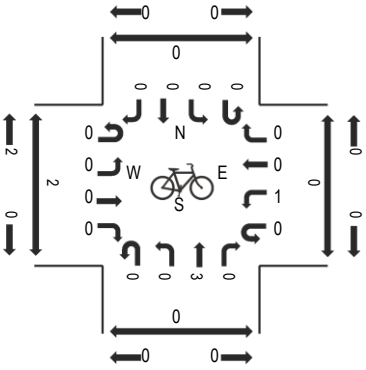
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 09:30 AM - 10:30 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

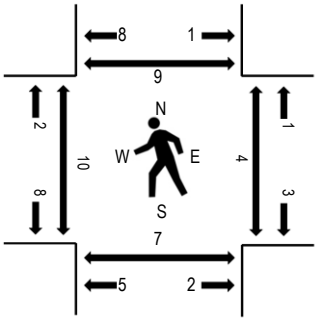
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	0	0	0	26	0	11	0	0	119	13	0	4	65	0	238	903	4	9	2	2
9:15 AM	0	0	0	0	0	20	0	12	0	0	78	14	0	4	66	0	194	901	2	1	1	3
9:30 AM	0	0	0	0	0	34	0	16	0	0	105	14	0	14	66	0	249	915	1	0	1	1
9:45 AM	0	0	0	0	0	23	0	12	0	0	78	19	0	10	80	0	222	901	6	3	1	5
10:00 AM	0	0	0	0	0	25	0	17	0	0	98	20	0	11	65	0	236	889	2	0	3	1
10:15 AM	0	0	0	0	0	34	0	11	0	0	65	20	0	9	69	0	208		1	1	2	2
10:30 AM	0	0	0	0	0	42	0	13	0	0	85	19	0	10	66	0	235		2	5	0	3
10:45 AM	0	0	0	0	0	35	0	14	0	0	60	16	0	7	78	0	210		1	5	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
Lights	0	0	0	0	0	116	0	55	0	0	335	71	0	44	272	0	893
Mediums	0	0	0	0	0	0	0	1	0	0	10	1	0	0	7	0	19
Total	0	0	0	0	0	116	0	56	0	0	346	73	0	44	280	0	915

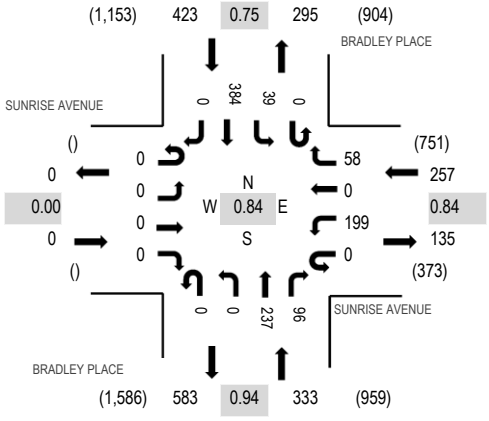
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.6%				3.1%				2.5%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	3.2%	2.7%	0.0%	0.0%	2.9%	0.0%	2.4%
Peak Hour Factor		0.00				0.87				0.83				0.90			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.84	0.00	0.00	0.80	0.98	0.00	0.79	0.88	0.00	0.92

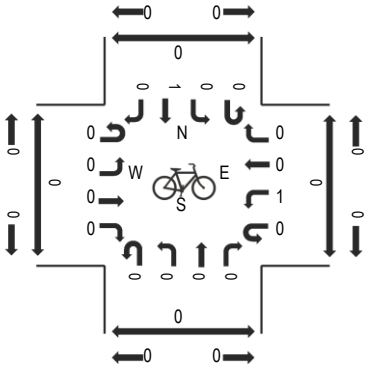
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

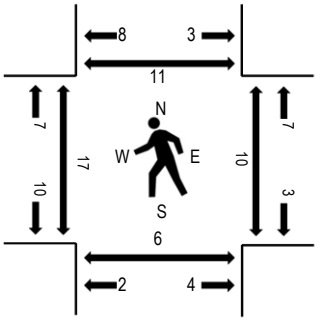
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	56	0	15	0	0	66	16	0	13	81	0	247	962	1	3	1	0
12:15 PM	0	0	0	0	0	44	0	15	0	0	72	18	0	19	83	0	251	917	9	5	2	5
12:30 PM	0	0	0	0	0	46	0	19	0	0	66	20	0	11	71	0	233	875	7	3	3	4
12:45 PM	0	0	0	0	0	42	0	15	0	0	67	12	0	20	75	0	231	882	1	1	4	1
1:00 PM	0	0	0	0	0	40	0	11	0	0	57	15	0	11	68	0	202	888	1	0	2	3
1:15 PM	0	0	0	0	0	44	0	14	0	0	55	15	0	13	68	0	209	930	5	3	1	2
1:30 PM	0	0	0	0	0	48	0	14	0	0	58	20	0	10	90	0	240	918	5	4	3	4
1:45 PM	0	0	0	0	0	57	0	14	0	0	51	18	0	7	90	0	237	948	3	2	1	4
2:00 PM	0	0	0	0	0	55	0	9	0	0	64	22	0	7	87	0	244	1,013	4	4	1	1
2:15 PM	0	0	0	0	0	38	0	10	0	0	53	18	0	7	71	0	197		2	1	1	3
2:30 PM	0	0	0	0	0	58	0	19	0	0	61	22	0	9	101	0	270		3	2	1	1
2:45 PM	0	0	0	0	0	48	0	20	0	0	59	34	0	16	125	0	302		8	3	3	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	0	0	0	0	195	0	58	0	0	232	95	0	39	370	0	989
Mediums	0	0	0	0	0	4	0	0	0	0	5	1	0	0	12	0	22
Total	0	0	0	0	0	199	0	58	0	0	237	96	0	39	384	0	1,013

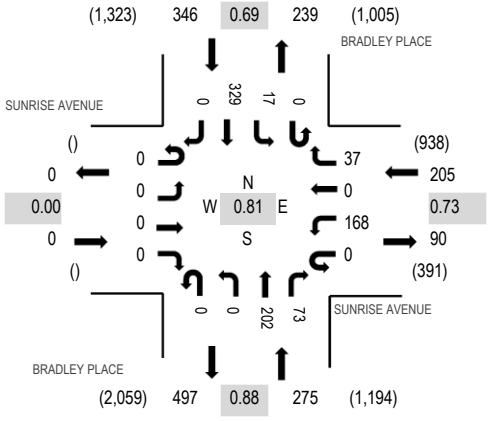
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.6%				1.8%				3.3%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	2.1%	1.0%	0.0%	0.0%	3.6%	0.0%	2.4%
Peak Hour Factor		0.00				0.84				0.94				0.75			0.84
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.84	0.00	0.00	0.94	0.71	0.00	0.79	0.77	0.00	0.84

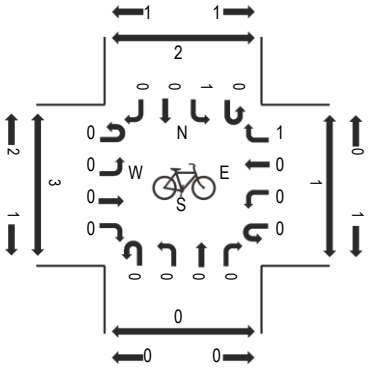
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

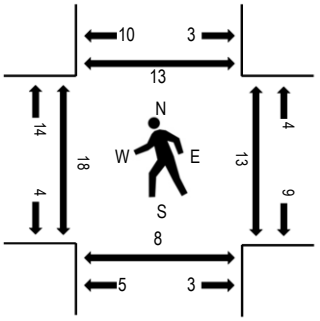
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	47	0	14	0	0	51	16	0	7	119	0	254	826	4	6	4	2
3:15 PM	0	0	0	0	0	40	0	11	0	0	52	12	0	4	69	0	188	804	3	1	0	6
3:30 PM	0	0	0	0	0	59	0	7	0	0	61	17	0	2	85	0	231	784	9	2	2	2
3:45 PM	0	0	0	0	0	22	0	5	0	0	38	28	0	4	56	0	153	721	2	4	2	3
4:00 PM	0	0	0	0	0	64	0	8	0	0	46	19	0	6	89	0	232	763	6	5	2	1
4:15 PM	0	0	0	0	0	36	0	2	0	0	48	13	0	1	68	0	168	739	2	1	1	2
4:30 PM	0	0	0	0	0	42	0	5	0	0	39	8	0	3	71	0	168	677	7	4	2	4
4:45 PM	0	0	0	0	0	49	0	3	0	0	47	20	0	2	74	0	195	732	4	2	0	5
5:00 PM	0	0	0	0	0	46	0	6	0	0	51	16	0	4	85	0	208	736	1	2	0	0
5:15 PM	0	0	0	0	0	13	0	2	0	0	36	9	0	4	42	0	106	717	4	11	4	0
5:30 PM	0	0	0	0	0	77	0	6	0	0	38	17	0	3	82	0	223	767	8	0	2	0
5:45 PM	0	0	0	0	0	42	0	14	0	0	49	19	0	5	70	0	199	691	4	1	4	0
6:00 PM	0	0	0	0	0	45	0	9	0	0	44	16	0	4	71	0	189	616	0	1	1	2
6:15 PM	0	0	0	0	0	43	0	8	0	0	46	13	0	6	40	0	156	597	1	1	1	6
6:30 PM	0	0	0	0	0	35	0	6	0	0	44	15	0	7	40	0	147	571	4	10	1	2
6:45 PM	0	0	0	0	0	21	0	1	0	0	39	21	0	4	38	0	124	540	3	5	1	4
7:00 PM	0	0	0	0	0	44	0	6	0	0	46	23	0	0	51	0	170	514	0	5	0	3
7:15 PM	0	0	0	0	0	40	0	5	0	0	29	15	0	5	36	0	130		2	1	2	1
7:30 PM	0	0	0	0	0	30	0	3	0	0	41	9	0	3	30	0	116		0	4	1	0
7:45 PM	0	0	0	0	0	18	0	4	0	0	35	8	0	3	30	0	98		2	6	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	166	0	35	0	0	199	72	0	17	315	0	804
Mediums	0	0	0	0	0	1	0	2	0	0	3	1	0	0	14	0	21
Total	0	0	0	0	0	168	0	37	0	0	202	73	0	17	329	0	826

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
SUNSET AVENUE AND COUNTY ROAD

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	0	549	23	6	490	0	40	6	132	15	0	9	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	39	2	0	35	0	3	0	9	1	0	1	91
1.0% Background Growth	0	17	1	0	15	0	1	0	4	0	0	0	76
Major Projects Traffic	0	18	0	0	14	0	0	0	6	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	1	0	0	0	
Background Traffic Used	0	39	2	0	35	0	3	0	11	1	0	1	
2028 Background Traffic	**0**	**588**	**25**	**6**	**525**	**0**	**43**	**6**	**143**	**16**	**0**	**10**	
Project Traffic	0	0	-9	-5	1	0	0	-3	0	0	0	0	
Total	**0**	**588**	**16**	**1**	**526**	**0**	**43**	**3**	**143**	**16**	**0**	**10**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	0	491	17	13	635	0	38	6	158	18	0	12	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	35	1	1	45	0	3	0	11	1	0	1	93
1.0% Background Growth	0	15	1	0	19	0	1	0	5	1	0	0	104
Major Projects Traffic	0	2	0	0	2	0	0	0	10	0	0	0	
PB Synagogue Project Trips	0	0	0	0	0	0	1	0	2	0	0	0	
Background Traffic Used	0	35	1	1	45	0	3	0	17	1	0	1	
2028 Background Traffic	**0**	**526**	**18**	**14**	**680**	**0**	**41**	**6**	**175**	**19**	**0**	**13**	
Project Traffic	0	0	-3	-2	-17	0	0	-1	0	0	0	0	
Total	**0**	**526**	**15**	**12**	**663**	**0**	**41**	**5**	**175**	**19**	**0**	**13**	

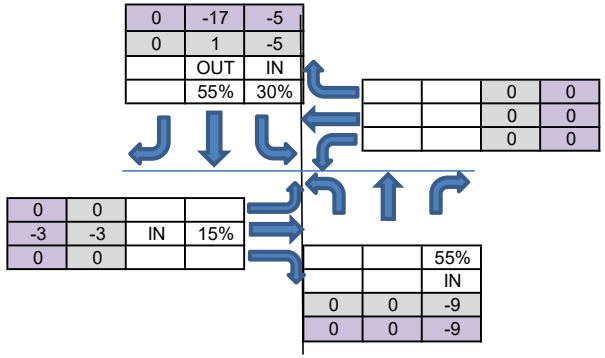
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2025)	0	485	19	4	598	0	43	9	102	20	0	16
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	35	1	0	43	0	3	1	7	1	0	1
1.0% Background Growth	0	15	1	0	18	0	1	0	3	1	0	0
Major Projects Traffic	0	23	0	0	32	0	0	0	10	0	0	0
PB Synagogue Project Trips	0	0	0	0	0	0	1	0	2	0	0	0
Background Traffic Used	0	38	1	0	50	0	3	1	15	1	0	1
2028 Background Traffic	**0**	**523**	**20**	**4**	**648**	**0**	**46**	**10**	**117**	**21**	**0**	**17**
Project Traffic	0	0	-9	0	-17	0	0	-3	0	0	0	0
Total	**0**	**523**	**11**	**4**	**631**	**0**	**46**	**7**	**117**	**21**	**0**	**17**

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

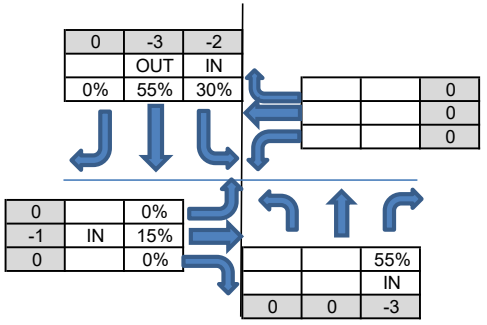
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

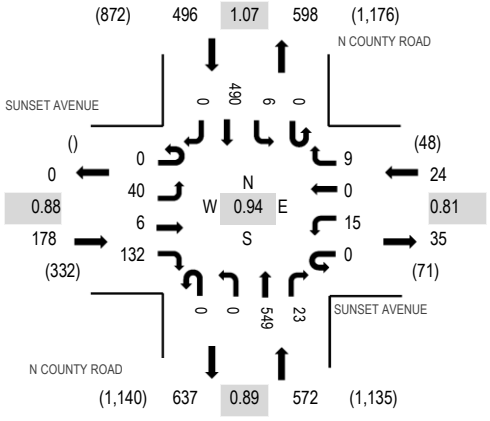


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

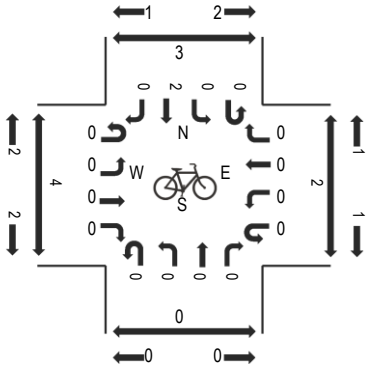
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

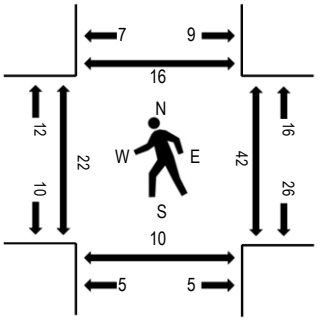
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	8	6	34	0	3	0	3	0	0	155	4	0	1	91	0	305	1,117	6	3	3	3
9:15 AM	0	4	1	18	0	2	0	1	0	0	143	6	0	1	81	0	257	1,122	2	6	2	0
9:30 AM	0	4	1	27	0	4	0	3	0	0	143	7	0	0	83	0	272	1,167	7	4	5	2
9:45 AM	0	14	1	36	0	6	0	2	0	0	98	7	0	1	118	0	283	1,231	7	5	1	1
11:00 AM	0	9	1	34	0	2	0	0	0	0	139	5	0	0	120	0	310	1,270	6	9	4	4
11:15 AM	0	6	2	30	0	4	0	4	0	0	118	6	0	3	129	0	302		5	12	0	3
11:30 AM	0	10	2	35	0	4	0	4	0	0	136	7	0	3	135	0	336		5	8	2	7
11:45 AM	0	15	1	33	0	5	0	1	0	0	156	5	0	0	106	0	322		6	13	4	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	0	0	0	0	3	1	0	0	2	0	8
Lights	0	37	4	125	0	13	0	9	0	0	521	22	0	6	467	0	1,204
Mediums	0	3	2	6	0	1	0	0	0	0	25	0	0	0	21	0	58
Total	0	40	6	132	0	15	0	9	0	0	549	23	0	6	490	0	1,270

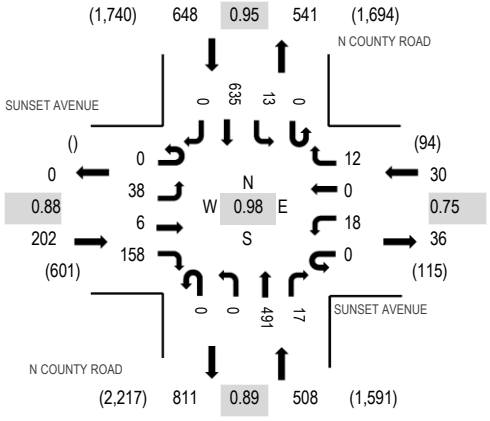
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				8.3%				5.1%				4.6%			5.2%
Heavy Vehicle %	0.0%	7.5%	33.3%	5.3%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	5.1%	4.3%	0.0%	0.0%	4.7%	0.0%	5.2%
Peak Hour Factor		0.88				0.81				0.89				1.07			0.94
Peak Hour Factor	0.00	0.67	0.38	0.94	0.00	0.67	0.00	1.25	0.00	0.00	0.88	0.89	0.00	1.75	1.06	0.00	0.94

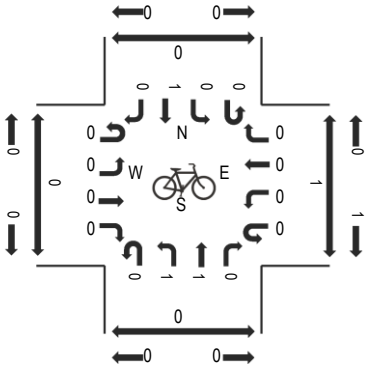
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

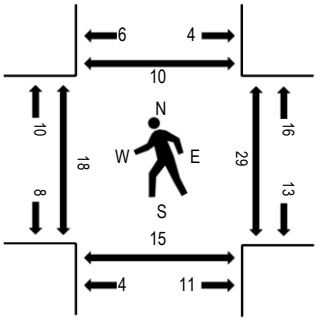
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	1	40	0	2	0	6	0	0	154	8	0	3	123	0	346	1,359	10	10	4	3
12:15 PM	0	12	3	46	0	9	0	3	0	0	130	6	0	4	141	0	354	1,329	4	8	5	4
12:30 PM	0	17	5	36	0	3	0	3	0	0	126	6	0	2	133	0	331	1,301	3	9	5	4
12:45 PM	0	8	4	31	0	4	0	5	0	0	138	10	0	0	128	0	328	1,276	2	15	5	5
1:00 PM	0	11	3	50	0	1	0	4	0	0	113	4	0	2	128	0	316	1,279	13	1	2	5
1:15 PM	0	11	0	34	0	3	0	3	0	0	139	4	1	1	130	0	326	1,311	11	9	9	6
1:30 PM	0	8	1	29	0	4	0	5	0	0	126	4	0	2	127	0	306	1,339	9	11	6	4
1:45 PM	0	5	1	34	0	4	0	5	0	0	111	4	0	1	166	0	331	1,370	11	7	4	3
2:00 PM	0	4	1	36	0	2	0	6	0	0	133	4	0	4	158	0	348	1,388	7	8	3	5
2:15 PM	0	14	4	42	0	10	0	3	0	0	128	4	0	1	148	0	354		5	9	7	3
2:30 PM	0	11	1	40	0	3	0	0	0	0	115	0	0	3	164	0	337		4	8	3	0
2:45 PM	0	9	0	40	0	3	0	3	0	0	115	9	0	5	165	0	349		2	4	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	36	6	157	0	18	0	12	0	0	485	17	0	13	603	0	1,347
Mediums	0	2	0	1	0	0	0	0	0	0	5	0	0	0	31	0	39
Total	0	38	6	158	0	18	0	12	0	0	491	17	0	13	635	0	1,388

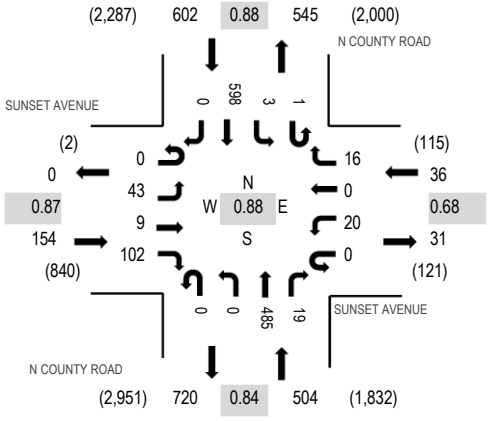
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.5%				0.0%				1.2%				4.9%			3.0%
Heavy Vehicle %	0.0%	5.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	5.0%	0.0%	3.0%
Peak Hour Factor		0.88				0.75				0.89				0.95			0.98
Peak Hour Factor	0.00	0.71	0.75	0.82	0.00	0.50	0.00	0.79	0.00	0.00	0.89	0.75	0.25	0.65	0.96	0.00	0.98

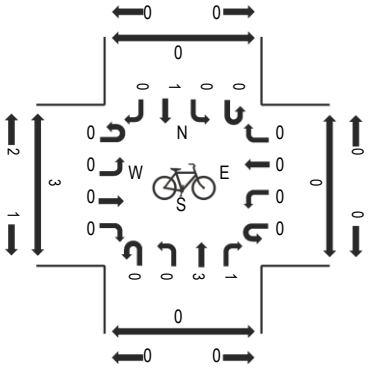
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

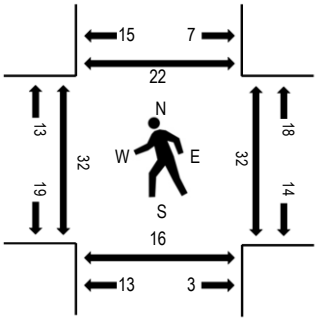
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	13	0	39	0	5	0	1	0	0	107	4	1	2	176	0	348	1,295	6	7	4	2
3:15 PM	0	14	0	27	0	5	0	5	0	0	114	9	0	0	112	0	286	1,289	7	7	5	2
3:30 PM	0	11	3	34	0	2	0	5	0	0	148	5	1	2	157	0	368	1,296	5	9	5	2
3:45 PM	0	8	2	19	0	3	0	4	0	0	116	7	0	1	133	0	293	1,258	10	9	4	4
4:00 PM	0	10	0	32	0	11	0	3	0	0	110	4	0	0	172	0	342	1,276	9	8	3	2
4:15 PM	0	14	4	17	0	4	0	4	0	0	111	3	0	0	136	0	293	1,264	8	6	4	14
4:30 PM	0	14	3	30	0	7	0	1	0	0	111	5	0	2	157	0	330	1,203	10	6	2	18
4:45 PM	0	9	2	38	0	3	0	2	0	0	121	7	0	2	127	0	311	1,183	9	12	1	20
5:00 PM	0	17	1	32	0	2	0	5	0	0	126	11	1	1	134	0	330	1,099	5	17	1	15
5:15 PM	0	16	0	15	0	2	0	3	0	0	97	6	0	1	92	0	232	980	8	4	2	14
5:30 PM	0	12	3	39	0	7	0	3	0	0	94	6	0	0	146	0	310	931	23	2	2	17
5:45 PM	0	10	0	42	0	0	0	0	0	0	70	1	0	0	104	0	227	787	6	2	1	6
6:00 PM	0	6	3	36	0	3	0	0	0	1	70	2	0	1	89	0	211	749	9	5	2	2
6:15 PM	0	5	0	23	0	5	0	1	0	0	64	2	0	0	83	0	183	761	2	4	4	0
6:30 PM	0	8	0	23	0	1	0	0	0	0	51	1	0	2	80	0	166	767	2	3	0	1
6:45 PM	0	4	1	37	0	5	0	0	1	1	57	0	0	1	82	0	189	719	6	1	0	4
7:00 PM	0	8	1	46	0	3	0	3	0	0	52	3	0	0	107	0	223	655	34	3	0	71
7:15 PM	0	11	2	37	0	3	0	1	0	0	50	2	0	1	82	0	189		9	1	1	9
7:30 PM	0	7	0	23	0	1	0	2	0	0	34	0	0	1	50	0	118		0	0	0	0
7:45 PM	0	7	0	22	0	0	0	0	0	0	47	1	0	0	48	0	125		0	2	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	42	9	101	0	20	0	15	0	0	484	18	1	3	579	0	1,272
Mediums	0	0	0	1	0	0	0	1	0	0	1	1	0	0	19	0	23
Total	0	43	9	102	0	20	0	16	0	0	485	19	1	3	598	0	1,296

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
COUNTY ROAD AT ROYAL POINCIANA WAY

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	83	328	39	0	232	210	356	75	197	3	36	7	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	6	23	3	0	17	15	25	5	14	0	3	1	112
1.0% Background Growth	3	10	1	0	7	6	11	2	6	0	1	0	297
Major Projects Traffic	69	2	0	0	3	19	23	19	71	0	35	9	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	72	23	3	0	17	25	34	21	77	0	36	9	
2028 Background Traffic	**155**	**351**	**42**	**0**	**249**	**235**	**390**	**96**	**274**	**3**	**72**	**16**	
Project Traffic	0	-5	0	0	0	0	-4	0	0	0	0	0	
Total	**155**	**346**	**42**	**0**	**249**	**235**	**386**	**96**	**274**	**3**	**72**	**16**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	212	326	41	0	336	458	197	68	167	24	92	11	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	15	23	3	0	24	33	14	5	12	2	7	1	129
1.0% Background Growth	6	10	1	0	10	14	6	2	5	1	3	0	366
Major Projects Traffic	10	2	0	4	2	1	1	14	10	0	15	4	
PB Synagogue Project Trips	1	0	0	0	1	1	0	0	0	0	0	0	
Background Traffic Used	17	23	3	4	24	33	14	16	15	2	18	4	
2028 Background Traffic	**229**	**349**	**44**	**4**	**360**	**491**	**211**	**84**	**182**	**26**	**110**	**15**	
Project Traffic	0	-2	0	0	-3	-3	-1	0	0	0	0	0	
Total	**229**	**347**	**44**	**4**	**357**	**488**	**210**	**84**	**182**	**26**	**110**	**15**	

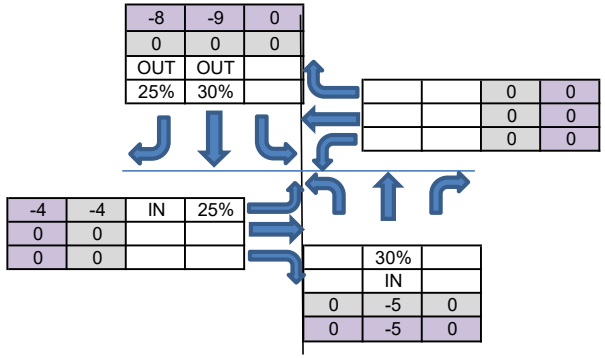
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	229	317	35	0	302	408	181	50	156	24	85	18	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	16	23	3	0	22	29	13	4	11	2	6	1	
1.0% Background Growth	7	10	1	0	9	12	5	2	5	1	3	1	
Major Projects Traffic	105	2	0	0	3	41	28	28	84	0	16	4	
PB Synagogue Project Trips	1	0	0	0	1	1	0	0	0	0	0	0	
Background Traffic Used	113	23	3	0	22	54	33	30	89	2	19	5	
2028 Background Traffic	**342**	**340**	**38**	**0**	**324**	**462**	**214**	**80**	**245**	**26**	**104**	**23**	
Project Traffic	0	-5	0	0	-9	-8	-4	0	0	0	0	0	
Total	**342**	**335**	**38**	**0**	**315**	**454**	**210**	**80**	**245**	**26**	**104**	**23**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

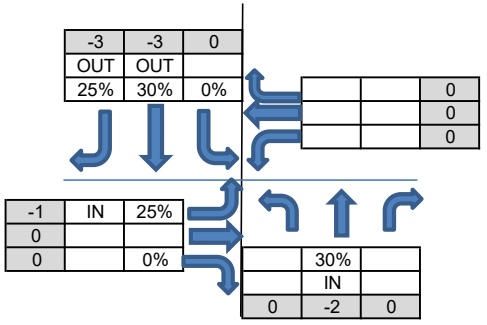
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

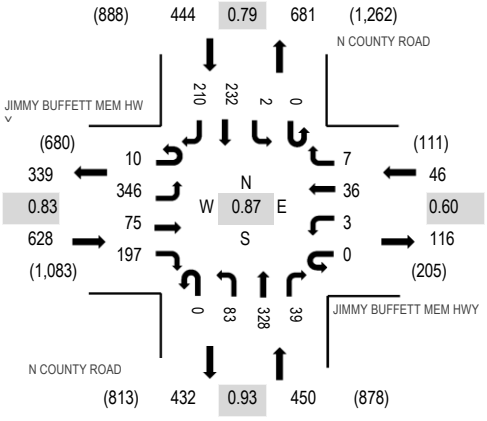


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

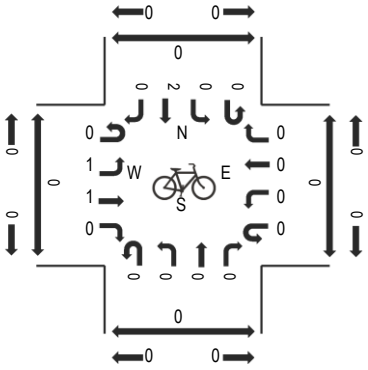
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY AM
Date: Thursday, January 9, 2025
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

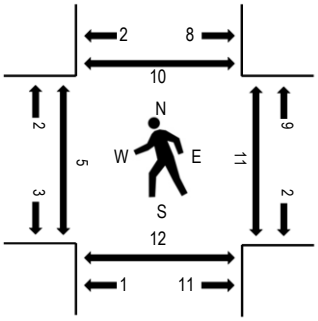
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	6	88	12	32	0	4	8	1	0	11	101	16	0	0	51	33	363	1,495	1	0	12	0
8:15 AM	0	59	12	31	0	1	9	2	0	14	88	4	0	0	55	40	315	1,535	2	5	3	1
8:30 AM	0	108	19	50	0	1	12	4	0	16	62	4	0	1	44	46	367	1,568	0	2	4	2
8:45 AM	4	104	24	57	0	0	9	2	0	18	100	9	0	1	63	59	450	1,560	2	3	4	1
9:00 AM	4	65	17	54	0	0	7	1	0	21	95	14	0	0	62	63	403	1,465	2	4	1	4
9:15 AM	2	69	15	36	0	2	8	0	0	28	71	12	0	0	63	42	348		1	2	3	3
9:30 AM	3	66	13	32	0	4	15	5	0	37	69	7	0	1	61	46	359		4	2	10	6
9:45 AM	4	48	17	32	0	0	14	2	0	22	52	7	0	0	78	79	355		4	0	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Lights	10	330	64	185	0	3	27	5	0	78	305	35	0	2	223	198	1,465
Mediums	0	13	11	12	0	0	9	2	0	5	23	4	0	0	9	10	98
Total	10	346	75	197	0	3	36	7	0	83	328	39	0	2	232	210	1,568

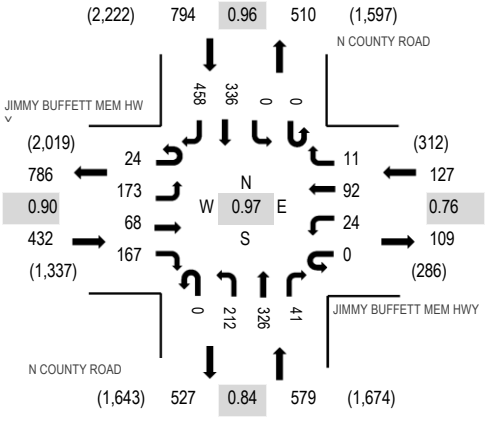
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.2%				23.9%				7.1%				4.7%			6.6%
Heavy Vehicle %	0.0%	4.6%	14.7%	6.1%	0.0%	0.0%	25.0%	28.6%	0.0%	6.0%	7.0%	10.3%	0.0%	0.0%	3.9%	5.7%	6.6%
Peak Hour Factor		0.83				0.60				0.93				0.79			0.87
Peak Hour Factor	0.81	0.83	0.78	0.86	0.00	0.38	0.73	0.56	0.00	0.73	0.87	0.75	0.00	0.50	0.85	0.73	0.87

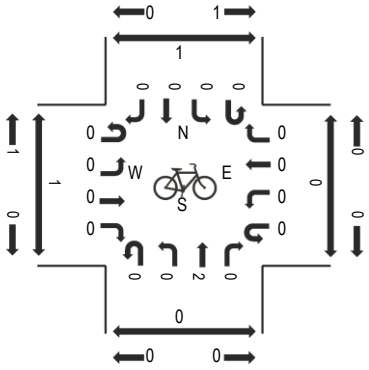
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

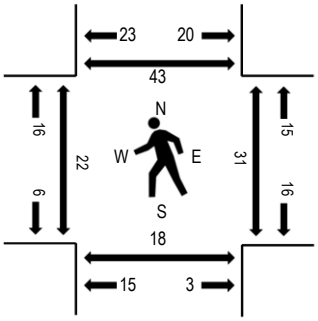
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	10	66	13	47	0	2	13	2	0	41	94	5	0	0	89	70	452	1,841	5	4	0	14
12:15 PM	4	42	12	52	0	6	11	6	0	39	92	8	0	0	90	106	468	1,798	2	2	1	7
12:30 PM	12	51	15	57	0	3	14	3	0	40	78	7	0	0	90	90	460	1,790	5	2	0	8
12:45 PM	7	46	16	40	0	4	19	4	0	50	97	8	0	0	93	77	461	1,771	1	9	5	9
1:00 PM	10	52	15	40	0	5	11	3	0	35	62	3	0	1	86	86	409	1,772	1	0	2	8
1:15 PM	7	31	11	43	0	3	16	2	0	54	111	8	0	0	82	92	460	1,841	1	14	0	10
1:30 PM	9	38	21	28	0	5	29	4	0	45	88	8	0	0	86	80	441	1,865	13	8	2	10
1:45 PM	7	37	22	44	0	7	10	3	0	43	75	4	0	0	114	96	462	1,898	9	8	16	12
2:00 PM	8	55	15	43	0	6	19	1	0	49	83	11	0	0	96	92	478	1,932	5	9	4	18
2:15 PM	7	44	13	50	0	4	16	2	0	51	87	10	0	0	78	122	484		5	3	0	4
2:30 PM	1	35	20	33	0	6	27	4	0	58	78	7	0	0	82	123	474		12	15	10	10
2:45 PM	8	39	20	41	0	8	30	4	0	54	78	13	0	0	80	121	496		0	4	4	11

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Lights	24	172	64	165	0	24	82	11	0	207	321	40	0	0	321	439	1,870
Mediums	0	0	4	2	0	0	10	0	0	4	5	1	0	0	15	18	59
Total	24	173	68	167	0	24	92	11	0	212	326	41	0	0	336	458	1,932

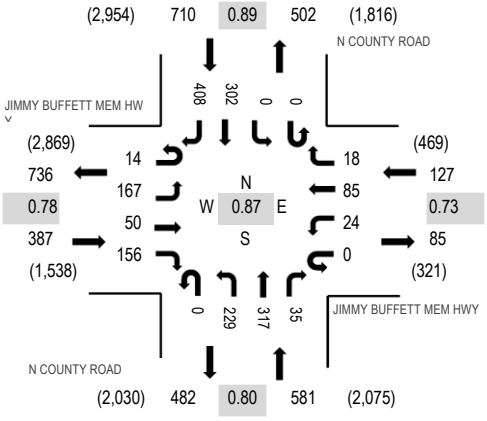
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.6%				7.9%				1.9%				4.3%			3.2%
Heavy Vehicle %	0.0%	0.6%	5.9%	1.2%	0.0%	0.0%	10.9%	0.0%	0.0%	2.4%	1.5%	2.4%	0.0%	0.0%	4.5%	4.1%	3.2%
Peak Hour Factor		0.90				0.76				0.84				0.96			0.97
Peak Hour Factor	0.75	0.78	0.81	0.86	0.00	0.75	0.77	0.67	0.00	0.91	0.93	0.79	0.00	0.25	0.83	0.93	0.97

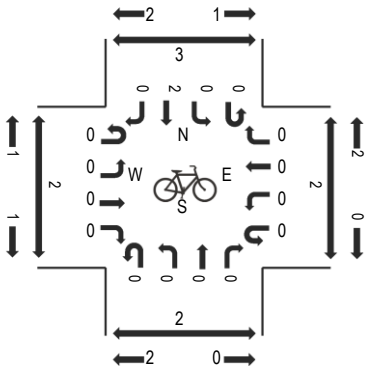
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

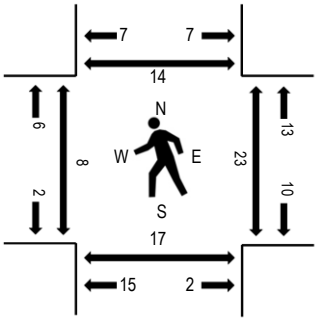
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	6	35	10	41	0	9	31	3	0	60	70	11	0	0	78	141	495	1,805	2	1	6	3
3:15 PM	1	34	13	43	0	5	15	4	0	46	82	5	0	0	74	73	395	1,758	3	3	2	0
3:30 PM	6	54	15	49	0	3	25	2	0	80	95	7	0	0	62	121	519	1,738	3	9	4	3
3:45 PM	1	44	12	23	0	7	14	9	0	43	70	12	0	0	88	73	396	1,684	0	10	5	8
4:00 PM	3	47	8	25	0	6	25	3	0	61	60	7	0	0	63	140	448	1,688	5	10	7	7
4:15 PM	3	33	10	31	0	4	9	9	0	51	70	10	0	0	71	74	375	1,704	1	5	4	0
4:30 PM	2	51	20	38	0	6	33	6	0	50	57	2	0	0	79	121	465	1,645	3	9	7	3
4:45 PM	0	30	10	30	0	3	18	4	0	35	91	8	0	0	88	83	400	1,597	1	8	7	4
5:00 PM	6	32	20	40	0	5	29	2	0	57	102	7	0	0	79	85	464	1,533	0	5	15	5
5:15 PM	0	20	11	46	0	7	7	4	0	27	79	8	0	0	74	33	316	1,383	0	5	9	10
5:30 PM	9	36	11	40	0	5	18	2	0	35	62	7	0	0	79	113	417	1,342	0	0	3	2
5:45 PM	3	26	9	37	0	3	20	2	0	41	42	3	0	0	68	82	336	1,172	0	1	0	8
6:00 PM	7	24	12	29	0	0	25	5	0	36	45	4	0	0	51	76	314	1,114	4	3	4	2
6:15 PM	10	22	4	28	0	0	9	1	0	39	43	2	0	0	52	65	275	1,091	2	8	3	8
6:30 PM	7	22	6	33	0	0	15	1	0	20	31	3	0	0	61	48	247	1,074	3	3	3	2
6:45 PM	8	28	6	31	0	2	13	2	0	26	34	11	0	0	58	59	278	1,001	2	0	0	2
7:00 PM	8	20	8	25	0	3	9	2	0	25	30	4	0	0	73	84	291	896	7	0	0	2
7:15 PM	4	15	10	19	0	1	12	3	0	30	34	1	0	0	56	73	258		0	3	0	6
7:30 PM	4	10	5	22	0	0	6	0	0	17	24	2	0	0	33	51	174		4	0	2	0
7:45 PM	6	13	2	16	0	0	2	1	0	22	34	5	0	0	28	44	173		1	2	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Lights	14	166	46	153	0	23	80	17	0	219	315	32	0	0	293	381	1,739
Mediums	0	1	3	3	0	1	5	1	0	10	2	2	0	0	9	27	64
Total	14	167	50	156	0	24	85	18	0	229	317	35	0	0	302	408	1,805

09/28/25

CMA INTERSECTION ANALYSIS
PARAMOUNT
SUNSET AVENUE AND BRADLEY PLACE

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	33	382	229	23	394	4	5	4	18	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	27	16	2	28	0	0	0	1	0	0	0	78
1.0% Background Growth	1	12	7	1	12	0	0	0	1	0	0	0	95
Major Projects Traffic	0	13	3	0	11	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	1	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	27	16	2	28	0	0	0	1	20	5	10	
2028 Background Traffic	**35**	**409**	**245**	**25**	**422**	**4**	**5**	**4**	**19**	**20**	**5**	**10**	
Project Traffic	0	0	-2	-1	0	0	0	0	0	0	0	0	
Total	**35**	**409**	**243**	**24**	**422**	**4**	**5**	**4**	**19**	**20**	**5**	**10**	

MID-DAY Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	23	366	198	14	567	10	4	6	31	1	0	1	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	26	14	1	41	1	0	0	2	0	0	0	73
1.0% Background Growth	1	11	6	0	17	0	0	0	1	0	0	0	100
Major Projects Traffic	0	0	0	0	0	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	26	14	1	41	1	0	0	2	20	5	10	
2028 Background Traffic	**25**	**392**	**212**	**15**	**608**	**11**	**4**	**6**	**33**	**21**	**5**	**11**	
Project Traffic	0	0	-1	0	-1	0	0	0	0	0	0	0	
Total	**25**	**392**	**211**	**15**	**607**	**11**	**4**	**6**	**33**	**21**	**5**	**11**	

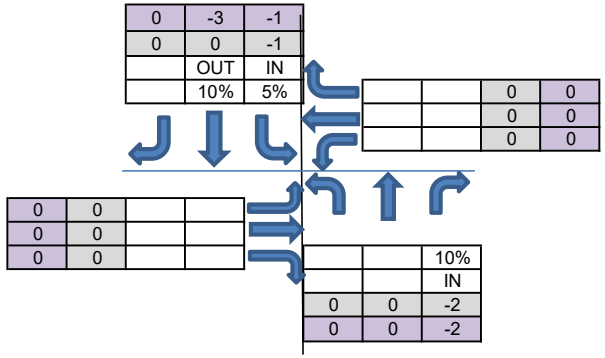
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	27	277	184	3	480	10	6	2	36	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	20	13	0	34	1	0	0	3	0	0	0	
1.0% Background Growth	1	8	6	0	15	0	0	0	1	0	0	0	
Major Projects Traffic	0	14	3	0	17	0	0	0	0	20	5	10	
PB Synagogue Project Trips	0	0	2	1	0	0	0	0	0	0	0	0	
Background Traffic Used	2	22	13	1	34	1	0	0	3	20	5	10	
2028 Background Traffic	**29**	**299**	**197**	**4**	**514**	**11**	**6**	**2**	**39**	**20**	**5**	**10**	
Project Traffic	0	0	-2	-1	-3	0	0	0	0	0	0	0	
Total	**29**	**299**	**195**	**3**	**511**	**11**	**6**	**2**	**39**	**20**	**5**	**10**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study
Trips added to the major project westbound traffic as an estimate for the converstion of Sunset to a two-lane roadway with a traffic signal

TRIPS

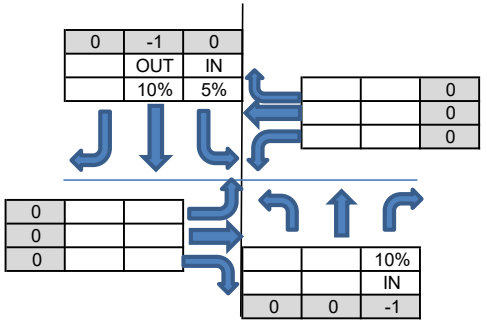
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

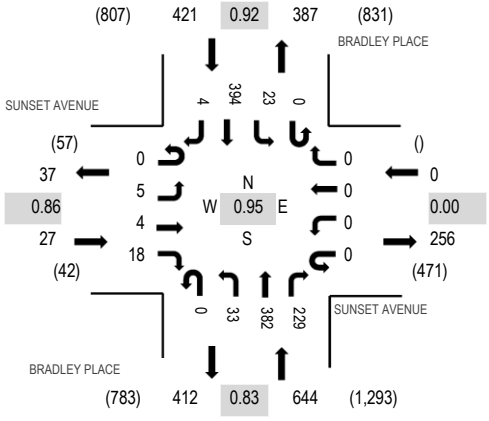


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

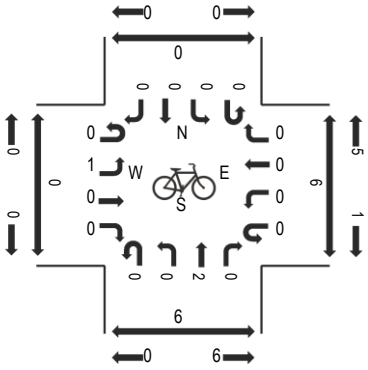
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:00 AM - 10:15 AM

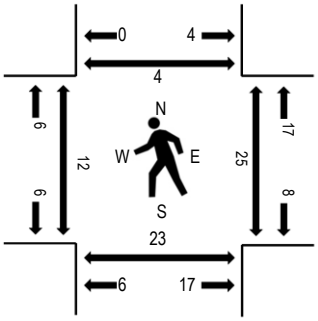
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	1	2	0	0	0	0	1	6	133	56	0	4	89	2	294	1,050	7	0	4	7
9:15 AM	0	0	1	2	0	0	0	0	0	4	94	36	0	4	79	0	220	1,044	2	3	2	4
9:30 AM	0	0	0	0	0	0	0	0	0	5	116	42	0	8	93	1	265	1,076	2	4	1	2
9:45 AM	0	1	3	5	0	0	0	0	0	2	100	54	0	6	100	0	271	1,089	3	8	9	2
10:00 AM	0	0	0	8	0	0	0	0	0	8	118	58	0	7	88	1	288	1,092	0	3	3	2
10:15 AM	0	1	2	4	0	0	0	0	0	4	88	50	0	3	99	1	252		4	9	9	0
10:30 AM	0	3	1	3	0	0	0	0	0	8	96	59	0	3	105	0	278		5	3	8	2
10:45 AM	0	1	1	3	0	0	0	0	0	13	80	62	0	10	102	2	274		3	10	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	4	18	0	0	0	0	0	33	372	223	0	21	387	4	1,066
Mediums	0	1	0	0	0	0	0	0	0	0	10	6	0	2	7	0	26
Total	0	5	4	18	0	0	0	0	0	33	382	229	0	23	394	4	1,092

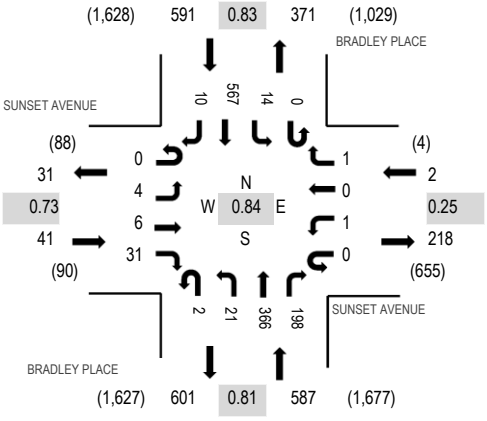
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.7%				0.0%				2.5%				2.1%			2.4%
Heavy Vehicle %	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	0.0%	8.7%	1.8%	0.0%	2.4%
Peak Hour Factor		0.86				0.00				0.83				0.92			0.95
Peak Hour Factor	0.00	0.42	0.50	0.63	0.00	0.00	0.00	0.00	0.25	0.63	0.83	0.92	0.00	0.78	0.94	0.50	0.95

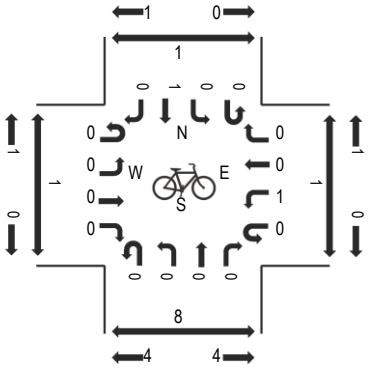
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

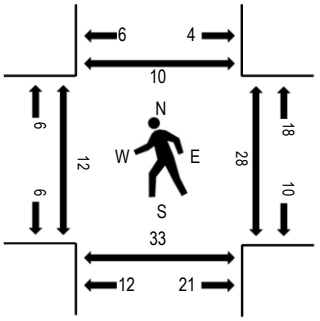
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	2	7	0	2	0	0	2	6	85	50	0	3	139	1	297	1,135	5	6	9	7
12:15 PM	0	1	1	7	0	0	0	0	0	6	94	50	0	7	119	4	289	1,090	4	5	8	15
12:30 PM	0	0	0	5	0	0	0	0	2	5	88	50	0	7	113	3	273	1,050	11	9	9	12
12:45 PM	0	2	1	5	0	0	0	0	1	5	83	59	0	7	110	3	276	1,059	5	5	7	10
1:00 PM	0	2	0	6	0	0	0	0	1	3	71	54	0	4	109	2	252	1,043	2	6	7	9
1:15 PM	0	0	1	4	0	0	0	0	0	8	75	47	0	3	110	1	249	1,094	11	1	6	4
1:30 PM	0	0	0	1	0	0	0	0	2	2	90	43	0	5	137	2	282	1,067	1	4	8	1
1:45 PM	0	0	0	4	0	0	0	0	0	2	67	39	0	4	140	4	260	1,117	4	4	9	2
2:00 PM	0	0	2	9	0	0	0	0	0	5	100	46	0	6	130	5	303	1,221	4	5	6	4
2:15 PM	0	1	1	12	0	0	0	0	0	3	69	37	0	4	94	1	222		0	6	4	2
2:30 PM	0	2	0	6	0	1	0	1	1	8	83	53	0	2	173	2	332		3	6	9	3
2:45 PM	0	1	3	4	0	0	0	0	1	5	114	62	0	2	170	2	364		5	11	14	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3
Lights	0	4	6	31	0	1	0	1	2	20	360	195	0	14	549	10	1,193
Mediums	0	0	0	0	0	0	0	0	0	1	6	2	0	0	16	0	25
Total	0	4	6	31	0	1	0	1	2	21	366	198	0	14	567	10	1,221

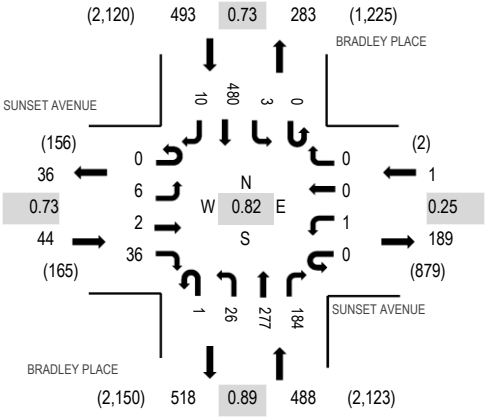
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.7%				3.0%			2.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	1.6%	1.5%	0.0%	0.0%	3.2%	0.0%	2.3%
Peak Hour Factor		0.73				0.25				0.81				0.83			0.84
Peak Hour Factor	0.00	0.63	0.50	0.65	0.00	0.25	0.00	0.25	0.63	0.92	0.80	0.90	0.00	0.89	0.82	0.60	0.84

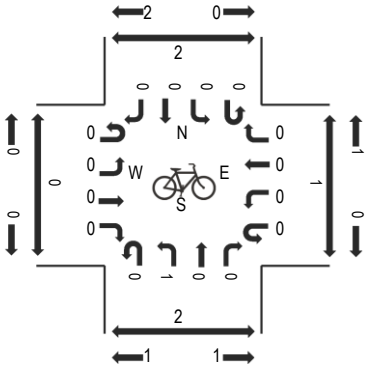
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

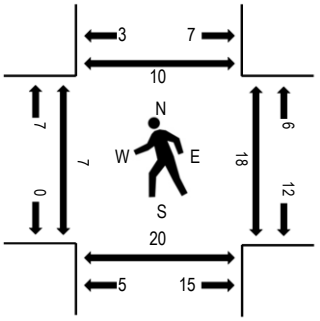
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	0	7	0	0	0	0	0	4	66	47	0	1	164	7	297	1,011	7	10	6	5
3:15 PM	0	2	0	6	0	0	0	0	0	4	61	31	0	0	106	2	212	1,026	0	2	4	3
3:30 PM	0	1	1	13	0	0	0	0	0	8	80	49	0	0	137	5	294	1,010	6	7	4	0
3:45 PM	0	2	0	8	0	1	0	0	0	6	69	42	0	0	80	0	208	940	1	6	7	0
4:00 PM	0	1	1	9	0	0	0	0	1	8	67	62	0	3	157	3	312	988	0	3	5	7
4:15 PM	0	1	2	2	0	0	0	0	0	6	58	36	0	1	89	1	196	939	1	3	5	4
4:30 PM	0	0	2	9	0	0	0	0	0	7	50	39	0	0	117	0	224	899	2	5	5	2
4:45 PM	0	1	2	6	0	0	0	1	0	11	66	45	0	0	124	0	256	945	4	2	9	7
5:00 PM	0	2	1	4	0	0	0	0	0	6	70	44	0	4	130	2	263	938	2	6	2	4
5:15 PM	0	3	2	4	0	0	0	0	0	4	43	42	0	0	57	1	156	911	5	12	4	10
5:30 PM	0	0	0	3	0	0	0	0	0	5	56	42	0	2	159	3	270	965	6	3	6	9
5:45 PM	0	0	1	7	0	0	0	0	0	4	69	48	0	6	112	2	249	876	1	2	6	6
6:00 PM	0	1	0	6	0	0	0	0	0	2	65	45	0	6	108	3	236	804	1	5	0	3
6:15 PM	0	0	2	6	0	0	0	0	0	8	58	46	0	5	83	2	210	782	3	7	0	3
6:30 PM	0	0	0	4	0	0	0	0	0	2	60	33	0	8	72	2	181	746	8	7	0	1
6:45 PM	0	1	2	8	0	0	0	0	0	4	59	36	0	5	61	1	177	711	5	9	0	2
7:00 PM	0	4	0	6	0	0	0	0	0	6	70	28	0	7	91	2	214	669	3	4	0	7
7:15 PM	0	1	2	3	0	0	0	0	0	9	43	38	0	1	74	3	174		0	1	0	2
7:30 PM	0	0	3	4	0	0	0	0	0	7	49	23	0	2	57	1	146		3	4	0	1
7:45 PM	0	0	3	5	0	0	0	0	0	5	44	27	0	1	50	0	135		5	8	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	6	2	36	0	1	0	0	1	26	273	184	0	2	466	10	1,007
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	1	13	0	18
Total	0	6	2	36	0	1	0	0	1	26	277	184	0	3	480	10	1,026

09/28/25

CMA INTERSECTION ANALYSIS

PARAMOUNT

BRADLEY PLACE AT ROYAL POINCIANA WAY

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	63	208	58	0	96	230	484	751	188	51	221	74	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	5	15	4	0	7	16	35	54	13	4	16	5	173
1.0% Background Growth	2	6	2	0	3	7	15	23	6	2	7	2	337
Major Projects Traffic	35	0	0	0	0	18	22	80	44	0	65	0	
PB Synagogue Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	37	15	4	0	7	25	37	103	50	4	72	5	
2028 Background Traffic	**100**	**223**	**62**	**0**	**103**	**255**	**521**	**854**	**238**	**55**	**293**	**79**	
Project Traffic	0	-1	0	0	0	0	-1	-4	0	0	0	0	
Total	**100**	**222**	**62**	**0**	**103**	**255**	**520**	**850**	**238**	**55**	**293**	**79**	

MID-DAY Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	205	180	74	0	122	463	326	338	118	87	644	61	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	15	13	5	0	9	33	23	24	8	6	46	4	184
1.0% Background Growth	6	5	2	0	4	14	10	10	4	3	20	2	424
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
PB Synagogue Project Trips	0	1	0	0	0	0	0	1	0	0	1	1	
Background Traffic Used	15	13	5	0	9	33	23	24	8	6	46	4	
2028 Background Traffic	**220**	**193**	**79**	**0**	**131**	**496**	**349**	**362**	**126**	**93**	**690**	**65**	
Project Traffic	0	0	0	0	-1	-1	0	-1	0	0	-3	0	
Total	**220**	**193**	**79**	**0**	**130**	**495**	**349**	**361**	**126**	**93**	**687**	**65**	

PM Peak Hour

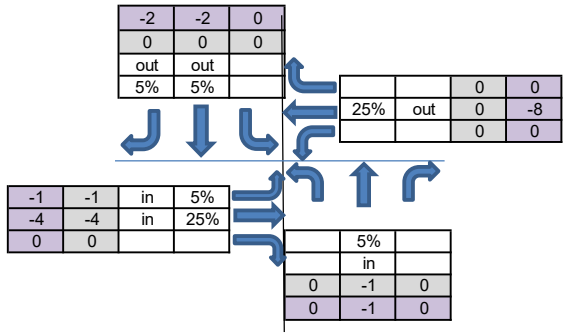
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	346	156	83	0	45	459	284	343	95	42	686	34	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	25	11	6	0	3	33	20	25	7	3	49	2	
1.0% Background Growth	10	5	3	0	1	14	9	10	3	1	21	1	
Major Projects Traffic	57	0	0	0	0	29	23	85	47	0	105	0	
PB Synagogue Project Trips	0	1	0	0	0	0	0	1	0	0	1	1	
Background Traffic Used	67	11	6	0	3	43	32	96	50	3	127	2	
2028 Background Traffic	**413**	**167**	**89**	**0**	**48**	**502**	**316**	**439**	**145**	**45**	**813**	**36**	
Project Traffic	0	-1	0	0	-2	-2	-1	-4	0	0	-8	0	
Total	**413**	**166**	**89**	**0**	**46**	**500**	**315**	**435**	**145**	**45**	**805**	**36**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

TRIPS

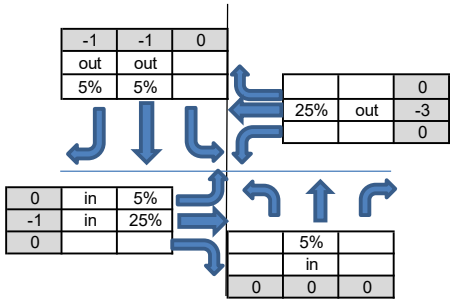
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

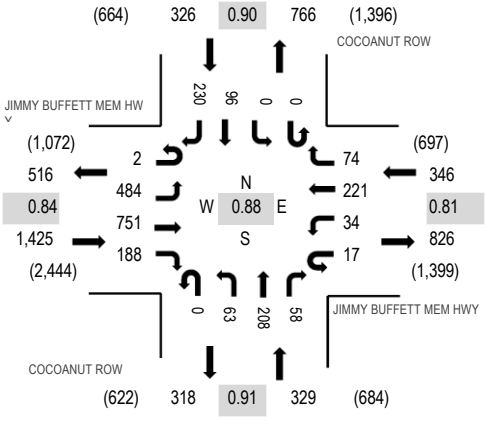


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

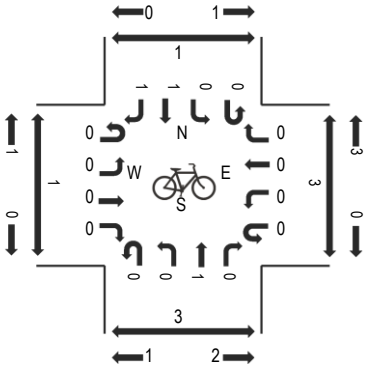
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY AM
Date: Thursday, January 9, 2025
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

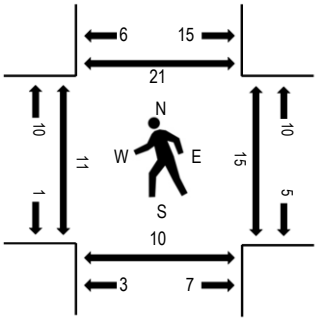
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	2	109	135	32	4	6	53	7	0	16	51	11	0	0	18	59	503	2,279	5	9	8	4
8:15 AM	0	81	125	39	3	10	32	9	0	10	62	16	0	0	16	53	456	2,362	3	4	5	1
8:30 AM	0	140	233	44	8	8	54	20	0	11	43	5	0	0	20	46	632	2,426	1	6	1	5
8:45 AM	1	142	221	58	5	9	49	30	0	20	55	15	0	0	23	60	688	2,313	5	3	1	9
9:00 AM	0	124	154	37	2	7	61	15	0	16	59	15	0	0	29	67	586	2,210	2	5	2	2
9:15 AM	1	78	143	49	2	10	57	9	0	16	51	23	0	0	24	57	520		3	1	6	5
9:30 AM	1	81	99	40	8	15	66	17	0	17	57	29	0	0	19	70	519		3	8	6	1
9:45 AM	1	96	122	56	3	18	86	14	0	22	46	18	0	0	35	68	585		5	6	7	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	0	0	0	2	0	0	2	1	0	0	0	0	0	9
Lights	2	464	718	183	12	29	208	70	0	59	197	45	0	0	90	225	2,302
Mediums	0	19	30	5	5	5	11	4	0	2	10	13	0	0	6	5	115
Total	2	484	751	188	17	34	221	74	0	63	208	58	0	0	96	230	2,426

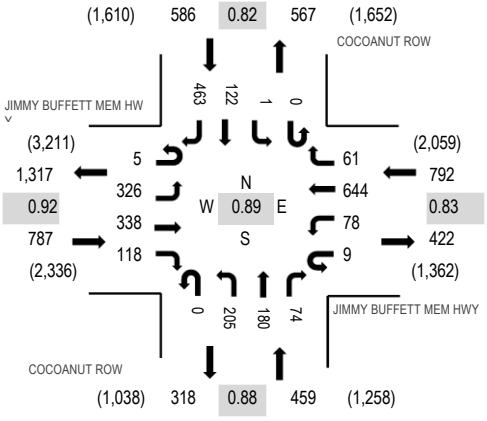
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.1%				7.8%				8.5%				3.4%			5.1%
Heavy Vehicle %	0.0%	4.1%	4.4%	2.7%	29.4%	14.7%	5.9%	5.4%	0.0%	6.3%	5.3%	22.4%	0.0%	0.0%	6.3%	2.2%	5.1%
Peak Hour Factor		0.84				0.81				0.91				0.90			0.88
Peak Hour Factor	0.38	0.86	0.81	0.81	0.63	0.69	0.78	0.62	0.00	0.81	0.94	0.73	0.00	0.00	0.76	0.94	0.88

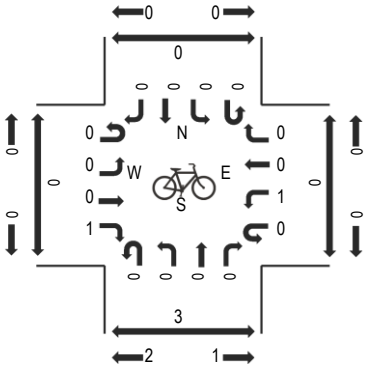
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

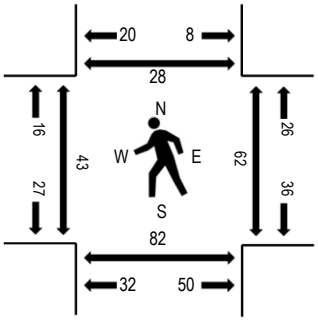
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	3	81	101	39	5	17	87	21	0	37	39	19	0	0	50	101	600	2,383	10	9	11	6
12:15 PM	4	79	89	32	7	26	117	24	0	20	53	18	0	2	36	87	594	2,331	10	10	16	5
12:30 PM	3	68	98	28	6	13	99	23	0	40	53	36	0	0	36	82	585	2,284	6	12	7	5
12:45 PM	0	66	103	31	14	25	109	25	0	35	53	25	0	1	42	75	604	2,271	3	9	19	11
1:00 PM	1	76	82	31	2	29	107	23	0	27	33	19	0	0	32	86	548	2,256	2	10	21	1
1:15 PM	5	62	83	27	4	17	127	13	0	28	51	19	0	0	27	84	547	2,349	9	16	17	8
1:30 PM	4	78	66	33	5	20	113	13	0	35	43	22	0	0	31	109	572	2,332	6	11	16	5
1:45 PM	2	59	86	29	2	24	131	19	0	38	30	26	0	0	45	98	589	2,472	9	16	15	6
2:00 PM	2	82	94	31	3	24	142	14	0	36	49	31	0	0	40	93	641	2,624	7	13	19	7
2:15 PM	1	56	72	25	2	19	131	13	0	52	40	18	0	1	23	77	530		6	14	23	10
2:30 PM	2	82	77	37	2	16	174	13	0	72	44	14	0	0	30	149	712		15	24	25	5
2:45 PM	0	106	95	25	2	19	197	21	0	45	47	11	0	0	29	144	741		15	11	15	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	5
Lights	5	320	334	118	7	74	623	59	0	201	178	67	0	1	119	448	2,554
Mediums	0	6	3	0	2	4	20	1	0	4	2	7	0	0	3	13	65
Total	5	326	338	118	9	78	644	61	0	205	180	74	0	1	122	463	2,624

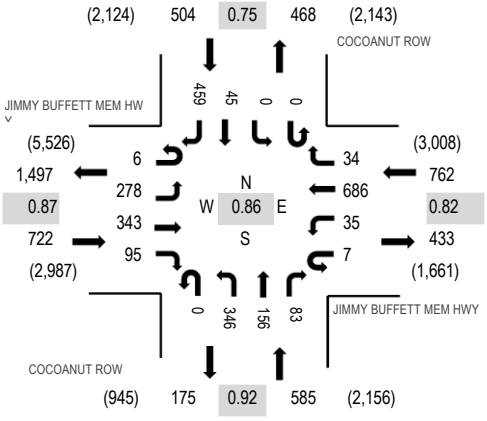
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				3.7%				2.8%				3.1%			2.7%
Heavy Vehicle %	0.0%	1.8%	1.2%	0.0%	22.2%	5.1%	3.3%	3.3%	0.0%	2.0%	1.1%	9.5%	0.0%	0.0%	2.5%	3.2%	2.7%
Peak Hour Factor		0.92				0.83				0.88				0.82			0.89
Peak Hour Factor	0.65	0.77	0.95	0.83	0.57	0.80	0.82	0.95	0.00	0.71	0.93	0.69	0.00	0.38	0.82	0.78	0.89

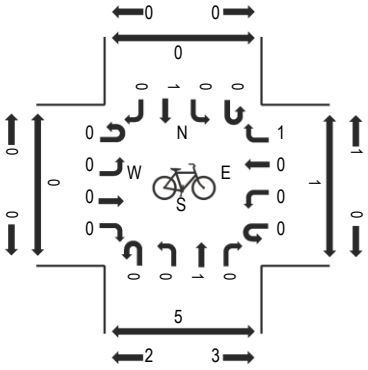
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

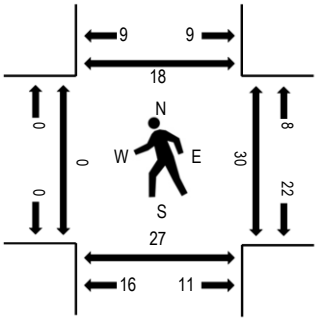
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	1	70	89	29	1	10	201	9	0	87	34	25	0	0	16	151	723	2,573	0	9	12	3
3:15 PM	1	49	83	22	0	10	121	7	0	94	43	21	0	0	9	100	560	2,571	0	7	2	4
3:30 PM	2	93	93	22	5	6	214	10	0	107	33	21	0	0	13	132	751	2,560	0	12	10	5
3:45 PM	2	66	78	22	1	9	150	8	0	58	46	16	0	0	7	76	539	2,458	0	2	3	6
4:00 PM	2	92	77	22	3	12	191	7	0	109	41	5	0	0	19	141	721	2,528	1	2	2	5
4:15 PM	1	57	80	20	1	5	144	7	0	82	40	22	0	0	9	81	549	2,443	0	7	8	5
4:30 PM	4	59	81	25	2	8	180	4	0	114	32	18	0	0	13	109	649	2,290	0	9	11	4
4:45 PM	3	68	91	27	1	5	136	4	0	79	50	13	0	0	21	111	609	2,302	0	9	7	1
5:00 PM	1	82	88	35	2	6	156	8	0	84	33	10	1	0	28	102	636	2,217	0	18	18	1
5:15 PM	0	43	77	24	1	2	70	2	0	50	49	16	0	0	10	52	396	2,075	0	18	6	5
5:30 PM	1	73	79	25	2	14	206	8	0	61	24	10	0	0	43	115	661	2,127	4	12	9	5
5:45 PM	0	65	60	26	6	17	103	15	0	49	44	13	0	0	28	98	524	1,848	1	11	7	5
6:00 PM	4	59	64	20	5	11	121	14	0	40	39	6	0	0	22	89	494	1,688	2	7	7	1
6:15 PM	3	57	52	14	1	16	106	17	0	45	39	15	0	0	20	63	448	1,604	2	1	3	2
6:30 PM	2	56	56	19	6	5	77	9	0	32	32	8	0	0	21	59	382	1,508	8	4	8	2
6:45 PM	0	38	65	11	1	6	85	21	0	19	43	6	0	0	18	51	364	1,387	5	0	1	2
7:00 PM	2	44	45	17	0	8	114	12	0	19	39	10	1	0	19	80	410	1,269	0	2	2	1
7:15 PM	2	45	42	15	2	4	103	17	0	6	30	5	0	0	20	61	352		3	3	1	1
7:30 PM	2	33	37	7	5	6	56	14	0	10	31	2	0	0	18	40	261		0	1	1	0
7:45 PM	1	30	31	4	3	6	54	13	0	10	34	3	0	0	19	38	246		5	2	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	6	276	341	92	3	35	651	33	0	337	155	79	0	0	45	444	2,497
Mediums	0	2	2	3	4	0	35	1	0	9	1	4	0	0	0	14	75
Total	6	278	343	95	7	35	686	34	0	346	156	83	0	0	45	459	2,573

2025 EXISITNG CONDITONS

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	4	18	0	0	0	33	382	229	23	394	4
Future Vol, veh/h	5	4	18	0	0	0	33	382	229	23	394	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	4	19	0	0	0	35	402	241	24	415	4

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	937	1178	417	419	0	0	643	0	0
Stage 1	465	465	-	-	-	-	-	-	-
Stage 2	472	713	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	294	191	636	1140	-	-	942	-	-
Stage 1	632	563	-	-	-	-	-	-	-
Stage 2	628	436	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	278	0	636	1140	-	-	942	-	-
Mov Cap-2 Maneuver	278	0	-	-	-	-	-	-	-
Stage 1	613	0	-	-	-	-	-	-	-
Stage 2	612	0	-	-	-	-	-	-	-

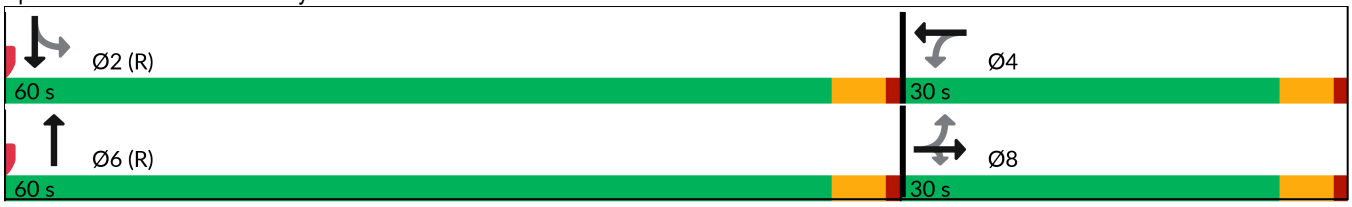
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.69	0.42	0.49
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	497	942	-	-
HCM Lane V/C Ratio	0.03	-	-	0.057	0.026	-	-
HCM Ctrl Dly (s/v)	8.3	-	-	12.7	8.9	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	6	132	15	0	549	6	490
Future Volume (vph)	40	6	132	15	0	549	6	490
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.18	0.02	0.37		0.09	0.23		0.21
Control Delay (s/veh)	35.0	32.3	9.4		18.6	3.1		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	35.0	32.3	9.4		18.6	3.3		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.9			18.6	3.3		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay (s/veh): 5.0	Intersection LOS: A
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

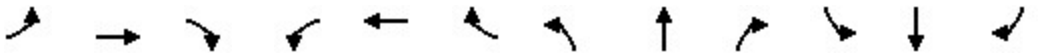




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	42	6	139	25	602	522
v/c Ratio	0.18	0.02	0.37	0.09	0.23	0.21
Control Delay (s/veh)	35.0	32.3	9.4	18.6	3.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	32.3	9.4	18.6	3.3	2.4
Queue Length 50th (ft)	21	3	0	3	18	16
Queue Length 95th (ft)	51	m14	50	25	67	24
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	391	527	548	446	2582	2465
Starvation Cap Reductn	0	0	0	0	1105	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.01	0.25	0.06	0.41	0.21

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	6	132	15	0	9	0	549	23	6	490	0
Future Volume (veh/h)	40	6	132	15	0	9	0	549	23	6	490	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	42	6	139	16	0	9	0	578	24	6	516	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	310	263	198	14	82	0	2553	106	49	2541	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1406	1870	1585	798	85	496	0	3571	144	12	3546	0
Grp Volume(v), veh/h	42	6	139	25	0	0	0	295	307	279	243	0
Grp Sat Flow(s),veh/h/ln	1406	1870	1585	1379	0	0	0	1777	1844	1856	1617	0
Q Serve(g_s), s	0.9	0.2	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.2	7.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.64		0.36	0.00		0.08	0.02		0.00
Lane Grp Cap(c), veh/h	318	310	263	294	0	0	0	1304	1354	1403	1187	0
V/C Ratio(X)	0.13	0.02	0.53	0.08	0.00	0.00	0.00	0.23	0.23	0.20	0.20	0.00
Avail Cap(c_a), veh/h	483	530	449	453	0	0	0	1304	1354	1403	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.92	0.92	0.98	0.98	0.00
Uniform Delay (d), s/veh	32.1	31.4	34.3	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.6	0.1	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.2	5.1	0.8	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.0	31.9	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		187			25			602			522	
Approach Delay, s/veh		35.0			31.9			0.4			0.3	
Approach LOS		C			C			A			A	

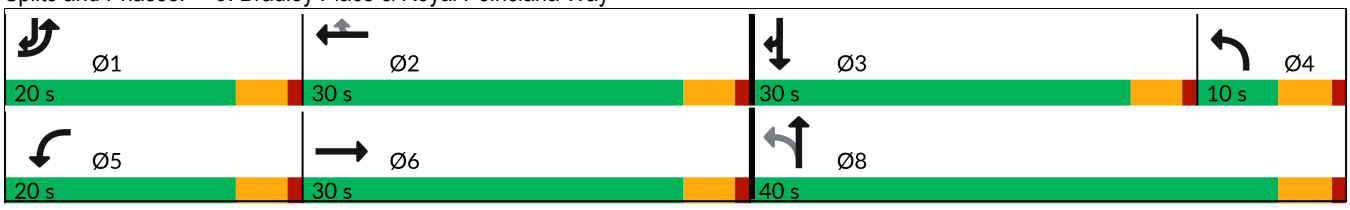
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.6		19.4		70.6		19.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.1		2.0		9.2				
Green Ext Time (p_c), s		3.5		0.1		4.2		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	484	751	51	221	74	63	208	96	230
Future Volume (vph)	484	751	51	221	74	63	208	96	230
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.71	0.67	0.15	0.21	0.14	0.15	0.50	0.27	0.30
Control Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		27.2		17.5			23.0	10.4	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	509	989	54	233	78	66	280	101	242
v/c Ratio	0.71	0.67	0.15	0.21	0.14	0.15	0.50	0.27	0.30
Control Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	23.1	27.9	20.4	1.8	20.4	23.6	29.4	2.4
Queue Length 50th (ft)	123	232	22	43	0	23	103	43	0
Queue Length 95th (ft)	#179	#344	53	71	11	51	173	86	28
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1484	368	1211	625	450	867	637	954
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.67	0.15	0.19	0.12	0.15	0.32	0.16	0.25

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)	484	751	188	51	221	74	63	208	58	0	96	230
Future Volume (vph)	484	751	188	51	221	74	63	208	58	0	96	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3433		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3433		1770	3539	1583	1288	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	509	791	198	54	233	78	66	219	61	0	101	242
RTOR Reduction (vph)	0	20	0	0	0	53	0	12	0	0	0	147
Lane Group Flow (vph)	509	969	0	54	233	25	66	268	0	0	101	95
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1412		193	1132	506	420	551			361	624
v/s Ratio Prot	c0.15	c0.28		0.03	0.07		0.01	c0.15			0.05	0.06
v/s Ratio Perm						0.02	0.04					
v/c Ratio	0.74	0.69		0.28	0.21	0.05	0.16	0.49			0.28	0.15
Uniform Delay, d1	29.2	18.8		31.8	19.3	18.3	19.8	22.0			26.7	15.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	7.0	2.7		0.8	0.1	0.0	0.2	0.7			0.4	0.1
Delay (s)	36.2	21.5		32.6	19.3	18.3	19.9	22.7			27.1	15.3
Level of Service	D	C		C	B	B	B	C			C	B
Approach Delay (s/veh)		26.5			21.1			22.2			18.8	
Approach LOS		C			C			C			B	

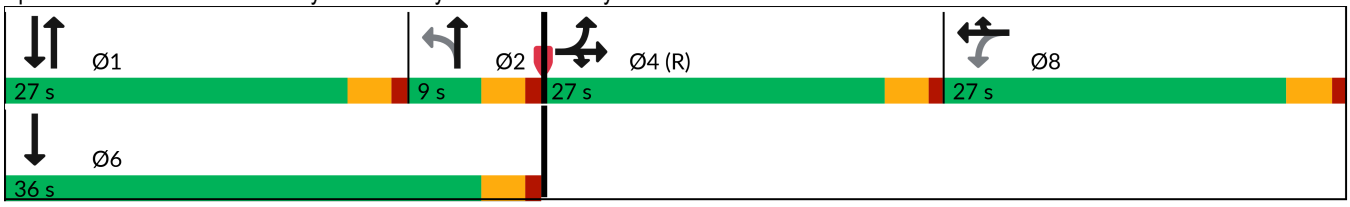
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

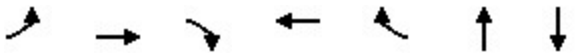
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	356	75	197	3	36	7	83	328	232		
Future Volume (vph)	356	75	197	3	36	7	83	328	232		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	39.4	39.4	39.4		7.5	7.5		35.1	35.1		
Actuated g/C Ratio	0.44	0.44	0.44		0.08	0.08		0.39	0.39		
v/c Ratio	0.31	0.31	0.26		0.28	0.03		0.45	0.33		
Control Delay (s/veh)	21.6	21.5	4.5		42.8	0.3		20.4	5.7		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	21.6	21.5	4.5		42.8	0.3		20.4	5.7		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		16.2			36.6			20.4	5.7		
Approach LOS		B			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

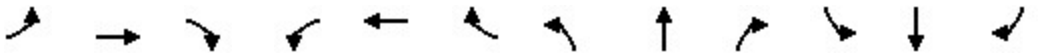
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	225	229	207	41	7	473	465
v/c Ratio	0.31	0.31	0.26	0.28	0.03	0.45	0.33
Control Delay (s/veh)	21.6	21.5	4.5	42.8	0.3	20.4	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	21.5	4.5	42.8	0.3	20.4	5.7
Queue Length 50th (ft)	91	93	0	22	0	100	11
Queue Length 95th (ft)	184	186	50	53	0	121	6
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	735	749	808	452	485	1047	1443
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	0.31	0.31	0.26	0.09	0.01	0.45	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	356	75	197	3	36	7	83	328	39	0	232	210
Future Volume (vph)	356	75	197	3	36	7	83	328	39	0	232	210
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1713	1583		1856	1583		3461			3287	
Flt Permitted	0.95	0.97	1.00		0.95	1.00		0.77			1.00	
Satd. Flow (perm)	1681	1713	1583		1769	1583		2698			3287	
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)	375	79	207	3	38	7	87	345	41	0	244	221
RTOR Reduction (vph)	0	0	120	0	0	7	0	7	0	0	135	0
Lane Group Flow (vph)	225	229	87	0	41	0	0	466	0	0	330	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	37.8	37.8	37.8		5.1	5.1		35.1			35.1	
Effective Green, g (s)	37.8	37.8	37.8		5.1	5.1		35.1			35.1	
Actuated g/C Ratio	0.42	0.42	0.42		0.06	0.06		0.39			0.39	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	706	719	664		100	89		1052			1281	
v/s Ratio Prot	c0.13	0.13	0.05			0.00					0.10	
v/s Ratio Perm					c0.02			c0.17				
v/c Ratio	0.32	0.32	0.13		0.41	0.00		0.44			0.26	
Uniform Delay, d1	17.5	17.5	16.0		41.0	40.1		20.2			18.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.57	
Incremental Delay, d2	1.2	1.2	0.4		2.7	0.0		0.3			0.1	
Delay (s)	18.7	18.6	16.4		43.7	40.1		20.5			10.7	
Level of Service	B	B	B		D	D		C			B	
Approach Delay (s/veh)		18.0			43.2			20.5			10.7	
Approach LOS		B			D			C			B	

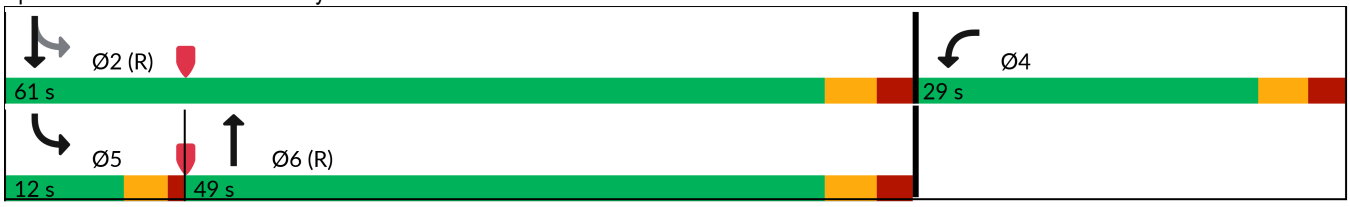
Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	116	346	44	280
Future Volume (vph)	116	346	44	280
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	13.9	57.9	66.2	64.3
Actuated g/C Ratio	0.15	0.64	0.74	0.71
v/c Ratio	0.63	0.38	0.07	0.22
Control Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	10.1	4.3	5.4
LOS	D	B	A	A
Approach Delay (s/veh)	42.3	10.1		5.2
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	181	441	46	295
v/c Ratio	0.63	0.38	0.07	0.22
Control Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	10.1	4.3	5.4
Queue Length 50th (ft)	86	114	6	47
Queue Length 95th (ft)	141	214	18	96
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1175	676	1330
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.38	0.07	0.22

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	116	56	346	73	44	280
Future Volume (veh/h)	116	56	346	73	44	280
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	48	364	66	46	295
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	149	59	998	181	695	1398
Arrive On Green	0.12	0.12	0.65	0.65	0.06	0.75
Sat Flow, veh/h	1229	483	1541	279	1781	1870
Grp Volume(v), veh/h	171	0	0	430	46	295
Grp Sat Flow(s),veh/h/ln	1722	0	0	1820	1781	1870
Q Serve(g_s), s	8.7	0.0	0.0	9.8	0.7	4.3
Cycle Q Clear(g_c), s	8.7	0.0	0.0	9.8	0.7	4.3
Prop In Lane	0.71	0.28		0.15	1.00	
Lane Grp Cap(c), veh/h	209	0	0	1179	695	1398
V/C Ratio(X)	0.82	0.00	0.00	0.36	0.07	0.21
Avail Cap(c_a), veh/h	442	0	0	1179	754	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	0.0	7.3	4.3	3.4
Incr Delay (d2), s/veh	7.6	0.0	0.0	0.9	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	0.0	6.5	0.3	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.2	0.0	0.0	8.2	4.3	3.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	171		430			341
Approach Delay, s/veh	46.2		8.2			3.8
Approach LOS	D		A			A

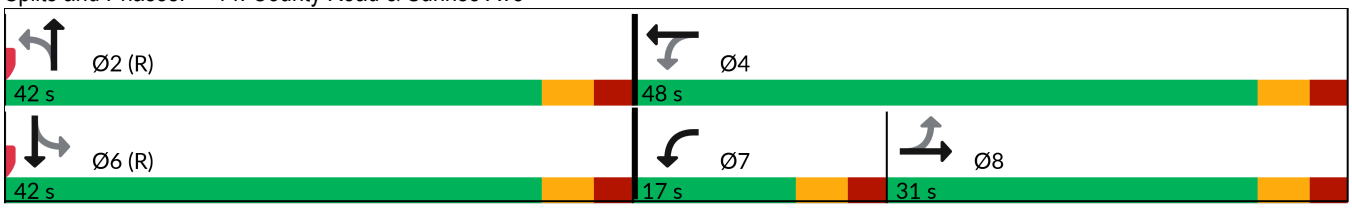
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.2		16.8	9.0	64.2
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.3		10.7	2.7	11.8
Green Ext Time (p_c), s		1.9		0.4	0.0	3.0

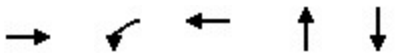
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	22	82	37	84	396	28	381
Future Volume (vph)	37	22	82	37	84	396	28	381
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.1	23.2	23.8		58.6		58.6
Actuated g/C Ratio		0.12	0.26	0.26		0.65		0.65
v/c Ratio		0.48	0.26	0.14		0.34		0.24
Control Delay (s/veh)		24.2	24.9	15.2		9.6		9.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.2	24.9	15.2		9.6		9.3
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.2		20.7		9.6		9.3
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 11.8	Intersection LOS: B
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	105	86	66	618	491
v/c Ratio	0.48	0.26	0.14	0.34	0.24
Control Delay (s/veh)	24.2	24.9	15.2	9.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	24.9	15.2	9.6	9.3
Queue Length 50th (ft)	36	37	16	86	63
Queue Length 95th (ft)	84	66	43	100	107
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	443	358	830	1805	2032
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.08	0.34	0.24

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	22	41	82	37	26	84	396	107	28	381	58
Future Volume (veh/h)	37	22	41	82	37	26	84	396	107	28	381	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	23	32	86	39	16	88	417	102	29	401	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	60	58	368	307	126	292	1340	329	134	1777	219
Arrive On Green	0.11	0.11	0.11	0.07	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	493	551	539	1781	1260	517	386	2152	528	144	2853	352
Grp Volume(v), veh/h	94	0	0	86	0	55	296	0	311	247	0	233
Grp Sat Flow(s),veh/h/ln	1583	0	0	1781	0	1777	1458	0	1607	1710	0	1639
Q Serve(g_s), s	2.7	0.0	0.0	3.7	0.0	2.2	0.4	0.0	0.0	0.0	0.0	5.6
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.7	0.0	2.2	6.1	0.0	0.0	5.2	0.0	5.6
Prop In Lane	0.41		0.34	1.00		0.29	0.30		0.33	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	368	0	433	960	0	1001	1110	0	1021
V/C Ratio(X)	0.41	0.00	0.00	0.23	0.00	0.13	0.31	0.00	0.31	0.22	0.00	0.23
Avail Cap(c_a), veh/h	487	0	0	463	0	829	960	0	1001	1110	0	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	0.0	30.3	0.0	26.6	0.0	0.0	0.0	7.4	0.0	7.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.1	0.8	0.0	0.8	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	0.0	2.8	0.0	1.7	0.4	0.0	0.4	3.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	0.0	0.0	30.6	0.0	26.7	0.8	0.0	0.8	7.8	0.0	8.0
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		94			141			607			480	
Approach Delay, s/veh		39.1			29.1			0.8			7.9	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	62.1	27.9	62.1	12.2	15.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	36.0	42.0	36.0	11.0	25.0
Max Q Clear Time (g_c+I1), s	8.1	4.2	7.6	5.7	6.9
Green Ext Time (p_c), s	4.4	0.3	3.2	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	31	0	0	0	23	366	198	14	567	10
Future Vol, veh/h	4	6	31	0	0	0	23	366	198	14	567	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	6	33	0	0	0	24	385	208	15	597	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1065	1274	602	1063	1071	385	607	0	0	594	0	0
Stage 1	632	632	-	434	434	-	-	-	-	-	-	-
Stage 2	434	642	-	629	637	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	200	167	500	201	221	662	971	-	-	982	-	-
Stage 1	469	474	-	601	581	-	-	-	-	-	-	-
Stage 2	601	469	-	470	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	161	500	174	212	662	971	-	-	982	-	-
Mov Cap-2 Maneuver	192	161	-	174	212	-	-	-	-	-	-	-
Stage 1	462	467	-	586	567	-	-	-	-	-	-	-
Stage 2	586	457	-	427	464	-	-	-	-	-	-	-

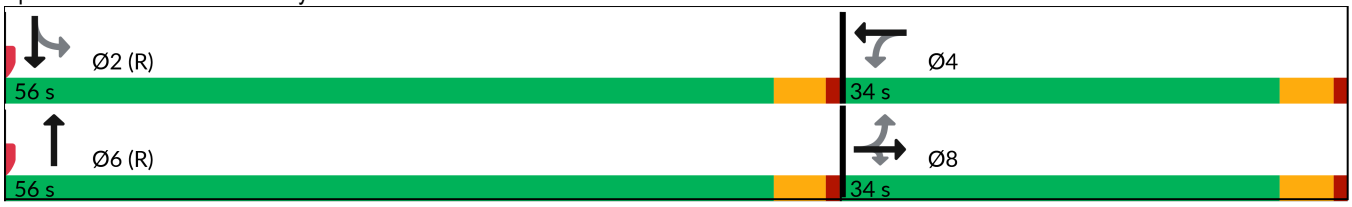
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.08	0	0.34	0.21
HCM LOS	C	A		

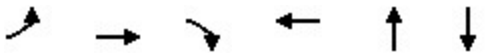
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	341	-	982	-	-
HCM Lane V/C Ratio	0.025	-	-	0.127	-	0.015	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	17.1	0	8.7	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	6	158	18	0	491	13	635
Future Volume (vph)	39	6	158	18	0	491	13	635
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.18	0.02	0.41		0.12	0.21		0.28
Control Delay (s/veh)	35.1	32.5	9.2		20.7	6.2		2.2
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	35.1	32.5	9.2		20.7	6.5		2.4
LOS	D	C	A		C	A		A
Approach Delay (s/veh)		14.9			20.7	6.5		2.4
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 6.1	Intersection LOS: A
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

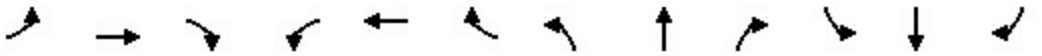




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	41	6	166	32	535	682
v/c Ratio	0.18	0.02	0.41	0.12	0.21	0.28
Control Delay (s/veh)	35.1	32.5	9.2	20.7	6.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	35.1	32.5	9.2	20.7	6.5	2.4
Queue Length 50th (ft)	20	3	1	7	83	28
Queue Length 95th (ft)	m50	m13	54	32	63	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	449	610	630	512	2584	2444
Starvation Cap Reductn	0	0	0	0	1399	853
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.01	0.26	0.06	0.45	0.43

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	6	158	18	0	12	0	491	17	13	635	0
Future Volume (veh/h)	39	6	158	18	0	12	0	491	17	13	635	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	41	6	166	19	0	13	0	517	18	14	668	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	184	16	93	0	2570	89	64	2509	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1401	1870	1585	723	95	560	0	3597	122	31	3505	0
Grp Volume(v), veh/h	41	6	166	32	0	0	0	262	273	363	319	0
Grp Sat Flow(s),veh/h/ln	1401	1870	1585	1378	0	0	0	1777	1848	1835	1617	0
Q Serve(g_s), s	0.5	0.2	8.8	0.0	0.0	0.0	0.0	10.6	10.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	8.8	1.4	0.0	0.0	0.0	10.6	10.6	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.07	0.04		0.00
Lane Grp Cap(c), veh/h	319	311	264	293	0	0	0	1304	1356	1388	1186	0
V/C Ratio(X)	0.13	0.02	0.63	0.11	0.00	0.00	0.00	0.20	0.20	0.26	0.27	0.00
Avail Cap(c_a), veh/h	545	613	520	509	0	0	0	1304	1356	1388	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.75	0.75	0.96	0.96	0.00
Uniform Delay (d), s/veh	32.0	31.4	34.9	31.9	0.0	0.0	0.0	13.1	13.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.5	0.2	0.0	0.0	0.0	0.3	0.3	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.2	6.3	1.1	0.0	0.0	0.0	8.1	8.4	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	37.4	32.0	0.0	0.0	0.0	13.3	13.3	0.4	0.5	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		213			32			535			682	
Approach Delay, s/veh		36.2			32.0			13.3			0.5	
Approach LOS		D			C			B			A	

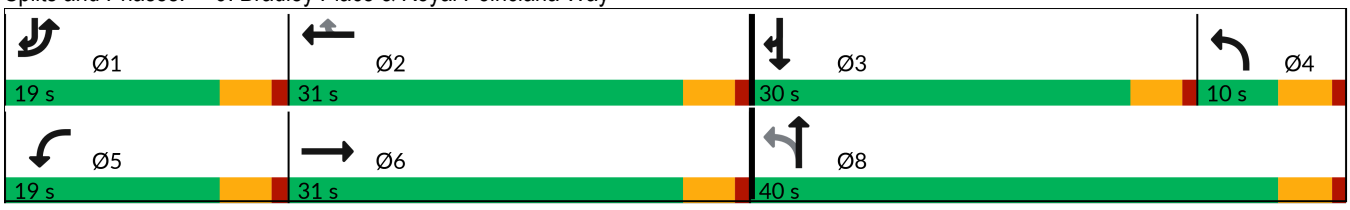
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.4		12.6		10.8				
Green Ext Time (p_c), s		4.9		0.1		3.6		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.1									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	326	338	87	644	61	205	180	122	463
Future Volume (vph)	326	338	87	644	61	205	180	122	463
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.2	25.2	29.4	29.4	19.3	33.9
Actuated g/C Ratio	0.18	0.36	0.18	0.30	0.30	0.36	0.36	0.23	0.41
v/c Ratio	0.57	0.39	0.29	0.63	0.11	0.46	0.41	0.29	0.68
Control Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
LOS	D	C	C	C	A	C	C	C	B
Approach Delay (s/veh)		27.3		26.9			22.2	17.1	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 82.7	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	343	480	92	678	64	216	267	128	487
v/c Ratio	0.57	0.39	0.29	0.63	0.11	0.46	0.41	0.29	0.68
Control Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	20.8	34.6	28.3	0.5	24.7	20.2	28.1	14.2
Queue Length 50th (ft)	85	90	42	154	0	83	94	56	104
Queue Length 95th (ft)	139	148	93	236	2	138	157	102	175
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	605	1246	312	1140	595	474	783	577	828
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.39	0.29	0.59	0.11	0.46	0.34	0.22	0.59

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	338	118	87	644	61	205	180	74	0	122	463
Future Volume (vph)	326	338	118	87	644	61	205	180	74	0	122	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1781			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.66	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1235	1781			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	343	356	124	92	678	64	216	189	78	0	128	487
RTOR Reduction (vph)	0	35	0	0	0	44	0	18	0	0	0	68
Lane Group Flow (vph)	343	445	0	92	678	20	216	249	0	0	128	419
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.3	26.2	26.2	29.4	29.4			19.3	33.9
Effective Green, g (s)	14.6	29.5		11.3	26.2	26.2	29.4	29.4			19.3	33.9
Actuated g/C Ratio	0.17	0.35		0.14	0.31	0.31	0.35	0.35			0.23	0.41
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	598	1199		238	1107	495	469	625			429	641
v/s Ratio Prot	0.10	c0.13		0.05	c0.19		c0.03	0.14			0.07	c0.26
v/s Ratio Perm						0.01	0.13					
v/c Ratio	0.57	0.37		0.39	0.61	0.04	0.46	0.40			0.30	0.65
Uniform Delay, d1	31.7	20.2		33.0	24.4	20.0	21.6	20.5			26.6	20.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.0	0.9		1.0	1.0	0.0	0.7	0.4			0.4	2.4
Delay (s)	35.7	21.1		34.1	25.4	20.0	22.3	20.9			27.0	22.6
Level of Service	D	C		C	C	C	C	C			C	C
Approach Delay (s/veh)		27.2			26.0			21.5			23.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	83.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

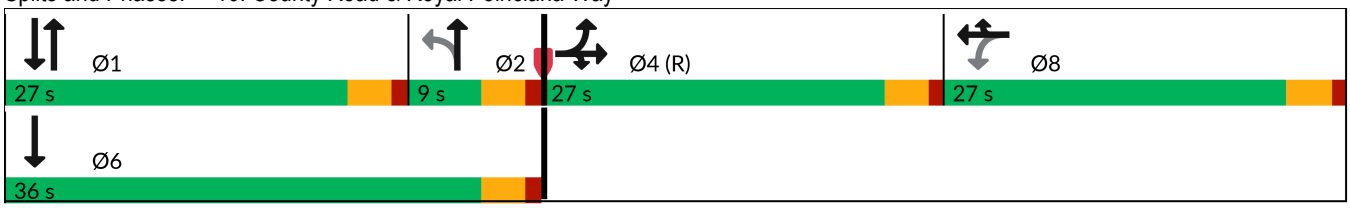
c Critical Lane Group

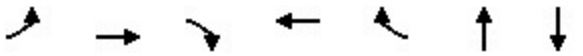
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	197	68	167	24	92	11	212	326	336		
Future Volume (vph)	197	68	167	24	92	11	212	326	336		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	24.5	24.5	24.5		11.7	11.7		41.8	41.8		
Actuated g/C Ratio	0.27	0.27	0.27		0.13	0.13		0.46	0.46		
v/c Ratio	0.30	0.30	0.32		0.55	0.04		1.03dl	0.48		
Control Delay (s/veh)	29.1	29.0	6.1		45.7	0.3		24.3	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	29.1	29.0	6.1		45.7	0.3		24.3	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		20.2			41.6			24.3	15.7		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 21.0	Intersection LOS: C
Intersection Capacity Utilization 64.4%	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: 10: County Road & Royal Poinciana Way

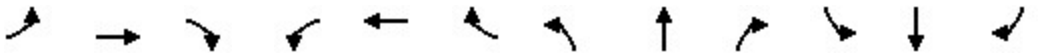




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	139	140	176	122	12	609	836
v/c Ratio	0.30	0.30	0.32	0.55	0.04	1.03dl	0.48
Control Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.7
Queue Length 50th (ft)	67	68	0	66	0	131	98
Queue Length 95th (ft)	122	122	49	115	0	217	140
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	457	470	558	433	485	875	1731
Starvation Cap Reductn	0	0	0	0	0	0	434
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.30	0.32	0.28	0.02	0.70	0.64

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)	197	68	167	24	92	11	212	326	41	0	336	458
Future Volume (vph)	197	68	167	24	92	11	212	326	41	0	336	458
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1728	1583		1844	1583		3439			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1728	1583		1695	1583		1873			3233	
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)	207	72	176	25	97	12	223	343	43	0	354	482
RTOR Reduction (vph)	0	0	128	0	0	10	0	5	0	0	229	0
Lane Group Flow (vph)	139	140	48	0	122	2	0	604	0	0	607	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	24.5	24.5	24.5		11.7	11.7		41.8			41.8	
Effective Green, g (s)	24.5	24.5	24.5		11.7	11.7		41.8			41.8	
Actuated g/C Ratio	0.27	0.27	0.27		0.13	0.13		0.46			0.46	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	457	470	430		220	205		869			1501	
v/s Ratio Prot	c0.08	0.08	0.03			0.00					0.19	
v/s Ratio Perm					c0.07			c0.32				
v/c Ratio	0.30	0.30	0.11		0.55	0.01		1.03dl			0.40	
Uniform Delay, d1	26.0	25.9	24.6		36.7	34.1		19.1			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.83	
Incremental Delay, d2	1.7	1.6	0.5		3.0	0.0		2.4			0.2	
Delay (s)	27.7	27.6	25.1		39.7	34.1		21.5			29.3	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		26.7			39.2			21.5			29.3	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

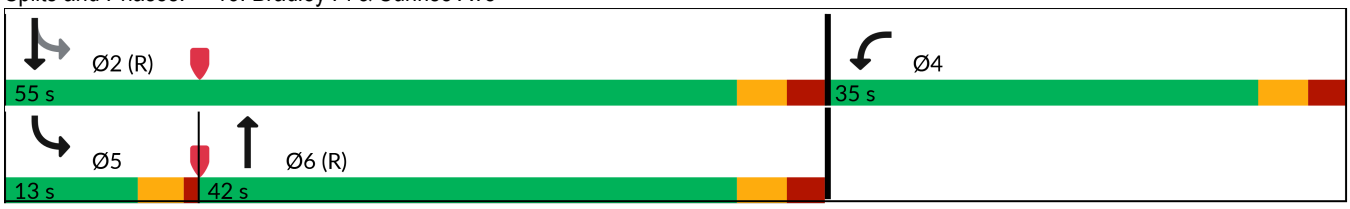
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	199	237	39	384
Future Volume (vph)	199	237	39	384
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	18.5	53.3	61.6	59.7
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.33	0.06	0.33
Control Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	11.8	6.1	8.3
LOS	D	B	A	A
Approach Delay (s/veh)	38.0	11.8		8.1
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	270	350	41	404
v/c Ratio	0.73	0.33	0.06	0.33
Control Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	11.8	6.1	8.3
Queue Length 50th (ft)	140	95	7	88
Queue Length 95th (ft)	206	187	21	170
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	573	1070	698	1235
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.33	0.06	0.33

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	199	58	237	96	39	384
Future Volume (veh/h)	199	58	237	96	39	384
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	50	249	90	41	404
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	244	58	780	282	699	1299
Arrive On Green	0.17	0.17	0.59	0.59	0.06	0.69
Sat Flow, veh/h	1399	335	1311	474	1781	1870
Grp Volume(v), veh/h	260	0	0	339	41	404
Grp Sat Flow(s),veh/h/ln	1740	0	0	1785	1781	1870
Q Serve(g_s), s	13.1	0.0	0.0	8.6	0.7	7.6
Cycle Q Clear(g_c), s	13.1	0.0	0.0	8.6	0.7	7.6
Prop In Lane	0.80	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	303	0	0	1061	699	1299
V/C Ratio(X)	0.86	0.00	0.00	0.32	0.06	0.31
Avail Cap(c_a), veh/h	563	0	0	1061	778	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	0.0	9.1	5.6	5.4
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.0	0.0	0.0	5.9	0.4	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.0	0.0	0.0	9.9	5.6	6.0
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	260		339			445
Approach Delay, s/veh	43.0		9.9			5.9
Approach LOS	D		A			A

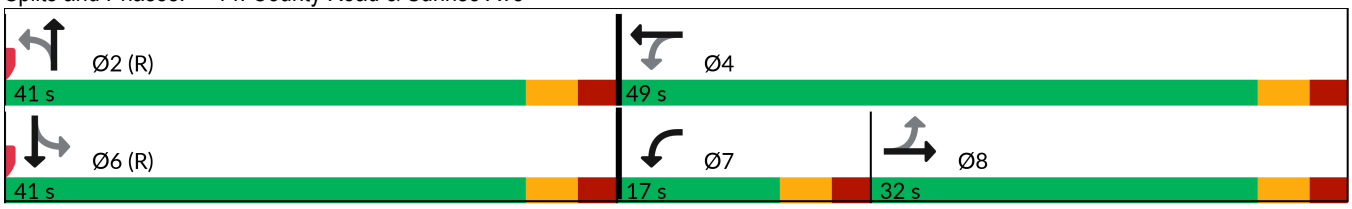
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.4		21.6	9.0	59.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.6		15.1	2.7	10.6
Green Ext Time (p_c), s		2.8		0.7	0.0	2.2

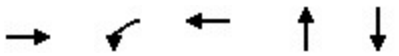
Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	24	116	46	113	333	17	463
Future Volume (vph)	28	24	116	46	113	333	17	463
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.0	26.9	26.9		51.1		51.1
Actuated g/C Ratio		0.12	0.30	0.30		0.57		0.57
v/c Ratio		0.51	0.35	0.13		0.41		0.32
Control Delay (s/veh)		24.1	26.0	16.1		3.4		10.8
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	26.0	16.1		3.4		10.8
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.3		3.4		10.8
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	132	122	73	577	584
v/c Ratio	0.51	0.35	0.13	0.41	0.32
Control Delay (s/veh)	24.1	26.0	16.1	3.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	26.0	16.1	3.4	10.8
Queue Length 50th (ft)	43	52	20	10	82
Queue Length 95th (ft)	104	89	48	27	127
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	502	360	857	1403	1843
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.34	0.09	0.41	0.32

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	24	74	116	46	24	113	333	102	17	463	75
Future Volume (veh/h)	28	24	74	116	46	24	113	333	102	17	463	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	25	67	122	48	14	119	351	96	18	487	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	50	98	357	354	103	359	1073	305	77	1825	250
Arrive On Green	0.11	0.11	0.11	0.08	0.25	0.25	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	265	451	889	1781	1391	406	490	1752	497	56	2979	409
Grp Volume(v), veh/h	121	0	0	122	0	62	255	0	311	302	0	271
Grp Sat Flow(s),veh/h/ln	1605	0	0	1781	0	1797	1127	0	1613	1815	0	1628
Q Serve(g_s), s	3.5	0.0	0.0	5.2	0.0	2.4	2.5	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	5.2	0.0	2.4	9.4	0.0	0.0	6.7	0.0	7.0
Prop In Lane	0.24		0.55	1.00		0.23	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	357	0	457	749	0	988	1154	0	998
V/C Ratio(X)	0.54	0.00	0.00	0.34	0.00	0.14	0.34	0.00	0.32	0.26	0.00	0.27
Avail Cap(c_a), veh/h	506	0	0	437	0	859	749	0	988	1154	0	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	0.0	30.2	0.0	25.9	0.3	0.0	0.0	8.1	0.0	8.1
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.6	0.0	0.1	1.2	0.0	0.8	0.6	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	0.0	4.1	0.0	1.9	0.5	0.0	0.4	4.7	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	0.0	30.7	0.0	26.1	1.5	0.0	0.8	8.6	0.0	8.8
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		121			184			566			573	
Approach Delay, s/veh		40.4			29.2			1.1			8.7	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.1		28.9		61.1	13.0	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		11.4		4.4		9.0	7.2	8.4				
Green Ext Time (p_c), s		4.1		0.3		3.8	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.0									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	36	0	0	0	27	277	184	3	480	10
Future Vol, veh/h	6	2	36	0	0	0	27	277	184	3	480	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	2	38	0	0	0	28	292	194	3	505	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	865	1059	511	861	871	292	516	0	0	485	0	0
Stage 1	517	517	-	348	348	-	-	-	-	-	-	-
Stage 2	348	542	-	513	522	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	224	563	276	289	748	1050	-	-	1078	-	-
Stage 1	541	534	-	668	634	-	-	-	-	-	-	-
Stage 2	668	520	-	544	531	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	266	218	563	247	281	748	1050	-	-	1078	-	-
Mov Cap-2 Maneuver	266	218	-	247	281	-	-	-	-	-	-	-
Stage 1	540	532	-	650	617	-	-	-	-	-	-	-
Stage 2	650	506	-	504	529	-	-	-	-	-	-	-

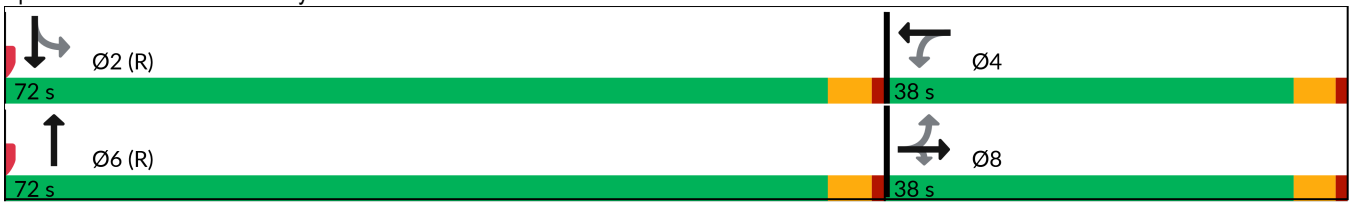
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.71	0	0.47	0.05
HCM LOS	B	A		

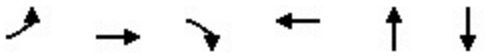
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	460	-	1078	-	-
HCM Lane V/C Ratio	0.027	-	-	0.101	-	0.003	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	13.7	0	8.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	9	102	20	0	485	4	598
Future Volume (vph)	43	9	102	20	0	485	4	598
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.22	0.04	0.35		0.17	0.19		0.24
Control Delay (s/veh)	45.3	41.8	11.6		29.5	3.2		1.9
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.3	41.8	11.6		29.5	3.5		2.1
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		22.8			29.5	3.5		2.1
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

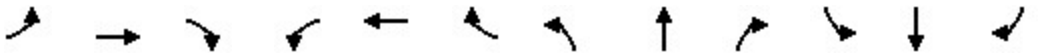
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	45	9	107	38	531	633
v/c Ratio	0.22	0.04	0.35	0.17	0.19	0.24
Control Delay (s/veh)	45.3	41.8	11.6	29.5	3.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.3	41.8	11.6	29.5	3.5	2.1
Queue Length 50th (ft)	29	6	0	13	25	24
Queue Length 95th (ft)	64	21	50	45	72	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	463	567	556	471	2751	2637
Starvation Cap Reductn	0	0	0	0	1599	1135
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.19	0.08	0.46	0.42

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	9	102	20	0	16	0	485	19	4	598	0
Future Volume (veh/h)	43	9	102	20	0	16	0	485	19	4	598	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	9	107	21	0	17	0	511	20	4	629	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	263	254	216	145	14	87	0	2727	107	37	2719	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1396	1870	1585	689	103	642	0	3580	136	5	3562	0
Grp Volume(v), veh/h	45	9	107	38	0	0	0	260	271	339	294	0
Grp Sat Flow(s),veh/h/ln	1396	1870	1585	1434	0	0	0	1777	1846	1865	1617	0
Q Serve(g_s), s	0.3	0.5	6.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.5	6.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.07	0.01		0.00
Lane Grp Cap(c), veh/h	263	254	216	246	0	0	0	1390	1444	1492	1265	0
V/C Ratio(X)	0.17	0.04	0.50	0.15	0.00	0.00	0.00	0.19	0.19	0.23	0.23	0.00
Avail Cap(c_a), veh/h	498	570	483	481	0	0	0	1390	1444	1492	1265	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.79	0.79	0.97	0.97	0.00
Uniform Delay (d), s/veh	42.1	41.3	44.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	1.8	0.3	0.0	0.0	0.0	0.2	0.2	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.4	5.0	1.7	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.4	41.3	45.8	42.3	0.0	0.0	0.0	0.2	0.2	0.3	0.4	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		161			38			531			633	
Approach Delay, s/veh		44.6			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.3		2.0		8.9				
Green Ext Time (p_c), s		4.5		0.2		3.6		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.7									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	284	343	42	686	34	346	156	45	459
Future Volume (vph)	284	343	42	686	34	346	156	45	459
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	38.2	15.3	27.4	27.4	36.6	36.6	24.4	45.8
Actuated g/C Ratio	0.18	0.40	0.16	0.29	0.29	0.39	0.39	0.26	0.48
v/c Ratio	0.49	0.33	0.15	0.71	0.07	0.74	0.36	0.10	0.60
Control Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
LOS	D	C	D	C	A	C	B	C	B
Approach Delay (s/veh)		29.6		33.7			28.3	19.4	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 94.6	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 28.5	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	299	461	44	722	36	364	251	47	483
v/c Ratio	0.49	0.33	0.15	0.71	0.07	0.74	0.36	0.10	0.60
Control Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	22.3	40.7	34.9	0.2	34.2	19.7	27.3	18.7
Queue Length 50th (ft)	90	108	25	205	0	178	98	23	187
Queue Length 95th (ft)	148	173	62	305	0	266	161	51	292
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	610	1401	296	1240	622	493	920	713	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.33	0.15	0.58	0.06	0.74	0.27	0.07	0.60

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	343	95	42	686	34	346	156	83	0	45	459
Future Volume (vph)	284	343	95	42	686	34	346	156	83	0	45	459
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3424		1770	3539	1583	1770	1766			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00			1.00	1.00
Satd. Flow (perm)	3433	3424		1770	3539	1583	1142	1766			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	299	361	100	44	722	36	364	164	87	0	47	483
RTOR Reduction (vph)	0	20	0	0	0	25	0	19	0	0	0	39
Lane Group Flow (vph)	299	441	0	44	722	11	364	232	0	0	47	444
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	38.2		8.1	29.5	29.5	36.6	36.6			24.4	45.7
Effective Green, g (s)	16.8	38.2		8.1	29.5	29.5	36.6	36.6			24.4	45.7
Actuated g/C Ratio	0.17	0.40		0.08	0.31	0.31	0.38	0.38			0.25	0.47
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	598	1356		148	1082	484	483	670			471	750
v/s Ratio Prot	0.09	0.13		0.02	c0.20		c0.06	0.13			0.03	c0.28
v/s Ratio Perm						0.01	c0.23					
v/c Ratio	0.50	0.33		0.30	0.67	0.02	0.75	0.35			0.10	0.59
Uniform Delay, d1	36.0	20.2		41.5	29.2	23.4	25.9	21.4			27.6	18.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	3.0	0.6		1.1	1.6	0.0	6.6	0.3			0.1	1.3
Delay (s)	39.0	20.8		42.6	30.7	23.4	32.5	21.7			27.7	19.8
Level of Service	D	C		D	C	C	C	C			C	B
Approach Delay (s/veh)		28.0			31.1			28.1			20.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	96.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

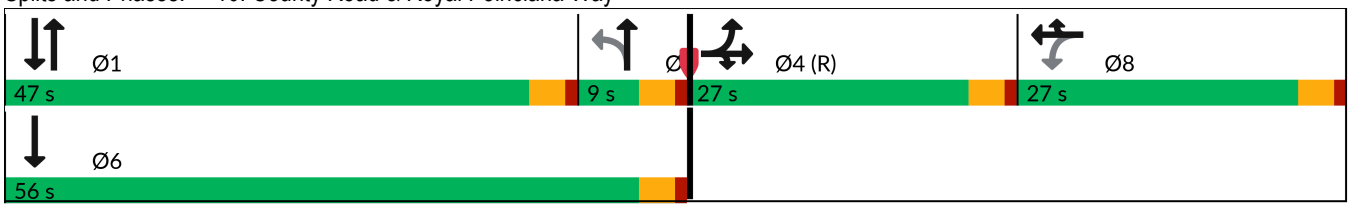
c Critical Lane Group

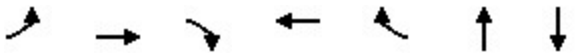
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	181	50	156	24	85	18	229	317	302		
Future Volume (vph)	181	50	156	24	85	18	229	317	302		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	32.2	32.2	32.2		12.6	12.6		53.2	53.2		
Actuated g/C Ratio	0.29	0.29	0.29		0.11	0.11		0.48	0.48		
v/c Ratio	0.24	0.25	0.28		0.59	0.07		0.92dl	0.42		
Control Delay (s/veh)	34.7	34.7	7.0		58.1	0.6		24.4	16.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	34.7	34.7	7.0		58.1	0.6		24.4	17.0		
LOS	C	C	A		E	A		C	B		
Approach Delay (s/veh)		23.6			49.8			24.4	17.0		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: County Road & Royal Poinciana Way

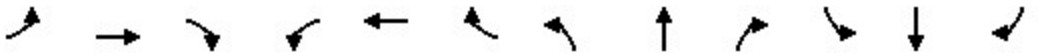




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	120	124	164	114	19	612	747
v/c Ratio	0.24	0.25	0.28	0.59	0.07	0.92dl	0.42
Control Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	17.0
Queue Length 50th (ft)	69	71	0	78	0	158	119
Queue Length 95th (ft)	135	138	56	131	0	212	184
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	491	503	578	352	401	925	1831
Starvation Cap Reductn	0	0	0	0	0	0	619
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.25	0.28	0.32	0.05	0.66	0.62

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)	181	50	156	24	85	18	229	317	35	0	302	408
Future Volume (vph)	181	50	156	24	85	18	229	317	35	0	302	408
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			0.91	
Flt Protected	0.95	0.97	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1720	1583		1843	1583		3439			3234	
Flt Permitted	0.95	0.97	1.00		0.91	1.00		0.55			1.00	
Satd. Flow (perm)	1681	1720	1583		1688	1583		1920			3234	
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)	191	53	164	25	89	19	241	334	37	0	318	429
RTOR Reduction (vph)	0	0	116	0	0	17	0	4	0	0	218	0
Lane Group Flow (vph)	120	124	48	0	114	2	0	608	0	0	529	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	32.2	32.2	32.2		12.6	12.6		53.2			53.2	
Effective Green, g (s)	32.2	32.2	32.2		12.6	12.6		53.2			53.2	
Actuated g/C Ratio	0.29	0.29	0.29		0.11	0.11		0.48			0.48	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	492	503	463		193	181		928			1564	
v/s Ratio Prot	0.07	c0.07	0.03			0.00					0.16	
v/s Ratio Perm					c0.07			c0.32				
v/c Ratio	0.24	0.25	0.10		0.59	0.01		0.92dl			0.34	
Uniform Delay, d1	29.6	29.7	28.4		46.3	43.2		21.5			17.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.31	
Incremental Delay, d2	1.2	1.2	0.4		4.8	0.0		1.7			0.1	
Delay (s)	30.8	30.8	28.8		51.0	43.2		23.1			40.6	
Level of Service	C	C	C		D	D		C			D	
Approach Delay (s/veh)		30.0			49.9			23.1			40.6	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

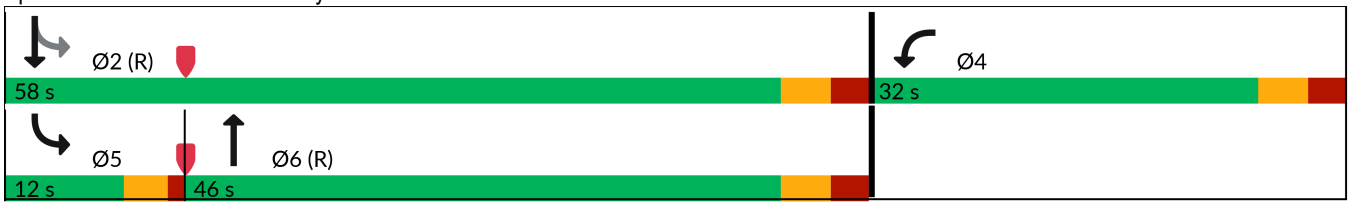
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	168	202	17	329
Future Volume (vph)	168	202	17	329
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	15.9	58.2	64.2	62.3
Actuated g/C Ratio	0.18	0.65	0.71	0.69
v/c Ratio	0.68	0.25	0.02	0.27
Control Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	8.5	5.0	6.6
LOS	D	A	A	A
Approach Delay (s/veh)	43.0	8.5		6.5
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	216	290	18	346
v/c Ratio	0.68	0.25	0.02	0.27
Control Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	8.5	5.0	6.6
Queue Length 50th (ft)	110	47	3	64
Queue Length 95th (ft)	170	135	10	126
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	515	1171	781	1289
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.25	0.02	0.27

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	168	37	202	73	17	329
Future Volume (veh/h)	168	37	202	73	17	329
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	28	213	66	18	346
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	212	34	860	266	794	1361
Arrive On Green	0.14	0.14	0.63	0.63	0.06	0.73
Sat Flow, veh/h	1506	238	1370	424	1781	1870
Grp Volume(v), veh/h	206	0	0	279	18	346
Grp Sat Flow(s),veh/h/ln	1752	0	0	1794	1781	1870
Q Serve(g_s), s	10.3	0.0	0.0	6.2	0.3	5.6
Cycle Q Clear(g_c), s	10.3	0.0	0.0	6.2	0.3	5.6
Prop In Lane	0.86	0.14		0.24	1.00	
Lane Grp Cap(c), veh/h	247	0	0	1126	794	1361
V/C Ratio(X)	0.83	0.00	0.00	0.25	0.02	0.25
Avail Cap(c_a), veh/h	508	0	0	1126	854	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	0.0	7.4	4.3	4.1
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	4.1	0.2	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.7	0.0	0.0	7.9	4.3	4.5
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	206		279			364
Approach Delay, s/veh	44.7		7.9			4.5
Approach LOS	D		A			A

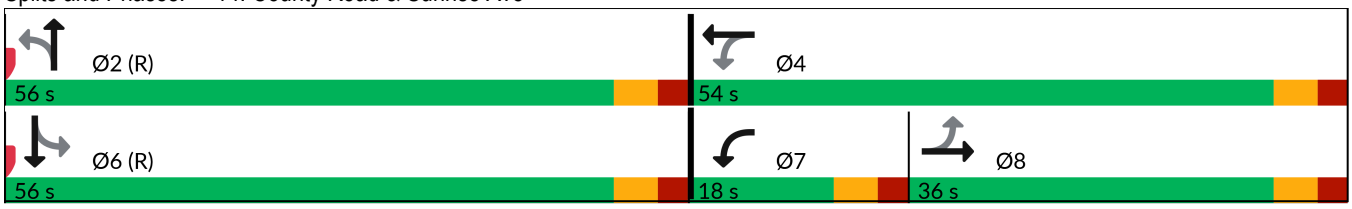
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.4		18.6	9.0	62.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		7.6		12.3	2.3	8.2
Green Ext Time (p_c), s		2.3		0.5	0.0	1.8

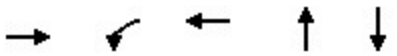
Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	19	108	70	115	342	12	430
Future Volume (vph)	29	19	108	70	115	342	12	430
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.5	28.3	28.3		69.7		69.7
Actuated g/C Ratio		0.10	0.26	0.26		0.63		0.63
v/c Ratio		0.56	0.38	0.19		0.36		0.25
Control Delay (s/veh)		35.0	35.2	27.7		12.7		9.3
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		35.0	35.2	27.7		12.9		9.3
LOS		D	D	C		B		A
Approach Delay (s/veh)		35.0		32.0		12.9		9.3
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	117	114	88	577	512
v/c Ratio	0.56	0.38	0.19	0.36	0.25
Control Delay (s/veh)	35.0	35.2	27.7	12.7	9.3
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	35.2	27.7	12.9	9.3
Queue Length 50th (ft)	40	64	42	90	73
Queue Length 95th (ft)	96	106	78	100	115
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	455	314	799	1596	2077
Starvation Cap Reductn	0	0	0	366	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.36	0.11	0.47	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	19	63	108	70	13	115	342	91	12	430	44
Future Volume (veh/h)	29	19	63	108	70	13	115	342	91	12	430	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	20	55	114	74	3	121	360	85	13	453	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	38	74	307	389	16	411	1238	301	68	2146	164
Arrive On Green	0.09	0.09	0.09	0.07	0.22	0.22	1.00	1.00	1.00	0.67	0.67	0.67
Sat Flow, veh/h	345	416	820	1781	1785	72	539	1840	447	50	3187	243
Grp Volume(v), veh/h	106	0	0	114	0	77	257	0	309	262	0	239
Grp Sat Flow(s),veh/h/ln	1580	0	0	1781	0	1857	1204	0	1622	1822	0	1658
Q Serve(g_s), s	4.8	0.0	0.0	6.2	0.0	3.7	1.7	0.0	0.0	0.0	0.0	6.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0	6.2	0.0	3.7	7.7	0.0	0.0	5.9	0.0	6.0
Prop In Lane	0.29		0.52	1.00		0.04	0.47		0.28	0.05		0.15
Lane Grp Cap(c), veh/h	185	0	0	307	0	404	858	0	1092	1261	0	1116
V/C Ratio(X)	0.57	0.00	0.00	0.37	0.00	0.19	0.30	0.00	0.28	0.21	0.00	0.21
Avail Cap(c_a), veh/h	466	0	0	372	0	810	858	0	1092	1261	0	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	0.0	39.4	0.0	35.1	0.1	0.0	0.0	6.8	0.0	6.9
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.7	0.0	0.2	0.9	0.0	0.6	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	5.0	0.0	3.1	0.4	0.0	0.4	4.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.4	0.0	0.0	40.1	0.0	35.3	1.0	0.0	0.6	7.2	0.0	7.3
LnGrp LOS	D			D		D	A		A	A		A
Approach Vol, veh/h		106			191			566			501	
Approach Delay, s/veh		51.4			38.2			0.8			7.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		80.1		29.9		80.1	14.0	16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		9.7		5.7		8.0	8.2	9.1				
Green Ext Time (p_c), s		4.4		0.4		3.4	0.1	0.5				

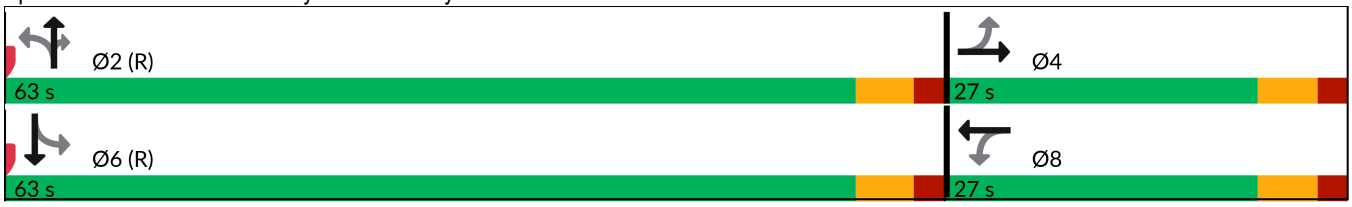
Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

2028 BACKGROUND TRAFFIC CONDITONS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	4	20	5	35	409	245	25	422
Future Volume (vph)	5	4	20	5	35	409	245	25	422
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.20		0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)		24.0		35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay		0.0		0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)		24.0		35.6	2.5	3.3	1.0	2.5	3.7
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		24.0		35.6		2.4			3.6
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay (s/veh): 4.3	Intersection LOS: A
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	29	37	37	431	258	26	448
v/c Ratio	0.20	0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)	24.0	35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay	0.0	0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)	24.0	35.6	2.5	3.3	1.0	2.5	3.7
Queue Length 50th (ft)	5	14	4	50	0	1	84
Queue Length 95th (ft)	30	43	11	93	15	m6	174
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	382	345	812	1611	1404	825	1609
Starvation Cap Reductn	0	0	0	778	676	0	547
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.05	0.52	0.35	0.03	0.42

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	19	20	5	10	35	409	245	25	422	4
Future Volume (veh/h)	5	4	19	20	5	10	35	409	245	25	422	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	4	9	21	5	0	37	431	195	26	444	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	17	31	119	11	0	811	1552	1315	702	1535	14
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	371	462	833	1260	300	0	942	1870	1585	799	1851	17
Grp Volume(v), veh/h	18	0	0	26	0	0	37	431	195	26	0	448
Grp Sat Flow(s),veh/h/ln	1665	0	0	1560	0	0	942	1870	1585	799	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	0.8	4.6	2.2	0.7	0.0	4.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.4	0.0	0.0	5.7	4.6	2.2	5.3	0.0	4.8
Prop In Lane	0.28		0.50	0.81		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	113	0	0	130	0	0	811	1552	1315	702	0	1549
V/C Ratio(X)	0.16	0.00	0.00	0.20	0.00	0.00	0.05	0.28	0.15	0.04	0.00	0.29
Avail Cap(c_a), veh/h	424	0	0	419	0	0	811	1552	1315	702	0	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.73	0.93	0.00	0.93
Uniform Delay (d), s/veh	42.2	0.0	0.0	42.4	0.0	0.0	2.4	1.7	1.5	2.3	0.0	1.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.3	0.2	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	1.1	0.0	0.0	0.2	1.6	0.7	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0	43.1	0.0	0.0	2.4	2.0	1.7	2.4	0.0	2.2
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		18			26			663			474	
Approach Delay, s/veh		42.8			43.1			1.9			2.2	
Approach LOS		D			D			A			A	

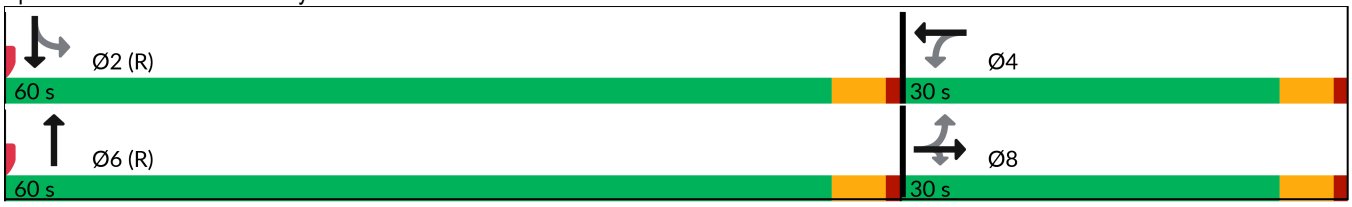
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.3		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.6
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	6	143	16	0	588	6	525
Future Volume (vph)	43	6	143	16	0	588	6	525
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.20	0.02	0.39		0.10	0.25		0.23
Control Delay (s/veh)	34.7	32.0	8.9		19.6	4.6		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	34.7	32.0	8.9		19.6	4.8		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.3			19.6	4.8		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

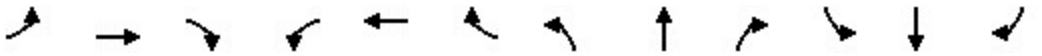
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	45	6	151	28	645	559
v/c Ratio	0.20	0.02	0.39	0.10	0.25	0.23
Control Delay (s/veh)	34.7	32.0	8.9	19.6	4.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	34.7	32.0	8.9	19.6	4.8	2.4
Queue Length 50th (ft)	22	3	1	5	21	17
Queue Length 95th (ft)	54	14	52	28	95	26
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	390	527	556	447	2582	2465
Starvation Cap Reductn	0	0	0	0	1128	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.01	0.27	0.06	0.44	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	6	143	16	0	10	0	588	25	6	525	0
Future Volume (veh/h)	43	6	143	16	0	10	0	588	25	6	525	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	6	151	17	0	11	0	619	26	6	553	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	311	263	189	15	90	0	2550	107	48	2541	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1404	1870	1585	748	92	543	0	3569	146	10	3548	0
Grp Volume(v), veh/h	45	6	151	28	0	0	0	316	329	299	260	0
Grp Sat Flow(s),veh/h/ln	1404	1870	1585	1383	0	0	0	1777	1844	1856	1617	0
Q Serve(g_s), s	0.9	0.2	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.2	7.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.61		0.39	0.00		0.08	0.02		0.00
Lane Grp Cap(c), veh/h	318	311	263	294	0	0	0	1304	1353	1403	1187	0
V/C Ratio(X)	0.14	0.02	0.57	0.10	0.00	0.00	0.00	0.24	0.24	0.21	0.22	0.00
Avail Cap(c_a), veh/h	483	530	449	452	0	0	0	1304	1353	1403	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.84	0.84	0.97	0.97	0.00
Uniform Delay (d), s/veh	32.1	31.4	34.6	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.1	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	5.7	0.9	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.5	31.9	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		202			28			645			559	
Approach Delay, s/veh		35.4			31.9			0.4			0.4	
Approach LOS		D			C			A			A	

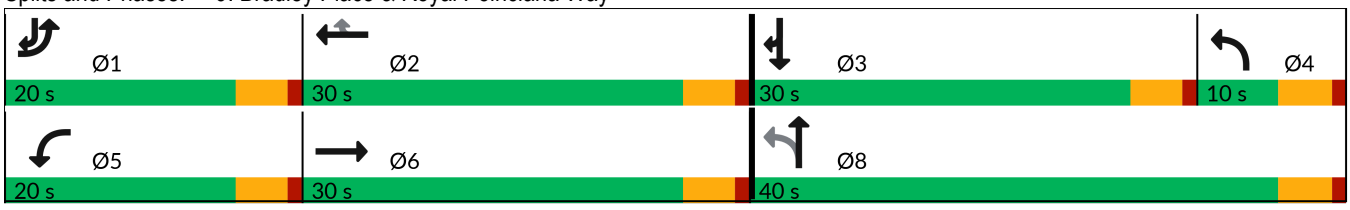
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.2		2.0		9.9				
Green Ext Time (p_c), s		3.8		0.1		4.6		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	521	854	55	293	79	100	223	103	255
Future Volume (vph)	521	854	55	293	79	100	223	103	255
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.77	0.78	0.16	0.28	0.14	0.23	0.54	0.29	0.33
Control Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		30.4		18.4			23.7	10.3	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	548	1150	58	308	83	105	300	108	268
v/c Ratio	0.77	0.78	0.16	0.28	0.14	0.23	0.54	0.29	0.33
Control Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Length 50th (ft)	134	~297	24	58	0	37	112	46	0
Queue Length 95th (ft)	#209	#438	56	91	13	74	187	91	29
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1483	368	1211	625	447	867	637	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.78	0.16	0.25	0.13	0.23	0.35	0.17	0.28

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)	521	854	238	55	293	79	100	223	62	0	103	255
Future Volume (vph)	521	854	238	55	293	79	100	223	62	0	103	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3423		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3423		1770	3539	1583	1280	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	548	899	251	58	308	83	105	235	65	0	108	268
RTOR Reduction (vph)	0	24	0	0	0	56	0	12	0	0	0	162
Lane Group Flow (vph)	548	1126	0	58	308	27	105	288	0	0	108	106
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1407		193	1132	506	418	551			361	624
v/s Ratio Prot	c0.16	c0.33		0.03	0.09		0.01	c0.16			0.06	0.07
v/s Ratio Perm						0.02	0.06					
v/c Ratio	0.80	0.80		0.30	0.27	0.05	0.25	0.52			0.30	0.17
Uniform Delay, d1	29.6	20.1		31.9	19.7	18.3	20.4	22.3			26.8	15.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.3	4.9		0.9	0.1	0.0	0.3	0.9			0.5	0.1
Delay (s)	38.9	25.0		32.8	19.8	18.3	20.7	23.2			27.3	15.4
Level of Service	D	C		C	B	B	C	C			C	B
Approach Delay (s/veh)		29.5			21.2			22.6			18.8	
Approach LOS		C			C			C			B	

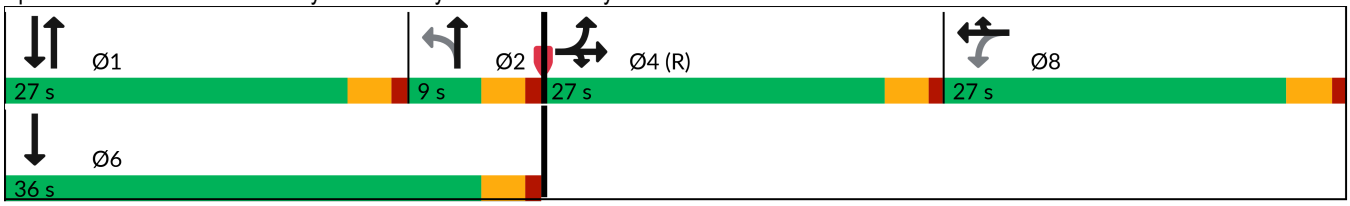
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

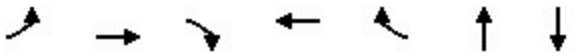
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	390	96	274	3	72	16	155	351	249		
Future Volume (vph)	390	96	274	3	72	16	155	351	249		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	31.4	31.4	31.4		9.2	9.2		39.3	39.3		
Actuated g/C Ratio	0.35	0.35	0.35		0.10	0.10		0.44	0.44		
v/c Ratio	0.44	0.43	0.39		0.42	0.07		0.57	0.32		
Control Delay (s/veh)	28.6	28.4	5.2		44.1	0.5		20.7	4.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	28.6	28.4	5.2		44.1	0.5		20.7	4.5		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		20.1			36.4			20.7	4.5		
Approach LOS		C			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 17.1	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

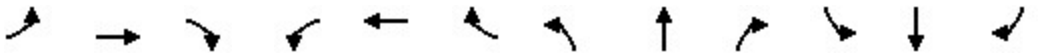
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	255	257	288	79	17	576	509
v/c Ratio	0.44	0.43	0.39	0.42	0.07	0.57	0.32
Control Delay (s/veh)	28.6	28.4	5.2	44.1	0.5	20.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.6	28.4	5.2	44.1	0.5	20.7	4.5
Queue Length 50th (ft)	122	123	0	43	0	120	6
Queue Length 95th (ft)	218	218	61	83	0	164	4
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	586	600	740	466	485	1004	1572
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	0.44	0.43	0.39	0.17	0.04	0.57	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	96	274	3	72	16	155	351	42	0	249	235
Future Volume (vph)	390	96	274	3	72	16	155	351	42	0	249	235
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1717	1583		1859	1583		3450			3282	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.65			1.00	
Satd. Flow (perm)	1681	1717	1583		1826	1583		2285			3282	
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)	411	101	288	3	76	17	163	369	44	0	262	247
RTOR Reduction (vph)	0	0	190	0	0	15	0	6	0	0	139	0
Lane Group Flow (vph)	255	257	98	0	79	2	0	570	0	0	370	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	30.5	30.5	30.5		8.1	8.1		39.4			39.4	
Effective Green, g (s)	30.5	30.5	30.5		8.1	8.1		39.4			39.4	
Actuated g/C Ratio	0.34	0.34	0.34		0.09	0.09		0.44			0.44	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	569	581	536		164	142		1000			1436	
v/s Ratio Prot	c0.15	0.15	0.06			0.00					0.11	
v/s Ratio Perm					c0.04			c0.25				
v/c Ratio	0.45	0.44	0.18		0.48	0.01		0.57			0.26	
Uniform Delay, d1	23.2	23.1	21.0		39.0	37.3		19.0			16.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.51	
Incremental Delay, d2	2.5	2.4	0.7		2.2	0.0		0.8			0.1	
Delay (s)	25.7	25.6	21.7		41.2	37.3		19.7			8.3	
Level of Service	C	C	C		D	D		B			A	
Approach Delay (s/veh)		24.2			40.5			19.7			8.3	
Approach LOS		C			D			B			A	

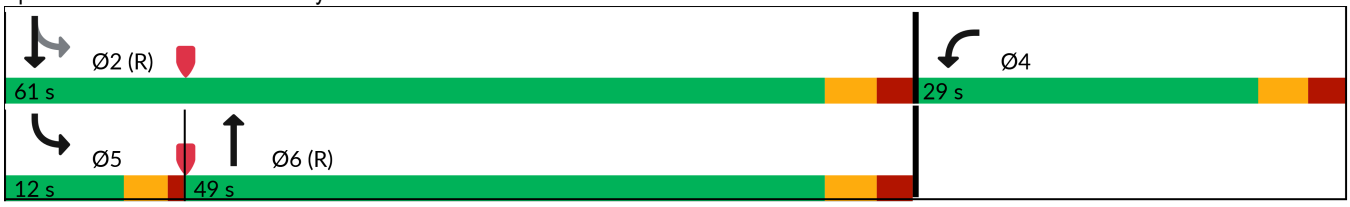
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	122	363	46	294
Future Volume (vph)	122	363	46	294
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	14.3	57.5	65.8	63.9
Actuated g/C Ratio	0.16	0.64	0.73	0.71
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
LOS	D	A	A	A
Approach Delay (s/veh)	42.1	9.1		5.4
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	465	48	309
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
Queue Length 50th (ft)	90	98	6	51
Queue Length 95th (ft)	150	138	19	103
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1168	651	1323
Starvation Cap Reductn	0	216	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.49	0.07	0.23

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	58	363	79	46	294
Future Volume (veh/h)	122	58	363	79	46	294
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	50	382	72	48	309
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	156	61	983	185	781	1389
Arrive On Green	0.13	0.13	1.00	1.00	0.06	0.74
Sat Flow, veh/h	1232	481	1530	288	1781	1870
Grp Volume(v), veh/h	179	0	0	454	48	309
Grp Sat Flow(s),veh/h/ln	1722	0	0	1818	1781	1870
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.7	4.6
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.0	0.7	4.6
Prop In Lane	0.72	0.28		0.16	1.00	
Lane Grp Cap(c), veh/h	218	0	0	1169	781	1389
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.06	0.22
Avail Cap(c_a), veh/h	442	0	0	1169	840	1389
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.97	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	0.0	3.6	3.6
Incr Delay (d2), s/veh	7.5	0.0	0.0	0.9	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	0.0	0.6	0.4	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.9	0.0	0.0	0.9	3.7	3.9
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	179		454			357
Approach Delay, s/veh	45.9		0.9			3.9
Approach LOS	D		A			A

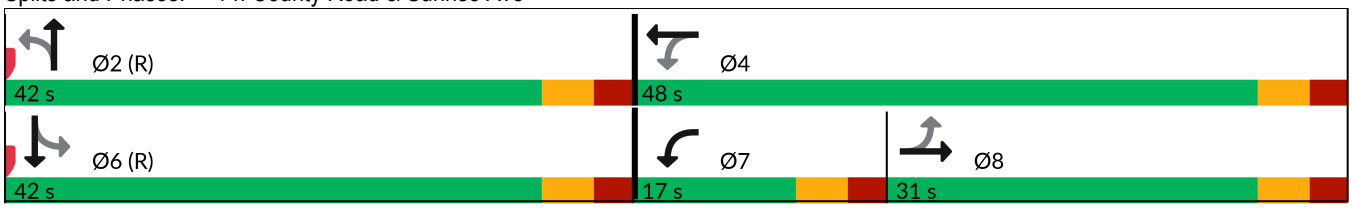
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

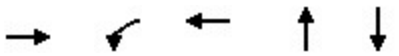
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	24	88	40	90	433	30	411
Future Volume (vph)	40	24	88	40	90	433	30	411
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.4	23.6	24.2		58.2		58.2
Actuated g/C Ratio		0.13	0.26	0.27		0.65		0.65
v/c Ratio		0.52	0.28	0.14		0.38		0.27
Control Delay (s/veh)		24.1	25.0	14.8		8.4		9.8
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay (s/veh)		24.1	25.0	14.8		8.5		9.8
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.1		20.6		8.5		9.8
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	116	93	71	672	530
v/c Ratio	0.52	0.28	0.14	0.38	0.27
Control Delay (s/veh)	24.1	25.0	14.8	8.4	9.8
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	24.1	25.0	14.8	8.5	9.8
Queue Length 50th (ft)	41	40	17	102	71
Queue Length 95th (ft)	89	70	44	102	120
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	444	356	831	1763	1996
Starvation Cap Reductn	0	0	0	209	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.09	0.43	0.27

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	24	47	88	40	28	90	433	115	30	411	62
Future Volume (veh/h)	40	24	47	88	40	28	90	433	115	30	411	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	25	38	93	42	18	95	456	110	32	433	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	57	62	364	306	131	285	1326	322	136	1760	217
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	484	522	571	1781	1242	532	376	2137	518	146	2836	350
Grp Volume(v), veh/h	105	0	0	93	0	60	320	0	341	266	0	253
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1775	1422	0	1609	1693	0	1639
Q Serve(g_s), s	3.5	0.0	0.0	4.0	0.0	2.4	0.9	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.0	0.0	2.4	7.1	0.0	0.0	5.7	0.0	6.2
Prop In Lane	0.40		0.36	1.00		0.30	0.30		0.32	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	364	0	437	934	0	998	1095	0	1017
V/C Ratio(X)	0.46	0.00	0.00	0.26	0.00	0.14	0.34	0.00	0.34	0.24	0.00	0.25
Avail Cap(c_a), veh/h	486	0	0	457	0	828	934	0	998	1095	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	30.3	0.0	26.5	0.0	0.0	0.0	7.6	0.0	7.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.1	1.0	0.0	0.9	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	3.1	0.0	1.8	0.5	0.0	0.5	4.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	0.0	30.6	0.0	26.6	1.0	0.0	0.9	8.1	0.0	8.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		105			153			661			519	
Approach Delay, s/veh		39.5			29.0			1.0			8.2	
Approach LOS		D			C			A			A	

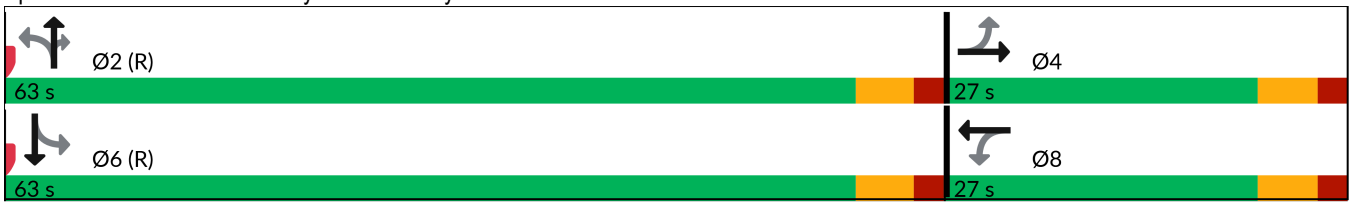
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.1		4.4		8.2	6.0	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.5	0.1	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	9.4	
HCM 7th LOS	A	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	6	21	5	25	392	212	15	608
Future Volume (vph)	4	6	21	5	25	392	212	15	608
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.3	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.28		0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)		21.3		35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay		0.0		0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)		21.3		35.5	2.6	3.2	0.7	2.2	4.5
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		21.3		35.5		2.4			4.5
Approach LOS		C		D		A			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: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	223	16	652
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.5
Queue Length 50th (ft)	5	15	2	48	0	3	152
Queue Length 95th (ft)	37	45	9	90	14	m4	231
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	401	342	637	1609	1398	837	1604
Starvation Cap Reductn	0	0	0	787	0	0	380
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.04	0.50	0.16	0.02	0.53

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	6	33	21	5	11	25	392	212	15	608	11
Future Volume (veh/h)	4	6	33	21	5	11	25	392	212	15	608	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	6	24	22	5	1	26	413	160	16	640	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	15	50	124	16	3	722	1539	1304	729	1506	28
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	131	348	1151	1201	356	58	780	1870	1585	839	1830	34
Grp Volume(v), veh/h	34	0	0	28	0	0	26	413	160	16	0	652
Grp Sat Flow(s),veh/h/ln	1631	0	0	1615	0	0	780	1870	1585	839	0	1864
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.5	4.5	1.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.4	0.0	0.0	0.5	4.5	1.8	4.6	0.0	0.0
Prop In Lane	0.12		0.71	0.79		0.04	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	116	0	0	142	0	0	722	1539	1304	729	0	1534
V/C Ratio(X)	0.29	0.00	0.00	0.20	0.00	0.00	0.04	0.27	0.12	0.02	0.00	0.43
Avail Cap(c_a), veh/h	420	0	0	418	0	0	722	1539	1304	729	0	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.86	0.86	0.86	0.00	0.86
Uniform Delay (d), s/veh	42.0	0.0	0.0	41.8	0.0	0.0	1.5	1.8	1.6	0.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.0	0.0	0.1	0.4	0.2	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	1.1	0.0	0.0	0.1	1.7	0.6	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	0.0	0.0	42.5	0.0	0.0	1.5	2.2	1.7	0.2	0.0	0.7
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		34			28			599			668	
Approach Delay, s/veh		43.4			42.5			2.0			0.7	
Approach LOS		D			D			A			A	

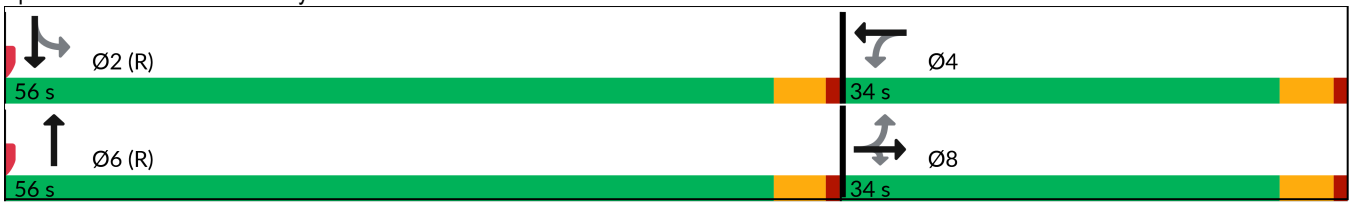
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

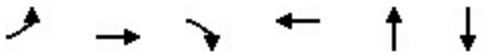
Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	6	175	19	0	526	14	680
Future Volume (vph)	41	6	175	19	0	526	14	680
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.19	0.02	0.44		0.13	0.22		0.30
Control Delay (s/veh)	34.8	32.0	8.8		21.1	5.7		2.3
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	34.8	32.0	8.8		21.1	6.0		2.5
LOS	C	C	A		C	A		A
Approach Delay (s/veh)		14.2			21.1	6.0		2.5
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

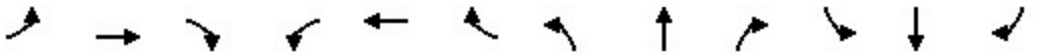
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	43	6	184	34	573	731
v/c Ratio	0.19	0.02	0.44	0.13	0.22	0.30
Control Delay (s/veh)	34.8	32.0	8.8	21.1	5.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	34.8	32.0	8.8	21.1	6.0	2.5
Queue Length 50th (ft)	22	3	1	8	80	31
Queue Length 95th (ft)	52	14	58	34	63	54
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	448	610	642	511	2584	2442
Starvation Cap Reductn	0	0	0	0	1367	802
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.29	0.07	0.47	0.45

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	6	175	19	0	13	0	526	18	14	680	0
Future Volume (veh/h)	41	6	175	19	0	13	0	526	18	14	680	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	43	6	184	20	0	14	0	554	19	15	716	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	181	16	94	0	2571	88	64	2507	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1400	1870	1585	709	96	563	0	3599	120	31	3503	0
Grp Volume(v), veh/h	43	6	184	34	0	0	0	281	292	389	342	0
Grp Sat Flow(s),veh/h/ln	1400	1870	1585	1367	0	0	0	1777	1849	1832	1617	0
Q Serve(g_s), s	0.4	0.2	9.9	0.1	0.0	0.0	0.0	11.4	11.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	9.9	1.5	0.0	0.0	0.0	11.4	11.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.06	0.04		0.00
Lane Grp Cap(c), veh/h	319	311	264	291	0	0	0	1303	1356	1386	1186	0
V/C Ratio(X)	0.13	0.02	0.70	0.12	0.00	0.00	0.00	0.22	0.22	0.28	0.29	0.00
Avail Cap(c_a), veh/h	545	613	520	505	0	0	0	1303	1356	1386	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.69	0.69	0.95	0.95	0.00
Uniform Delay (d), s/veh	32.0	31.4	35.4	31.9	0.0	0.0	0.0	13.4	13.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.3	0.2	0.0	0.0	0.0	0.3	0.3	0.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	7.2	1.1	0.0	0.0	0.0	8.6	8.9	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	38.7	32.1	0.0	0.0	0.0	13.7	13.7	0.5	0.6	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		233			34			573			731	
Approach Delay, s/veh		37.3			32.1			13.7			0.5	
Approach LOS		D			C			B			A	

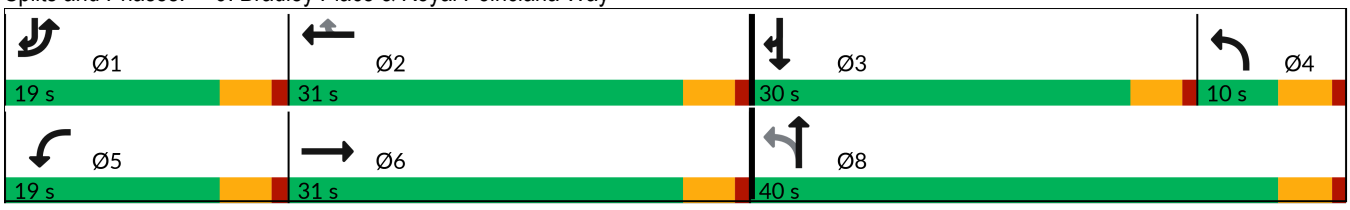
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.4		11.9				
Green Ext Time (p_c), s		5.4		0.1		3.9		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.5									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	349	362	93	690	65	220	193	131	496
Future Volume (vph)	349	362	93	690	65	220	193	131	496
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.6	14.6	25.2	25.2	30.9	30.9	20.8	35.4
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.62	0.42	0.32	0.69	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.1
LOS	D	C	D	C	A	C	C	C	B
Approach Delay (s/veh)		28.8		28.8			22.5	18.5	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.2	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 25.4	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	367	514	98	726	68	232	286	138	522
v/c Ratio	0.62	0.42	0.32	0.69	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.5	21.9	35.8	30.4	1.0	25.2	20.3	27.7	16.1
Queue Length 50th (ft)	96	104	47	178	0	90	103	61	123
Queue Length 95th (ft)	148	161	97	255	5	147	170	109	204
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	595	1229	306	1121	588	478	771	567	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	9
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.42	0.32	0.65	0.12	0.49	0.37	0.24	0.65

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	349	362	126	93	690	65	220	193	79	0	131	496
Future Volume (vph)	349	362	126	93	690	65	220	193	79	0	131	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1782			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1205	1782			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	367	381	133	98	726	68	232	203	83	0	138	522
RTOR Reduction (vph)	0	36	0	0	0	47	0	17	0	0	0	58
Lane Group Flow (vph)	367	478	0	98	726	21	232	269	0	0	138	464
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.8	35.4
Effective Green, g (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.8	35.4
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.24	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	589	1180		233	1086	486	473	645			455	659
v/s Ratio Prot	0.11	c0.14		0.06	c0.21		c0.03	0.15			0.07	c0.29
v/s Ratio Perm						0.01	0.15					
v/c Ratio	0.62	0.41		0.42	0.67	0.04	0.49	0.42			0.30	0.70
Uniform Delay, d1	32.6	21.1		33.9	25.7	20.7	21.9	20.4			26.2	20.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.9	1.0		1.2	1.6	0.0	0.8	0.4			0.4	3.4
Delay (s)	37.6	22.1		35.1	27.3	20.7	22.7	20.8			26.6	23.9
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s/veh)		28.6			27.6			21.6			24.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

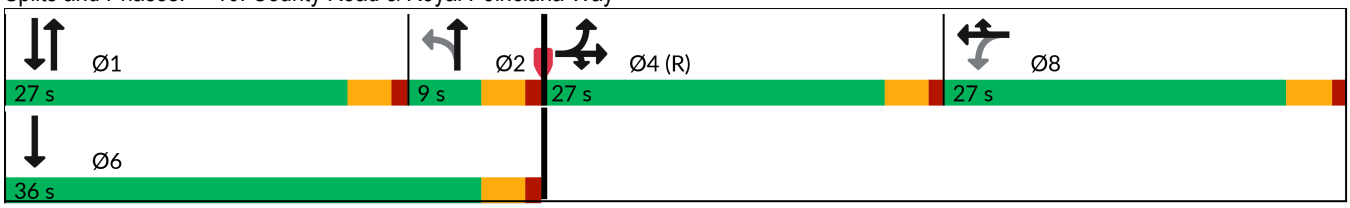
c Critical Lane Group

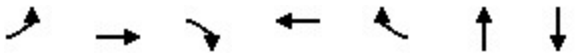
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	211	84	182	26	110	15	229	349	360		
Future Volume (vph)	211	84	182	26	110	15	229	349	360		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0		12.7	12.7		42.3	42.3		
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47	0.47		
v/c Ratio	0.36	0.36	0.35		0.59	0.05		1.22dl	0.51		
Control Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.6	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.5		
Total Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.6	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		21.1			41.2			27.6	15.7		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 22.3	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: County Road & Royal Poinciana Way

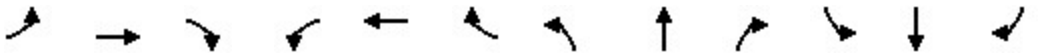




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	157	192	143	16	654	896
v/c Ratio	0.36	0.36	0.35	0.59	0.05	1.22dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.7
Queue Length 50th (ft)	74	76	0	77	0	152	112
Queue Length 95th (ft)	133	135	50	129	0	#279	161
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	429	442	547	435	485	865	1744
Starvation Cap Reductn	0	0	0	0	0	0	392
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.36	0.35	0.33	0.03	0.76	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	84	182	26	110	15	229	349	44	0	360	491
Future Volume (vph)	211	84	182	26	110	15	229	349	44	0	360	491
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1732	1583		1845	1583		3439			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1732	1583		1702	1583		1833			3233	
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)	222	88	192	27	116	16	241	367	46	0	379	517
RTOR Reduction (vph)	0	0	143	0	0	14	0	5	0	0	227	0
Lane Group Flow (vph)	153	157	49	0	143	2	0	649	0	0	669	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Effective Green, g (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47			0.47	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	429	442	404		240	223		861			1519	
v/s Ratio Prot	c0.09	0.09	0.03			0.00					0.21	
v/s Ratio Perm					c0.08			c0.35				
v/c Ratio	0.36	0.36	0.12		0.60	0.01		1.22dl			0.44	
Uniform Delay, d1	27.4	27.4	25.7		36.2	33.2		19.6			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.63	
Incremental Delay, d2	2.3	2.2	0.6		3.9	0.0		3.8			0.2	
Delay (s)	29.7	29.7	26.4		40.2	33.3		23.3			26.2	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		28.4			39.5			23.3			26.2	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

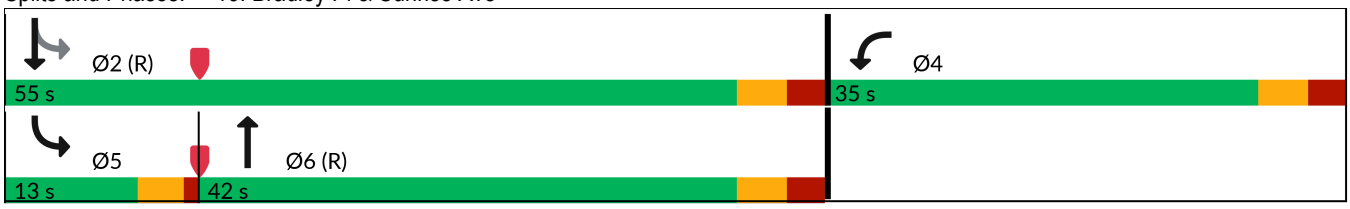
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	205	244	41	396
Future Volume (vph)	205	244	41	396
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	19.0	52.7	61.1	59.2
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.4	6.3	8.6
LOS	D	B	A	A
Approach Delay (s/veh)	37.5	11.4		8.4
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	279	363	43	417
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.4	6.3	8.6
Queue Length 50th (ft)	145	98	7	93
Queue Length 95th (ft)	212	142	22	179
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	574	1060	679	1225
Starvation Cap Reductn	0	218	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.43	0.06	0.34

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	205	60	244	101	41	396
Future Volume (veh/h)	205	60	244	101	41	396
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	216	52	257	95	43	417
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	251	60	768	284	785	1289
Arrive On Green	0.18	0.18	1.00	1.00	0.06	0.69
Sat Flow, veh/h	1397	336	1302	481	1781	1870
Grp Volume(v), veh/h	269	0	0	352	43	417
Grp Sat Flow(s),veh/h/ln	1740	0	0	1784	1781	1870
Q Serve(g_s), s	13.5	0.0	0.0	0.0	0.7	8.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	0.0	0.7	8.0
Prop In Lane	0.80	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	312	0	0	1051	785	1289
V/C Ratio(X)	0.86	0.00	0.00	0.33	0.05	0.32
Avail Cap(c_a), veh/h	563	0	0	1051	865	1289
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	0.0	5.1	5.6
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.0	0.0	0.4	0.4	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	0.0	0.0	0.8	5.2	6.3
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	269		352			460
Approach Delay, s/veh	42.8		0.8			6.2
Approach LOS	D		A			A

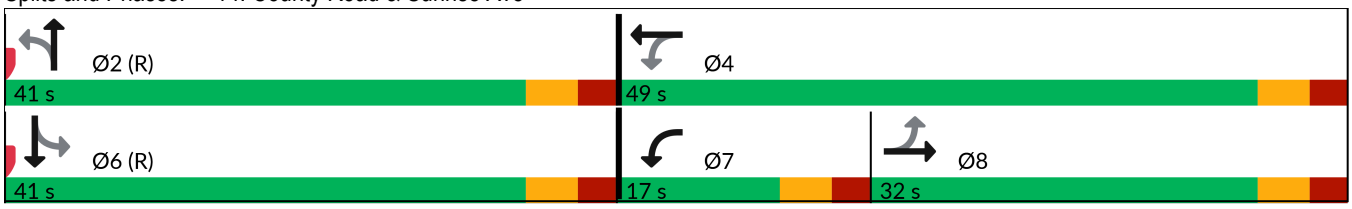
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.9		22.1	9.0	58.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.5	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

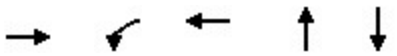
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	26	124	49	121	357	18	496
Future Volume (vph)	30	26	124	49	121	357	18	496
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.3	27.3	27.3		50.7		50.7
Actuated g/C Ratio		0.13	0.30	0.30		0.56		0.56
v/c Ratio		0.54	0.38	0.14		0.46		0.34
Control Delay (s/veh)		24.1	26.1	15.7		3.9		11.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	26.1	15.7		3.9		11.3
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.2		3.9		11.3
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 11.0	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	143	131	79	618	625
v/c Ratio	0.54	0.38	0.14	0.46	0.34
Control Delay (s/veh)	24.1	26.1	15.7	3.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	26.1	15.7	3.9	11.3
Queue Length 50th (ft)	49	56	21	15	89
Queue Length 95th (ft)	112	93	50	30	142
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	502	358	858	1344	1822
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.37	0.09	0.46	0.34

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	26	80	124	49	26	121	357	109	18	496	80
Future Volume (veh/h)	30	26	80	124	49	26	121	357	109	18	496	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	27	73	131	52	16	127	376	104	19	522	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	49	98	358	356	110	347	1046	301	75	1809	249
Arrive On Green	0.11	0.11	0.11	0.08	0.26	0.26	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	276	440	885	1781	1372	422	475	1722	495	54	2978	409
Grp Volume(v), veh/h	132	0	0	131	0	68	268	0	339	324	0	290
Grp Sat Flow(s),veh/h/ln	1600	0	0	1781	0	1794	1079	0	1613	1814	0	1628
Q Serve(g_s), s	4.4	0.0	0.0	5.6	0.0	2.6	3.3	0.0	0.0	0.0	0.0	7.7
Cycle Q Clear(g_c), s	7.1	0.0	0.0	5.6	0.0	2.6	11.0	0.0	0.0	7.4	0.0	7.7
Prop In Lane	0.24		0.55	1.00		0.24	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	358	0	465	714	0	980	1144	0	989
V/C Ratio(X)	0.58	0.00	0.00	0.37	0.00	0.15	0.38	0.00	0.35	0.28	0.00	0.29
Avail Cap(c_a), veh/h	505	0	0	429	0	857	714	0	980	1144	0	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	0.0	29.9	0.0	25.7	0.4	0.0	0.0	8.4	0.0	8.4
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.6	0.0	0.1	1.5	0.0	0.9	0.6	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	4.4	0.0	2.0	0.5	0.0	0.5	5.2	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	0.0	30.6	0.0	25.8	1.9	0.0	0.9	9.0	0.0	9.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		132			199			607			614	
Approach Delay, s/veh		41.1			28.9			1.4			9.1	
Approach LOS		D			C			A			A	

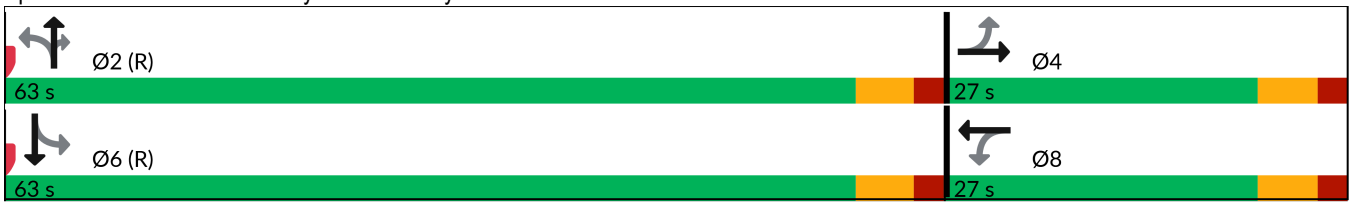
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		60.7		29.3		60.7	13.4	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		13.0		4.6		9.7	7.6	9.1				
Green Ext Time (p_c), s		4.4		0.4		4.1	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.3									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	2	20	5	29	299	197	4	514
Future Volume (vph)	6	2	20	5	29	299	197	4	514
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.30		0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)		20.2		35.7	2.5	2.4	0.7	2.3	3.6
Queue Delay		0.0		0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)		20.2		35.7	2.5	2.8	0.7	2.3	3.8
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		20.2		35.7		2.0			3.8
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay (s/veh): 4.6	Intersection LOS: A
Intersection Capacity Utilization 44.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave

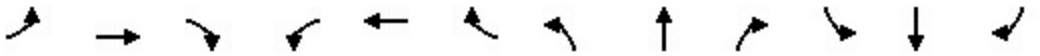




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	37	31	315	207	4	553
v/c Ratio	0.30	0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)	20.2	35.7	2.5	2.4	0.7	2.3	3.6
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)	20.2	35.7	2.5	2.8	0.7	2.3	3.8
Queue Length 50th (ft)	4	14	3	34	0	1	105
Queue Length 95th (ft)	37	43	10	65	14	m1	217
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	397	340	722	1611	1397	917	1606
Starvation Cap Reductn	0	0	0	848	0	0	433
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.04	0.41	0.15	0.00	0.47

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	39	20	5	10	29	299	197	4	514	11
Future Volume (veh/h)	6	2	39	20	5	10	29	299	197	4	514	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	30	21	5	0	31	315	144	4	541	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	7	56	127	18	0	719	1538	1303	813	1499	33
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	183	154	1262	1225	408	0	855	1870	1585	933	1823	40
Grp Volume(v), veh/h	38	0	0	26	0	0	31	315	144	4	0	553
Grp Sat Flow(s),veh/h/ln	1599	0	0	1634	0	0	855	1870	1585	933	0	1863
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	0.9	3.2	1.6	0.1	0.0	6.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.3	0.0	0.0	7.6	3.2	1.6	3.3	0.0	6.7
Prop In Lane	0.16		0.79	0.81		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	117	0	0	145	0	0	719	1538	1303	813	0	1532
V/C Ratio(X)	0.32	0.00	0.00	0.18	0.00	0.00	0.04	0.20	0.11	0.00	0.00	0.36
Avail Cap(c_a), veh/h	413	0	0	419	0	0	719	1538	1303	813	0	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.99	0.00	0.00	0.89	0.89	0.89	0.90	0.00	0.90
Uniform Delay (d), s/veh	42.1	0.0	0.0	41.7	0.0	0.0	3.0	1.7	1.6	2.1	0.0	2.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.6	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	1.0	0.0	0.0	0.2	1.3	0.5	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	0.0	0.0	42.3	0.0	0.0	3.1	2.0	1.7	2.1	0.0	2.6
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		38			26			490			557	
Approach Delay, s/veh		43.7			42.3			2.0			2.6	
Approach LOS		D			D			A			A	

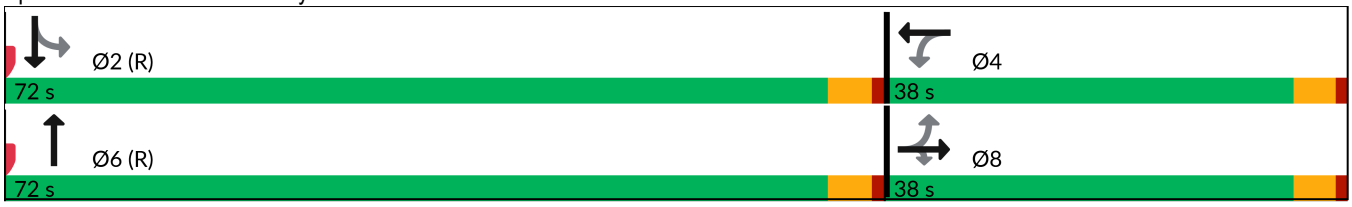
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.6		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.3		0.1				

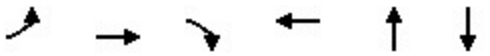
Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	46	10	117	21	0	523	4	648
Future Volume (vph)	46	10	117	21	0	523	4	648
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.23	0.04	0.38		0.18	0.21		0.26
Control Delay (s/veh)	45.7	41.9	11.4		29.4	3.5		1.9
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.7	41.9	11.4		29.4	3.9		2.1
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		22.3			29.4	3.9		2.1
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 6.0	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	48	11	123	40	572	686
v/c Ratio	0.23	0.04	0.38	0.18	0.21	0.26
Control Delay (s/veh)	45.7	41.9	11.4	29.4	3.5	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.7	41.9	11.4	29.4	3.9	2.1
Queue Length 50th (ft)	31	7	0	14	46	27
Queue Length 95th (ft)	68	24	53	47	74	54
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	459	567	567	470	2751	2637
Starvation Cap Reductn	0	0	0	0	1552	1067
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.22	0.09	0.48	0.44

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	10	117	21	0	17	0	523	20	4	648	0
Future Volume (veh/h)	46	10	117	21	0	17	0	523	20	4	648	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	48	11	123	22	0	18	0	551	21	4	682	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	264	255	216	143	14	87	0	2729	104	36	2720	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1395	1870	1585	679	104	640	0	3584	133	4	3563	0
Grp Volume(v), veh/h	48	11	123	40	0	0	0	280	292	368	318	0
Grp Sat Flow(s),veh/h/ln	1395	1870	1585	1423	0	0	0	1777	1846	1865	1617	0
Q Serve(g_s), s	0.3	0.6	8.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.6	8.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.07	0.01		0.00
Lane Grp Cap(c), veh/h	264	255	216	245	0	0	0	1389	1444	1492	1264	0
V/C Ratio(X)	0.18	0.04	0.57	0.16	0.00	0.00	0.00	0.20	0.20	0.25	0.25	0.00
Avail Cap(c_a), veh/h	499	570	483	478	0	0	0	1389	1444	1492	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.66	0.66	0.96	0.96	0.00
Uniform Delay (d), s/veh	42.2	41.3	44.5	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	2.3	0.3	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.5	5.9	1.8	0.0	0.0	0.0	0.1	0.2	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	41.3	46.8	42.3	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		182			40			572			686	
Approach Delay, s/veh		45.4			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.4		2.0		10.0				
Green Ext Time (p_c), s		4.9		0.2		3.9		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	316	439	45	813	36	413	167	48	502
Future Volume (vph)	316	439	45	813	36	413	167	48	502
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	39.8	15.2	29.2	29.2	39.8	39.8	27.6	48.9
Actuated g/C Ratio	0.17	0.40	0.15	0.29	0.29	0.40	0.40	0.28	0.49
v/c Ratio	0.58	0.44	0.17	0.82	0.07	0.85	0.37	0.10	0.65
Control Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
Total Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	41.9
LOS	D	C	D	D	A	D	C	C	D
Approach Delay (s/veh)		31.9		39.6			34.5	40.6	
Approach LOS		C		D			C	D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 99.5	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 36.4	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	333	615	47	856	38	435	270	51	528
v/c Ratio	0.58	0.44	0.17	0.82	0.07	0.85	0.37	0.10	0.65
Control Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
Total Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	41.9
Queue Length 50th (ft)	108	164	28	273	0	226	109	25	228
Queue Length 95th (ft)	164	236	66	373	0	#354	175	53	345
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	578	1388	280	1174	594	510	872	675	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	282
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.44	0.17	0.73	0.06	0.85	0.31	0.08	1.00

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)	316	439	145	45	813	36	413	167	89	0	48	502
Future Volume (vph)	316	439	145	45	813	36	413	167	89	0	48	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3407		1770	3539	1583	1770	1765			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.62	1.00			1.00	1.00
Satd. Flow (perm)	3433	3407		1770	3539	1583	1160	1765			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	333	462	153	47	856	38	435	176	94	0	51	528
RTOR Reduction (vph)	0	26	0	0	0	26	0	19	0	0	0	31
Lane Group Flow (vph)	333	589	0	47	856	12	435	251	0	0	51	497
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	39.8		8.3	31.3	31.3	39.8	39.8			27.7	49.0
Effective Green, g (s)	16.8	39.8		8.3	31.3	31.3	39.8	39.8			27.7	49.0
Actuated g/C Ratio	0.17	0.39		0.08	0.31	0.31	0.39	0.39			0.27	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	568	1337		144	1092	488	501	692			508	764
v/s Ratio Prot	0.10	0.17		0.03	c0.24		c0.07	0.14			0.03	c0.31
v/s Ratio Perm						0.01	c0.28					
v/c Ratio	0.59	0.44		0.33	0.78	0.02	0.87	0.36			0.10	0.65
Uniform Delay, d1	39.1	22.6		43.9	32.0	24.4	28.6	21.8			27.5	19.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.4	1.1		1.3	3.8	0.0	14.7	0.3			0.1	2.0
Delay (s)	43.5	23.7		45.2	35.7	24.4	43.3	22.1			27.6	21.7
Level of Service	D	C		D	D	C	D	C			C	C
Approach Delay (s/veh)		30.6			35.7			35.2			22.3	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

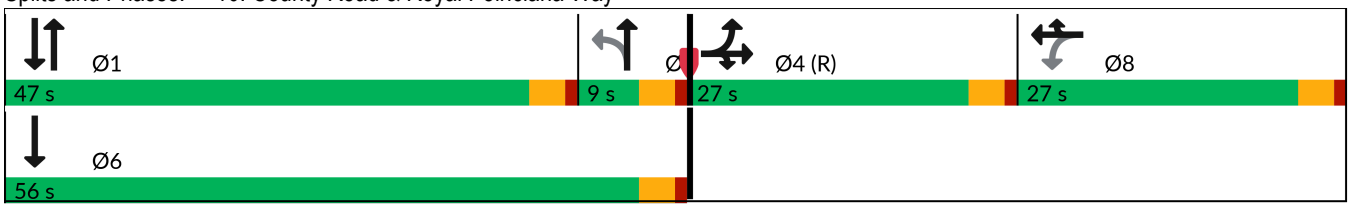
c Critical Lane Group

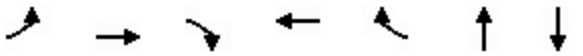
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	214	80	245	26	104	23	342	340	324		
Future Volume (vph)	214	80	245	26	104	23	342	340	324		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	25.8	25.8	25.8		14.0	14.0		58.2	58.2		
Actuated g/C Ratio	0.23	0.23	0.23		0.13	0.13		0.53	0.53		
v/c Ratio	0.39	0.39	0.45		0.63	0.09		1.35dl	0.43		
Control Delay (s/veh)	40.4	40.2	7.4		58.1	0.6		27.4	17.8		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.6		
Total Delay (s/veh)	40.4	40.2	7.4		58.1	0.6		27.4	18.3		
LOS	D	D	A		E	A		C	B		
Approach Delay (s/veh)		25.3			49.5			27.4	18.3		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 25.2	Intersection LOS: C
Intersection Capacity Utilization 69.1%	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: 10: County Road & Royal Poinciana Way

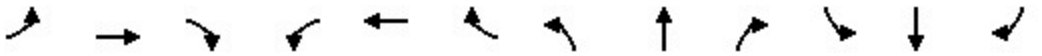




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	156	258	136	24	758	827
v/c Ratio	0.39	0.39	0.45	0.63	0.09	1.35dl	0.43
Control Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	18.3
Queue Length 50th (ft)	100	101	0	92	0	200	144
Queue Length 95th (ft)	167	170	67	149	0	318	215
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	394	405	569	353	401	975	1916
Starvation Cap Reductn	0	0	0	0	0	0	644
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.39	0.45	0.39	0.06	0.78	0.65

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)	214	80	245	26	104	23	342	340	38	0	324	462
Future Volume (vph)	214	80	245	26	104	23	342	340	38	0	324	462
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1844	1583		3430			3227	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1730	1583		1692	1583		1844			3227	
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)	225	84	258	27	109	24	360	358	40	0	341	486
RTOR Reduction (vph)	0	0	197	0	0	21	0	3	0	0	209	0
Lane Group Flow (vph)	153	156	61	0	136	3	0	755	0	0	618	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	25.8	25.8	25.8		14.0	14.0		58.2			58.2	
Effective Green, g (s)	25.8	25.8	25.8		14.0	14.0		58.2			58.2	
Actuated g/C Ratio	0.23	0.23	0.23		0.13	0.13		0.53			0.53	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	394	405	371		215	201		975			1707	
v/s Ratio Prot	c0.09	0.09	0.04			0.00					0.19	
v/s Ratio Perm					c0.08			c0.41				
v/c Ratio	0.39	0.39	0.16		0.63	0.02		1.35dl			0.36	
Uniform Delay, d1	35.5	35.4	33.5		45.6	42.0		20.7			15.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.53	
Incremental Delay, d2	2.9	2.8	0.9		6.0	0.0		3.9			0.1	
Delay (s)	38.3	38.2	34.5		51.5	42.0		24.5			38.4	
Level of Service	D	D	C		D	D		C			D	
Approach Delay (s/veh)		36.5			50.1			24.5			38.4	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

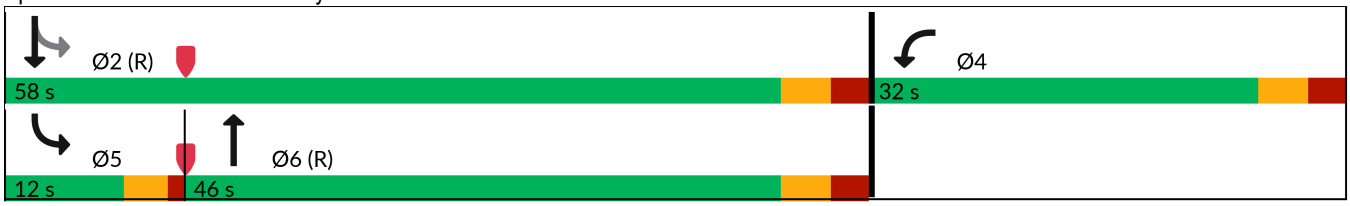
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	177	216	19	349
Future Volume (vph)	177	216	19	349
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	16.4	57.7	63.7	61.8
Actuated g/C Ratio	0.18	0.64	0.71	0.69
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.2	7.9	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.2	8.1	5.2	6.9
LOS	D	A	A	A
Approach Delay (s/veh)	43.2	8.1		6.8
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 40.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	226	311	20	367
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.2	7.9	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.2	8.1	5.2	6.9
Queue Length 50th (ft)	115	50	3	71
Queue Length 95th (ft)	176	106	12	138
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	514	1161	757	1280
Starvation Cap Reductn	0	377	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.40	0.03	0.29

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	38	216	80	19	349
Future Volume (veh/h)	177	38	216	80	19	349
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	29	227	73	20	367
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	222	35	843	271	850	1350
Arrive On Green	0.15	0.15	1.00	1.00	0.06	0.72
Sat Flow, veh/h	1509	235	1356	436	1781	1870
Grp Volume(v), veh/h	216	0	0	300	20	367
Grp Sat Flow(s),veh/h/ln	1753	0	0	1792	1781	1870
Q Serve(g_s), s	10.8	0.0	0.0	0.0	0.3	6.1
Cycle Q Clear(g_c), s	10.8	0.0	0.0	0.0	0.3	6.1
Prop In Lane	0.86	0.13		0.24	1.00	
Lane Grp Cap(c), veh/h	258	0	0	1114	850	1350
V/C Ratio(X)	0.84	0.00	0.00	0.27	0.02	0.27
Avail Cap(c_a), veh/h	508	0	0	1114	910	1350
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.99	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	0.0	0.0	4.1	4.3
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	0.3	0.2	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.4	0.0	0.0	0.6	4.1	4.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	216		300			387
Approach Delay, s/veh	44.4		0.6			4.8
Approach LOS	D		A			A

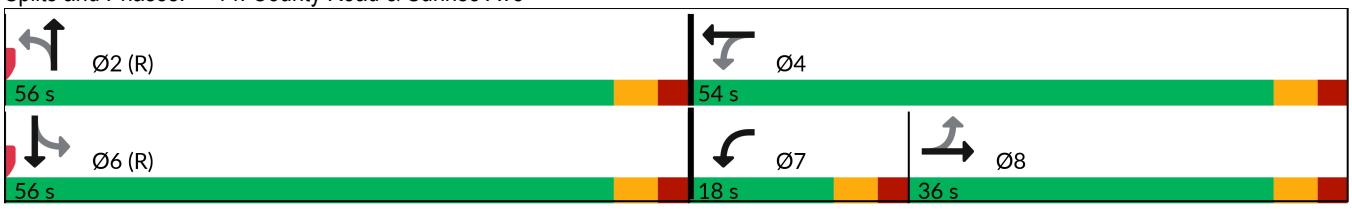
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.9		19.1	9.0	61.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.8	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

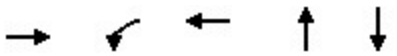
Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	20	116	75	124	376	13	481
Future Volume (vph)	31	20	116	75	124	376	13	481
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.8	28.8	28.8		69.2		69.2
Actuated g/C Ratio		0.11	0.26	0.26		0.63		0.63
v/c Ratio		0.59	0.40	0.19		0.41		0.28
Control Delay (s/veh)		36.2	35.4	27.7		10.3		9.8
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		36.2	35.4	27.7		10.5		9.8
LOS		D	D	C		B		A
Approach Delay (s/veh)		36.2		32.1		10.5		9.8
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 15.4	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

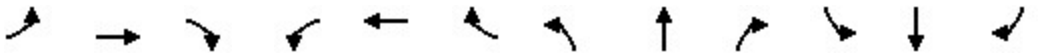
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	129	122	94	630	569
v/c Ratio	0.59	0.40	0.19	0.41	0.28
Control Delay (s/veh)	36.2	35.4	27.7	10.3	9.8
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	36.2	35.4	27.7	10.5	9.8
Queue Length 50th (ft)	46	69	46	93	84
Queue Length 95th (ft)	103	111	83	86	132
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	458	311	799	1521	2057
Starvation Cap Reductn	0	0	0	283	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.39	0.12	0.51	0.28

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	20	71	116	75	14	124	376	98	13	481	47
Future Volume (veh/h)	31	20	71	116	75	14	124	376	98	13	481	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	21	64	122	79	4	131	396	92	14	506	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	37	82	312	400	20	392	1204	288	65	2123	158
Arrive On Green	0.10	0.10	0.10	0.08	0.23	0.23	1.00	1.00	1.00	0.66	0.66	0.66
Sat Flow, veh/h	331	391	855	1781	1765	89	518	1814	434	47	3196	237
Grp Volume(v), veh/h	118	0	0	122	0	83	275	0	344	292	0	266
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1854	1141	0	1624	1821	0	1659
Q Serve(g_s), s	5.5	0.0	0.0	6.5	0.0	4.0	2.6	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	6.5	0.0	4.0	9.6	0.0	0.0	6.8	0.0	7.0
Prop In Lane	0.28		0.54	1.00		0.05	0.48		0.27	0.05		0.14
Lane Grp Cap(c), veh/h	193	0	0	312	0	421	806	0	1078	1243	0	1102
V/C Ratio(X)	0.61	0.00	0.00	0.39	0.00	0.20	0.34	0.00	0.32	0.23	0.00	0.24
Avail Cap(c_a), veh/h	465	0	0	370	0	809	806	0	1078	1243	0	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	38.7	0.0	34.4	0.2	0.0	0.0	7.4	0.0	7.4
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.8	0.0	0.2	1.1	0.0	0.8	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	0.0	5.3	0.0	3.3	0.5	0.0	0.4	4.9	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	0.0	39.5	0.0	34.6	1.4	0.0	0.8	7.8	0.0	7.9
LnGrp LOS	D			D		C	A		A	A		A
Approach Vol, veh/h		118			205			619			558	
Approach Delay, s/veh		51.6			37.5			1.0			7.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		79.0		31.0		79.0	14.4	16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		11.6		6.0		9.0	8.5	10.0				
Green Ext Time (p_c), s		5.0		0.5		3.8	0.1	0.6				

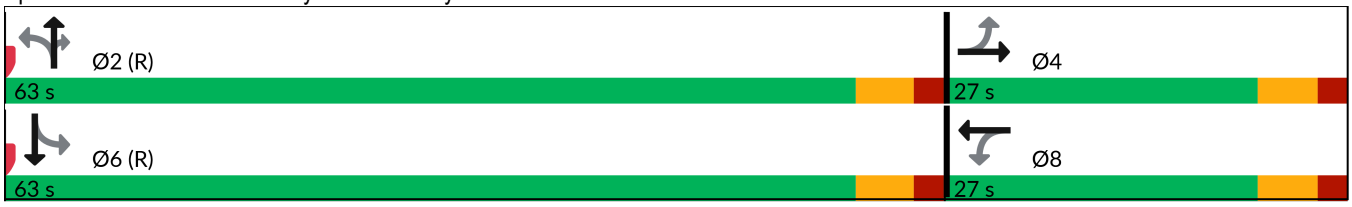
Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

2028 TOTAL TRAFFIC CONDITONS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	4	20	5	35	409	243	24	422
Future Volume (vph)	5	4	20	5	35	409	243	24	422
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.20		0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)		24.0		35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay		0.0		0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)		24.0		35.6	2.5	3.3	1.0	2.5	3.7
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		24.0		35.6		2.4			3.6
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay (s/veh): 4.3	Intersection LOS: A
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	29	37	37	431	256	25	448
v/c Ratio	0.20	0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)	24.0	35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay	0.0	0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)	24.0	35.6	2.5	3.3	1.0	2.5	3.7
Queue Length 50th (ft)	5	14	4	50	0	1	83
Queue Length 95th (ft)	30	43	11	93	15	m6	174
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	382	345	812	1611	1403	825	1609
Starvation Cap Reductn	0	0	0	778	677	0	548
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.05	0.52	0.35	0.03	0.42

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	19	20	5	10	35	409	243	24	422	4
Future Volume (veh/h)	5	4	19	20	5	10	35	409	243	24	422	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	4	9	21	5	0	37	431	193	25	444	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	17	31	119	11	0	811	1552	1315	703	1535	14
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	371	462	833	1260	300	0	942	1870	1585	801	1851	17
Grp Volume(v), veh/h	18	0	0	26	0	0	37	431	193	25	0	448
Grp Sat Flow(s),veh/h/ln	1665	0	0	1560	0	0	942	1870	1585	801	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	0.8	4.6	2.1	0.6	0.0	4.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.4	0.0	0.0	5.7	4.6	2.1	5.2	0.0	4.8
Prop In Lane	0.28		0.50	0.81		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	113	0	0	130	0	0	811	1552	1315	703	0	1549
V/C Ratio(X)	0.16	0.00	0.00	0.20	0.00	0.00	0.05	0.28	0.15	0.04	0.00	0.29
Avail Cap(c_a), veh/h	424	0	0	419	0	0	811	1552	1315	703	0	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.73	0.93	0.00	0.93
Uniform Delay (d), s/veh	42.2	0.0	0.0	42.4	0.0	0.0	2.4	1.7	1.5	2.3	0.0	1.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.3	0.2	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	1.1	0.0	0.0	0.2	1.6	0.7	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0	43.1	0.0	0.0	2.4	2.0	1.7	2.4	0.0	2.2
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		18			26			661			473	
Approach Delay, s/veh		42.8			43.1			1.9			2.2	
Approach LOS		D			D			A			A	

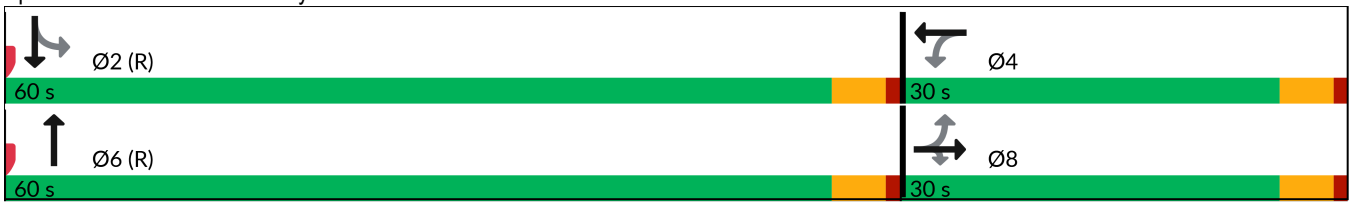
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.2		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

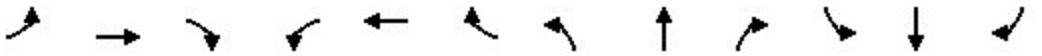
Intersection Summary												
HCM 7th Control Delay, s/veh			3.6									
HCM 7th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	3	143	16	0	588	1	526
Future Volume (vph)	43	3	143	16	0	588	1	526
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.20	0.01	0.39		0.10	0.25		0.22
Control Delay (s/veh)	34.7	31.7	8.9		19.6	4.6		2.4
Queue Delay	0.0	0.0	0.0		0.0	0.2		0.0
Total Delay (s/veh)	34.7	31.7	8.9		19.6	4.8		2.4
LOS	C	C	A		B	A		A
Approach Delay (s/veh)		15.1			19.6	4.8		2.4
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: County Road & Sunset Ave

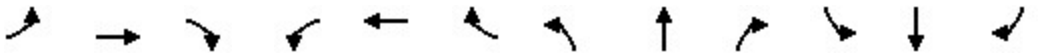




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.95			1.00			1.00	
Flt Protected	0.95	1.00	1.00		0.97			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1712			3525			3539	
Flt Permitted	0.74	1.00	1.00		0.87			1.00			0.95	
Satd. Flow (perm)	1377	1863	1583		1534			3525			3379	
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)	45	3	151	17	0	11	0	619	17	1	554	0
RTOR Reduction (vph)	0	0	126	0	15	0	0	2	0	0	0	0
Lane Group Flow (vph)	45	3	25	0	13	0	0	634	0	0	555	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	15.0	15.0	15.0		15.0			66.0			66.0	
Effective Green, g (s)	15.0	15.0	15.0		15.0			66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17		0.17			0.73			0.73	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	229	310	263		255			2585			2477	
v/s Ratio Prot		0.00						c0.18				
v/s Ratio Perm	c0.03		0.02		0.01						0.16	
v/c Ratio	0.20	0.01	0.10		0.05			0.25			0.22	
Uniform Delay, d1	32.3	31.3	31.8		31.5			3.9			3.8	
Progression Factor	1.00	1.01	0.97		1.00			1.11			0.57	
Incremental Delay, d2	0.4	0.0	0.2		0.1			0.2			0.2	
Delay (s)	32.6	31.6	30.9		31.6			4.6			2.4	
Level of Service	C	C	C		C			A			A	
Approach Delay (s/veh)		31.3			31.6			4.6			2.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (veh/h)	43	3	143	16	0	10	0	588	16	1	526	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	3	151	17	0	11	0	619	17	1	554	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	318	311	263	189	15	90	0	2593	71	41	2558	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1404	1870	1585	749	92	544	0	3626	97	1	3571	0
Grp Volume(v), veh/h	45	3	151	28	0	0	0	311	325	298	257	0
Grp Sat Flow(s),veh/h/ln	1404	1870	1585	1385	0	0	0	1777	1853	1870	1617	0
Q Serve(g_s), s	0.9	0.1	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.1	7.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.61		0.39	0.00		0.05	0.00		0.00
Lane Grp Cap(c), veh/h	318	311	263	294	0	0	0	1304	1360	1412	1187	0
V/C Ratio(X)	0.14	0.01	0.57	0.10	0.00	0.00	0.00	0.24	0.24	0.21	0.22	0.00
Avail Cap(c_a), veh/h	483	530	449	453	0	0	0	1304	1360	1412	1187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.84	0.84	0.97	0.97	0.00
Uniform Delay (d), s/veh	32.1	31.3	34.6	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.1	0.0	0.0	0.0	0.4	0.3	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.1	5.7	0.9	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	31.4	36.5	31.9	0.0	0.0	0.0	0.4	0.3	0.3	0.4	0.0
LnGrp LOS	C	C	D	C				A	A	A	A	
Approach Vol, veh/h		199			28			636			555	
Approach Delay, s/veh		35.5			31.9			0.4			0.4	
Approach LOS		D			C			A			A	

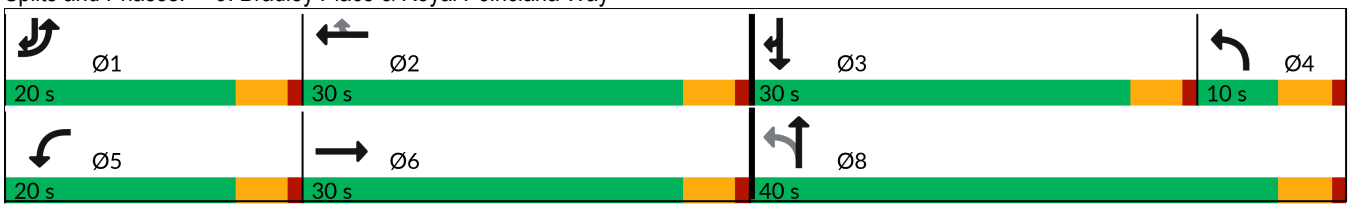
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.6	19.4	70.6	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	3.2	2.0	9.9
Green Ext Time (p_c), s	3.8	0.1	4.5	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	520	850	55	293	79	100	222	103	255
Future Volume (vph)	520	850	55	293	79	100	222	103	255
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	32.0	15.1	23.0	23.0	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.21	0.43	0.20	0.31	0.31	0.32	0.30	0.20	0.42
v/c Ratio	0.77	0.77	0.16	0.28	0.14	0.23	0.53	0.29	0.33
Control Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
LOS	D	C	C	C	A	C	C	C	A
Approach Delay (s/veh)		30.3		18.4			23.7	10.3	
Approach LOS		C		B			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	547	1146	58	308	83	105	299	108	268
v/c Ratio	0.77	0.77	0.16	0.28	0.14	0.23	0.53	0.29	0.33
Control Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	26.9	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Length 50th (ft)	134	~293	24	58	0	37	112	46	0
Queue Length 95th (ft)	#209	#436	56	91	13	74	187	91	29
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	714	1483	368	1211	625	447	867	637	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.77	0.16	0.25	0.13	0.23	0.34	0.17	0.28

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)	520	850	238	55	293	79	100	222	62	0	103	255
Future Volume (vph)	520	850	238	55	293	79	100	222	62	0	103	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3423		1770	3539	1583	1770	1802			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00			1.00	1.00
Satd. Flow (perm)	3433	3423		1770	3539	1583	1280	1802			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	895	251	58	308	83	105	234	65	0	108	268
RTOR Reduction (vph)	0	24	0	0	0	56	0	12	0	0	0	162
Lane Group Flow (vph)	547	1122	0	58	308	27	105	287	0	0	108	106
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	32.0		8.5	24.9	24.9	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.41		0.11	0.32	0.32	0.31	0.31			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	688	1407		193	1132	506	418	551			361	624
v/s Ratio Prot	c0.16	c0.33		0.03	0.09		0.01	c0.16			0.06	0.07
v/s Ratio Perm						0.02	0.06					
v/c Ratio	0.80	0.80		0.30	0.27	0.05	0.25	0.52			0.30	0.17
Uniform Delay, d1	29.6	20.1		31.9	19.7	18.3	20.4	22.3			26.8	15.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.2	4.8		0.9	0.1	0.0	0.3	0.8			0.5	0.1
Delay (s)	38.8	24.9		32.8	19.8	18.3	20.7	23.1			27.3	15.4
Level of Service	D	C		C	B	B	C	C			C	B
Approach Delay (s/veh)		29.4			21.2			22.5			18.8	
Approach LOS		C			C			C			B	

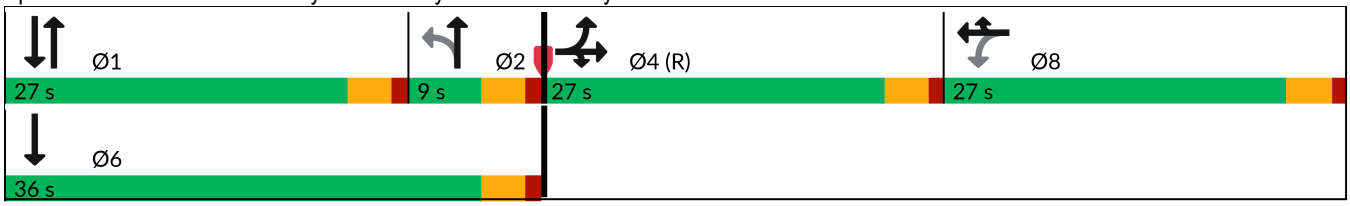
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

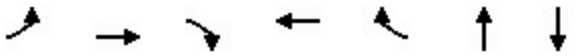
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	386	96	274	3	72	16	155	346	249		
Future Volume (vph)	386	96	274	3	72	16	155	346	249		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	31.4	31.4	31.4		9.2	9.2		39.3	39.3		
Actuated g/C Ratio	0.35	0.35	0.35		0.10	0.10		0.44	0.44		
v/c Ratio	0.43	0.43	0.39		0.42	0.07		0.57	0.32		
Control Delay (s/veh)	28.5	28.4	5.2		44.1	0.5		20.6	4.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	28.5	28.4	5.2		44.1	0.5		20.6	4.5		
LOS	C	C	A		D	A		C	A		
Approach Delay (s/veh)		20.0			36.4			20.6	4.5		
Approach LOS		C			D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

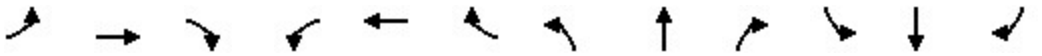
Splits and Phases: 10: County Road & Royal Poinciana Way





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	252	255	288	79	17	571	509
v/c Ratio	0.43	0.43	0.39	0.42	0.07	0.57	0.32
Control Delay (s/veh)	28.5	28.4	5.2	44.1	0.5	20.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.5	28.4	5.2	44.1	0.5	20.6	4.5
Queue Length 50th (ft)	121	122	0	43	0	118	6
Queue Length 95th (ft)	215	216	61	83	0	163	4
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	587	600	740	466	485	1001	1571
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	0.43	0.43	0.39	0.17	0.04	0.57	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	386	96	274	3	72	16	155	346	42	0	249	235
Future Volume (vph)	386	96	274	3	72	16	155	346	42	0	249	235
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		1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1718	1583		1859	1583		3449			3282	
Flt Permitted	0.95	0.97	1.00		0.98	1.00		0.65			1.00	
Satd. Flow (perm)	1681	1718	1583		1826	1583		2281			3282	
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)	406	101	288	3	76	17	163	364	44	0	262	247
RTOR Reduction (vph)	0	0	190	0	0	15	0	6	0	0	139	0
Lane Group Flow (vph)	252	255	98	0	79	2	0	565	0	0	370	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	30.6	30.6	30.6		8.1	8.1		39.3			39.3	
Effective Green, g (s)	30.6	30.6	30.6		8.1	8.1		39.3			39.3	
Actuated g/C Ratio	0.34	0.34	0.34		0.09	0.09		0.44			0.44	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	571	584	538		164	142		996			1433	
v/s Ratio Prot	c0.15	0.15	0.06			0.00					0.11	
v/s Ratio Perm					c0.04			c0.25				
v/c Ratio	0.44	0.44	0.18		0.48	0.01		0.57			0.26	
Uniform Delay, d1	23.1	23.0	20.9		39.0	37.3		19.0			16.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.52	
Incremental Delay, d2	2.5	2.4	0.7		2.2	0.0		0.7			0.1	
Delay (s)	25.5	25.4	21.6		41.2	37.3		19.7			8.4	
Level of Service	C	C	C		D	D		B			A	
Approach Delay (s/veh)		24.1			40.5			19.7			8.4	
Approach LOS		C			D			B			A	

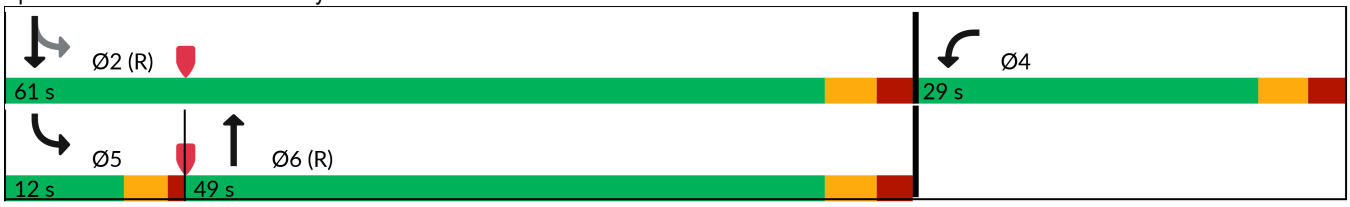
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	122	363	46	293
Future Volume (vph)	122	363	46	293
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	29.0	49.0	12.0	61.0
Total Split (%)	32.2%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	14.3	57.5	65.8	63.9
Actuated g/C Ratio	0.16	0.64	0.73	0.71
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
LOS	D	A	A	A
Approach Delay (s/veh)	42.1	9.1		5.4
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	465	48	308
v/c Ratio	0.64	0.40	0.08	0.23
Control Delay (s/veh)	42.1	8.9	4.4	5.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	42.1	9.1	4.4	5.6
Queue Length 50th (ft)	90	98	6	50
Queue Length 95th (ft)	150	138	19	103
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	461	1168	651	1323
Starvation Cap Reductn	0	216	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.49	0.07	0.23

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	58	363	79	46	293
Future Volume (veh/h)	122	58	363	79	46	293
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	50	382	72	48	308
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	156	61	983	185	781	1389
Arrive On Green	0.13	0.13	1.00	1.00	0.06	0.74
Sat Flow, veh/h	1232	481	1530	288	1781	1870
Grp Volume(v), veh/h	179	0	0	454	48	308
Grp Sat Flow(s),veh/h/ln	1722	0	0	1818	1781	1870
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.7	4.6
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.0	0.7	4.6
Prop In Lane	0.72	0.28		0.16	1.00	
Lane Grp Cap(c), veh/h	218	0	0	1169	781	1389
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.06	0.22
Avail Cap(c_a), veh/h	442	0	0	1169	840	1389
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.97	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	0.0	3.6	3.6
Incr Delay (d2), s/veh	7.5	0.0	0.0	0.9	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	0.0	0.6	0.4	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.9	0.0	0.0	0.9	3.7	3.9
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	179		454			356
Approach Delay, s/veh	45.9		0.9			3.9
Approach LOS	D		A			A

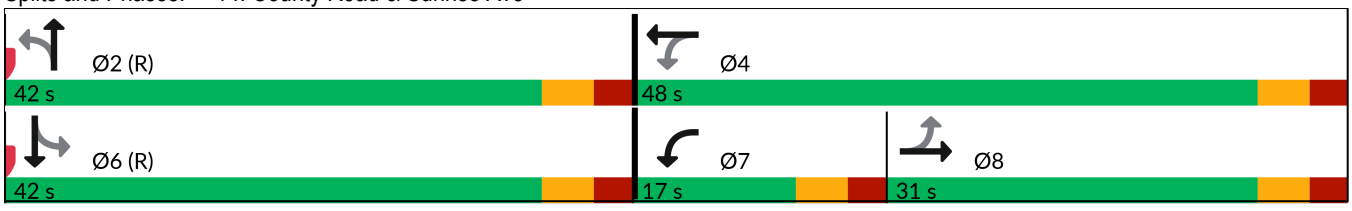
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

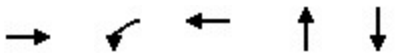
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	24	87	40	90	433	30	408
Future Volume (vph)	40	24	87	40	90	433	30	408
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.4	23.6	24.2		58.2		58.2
Actuated g/C Ratio		0.13	0.26	0.27		0.65		0.65
v/c Ratio		0.52	0.28	0.14		0.38		0.26
Control Delay (s/veh)		24.1	24.9	14.8		8.4		9.7
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay (s/veh)		24.1	24.9	14.8		8.5		9.7
LOS		C	C	B		A		A
Approach Delay (s/veh)		24.1		20.5		8.5		9.7
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	116	92	71	672	526
v/c Ratio	0.52	0.28	0.14	0.38	0.26
Control Delay (s/veh)	24.1	24.9	14.8	8.4	9.7
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	24.1	24.9	14.8	8.5	9.7
Queue Length 50th (ft)	41	39	17	102	70
Queue Length 95th (ft)	89	69	44	101	119
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	444	356	831	1766	1995
Starvation Cap Reductn	0	0	0	212	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.09	0.43	0.26

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	24	47	87	40	28	90	433	115	30	408	62
Future Volume (veh/h)	40	24	47	87	40	28	90	433	115	30	408	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	25	38	92	42	18	95	456	110	32	429	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	57	62	364	306	131	286	1328	322	137	1756	219
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	484	522	571	1781	1242	532	377	2140	519	148	2829	352
Grp Volume(v), veh/h	105	0	0	92	0	60	320	0	341	264	0	251
Grp Sat Flow(s),veh/h/ln	1577	0	0	1781	0	1775	1426	0	1609	1691	0	1639
Q Serve(g_s), s	3.5	0.0	0.0	3.9	0.0	2.4	0.8	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	3.9	0.0	2.4	7.0	0.0	0.0	5.6	0.0	6.2
Prop In Lane	0.40		0.36	1.00		0.30	0.30		0.32	0.12		0.21
Lane Grp Cap(c), veh/h	228	0	0	364	0	436	937	0	999	1094	0	1017
V/C Ratio(X)	0.46	0.00	0.00	0.25	0.00	0.14	0.34	0.00	0.34	0.24	0.00	0.25
Avail Cap(c_a), veh/h	486	0	0	457	0	828	937	0	999	1094	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	30.3	0.0	26.5	0.0	0.0	0.0	7.5	0.0	7.6
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.1	1.0	0.0	0.9	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	3.0	0.0	1.8	0.5	0.0	0.5	3.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	0.0	30.6	0.0	26.6	1.0	0.0	0.9	8.1	0.0	8.2
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		105			152			661			515	
Approach Delay, s/veh		39.5			29.0			1.0			8.1	
Approach LOS		D			C			A			A	

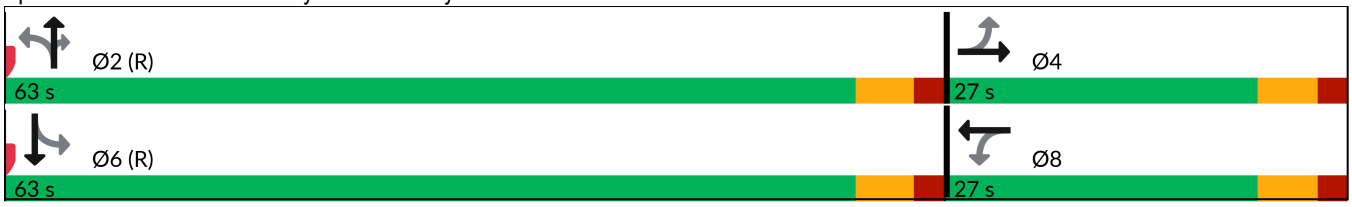
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.9		28.1		61.9	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.0		4.4		8.2	5.9	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.4	0.1	0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	6	21	5	25	392	211	15	607
Future Volume (vph)	4	6	21	5	25	392	211	15	607
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.3	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.28		0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)		21.3		35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay		0.0		0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)		21.3		35.5	2.6	3.2	0.7	2.2	4.6
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		21.3		35.5		2.4			4.5
Approach LOS		C		D		A			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: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave

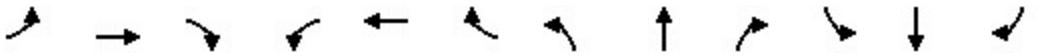




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	222	16	651
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.6
Queue Length 50th (ft)	5	15	2	48	0	3	152
Queue Length 95th (ft)	37	45	9	90	14	m4	229
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	401	342	639	1609	1398	837	1604
Starvation Cap Reductn	0	0	0	787	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	0.11	0.11	0.04	0.50	0.16	0.02	0.53

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	6	33	21	5	11	25	392	211	15	607	11
Future Volume (veh/h)	4	6	33	21	5	11	25	392	211	15	607	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	6	24	22	5	1	26	413	159	16	639	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	15	50	124	16	3	723	1539	1304	729	1506	28
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	131	348	1151	1201	356	58	781	1870	1585	840	1830	34
Grp Volume(v), veh/h	34	0	0	28	0	0	26	413	159	16	0	651
Grp Sat Flow(s),veh/h/ln	1631	0	0	1615	0	0	781	1870	1585	840	0	1864
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.5	4.5	1.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.4	0.0	0.0	0.5	4.5	1.8	4.6	0.0	0.0
Prop In Lane	0.12		0.71	0.79		0.04	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	116	0	0	142	0	0	723	1539	1304	729	0	1534
V/C Ratio(X)	0.29	0.00	0.00	0.20	0.00	0.00	0.04	0.27	0.12	0.02	0.00	0.42
Avail Cap(c_a), veh/h	420	0	0	418	0	0	723	1539	1304	729	0	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.86	0.86	0.86	0.00	0.86
Uniform Delay (d), s/veh	42.0	0.0	0.0	41.8	0.0	0.0	1.5	1.8	1.6	0.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.0	0.0	0.1	0.4	0.2	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	1.1	0.0	0.0	0.1	1.7	0.6	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	0.0	0.0	42.5	0.0	0.0	1.5	2.2	1.7	0.2	0.0	0.7
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		34			28			598			667	
Approach Delay, s/veh		43.4			42.5			2.0			0.7	
Approach LOS		D			D			A			A	

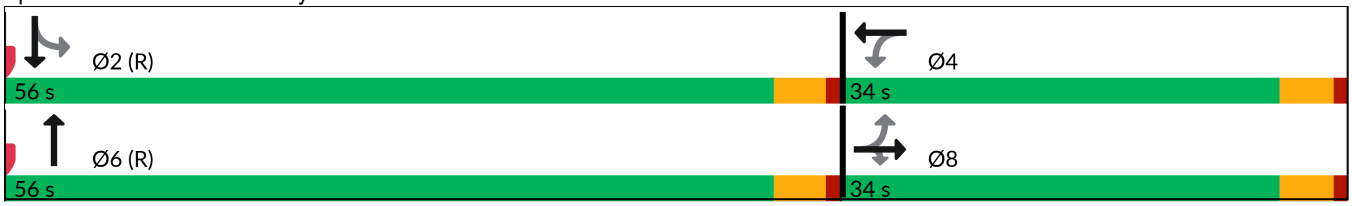
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	5	175	19	0	526	12	663
Future Volume (vph)	41	5	175	19	0	526	12	663
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	66.0		66.0
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.73		0.73
v/c Ratio	0.19	0.02	0.44		0.13	0.22		0.29
Control Delay (s/veh)	34.7	31.8	8.8		21.1	5.7		2.2
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay (s/veh)	34.7	31.8	8.8		21.1	6.0		2.3
LOS	C	C	A		C	A		A
Approach Delay (s/veh)		14.1			21.1	6.0		2.3
Approach LOS		B			C	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

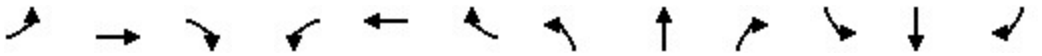
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	43	5	184	34	570	711
v/c Ratio	0.19	0.02	0.44	0.13	0.22	0.29
Control Delay (s/veh)	34.7	31.8	8.8	21.1	5.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	34.7	31.8	8.8	21.1	6.0	2.3
Queue Length 50th (ft)	22	3	1	8	80	30
Queue Length 95th (ft)	52	13	58	34	63	50
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	448	610	642	511	2586	2447
Starvation Cap Reductn	0	0	0	0	1370	821
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.29	0.07	0.47	0.44

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	5	175	19	0	13	0	526	15	12	663	0
Future Volume (veh/h)	41	5	175	19	0	13	0	526	15	12	663	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	43	5	184	20	0	14	0	554	16	13	698	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	319	311	264	182	16	94	0	2587	75	60	2516	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.24	0.24	1.00	1.00	0.00
Sat Flow, veh/h	1400	1870	1585	709	96	563	0	3621	102	26	3515	0
Grp Volume(v), veh/h	43	5	184	34	0	0	0	279	291	379	332	0
Grp Sat Flow(s),veh/h/ln	1400	1870	1585	1368	0	0	0	1777	1852	1839	1617	0
Q Serve(g_s), s	0.4	0.2	9.9	0.1	0.0	0.0	0.0	11.3	11.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.2	9.9	1.5	0.0	0.0	0.0	11.3	11.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.59		0.41	0.00		0.05	0.03		0.00
Lane Grp Cap(c), veh/h	319	311	264	291	0	0	0	1303	1359	1390	1186	0
V/C Ratio(X)	0.13	0.02	0.70	0.12	0.00	0.00	0.00	0.21	0.21	0.27	0.28	0.00
Avail Cap(c_a), veh/h	545	613	520	506	0	0	0	1303	1359	1390	1186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.69	0.69	0.95	0.95	0.00
Uniform Delay (d), s/veh	32.0	31.3	35.4	31.9	0.0	0.0	0.0	13.4	13.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.3	0.2	0.0	0.0	0.0	0.3	0.2	0.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	7.2	1.1	0.0	0.0	0.0	8.6	8.9	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.4	38.7	32.1	0.0	0.0	0.0	13.6	13.6	0.5	0.6	0.0
LnGrp LOS	C	C	D	C				B	B	A	A	
Approach Vol, veh/h		232			34			570			711	
Approach Delay, s/veh		37.3			32.1			13.6			0.5	
Approach LOS		D			C			B			A	

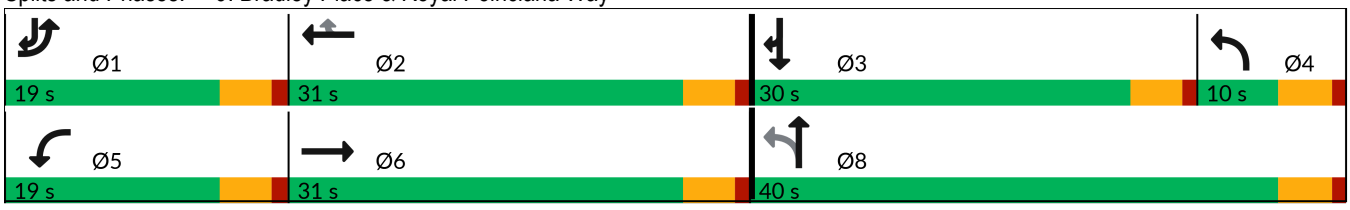
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.3		11.9				
Green Ext Time (p_c), s		5.2		0.1		3.8		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.6									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	349	361	93	687	65	220	193	130	495
Future Volume (vph)	349	361	93	687	65	220	193	130	495
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.2	25.2	30.8	30.8	20.7	35.3
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.62	0.42	0.32	0.68	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.1
LOS	D	C	D	C	A	C	C	C	B
Approach Delay (s/veh)		28.8		28.7			22.5	18.5	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.1	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 25.3	Intersection LOS: C
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	367	513	98	723	68	232	286	137	521
v/c Ratio	0.62	0.42	0.32	0.68	0.12	0.49	0.43	0.30	0.72
Control Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.4	21.9	35.8	30.3	1.0	25.2	20.4	27.7	16.1
Queue Length 50th (ft)	96	104	47	177	0	90	103	60	123
Queue Length 95th (ft)	148	160	97	254	5	147	170	108	203
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	595	1230	307	1121	588	478	771	568	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	9
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.42	0.32	0.64	0.12	0.49	0.37	0.24	0.65

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	349	361	126	93	687	65	220	193	79	0	130	495
Future Volume (vph)	349	361	126	93	687	65	220	193	79	0	130	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1782			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00			1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1208	1782			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	367	380	133	98	723	68	232	203	83	0	137	521
RTOR Reduction (vph)	0	36	0	0	0	47	0	17	0	0	0	58
Lane Group Flow (vph)	367	477	0	98	723	21	232	269	0	0	137	463
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.7	35.3
Effective Green, g (s)	14.6	29.5		11.2	26.1	26.1	30.8	30.8			20.7	35.3
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.24	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	589	1180		233	1086	486	474	645			453	657
v/s Ratio Prot	0.11	c0.14		0.06	c0.20		c0.03	0.15			0.07	c0.29
v/s Ratio Perm						0.01	0.14					
v/c Ratio	0.62	0.40		0.42	0.67	0.04	0.49	0.42			0.30	0.70
Uniform Delay, d1	32.6	21.1		33.9	25.7	20.7	21.9	20.4			26.3	20.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.9	1.0		1.2	1.6	0.0	0.8	0.4			0.4	3.4
Delay (s)	37.6	22.1		35.1	27.2	20.7	22.7	20.8			26.6	24.0
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s/veh)		28.6			27.6			21.6			24.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

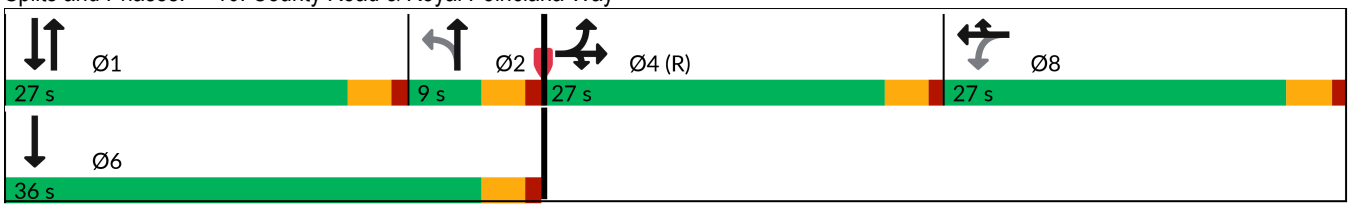
c Critical Lane Group

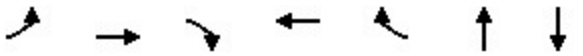
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	84	182	26	110	15	229	347	357		
Future Volume (vph)	210	84	182	26	110	15	229	347	357		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0		12.7	12.7		42.3	42.3		
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47	0.47		
v/c Ratio	0.35	0.36	0.35		0.59	0.05		1.20dl	0.51		
Control Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.4	15.2		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.4		
Total Delay (s/veh)	30.3	30.2	6.2		45.8	0.3		27.4	15.7		
LOS	C	C	A		D	A		C	B		
Approach Delay (s/veh)		21.0			41.2			27.4	15.7		
Approach LOS		C			D			C	B		

Intersection Summary		
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.75		
Intersection Signal Delay (s/veh): 22.2	Intersection LOS: C	
Intersection Capacity Utilization 67.9%	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: 10: County Road & Royal Poinciana Way

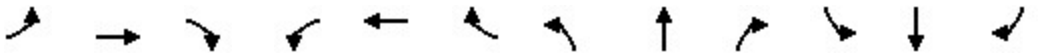




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	152	157	192	143	16	652	890
v/c Ratio	0.35	0.36	0.35	0.59	0.05	1.20dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.7
Queue Length 50th (ft)	74	76	0	77	0	151	113
Queue Length 95th (ft)	132	135	50	129	0	#277	161
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	429	442	547	435	485	866	1742
Starvation Cap Reductn	0	0	0	0	0	0	392
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.36	0.35	0.33	0.03	0.75	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	84	182	26	110	15	229	347	44	0	357	488
Future Volume (vph)	210	84	182	26	110	15	229	347	44	0	357	488
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1732	1583		1845	1583		3438			3233	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1732	1583		1702	1583		1836			3233	
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)	221	88	192	27	116	16	241	365	46	0	376	514
RTOR Reduction (vph)	0	0	143	0	0	14	0	5	0	0	225	0
Lane Group Flow (vph)	152	157	49	0	143	2	0	647	0	0	665	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Effective Green, g (s)	23.0	23.0	23.0		12.7	12.7		42.3			42.3	
Actuated g/C Ratio	0.26	0.26	0.26		0.14	0.14		0.47			0.47	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	429	442	404		240	223		862			1519	
v/s Ratio Prot	0.09	c0.09	0.03			0.00					0.21	
v/s Ratio Perm					c0.08			c0.35				
v/c Ratio	0.35	0.36	0.12		0.60	0.01		1.20dl			0.44	
Uniform Delay, d1	27.4	27.4	25.7		36.2	33.2		19.5			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.63	
Incremental Delay, d2	2.3	2.2	0.6		3.9	0.0		3.7			0.2	
Delay (s)	29.7	29.7	26.4		40.2	33.3		23.2			26.1	
Level of Service	C	C	C		D	C		C			C	
Approach Delay (s/veh)		28.4			39.5			23.2			26.1	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

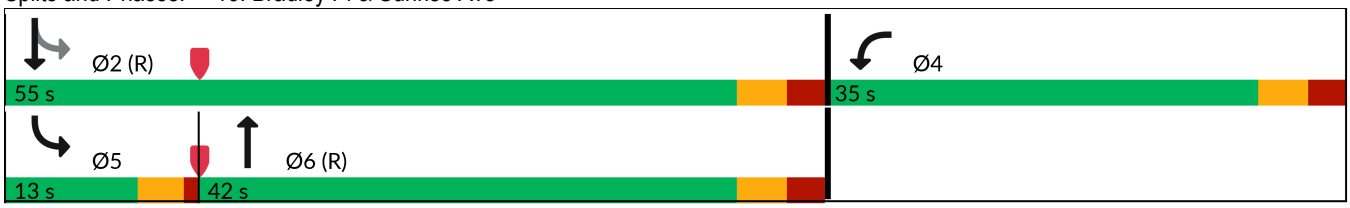
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	204	244	41	396
Future Volume (vph)	204	244	41	396
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	35.0	42.0	13.0	55.0
Total Split (%)	38.9%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	18.9	52.8	61.2	59.3
Actuated g/C Ratio	0.21	0.59	0.68	0.66
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.3	6.3	8.6
LOS	D	B	A	A
Approach Delay (s/veh)	37.5	11.3		8.4
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	277	363	43	417
v/c Ratio	0.73	0.34	0.07	0.34
Control Delay (s/veh)	37.5	11.1	6.3	8.6
Queue Delay	0.0	0.2	0.0	0.0
Total Delay (s/veh)	37.5	11.3	6.3	8.6
Queue Length 50th (ft)	145	98	7	92
Queue Length 95th (ft)	212	142	22	178
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	574	1062	681	1227
Starvation Cap Reductn	0	219	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.43	0.06	0.34

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	204	59	244	101	41	396
Future Volume (veh/h)	204	59	244	101	41	396
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	51	257	95	43	417
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	250	59	769	284	787	1292
Arrive On Green	0.18	0.18	1.00	1.00	0.06	0.69
Sat Flow, veh/h	1401	332	1302	481	1781	1870
Grp Volume(v), veh/h	267	0	0	352	43	417
Grp Sat Flow(s),veh/h/ln	1740	0	0	1784	1781	1870
Q Serve(g_s), s	13.4	0.0	0.0	0.0	0.7	8.0
Cycle Q Clear(g_c), s	13.4	0.0	0.0	0.0	0.7	8.0
Prop In Lane	0.81	0.19		0.27	1.00	
Lane Grp Cap(c), veh/h	310	0	0	1053	787	1292
V/C Ratio(X)	0.86	0.00	0.00	0.33	0.05	0.32
Avail Cap(c_a), veh/h	563	0	0	1053	866	1292
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	0.0	0.0	5.1	5.5
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.8	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	0.0	0.0	0.4	0.4	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	0.0	0.0	0.8	5.1	6.2
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	267		352			460
Approach Delay, s/veh	42.8		0.8			6.1
Approach LOS	D		A			A

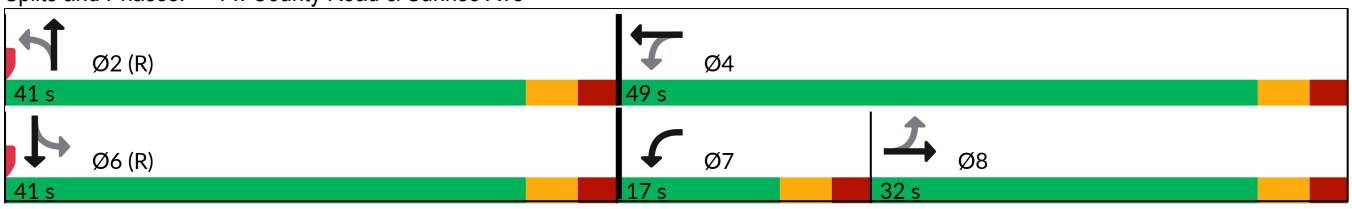
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		21.9	9.0	59.1
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.4	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

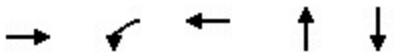
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	26	118	47	121	357	18	493
Future Volume (vph)	30	26	118	47	121	357	18	493
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.3	27.2	27.2		50.8		50.8
Actuated g/C Ratio		0.13	0.30	0.30		0.56		0.56
v/c Ratio		0.54	0.36	0.13		0.46		0.34
Control Delay (s/veh)		24.1	25.8	15.9		3.9		11.3
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		24.1	25.8	15.9		3.9		11.3
LOS		C	C	B		A		B
Approach Delay (s/veh)		24.1		22.1		3.9		11.3
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

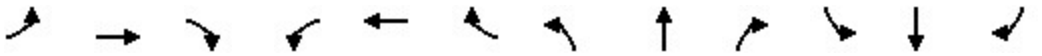
Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	143	124	74	618	622
v/c Ratio	0.54	0.36	0.13	0.46	0.34
Control Delay (s/veh)	24.1	25.8	15.9	3.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	25.8	15.9	3.9	11.3
Queue Length 50th (ft)	49	53	20	15	88
Queue Length 95th (ft)	112	89	47	30	141
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	503	358	857	1348	1824
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.35	0.09	0.46	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	26	80	118	47	24	121	357	109	18	493	80
Future Volume (veh/h)	30	26	80	118	47	24	121	357	109	18	493	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	27	73	124	49	14	127	376	104	19	519	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	48	98	351	357	102	350	1054	303	76	1818	251
Arrive On Green	0.11	0.11	0.11	0.08	0.26	0.26	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	276	440	886	1781	1399	400	477	1725	496	55	2975	411
Grp Volume(v), veh/h	132	0	0	124	0	63	269	0	338	322	0	289
Grp Sat Flow(s),veh/h/ln	1601	0	0	1781	0	1798	1085	0	1613	1813	0	1628
Q Serve(g_s), s	4.4	0.0	0.0	5.3	0.0	2.4	3.2	0.0	0.0	0.0	0.0	7.6
Cycle Q Clear(g_c), s	7.1	0.0	0.0	5.3	0.0	2.4	10.8	0.0	0.0	7.3	0.0	7.6
Prop In Lane	0.24		0.55	1.00		0.22	0.47		0.31	0.06		0.25
Lane Grp Cap(c), veh/h	226	0	0	351	0	459	722	0	986	1150	0	995
V/C Ratio(X)	0.58	0.00	0.00	0.35	0.00	0.14	0.37	0.00	0.34	0.28	0.00	0.29
Avail Cap(c_a), veh/h	506	0	0	429	0	859	722	0	986	1150	0	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	0.0	30.1	0.0	25.8	0.4	0.0	0.0	8.2	0.0	8.3
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.6	0.0	0.1	1.4	0.0	0.9	0.6	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	4.1	0.0	1.9	0.5	0.0	0.5	5.1	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	0.0	30.7	0.0	26.0	1.9	0.0	0.9	8.8	0.0	9.0
LnGrp LOS	D			C		C	A		A	A		A
Approach Vol, veh/h		132			187			607			611	
Approach Delay, s/veh		41.1			29.1			1.3			8.9	
Approach LOS		D			C			A			A	

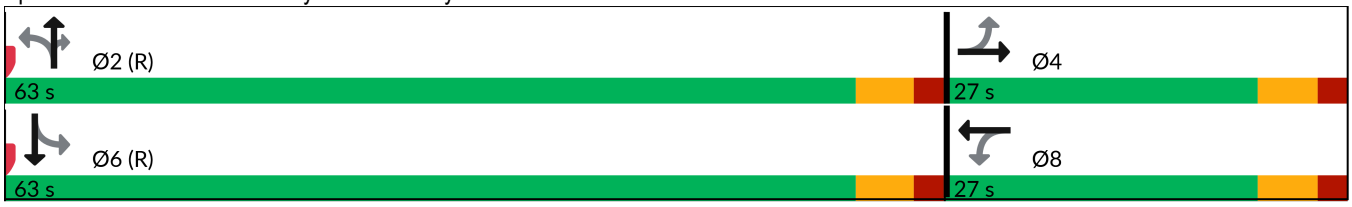
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.0		29.0		61.0	13.1	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		12.8		4.4		9.6	7.3	9.1				
Green Ext Time (p_c), s		4.4		0.3		4.0	0.1	0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	11.1	
HCM 7th LOS	B	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	2	20	5	29	299	195	3	511
Future Volume (vph)	6	2	20	5	29	299	195	3	511
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	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									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2		7.2	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.08		0.08	0.86	0.86	0.86	0.86	0.86
v/c Ratio		0.30		0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)		20.2		35.7	2.5	2.4	0.7	2.3	3.5
Queue Delay		0.0		0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)		20.2		35.7	2.5	2.8	0.7	2.3	3.8
LOS		C		D	A	A	A	A	A
Approach Delay (s/veh)		20.2		35.7		2.0			3.8
Approach LOS		C		D		A			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: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay (s/veh): 4.6	Intersection LOS: A
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Bradley Place/Bradley Pl & Sunset Ave





Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	37	31	315	205	3	550
v/c Ratio	0.30	0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)	20.2	35.7	2.5	2.4	0.7	2.3	3.5
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)	20.2	35.7	2.5	2.8	0.7	2.3	3.8
Queue Length 50th (ft)	4	14	3	34	0	1	104
Queue Length 95th (ft)	37	43	10	65	14	m1	216
Internal Link Dist (ft)	263	966		260			302
Turn Bay Length (ft)			100		100	100	
Base Capacity (vph)	397	340	723	1611	1397	917	1606
Starvation Cap Reductn	0	0	0	848	0	0	434
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.04	0.41	0.15	0.00	0.47

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	39	20	5	10	29	299	195	3	511	11
Future Volume (veh/h)	6	2	39	20	5	10	29	299	195	3	511	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	30	21	5	0	31	315	142	3	538	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	7	56	127	18	0	721	1538	1303	815	1499	33
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	183	154	1262	1225	408	0	858	1870	1585	934	1822	41
Grp Volume(v), veh/h	38	0	0	26	0	0	31	315	142	3	0	550
Grp Sat Flow(s),veh/h/ln	1599	0	0	1634	0	0	858	1870	1585	934	0	1863
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	0.9	3.2	1.6	0.1	0.0	6.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.3	0.0	0.0	7.5	3.2	1.6	3.3	0.0	6.7
Prop In Lane	0.16		0.79	0.81		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	117	0	0	145	0	0	721	1538	1303	815	0	1532
V/C Ratio(X)	0.32	0.00	0.00	0.18	0.00	0.00	0.04	0.20	0.11	0.00	0.00	0.36
Avail Cap(c_a), veh/h	413	0	0	419	0	0	721	1538	1303	815	0	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.99	0.00	0.00	0.89	0.89	0.89	0.90	0.00	0.90
Uniform Delay (d), s/veh	42.1	0.0	0.0	41.7	0.0	0.0	3.0	1.7	1.6	2.1	0.0	2.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.6	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	1.0	0.0	0.0	0.2	1.3	0.5	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	0.0	0.0	42.3	0.0	0.0	3.1	2.0	1.7	2.1	0.0	2.6
LnGrp LOS	D			D			A	A	A	A		A
Approach Vol, veh/h		38			26			488			553	
Approach Delay, s/veh		43.7			42.3			2.0			2.6	
Approach LOS		D			D			A			A	

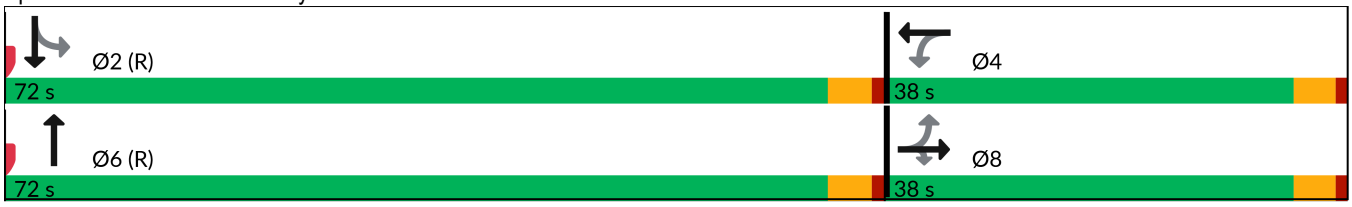
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.5		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.2		0.1				

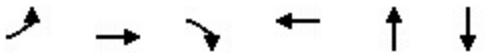
Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	46	7	117	21	0	523	4	631
Future Volume (vph)	46	7	117	21	0	523	4	631
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.23	0.03	0.38		0.18	0.20		0.25
Control Delay (s/veh)	45.7	41.6	11.4		29.4	3.5		1.7
Queue Delay	0.0	0.0	0.0		0.0	0.4		0.2
Total Delay (s/veh)	45.7	41.6	11.4		29.4	3.9		1.9
LOS	D	D	B		C	A		A
Approach Delay (s/veh)		21.8			29.4	3.9		1.9
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

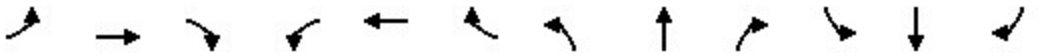
Splits and Phases: 6: County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	48	7	123	40	563	668
v/c Ratio	0.23	0.03	0.38	0.18	0.20	0.25
Control Delay (s/veh)	45.7	41.6	11.4	29.4	3.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	45.7	41.6	11.4	29.4	3.9	1.9
Queue Length 50th (ft)	31	4	0	14	44	26
Queue Length 95th (ft)	68	18	53	47	73	44
Internal Link Dist (ft)		966		596	268	300
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	459	567	567	471	2759	2637
Starvation Cap Reductn	0	0	0	0	1566	1078
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.22	0.08	0.47	0.43

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	7	117	21	0	17	0	523	11	4	631	0
Future Volume (veh/h)	46	7	117	21	0	17	0	523	11	4	631	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	48	7	123	22	0	18	0	551	12	4	664	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	0
Cap, veh/h	264	255	216	143	14	87	0	2781	61	37	2720	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1395	1870	1585	680	104	641	0	3649	77	4	3563	0
Grp Volume(v), veh/h	48	7	123	40	0	0	0	275	288	358	310	0
Grp Sat Flow(s),veh/h/ln	1395	1870	1585	1425	0	0	0	1777	1856	1865	1617	0
Q Serve(g_s), s	0.3	0.4	8.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.4	8.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.55		0.45	0.00		0.04	0.01		0.00
Lane Grp Cap(c), veh/h	264	255	216	245	0	0	0	1389	1452	1492	1264	0
V/C Ratio(X)	0.18	0.03	0.57	0.16	0.00	0.00	0.00	0.20	0.20	0.24	0.25	0.00
Avail Cap(c_a), veh/h	499	570	483	479	0	0	0	1389	1452	1492	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	0.00	0.00	0.00	0.66	0.66	0.97	0.97	0.00
Uniform Delay (d), s/veh	42.2	41.2	44.5	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.3	0.3	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.3	5.9	1.8	0.0	0.0	0.0	0.1	0.1	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	41.2	46.8	42.3	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.0
LnGrp LOS	D	D	D	D				A	A	A	A	
Approach Vol, veh/h		178			40			563			668	
Approach Delay, s/veh		45.4			42.3			0.2			0.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		4.4		2.0		10.0				
Green Ext Time (p_c), s		4.8		0.2		3.9		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	315	435	45	805	36	413	166	46	500
Future Volume (vph)	315	435	45	805	36	413	166	46	500
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	1	6	5	2		4	8	3	3 1
Permitted Phases					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	24.5	19.5	24.5	24.5	9.5	19.5	19.5	
Total Split (s)	21.0	38.0	20.0	37.0	37.0	12.0	52.0	40.0	
Total Split (%)	19.1%	34.5%	18.2%	33.6%	33.6%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	16.8	39.6	15.3	29.0	29.0	39.6	39.6	27.4	48.8
Actuated g/C Ratio	0.17	0.40	0.15	0.29	0.29	0.40	0.40	0.28	0.49
v/c Ratio	0.57	0.44	0.17	0.82	0.07	0.85	0.37	0.09	0.65
Control Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3
Total Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	40.4
LOS	D	C	D	D	A	D	C	C	D
Approach Delay (s/veh)		31.8		39.3			34.3	39.3	
Approach LOS		C		D			C	D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 99.1	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 35.9	Intersection LOS: D
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Bradley Place & Royal Poinciana Way





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	332	611	47	847	38	435	269	48	526
v/c Ratio	0.57	0.44	0.17	0.82	0.07	0.85	0.37	0.09	0.65
Control Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3
Total Delay (s/veh)	44.5	24.8	42.6	40.8	0.3	43.1	20.1	26.9	40.4
Queue Length 50th (ft)	107	161	28	267	0	225	108	23	224
Queue Length 95th (ft)	163	235	66	368	0	#353	174	51	343
Internal Link Dist (ft)		488		982			490	260	
Turn Bay Length (ft)	200		150		150				150
Base Capacity (vph)	581	1385	281	1180	597	511	876	678	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	281
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.44	0.17	0.72	0.06	0.85	0.31	0.07	1.00

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)	315	435	145	45	805	36	413	166	89	0	46	500
Future Volume (vph)	315	435	145	45	805	36	413	166	89	0	46	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3406		1770	3539	1583	1770	1765			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.62	1.00			1.00	1.00
Satd. Flow (perm)	3433	3406		1770	3539	1583	1162	1765			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	332	458	153	47	847	38	435	175	94	0	48	526
RTOR Reduction (vph)	0	26	0	0	0	26	0	19	0	0	0	31
Lane Group Flow (vph)	332	585	0	47	847	12	435	250	0	0	48	495
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8					
Actuated Green, G (s)	16.8	39.5		8.3	31.0	31.0	39.6	39.6			27.5	48.8
Effective Green, g (s)	16.8	39.5		8.3	31.0	31.0	39.6	39.6			27.5	48.8
Actuated g/C Ratio	0.17	0.39		0.08	0.31	0.31	0.39	0.39			0.27	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	571	1333		145	1087	486	501	692			507	765
v/s Ratio Prot	0.10	0.17		0.03	c0.24		c0.07	0.14			0.03	c0.31
v/s Ratio Perm						0.01	c0.27					
v/c Ratio	0.58	0.44		0.32	0.78	0.02	0.87	0.36			0.09	0.65
Uniform Delay, d1	38.8	22.6		43.7	31.8	24.4	28.4	21.7			27.4	19.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.3	1.1		1.3	3.6	0.0	14.7	0.3			0.1	1.9
Delay (s)	43.1	23.6		45.0	35.4	24.4	43.1	22.0			27.5	21.5
Level of Service	D	C		D	D	C	D	C			C	C
Approach Delay (s/veh)		30.5			35.5			35.1			22.0	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

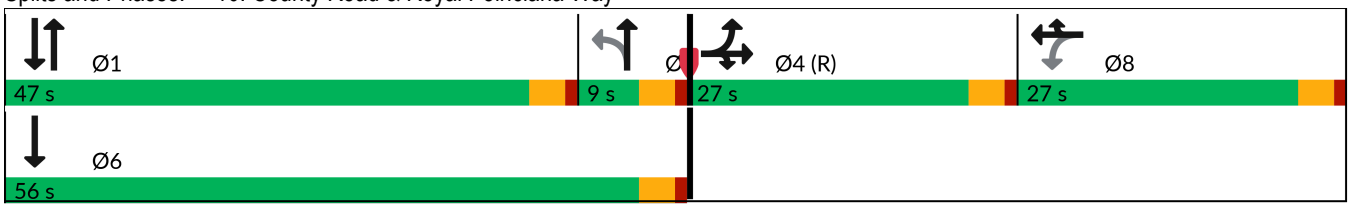
c Critical Lane Group

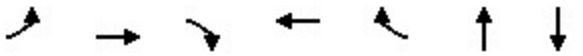
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	80	245	26	104	23	342	335	315		
Future Volume (vph)	210	80	245	26	104	23	342	335	315		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				8			2				
Detector Phase	4	4	4	8	8	8	2	1 2	1 6		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5			22.5	24.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
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)	4.0	4.0	4.0		4.0	4.0					
Lead/Lag							Lag			Lead	
Lead-Lag Optimize?							Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None			None	None
Act Effct Green (s)	26.4	26.4	26.4		14.0	14.0		57.6	57.6		
Actuated g/C Ratio	0.24	0.24	0.24		0.13	0.13		0.52	0.52		
v/c Ratio	0.37	0.37	0.45		0.63	0.09		1.33dl	0.43		
Control Delay (s/veh)	39.9	39.8	7.3		58.1	0.6		27.5	17.3		
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.6		
Total Delay (s/veh)	39.9	39.8	7.3		58.1	0.6		27.5	17.9		
LOS	D	D	A		E	A		C	B		
Approach Delay (s/veh)		24.9			49.5			27.5	17.9		
Approach LOS		C			D			C	B		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 68.3%	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: 10: County Road & Royal Poinciana Way

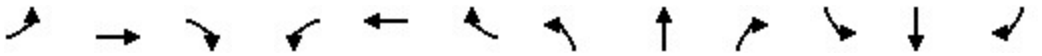




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	150	155	258	136	24	753	810
v/c Ratio	0.37	0.37	0.45	0.63	0.09	1.33dl	0.43
Control Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.9
Queue Length 50th (ft)	97	101	0	92	0	197	140
Queue Length 95th (ft)	165	169	67	149	0	314	204
Internal Link Dist (ft)		982		410		521	268
Turn Bay Length (ft)	400						
Base Capacity (vph)	402	414	575	353	401	972	1903
Starvation Cap Reductn	0	0	0	0	0	0	648
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.37	0.45	0.39	0.06	0.77	0.65

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)	210	80	245	26	104	23	342	335	38	0	315	454
Future Volume (vph)	210	80	245	26	104	23	342	335	38	0	315	454
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			0.91	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1844	1583		3429			3226	
Flt Permitted	0.95	0.98	1.00		0.91	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1730	1583		1692	1583		1851			3226	
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)	221	84	258	27	109	24	360	353	40	0	332	478
RTOR Reduction (vph)	0	0	196	0	0	21	0	3	0	0	214	0
Lane Group Flow (vph)	150	155	62	0	136	3	0	750	0	0	596	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4		8	8		1 2			1 6	
Permitted Phases				8			2					
Actuated Green, G (s)	26.3	26.3	26.3		14.0	14.0		57.7			57.7	
Effective Green, g (s)	26.3	26.3	26.3		14.0	14.0		57.7			57.7	
Actuated g/C Ratio	0.24	0.24	0.24		0.13	0.13		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	401	413	378		215	201		970			1692	
v/s Ratio Prot	0.09	c0.09	0.04			0.00					0.18	
v/s Ratio Perm					c0.08			c0.40				
v/c Ratio	0.37	0.38	0.16		0.63	0.02		1.33dl			0.35	
Uniform Delay, d1	35.0	35.0	33.1		45.6	42.0		20.9			15.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			2.56	
Incremental Delay, d2	2.7	2.6	0.9		6.0	0.0		3.9			0.1	
Delay (s)	37.6	37.6	34.1		51.5	42.0		24.8			39.2	
Level of Service	D	D	C		D	D		C			D	
Approach Delay (s/veh)		36.0			50.1			24.8			39.2	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

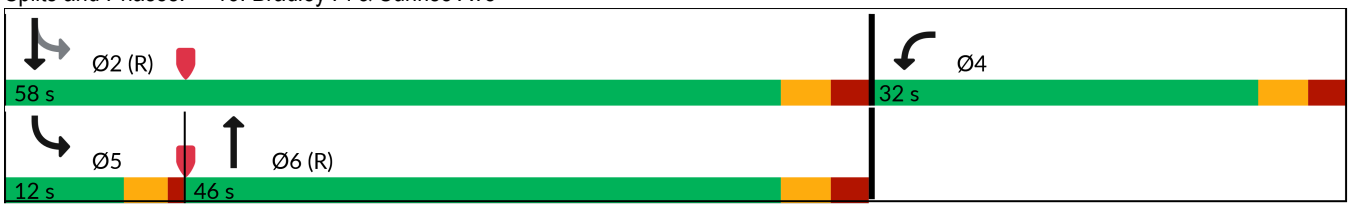
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	176	216	19	349
Future Volume (vph)	176	216	19	349
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	10.0	12.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	4.0	5.9
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
Act Effct Green (s)	16.2	57.9	63.9	62.0
Actuated g/C Ratio	0.18	0.64	0.71	0.69
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.3	7.8	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.3	8.1	5.2	6.9
LOS	D	A	A	A
Approach Delay (s/veh)	43.3	8.1		6.8
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 16.1	Intersection LOS: B
Intersection Capacity Utilization 40.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	224	311	20	367
v/c Ratio	0.69	0.27	0.03	0.29
Control Delay (s/veh)	43.3	7.8	5.2	6.9
Queue Delay	0.0	0.3	0.0	0.0
Total Delay (s/veh)	43.3	8.1	5.2	6.9
Queue Length 50th (ft)	114	50	3	70
Queue Length 95th (ft)	175	106	11	137
Internal Link Dist (ft)	953	302		267
Turn Bay Length (ft)				
Base Capacity (vph)	514	1164	758	1282
Starvation Cap Reductn	0	379	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.40	0.03	0.29

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	176	37	216	80	19	349
Future Volume (veh/h)	176	37	216	80	19	349
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	28	227	73	20	367
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	221	33	845	272	851	1352
Arrive On Green	0.15	0.15	1.00	1.00	0.06	0.72
Sat Flow, veh/h	1516	229	1356	436	1781	1870
Grp Volume(v), veh/h	214	0	0	300	20	367
Grp Sat Flow(s),veh/h/ln	1753	0	0	1792	1781	1870
Q Serve(g_s), s	10.7	0.0	0.0	0.0	0.3	6.1
Cycle Q Clear(g_c), s	10.7	0.0	0.0	0.0	0.3	6.1
Prop In Lane	0.86	0.13		0.24	1.00	
Lane Grp Cap(c), veh/h	256	0	0	1117	851	1352
V/C Ratio(X)	0.84	0.00	0.00	0.27	0.02	0.27
Avail Cap(c_a), veh/h	508	0	0	1117	911	1352
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.00	0.99	1.00	1.00
Uniform Delay (d), s/veh	37.4	0.0	0.0	0.0	4.1	4.3
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	0.3	0.2	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.5	0.0	0.0	0.6	4.1	4.8
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	214		300			387
Approach Delay, s/veh	44.5		0.6			4.8
Approach LOS	D		A			A

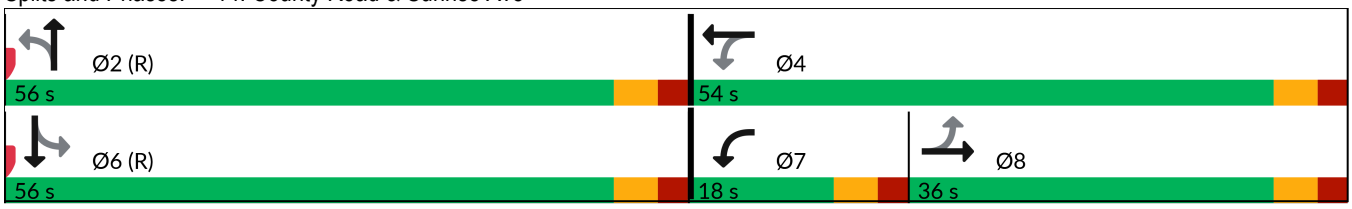
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		19.0	9.0	62.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.7	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

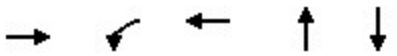
Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	20	97	70	124	376	13	478
Future Volume (vph)	31	20	97	70	124	376	13	478
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	22.5	22.5	13.0	22.5	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.8	28.3	28.3		69.7		69.7
Actuated g/C Ratio		0.11	0.26	0.26		0.63		0.63
v/c Ratio		0.59	0.35	0.17		0.41		0.27
Control Delay (s/veh)		36.1	34.4	28.9		10.2		9.7
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay (s/veh)		36.1	34.4	28.9		10.4		9.7
LOS		D	C	C		B		A
Approach Delay (s/veh)		36.1		31.9		10.4		9.7
Approach LOS		D		C		B		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 14.9	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: County Road & Sunrise Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	129	102	82	630	566
v/c Ratio	0.59	0.35	0.17	0.41	0.27
Control Delay (s/veh)	36.1	34.4	28.9	10.2	9.7
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	36.1	34.4	28.9	10.4	9.7
Queue Length 50th (ft)	46	57	42	93	82
Queue Length 95th (ft)	103	95	76	86	131
Internal Link Dist (ft)	953		534	300	354
Turn Bay Length (ft)					
Base Capacity (vph)	460	307	804	1535	2071
Starvation Cap Reductn	0	0	0	289	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.33	0.10	0.51	0.27

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	20	71	97	70	8	124	376	98	13	478	47
Future Volume (veh/h)	31	20	71	97	70	8	124	376	98	13	478	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	21	64	102	74	-3	131	396	92	14	503	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	37	82	292	404	0	400	1227	293	66	2156	161
Arrive On Green	0.10	0.10	0.10	0.07	0.22	0.00	1.00	1.00	1.00	0.68	0.68	0.68
Sat Flow, veh/h	332	391	857	1781	1870	0	521	1817	434	47	3193	238
Grp Volume(v), veh/h	118	0	0	102	71	0	275	0	344	291	0	264
Grp Sat Flow(s),veh/h/ln	1581	0	0	1781	1870	0	1149	0	1624	1820	0	1659
Q Serve(g_s), s	5.5	0.0	0.0	5.5	3.4	0.0	2.3	0.0	0.0	0.0	0.0	6.8
Cycle Q Clear(g_c), s	8.0	0.0	0.0	5.5	3.4	0.0	9.1	0.0	0.0	6.6	0.0	6.8
Prop In Lane	0.28		0.54	1.00		0.00	0.48		0.27	0.05		0.14
Lane Grp Cap(c), veh/h	193	0	0	292	404	0	824	0	1096	1263	0	1120
V/C Ratio(X)	0.61	0.00	0.00	0.35	0.18	0.00	0.33	0.00	0.31	0.23	0.00	0.24
Avail Cap(c_a), veh/h	466	0	0	370	816	0	824	0	1096	1263	0	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	39.3	35.2	0.0	0.2	0.0	0.0	6.9	0.0	6.9
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.7	0.2	0.0	1.1	0.0	0.7	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	0.0	4.4	2.8	0.0	0.4	0.0	0.4	4.6	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	0.0	40.0	35.4	0.0	1.3	0.0	0.7	7.3	0.0	7.4
LnGrp LOS	D			D	D		A		A	A		A
Approach Vol, veh/h		118			173			619			555	
Approach Delay, s/veh		51.6			38.1			1.0			7.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		80.3		29.7		80.3	13.2	16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		11.1		5.4		8.8	7.5	10.0				
Green Ext Time (p_c), s		5.0		0.4		3.8	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.9									
HCM 7th LOS			B									

SIGNAL TIMING SHEETS

Sunrise & County

Phase

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

TB Coor, Day Plan

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

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	67	58	88													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

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

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

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

Sunset & County

Phase

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

TB Coor, Day Plan

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

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	83	63	97													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

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

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

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

Royal Poinciana & County

Phase

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

TB Coor, Day Plan

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

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	27	63	87													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

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

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

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

Royal Poinciana & Cocoanut Row

Phase

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

TB Coor, Day Plan

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

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

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

Coordination, Splits

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

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

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

Bradley & Sunrise

Phase

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

TB Coor, Day Plan

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

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	90													
Offset Time	62	72	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

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

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

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

APPENDIX D

VALET AND 95TH PERCENTILE QUEUE CALCULATIONS

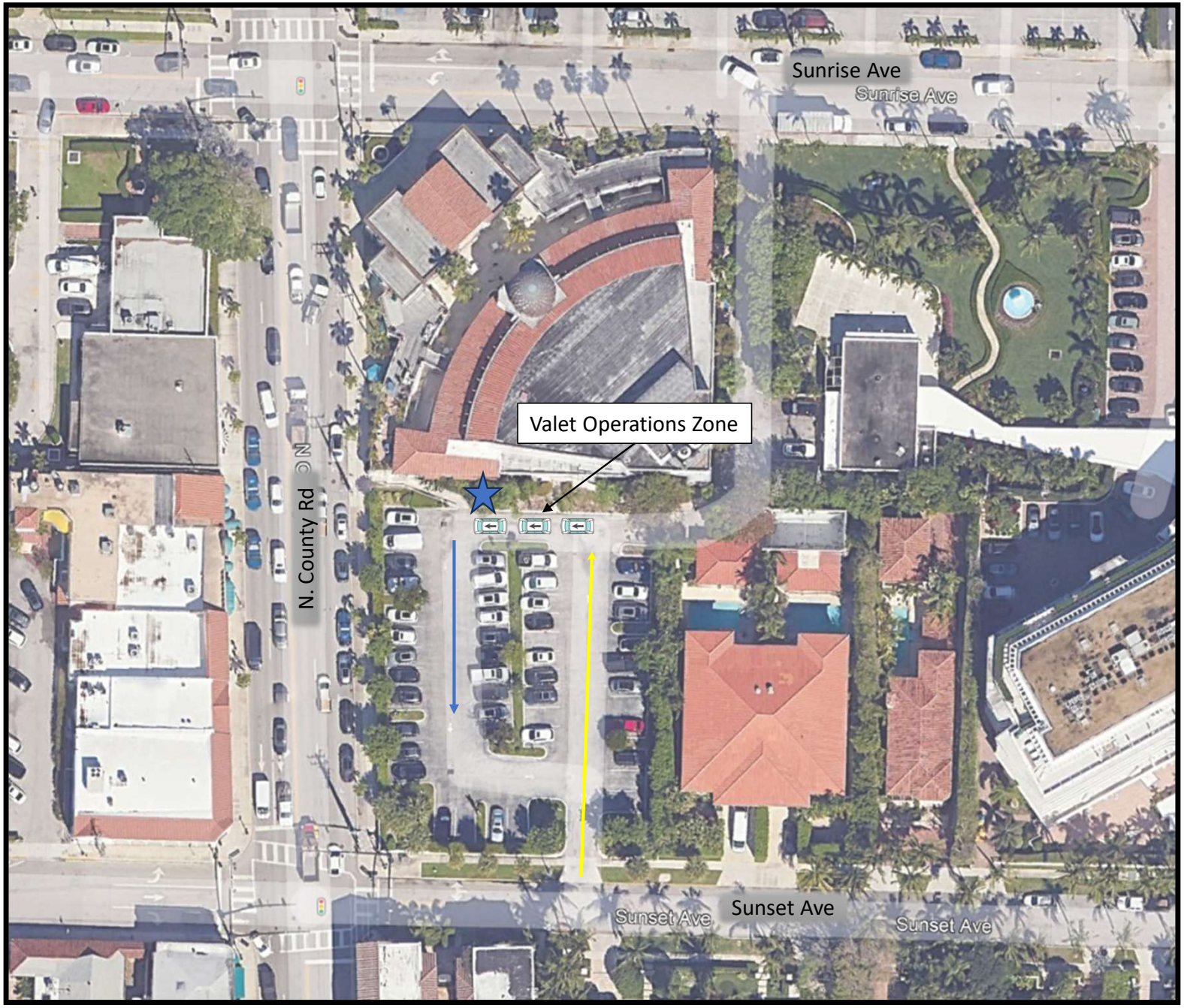


Figure 3 – Valet Operations after 6 PM
Paramount
Project # 25-146

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

Queuing Calculations - Regular Club Evening

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

Q =	30	Processing rate (processes per hour)
q =	44	Demand rate (vehicles per hour)
N =	3	Service positions (attendants)
ρ =	0.489	Utilization factor (q/(NQ))
Q_m =	0.226	Table Value
M =	1.11	

	N = 1	2	3	4	6	8	10
0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.1	0.1000	0.1820	0.0037	0.0080	0.0000	0.0000	0.0000
0.2	0.2000	0.0666	0.0247	0.0096	0.0015	0.0002	0.0000
0.3	0.3000	0.1385	0.0700	0.0370	0.0111	0.0036	0.0011
0.4	0.4000	0.2286	0.1411	0.0907	0.0400	0.0185	0.0088
0.5	0.5000	0.3333	0.2368	0.1739	0.0991	0.0591	0.0360
0.6	0.6000	0.4501	0.3548	0.2870	0.1965	0.1395	0.1013
0.7	0.7000	0.5766	0.4923	0.4286	0.3359	0.2706	0.2218
0.8	0.8000	0.7111	0.6472	0.5964	0.5178	0.4576	0.4093
0.9	0.9000	0.8526	0.8172	0.7878	0.7401	0.7014	0.6687
1	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

Interpolate	X	Y
Low Number =	0.4000	0.1411
High Number =	0.5000	0.2368

Queuing Calculations - New Year's Eve (250 attendees)

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

Q =	30	Processing rate (processes per hour)
q =	84	Demand rate (vehicles per hour)
N =	5	Service positions (attendants)
ρ =	0.560	Utilization factor (q/(NQ))
Q_m =	0.200	Table Value
M =	1.39	

	N = 1	2	3	4	6	8	10
0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.1	0.1000	0.1820	0.0037	0.0080	0.0000	0.0000	0.0000
0.2	0.2000	0.0666	0.0247	0.0096	0.0015	0.0002	0.0000
0.3	0.3000	0.1385	0.0700	0.0370	0.0111	0.0036	0.0011
0.4	0.4000	0.2286	0.1411	0.0907	0.0400	0.0185	0.0088
0.5	0.5000	0.3333	0.2368	0.1739	0.0991	0.0591	0.0360
0.6	0.6000	0.4501	0.3548	0.2870	0.1965	0.1395	0.1013
0.7	0.7000	0.5766	0.4923	0.4286	0.3359	0.2706	0.2218
0.8	0.8000	0.7111	0.6472	0.5964	0.5178	0.4576	0.4093
0.9	0.9000	0.8526	0.8172	0.7878	0.7401	0.7014	0.6687
1	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

Interpolate	X	Y
Low Number =	0.5000	0.1365
High Number =	0.6000	0.2418

Notes: To be conservative, the demand rate was estimated at 1 per 3 attendees (250/3). Note the parking rates at other private clubs such as the Carraige House show a much lower parking rate (maximum of 0.147 spaces per member). Additionally, many guests will arrive via rideshare.

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Planning, Zoning, & Building Staff

Re: An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 54, Historical Preservation, Article I, In General, At Section 54-2, Definitions, To Remove The Definition Of Minor Exterior Change And Add A Definition For The LPC Approval Guide; Article III, Certificate Of Appropriateness, Division 1, Generally, At Section 54-71, To Remove The Expenditure Limit For Exterior Changes And Refer To The LPC Approval Guide; Article III, Certificate Of Appropriateness, Division 2, Procedures And Effect, At Section 54-93 To Reference The LPC Approval Guide; And Article III, Certificate Of Appropriateness, Division 3, Criteria For Issuance, At Section 54-121 To Reference The LPC Approval Guide; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
29-2025

Date: 10/30/2025

ATTACHMENTS

Staff Report
Draft Ordinance 029-2025 (QF #8)
Business Impact Statement

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Safe and Resilient Community, Environmental Stewardship

Strategic Focus Areas:
Emergency Management
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

STAFF DIRECTIVE:

At the Town Council meeting on August 13, 2025, Planning, Zoning, and Building (PZB) staff presented items from the zoning code study for active consideration. These items are referred to as "Quick Fixes Tranche 02." The presentation was well received with a consensus of the Council to have the “items” placed into a working draft ordinance for review at the Planning & Zoning Commission. This is Quick Fix item number eight, which provides incentives for Landmarked properties and structures.

This “Quick Fix” provided changes to two Code Chapters – Chapter 54 - Historical Preservation, and Chapter 134 – Zoning.

At the September 17, 2025, Landmarks Preservation Commission (LPC) meeting, the proposed code amendments received support by the commission.

At the October 7, 2025, Planning and Zoning (PZB) meeting, the commission supported (6-1) the proposed ordinances with clerical amendments submitted to staff.

In Chapter 54 – Historical Preservation, to improve the review process for exterior changes to Landmarked properties, staff proposes eliminating the current $2,000 valuation cap for minor reviews. Removing this limit will allow routine, non-controversial projects, such as like-for-like material replacement, to be reviewed administratively, ensuring a faster and more efficient process.

Additionally, staff recommends renaming the existing *Landmarks Preservation Commission Project Designation Guide* as the *LPC Approval Guide* and formally incorporating it into the zoning code. This mirrors the treatment of the ARCOM Project Designation Matrix, which is already referenced in the code.

In Chapter 134 – Zoning, the code currently has provisions for dimensional waivers, which are not utilized since they are procedurally more difficult than variances. In an effort to recognize the unique characteristics of Landmarked properties and structures and the need to provide a more streamlined process for relief requests, the dimensional waivers are being amended and rebranded as dimensional adjustments as they apply to Landmarks.

Key changes include limiting the relief to single-family properties, expanding provisions for the restoration/renovation of nonconforming Landmarks, and diversifying the relief available for the expansion of structures.

If acceptable, staff recommends that the Town Council adopt the ordinance on First Reading.

DISCUSSION:

In Chapter 54 – Historical Preservation, minor projects affecting Landmarked properties often exceed the current $2,000 threshold, which would unnecessarily require commission review. Eliminating the cap would expedite approvals for these smaller-scale changes by allowing administrative review.

The *Landmarks Preservation Commission Project Designation Guide* is not presently referenced in the code. Staff proposes adding such a reference, enabling the guide to be updated periodically by Town Council upon LPC recommendation. Once adopted, staff will present a revised guide designed to further streamline the review process.

In Chapter 134 – Zoning, the proposed amendments are summarized below:

- Limit landmarks adjustments to single-family structures/properties.
- Revise criteria for the granting of an adjustment.
- Remove front setback relief.
- Revise side/rear setbacks.
- For the restoration/renovation of nonconforming landmarks, providing a decrease of lot coverage, and increasing angle of vision, cubic content ratio, height/overall height, and building height plane.
- For the expansion of landmarks, providing an increase of lot coverage and CCR, and lowering the landscape open space relief.
- Add subsections on notice, approval duration, time extensions, and appeals (cross-referencing Chapter 54).

Ordinance No. 029-2025 & 030-2025 are ready for approval on First Reading.

WRB/JGM/AF/FHM

ORDINANCE NO. 029-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 54, HISTORICAL PRESERVATION, ARTICLE I, IN GENERAL, AT SECTION 54-2, DEFINITIONS, TO REMOVE THE DEFINITION OF MINOR EXTERIOR CHANGE AND ADD A DEFINITION FOR THE LPC APPROVAL GUIDE; ARTICLE III, CERTIFICATE OF APPROPRIATENESS, DIVISION 1, GENERALLY, AT SECTION 54-71, TO REMOVE THE EXPENDITURE LIMIT FOR EXTERIOR CHANGES AND REFER TO THE LPC APPROVAL GUIDE; ARTICLE III, CERTIFICATE OF APPROPRIATENESS, DIVISION 2, PROCEDURES AND EFFECT, AT SECTION 54-93 TO REFERENCE THE LPC APPROVAL GUIDE; AND ARTICLE III, CERTIFICATE OF APPROPRIATENESS, DIVISION 3, CRITERIA FOR ISSUANCE, AT SECTION 54-121 TO REFERENCE THE LPC APPROVAL GUIDE; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Palm Beach, Florida ("Town") is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, the Town Council of the Town of Palm Beach, pursuant to the authority granted to it in Chapters 163 and 166, Florida Statutes, is authorized and empowered to consider changes to its land development regulations; and

WHEREAS, landmarked properties and structures contribute to the Town's rich history and architectural legacy; and

WHEREAS, as an outgrowth of their ongoing study of the Town's Zoning Code, the Planning, Zoning & Building (PZB) staff presented a number of items 8 through 14 referred to as "Quick Fixes Tranche 2" to the Town Council for consideration at its August 13, 2025, Development Review meeting; and

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WHEREAS, the PZB staff recommended, as Quick Fix No. 8, that the Town update the Zoning Code's Landmark Incentives to further incentivize the stewardship of landmarked properties and structures through the delineation of a review hierarchy that permits a more expedited review of minor compatible changes; and

WHEREAS, Town Council on August 13, 2025, directed PZB staff to address the current Landmark Incentives (Quick Fix No. 8) as an immediate priority; and

WHEREAS, the Town's Planning and Zoning Commission considered the Quick Fixes Tranche 2 at its meeting of September 2, 2025, and recommended adoption of Quick Fix No. 8.

NOW THEREFORE BE IT ORDAINED by the Town Council of the Town of Palm Beach, Palm Beach County, Florida, as follows:

Section 1. The recitations set forth above are true and correct and incorporated herein as legislative findings of the Town Council.

Section 2. Chapter 54, HISTORIC PRESERVATION, ARTICLE I, IN GENERAL, Section 54-2, Definitions, is hereby amended as follows:

Sec. 54-2. Definitions.

***

~~*Minor exterior change* means an exterior change the cost of which does not exceed $2,000.00 as determined by the building official and is determined by the landmarks project coordinator to not materially affect the exterior of the structure.~~

***

LPC Approval Guide means a list of alterations to landmarked and historically significant buildings and properties that identifies whether review and approval are required from staff, the Landmarks Preservation Commission (LPC) chair, or the full LPC commission at a public hearing. This list shall be in the form of a matrix, adopted by the Town Council by resolution and amended by the Town Council from time to time by resolution after review and recommendation by the Landmarks Preservation Commission.

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***

Section 3. Article III, Certificate of Appropriateness, Division 1, Generally, Section 54-71, Required, is hereby amended as follows:

Sec. 54-71. Required.

***

(a) No landmark nor any building or site planning feature, including but not limited to landscaping, garden walls, pools, fountains, etc., on a landmark site or within an historic district shall be erected, altered, restored, moved or demolished until after an application for a certificate of appropriateness as to exterior architectural features has been submitted to and approved by the commission. Similarly, if earthworks of historical or archaeological importance exist in an historic district, or on a landmark site, there shall be no excavating or moving of earth, rock or subsoil in or about such earthworks without a certificate of appropriateness. For the purpose of this article, "exterior architectural features" shall include but not be limited to the architectural style, scale, general design and general arrangement of the exterior of a building, including the kind and texture of the building material and type and style of roofs, windows, doors and signs. The style, scale, design, materials and location of advertising signs and bill posters on a landmark site or within an historic district, if located or plainly visible from out-of-doors, shall be under the control of the commission.

(b) The commission shall not consider interior arrangement or use, except as this may affect a request for exterior changes.

(c) Nothing in this article shall be construed to prevent ordinary maintenance or repairs that do not involve a change of design or material or that do not affect the outward appearance of a building.

(d) The commission shall exercise only those powers and duties granted by this article and those powers and duties that may be assigned to it at a later date by the town council.

(e) For an exterior change project consistent with division 3 of this article, a determination may be made that this is a minor exterior change and the requirement of a certificate of appropriateness may be waived. Such determination shall be made by the landmarks project coordinator, with the concurrence of the chair or such other member of the commission as may be designated by the commission, who will so advise the building official, who may then issue a building permit.

(f) An exterior change project determined by the Planning, Zoning, and Building director or designee ~~landmarks project coordinator~~ to be incompatible with the historic resource~~inappropriate~~, ~~potentially~~ controversial, or precedent setting shall be submitted ~~by the staff~~ to the commission for review, in accordance with the LPC Approval Guide. ~~No exterior change project with an estimated expenditure exceeding~~

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~~$2,000.00 as determined by the building official shall fall within the definition of this minor project category.~~

(g) Review of minor exterior change projects for which certificates of appropriateness have been waived will be reviewed quarterly by the commission.

***

Section 4. Division 2, Procedures and Effect, Section 54-93, Uniform Development Review Procedures, is hereby amended as follows:

Sec. 54-93. Uniform Development Review Procedures.

(1) *Application*. All applications for development review, being either a certificate of appropriateness for a landmarked building or structure, or a review of a historically significant building, shall be filed with the director of planning, zoning and building by the property owner or a designee, agent, or representative who is authorized to file an application by power of attorney~~, which must be filed with the director of planning, zoning and building~~. Applications shall be completed and submitted per the application instructions and shall include all items identified in the application checklist, which can be amended by town staff from time to time. All applications shall include the application fee as set forth in the town fee schedule. The classification of the application is designated within the LPC Approval Guide.

***

Section 5. Division 3, Criteria for Issuance, Section 54-121, Generally, is hereby amended as follows:

Sec. 54-121. Generally.

In passing upon an application for a certificate of appropriateness, the commission shall consider the criteria in this division. In addition, such requests will be reviewed in accordance with the procedures set forth in the LPC Approval Guide.

Section 6. 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.

Section 7. 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.

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Section 8. Codification. This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 9. Effective Date. This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

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 _____, 2025; and for the Second and Final Reading on this _____day of _____, 2025.

_____
Danielle H. Moore, Mayor

_____
Bobbie Lindsay, Town Council President

_____
Lewis S.W. Crampton, President Pro Tem

_____
Julie Araskog, Town Council Member

_____
Bridget Moran, Town Council Member

ATTEST:

_____
Kelly Churney, Town Clerk

_____
Edward Cooney, Town Council Member

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THE TOWN OF PALM BEACH
Business Impact Estimate

TITLE OF ORDINANCES:

ORDINANCE NO. 029-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 54, HISTORICAL PRESERVATION, ARTICLE I, IN GENERAL, AT SECTION 54-2, DEFINITIONS, TO REMOVE THE DEFINITION OF MINOR EXTERIOR CHANGE AND ADD A DEFINITION FOR THE LPC APPROVAL GUIDE; ARTICLE III, CERTIFICATE OF APPROPRIATENESS, DIVISION 1, GENERALLY, AT SECTION 54-71, TO REMOVE THE EXPENDITURE LIMIT FOR EXTERIOR CHANGES AND REFER TO THE LPC APPROVAL GUIDE; ARTICLE III, CERTIFICATE OF APPROPRIATENESS, DIVISION 2, PROCEDURES AND EFFECT, AT SECTION 54-93 TO REFERENCE THE LPC APPROVAL GUIDE; AND ARTICLE III, CERTIFICATE OF APPROPRIATENESS, DIVISION 3, CRITERIA FOR ISSUANCE, AT SECTION 54-121 TO REFERENCE THE LPC APPROVAL GUIDE; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

BUSINESS IMPACT ESTIMATE:

This is provided in accordance with section 166.041(4), Florida Statutes. According to Section 166.041(4)(c) of the Florida Statutes, if one or more boxes are checked below, state law does not require a business impact estimate for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation.

☐ The proposed ordinance relates to the issuance or refinancing of debt.

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget.

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government.

☐ The proposed ordinance is an emergency ordinance.

☐ The ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in s.163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220 - 163.3243.

b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality.

c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts.

d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention

In accordance with the provisions of controlling law, the Town hereby publishes the following information:

1. Summary of the proposed ordinance:
   The Ordinance has been prepared to create the Landmark Preservation Commission (LPC) Approval Guide which will create a list of alterations to landmarked and historically significant buildings and properties that identifies whether review and approval are required from staff, the LPC Chair, or the full Commission at a public hearing.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the Town, if any:
   No negative impact on any resident or business is anticipated once the Ordinances are adopted.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:
   The Ordinance will apply to all alterations to landmarked and historically significant buildings and properties, thereby impacting any business' building and/or property that is Under Consideration for Landmarking or has been Landmarked or recognized as Historically Significant.

4. Additional information the governing body deems useful (if any):
   The LPC Approval Guide shall be in the form of a matrix, adopted by the Town Council by resolution and amended by the Town Council from time to time by resolution after review and recommendation by LPC.

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Town of Palm Beach's website by the time notice of the proposed enactment of the ordinance is published.

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Planning, Zoning, & Building Staff

Re: An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning, Article I, In General, At Section 134-2, Definitions And Rules Of Construction Related To Building Height Point Of Measurement For Additions To Landmarked Structures; Article II, Administration, Division 4, Special Exceptions, Variances, And Dimensional Waivers, Subdivision IV, Dimensional Waivers, By Renaming Section 134-234, Dimensional Waiver And Landmark Adjustment Described And Amending To Describe Adjustments Available For Landmarked Properties And Structures; By Renaming Section 134-235, General Conditions Applicable To All Dimensional Waivers And Landmark Adjustments And Amending The General Conditions; By Renaming Section 134-237, Dimensional Adjustments For Single-Family Landmarked Properties And Amending And Adding Relief For Landmarked Properties And Structures; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
30-2025

Date: 10/30/2025

ATTACHMENTS

Staff Report
Draft Ordinance No. 030-2025
Business Impact Statement

STRATEGIC PLAN

Strategic Priorities:
Safe and Resilient Community, Community Culture and Character, Environmental Stewardship

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

STAFF DIRECTIVE:

At the Town Council meeting on August 13, 2025, Planning, Zoning, and Building (PZB) staff presented items from the zoning code study for active consideration. These items are referred to as "Quick Fixes Tranche 02." The presentation was well received with a consensus of the Council to have the “items” placed into a working draft ordinance for review at the Planning & Zoning Commission. This is Quick Fix item number eight, which provides incentives for Landmarked properties and structures.

This “Quick Fix” provided changes to two Code Chapters – Chapter 54 - Historical Preservation, and Chapter 134 – Zoning.

At the September 17, 2025, Landmarks Preservation Commission (LPC) meeting, the proposed code amendments received support by the commission.

At the October 7, 2025, Planning and Zoning (PZB) meeting, the commission supported (6-1) the proposed ordinances with clerical amendments submitted to staff.

In Chapter 54 – Historical Preservation, to improve the review process for exterior changes to Landmarked properties, staff proposes eliminating the current $2,000 valuation cap for minor reviews. Removing this limit will allow routine, non-controversial projects, such as like-for-like material replacement, to be reviewed administratively, ensuring a faster and more efficient process.

Additionally, staff recommends renaming the existing *Landmarks Preservation Commission Project Designation Guide* as the *LPC Approval Guide* and formally incorporating it into the zoning code. This mirrors the treatment of the ARCOM Project Designation Matrix, which is already referenced in the code.

In Chapter 134 – Zoning, the code currently has provisions for dimensional waivers, which are not utilized since they are procedurally more difficult than variances. In an effort to recognize the unique characteristics of Landmarked properties and structures and the need to provide a more streamlined process for relief requests, the dimensional waivers are being amended and rebranded as dimensional adjustments as they apply to Landmarks.

Key changes include limiting the relief to single-family properties, expanding provisions for the restoration/renovation of nonconforming Landmarks, and diversifying the relief available for the expansion of structures.

If acceptable, staff recommends that the Town Council adopt the ordinance on First Reading.

DISCUSSION:

In Chapter 54 – Historical Preservation, minor projects affecting Landmarked properties often exceed the current $2,000 threshold, which would unnecessarily require commission review. Eliminating the cap would expedite approvals for these smaller-scale changes by allowing administrative review.

The *Landmarks Preservation Commission Project Designation Guide* is not presently referenced in the code. Staff proposes adding such a reference, enabling the guide to be updated periodically by Town Council upon LPC recommendation. Once adopted, staff will present a revised guide designed to further streamline the review process.

In Chapter 134 – Zoning, the proposed amendments are summarized below:

- Limit landmarks adjustments to single-family structures/properties.
- Revise criteria for the granting of an adjustment.
- Remove front setback relief.
- Revise side/rear setbacks.
- For the restoration/renovation of nonconforming landmarks, providing a decrease of lot coverage, and increasing angle of vision, cubic content ratio, height/overall height, and building height plane.
- For the expansion of landmarks, providing an increase of lot coverage and CCR, and lowering the landscape open space relief.
- Add subsections on notice, approval duration, time extensions, and appeals (cross-referencing Chapter 54).

Ordinance No. 029-2025 & 030-2025 are ready for approval on First Reading.

WRB/JGM/AF/FHM

ORDINANCE NO. 030-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, ARTICLE I, IN GENERAL, AT SECTION 134-2, DEFINITIONS AND RULES OF CONSTRUCTION RELATED TO BUILDING HEIGHT POINT OF MEASUREMENT FOR ADDITIONS TO LANDMARKED STRUCTURES; ARTICLE II, ADMINISTRATION, DIVISION 4, SPECIAL EXCEPTIONS, VARIANCES, AND DIMENSIONAL WAIVERS, SUBDIVISION IV, DIMENSIONAL WAIVERS, BY RENAMING SECTION 134-234, DIMENSIONAL WAIVER AND LANDMARK ADJUSTMENT DESCRIBED AND AMENDING TO DESCRIBE ADJUSTMENTS AVAILABLE FOR LANDMARKED PROPERTIES AND STRUCTURES; BY RENAMING SECTION 134-235, GENERAL CONDITIONS APPLICABLE TO ALL DIMENSIONAL WAIVERS AND LANDMARK ADJUSTMENTS AND AMENDING THE GENERAL CONDITIONS; BY RENAMING SECTION 134-237, DIMENSIONAL ADJUSTMENTS FOR SINGLE-FAMILY LANDMARKED PROPERTIES AND AMENDING AND ADDING RELIEF FOR LANDMARKED PROPERTIES AND STRUCTURES; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Palm Beach, Florida ("Town") is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, the Town Council of the Town of Palm Beach, pursuant to the authority granted to it in Chapters 163 and 166, Florida Statutes, is authorized and empowered to consider changes to its land development regulations; and

WHEREAS, landmarked properties and structures contribute to the Town's rich history and architectural legacy; and

WHEREAS, as an outgrowth of the ongoing study of the Town's Zoning Code, the Planning, Zoning & Building (PZB) staff presented a number of items 8 through 14 referred to

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as “Quick Fixes Tranche 2” to the Town Council for consideration at its August 13, 2025, Development Review meeting; and

WHEREAS, the PZB staff recommended, as Quick Fix No. 8, that the Town update the Zoning Code’s Landmark Incentives relating to zoning and design to incentivize the stewardship of landmarked properties and structures and to permit compatible reconstruction, restoration or renovation, including additions, through landmark adjustment(s) that provide relief from the strict application of the underlying zoning district regulations in certain circumstances; and

WHEREAS, Town Council on August 13, 2025, directed PZB staff to address the current Landmark Incentives (Quick Fix No. 8) as an immediate priority; and

WHEREAS, the Town’s Planning and Zoning Commission considered the Quick Fixes Tranche 2 at its meeting of September 2, 2025, and recommended adoption of Quick Fix No. 8.

NOW THEREFORE BE IT ORDAINED by the Town Council of the Town of Palm Beach, Palm Beach County, Florida, as follows:

Section 1. The recitations set forth above are true and correct and incorporated herein as legislative findings of the Town Council.

Section 2. Chapter 134, Zoning, Article I, In General, Section 134-2, Definitions and Rules of Construction, is hereby amended as follows:

Sec. 134-2. Definitions and Rules of Construction.

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Building, height of means the maximum height of the building measured from the point of measurement to the highest point of the roof system. It excludes chimneys. skylights, spires, cupolas, and similar architectural features that are usually carried above the roof level and not used for human occupancy~~.~~, provided that each of the feature shall be erected only to such height and size as is necessary to accomplish the purpose it serves. The height

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of the outside exterior walls is measured from the point of measurement to the point at which the outside wall meets the horizontal eave of the roof or the bottom of a parapet wall. The lowest habitable finished floor elevation shall be at or above the point of measurement applicable to the subject lot.

The building height point of measurement (zero datum) shall be the greater of the following conditions as applied to the location of the subject lot:

(1) For lots in the Special Flood Hazard Area, and not seaward of the CCCL,~~.~~ the point of measurement shall be at the current FEMA base flood elevation plus one foot of freeboard.

(2) For lots seaward of the Coastal Construction Control Line (CCCL), the point of measurement shall be 15.9 feet NAVD (13.9 feet NAVD plus two feet above the lowest horizontal structural member).

(3) For lots outside the Special Flood Hazard Area and lots that are not seaward of the CCCL,~~.~~ the point of measurement shall be a maximum of 18 inches above the highest street elevation of the crown of the public or private street or road, measured along the front property line of the subject lot.

(4) For through lots and comer lots, the point of measurement (zero datum) related to the crown of the abutting public or private street, shall be measured only along the street with the primary entrance for the proposed building on the subject lot. For the purpose of constructing additions to landmarked buildings and structures, the Planning, Zoning, and Building director or designee shall determine the point of measurement (zero datum) to ensure visual compatibility.

Section ~~32~~. Chapter 134, Zoning, Article II, Administration, Division 4, Special Exceptions, Variances, and Dimensional Waivers, Subdivision IV, Dimensional Waivers, Section 134-234, Dimensional Waiver Described, is hereby amended as follows:

Sec. 134-234. Dimensional Waiver and Landmark Adjustment Described.

A dimensional w~~W~~aiver~~s~~ and landmark adjustment provid~~es~~ing ~~for~~ relief from the strict application ~~of certain of the dimensional requirements~~ of the zoning code ~~are available~~ for the following situations:

(1) Additions to, or renovation of existing single-family development constructed prior to 1980. These waivers will be reviewed and approved or denied administratively by the director of the P~~p~~lanning, Z~~z~~oning and B~~b~~uilding department.

(2) Modifications to single-family landmarked structures or properties. These landmark adjustments~~waivers~~ will be reviewed and approved or denied by the landmarks preservation commission and ratified by the T~~t~~own C~~c~~ouncil.

Any additional relief beyond the prescribed dimensional waiver and/or landmark adjustment herein shall be identified and reviewed by the Town Council as a variance and shall meet the established standards for granting a variance, in accordance with Section 134-201.

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Section 43. Chapter 134, Article II, Administration, Division 4, Special Exceptions, Variances, and Dimensional Waivers, Subdivision IV, Dimensional Waivers Section 134-235, General conditions applicable to all dimensional waivers, is hereby amended as follows:

Sec. 134-235. General Conditions Applicable to All Dimensional Waivers and Landmark Adjustments.

(a) Approval of the dimensional waiver or landmark adjustment will not compromise traffic safety.

(b) Approval of the dimensional waiver or landmark adjustment will not compromise fire safety.

(c) There shall be no objection of any abutting property owner(s). Approval of the dimensional waiver or landmark adjustment will not have a materially negative impact on adjacent and surrounding properties.

Section 54. Section 134-237, Dimensional Waivers for Landmark Properties, is hereby amended as follows:

Sec. 134-237. Landmark Dimensional adjustments waivers for single-family landmark properties.

The purpose and intent of this section is to provide owners of single-family landmark properties and structures with flexibility in the rehabilitation, expansion, and redevelopment of buildings and structures within the Ttown. This Code establishes general standards for the location, design, scale, and massing of buildings and structures which do not always fit the unique conditions and circumstances of a built-out community that includes many buildings of distinctive individual and cumulative design and character. This section establishes substantive criteria for the review and approval of development on landmarked properties when the property owner desires to use conditional dimensional landmark adjustmentswaivers fromto the strict application of the underlying zoning district regulations.

(1) *Application of landmark dimensional adjustmentswaivers for landmark properties*. The dimensional landmark adjustmentswaivers of this section may be applied to applications that seek to deviate from the strict application of the underlying zoning district regulations, except that these standards shall not be applied in commercial zoning districts. The dimensional waivers of this section shall be applied in addition to tThe standards for approval of certificates of appropriateness that are set out in chapter 54 shall be applicable. It is not the intent of this section that the consideration of a dimensional waiver supercedes the criteria for granting a certificate of appropriateness.

(2) *Description of landmark conditional dimensional adjustmentswaivers available for landmark structures*. The Llandmark Pppreservation Ccommission may apply the

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following ~~conditional dimensional~~ landmark adjustments~~waivers~~ ~~as an~~in ~~the~~ alternative to the strict application of the underlying zoning district regulations:

a. *Setback reductions~~Reduced setbacks~~ for expansion of landmark buildings*. Reduced side and rear yard setbacks may be approved for the expansion of landmark buildings, or the addition of permissible new buildings, on a lot which contains a landmark building if all of the following are demonstrated:

1. The setback does not violate any of the following conditions:

~~*Front:* Reduction can be up to 90 percent of underlying zoning district requirement; provided, however that the front yard setback shall not be less than the lesser of the existing front yard setbacks of the principal structures on the lots immediately abutting the side property lines of the lot for which the waiver is being requested.~~

A. *Side and rear*: The resulting yard setback is not less than any existing nonconforming yard setback of the principal structure~~Reduction can be up to 65 percent of underlying zoning district requirement~~; provided, however, that the side and rear yard setback shall not be less than five feet.

~~A.~~B. *Side and rear street:* ~~Reduction can be up to 65 percent of underlying zoning district requirement.~~ The resulting street yard setback is not less than any existing nonconforming street yard setback of the principal structures located on property immediately abutting either side of the property for which the landmark adjustment is requested; provided, however, that the street yard setback shall not be less than ten feet.

~~*Rear:* Reduction does not result in a rear yard setback of less than seven and one-half feet.~~

~~*Rear street:* Reduction does not result in a rear street yard setback of less than 20 feet.~~

2. The new addition(s) shall be compatible and subservient compared to the massing, size, and scale of the existing landmarked building.

3~~2~~. The proposed portion of building or structure between the required setback and the reduced setback does not compromise the historic character of the landmark building, due to one or more of the following:

A. The architecture and design of the additional building or structure between the required setback and the reduced setback:

i. Is complimentary to the architecture of the landmark building, while neither replicating the architecture nor fundamentally departing from it;

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ii. Is such that the additional building or structure appears subordinate to those parts of the landmark building that materially contribute to its landmark status;

iii. Does not block public views of those parts of the landmarked building that materially contribute to its landmark status; ~~and~~

iv. Allows for future removal of the additional building or structure, ~~and~~ restoration of the landmark building to its existing design, and differentiation; and~~.~~

v. Does not damage, remove, or destroy historic materials and character-defining features of the landmarked building.

B. The volume and footprint of the portion of the building or structure between the required setback and the reduced setback is de minim~~iu~~s, and the character of the proposed building or structure does not tend to distract the eye from the principal landmark building.

C. The portion of the additional building or structure between the required setback and the reduced setback is completely screened from view from public rights-of-way by existing topography, existing walls, and/or existing landscaping that do not interfere with the historic character of the landmark building.

D. Reasonable alternative designs that are permitted by the strict requirements of the underlying zoning district ~~and result in the same cubic content ratio~~ would detract from the landmark character of the building.

b. *Relief~~Reduced setbacks~~ for reconstruction, restoration, or renovation ~~/replacement of documented portion~~ of ~~a~~nonconforming landmark building~~s. that has been destroyed.~~* Any application seeking relief from the strict application of section 134-419; decrease of any required setbacks, and landscape open space; increase of lot coverage, angle of vision, cubic content ratio, building height, overall building height, and building angle of vision ~~A reduction of up to 100 percent of any required setback may be approved~~ shall be reviewed and approved by the Landmarks Preservation Commission as a single landmark adjustment for a landmark building as it existed when it was landmarked or originally constructed. The Commission shall determine whether non-original features or additions are eligible for this relief to further the historic character and significance of a landmarked property.~~if it is demonstrated that the proposed development between the required setback and the reduced setback area enhances the historic character of the landmark building by restoring or replacing a portion of the original building or structure that had been destroyed or demolished.~~

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c. *Increas~~e~~ing in maximum height of driveway gates*. An increase in the maximum height of driveway gates may be approved if it is demonstrated that:

1. The proposed driveway gates will restore or replace gates that contribute to the character of landmark building;
2. The proposed driveway gates are located no closer to the street than the original driveway gates; and
3. The proposed driveway gates will not compromise traffic safety.

d. *Decreas~~e~~ing in minimum setback of driveway gates*. A decrease in the minimum setback of driveway gates may be approved if it is demonstrated that:

1. The proposed driveway gates will restore or replace gates that contribute to the character of landmark building;
2. The proposed driveway gates are located no closer to the street than the original driveway gates; and
3. The proposed driveway gates are designed and located in such a manner that they will not compromise traffic safety.

~~e~~. ~~*Decreasing landscaped open space forrestoration or renovation of nonconforming landmark buildings*. A decrease in the minimum landscaped open space may be approved in order to permit landmark buildings that do not conform to the minimum landscaped open space requirements to be renovated, reconstructed, or restored, in order to either preserve the building as it existed when it was landmark; or in conjunction with restoration that involves the application of subsection b.~~

~~e~~f. *Decreas~~e~~ing in landscaped open space for the expansion of landmarked buildings ~~which are used for an important public purpose~~*. A decrease of up to 10~~5~~ percent of the minimum required landscaped open space may be approved if it is demonstrated that:

1. Approval of the landmark adjustment will further the preservation of the historic and architectural character of the landmark~~The reduction is necessary to permit the necessary expansion of a landmark building which serves an important public purpose~~; and
2. Reasonable alternative designs that are otherwise permitted by the strict requirements of the underlying zoning district~~, and which would result in the same cubic content ratio,~~ would detract from the landmark character of the building.

f. *Increase in lot coverage for the expansion of landmarked buildings*. An increase of up to 10 percent of the maximum permitted lot coverage may be approved if it is demonstrated that:

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1. Approval of the landmark adjustment will further the preservation of the historic and architectural character of the landmark; and

2. Reasonable alternative designs that are otherwise permitted by the strict requirements of the underlying zoning district, would detract from the landmark character of the building.

g. *Increase in cubic content ratio for the expansion of landmarked buildings located within the R-B zoning district*. An increase over the maximum permitted cubic content ratio may be approved if it is demonstrated that:

1. Approval of the landmark adjustment will further the preservation of the historic and architectural character of the landmark; and

2. Reasonable alternative designs that are otherwise permitted by the strict requirements of the underlying zoning district, would detract from the landmark character of the building.

h. *Increase in the number of stories permitted for new unattached accessory structures on landmarked properties located within the R-B zoning district*. Landmarked properties under 20,000 square feet may be allowed to construct a 2-story unattached accessory structure, up to 25 feet in overall height, if it is demonstrated that:

1. Approval of the landmark adjustment will further the preservation of the historic and architectural character of the landmark; and

2. Reasonable alternative designs that are otherwise permitted by the strict requirements of the underlying zoning district, would detract from the landmark character of the building;

3. The primary residence has 2 stories; and

~~1.~~4. The overall height of the accessory structure does not exceed the overall height of the primary residence.

(3) *Landmarks Ppreservation Ccommission action; Ttown Ccouncil ratification of commission action on applications involving ~~dimensional~~ landmark adjustments~~waivers~~*.

a. *Decisions to be placed on Ttown Ccouncil consent agenda*. Decisions of the Llandmark Ppreservation Ccommission to approve, approve with conditions, or deny applications for development approval involving ~~dimensional~~ landmark adjustments~~waivers~~ shall be placed on the consent agenda of the first available meeting of the Ttown Ccouncil after the decision.

b. *Removal of decisions from consent agenda*. Decisions that are placed on the Ttown Ccouncil consent agenda pursuant to subsection a., may be removed from the consent agenda and placed on the regular agenda at the request of a member of the Ttown Ccouncil.

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(3) *Notice of Landmarks Preservation Commission public hearing*. Landmark adjustments shall be noticed in accordance with Section 54-93(4).

(4) *Duration of approval and time extensions*.

a. The applicant's approval will expire in accordance with the provisions of Section 54-94(1).

b. Time extensions shall be granted in accordance with the provisions of Section 54.94(2).

(5) *Appeals*. The applicant or any interested party may file an appeal to the Town Council on any ruling by the Landmarks Preservation Commission in accordance with Section 54-41.

Section 65. 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.

Section 76. 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 87. Codification. This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 98. Effective Date. This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

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 _____, 2025; and for the Second and Final Reading on this _____day of _____, 2025.

_____
Danielle H. Moore, Mayor

_____
Bobbie Lindsay, Town Council President

_____
Lewis S.W. Crampton, President Pro Tem

_____
Julie Araskog, Town Council Member

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ATTEST:

Kelly Churney, Town Clerk

Bridget Moran, Town Council Member

Edward Cooney, Town Council Member

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THE TOWN OF PALM BEACH
Business Impact Estimate

TITLE OF ORDINANCES:

ORDINANCE NO. 030-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, ARTICLE I, IN GENERAL, AT SECTION 134-2, DEFINITIONS AND RULES OF CONSTRUCTION RELATED TO BUILDING HEIGHT POINT OF MEASUREMENT FOR ADDITIONS TO LANDMARKED STRUCTURES; ARTICLE II, ADMINISTRATION, DIVISION 4, SPECIAL EXCEPTIONS, VARIANCES, AND DIMENSIONAL WAIVERS, SUBDIVISION IV, DIMENSIONAL WAIVERS, BY RENAMING SECTION 134-234, DIMENSIONAL WAIVER AND LANDMARK ADJUSTMENT DESCRIBED AND AMENDING TO DESCRIBE ADJUSTMENTS AVAILABLE FOR LANDMARKED PROPERTIES AND STRUCTURES; BY RENAMING SECTION 134-235, GENERAL CONDITIONS APPLICABLE TO ALL DIMENSIONAL WAIVERS AND LANDMARK ADJUSTMENTS AND AMENDING THE GENERAL CONDITIONS; BY RENAMING SECTION 134-237, DIMENSIONAL ADJUSTMENTS FOR SINGLE-FAMILY LANDMARKED PROPERTIES AND AMENDING AND ADDING RELIEF FOR LANDMARKED PROPERTIES AND STRUCTURES; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

BUSINESS IMPACT ESTIMATE:

This is provided in accordance with section 166.041(4), Florida Statutes. According to Section 166.041(4)(c) of the Florida Statutes, if one or more boxes are checked below, state law does not require a business impact estimate for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation.

☐ The proposed ordinance relates to the issuance or refinancing of debt.

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget.

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government.

☐ The proposed ordinance is an emergency ordinance.

☐ The ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in s.163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220 - 163.3243.

b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality.

c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts.

d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention

In accordance with the provisions of controlling law, the Town hereby publishes the following information:

1. Summary of the proposed ordinance:
   The Ordinance is prepared to update the Zoning Code's Landmark Incentives related to zoning and design to incentivize the stewardship of landmarked properties and structures and to permit compatible reconstruction, restoration or renovation, including additions, through landmark adjustments that provide relief from the strict application of the underlying zoning district regulation in certain circumstances.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the Town, if any:
   No negative impact on any resident or business is anticipated once the Ordinances are adopted.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:
   The Ordinance will apply to all alterations to landmarked and historically significant buildings and properties, thereby impacting any business' building and/or property that is Under Consideration for Landmarking or has been Landmarked or recognized as Historically Significant.

4. Additional information the governing body deems useful (if any):
   Nothing in the proposed Ordinance is more restrictive and the changes to the code are all designed to simplify the zoning process and to make the regulation easier to understand and incentivize landmarking or historic designations.

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Town of Palm Beach's website by the time notice of the proposed enactment of the ordinance is published.

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Planning, Zoning, & Building Staff

Re: An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning Article VIII.- Supplementary District Regulations, Division 2. - Lot, Yard And Area Requirements, Subdivision III. Lot Fill By Modifying The Equation Of How Fill Is Calculated And Specifying That The Maximum Amount Of Fill Pertains Only To The Required Yard Elevations; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date. 31-2025

Date: 10/30/2025

ATTACHMENTS

Staff Report
Draft Ordinance
Business Impact Statement

STRATEGIC PLAN

Strategic Priorities:
Safe and Resilient Community, Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

STAFF DIRECTIVE:

At the Town Council meeting on August 13, 2025, Planning, Zoning, and Building (PZB) staff presented items from the zoning code study for active consideration. These items are referred to as "Quick Fixes Tranche 02." The presentation was well received with a consensus of the Council to have the “items” drafted into a working draft ordinance for review at the Planning & Zoning Commission. This is Quick Fix item number thirteen. The Planning & Zoning Commission recommended this ordinance to Council at their October 7, 2025, meeting.

Since the adoption of Ordinance 19-2021 on August 11, 2021, the regulations pertaining to the maximum amount of fill (within the required yards) for sites have been successful in the control of harmonizing the grade elevation of new construction sites with older, lower lying properties in the Town.

The Planning & Zoning Commission recommended this ordinance to Council at their October 7, 2025, meeting.

DISCUSSION:

As Planning, Zoning and Building staff have applied the regulations to new construction, issues were identified regarding the code transmittal to Municode. Direction was provided for staff to draft the required code changes necessary to correct the calculation (Finished floor elevation minus Crown of Road elevation, divided by 2), as well as specify the area subject to the new regulations to only that area within the required yards. The Planning, Zoning and Building Department staff proposes providing the following two changes:

- MODIFY (CORRECT) EQUATION: “FFE **-** COR ÷ 2 = MAX FILL”
- CLARIFY THE REGULATIONS APPLY ONLY WITHIN THE REQUIRED YARDS

Ordinance No. 031-2025 is ready for approval on First Reading.

WRB:JGM

ORDINANCE NO. 031-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING ARTICLE VIII.- SUPPLEMENTARY DISTRICT REGULATIONS, DIVISION 2. - LOT, YARD AND AREA REQUIREMENTS, SUBDIVISION III. LOT FILL BY MODIFYING THE EQUATION OF HOW FILL IS CALCULATED AND SPECIFYING THAT THE MAXIMUM AMOUNT OF FILL PERTAINS ONLY TO THE REQUIRED YARD ELEVATIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Palm Beach, Florida ("Town") is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, the Town Council of the Town of Palm Beach, pursuant to the authority granted to it in Chapters 163 and 166, Florida Statutes, is authorized and empowered to consider changes to its land development regulations; and

WHEREAS, as an outgrowth of their ongoing study of the Town's Zoning Code, the Planning, Zoning & Building (PZB) staff presented a number of items 8 through 14 referred to as "Quick Fixes Tranche 2" to the Town Council for consideration at its August 13, 2025, Development Review meeting; and

WHEREAS, the PZB staff recommended, as Quick Fix No. 13, that the Town update the Zoning Code's fill regulations to correct the calculation and to specify that the fill area pertains only to that area within the required yards; and

WHEREAS, Town Council on August 13, 2025, directed PZB staff to address the current fill regulations (Quick Fix No. 13) as an immediate priority; and

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WHEREAS, the Town's Planning and Zoning Commission considered the Quick Fixes Tranche 2 at its meeting of September 2, 2025, and recommended adoption of Quick Fix No. 13.

NOW THEREFORE BE IT ORDAINED by the Town Council of the Town of Palm Beach, Palm Beach County, Florida, as follows:

Section 1. The recitations set forth above are true and correct and incorporated herein as legislative findings of the Town Council.

Section 2. Chapter 134 – Zoning, Article VIII.-Supplementary District Regulations, Division 2. - Lot, Yard and Area Requirements, Subdivision III.- Lot fill is hereby amended at Section 134-1600.-Maximum lot fill allowed as follows:

Sec. 134-1600. - ~~Maximum lot fill allowed~~. Maximum yard elevation requirements.

(a) ~~The lot grade of any property~~ The maximum elevation of any required yard shall not exceed a grade elevation height of half the difference between the lowest habitable finished floor of the principal structure and the highest crown of the road in front of the lot. In case of a through or corner lot, the highest crown of road from the street determined to be on the front property line. The equation is as follows:

COR: highest crown of road where the principal structure fronts onto
FFE: Lowest habitable finished floor elevation of the principal structure
~~COR FFE ÷2~~ FFE-COR ÷2 = Maximum amount of fill allowed ~~on a lot~~ within any required yard.

***

Section 3. 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.

Section 4. 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 5. Codification.

This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 6. Effective Date.

DRAFT

This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

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 _____, 2025; and for the Second and Final Reading on this _____day of _____, 2025.

_____
Danielle H. Moore, Mayor

_____
Bobbie Lindsay, Town Council President

_____
Lewis S.W. Crampton, President Pro Tem

_____
Julie Araskog, Town Council Member

_____
Bridget Moran, Town Council Member

ATTEST:

_____
Kelly Churney, Town Clerk

_____
Edward Cooney, Town Council Member

DRAFT

THE TOWN OF PALM BEACH
Business Impact Estimate

TITLE OF ORDINANCES:

ORDINANCE NO. 031-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING ARTICLE VIII.- SUPPLEMENTARY DISTRICT REGULATIONS, DIVISION 2. - LOT, YARD AND AREA REQUIREMENTS, SUBDIVISION III. LOT FILL BY MODIFYING THE EQUATION OF HOW FILL IS CALCULATED AND SPECIFYING THAT THE MAXIMUM AMOUNT OF FILL PERTAINS ONLY TO THE REQUIRED YARD ELEVATIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

BUSINESS IMPACT ESTIMATE:

This is provided in accordance with section 166.041(4), Florida Statutes. According to Section 166.041(4)(c) of the Florida Statutes, if one or more boxes are checked below, state law does not require a business impact estimate for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation.

☐ The proposed ordinance relates to the issuance or refinancing of debt.

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget.

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government.

☐ The proposed ordinance is an emergency ordinance.

☐ The ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in s.163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220 - 163.3243.

b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality.

c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts.

d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention

In accordance with the provisions of controlling law, the Town hereby publishes the following information:

1. Summary of the proposed ordinance:
   The Ordinance is prepared to correct the calculation related to "fill" within the zoning regulations.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the Town, if any:
   No negative impact on any resident or business is anticipated once the Ordinance is adopted.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:
   The Ordinance will apply to all land-use applications and building permits with no impact.

4. Additional information the governing body deems useful (if any):
   Nothing in the proposed Ordinance is more restrictive and the change to the calculation in the code is only designed to correct the formula that previously had a Scribner's error when transmitted to Municode.

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Town of Palm Beach's website by the time notice of the proposed enactment of the ordinance is published.

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via:

From: Wayne Bergman, Director of Planning, Zoning, & Building

Re: An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending The Town Code Of Ordinances At Chapter 18 — Building And Building Regulations, Article Iv – Florida Building Code, By Amending Section 18-237, Agreed Maximum Time Schedule For Completion Of Major Construction, Table 1, To Extend The Administrative Permit Extension Time To 90 Days; Providing For Severability; Providing For Repeal Of Ordinances In Conflict; Providing For Codification; Providing An Effective Date. 32-2025

Date: 10/30/2025

ATTACHMENT

Staff Report
Draft Ordinance
Business Impact Statement

STRATEGIC PLAN

Strategic Priorities:
Safe and Resilient Community, Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
Emergency Management
Quality of Life
Community Preservation
On-island Mobility

FUNDING

No Fiscal Impact

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Mayor and Town Council Members

From: Wayne Bergman, Director of Planning, Zoning & Building

Cc: Kirk Blouin, Town Manager & James Murphy, Asst. Director of PZB

Re: Possible Changes to the Town Construction Schedule (Duration of Permits) – DRAFT Ordinance No. 032-2025

Date: October 16, 2025

TOWN COUNCIL REQUEST:

At last month's Town Council Development Review meeting, staff was given direction to prepare an ordinance that would extend the administrative time that could be granted to owners and contractors on expiring building permits from 30 days to 90 days. It was Council's hope that this additional administrative time would remove many of the permit time extensions that they would need to consider each month at their public meetings.

PROPOSED:

Staff drafted an ordinance that increases the 30 days to 90 days in Chapter 18, Buildings and Building Regulations, Article IV, Florida Building Code, Section 18-237, Agreed Maximum Time Schedule for Completion of Major Construction, Table 1, Construction Schedule. The change is to Footnote (d).

It is staff's estimation that this single change may eliminate about half of the monthly building permit extension requests that normally are heard by the Town Council at their development Review meetings.

ORDINANCE NO. 32-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING THE TOWN CODE OF ORDINANCES AT CHAPTER 18 - BUILDING AND BUILDING REGULATIONS, ARTICLE IV – FLORIDA BUILDING CODE, BY AMENDING SECTION 18-237, AGREED MAXIMUM TIME SCHEDULE FOR COMPLETION OF MAJOR CONSTRUCTION, TABLE 1, TO EXTEND THE ADMINISTRATIVE PERMIT EXTENSION TIME TO 90 DAYS; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Palm Beach, Florida ("Town") is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, building permits issued within the Town have set durations of approval, based upon the size of the project; and

WHEREAS, often the maximum duration of the permit is exceeded due to various factors, including owner-requested changes to the approved plans; and

WHEREAS, currently any building permit extension request beyond 30 days must be considered by the Town Council at a public meeting; and

WHEREAS, the number of building permit extensions has increased over the past five years, requiring larger blocks of time at public meetings to consider the extension requests; and

WHEREAS, the Town Council has provided the administrative staff with the ability to consider building permit extension requests of 30 days, or less; and

WHEREAS, the Town Council wants to increase the 30 days to 90 days for administrative consideration of building permit extensions, to reduce the number of extension requests heard at their monthly meetings.

NOW THEREFORE BE IT ORDAINED by the Town Council of the Town of Palm Beach, Palm Beach County, Florida, as follows:

Section 1. The recitations set forth above are true and correct and incorporated herein as legislative findings of the Town Council.

Section 2. The Code of Ordinances of the Town of Palm Beach is hereby amended at Chapter 18 – Building and Building Regulations, Article IV - Florida Building Code, by

amending Section 18-237, Agreed Maximum Time Schedule for Completion of Major Construction, Table 1, Construction Schedule, Footnote (d), to read:

"(d) Town staff may choose to administratively extend building permits up to ~~30~~ 90 days, based upon good cause shown, to allow an applicant to schedule an appearance before the town council, or to complete a project, without appearing before the town council. This administrative approval cannot exceed ~~30~~ 90 days."

Section 3. 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.

Section 4. 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 5. Codification.

This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach.

Section 6. Effective Date.

This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

PASSED AND ADOPTED in a regular, adjourned session of the Town Council of the Town of Palm Beach on first reading this ____ day of _____, 2025, and for second and final reading on this ____ day of _____, 2025.

_____
Danielle H. Moore, Mayor

_____
Bobbie D. Lindsay, Town Council President

_____
Lewis S.W. Crampton, Council President Pro Tem

_____
ATTEST: Julie Araskog, Town Council Member

_____
Edward A. Cooney, Town Council Member

_____
Kelly Churney, Acting Town Clerk

_____
Bridget Moran, Town Council Member

THE TOWN OF PALM BEACH
Business Impact Estimate

TITLE OF ORDINANCES:

ORDINANCE NO. 032-2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING THE TOWN CODE OF ORDINANCES AT CHAPTER 18 - BUILDING AND BUILDING REGULATIONS, ARTICLE IV – FLORIDA BUILDING CODE, BY AMENDING SECTION 18-237, AGREED MAXIMUM TIME SCHEDULE FOR COMPLETION OF MAJOR CONSTRUCTION, TABLE 1, TO EXTEND THE ADMINISTRATIVE PERMIT EXTENSION TIME TO 90 DAYS; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; PROVIDING AN EFFECTIVE DATE.

BUSINESS IMPACT ESTIMATE:

This is provided in accordance with section 166.041(4), Florida Statutes. According to Section 166.041(4)(c) of the Florida Statutes, if one or more boxes are checked below, state law does not require a business impact estimate for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation.

☐ The proposed ordinance relates to the issuance or refinancing of debt.

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget.

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government.

☐ The proposed ordinance is an emergency ordinance.

☐ The ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in s.163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220 - 163.3243.

b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality.

c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts.

d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention

In accordance with the provisions of controlling law, the Town hereby publishes the following information:

1. Summary of the proposed ordinance:
   The Ordinance allows administrative staff to consider permit time extensions of up to 90 days.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the Town, if any:
   No negative impact on any resident or business is anticipated once the Ordinances are adopted.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:
   None.

4. Additional information the governing body deems useful (if any):
   N/A.

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Town of Palm Beach's website by the time notice of the proposed enactment of the ordinance is published.

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning & Building

From: Planning, Zoning & Building Staff

Re: 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 7. - R-D(2) High Density Residential District by Modifying Front Yard Setbacks in Sec. 134-1060(5); Providing for Severability; Providing for the Repeal Of Ordinances in Conflict; Providing for Codification; and Providing an Effective Date.
23-2025

Date: 10/28/2025

ATTACHMENTS

Ordinance No. 023-2025
Business Impact Statement - Ordinance No. 023-2025

STRATEGIC PLAN

Strategic Priorities:
Governmental Leadership and Innovation, Safe and Resilient Community, Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation
Collaborative Town Government

FUNDING

No Fiscal Impact

ORDINANCE NO. 23-2025

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 7. - R-D(2) HIGH DENSITY RESIDENTIAL DISTRICT BY MODIFYING FRONT YARD SETBACKS IN SEC. 134-1060(5); PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Palm Beach, Florida ("Town") is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, the Town Council of the Town of Palm Beach, pursuant to the authority granted to it in Chapters 163 and 166, Florida Statutes, is authorized and empowered to consider changes to its land development regulations; and

WHEREAS, as an outgrowth of their ongoing study of the Town's Zoning Code, the Planning, Zoning & Building (PZB) staff presented a number of items 8 through 14 referred to as "Quick Fixes Tranche 2" to the Town Council for consideration at its August 13, 2025, Development Review meeting; and

WHEREAS, the PZB staff recommended, as Quick Fix No. 11, that the Town update the Zoning Code's RD-2 Front Setback regulations relating to the height of the building depending upon the number of streets on which it fronts; and

WHEREAS, Town Council on August 13, 2025, directed PZB staff to address the current RD-2 Front Setback regulations (Quick Fix No. 11) as an immediate priority; and

WHEREAS, the Town's Planning and Zoning Commission considered the Quick Fixes Tranche 2 at its meeting of September 2, 2025, and recommended adoption of Quick Fix No. 11.

NOW, THEREFORE BE IT ORDAINED BY THE TOWN COUNCIL of the Town of Palm Beach, Palm Beach County, Florida, as follows:

Section 1: The recitations set forth above are true and correct and incorporated herein as legislative findings of the Town Council.

Section 2: Chapter 134, Zoning Article VI, District Regulations, Division 7.- R-D(2) High Density Residential District, SEC. 134-1060 Lot, yard and area requirements—Generally is hereby amended as follows:

Sec. 134-1060. - Lot, yard and area requirements—Generally.
In the R-D(2) high density residential district, the schedule of lot, yard and area requirements is as given in this section:

(5) *Front yard.* The front setback requirements for all buildings located in the R-D(2) district are as follows:
a. For single-family ~~uses~~ buildings, the minimum front yard setback is 25 feet.
b. For two-family ~~uses~~ buildings, the minimum front yard setback is 25 feet.
c. For townhouses buildings, the minimum front yard setback is 25 feet.
d. For multifamily ~~uses~~ buildings, the minimum front yard setback ~~shall be either~~ is 25 feet for three-story buildings up to a maximum height of 35 feet; 40 feet for four-story buildings up to a maximum height of 45 feet; and 55 feet for five-story buildings. ~~or the height of the building, whichever is the greater. When more than one street yard exists (as provided in sections 134-1576 and 134-1577) and the height of a building exceeds 25 feet, the total amount of street yard setbacks shall equal the height of the building times the number of street yards, and any individual street yard setback shall be not less than 25 feet.~~ See also requirements in sections 134-1576 and 134-1577.
~~e. For timesharing uses, the minimum front yard setback is 25 feet.~~
~~f. For hotels, the minimum front yard setback is 25 feet.~~

***

Section 3: 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.

Section 4: 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 5: Codification.
This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 6: Effective Date.
This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

PASSED AND ADOPTED in a regular, adjourned session of the Town Council of the Town of Palm Beach on first reading this [15th] day of October], [2025], and for second and final reading this [13th] day of [November], [2025].

Danielle H. Moore, Mayor

Bobbie Lindsay, Town Council President

Lewis S.W. Crampton, Council President Pro Tem

Julie Araskog, Town Council Member

Edward A. Cooney, Town Council Member

ATTEST:

Kelly Churney, CMC, Town Clerk

Bridget Moran, Town Council Member

THE TOWN OF PALM BEACH
Business Impact Estimate

TITLE OF ORDINANCES:

ORDINANCE NO. 023-2025

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 7. - R-D(2) HIGH DENSITY RESIDENTIAL DISTRICT BY MODIFYING FRONT YARD SETBACKS IN SEC. 134-1060(5); PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

BUSINESS IMPACT ESTIMATE:

This is provided in accordance with section 166.041(4), Florida Statutes. According to Section 166.041(4)(c) of the Florida Statutes, if one or more boxes are checked below, state law does not require a business impact estimate for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation.

☐ The proposed ordinance relates to the issuance or refinancing of debt.

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget.
☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government.

☐ The proposed ordinance is an emergency ordinance.

☐ The ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in s.163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220 - 163.3243.

b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality.

c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts.

d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention

In accordance with the provisions of controlling law, the Town hereby publishes the following information:

1. Summary of the proposed ordinance:
   The Ordinance is prepared to make the zoning regulations easier to understand and to simplify the zoning process.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the Town, if any:
   No negative impact on any resident or business is anticipated once the Ordinances are adopted.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:
   The Ordinance will apply to all land-use applications and building permits, thereby impacting any business that is renovated or constructed.

4. Additional information the governing body deems useful (if any):
   Nothing in the proposed Ordinance is more restrictive and the changes to the code are all designed to simplify the zoning process and to make the regulation easier to understand.

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Town of Palm Beach's website by the time notice of the proposed enactment of the ordinance is published.

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Michelle Sentmanat, Business Services Supervisor

Re: Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 768 Hi Mount Rd.

Date: 10/30/2025

ATTACHMENTS

Staff Report
Supplemental Documents

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
Quality of Life
Community Preservation
On-island Mobility

FUNDING

No Fiscal Impact

Waiver of Town Code Section 18-237, For Building Permit Extension at 756 Hi Mount Rd – Permit B-21-88268.

Staff recommends that the Town Council consider the request from Kochman & Ziska on behalf of the contractor Alonso and Associates, regarding a second permit time extension request in which to complete the new construction of a single-family home located at 756 Hi Mount Rd. The letter dated October 17, 2025, explains the need for this extension. They are requesting sixty-two (62) days – with work to be complete by January 31, 2026.

HISTORY:

The property is owned by Hi Mount LLC and was purchased on February 10, 2021. The permit for new construction was issued on May 28, 2021, and based on the size of the home the contractor was given thirty-six (36) months for completion. Original expiration date, May 28, 2024.

THE PROJECT:

New single-family home build. This is a second request for permit time extension. The first extension was granted at the May 2024 Town Council meeting where the council approved an additional eighteen months. Expiration date November 30, 2025. The request for the second extension is due to significant interior design issues resulting in the owner hiring a new design firm. Other issues they advise are logistics of utilizing property for subcontractor parking. The revised construction schedule shows completion to be by January 31, 2026.

The applicant appears to have complied with the requirements for neighbor notice.

Attachments:

- Letter from Kochman & Ziska PLC
- Nuisance Mitigation Plan
- Construction Schedule
- Copy of Notice to Neighbor
- Permit Summary for the Property
- Property Appraiser Details for the Property

TOWN OF PALM BEACH

Planning, Zoning and Building

RECEIVED
OCT 17 2025
TOWN OF PALM BEACH
PZB DEPARTMENT

Extension -25- 00015

THIS IS A REQUEST FOR:

X BUILDING PERMIT TIME EXTENSION

____ WAIVER OF TOWN CODE SECTION 42-199, CONSTRUCTION WORKING HOURS

Any request for a Building Permit Time Extension OR Waiver of Town Code Section 42-199, Construction Working Hours must be submitted to the Town no later than 30 days PRIOR to permit expiration or period of request. Please send the following items to Director Bergman and Michelle Sentmanat at msentmanat@townofpalmbeach.com and wbergman@townofpalmbeach.com

1. Provide a detailed letter explaining the reasons why a time extension or waiver is being requested.
2. Provide a construction schedule to show completion timeline (CPM, Gantt Chart).
3. Provide a Statement of Nuisance Mitigation measures currently in place on the site.
4. Provide a Statement that first-class mailed notice to neighbors within 300 feet will be provided at least 25 days prior to the meeting at which the extension or waiver is to be considered.
5. Include with the above Statement, a copy of the above notification to neighbors. **NOTE: Must include in the notification letter to neighbors the permit number, site address, current permit expiration date and proposed expiration date. In addition, include the meeting date at which this matter will be considered.** Also, the following statement must be included in the notification: Comments or concerns regarding this request may be emailed to publiccomment@townofpalmbeach.com.
6. Provide a USPS Certificate of Mailing as proof of the mailed notice.
7. Payment – pay all applicable fees by the submittal deadline.

Deadlines: See Schedule for submittal deadlines (page 3). Town Council Meeting dates are subject to change. Please visit our website at **www.townofpalmbeach.com**

- Town Council Development Review Date (Wednesday meeting): **11/12/25**
- Deadline for submittal of request/backup must be received by: **10/18/25**
  (Deadline is approximately two weeks prior to the Town Council Development Review Meeting).
- Deadline for Notice to Neighbors: **10/18/25**
  (Notice to Neighbors must be provided 25 days in advance of TC/DRC Meeting)

Permit #: **B-21-88268** Exp. Date: **November 30, 2025**

Job Address: **756 Hi Mount Road, Town of Palm Beach**

Length of time extension being requested: (in days) **62 Calendar Days**

Specific request for waiver/working hours being proposed:

Proposed completion date if requested time extension is granted: **January 31, 2026**
(Must attach completion schedule)

Contact: **Rene Alonso** Phone: **Office: 561-837-9820**

Email: **ralonso@alonsoandassociates.com**

VALUATION OF PERMITS TO DATE:
(Original permit value and any permit updates containing valuation to date)

Job Address: **756 Hi Mount Road, Town of Palm Beach**

Permit# : **B-21-8826**	Job Value	$ **13,502,400.00**
Permit# : **8**	Job Value	$
Permit# :	Job Value	$
Permit# :	Job Value	$
TOTAL valuation of project		$ **13,502,400.00**

Value of work remaining to complete the project, even if included in valuation above. Include labor, materials and the value of any owner supplied items, etc $ **255,712.50**

Time Extension fee due based upon 1% of this amount:	$ ~~2,557.13~~ 2557.12
Waiver fee due based upon 1% of this amount:	~~$ 2,557.13~~
Technology Fee (2% of permit fee above)	~~$ 5,114.25~~ 51.14
Total Time Extension/Waiver Fee Paid: (attach a copy of the receipt for payment)	~~$ 10,228.51~~ $ 2608.26

OWNERS CERTIFICATION: I certify the information listed above to be true and correct.

OWNER SIGNATURE 10/15/25 DATE

CONTRACTOR CERTIFICATION: I certify the information listed above to be true and correct.

CONTRACTOR SIGNATURE 10/15/2025 DATE

NOTARY TO OWNER

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me

this 15th day of OCTOBER

20 25, By AMY S ZARETAKIS MEMBER

Who are personally known ✓ OR produced identification (Type of identification) _____
OR Online Notarization _____.

L. DIANNE COVELLO
Printed Name of Notary

L Dianne Covello
Signature of Notary

SEAL: LINDA DIANNE COVELLO MY COMMISSION EXPIRES 1/31/2030 NOTARY PUBLIC CONNECTICUT

NOTARY TO CONTRACTOR

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me

this 15th day of October

2025, By René Alonso

Who are personally known ✓ OR produced identification (Type of identification) _____
OR Online Notarization _____.

Celestino J. Cruz
Printed Name of Notary

Signature of Notary

SEAL: NOTARY PUBLIC STATE OF FLORIDA CELESTINO J. CRUZ MY COMMISSION # HH 458754 EXPIRES: November 13, 2027

KOCHMAN & ZISKA PLC

Ronald S. Kochman*
Maura A. Ziska
Alexander D. Kochman

*Also admitted in New York

Esperanté
222 Lakeview Avenue, Suite 1500
West Palm Beach, Florida 33401

Telephone: (561) 802-8960
Facsimile: (561) 802-8995

October 17, 2025

VIA EMAIL

wbergman@townofpalmbeach.com

Mr. Wayne Bergman, Building Official
Town of Palm Beach
360 S County Road
Palm Beach, FL 33480

Re: Permit Time Extension /756 Hi Mount Road, Palm Beach, FL

Dear Wayne,

This letter shall serve as formal notice of the request for a waiver of the time schedule for completion of construction by the owner of 765 Hi Mount Road, Palm Beach, Florida. The request is to allow the contractor to continue work on a single-family residence. Also enclosed is a construction schedule from Alonso & Associates for completion of the project. The reason for the delay and request for extension is due to significant interior design issues resulting in the Owner having to hire a new Interior Design Firm; and the resulting consequences of having a new party involved in the Project. Due to the logistics of utilizing property for subcontractor parking; the delay to the interior scope of work resulted in a delay to the completion of the exterior landscaping and hardscaping. The new completion date would be January 30, 2026. I have also included a copy of the letter that will be sent notifying the abutting property owners and the owners across the street from the project.

Please place this request on the November 13, 2025, Town Council agenda.

Respectfully,

Maura Ziska

Maura Ziska

MAZ/jc
Enclosures
cc: Client

NUISANCE MITIGATION PLAN

756 HI MOUNT PROJECT

REVISED 10/14/25

1) Utilize an Alonso & Associates Full-Time Superintendent to manage and coordinate all Subcontractors.

2) Ensure all Subcontractors have the Superintendents Cell Phone number for coordination.

3) Superintendent to ensure all Alonso Management and Subcontractor Management understand:
    a. Town of Palm Beach Three-Strike Rule
    b. Town of Palm Beach Holidays
    c. Town of Palm Beach Construction Working Hours
    d. Town Of Palm Beach Material Delivery Requirements vs. Right of Way Permits

4) Superintendent to ensure all Subcontractor Supervision clearly understand all Jobsite Specific Rules including:
    a. No Music
    b. No Eating Lunch on Site Walls
    c. No Eating Lunch at Bicycle Path or on Sea Wall.
    d. No Loud Noise Prior To Palm Beach Work Schedule Restrictions
    e. No Parking Allowed on Street Without Parking Permit
    f. No Fishing off of Seawall or Dock.
    g. Erosion Control Requirements.

5) Utilize a Full-Time Parking Attendant to manage all parking of Trades and G.C. Supervision; including
    a. Ensure Parking Permits stay current.
    b. Manage Car-Pooling of Subcontractor to minimize Jobsite Parking.
    c. Maintain line of communication with Neighbors.
    d. Ensure Street Curb Landscaping is maintained.
    e. Ensure Construction Fencing is properly maintained.
    f. Maintain Exterior Privacy Screening between Jobsite and Adjacent Neighbor to the South.
    g. Ensure Street remains free and clear of Vehicle Tracked Materials.
    h. Take immediate measures to clean Street whenever appropriate.
    i. Ensure Subcontractors understand the Truck Logistics Plan.
    j. Manage Construction Material deliveries.

756 HI MOUNT ROAD
COMPLETION SCHEDULE

Enter Date of First Monday	10/6/25
Schedule End Date	1/30/26
Date Prepared	10/14/25
Prepared By	EH

Description	Start	Finish	2025 OCTOBER				NOVEMBER				DECEMBER					2026 JANUARY				FEBRUARY				MARCH					
			6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
			M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M
2ND FLOOR																													
SHOWER GLASS	9/1/25	1/19/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
CARPETING	11/3/25	12/1/25	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
WALLPAPER & SPECIAL FINISHES	10/13/25	1/26/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
PUNCHOUT	11/17/25	1/26/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
1ST FLOOR																													
WALLPAPER & SPECIAL FINISHES	10/13/25	1/26/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
PUNCHOUT	11/24/25	1/26/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
BASEMENT																													
WALLPAPER & SPECIAL FINISHES	10/13/25	1/26/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
PUNCHOUT	12/1/25	1/26/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
EXTERIOR																													
DRIVEWAY PAVERS - PUNCHOUT	9/8/25	12/29/25	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
DECORATIVE FOUNTAIN INSTALLATION	1/5/26	1/12/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
WOOD GATE INSTALLATION	1/19/26	1/23/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
MISC. LANDSCAPING	10/6/25	1/30/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
FINAL SURVEY	12/1/25	12/3/25	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
PUNCHOUT	12/1/25	1/26/26	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
			6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6
			6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6

Original Permit Completion Date: 11/30/25

ALONSO & ASSOCIATES

Project: Hi Mount, LLC
Date: Revised 10/14/25

ESTIMATED COST TO COMPLETE AS OF 11/30/2025

LINE	ITEM DESCRIPTION	QTY.	UNIT	EACH	EXTENDED	COMMENTS
DIVISION 1 - GENERAL CONDITIONS						
101	Superintendent	350	HR	$ 65.00	$22,750.00	
102	Project Manager (Field Support)	350	HR	$ 75.00	$26,250.00	
103	Temporary Sevices	1	LS	$ 600.00	$600.00	
111	Progress Cleaning and General Labor	500	HR	$ 25.00	$12,500.00	
113	Construction Waste Management	1	LS	$ 1,200.00	$1,200.00	
	DIVISION 1 - GENERAL CONDITIONS SUBTOTAL				$63,300.00	
DIVISION 2 - EXISTING CONDITIONS						
201	Surveys	1	LS	$ 5,000.00	$5,000.00	Final Survey and Flood certificate
	DIVISION 2 - EXISTING CONDITIONS SUBTOTAL				$5,000.00	
DIVISION 4 - MASONRY						
405	Exterior Stone Flatwork - Labor	1	SF	$ 5,000.00	$5,000.00	Entry completion
	DIVISION 3 - MASONRY SUBTOTAL				$5,000.00	
DIVISION 6 - WOOD, PLASTICS & COMPOSITES						
601	Miscellaneous Materials	1	LS	$ 1,500.00	$1,500.00	
612	Wood Gates	1	LS	$ 500.00	$500.00	Installation of one pedestrian gate
	DIVISION 6 - WOOD, PLASTICS & COMPOSITES SUBTOTAL				$2,000.00	
DIVISION 7 - THERMAL & MOISTURE PROTECTION						
	DIVISION 7 - THERMAL & MOISTURE PROTECTION SUBTOTAL				$0.00	
DIVISION 8 - OPENINGS						
605	Door Hardware	1	LS	$ 6,500.00	$6,500.00	Installation of some backordered door hardware
	DIVISION 8 - OPENINGS SUBTOTAL				$6,500.00	

LINE	ITEM DESCRIPTION	QTY.	UNIT	EACH	EXTENDED	COMMENTS
DIVISION 9 - FINISHES						
908	Carpeting	1	SF	$ 25,000.00	$25,000.00	
910	Painting	1	LS	$ 45,000.00	$45,000.00	Decorative painting
	DIVISION 9 - FINISHES SUBTOTAL				$70,000.00	
DIVISION 10 - SPECIALTIES						
1003	Shower Enclosures	1	LS	$ 16,000.00	$16,000.00	
1004	Mirrors	1	SF	$ 5,000.00	$5,000.00	
1005	Awnings	1	LS	$ 15,000.00	$15,000.00	
	DIVISION 10 - SPECIALTIES SUBTOTAL				$36,000.00	
DIVISION 12 - FURNISHINGS						
1209	Misc. Built-ins	1	LS	$ 17,000.00	$17,000.00	
	DIVISION 12 - FURNISHINGS SUBTOTAL				$17,000.00	
DIVISION 13 - SPECIAL CONSTRUCTION						
1303	Ponds & Fountains	1	LS	$ 5,000.00	$5,000.00	Waiting for one small decorative fountain
	DIVISION 13 - SPECIAL CONSTRUCTION SUBTOTAL				$5,000.00	
DIVISION 32 - EXTERIOR IMPROVEMENTS						
3202	Driveway	1	LS	$ 2,500.00	$2,500.00	punchout
3207	Landscaping & Sod	1	LS	$ 20,000.00	$15,000.00	Miscellaneous flower beds
	DIVISION 32 - EXTERIOR IMPROVEMENTS SUBTOTAL				$17,500.00	
	SUBTOTAL:				$227,300.00	
	CONSTRUCTION FEE				$28,412.50	
	REMAINING COST TO COMPLETE				**$ 255,712.50**	

KOCHMAN & ZISKA PLC

Ronald S. Kochman*
Maura A. Ziska
Alexander D. Kochman
*Also admitted in New York

Esperanté
222 Lakeview Avenue, Suite 1500
West Palm Beach, Florida 33401
Telephone 561-802-8960
Facsimile 561-802-8995

October 17, 2025

Re: Project located at 756 Hi Mount Road, Palm Beach, FL
Permit Number B-21-88268
Current Permit Expiration Date is November 30, 2025
Proposed New Expiration Date is January 31, 2026

To Whom It May Concern:

This is to notify you that a request has been made to the Planning, Zoning & Building Department to be placed on the agenda for the next available Town Council meeting for consideration of a building permit time extension request of 756 Hi Mount Road, Palm Beach, FL.

A waiver of Town Ordinance 18-242, Section 405.4.1.6, agreed maximum time schedule for completion of construction, is being requested by 756 Hi Mount Road, Palm Beach, Florida, allowing extra time to complete construction.

This matter will be presented to the Palm Beach Town Council at the regularly scheduled meeting on November 13, 2025. Should you have any questions or concerns regarding this project, please contact: Maura Ziska; 222 Lakeview Avenue, Suite 1500, West Palm Beach, FL 33401; 561-802-8960; mziska@floridawills.com

Also, comments or concerns regarding this request may be made in the Planning, Zoning & Building Department at 360 S. County Road, Palm Beach, FL 33480 or by email to: publiccomment@townofpalmbeach.com

Respectfully,

Maura Ziska

Maura Ziska

MZ/jc

Master Permit I	Permit number	Permit type name	Permit description	Permit Address	Permit Suite	Customer Last Name	Application date	Issue date	Approval state
B-12-24915	B-12-25743	R-REVISION	REVISION MECHANICAL - TIE DOWN SPECS	756 HI-MOUNT RD		TECH AIR OF WESTGATE INC	7/11/2012		canceled
	B-17-63612	M-REPLACEMENT	EMERGENCY WITHOUT AIR - AC CHANGEOUT	756 HI-MOUNT RD		ACS OF WEST PALM BEACH	4/27/2017		canceled
B-21-88268	B-24-02999	FEE CHARGE	*****PRIVATE PROVIDER***** PERMIT TIME EXTENSION	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	4/17/2024		canceled
B-21-88268	U-22-09469	U-USE OF/WORK IN ROW	*****PRIVATE PROVIDER*****USE OF- UNLOADING OF POST TENSION CABLES. SEMI WILL BE ON ONE SIDE OF THE ROAD. THE CRANE WILL BE	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	2/28/2022		canceled
B-21-88268	B-21-88426	S-TEMP STRUCTURE-TENT/POD /CONSTR TRLR/OTHER	SUB - CONSTRUCTION TRAILER	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	4/14/2021	5/10/2021	expired
B-21-88268	B-21-89572	E-ELECTRICAL	*****PRIVATE PROVIDER***** TEMPORARY POWER POLE	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	6/9/2021	6/11/2021	expired
	B-21-89849	S-MARINE STRUCTURE	(SEE PERMIT CONDITIONS) BULKHEAD RENOVATION AND REPAIRS	756 HI-MOUNT RD		CONSTRUCTION TECHNOLOGY I NC	6/24/2021	9/14/2021	expired
	A-22-02527	A-ARCOM STAFF APPROVAL	STAFF APPROVAL FOR PROPOSED REMOVAL OF RAISED PLANTERS ADJAC ENT TO THE DRIVEWAY AND ASSOCIATED PLANTING CHANGES. THE PLA	756 HI-MOUNT RD		SMI LANDSCAPE ARCHITECTURE INC	8/19/2022	8/24/2022	final
	A-22-02652	A-ARCOM STAFF APPROVAL	PROPOSED RELOCATION OF POOL/SPA TO AREA COVERED BY LAWN TER RACE.	756 HI-MOUNT RD		SMI LANDSCAPE ARCHITECTURE INC	10/24/2022	10/27/2022	final
B-21-88268	A-23-02961	A-ARCOM STAFF APPROVAL	*****PRIVATE PROVIDER*****ARCOM- MINOR DETAIL CHANGES TO A-2 2-02652 (10/27/2022)	756 HI-MOUNT RD		SMI LANDSCAPE ARCHITECTURE INC	5/3/2023	5/12/2023	final
	A-23-03158	A-ARCOM STAFF APPROVAL	ARCOM STAFF APPROVAL PROPOSED ADJUSTMENTS TO PAVED DRIVEW AY AREAS, ADDED CURBING, REMOVAL OF A FOUNTAIN, INTERIOR RETAI NING WALLS AND RAILINGS, ADDITION OF A GATE AND THE REPLACEME NT OF A CONCRETE STARICASE WITH LAWN RAMP STEPS. PROPOSED RE TURN TO PREVIOUSLY ARCOM APPROVED PLANT AND ASSOCIATED PLA NTING CHANGES. THE PLANS WERE PREVIOUSLY APPROVED UNDER Z-20	756 HI-MOUNT RD		SMI LANDSCAPE ARCHITECTURE INC	8/4/2023	8/15/2023	final
	B-12-24915	M-REPLACEMENT	REPLACE A/C UNITS SSX16036/ AUPTC4260	756 HI-MOUNT RD		TECH AIR OF WESTGATE INC	6/8/2012	6/19/2012	final
B-12-24915	B-12-25531	E-ELECTRICAL	SUB ELECTRIC - INSTALL (2) DISCONNECTS, (2) NEW WP J.BOXES AS PER DRAWINGS	756 HI-MOUNT RD		CARPENTER ELECTRIC INC	7/2/2012	7/5/2012	final
	B-14-45267	B-RESIDENTIAL OTHER (NO PLA NS)	REPAIR ROTTEN RAFTER TAILS ROOF SHEATHING LESS THAN 25%	756 HI-MOUNT RD		DEBBIE AVELLANA /OWNER BUI LDER	11/21/2014	11/21/2014	final
	B-20-85187	P-SITE WORK	CAP WATER	756 HI-MOUNT RD		METRO PREVENTATIVE PLUMB MAINT	7/31/2020	8/4/2020	final
	B-20-85663	D-DEMOLITION	DEMOLITION OF EXISTING MAIN HOUSE AND POOL.	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	9/2/2020	9/21/2020	final
B-21-88426	B-21-89324	R-PERMIT UPDATE-CHG OF PLA NS & VALUE/CORRECTION	PERMIT UPDATE CHANGE IN PLANS AND VALUE FOR ADDING TEMPORA RY CONSTRUCTION SCREENING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	5/28/2021	9/10/2021	final
U-22-09469	B-22-93555	FEE CHARGE	*****PRIVATE PROVIDER***** REUND FOR ROW CONTRACTOR CANCEL LED.	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	3/8/2022	3/8/2022	final
	B-22-94968	S-MARINE STRUCTURE	*****PRIVATE PROVIDER***** DOCK AND BOAT LIFT CONSTRUCTION	756 HI-MOUNT RD		MURRAY LOGAN CONSTRUCTIO N INC	6/7/2022	6/24/2022	final
B-21-88268	B-23-97869	R-REVISION	*****PRIVATE PROVIDER***** REVISION OTHER: FIRE SPRINKLERS	756 HI-MOUNT RD		J W FIRE SPRINKLER INC	1/26/2023	1/31/2023	final
B-21-88268	B-23-99600	R-REVISION	*****PRIVATE PROVIDER***** REVISION BUILDING: NEW POOL (COST OF POOL CALCULATED IN ORIGINAL PERMIT COST), PLUMBING/GAS: PLU MBING FOR NEW POOL.	756 HI-MOUNT RD		ROYAL PALM POOLS LLC	6/6/2023	7/3/2023	final
B-17-63612	F-17-01909	F-FIRE RESCUE STANDARD	EMERGENCY WITHOUT AIR - AC CHANGEOUT - HOT WORKS	756 HI-MOUNT RD		ACS OF WEST PALM BEACH	4/27/2017	4/28/2017	final
B-20-85187	U-20-05738	U-SEWER/DRAINAGE - CAP-OFF /CONNECTION	SEWER CAP	756 HI-MOUNT RD		METRO PREVENTATIVE PLUMB MAINT	7/31/2020	8/12/2020	final
B-21-88268	U-21-07613	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	6/22/2021	6/28/2021	final
B-21-88268	U-21-07616	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	6/22/2021	6/28/2021	final
B-21-88268	U-21-07617	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	6/22/2021	9/15/2021	final
B-21-88268	U-21-07629	U-USE OF/WORK IN ROW	*****PRIVATE PROVIDER*****USE OF- CONCRETE TRUCK DELIVERING C ONCRETE IN RIGHT OF WAY	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	6/23/2021	6/28/2021	final
	U-21-07633	U-DEWATERING	DEWATER FOR FOOTING EXCAVATION AT BIKE PATH P/L ONE 4 INCH LAY FLAT DISCHARGE HOSE.	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	6/24/2021	8/6/2021	final
	U-21-07652	U-USE OF/WORK IN ROW	USE OF- MILL & PAVE FROM PROPERTY LINE TO PROPERTY LINE BIKE PAT H LOCATED BEHIND RESIDENCE ON N LAKE TRAIL DUE TO U-21-07521 & U-21-07522	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	6/28/2021	7/7/2021	final
	U-21-07698	U-USE OF/WORK IN ROW	LOADING & UNLOADING IN ROW FOR SEWER U-21-07521 & U-21-07522 THURSDAY 7/1 - FRIDAY 7/2	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	7/1/2021	7/9/2021	final

Count: 63

Master Permit #	Permit number	Permit type name	Permit description	Permit Address	Permit Suite	Customer Last Name	Application date	Issue date	Approval state
B-21-88268	U-21-08287	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER*****CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	9/15/2021	9/21/2021	final
B-21-88268	U-21-08288	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER*****CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	9/15/2021	9/21/2021	final
B-21-88268	U-21-09070	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER*****CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	12/14/2021	12/17/2021	final
B-21-88268	U-21-09071	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER*****CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	12/14/2021	12/17/2021	final
B-21-88268	U-21-09103	U-USE OF/WORK IN ROW	*****PRIVATE PROVIDER***** USE OF ROW FOR CONCRETE POUR	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	12/28/2021	12/29/2021	final
B-21-88268	U-22-09539	U-CONSTRUCTION PARKING	RENEWAL OF CONSTRUCTION PARKING 2 PASSES FOR 3 MONTHS. (START 3-28 THRU 6-27)	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	3/17/2022	4/13/2022	final
B-21-88268	U-22-09540	U-CONSTRUCTION PARKING	RENEWAL OF CONSTRUCTION PARKING 2 PASSES FOR 3 MONTHS. (START 3-28 THRU 6-27)	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	3/17/2022	4/13/2022	final
B-21-92456	U-22-10102	U-USE OF/WORK IN ROW	*****PRIVATE PROVIDER***** USE OF- CONCRETE TRUCK IN ROW DURI NG POURS. USE OF LAKE TRAIL FOR SITE ACCESS (SEE ATTACHED OUTLII NE & PICTURES.)	756 HI-MOUNT RD		BROTHERS CONSTRUCTION INC	5/27/2022	6/21/2022	final
B-21-88268	U-22-10377	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER*****CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	6/29/2022	7/7/2022	final
B-21-88268	U-22-10378	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER*****CONSTRUCTION PARKING	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	6/29/2022	7/7/2022	final
B-21-92456	U-22-10969	U-USE OF/WORK IN ROW	*****PRIVATE PROVIDER***** EXTEND DATE FOR USE OF- CONCRETE T RUCK IN ROW DURING POURS. USE OF LAKE TRAIL FOR SITE ACCESS (SEE ATTACHED OUTLIINE & PICTURES.)	756 HI-MOUNT RD		BROTHERS CONSTRUCTION INC	8/18/2022	8/23/2022	final
B-21-88268	U-22-11413	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER*****CONSTRUCTION PARKING PARKING ATTENDANT: ROBERT KRAUS - (561) 239-6738 DATES: 10/13 THRU 1/12	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	10/3/2022	10/11/2022	final
B-21-88268	U-22-11414	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER*****CONSTRUCTION PARKING PARKING ATTENDANT: ROBERT KRAUS - (561) 239-6738 DATES: 10/13 THRU 1/12	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	10/3/2022	10/11/2022	final
B-21-88268	U-23-12184	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING Parking Attendant: Robert Kraus - (561) 239-6738	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	1/4/2023	1/10/2023	final
B-21-88268	U-23-12185	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING Parking Attendant: Robert Kraus - (561) 239-6738	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	1/4/2023	1/10/2023	final
B-21-88268	U-23-12638	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING Parking Attendant: Robert Kraus - (561) 239-6738	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	3/31/2023	4/5/2023	final
B-21-88268	U-23-12639	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING Parking Attendant: Robert Kraus - (561) 239-6738	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	3/31/2023	4/5/2023	final
	U-23-13180	U-USE OF/WORK IN ROW	USE OF- LESS THAN 30 MIN- TUES 06/20- 9AM UNLOAD E-10 FROM IZUZ U ON NORTH END OF BIKE PATH AT COUNTRY CLUB ROAD- WALK E-10 D	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	6/13/2023	6/16/2023	final
	U-23-13182	U-USE OF/WORK IN ROW	USE OF- LESS THAN 30 MIN- FRIDAY 06/23 3PM LOAD E-10 ONTO IZUZU ON NORTH END OF BIKE PATH AT COUNTRY CLUB ROAD- WALK E-10 DO WN GRASS EASEMENT NEXT TO BIKE PATH- FLAGGERS TO ASSIST.	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	6/13/2023	6/16/2023	final
B-21-88268	U-23-13362	U-USE OF/WORK IN ROW	*****PRIVATE PROVIDER*****USE OF -DELIVERY OF DOORS/WINDOWS UNLOADING OF TRACTOR TRAILER	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	7/7/2023	7/11/2023	final
B-21-88268	U-23-13953	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING Parking Attendant: Evans Howard - (561) 335-8181	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	8/29/2023	8/31/2023	final
B-21-88268	U-23-13954	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING Parking Attendant: Evans Howard - (561) 335-8181	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	8/29/2023	8/31/2023	final
	U-23-14439	U-USE OF/WORK IN ROW	WED 10/18-FRI 10/20 USE OF: TEMP LANE CLOSURE INTERMITTENTLY F OR PERIODS APPROX 1 HR AT CORNER OF N LAKE WAY & RIDGEVIEW TO UNLOAD LOADER & GENERATOR AND WALK THEM TO 756 HI MOUNT. FL	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	10/12/2023	10/19/2023	final
B-21-88268	U-23-15047	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING Parking Attendant: Evans Howard - (561) 335-8181	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	12/19/2023	12/21/2023	final
B-21-88268	U-23-15048	U-CONSTRUCTION PARKING	*****PRIVATE PROVIDER***** CONSTRUCTION PARKING Parking Attendant: Evans Howard - (561) 335-8181	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	12/19/2023	12/21/2023	final
	B-21-88268	B-RESIDENTIAL NEW CONSTRU CTION/ADDITION	*****PRIVATE PROVIDER***** (TC APPROVED EXTENSION THROUGH 1 1/30/2025) CONSTRUCTION OF SINGLE FAMILY HOUSE.	756 HI-MOUNT RD		ALONSO & ASSOCIATES INC	4/5/2021	5/28/2021	issued
	B-21-92456	S-MARINE STRUCTURE	*****PRIVATE PROVIDER***** RAISE ELEVATION AND REINFORCE SEAW	756 HI-MOUNT RD		BROTHERS CONSTRUCTION INC	12/14/2021	5/18/2022	issued
B-21-88268	F-22-03598	F-FIRE RESCUE STANDARD	*****PRIVATE PROVIDER***** FIRE HYDRANT FLOW TEST	756 HI-MOUNT RD		J W FIRE SPRINKLER INC	11/30/2022	12/1/2022	issued
	U-21-07521	U-EXCAVATION IN ROW	EXCAVATE TO REMOVE EXISTING SEWER LATERAL AND INSTALL NEW 6IN CH SEWER LATERAL MATCHING EXISTING LINE & GRADE. ISNTALL CLEAN OUT 1-FOOT ONTO PROPERTY.	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	6/9/2021	6/17/2021	issued

Count: 63

Master Permit I	Permit number	Permit type name	Permit description	Permit Address	Permit Suite	Customer Last Name	Application date	Issue date	Approval state
	U-21-07522	U-SEWER/DRAINAGE - CAP-OFF /CONNECTION	EXCAVATE TO REMOVE EXISTING SEWER LATERAL AND INSTALL NEW 6IN CH SEWER LATERAL MATCHING EXISTING LINE & GRADE. ISNTALL CLEAN	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	6/9/2021	6/17/2021	issued
	U-23-13181	U-EXCAVATION IN ROW	EXCAVATE- TUES-06/20 - FRI 06/23/203 EXCAVATE HARD ROCK IN GRASS EASEMENT BETWEEN SEAWALL & BIKE PATH WITH E-10 TO INSTALL TEM PORARY POWER TO BOAT DOCK- BIKE PATH WILL NOT BE AFFECTED.	756 HI-MOUNT RD		S MACDONALD CONTRACTING L LC	6/13/2023	6/16/2023	issued
	U-23-13911	U-EXCAVATION IN ROW	EXCAVATE- OPEN CUT AND TRENCH 5 FEET OF 1.25" PE GAS SERVICE IN ASPHALT TO SERVE ADDRESS ABOVE. RESTORE PER TOPB STANDARDS.	756 HI-MOUNT RD		FLORIDA PUBLIC UTILITIES COM PA	8/25/2023	8/31/2023	issued
	Z-20-00291	Z-DEVELOPMENT REVIEW PER MIT	The applicant is proposing a new 10,371 square foot, two story residence , with a 5,378 square foot sub-basement, on the subject property, that w ill require the following variances: Section 134-2 and 134-1611: The prop osed sub-basement is under the confines of the building above it and als o below the lowest grade of the public street (HI Mount Road) in front of the lot, however, it is not completely underground. A variance is being r equested to allow a proposed sub-basement where a portion is not com pletely underground as there is a substantial change of grade from Hi Mo	756 HI-MOUNT RD		KOCHMAN AND ZISKA	8/24/2020		pending

Count: 63

Property Detail

Location Address : 756 HI MOUNT RD
Municipality : PALM BEACH
Parcel Control Number : 50-43-43-10-04-000-1240
Subdivision : RAFALSKY MARK IN
Official Records Book/Page : 32214 / 139
Sale Date : 02/10/2021
Legal Description : MARK RAFALSKY TR LOT 124

Owner Information

Owner(s)	Mailing Address
HI MOUNT LLC	RUCCI LAW GROUP C/O 10 OLD KINGS HWY S DARIEN CT 06820 4520

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
02/10/2021	$10	32214 / 00139	WARRANTY DEED	HI MOUNT LLC
02/09/2021	$14,259,375	32204 / 00409	WARRANTY DEED	HMS 756 TRUST
01/13/2021	$10	32133 / 00497	WARRANTY DEED	BICKHAM FAMILY TRUST
12/04/2020	$10	31996 / 01940	WARRANTY DEED	BICKHAM FAMILY TRUST
11/02/2020	$10	31904 / 00003	WARRANTY DEED	HMS 756 TRUST
05/22/2020	$15,200,000	31463 / 00433	WARRANTY DEED	HI MOUNT LLC
08/17/2016	$10	28521 / 01777	WARRANTY DEED	BRANDT ANDREAS TR
07/02/2002	$10	13877 / 01997	QUIT CLAIM	HUMPHREYS ODETTE L TRUST
11/01/1994	$100	08494 / 00403	REP DEED	
01/01/1976	$100	02623 / 01251		

Exemption Information

No Exemption Information Available.

Property Information

Number of Units : 0
***Total Square Feet :** 5951
Acres : .66
Property Use Code : 0000—VACANT
Zoning : R-B—LOW DENSITY RESIDENTIAL (50-PALM BEACH)

Building Details

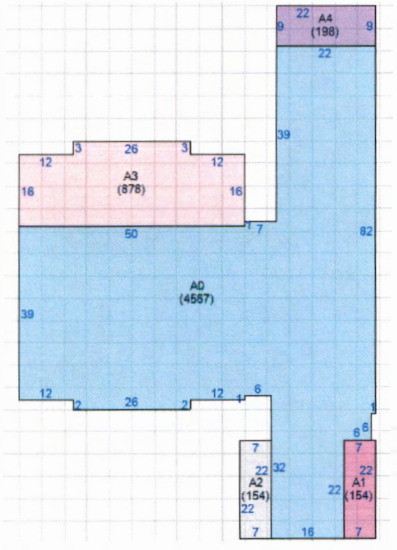
Structural Details

Structural Element for Building 1

Subarea and Square Footage for Building 1

Code Description	square Footage
No data found	

Sketch for Building 1



Property Extra Feature

Description	Year Built	Units
No Extra Feature Available		

Property Land Details

Land Line #	Description	Zoning	Acres
2	INTRACOASTAL WATERWAY STRIP	R-B	0.0498
1	INTRACOASTAL	R-B	0.5844
3	RIGHT-OF-WAY	R-B	0.0301

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	$0	$0	$0	$0	$0
Land Value	$28,637,475	$28,001,100	$22,136,233	$17,455,350	$12,082,215
Total Market Value	$28,637,475	$28,001,100	$22,136,233	$17,455,350	$12,082,215

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	$23,233,071	$21,120,974	$19,200,885	$17,455,350	$12,082,215
Exemption Amount	$0	$0	$0	$0	$0
Taxable Value	$23,233,071	$21,120,974	$19,200,885	$17,455,350	$12,082,215

Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	$379,656	$357,518	$307,209	$270,472	$196,035
NON AD VALOREM	$998	$998	$907	$907	$1,004
TOTAL TAX	$380,654	$358,517	$308,116	$271,379	$197,040

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcpao.gov

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Michelle Sentmanat, Business Services Supervisor

Re: Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 11 Via Vizcaya.

Date: 10/30/2025

ATTACHMENTS

Staff Report
Supplemental Documents

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
On-island Mobility
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

Waiver of Town Code Section 18-237, For Building Permit Extension at 11 Via Vizcaya – Permit SITE-24-00084.

Staff recommends that the Town Council consider the request from contractor Worth Builders, regarding a time extension in which to complete the site replaced renovations at 11 Via Vizcaya. The contractor explains the need for extension in their letter dated October 10, 2025. They are requesting sixty-four (64) days – with work to be complete by January 26, 2026.

HISTORY:

The property is owned by Jonathan Clay/Andrew W. Regan Tr and was purchased on June 23, 2017. The permit for renovation was issued on October 23, 2024. Expiration date November 23, 2025.

THE PROJECT:

Exterior renovations. The contractor has submitted a request for extension and explains in their letter dated October 10, 2025, the need for additional time is due to the permit being issued to a different contractor on 11/20/2024 and project was taken over in 2025 by Worth Builders. The scope of work grew which required permit revisions and updates for additional work. The revised construction schedule shows completion to be by January 26, 2026.

The applicant appears to have complied with the requirements for neighbor notice.

Attachments:

- Letter from Worth Builders
- Construction Schedule
- Copy of Notice to Neighbor
- Property Appraiser Details for the Property

TOWN OF PALM BEACH

Planning, Zoning and Building

RECEIVED
OCT 14 2025
TOWN OF PALM BEACH
PZB DEPARTMENT

Ext permit - 25-00074

THIS IS A REQUEST FOR:

__x__ **BUILDING PERMIT TIME EXTENSION**

_____ **WAIVER OF TOWN CODE SECTION 42-199, CONSTRUCTION WORKING HOURS**

Any request for a Building Permit Time Extension OR Waiver of Town Code Section 42-199, Construction Working Hours must be submitted to the Town no later than 30 days PRIOR to permit expiration or period of request. Please send the following items to Director Bergman and Michelle Sentmanat at msentmanat@townofpalmbeach.com and wbergman@townofpalmbeach.com

1. Provide a detailed letter explaining the reasons why a time extension or waiver is being requested.
2. Provide a construction schedule to show completion timeline (CPM, Gantt Chart).
3. Provide a Statement of Nuisance Mitigation measures currently in place on the site.
4. Provide a Statement that first-class mailed notice to neighbors within 300 feet will be provided at least 25 days prior to the meeting at which the extension or waiver is to be considered.
5. Include with the above Statement, a copy of the above notification to neighbors. NOTE: Must include in the notification letter the permit number, site address and meeting date at which this matter will be considered. Also, the following statement must be included in the notification: Comments or concerns regarding this request may be emailed to publiccomment@townofpalmbeach.com.
6. Provide a USPS Certificate of Mailing as proof of the mailed notice.
7. Payment – pay all applicable fees by the submittal deadline.

Deadlines: See Schedule for submittal deadlines (page 3). Town Council Meeting dates are subject to change. Please visit our website at www.townofpalmbeach.com

- Town Council Development Review Date (Wednesday meeting): 11/12/25
- Deadline for submittal of request/backup must be received by: 10/29/25
  (Deadline is approximately two weeks prior to the Town Council Development Review Meeting).
- Deadline for Notice to Neighbors: 10/18/25
  (Notice to Neighbors must be provided 25 days in advance of TC/DRC Meeting)

Permit #: SITE-24-00084 Exp. Date: 11/23/25

Job Address: 11 VIA VIZCAYA

Length of time extension being requested: (in days) 64

Specific request for waiver/working hours being proposed: _____

Proposed completion date if requested time extension is granted: JAN 26,2026
(Must attach completion schedule)

Contact: Didiana Duque Phone: 561-836-3999

Email: Didi@WorthBuildersPalmBeach.com

VALUATION OF PERMITS TO DATE:
(Original permit value and any permit updates containing valuation to date)

Job Address: 11 Viz Vizcaya

Permit# : SITE-24-00084	Job Value	$ 60,000.00
Permit# : REV-25-01435	Job Value	$ 76,000.00
Permit# : REV-25-01147	Job Value	$ 156,075.00
Permit# :	Job Value	$
TOTAL valuation of project		$ 292,075

Value of work remaining to complete the project, even if included in valuation above. Include labor, materials and the value of any owner supplied items, etc $ 146,037.50

Time Extension fee due based upon 1% of this amount:	$ 1,460.38
Waiver fee due	$ —
Technology Fee (2% of permit fee above)	$ 29.21
Total Time Extension/Waiver Fee Paid: (attach a copy of the receipt for payment)	$ 1489.59

OWNERS CERTIFICATION: I certify the information listed above to be true and correct.

OWNER SIGNATURE DATE 9/26/25

CONTRACTOR CERTIFICATION: I certify the information listed above to be true and correct.

CONTRACTOR SIGNATURE DATE 9/30/25

NOTARY TO OWNER

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me this 26th day of Sept 20 25, By Jonathan Clay

Who are personally known ____ OR produced identification (Type of identification) ____
OR Online Notarization ____.

Brenda Gleason
Printed Name of Notary

Brenda Gleason
Signature of Notary

SEAL:

BRENDA GLEASON
Commission # HH 601994
Expires October 25, 2028

NOTARY TO CONTRACTOR

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me this 30th day of Sept 20 25, By Andrew Lucceo

Who are personally known ____ OR produced identification (Type of identification) ____
OR Online Notarization ____.

Brenda Gleason
Printed Name of Notary

Brenda Gleason
Signature of Notary

SEAL:

BRENDA GLEASON
Commission # HH 601994
Expires October 25, 2028

WORTH
BUILDERS
OF PALM BEACH, INC.

October 10, 2025

Town of Palm Beach
Palm Beach, FL 33480

Re: Permit Extension
Master Permit Number: **SITE-24-00084**
11 Via Vizcaya
Palm Beach, Fl.

To Whom It May Concern:

Worth Builders would like to apply for an extension on our permit at the address above. This permit was originally issued to a different contractor on 11/20/2024 and we took it over on 3/21/2025. That's also when the work began. Additionally, the scope of work grew, and we went in for two permit updates and revisions. The review process took some time, and we were at a standstill waiting for approval. Therefore, we are requesting a two-month extension on this permit to complete all work. Ending the week of January 26, 2026.

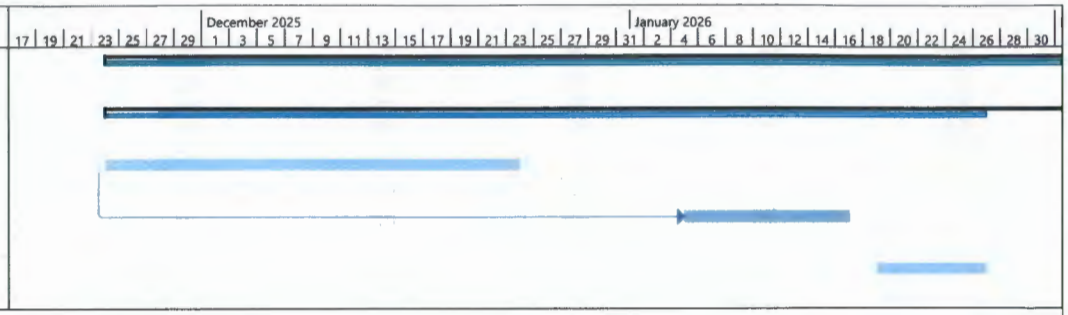
Please feel free to contact me if you have any questions.

Best regards,

Didiana Duque
Worth Builder of Palm Beach
561-836-3999
CGC1533188

tel 561-832-0500
fax 561-832-3871
1137 CLARE AVENUE
WEST PALM BEACH
FLORIDA 33401

ID	Task Mode	Task Name	Duration	Start	Finish
1		**11 Via Vizcaya**	**51 days**	**Mon 11/24/25**	**Mon 2/2/26**
2		**Schedule**	**51 days**	**Mon 11/24/25**	**Mon 2/2/26**
3		Landscape	22 days	Mon 11/24/25	Tue 12/23/25
4		Pool Work	10 days	Mon 1/5/26	Fri 1/16/26
5		Clean up and inspections	6 days	Mon 1/19/26	Mon 1/26/26



Project: 11 Via Vizcaya
Date: Mon 10/13/25

Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone	

WORTH
BUILDERS
OF PALM BEACH, INC.

October 10, 2025

Town of Palm Beach
Palm Beach, FL 33480

Re: Time extension request
Master Permit Number: SITE-24-00084
11 Via Vizcaya
Palm Beach, Fl. 33480

To Whom It May Concern:

Worth Builders will be sending the letters to neighbors within 300 ft of 11 Viz Vizcaya via first class mail at least 25 days before the town meeting on 11/12/2025.

Please call if you have any questions or concerns.

Sincerely,

Didiana Duque

Worth Builders of Palm Beach
(561) 839-3999
CGC1533188

Tel 561-832-0500
Fax 561-832-3871
1137 CLARE AVENUE
WEST PALM BEACH
FLORIDA 33401

NOTIFICATION TO NEIGHBORS

October 10, 2025

Re: Project Location: 11 Via Vizcaya, Palm Beach

Permit Number: **SITE-24-00084**

Dear Neighbor,

This is to notify you that a request has been made to the Planning, Zoning & Building Department to be placed on the agenda for the next available Town Council meeting on 11/12/25 . For the consideration of a time extension request for our site work permit.

Should you have any questions or concerns regarding this project, please contact:

Worth Builders of Palm Beach
1137 Clare Ave
Palm Beach, FL 33401
561-832-0500
Project Manager: Eric Luchini 561-722-1396
Superintendent: Matt Quercia 561-758-6779

Also, comments or concerns regarding this request may be made in the Planning, Zoning & Building department at 360 S County Rd., Palm Beach, or by email to publiccomment@townofpalmbeach.com

Sincerely,

Worth Builders of Palm Beach
561-832-0500

Property Detail

Location Address : 11 VIA VIZCAYA
Municipality : PALM BEACH
Parcel Control Number : 50-43-43-35-01-000-0110
Subdivision : VIA VIZCAYA IN
Official Records Book/Page : 29187 / 242
Sale Date : 06/23/2017
Legal Description : VIA VIZCAYA NLY 2.43 FT OF LT 10 & LT 11

Owner Information

Owner(s)

CLAY JONATHAN
ANDREW W REGAN TR TITL HLDR
REGAN ANDREW W TR

Mailing Address

11 VIA VIZCAYA
PALM BEACH FL 33480 4931

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
06/23/2017	$12,953,800	29187 / 00242	WARRANTY DEED	CLAY JONATHAN
03/23/2011	$9,958,791	24422 / 01494	WARRANTY DEED	STILLER ROBERT
02/13/2004	$3,600,000	16552 / 00673	WARRANTY DEED	11 VIA VIZCAYA LLC

Exemption Information

Applicant/Owner(s)	Year	Detail
CLAY JONATHAN	2025	HOMESTEAD
CLAY JONATHAN	2025	ADDITIONAL HOMESTEAD

Property Information

Number of Units : 1
***Total Square Feet :** 9435
Acres : .45
Property Use Code : 0100—SINGLE FAMILY
Zoning : R-A—ESTATE RESIDENTIAL (50-PALM BEACH)

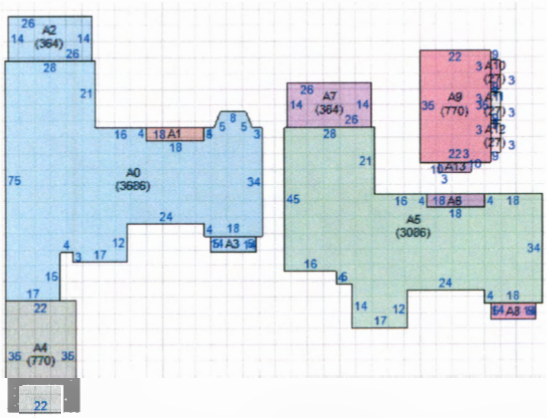
Building Details

Structural Details

Structural Element for Building 1

Bldg Type	EXC-LUX.RES
Exterior Wall 1	MSY: CB STUCCO
Year Built	2009
Air Condition Desc.	HTG & AC
Heat Type	FORCED AIR DUCT
Heat Fuel	GAS
Bed Rooms	5
Full Baths	6
Half Baths	1
Roof Structure	WOOD TRUSS
Roof Cover	CONCRETE TILE
Interior Wall 1	DRYWALL
Floor Type 1	MARBLE
Floor Type 2	HARDWOOD
Stories	2

Sketch for Building 1



Subarea and Square Footage for Building 1

Code Description	square Footage
UOP Unfinished Open Porch	27
UOP Unfinished Open Porch	27
UOP Unfinished Open Porch	70
UOP Unfinished Open Porch	364
UOP Unfinished Open Porch	27
UOP Unfinished Open Porch	30
FUS Finished Upper Story	3086

FUS Finished Upper Story	770
FOP Finished Open Porch	72
FOP Finished Open Porch	70
FOP Finished Open Porch	364
FOP Finished Open Porch	72
BAS Base Area	3686
FGR Finished Garage	770
Total Square Footage	9435
Area Under Air	7542

Property Extra Feature

Description	Year Built	Units
Boat Dock	2006	1080
Reflection Pond	2009	34
Boat Lift	2012	1
Pool - In-Ground	2009	1
Elevator	2009	1
Bbq	2009	1
Wall	2009	292

Property Land Details

Land Line #	Description	Zoning	Acres
1	INTRACOASTAL	R-A	0.4530

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	$5,673,188	$7,560,426	$6,585,016	$6,198,793	$5,584,477
Land Value	$22,197,375	$21,704,100	$19,838,600	$14,905,850	$9,648,915
Total Market Value	$27,870,563	$29,264,526	$26,423,616	$21,104,643	$15,233,392

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	$13,197,168	$12,825,236	$12,451,685	$12,089,015	$11,736,908
Exemption Amount	$50,722	$50,000	$50,000	$50,000	$50,000
Taxable Value	$13,146,446	$12,775,236	$12,401,685	$12,039,015	$11,686,908

Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	$195,661	$190,131	$186,343	$186,709	$189,793
NON AD VALOREM	$207	$194	$188	$184	$178
TOTAL TAX	$195,868	$190,325	$186,531	$186,893	$189,971

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcpao.gov

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Michelle Sentmanat, Business Services Supervisor

Re: Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 12 Via Vizcaya.

Date: 10/30/2025

ATTACHMENTS

Staff Report
Supplemental Documents

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
Quality of Life
Community Preservation
On-island Mobility

FUNDING

No Fiscal Impact

Waiver of Town Code Section 18-237, For Building Permit Extension at 12 Via Vizcaya – Permit SITE-24-00113.

Staff recommends that the Town Council consider the request from contractor Worth Builders regarding a time extension in which to complete the site renovations at 11 Via Vizcaya. The contractor explains the need for extension in their letter dated October 09, 2025. They are requesting seventy-four (74) days – with work to be complete by January 20, 2026.

HISTORY:

The property is owned by County Down Trust and was purchased on November 13, 2017. The permit for installation of an aluminum fence with double swing gate was issued on October 16, 2024. Expiration date November 16, 2025.

THE PROJECT:

Exterior renovations. The contractor has submitted a request for extension and explains in their letter dated October 09, 2025, the need for additional time is due to the permit being issued to a different contractor on 08/30/2024 with Worth Builders taking over the project 10.5 months after issuance. This property is an empty lot and was being used to park contractor vehicles for the exterior renovations that were taking place at 11 Via Vizcaya. The revised construction schedule shows completion to be by January 20, 2026.

The applicant appears to have complied with the requirements for neighbor notice.

Attachments:

- Letter from Worth Builders
- Construction Schedule
- Copy of Notice to Neighbor
- Property Appraiser Details for the Property

TOWN OF PALM BEACH

Planning, Zoning and Building

RECEIVED
OCT 10 2025
TOWN OF PALM BEACH
PZB DEPARTMENT

Extpermit-25-00079

THIS IS A REQUEST FOR:

__x__ **BUILDING PERMIT TIME EXTENSION**

_____ **WAIVER OF TOWN CODE SECTION 42-199, CONSTRUCTION WORKING HOURS**

Any request for a Building Permit Time Extension OR Waiver of Town Code Section 42-199, Construction Working Hours must be submitted to the Town no later than 30 days PRIOR to permit expiration or period of request. Please send the following items to Director Bergman and Michelle Sentmanat at msentmanat@townofpalmbeach.com and wbergman@townofpalmbeach.com → 10/16

1. Provide a detailed letter explaining the reasons why a time extension or waiver is being requested.
2. Provide a construction schedule to show completion timeline (CPM, Gantt Chart).
3. Provide a Statement of Nuisance Mitigation measures currently in place on the site.
4. Provide a Statement that first-class mailed notice to neighbors within 300 feet will be provided at least 25 days prior to the meeting at which the extension or waiver is to be considered.
5. Include with the above Statement, a copy of the above notification to neighbors. NOTE: Must include in the notification letter the permit number, site address and meeting date at which this matter will be considered. Also, the following statement must be included in the notification: Comments or concerns regarding this request may be emailed to publiccomment@townofpalmbeach.com.
6. Provide a USPS Certificate of Mailing as proof of the mailed notice.
7. Payment – pay all applicable fees by the submittal deadline.

Deadlines: See Schedule for submittal deadlines (page 3). Town Council Meeting dates are subject to change. Please visit our website at www.townofpalmbeach.com

- Town Council Development Review Date (Wednesday meeting): NOV 12, 2025
- Deadline for submittal of request/backup must be received by: OCT 28, 2025
  (Deadline is approximately two weeks prior to the Town Council Development Review Meeting).
- Deadline for Notice to Neighbors: OCT 18, 2025
  (Notice to Neighbors must be provided 25 days in advance of TC/DRC Meeting)

Permit #: SITE-24-00113 Exp. Date: 11/16/25

Job Address: 12 VIA VIZCAYA

Length of time extension being requested: (in days) 71

Specific request for waiver/working hours being proposed: _____

Proposed completion date if requested time extension is granted: JAN 20, 2026
(Must attach completion schedule)

Contact: Didi Phone: 561-836-3979

Email: didi@worthbuilderspalmbeach.com

VALUATION OF PERMITS TO DATE:
(Original permit value and any permit updates containing valuation to date)

Job Address: 12 Via Vizcaya

Permit# : SITE-24-00113	Job Value	$ 10,400
Permit# : REV-25-01472	Job Value	$ 0
Permit# :	Job Value	$
Permit# :	Job Value	$
TOTAL valuation of project		$ 10,400

Value of work remaining to complete the project, even if included in valuation above. Include labor, materials and the value of any owner supplied items, etc $ 10,400

Time Extension fee due based upon 1% of this amount:	$ 104
Waiver fee due	$ —
Technology Fee (2% of permit fee above)	$ 2.08
Total Time Extension/Waiver Fee Paid: (attach a copy of the receipt for payment)	$ 106.08

OWNERS CERTIFICATION: I certify the information listed above to be true and correct.

sign here Andrew W. Regan 9/26/25
OWNER SIGNATURE DATE

CONTRACTOR CERTIFICATION: I certify the information listed above to be true and correct.

9/30/25
CONTRACTOR SIGNATURE DATE

NOTARY TO OWNER

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me this 26th day of Sept 20 25, By Andrew W. Regan

Who are personally known_____OR produced identification (Type of identification)_____
OR Online Notarization_____.

Brenda Gleason
Printed Name of Notary

Brenda Gleason
Signature of Notary

SEAL: BRENDA GLEASON Commission # HH 601994 Expires October 25, 2028

NOTARY TO CONTRACTOR

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me this 30th day of Sept 20 25, By Andrew Lucceo

Who are personally known_____OR produced identification (Type of identification)_____
OR Online Notarization_____.

Brenda Gleason
Printed Name of Notary

Brenda Gleason
Signature of Notary

SEAL: BRENDA GLEASON Commission # HH 601994 Expires October 25, 2028

WORTH
BUILDERS
OF PALM BEACH, INC.

October 9, 2025

Town of Palm Beach
Palm Beach, FL 33480

Re: Time extension request
Master Permit Number: SITE-24-00113
12 Via Vizcaya
Palm Beach, Fl. 33480

To Whom It May Concern:

Worth Builders would like to apply for a time extension on the permit that was originally issued to a different contractor on 8/30/2024. We took over this permit on 7/18/25, 10.5 months after it was issued. Our client was using this empty lot to park the contractors working on his home and adjacent property at 11 Viz Vizcaya. This allowed us to keep all work vehicles off the road.

We are requesting an extension for an additional two months to complete all work and finalize all inspections. End date January 31,2026

Please call if you have any questions or concerns.

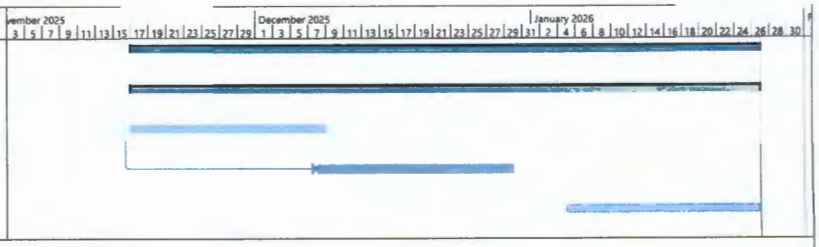
Sincerely,

Didiana Duque

Worth Builders of Palm Beach
(561) 839-3999
CGC1533188

Tel 561-832-0500
Fax 561-832-3871
1137 CLARE AVENUE
WEST PALM BEACH
FLORIDA 33401

ID	Task Mode	Task Name	Duration	Start	Finish
1		**12 Via Vizcaya**	**51 days**	**Mon 11/17/25**	**Mon 1/26/26**
2		**Schedule**	**51 days**	**Mon 11/17/25**	**Mon 1/26/26**
3		Fence install	16 days	Mon 11/17/25	Mon 12/8/25
4		Install column finishes	16 days	Mon 12/8/25	Mon 12/29/25
5		Clean up and inspections	16 days	Mon 1/5/26	Mon 1/26/26



Project: 12 Via Vizcaya
Date: Fri 10/10/25

Task
Split
Milestone
Summary
Project Summary
Inactive Task
Inactive Milestone
Inactive Summary
Manual Task
Duration-only
Manual Summary Rollup
Manual Summary
Start-only
Finish-only
External Tasks
External Milestone
Deadline
Progress
Manual Progress

WORTH
BUILDERS
OF PALM BEACH, INC.

October 9, 2025

Town of Palm Beach
Palm Beach, FL 33480

Re: Time extension request
Master Permit Number: SITE-24-00113
12 Via Vizcaya
Palm Beach, Fl. 33480

To Whom It May Concern:

Worth Builders will be sending the letters to neighbors within 300 ft of 12 Viz Vizcaya via first class mail at least 25 days before the town meeting on 11/12/2025.

Please call if you have any questions or concerns.

Sincerely,

Didiana Duque

Worth Builders of Palm Beach
(561) 839-3999
CGC1533188

Tel 561-832-0500
Fax 561-832-3871
1137 CLARE AVENUE
WEST PALM BEACH
FLORIDA 33401

NOTIFICATION TO NEIGHBORS

September 19, 2025

Re: Project Location: 12 Via Vizcaya, Palm Beach

Permit Number: **SITE-24-00113**

Dear Neighbor,

This is to notify you that a request has been made to the Planning, Zoning & Building Department to be placed on the agenda for the next available Town Council meeting on 11/12/25 . For the consideration of a time extension request for our site work permit.

Should you have any questions or concerns regarding this project, please contact:

Worth Builders of Palm Beach
1137 Clare Ave
Palm Beach, FL 33401
561-832-0500
Project Manager: Eric Luchini 561-722-1396
Superintendent: Matt Quercia 561-758-6779

Also, comments or concerns regarding this request may be made in the Planning, Zoning & Building department at 360 S County Rd., Palm Beach, or by email to publiccomment@townofpalmbeach.com

Sincerely,

Worth Builders of Palm Beach
561-832-0500

Property Detail

Location Address : 12 VIA VIZCAYA
Municipality : PALM BEACH
Parcel Control Number : 50-43-43-35-01-000-0120
Subdivision : VIA VIZCAYA IN
Official Records Book/Page : 29464 / 1126
Sale Date : 11/13/2017
Legal Description : VIA VIZCAYA LT 12

Owner Information

Owner(s)	Mailing Address
COUNTY DOWN TRUST	11 VIA VIZCAYA PALM BEACH FL 33480 4926

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
11/13/2017	$5,500,000	29464 / 01126	WARRANTY DEED	CLAY JONATHAN CHACE
11/10/2017	$4,700,000	29462 / 01667	WARRANTY DEED	235 VIA VIZCAYA LLC
04/22/2011	$3,900,000	24499 / 00070	WARRANTY DEED	JDC FLORIDA PROPERTIES LLC
04/26/2006	$7,000,000	20279 / 01291	WARRANTY DEED	KURTZ RICHARD
09/01/1989	$100	06195 / 01138	QUIT CLAIM	VAN GERBIG HOWELL JR

Exemption Information

No Exemption Information Available.

Property Information

Number of Units : 0
***Total Square Feet :** 0
Acres : .35
Property Use Code : 0000—VACANT
Zoning : R-A—ESTATE RESIDENTIAL (50-PALM BEACH)

Building Details

Structural Details

Structural Element for Building 1

Subarea and Square Footage for Building 1

Code Description	square Footage
No data found	

Sketch for Building 1



Property Extra Feature

Description	Year Built	Units
No Extra Feature Available		

Property Land Details

Land Line #	Description	Zoning	Acres
1	INTRACOASTAL	R-A	0.3480

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	$0	$0	$0	$0	$0
Land Value	$17,053,875	$16,674,900	$17,095,400	$13,305,650	$7,705,815
Total Market Value	$17,053,875	$16,674,900	$17,095,400	$13,305,650	$7,705,815

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	$7,734,475	$7,031,341	$6,392,128	$5,811,025	$5,282,750
Exemption Amount	$0	$0	$0	$0	$0
Taxable Value	$7,734,475	$7,031,341	$6,392,128	$5,811,025	$5,282,750

Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	$173,926	$165,448	$165,073	$138,900	$102,372
NON AD VALOREM	$0	$0	$0	$0	$0
TOTAL TAX	$173,926	$165,448	$165,073	$138,900	$102,372

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcpao.gov

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Michelle Sentmanat, Business Services Supervisor

Re: Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 225 Mockingbird Trail.

Date: 10/30/2025

ATTACHMENTS

Staff Report
Supplemental Documents

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
Quality of Life
Community Preservation
On-island Mobility

FUNDING

No Fiscal Impact

Waiver of Town Code Section 18-237, For Building Permit Extension at 225 Mockingbird Trail – Permit RALT-24-00093.

Staff recommends that the Town Council consider the request from contractor Tim Givens, regarding a time extension in which to complete the renovations of a single-family home located at 225 Mockingbird Trail. The contractor explains the need for extension in their letter dated October 13, 2025. They are requesting one hundred twenty-five (125) days – with work to be complete by March 16, 2026.

HISTORY:

The property is owned by Daniel and Anna Castro and was purchased on March 29, 2019. The permit for renovations was issued on July 11, 2025, and based on the size of the home the contractor was given sixteen (16) months for completion. Expiration date, November 11, 2025.

THE PROJECT:

Renovations. The contractor has submitted a request for extension and explains in their letter dated October 13, 2025, the need for additional time is due to production delays and long shipping times. The revised construction schedule shows completion to be by March 16, 2025.

The applicant appears to have complied with the requirements for neighbor notice.

Attachments:

- Letter from Tim Givens with Nuisance Mitigation Measures and Construction Schedule
- Copy of Notice to Neighbor
- Property Appraiser Details for the Property

TOWN OF PALM BEACH

Planning, Zoning and Building

RECEIVED
OCT 14 2025
TOWN OF PALM BEACH
PZB DEPARTMENT

Extension 25-00013

THIS IS A REQUEST FOR:

__X__ **BUILDING PERMIT TIME EXTENSION**

_____ **WAIVER OF TOWN CODE SECTION 42-199, CONSTRUCTION WORKING HOURS**

Any request for a Building Permit Time Extension OR Waiver of Town Code Section 42-199, Construction Working Hours must be submitted to the Town no later than 30 days PRIOR to permit expiration or period of request. Please send the following items to Director Bergman and Michelle Sentmanat at msentmanat@townofpalmbeach.com and wbergman@townofpalmbeach.com

1. Provide a detailed letter explaining the reasons why a time extension or waiver is being requested.
2. Provide a construction schedule to show completion timeline (CPM, Gantt Chart).
3. Provide a Statement of Nuisance Mitigation measures currently in place on the site.
4. Provide a Statement that first-class mailed notice to neighbors within 300 feet will be provided at least 25 days prior to the meeting at which the extension or waiver is to be considered.
5. Include with the above Statement, a copy of the above notification to neighbors. **NOTE: Must include in the notification letter to neighbors the permit number, site address, current permit expiration date and proposed expiration date. In addition, include the meeting date at which this matter will be considered.** Also, the following statement must be included in the notification: Comments or concerns regarding this request may be emailed to publiccomment@townofpalmbeach.com.
6. Provide a USPS Certificate of Mailing as proof of the mailed notice.
7. Payment – pay all applicable fees by the submittal deadline.

Deadlines: See Schedule for submittal deadlines (page 3). Town Council Meeting dates are subject to change. Please visit our website at **www.townofpalmbeach.com**

- Town Council Development Review Date (Wednesday meeting): 11/12/25
- Deadline for submittal of request/backup must be received by: 10/18/25
  (Deadline is approximately two weeks prior to the Town Council Development Review Meeting).
- Deadline for Notice to Neighbors: 10/18/25
  (Notice to Neighbors must be provided 25 days in advance of TC/DRC Meeting)

Permit #: RALT-24-00093 Exp. Date: 11/11/25

Job Address: 225 Mockingbird Trail, Palm Beach, FL 33480

Length of time extension being requested: (in days) 125

Specific request for waiver/working hours being proposed: N/A

Proposed completion date if requested time extension is granted: 3/16/26
(Must attach completion schedule)

Contact: Tim Givens Phone: 561-722-4298

Email: timgivensbuilding@outlook.com

VALUATION OF PERMITS TO DATE:
(Original permit value and any permit updates containing valuation to date)

Job Address: 225 Mockingbird Trail, Palm Beach, FL 33480

Permit# : RALT-24-00093	Job Value	$ 825,000
Permit# : REV-25-00964	Job Value	$ 96,000
Permit# :	Job Value	$
Permit# :	Job Value	$
TOTAL valuation of project		$ 921,000

Value of work remaining to complete the project, even if included in valuation above. Include labor, materials and the value of any owner supplied items, etc $ 125,000.00

Time Extension fee due based upon 1% of this amount:	$ 1,250.00
Waiver fee due based upon 1% of this amount:	$ N/A
Technology Fee (2% of permit fee above)	$ 25.00
Total Time Extension/Waiver Fee Paid: (attach a copy of the receipt for payment)	$ 1,275.00

OWNERS CERTIFICATION: I certify the information listed above to be true and correct.

10/13/25
OWNER SIGNATURE DATE

CONTRACTOR CERTIFICATION: I certify the information listed above to be true and correct.

10/8/25
CONTRACTOR SIGNATURE DATE

NOTARY TO OWNER

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me

this 13 day of October

20 25 , By Dan Castro

Who are personally known X OR produced identification (Type of identification)_____
OR Online Notarization_____.

Chara Kuonen
Printed Name of Notary

Signature of Notary

SEAL: CHARA KUONEN · MY COMMISSION # HH 330662 · EXPIRES: November 8, 2026

NOTARY TO CONTRACTOR

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me

this 8 day of October

20 25 , By Tim Givens

Who are personally known X OR produced identification (Type of identification) _____
OR Online Notarization_____.

Chara Kuonen
Printed Name of Notary

Signature of Notary

SEAL: CHARA KUONEN · MY COMMISSION # HH 330662 · EXPIRES: November 8, 2026

TIM GIVENS
BUILDING & REMODELING

October 13, 2025

Town of Palm Beach
Planning, Zoning & Building
360 S. County Road
Palm Beach, FL 33480

Re: 225 Mockingbird Trail, Palm Beach
Master Permit #RALT-24-00093

To Whom it May Concern,

PERMIT EXTENSION REQUEST: we are requesting a permit extension for the following reasons:

- **Production Delays and Long Shipping Times** for the exterior windows & doors that are being made in Italy and transported overseas by boat. The factory in Italy closed down for one month to move their operations to a new location, which postponed the production process. The manufacturer also experienced issues with obtaining raw materials. The order was further delayed by the impact testing and product approval process required for the custom units. The windows & doors are being sent in two shipments, which are expected to arrive in mid-November 2025 and mid to late-December 2025. Estimated time frame for installation is 4-6 weeks followed by exterior stucco & painting work and final trim-out for a projected substantial completion in late-February 2026.
- **Long Lead Times** for the special order/custom made materials & finishes, including the stone, tile & mosaic materials, terrazzo flooring, cabinetry & millwork, framed shower doors/enclosures, THG & Waterworks plumbing fixtures, BlueStar gas range, specialty wall finishes/venetian plaster, etc. have also impacted the project schedule and anticipated completion date for the interior renovation work.
- **Deliveries & Logistics**: the Town will no longer issue long-term right of way permits for this project, which presents challenges with scheduling & coordinating deliveries. This factor has hindered us from running this project at optimal efficiency.

PROJECT SCHEDULE: please see the attached project schedule with target dates for the renovation work. Although we anticipate substantial completion of the construction work in late-February, we are requesting the permit to be extended to March 16, 2026 to allow additional time for the requisite paperwork submittals and final inspection process.

NEIGHBOR NOTIFICATION LETTERS: the enclosed letter was mailed to all neighbors within a 300 ft radius on 10/10/25. The USPS certified mail receipts for these letters are also enclosed.

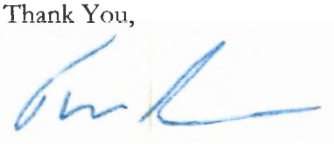
NUSIANCE MITIGATION MEASURES: we have installed a tall construction fence with screening along the front of this property to help conceal the construction activity. The east, west and south sides of the property have tall hedges & plant materials and there are existing site walls along the east & west property lines to provide screening for the neighboring properties. In addition to a full-time superintendent, we also have a full-time traffic attendant on site to manage vehicles, parking, deliveries, etc. A statement describing these measures was included in the notice letter that was mailed to the neighbors.

5390 Georgia Avenue
West Palm Beach, FL 33405
O 561.533.5828 | F 561.533.6030

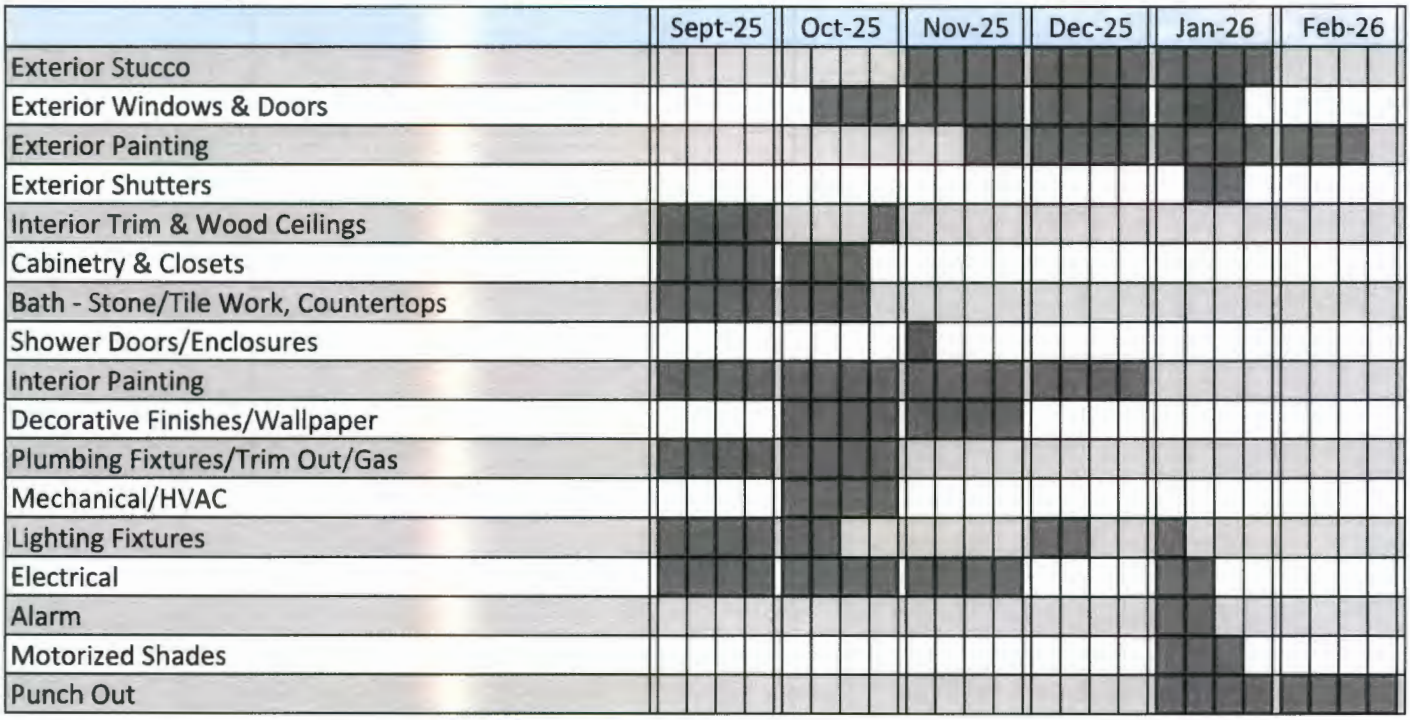
TIM GIVENS
BUILDING & REMODELING

We appreciate your time and help with this request. Should you have any questions, please do not hesitate to contact the undersigned.

Thank You,



Tim Givens, President
Tim Givens Building & Remodeling
Office: (561) 533-5828
Cell: (561) 722-4298
Email: timgivens@me.com


Sept-25
Oct-25
Nov-25
Dec-25
Jan-26
Feb-26
Exterior Stucco
Exterior Windows & Doors
Exterior Painting
Exterior Shutters
Interior Trim & Wood Ceilings
Cabinetry & Closets
Bath - Stone/Tile Work, Countertops
Shower Doors/Enclosures
Interior Painting
Decorative Finishes/Wallpaper
Plumbing Fixtures/Trim Out/Gas
Mechanical/HVAC
Lighting Fixtures
Electrical
Alarm
Motorized Shades
Punch Out

TIM GIVENS
BUILDING & REMODELING

October 9, 2025

To: Neighbors of 225 Mockingbird Trail
217 Mockingbird Trail
220 Mockingbird Trail
222 Mockingbird Trail
232 Mockingbird Trail
233 Mockingbird Trail
230 Palmo Way
234 Palmo Way
244 Palmo Way

Re: Project Located at 225 Mockingbird Trail, Palm Beach
Permit #RALT-24-00093
Current Permit Expiration Date: 11/11/25
Proposed New Expiration Date: 3/16/26

We are the general contractor overseeing the renovation of the private residence at 225 Mockingbird Trail. By way of this correspondence, we would like to notify you that a request has been made to the Planning, Zoning & Building Department to be placed on the agenda for the next available Town Council meeting to consider our request to extend the expiration date for our building permit to March 16, 2026.

Our anticipated substantial completion date for this project is late-February 2026. We are allowing a few additional weeks for the final inspections and processing of the necessary paperwork required to close out the building permits.

We will continue our best efforts to protect your property throughout the course of this project. We installed an 8'-0" tall construction fence along the front of the property and have tall hedges/plantings and site walls along the side & rear property lines to help screen the construction activity. In addition to a full-time superintendent, we also have a full-time traffic attendant on site to manage vehicles, parking, deliveries, etc. Our goal is to make this a smooth experience for everyone and to keep you informed and accommodated during the construction process.

Should you have any questions or requests, please feel free to reach out to us and we will try our best to oblige you.

Superintendent - Bob Lopopolo: (561) 289-9062 / boblopopolo@yahoo.com
Project Manager - Chara Kuonen: (561) 714-5271 / chara.k@outlook.com
Office - TGBR: (561) 533-5828 / timgivensbuilding@outlook.com

Also, any comments or concerns regarding this request may be directed to the Planning, Zoning & Building Department at 360 S County Rd., Palm Beach, or by email to publiccomment@townofpalmbeach.com

Thank You,

Tim Givens Building & Remodeling

5390 Georgia Avenue
West Palm Beach, FL 33405
O 561.533.5828 | F 561.533.6030

Property Detail

Location Address : 225 MOCKINGBIRD TRL
Municipality : PALM BEACH
Parcel Control Number : 50-43-43-03-09-000-0140
Subdivision : MOCKINGBIRD TRAIL TRACT
Official Records Book/Page : 30517 / 89
Sale Date : 03/29/2019
Legal Description : MOCKING BIRD TRAIL TRACT LT 14 & UND INT IN PT OF LTS 19A, 20A & UNMBRD TR AS IN DB863P260 K/A PRIV BCH

Owner Information

Owner(s)	Mailing Address
CASTRO ANNA CASTRO DANIEL F &	225 MOCKINGBIRD TRL PALM BEACH FL 33480 3117

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
03/29/2019	$6,600,000	30517 / 00089	WARRANTY DEED	CASTRO DANIEL F &
07/12/2010	$2,360,000	23956 / 01077	WARRANTY DEED	PEACOCK MICHAEL E
08/12/2004	$2,050,000	17415 / 01874	WARRANTY DEED	THOMPSON ANNE K
10/10/2001	$1,750,000	12980 / 00776	WARRANTY DEED	WILCOX ALICE F
10/01/1999	$437,000	11442 / 00862	WARRANTY DEED	
10/01/1999	$100	11442 / 00860	QUIT CLAIM	
10/01/1999	$100	11442 / 00843	QUIT CLAIM	
11/14/1998	$100	10820 / 01828	WARRANTY DEED	SCHOLL SHAW ROBERTS TR
03/01/1997	$430,000	09697 / 00413	WARRANTY DEED	
03/01/1996	$390,000	09197 / 01957	REP DEED	
12/01/1986	$272,000	05143 / 01410	REP DEED	

Exemption Information

Applicant/Owner(s)	Year	Detail
CASTRO ANNA	2025	HOMESTEAD
CASTRO ANNA	2025	ADDITIONAL HOMESTEAD
CASTRO DANIEL F &	2025	HOMESTEAD
CASTRO DANIEL F &	2025	ADDITIONAL HOMESTEAD

Property Information

Number of Units : 1
***Total Square Feet :** 4774
Acres : .58
Property Use Code : 0100—SINGLE FAMILY
Zoning : R-B—LOW DENSITY RESIDENTIAL (50-PALM BEACH)

Building Details

Structural Details

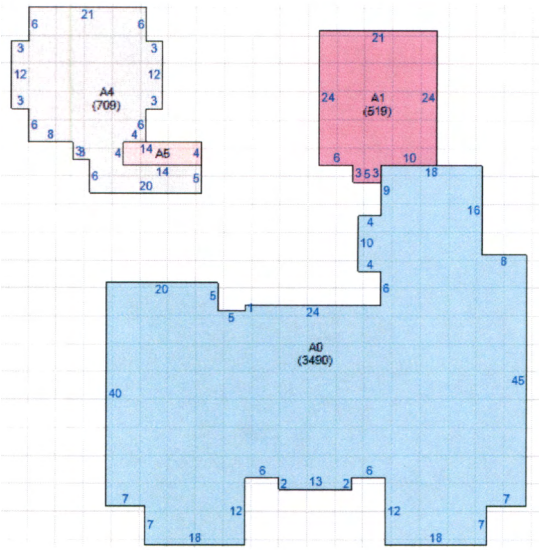
Structural Element for Building 1	
Bldg Type	EXC-LUX.RES
Exterior Wall 1	MSY: CB STUCCO
Year Built	2001
Air Condition Desc.	HTG & AC
Heat Type	FORCED AIR DUCT
Heat Fuel	ELECTRIC
Bed Rooms	5
Full Baths	4
Half Baths	
Exterior Wall 2	NONE
Roof Structure	WOOD TRUSS
Roof Cover	CONCRETE TILE
Interior Wall 1	DRYWALL
Interior Wall 2	N/A

Sketch for Building 1

Floor Type 1	HARDWOOD
Floor Type 2	CERAMIC/QUARRY TILE
Stories	2

Subarea and Square Footage for Building 1

Code Description	square Footage
BAS Base Area	3490
FUS Finished Upper Story	709
NVA No Value Area	56
FGR Finished Garage	519
Total Square Footage	4774
Area Under Air	4199



Property Extra Feature

Description	Year Built	Units
Pool - In-Ground	2016	1
Deck	2001	208
Spa	2011	1
Fountain	2011	1

Property Land Details

Land Line #	Description	Zoning	Acres
2	OCEAN ACCESS	R-B	0
1	SFR	R-B	0.2903

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	$3,046,522	$3,351,469	$4,812,034	$2,976,212	$1,628,884
Land Value	$6,707,635	$7,033,232	$5,512,505	$4,414,103	$2,769,993
Total Market Value	$9,754,157	$10,384,701	$10,324,539	$7,390,315	$4,398,877

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	$8,067,756	$7,840,385	$7,612,024	$7,390,315	$4,398,877
Exemption Amount	$50,722	$50,000	$50,000	$50,000	$0
Taxable Value	$8,017,034	$7,790,385	$7,562,024	$7,340,315	$4,398,877

Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	$119,382	$116,004	$113,687	$113,902	$71,372
NON AD VALOREM	$207	$194	$188	$184	$178
TOTAL TAX	$119,589	$116,198	$113,875	$114,086	$71,550

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcpao.gov

TOWN OF PALM BEACH

Information for Town Council Meeting on: November 13, 2025

To: Town Council

Via: Wayne Bergman, Director of Planning, Zoning, & Building

From: Michelle Sentmanat, Business Services Supervisor

Re: Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 1040 N Lake Way

Date: 10/30/2025

ATTACHMENTS

Staff Report
Supplemental Documents

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
Quality of Life
Community Preservation
On-island Mobility

FUNDING

No Fiscal Impact

Waiver of Town Code Section 18-237, For Building Permit Extension at 1040 N. Lake Way – Permit RALT-24-00144.

Staff recommends that the Town Council consider the request from contractor South Coast Building Group, regarding a time extension in which to complete the renovations of a single-family home located at 1040 N. Lake Way. The contractor explains the need for extension in their letter dated September 16, 2025. They are requesting two hundred-ten (210) days – with work to be complete by June 1, 2026.

HISTORY:

The property is owned by 1040 N Lakeway LLC and was purchased on February 8, 2022. The permit for renovations was issued on July 3, 2024, and based on the size of the home the contractor was given sixteen (16) months for completion. Expiration date, November 3, 2025.

THE PROJECT:

Renovations. The contractor has submitted a request for extension and explains in their letter dated September 16, 2025, the need for additional time is due to parking restrictions, interior design revisions, underground utility work and industry wide challenges. The revised construction schedule shows completion to be by June 1, 2026.

The applicant appears to have complied with the requirements for neighbor notice.

Attachments:

- Letter from South Coast Building Group
- State of Nuisance Mitigation Measures
- Construction Schedule
- Copy of Notice to Neighbor
- Property Appraiser Details for the Property

TOWN OF PALM BEACH

Planning, Zoning and Building

RECEIVED
OCT 14 2025
TOWN OF PALM BEACH
PZB DEPARTMENT

Ext permit - 25-0006

THIS IS A REQUEST FOR:

X **BUILDING PERMIT TIME EXTENSION**

____ **WAIVER OF TOWN CODE SECTION 42-199, CONSTRUCTION WORKING HOURS**

Any request for a Building Permit Time Extension OR Waiver of Town Code Section 42-199, Construction Working Hours must be submitted to the Town no later than 30 days PRIOR to permit expiration or period of request. Please send the following items to Director Bergman and Michelle Sentmanat at msentmanat@townofpalmbeach.com and wbergman@townofpalmbeach.com

1. Provide a detailed letter explaining the reasons why a time extension or waiver is being requested.
2. Provide a construction schedule to show completion timeline (CPM, Gantt Chart).
3. Provide a Statement of Nuisance Mitigation measures currently in place on the site.
4. Provide a Statement that first-class mailed notice to neighbors within 300 feet will be provided at least 25 days prior to the meeting at which the extension or waiver is to be considered.
5. Include with the above Statement, a copy of the above notification to neighbors. NOTE: Must include in the notification letter the permit number, site address and meeting date at which this matter will be considered. Also, the following statement must be included in the notification: Comments or concerns regarding this request may be emailed to publiccomment@townofpalmbeach.com.
6. Provide a USPS Certificate of Mailing as proof of the mailed notice.
7. Payment – pay all applicable fees by the submittal deadline.

Deadlines: See Schedule for submittal deadlines (page 3). Town Council Meeting dates are subject to change. Please visit our website at www.townofpalmbeach.com

- Town Council Development Review Date (Wednesday meeting): 11.12.2025
- Deadline for submittal of request/backup must be received by: 10.18.2025
  (Deadline is approximately two weeks prior to the Town Council Development Review Meeting).
- Deadline for Notice to Neighbors: 10.18.2025
  (Notice to Neighbors must be provided 25 days in advance of TC/DRC Meeting)

Permit #: RALT-24-00144 Exp. Date: 11/3/2025

Job Address: 1040 N Lake Way, Palm Beach,FL

Length of time extension being requested: 7 months (in days) 210 days

Specific request for waiver/working hours being proposed: _____

Proposed completion date if requested time extension is granted: 6.1.2026
(Must attach completion schedule)

Contact: Sean Couch Phone: 336-918-3632

Email: sean@southcoastbuild.com

VALUATION OF PERMITS TO DATE:
(Original permit value and any permit updates containing valuation to date)

Job Address: 1040 N Lake Way, Palm Beach,FL

Permit# : RALT-24-00144 Job Value $ 2M

Permit# : _____ Job Value $ _____

Permit# : _____ Job Value $ _____

Permit# : _____ Job Value $ _____

TOTAL valuation of project $ _____

Value of work remaining to complete the project, even if included in valuation above. Include labor, materials and the value of any owner supplied items, etc $ 600,000.00

Time Extension fee due based upon 1% of this amount: $ 6000.00

Waiver fee due $ _____

Technology Fee (2% of permit fee above) $ 120.00

Total Time Extension/Waiver Fee Paid:
(attach a copy of the receipt for payment) $ 6120 ℗

OWNERS CERTIFICATION: I certify the information listed above to be true and correct.

OWNER SIGNATURE 9/30/25 DATE

CONTRACTOR CERTIFICATION: I certify the information listed above to be true and correct.

CONTRACTOR SIGNATURE 9/30/25 DATE

NOTARY TO OWNER

STATE OF Florida
COUNTY OF Palm Beach

Sworn to (or affirmed) and subscribed before me this 30th day of Sept. 20 25. By Maron Mussafer.

Who are personally known X OR produced identification (Type of identification) _____
OR Online Notarization _____.

Fotoula Bikos
Printed Name of Notary

Signature of Notary

SEAL: NOTARY PUBLIC STATE OF FLORIDA FOTOULA (TULA) BIKOS Commission # HH 620172 Expires January 26, 2029

NOTARY TO CONTRACTOR

STATE OF Florida
COUNTY OF Palm Beach

Sworn to (or affirmed) and subscribed before me this 30th day of Sept. 20 25. By Sean Curd.

Who are personally known X OR produced identification (Type of identification) _____
OR Online Notarization _____.

Fotoula Bikos
Printed Name of Notary

Signature of Notary

SEAL: NOTARY PUBLIC STATE OF FLORIDA FOTOULA (TULA) BIKOS Commission # HH 620172 Expires January 26, 2029

SouthCoast
BUILDING GROUP

Date: September 16, 2025

Town of Palm Beach
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480

RE: Request for Extension of Building Permit – 1040 N Lake Way, Palm Beach, FL
Permit # RALT-24-00144

Dear Members of the Planning, Zoning & Building Department,

I am writing to formally request an extension of our current building permit for the ongoing residential renovation at **1040 N Lake Way, Palm Beach**. We are respectfully requesting an extension of the permit through **June 1, 2026** in order to complete the remaining work.

Several factors beyond our control have contributed to delays in the project timeline:

1. **Parking Restrictions:** Our request for additional parking was denied, limiting all construction traffic to our driveway. This constraint significantly restricts the number of tradespeople and deliveries that can be accommodated at any given time, directly impacting on daily productivity.
2. **Interior Design Revisions:** Midway through the process, a redesign with our design team introduced changes that were important to the vision of the home but added time to the construction schedule.
3. **Underground Utility Work:** The ongoing Town-led project to eliminate overhead power lines — both in front of our property and throughout the island — has caused intermittent access disruptions and scheduling conflicts that have further delayed our progress.
4. **Industry-Wide Challenges:** Like many projects across the region, we continue to face challenges stemming from the broader construction environment, including supply chain delays and workforce availability, both of which have compounded the scheduling impact.

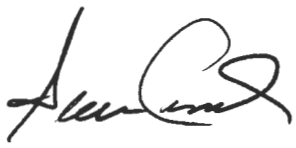
2655 N Ocean Drive, Suite 301-E
Singer Island, FL 33404
561-336-9580

SouthCoast
BUILDING GROUP

We remain committed to upholding the highest standards of workmanship, in full alignment with the Town's expectations and the community's character. We are making every effort to complete this renovation as efficiently and responsibly as possible, and this extension will allow us to do so.

Thank you for your time and consideration. Please do not hesitate to contact me directly if you require any further information or documentation.

Sincerely,



Sean Couch
SouthCoast Building Group LLC
sean@southcoastbuild.com

2655 N Ocean Drive, Suite 301-E
Singer Island, FL 33404
561-336-9580

SouthCoast
BUILDING GROUP

Date: 10.1.2025

Town of Palm Beach
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480

RE: Nuisance Mitigation Measures – 1040 N. Lake Way, Palm Beach, FL

Permit #RALT 24-00144

Dear Members of the Planning, Zoning & Building Department,

We are writing to outline the **nuisance mitigation measures** currently in place — and those we remain committed to — during the ongoing renovation project at **1040 N. Lake Way**. As part of our responsibility to the Town of Palm Beach and its residents, we are taking deliberate steps to minimize disruption, ensure safety, and preserve the neighborhood's quiet character throughout the construction process.

Mitigation Measures in Place:

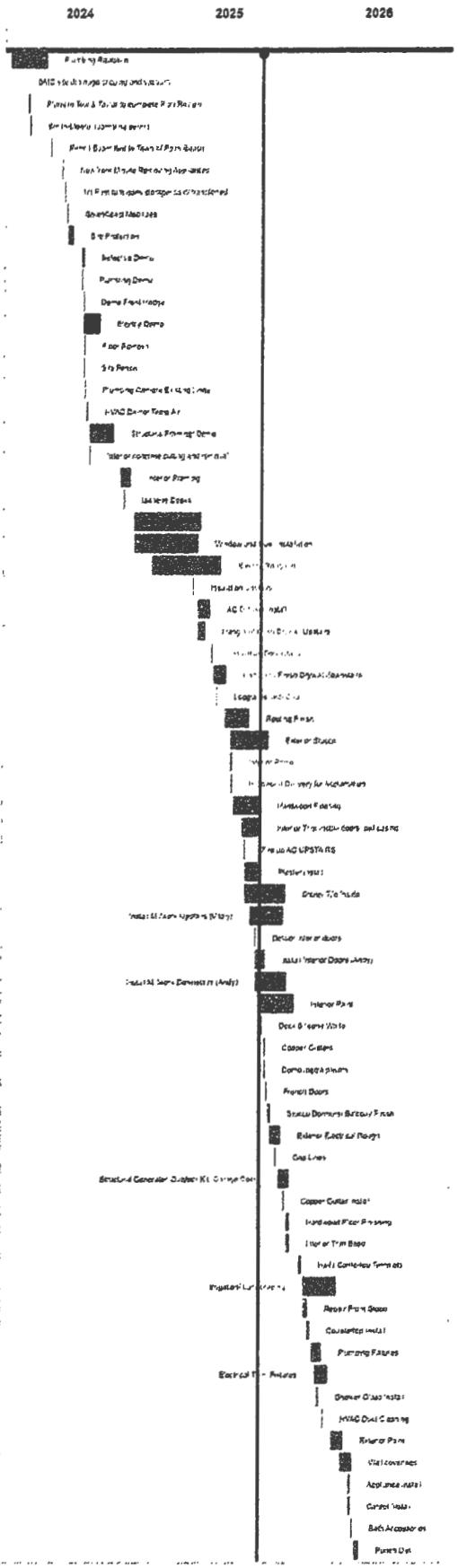
- **Construction Hours:**
  All work will be limited to **Monday through Friday, from 8:00 AM to 3:30 PM**.
  No work will be performed on **Saturdays, Sundays, or Town-observed holidays**.
- **Noise Control:**
  Any cutting, drilling, or use of loud machinery will be strictly limited to the hours of **8:00 AM to 3:00 PM**, Monday through Friday, to minimize the impact of construction noise during early mornings or late afternoons.
- **Site Management and Fencing:**
  The property is fully enclosed with appropriate **construction fencing** for safety, security, and visual screening. We are maintaining a clean and organized site, with regular debris removal and proactive dust control.
- **Parking and Traffic:**
  Due to parking limitations, all contractor vehicles are managed carefully to avoid obstruction of roadways or neighboring driveways. We operate within the driveway only, as per Town requirements.

2655 N Ocean Drive, Suite 301-E
Singer Island, FL 33404
561-336-9580

Schedule - 1040 - Renovation

2656 N Ocean Dr Ste 301-E, Riviera Beach, FL 33404-4782
561-358-0660

Title	Start	Workdays
Plumbing Rough-In	Jan 15, 2024	35 days
SMC site drainage scoping and vacuum	Feb 9, 2024	1 day
Plans to Tew & Taylor to complete Plan Review	Feb 28, 2024	3 days
Smith-Moore submitting permit.	Mar 4, 2024	1 day
Permit Submitted to Town of Palm Beach	Apr 26, 2024	1 day
New York Minute Removing Appliances	May 23, 2024	1 day
1st Furniture goes storage/ vest/ transferred	May 28, 2024	1 day
SouthCoast Mobilizes	Jun 3, 2024	1 day
Site Protection	Jun 4, 2024	10 days
Selective Demo	Jul 3, 2024	6 days
Plumbing Demo	Jul 9, 2024	2 days
Demo Front Hedge	Jul 16, 2024	1 day
Electric Demo	Jul 15, 2024	30 days
Floor Removal	Jul 18, 2024	3 days
Site Fence	Jul 19, 2024	1 day
Plumbing Camera Existing Lines	Jul 19, 2024	1 day
HVAC Demo/ Temp Air	Jul 22, 2024	5 days
Structural Framing/ Demo	Jul 29, 2024	45 days
Interior concrete cutting and removal	Jul 31, 2024	2 days
Interior Framing	Oct 14, 2024	20 days
Transom Decks	Oct 28, 2024	1 day
HVAC Rough-In	Nov 18, 2024	118 days
Window and Door Installation	Nov 20, 2024	112 days
Electric Rough-In	Jan 1, 2025	123 days
Insulation Upstairs	Apr 11, 2025	2 days
AC Diffuser Install	Apr 24, 2025	22 days
Hang and finish Drywall Upstairs	Apr 24, 2025	14 days
Insulation Downstairs	May 28, 2025	3 days
Hang and Finish Drywall downstairs	Jun 2, 2025	24 days
Laggia Ballerar Cap	Jun 9, 2025	3 days
Roofing Finish	Jun 30, 2025	44 days
Exterior Stucco	Jul 31, 2025	68 days
Interior Prime	Jul 14, 2025	8 days
Hardwood Delivery for Acclamation	Jul 16, 2025	3 days
Hardwood Flooring	Jul 21, 2025	50 days
Interior Trim Install doors and casing	Aug 11, 2025	35 days
Fire up AC UPSTAIRS	Aug 18, 2025	2 days
Plaster Install	Aug 18, 2025	32 days
Stone/ Tile Inside	Aug 18, 2025	75 days
Install Millwork Upstairs (Vicky)	Sep 1, 2025	60 days
Deliver interior doors	Sep 15, 2025	1 day
Install Interior Doors (Andy)	Sep 15, 2025	15 days
Install Millwork Downstairs (Andy)	Sep 15, 2025	50 days
Interior Paint	Sep 29, 2025	60 days
Deck Balcony White	Sep 30, 2025	4 days
Copper Gutters	Oct 6, 2025	5 days
Demo loggia pavers	Oct 6, 2025	5 days
French Doors	Oct 13, 2025	2 days
Stucco Dormers/ Balcony Finish	Oct 15, 2025	7 days
Exterior Electrical Rough	Oct 20, 2025	21 days
Gas Lines	Nov 3, 2025	5 days
Structural Generator, Outdoor Kit, Garage Doors	Nov 10, 2025	21 days
Copper Gutter Install	Nov 24, 2025	3 days
Hardwood Floor Finishing	Dec 1, 2025	8 days
Interior Trim Base	Dec 1 2025	7 days
Haifa Concrete Templets	Jan 1, 2026	5 days
Irrigation/ Landscaping	Jan 12, 2026	60 days
Repair Front Stoop	Jan 12, 2026	10 days
Countertop Install	Jan 21, 2026	7 days
Plumbing Fixtures	Feb 2, 2026	20 days
Electrical Trim/ Fixtures	Feb 9, 2026	25 days
Shower Glass Install	Feb 16, 2026	5 days
HVAC Duct Cleaning	Mar 3, 2026	1 day
Exterior Paint	Mar 23, 2026	21 days
Wall coverings	Apr 13, 2026	22 days
Appliance Install	May 4 2026	5 days
Carpet Install	May 4, 2026	4 days
Bath Accessories	May 11, 2026	2 days
Punch Out	May 18, 2026	10 days

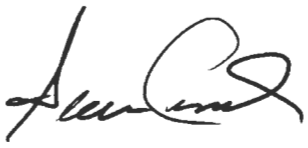


SouthCoast
BUILDING GROUP

- **Community Consideration:**
  Our team has been instructed to always act with professionalism and courtesy. We are mindful of our impact and remain available to respond promptly to any concerns from the Town or our neighbors.

We deeply value the privilege of working within the Town of Palm Beach and appreciate the patience and understanding of the surrounding community. Please feel free to contact us should any questions arise regarding our operations or mitigation efforts.

Sincerely,



Sean Couch

SouthCoast Building Group LLC

2655 N Ocean Drive, Suite 301-E
Singer Island, FL 33404
561-336-9580

SouthCoast
BUILDING GROUP

NOTIFICATION TO NEIGHBORS-**REVISED**

Date: 10.01.2025

Dear Neighbor,

Re: Project located at (site address): 1040 N Lake Way, Palm Beach, FL

Permit number: RALT-24-00144

This is to notify you that a request has been made to the Planning Zoning & Building Department to be placed on the agenda for 11.12.2025 at the Town Council meeting for consideration of a time extension of 210 days (6.1.2026) for the above reference address.

Should you have questions or concerns regarding this project, please contact me at the number listed below.

Also, comments or concerns regarding this request may be made in the Planning, Zoning & Building Department at 360 S County Rd., Palm Beach or by email to publiccomment@townofpalmbeach.com.

SouthCoast Building Group
336-918-3632

2655 N Ocean Drive, Suite 301-E
Singer Island, FL 33404
561-336-9580

Property Detail

Location Address : 1040 N LAKE WAY
Municipality : PALM BEACH
Parcel Control Number : 50-43-43-03-18-000-0151
Subdivision : CORAL ESTATES IN
Official Records Book/Page : 33486 / 1606
Sale Date : 02/08/2022
Legal Description : CORAL ESTATES S 100 FT OF LTS 15 & 16 & UNDIV INT IN LTS 1-A & 15-A

Owner Information

Owner(s)	Mailing Address
1040 N LAKEWAY LLC	29 COMMONWEALTH AVE UNIT PH BOSTON MA 02116 2349

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
02/08/2022	$32,000,000	33486 / 01606	WARRANTY DEED	1040 N LAKEWAY LLC
03/26/2021	$24,000,000	32356 / 00720	WARRANTY DEED	1040 NORTH LAKE HOLDINGS LLC
01/13/2011	$6,900,000	24317 / 00114	WARRANTY DEED	GARDEN EDWARD &
09/04/2007	$9,800,000	22082 / 01276	WARRANTY DEED	NEDERLANDER JAMES &
01/01/1994	$1,000,000	08190 / 00210	WARRANTY DEED	MEYER SYDELLE TR
01/01/1994	$1,000,000	08190 / 00208	WARRANTY DEED	
05/10/1988	$2,700,000	05691 / 01570	WARRANTY DEED	
04/01/1986	$2,550,000	04862 / 01976	WARRANTY DEED	
06/01/1985	$850,000	04586 / 01397	WARRANTY DEED	

Exemption Information

No Exemption Information Available.

Property Information

Number of Units : 1
***Total Square Feet :** 6686
Acres : .44
Property Use Code : 0100—SINGLE FAMILY
Zoning : R-B--LOW DENSITY RESIDENTIAL (50-PALM BEACH)

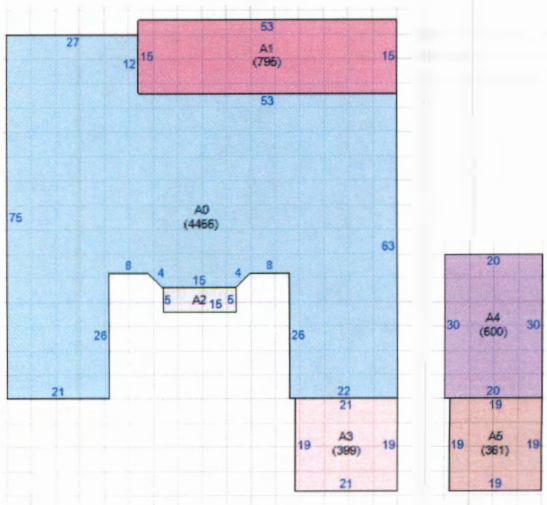
Building Details

Structural Details

Structural Element for Building 1

Bldg Type	EXC-LUX.RES
Exterior Wall 1	MSY: CB STUCCO
Year Built	1954
Air Condition Desc.	HTG & AC
Heat Type	FORCED AIR DUCT
Heat Fuel	ELECTRIC
Bed Rooms	5
Full Baths	5
Half Baths	1
Exterior Wall 2	NONIE
Roof Structure	WOOD TRUSS
Roof Cover	BUILT-UP TAR/GRAVEL
Interior Wall 1	DRYWALL
Interior Wall 2	N/A
Floor Type 1	MARBLE
Stories	2

Sketch for Building 1



Subarea and Square Footage for Building 1

Code Description	square Footage
FOP Finished Open Porch	75
BAS Base Area	4456
FUS Finished Upper Story	600

FST Finished Storage	361
FGR Finished Garage	399
FEP Finished Enclosed Porch	795
Total Square Footage	6686
Area Under Air	5056

Property Extra Feature

Description	Year Built	Units
Pool - In-Ground	2018	1
Boat Lift	2011	1
Boat Dock	1954	610
Wall	1954	630

Property Land Details

Land Line #	Description	Zoning	Acres
2	INTRACOASTAL WATERWAY STRIP	R-B	0.0195
1	INTRACOASTAL	R-B	0.4231

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	$6,394,949	$5,561,195	$9,903,478	$10,416,467	$2,300,522
Land Value	$22,117,500	$20,274,400	$18,043,435	$15,751,150	$8,377,054
Total Market Value	$28,512,449	$25,835,595	$27,946,913	$26,167,617	$10,677,576

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	$28,459,852	$25,835,595	$27,946,913	$26,167,617	$10,373,758
Exemption Amount	$0	$0	$0	$0	$0
Taxable Value	$28,459,852	$25,835,595	$27,946,913	$26,167,617	$10,373,758

Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	$423,553	$384,186	$419,556	$405,470	$170,404
NON AD VALOREM	$1,455	$1,442	$1,322	$1,318	$1,434
TOTAL TAX	$425,008	$385,627	$420,878	$406,788	$171,838

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcpao.gov